



AGENDA
PLANNING COMMISSION
 Tuesday, October 18, 2016 – 5:00 PM
City Council Chambers
 125 East Avenue B, Hutchinson, Kansas

1. ROLL CALL

- | | | |
|--|---|-----------------------------------|
| <input type="checkbox"/> Macklin | <input type="checkbox"/> Woleslagel | <input type="checkbox"/> Bisbee |
| <input type="checkbox"/> Hamilton (Vice Chair) | <input type="checkbox"/> Peirce (Chair) | <input type="checkbox"/> Obermite |
| <input type="checkbox"/> Carr | <input type="checkbox"/> Hornbeck | <input type="checkbox"/> Peterson |

2. APPROVAL OF MINUTES – Meeting of October 4, 2016.

3. CORRESPONDENCE & STAFF REPORTS – Motion to accept documents into the official record.

4. PUBLIC HEARINGS

a. 16-CUP-03, Sun Valley Conditional Use Permit

Request for Conditional Use Permit approval for Sun Valley Trucking to construct a 130’x200’ six-bay truck repair shop.

Note: this item was tabled at the 10/4/2016 meeting at the request of the Planning Department. We requested awaiting the approval of a parking variance (16-BZA-09). A public hearing was not held. A motion to remove this item from the Table and conduct the Public Hearing is needed prior to reviewing this case.
(Staff Representative: Jana McCarron)

[BREAK FOR DINNER]

5. NEW BUSINESS

a. Comprehensive Plan Drafts

- 1) 1.4 – Infrastructure (Casey Jones)
- 2) 2.5 – Education (Amy Allison)
- 3) 1.5 – Economy (Casey Jones)
- 4) 3.4 – Trees & Open Spaces (Aaron Barlow)

6. UPCOMING CASES

7. OPEN COMMENTS FROM THE AUDIENCE (Please limit comments to five minutes.)

8. COUNCIL ACTION ON CASES

9. ADJOURNMENT

Staff Contacts:	Jana McCarron	620-694-2681	Casey Jones	620-694-2667
	Amy Allison	620-694-2638	Stephanie Stewart	620-694-2635
	Charlene Mosier	620-694-2639	Aaron Barlow	620-259-4198

1. **ROLL CALL**

The Planning Commission meeting was called to order at 5 PM with the following members present: Terry Bisbee, Harley Macklin, Tom Hornbeck, Darryl Peterson, Robert Obermite, Todd Carr, Mark Woleslagel, Janet Hamilton and Ken Peirce. Staff present were Jana McCarron, Director of Planning and Development; Casey Jones, Senior Planner; Aaron Barlow, Associate Planner; Amy Allison, Housing Program Coordinator; and Charlene Mosier, Planning Technician. Bruce Colle, Director of Engineering, was also in attendance.

2. **APPROVAL OF MINUTES**

The minutes of the September 20, 2016, meeting were approved on a motion by Bisbee, seconded by Macklin, passed unanimously.

3. **CORRESPONDENCE & STAFF REPORTS**

The documents and staff reports were accepted into the official record on a motion by Macklin, seconded by Hornbeck, passed unanimously.

4. **PUBLIC HEARINGS**

a. 16-ZA-09: Red Barn Reflections Rezone

Request to rezone 39.81+/- acres located at 2801 Dillon Ave and 00000 Dillon Ave from R-3 Moderate Density Residential District to TA Transitional Rural Agricultural District.

Peirce asked if there were any outside contacts or conflicts of interest; there were none. Macklin said the applicant's son gave him a tour of the property prior to the meeting.

McCarron reviewed the case. The request by Dr. Dana and Connie Richman is to rezone two parcels of land in the vicinity of K-61 Hwy and Dillon Avenue from R-3 to TA to operate a private arboretum and accessory event venue. There is an existing parking pad and the applicants plan to add a structure for restrooms. McCarron showed a map and photos of the property and reviewed the factors for rezoning. Surrounding property owners were notified. This use would be similar to Barlett Arboretum in Belle Plaine and Dyck Arboretum in Hesston. The property is accessed by Dillon Avenue which could pose a concern to have only one access. There is a recorded access easement with the City. Septic service may be needed for the proposed restrooms. Drainage is not an issue.

Carr asked about a second access road if the event center expanded. McCarron said that is probably not possible unless access could be obtained by Prairie Star Health Center. Previously the property could be accessed from K61 Hwy.

Dan Garber, Garber Surveying, 2908 N Plum, represented the applicants. He gave some history of the property. The barn was built in 1939 and there is also a utility shed. A cabin was removed on the 38.8 acres that was part of the Riversbanks Orchard owned by the Dillon family. The proposed

request from R-3 to TA to allow the private arboretum and accessory event venue will help with preservation of the barn that is along one of the most attractive entrances into Hutchinson. No central air or heating will be installed because the events will be seasonal. The location is also near the Dillon Nature Center. Activities in the barn will be limited from 8:00 a.m. to 11:00 p.m. Garber stated the use will comply with 2005 Comprehensive Plan. Utilities are on or near the site with water and a fire hydrant. Oakwood Lane has sanitary sewer for proposed restrooms. The applicants will work with the Fire Department for adequate access from Dillon Avenue. The occupancy of the barn allows for 200 persons.

Connie Richman, 4 Oakwood Lane, and her son, Samuel, 424 E 15th Avenue, showed paintings of the original farm and told of the historical significance of the property. The barn was originally white and has been painted red. The property also contains a red oak tree that is known to be the largest in Reno County.

Peirce asked if there were any comments from the audience.

Donna Hessman, 3 Hilltop Drive, said the red oak tree is behind her house. She said the Richman family will be good stewards of this land. She would like to see the trail path easement and fence completed. McCarron said the Park Department is working on the trail park connection as funds are available.

Jack Martin said he previously lived at 4 Hilltop Drive. He is happy to see this property in use. He mentioned other permitted uses in a TA District could be agricultural sales and service centers and even cemeteries. These are just possibilities that could happen and could create excessive traffic. McCarron said any change of use to the property would need review and based on the location of the parcel, would not be likely.

Staff recommended approval of the rezone request based upon the factors. Peirce closed the hearing and asked for a motion.

Motion by Carr, seconded by Macklin, to recommend approval to the City Council of Zoning Amendment request number 16-ZA-09 for a rezone of 39.81+/- acres of land located at 2801 Dillon Ave and 00000 Dillon Ave from R-3 Moderate Density Residential District to TA Transitional Rural Agricultural District based upon due consideration of the following factors:

- 1. Character of the neighborhood;**
- 2. Current zoning and uses of nearby property;**
- 3. Suitability of the property for its current zoning and use;**
- 4. Extent of detrimental effects to nearby properties if the application were approved;**
- 5. Length of time the property has remained vacant;**
- 6. Relative gain to the public health, safety and welfare compared to the hardship imposed upon the landowner if the application were denied;**
- 7. Impact on public facilities and utilities;**
- 8. Conformance to the Comprehensive Plan;**

9. Recommendation of the professional staff;

The motion passed with the following vote: Yes - Macklin, Carr, Hamilton, Woleslagel, Hornbeck, Bisbee, Obermite, Peterson, Peirce.

(Bisbee left the meeting).

b. 16-CUP-03: Sun Valley Conditional Use Permit

Request for a Conditional Use Permit to construct a new, truck repair facility and to conduct truck repair and truck/trailer storage on property located at 00000 E Blanchard Avenue in the vicinity of S Lorraine St and Hwy 50.

McCarron said a variance from paved parking has been submitted and needs to be considered prior to the conditional use permit. Staff recommended tabling the case to the October 18, 2016, Planning Commission meeting. The rezone from C-4 Special Commercial and TA, Transitional Rural Agricultural District to I-2 Industrial District, was approved by the City Council today.

Motion by Hornbeck, seconded by Carr, to table the conditional use permit request number 16-CUP-03 for truck repair/truck and trailer storage to the October 18, 2016, Planning Commission meeting, pending action on variance request 16-BZA-04, passed with the following vote: Yes - Macklin, Carr, Hamilton, Woleslagel, Hornbeck, Obermite, Peterson, Peirce.

5. NEW BUSINESS

a. 16-SDP-07: Sun Valley Preliminary Plat

Request for Preliminary Plat approval of the Sun Valley subdivision, a new subdivision consisting of 1 lot and totaling 27.987 acres

Peirce asked if there were any outside contacts or conflicts of interest; there were none.

McCarron reviewed the case. Keith Bauer, KB Enterprises of Hutchinson, KS LLC, is the owner. McCarron showed photos and maps of the area including the Future Land Use Map and reviewed the staff report and comments for the one lot subdivision. There will be an easement for trees by the mobile home park. Another easement for sewer will need to be recorded prior to approval by City Council. Staff recommended approval of the preliminary plat.

Peirce asked the applicant for his presentation.

Ray Bretton, Alpha Land Surveys, Inc., 216 West 2nd Ave., said McCarron did a good job explaining the preliminary plat and he would be glad to answer any other questions.

Motion by Hornbeck, seconded by Woleslagel, to approve Preliminary Plat number 16-SDP-07 for Sun Valley based upon a finding that the requirements for subdivision contained in the City of Hutchinson Subdivision Regulations are met.

The motion passed with the following vote: Yes - Macklin, Carr, Hamilton, Woleslagel, Hornbeck, Obermite, Peterson, Peirce.

b. 16-SDF-06: Sun Valley Final Plat

Request for Final Plat review and recommendation to the City Council of the Sun Valley subdivision, a new subdivision consisting of 1 lot and totaling 27.987 acres.

Peirce asked if there were any outside contacts or conflicts of interest; there were none.

McCarron reviewed the case. She stated this is a simple plat and the preliminary and final plats are being presented together. Overhead photos and maps of the final plat were shown.

McCarron listed the Staff-recommended conditions of approval for Sun Valley, Final Plat:

1. Easements.
 - a. Prior to placement of the Final Plat on the City Council Agenda, a copy of the recorded off-site private sewer easement shall be provided to the City.
 - b. The off-site public sewer easement shall be recorded and the book and page number included on the Final Plat mylar prior to recording the final plat.
2. Signed and Notarized Mylar. A signed and notarized mylar shall be provided to the City a minimum of 7 days prior to the desired City Council meeting for consideration of the Final Plat.
3. Proof of Paid Taxes and Special Assessments. A signed certification of paid taxes from the Reno County Treasurer shall be provided a minimum of 7 days prior to the desired City Council meeting for consideration of the Final Plat.
4. Check for Recording Fee. A check in the amount of \$26.00 made payable to the "Reno County Register of Deeds" shall be provided within 7 days prior to the desired City Council meeting for consideration of the Final Plat.

Ray Bretton, Alpha Land Surveys, Inc., 216 West 2nd Ave., said and he would be glad to answer any other questions on the Final Plat.

Motion by Carr, seconded by Macklin, to recommend approval to the City Council of the Final Plat request number 16-SDF-06 for the Sun Valley subdivision to City Council pursuant to a finding that the requirements of the Subdivision Regulations are met and with the staff-recommended conditions passed with the following vote: Yes - Macklin, Carr, Hamilton, Woleslagel, Hornbeck, Obermite, Peterson, Peirce.

The Staff and Planning Commission took a break for dinner and convened in the meeting room of the Council Chambers to discuss the Comprehensive Plan Drafts.

c. Comprehensive Plan Drafts

The Planning Commission discussed the following sections of the Comprehensive Plan draft.

- 1.2 – Demographics – Casey Jones
- 1.3 – Environment – Casey Jones
- 2.4 – Community Health – Amy Denker
- 3.2 – Trail, Bicycles & Pedestrian Facilities – Aaron Barlow
- 3.3 – Community Assets – Aaron Barlow

Comments that were made included:

- Topic of stormwater fees for levee maintenance.
- Policy on tree limb removal.
- Target and Braums also have food markets.
- RCAT and Volunteer Center can be included in transportation for older residents.
- Lighting of bike paths for safety.
- Education on how to bike safely in traffic areas.
- Compare the number of Avenue A accidents before and after the installation of the bike lane.
- Maintenance of the bike trail.

Peirce commended Staff on an excellent presentation of the Comprehensive Plan drafts.

6. UPCOMING CASES

October 18, 2016

- a. **16-SDP-06** – Hampton East Preliminary Plat
- b. **16-SUP-05** – Kenny’s Special Use Permit (Bar/Tavern)
- c. **16-BZA-04** – Sun Valley Paving Variance Request (BZA)

7. OPEN COMMENTS FROM THE AUDIENCE – None.

8. COUNCIL ACTION ON CASES

- a. Sun Valley Trucking Rezone – This was approved at the October 4, 2016 City Council meeting.

9. ADJOURNMENT – The meeting adjourned at 7:30 PM.

Respectfully Submitted,
Charlene Mosier, Planning Technician

Approved this _____ day of _____, 2016

Attest: _____

Staff Report

Planning Commission

Case: 16-CUP-03

October 11, 2016

Hearing Date: October 18, 2016

REQUEST:
Conditional Use Permit-Truck Repair & Truck/Trailer Storage (Trucking)

Staff

Staff Representative:
Jana McCarron, AICP
Planning & Development
Director

Subject Property: 00000 E Blanchard Ave



Applicant/Owner:
Keith Bauer
KB Enterprises of Hutchinson KS
LLC
PO Box 1942
Hutchinson KS 67501-1942

Surveyor:
Raymond Bretton
Alpha Land Surveys, Inc
216 W 2nd Ave
Hutchinson KS 67501

Architect/Engineer:
Mann & Company, P.A.
1703 Landon St, Ste B
Hutchinson KS 67502

Application Materials:
[Link to Materials](#)

Concurrent Applications:
16-SDP-07, Sun Valley Prelim Plat
16-SDP-06, Sun Valley Final Plat
16-BZA-04, Paving Variance

Application Information

STAFF RECOMMENDATION: APPROVAL WITH CONDITIONS (Exhibit B)

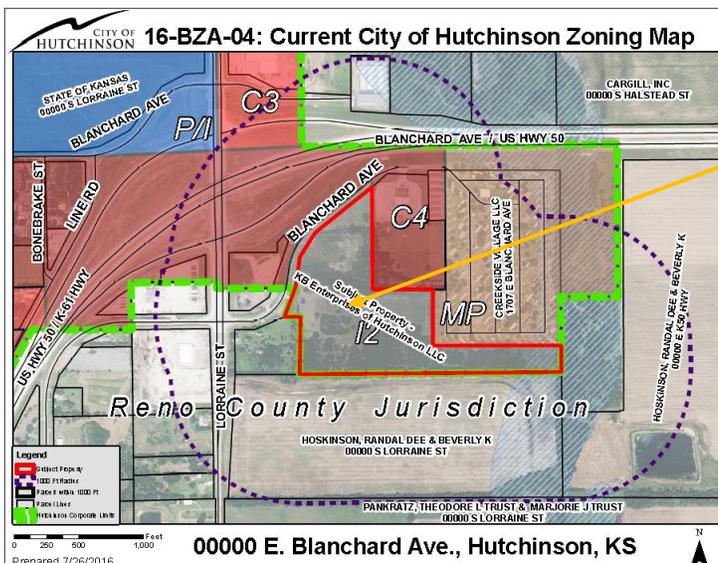
MOTION:

1. Remove this item from the Table.
2. Recommend (approval/approval with conditions/denial) to the Hutchinson City Council of Conditional Use Permit request number 16-CUP-03 for truck repair/truck and trailer storage for property located at 00000 E Blanchard Ave.

PROJECT SUMMARY:

Request for conditional use permit approval to construct a new truck repair facility and conduct truck repair and truck and trailer storage on property located at 00000 E Blanchard Ave in the vicinity of S Lorraine St and Hwy 50.

LOCATION MAP:



Subject Property



Zoning

Zoning:
I-2 Industrial District
Comprehensive Plan Designation:
Commercial / Manufactured Homes
Subdivision:
Sun Valley (not yet approved by City Council)

Notice & Review

Previous PC/BZA Actions:
16-2A-08 approved 9/6/2016
16-SDP-07 approved 10/4/2016
16-SDF-06 approved 10/4/2016

Development Review:
9/13/2016

Legal Ad Published:
9/12/2016

Property Owner Notice:
14 owners, 18 properties,
9/7/2016

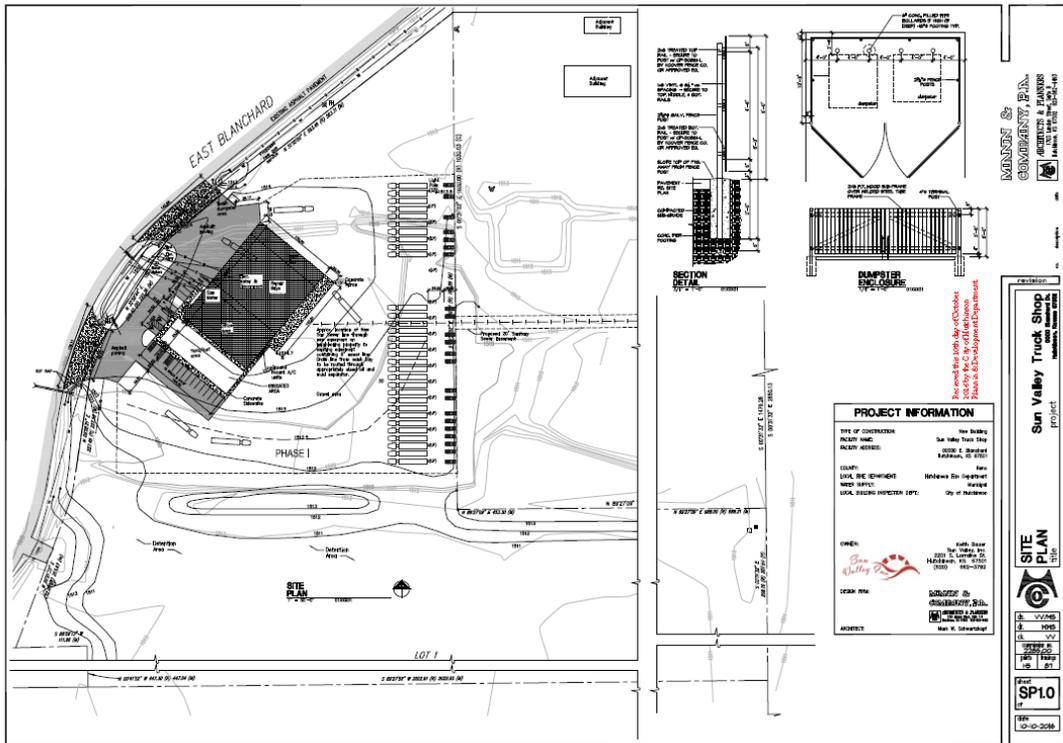
ANALYSIS OF STANDARD FACTORS OF APPROVAL REQUIRED FOR CONDITIONAL USE PERMIT REQUESTS:

Factor	Analysis	Met Not Met																		
1. Character of the neighborhood	The subject property is located on a highway frontage street adjacent to the city limits. A truck wash (formerly a truck stop) is the adjacent use to the East. Creekside Village Mobile Home Park is also located to the East. The applicant currently operates a truck repair shop at 2201 S Lorraine St, which is to the West of the subject property.	<input checked="" type="checkbox"/> Met																		
2. Current zoning and uses of nearby property	<table border="1"> <thead> <tr> <th>Location</th> <th>Zoning</th> <th>Use</th> </tr> </thead> <tbody> <tr> <td>Subject Property</td> <td>I-2</td> <td>Vacant land</td> </tr> <tr> <td>North</td> <td>County zoning</td> <td>US Hwy 50</td> </tr> <tr> <td>South</td> <td>AG (County)</td> <td>Agricultural land</td> </tr> <tr> <td>East</td> <td>C-4 and MP</td> <td>Truck wash; Manufactured home park</td> </tr> <tr> <td>West</td> <td>C-4, R-2 (County) and R-1 (County)</td> <td>Storage building and outdoor storage yard for a rock crushing and grading business; Truck repair shop; Single family dwelling</td> </tr> </tbody> </table>	Location	Zoning	Use	Subject Property	I-2	Vacant land	North	County zoning	US Hwy 50	South	AG (County)	Agricultural land	East	C-4 and MP	Truck wash; Manufactured home park	West	C-4, R-2 (County) and R-1 (County)	Storage building and outdoor storage yard for a rock crushing and grading business; Truck repair shop; Single family dwelling	<input checked="" type="checkbox"/> Met
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3. Suitability of the property for the proposed use as presently zoned	The property has recently been rezoned to I-2 Industrial District. The proposed use is allowed in that zone pursuant to obtaining a conditional use permit.	<input checked="" type="checkbox"/> Met																		
4. Extent of detrimental effects to nearby properties if the application were approved	No detrimental effects are anticipated.	<input checked="" type="checkbox"/> Met																		
5. Length of time the property has remained vacant	Unknown. The property has been vacant for many years.	<input checked="" type="checkbox"/> Met																		
6. Relative gain to the public health, safety and welfare compared to the hardship imposed upon the landowner if the application were denied	<p><u>Health, safety, and welfare:</u> No negative impacts to the health, safety and welfare of the public are anticipated with the development. The proposal meets the requirements of the City's regulations other than the unpaved parking area, for which the applicant has requested a Variance.</p> <p><u>Landowner hardship:</u> The landowner would be unable to locate and expand his existing business onto this site.</p>	<input checked="" type="checkbox"/> Met																		
7. Conformance of this request to the Comprehensive Plan	The 2005-2010 Comprehensive Plan calls for commercial uses and manufactured homes on this property. The City is in the process of developing a new Comprehensive Plan and the proposed land use designation for this area is industrial.	<input checked="" type="checkbox"/> Not Met																		
8. Impact on public facilities and utilities	<table border="1"> <tbody> <tr> <td>Streets</td> <td>The property has adequate frontage on Blanchard Avenue.</td> </tr> <tr> <td>Alleys</td> <td>Not applicable. There are no alleys in this area of the City.</td> </tr> <tr> <td>Sidewalks</td> <td>Sidewalks were not required with the Plat for Sun Valley.</td> </tr> <tr> <td>Water</td> <td>Connection to City water will be required. A City water main is located on the east side of Blanchard Avenue.</td> </tr> <tr> <td>Sewer</td> <td>Connection to City sewer will be required. The applicant is in the process of obtaining the appropriate easements to connect to the sewer main located on the property to the east of this site.</td> </tr> <tr> <td>Drainage</td> <td>A drainage study has been provided and approved by the Engineering Department.</td> </tr> </tbody> </table>	Streets	The property has adequate frontage on Blanchard Avenue.	Alleys	Not applicable. There are no alleys in this area of the City.	Sidewalks	Sidewalks were not required with the Plat for Sun Valley.	Water	Connection to City water will be required. A City water main is located on the east side of Blanchard Avenue.	Sewer	Connection to City sewer will be required. The applicant is in the process of obtaining the appropriate easements to connect to the sewer main located on the property to the east of this site.	Drainage	A drainage study has been provided and approved by the Engineering Department.	<input checked="" type="checkbox"/> Met						
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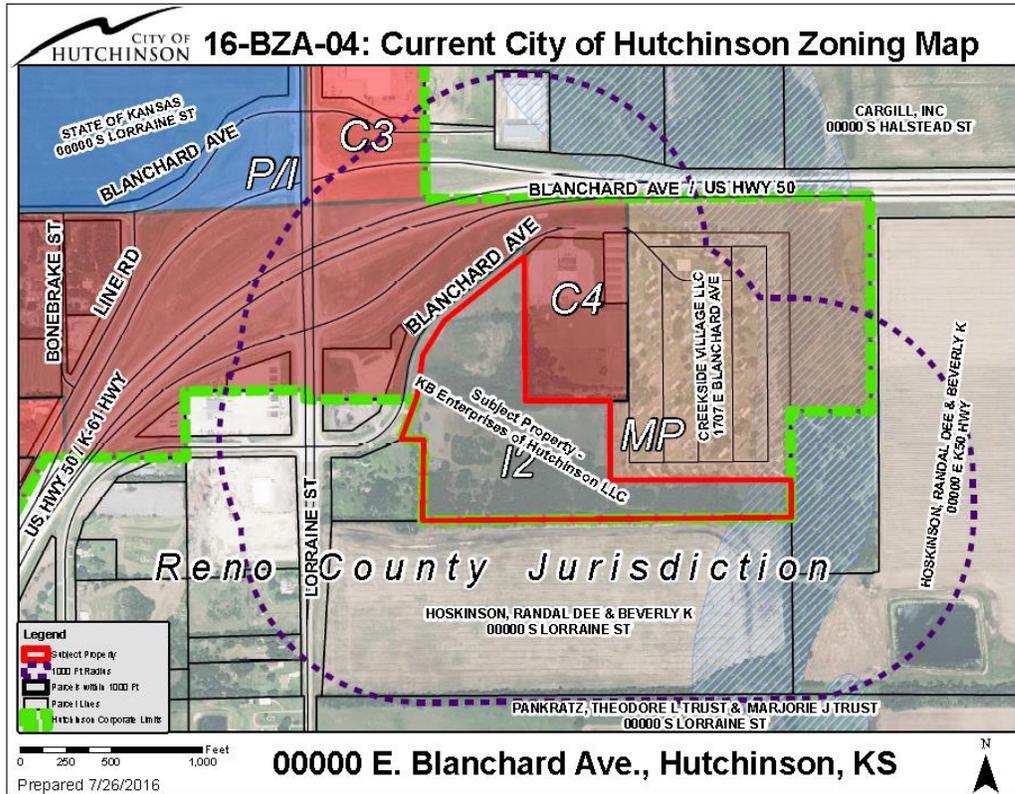
SITE PLAN REVIEW:

Item	Standard	Provided	Met Not Met
Front yard setback	0 feet	>80 feet	<input checked="" type="checkbox"/> Met
Side and rear yard setback	5 feet	>5 feet	<input checked="" type="checkbox"/> Met
Building Height	None	24' (approximate)	<input checked="" type="checkbox"/> Met
Maximum Lot Coverage	60%	2% (approximate)	<input checked="" type="checkbox"/> Met
Driveway Surfacing	Asphalt or Concrete	Asphalt & Gravel [See 16-BZA-04]	<input checked="" type="checkbox"/> Not Met
Driveway Width	24'	24 feet	<input checked="" type="checkbox"/> Met
Parking	15 – truck repair 30 – truck & trailer storage	25 paved spaces; 24 +/- unpaved spaces [See 16-BZA-04]	<input checked="" type="checkbox"/> Not Met
Planting Plan & Screening	32 medium trees + 135 parking lot points	32 trees + 244 landscaping points	<input checked="" type="checkbox"/> Met
Mechanical Equipment Screening	New equipment must be screened	Not readily visible to the public	<input checked="" type="checkbox"/> Met
Trash Bin Screening	Required for dumpsters and large trash bins	The dumpster is screened	<input checked="" type="checkbox"/> Met
Exterior Lighting	Shaded from residential uses	Lighting will meet the City's requirements	<input checked="" type="checkbox"/> Met
Access	Direct access or indirect access secured with private access easements	Access has been approved by the City Engineer	<input checked="" type="checkbox"/> Met
Fencing	A permit is required	No fencing is proposed	<input checked="" type="checkbox"/> Met

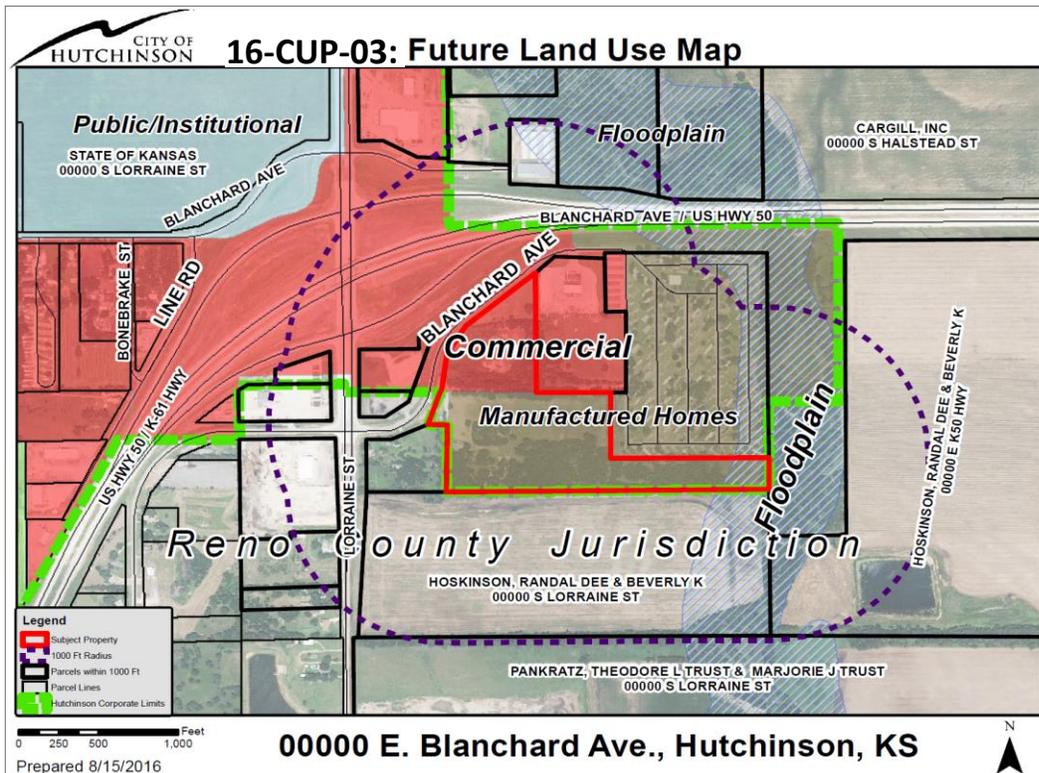
SITE PLAN:



ZONING MAP:



COMPREHENSIVE PLAN MAP:



APPLICANT'S CURRENT BUSINESS LOCATION



APPLICANT'S CURRENT BUSINESS LOCATION



1701 E BLANCHARD AVE (ADJACENT PROPERTY)



SUBJECT PROPERTY



SUBJECT PROPERTY



SUBJECT PROPERTY



EXHIBITS:

- A. Development Review Committee Comments
- B. Staff-Recommended Conditions of Approval
- C. Site Plan & Landscaping Plans
- D. Architectural Elevation Drawings



Planning & Development Department
 PO Box 1567
 Hutchinson KS 67504-1567
 620.694.2639 (ph) // 620.694.2691 (fax)

Comments For:

**Keith Bauer, Sun Valley Trucking
 New, 26,000 SF Truck Repair Facility & Truck Storage Area
 16-CUP-03**

A Development Review Committee Meeting was held on September 13, 2016 to discuss the above-listed project. **Revised plans are needed and are due to the City no later than September 20, 2016 at NOON.** Please revised the plans in conformance with the comments below.

Planning & Development (Jana McCarron):

1. General

- a. Rezone and Subdivision Required. The applicant has submitted a concurrent application to Rezone this property from C-4 & TA to I-2. Truck repair is not a permitted use in the C-4 & TA zones. Should the Rezone application not be approved, the Conditional Use Permit request would have to be denied.

Further, this property requires subdivision prior to development. A concurrent application for preliminary and final plat have been submitted and are under review. Should these plats not be approved, the Conditional Use Permit request would have to be denied.

- b. Conformance. Construction shall conform with the approved Site Plan. **Changes to the plans shall be submitted to the City of Hutchinson Planning & Development Department for approval prior to making the changes in the field.**
- c. Revised Plans. Revised plans are required and shall be submitted no later than September 20, 2016 in order to allow adequate time for review prior to the Planning Commission meeting on October 4, 2016.
- d. Use. The application materials indicate the use is a truck terminal. At the time of pre-submittal, the use was listed as truck repair. Based upon the generally-accepted definitions of truck terminals as places where freight is exchanged, staff has made the determination that this is a truck repair and trucking storage facility and not a truck terminal. See comments under parking below.

2. Site Plan

- a. Surfacing Materials. Section 27-701 of the *Hutchinson Zoning Regulations* requires paving (asphalt or concrete) of all driveways, drive aisles and required parking areas. The parking lot is required to be paved with concrete access aprons. Please place a note on the plans regarding the surfacing of the parking lot. **RP**
- b. # of Bays. The elevation drawings do not match the Site Plan drawing, with respect to the number of repair stalls and shape of the buildings. Please either revise the elevation plans or the site plans or both. **RP**
- c. Character of the Neighborhood. The City's regulations require that new development generally conform with the character of the existing neighborhood. The property to the east contains a metal truck wash, with an office that has traditional siding. The mobile home park has brick-sided storage buildings, metal siding on the office and a mix of siding materials on the mobile home units. The existing trucking company, as well as property located to the south of the existing company contain metal siding. While staff recommends the office of the proposed facility be stucco'ed or bricked, this will not be a requirement.
- d. # of Parking Spaces Required. The Site has two uses: truck repair and truck storage (trucking company). Based upon the repair use, 18 spaces are required. Based upon the vehicle, trailer, recreational vehicle and boat storage use, 1 space per employee + 5 additional spaces are needed. Without the number of

- employees, the parking standard cannot be calculated. All required parking spaces must be paved. While the truck parking is permitted on graveled surfacing, the required passenger vehicle parking must be paved. Please contact City Planning to discuss possible options, including a parking variance, for this project. **RP**
- e. Parking Space Size. The minimum parking space size is 9' x 18'. Please label a "typical" stall. **RP**
 - f. Drive Aisle Dimensions. The minimum drive aisle width for two-way traffic is 24 feet. It appears the drive aisle on the plans meet this requirement. Please add a statement that all drive aisles are 24 feet wide unless otherwise noted and annotate the ones that are not 24 feet. **RP**
 - g. ADA Parking. ADA Parking has not been provided. The number of accessible spaces is dependent upon the total number of required parking spaces. It appears a minimum of two spaces will be required. **RP**
 - h. Loading Space. A minimum of 1 loading space is required. The loading space shall meet the requirements of 27-701.H of the Zoning Regulations. Please annotate the loading space on the plans. **RP**
 - i. Signage. All signs shall meet the requirements of the City's Zoning regulations (see §27-801) and a sign permit shall be obtained prior to installation. It appears the proposed signage would be approvable. Add a note to the elevation drawings: "Signage is illustrative only. A sign permit shall be required." **RP**
 - j. Exterior Lighting. Exterior lighting shall meet the requirements of §27-909 of the *City's Zoning Regulations*. Applicant has shown lighting adjacent to the Truck Stop property. Please provide a statement on the plans that all lighting will meet the requirements of §27-909. **RP**
 - k. Trash Enclosure. The dumpster is required to be screened with an enclosure, as provided for in §27-908. Show a detail of the enclosure on the plans. **RP**
 - l. Mechanical Equipment Screening. All mechanical equipment shall be screened from view, as required by §27-908 of the Zoning Regulations. No mechanical equipment is shown. Please show equipment location and screening on revised plans. **RP**
 - m. Surfacing. All driving surfaces in front of the building shall be paved. Trucks will not be permitted to be staged on gravel or dirt surfaces. Revise site plan to show no staging in front of the building or to include the staging area as paved. Show all surfacing materials on the Site Plan. **RP**
 - n. Easements. According to the submitted plat, the property contains existing easements. Show the easements on the Site Plan. No development, other than that permitted by the City, shall be allowed within the easement area. **RP**
 - o. Fencing. Is fencing proposed? Please label fencing on plans, including proposed height and materials. **RP**
 - p. Unpermitted Off-Premises Sign. The existing property contains an unpermitted, off-premises sign advertising the truck wash. This will need to be removed prior to issuance of a Building Permit for this project. **CONDITION OF BUILDING PERMIT**
 - q. Stormwater Detention. Is a detention basin proposed? Please show the detention area on the plans.
 - r. Phasing. It appears the present development is proposed for only a portion of the total lot. Please include a drawing of the entire lot and label this component as Phase 1. **RP**

The remarks below pertain to the phase 2 development:

- 1) Residential buffering. The southern part of the lot (phase 2) is located adjacent to an existing residential area, which will be required to meet the screening requirements of the City's regulations at the time of development. No storage of materials or other use of the property is implied or granted at this time.
- 2) Floodplain easement. A portion of the phase 2 property is located within the FEMA-designated floodplain. No development of this property shall be permitted unless the floodplain is amended.

Landscaping

- b. Landscaping Plan. Landscaping plans have been provided but are not accurate. For industrially zoned areas, the landscaping points are based upon: 1) the number of required parking spaces and 2) the linear frontage of the lot.
- 1) Parking: Three points of landscaping are required for each parking space. The total needed cannot be calculated without knowing the required parking (see comment above). **RP**
 - 2) Lot Frontage: For lot frontage, 1 medium tree is required for each 40 feet of frontage. This equates to 23 medium trees. Trees are to be planted within 25 feet of the front property line and relatively evenly placed. **RP**
 - 3) # of Species: The minimum number of tree species shall meet the requirements of the *Zoning Regulations*.

RP = Revised Plans Needed

City Manager's Office (Meryl Dye)

No comments

Public Works (Barry Becker/Brian Clennan)

1. Provide volumes and materials for quality/quantity if truck wash is intended.
2. Show connections to sanitary sewer and other utilities

Engineering Department (Bruce Colle)

Site plan is deficient. Please make corrections, as noted above. Engineering will review once corrected plans are submitted.

16-CUP-03 | 00000 E BLANCHARD AVE | SUN VALLEY TRUCKING

STAFF-RECOMMENDED CONDITIONS OF APPROVAL

Conditional Use Permit Conditions

1. This conditional use permit shall only be used for a truck repair and truck and trailer storage (trucking) business to be located at 00000 E Blanchard Ave;
2. Landscaping shall be installed in accordance with the approved site plan prior to issuance of the final occupancy permit for the structure; and

If 16-BZA-04 is approved:

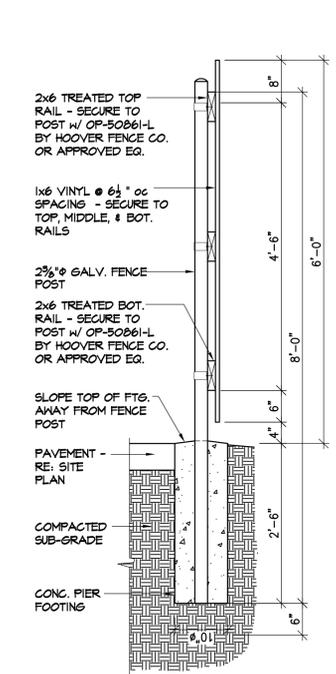
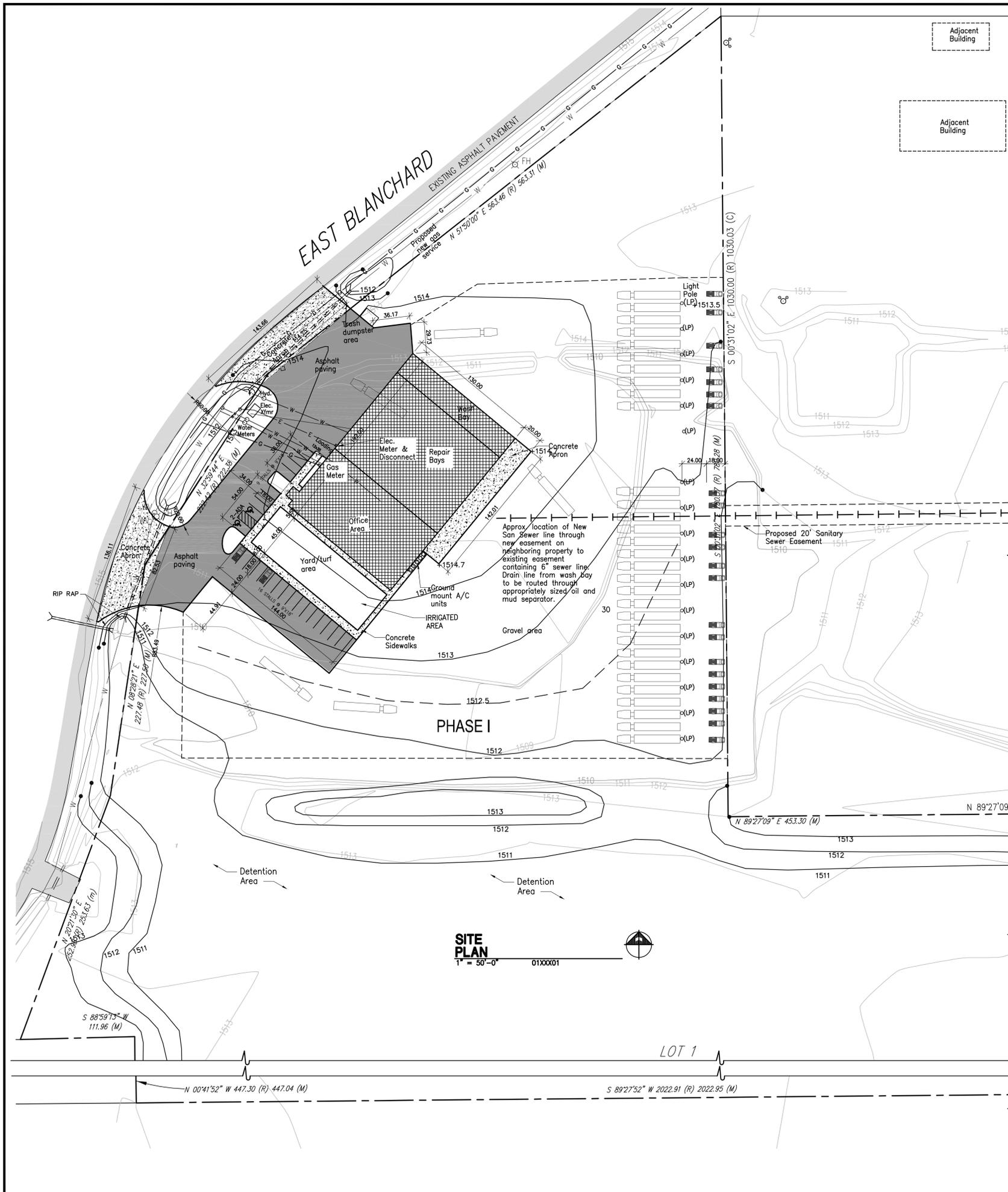
3. Twenty (20) of the required 45 parking spaces may be located in the rear yard, said spaces to be surfaced with gravel to specifications meeting the requirements of the City Engineer.

If 16-BZA-04 is NOT approved:

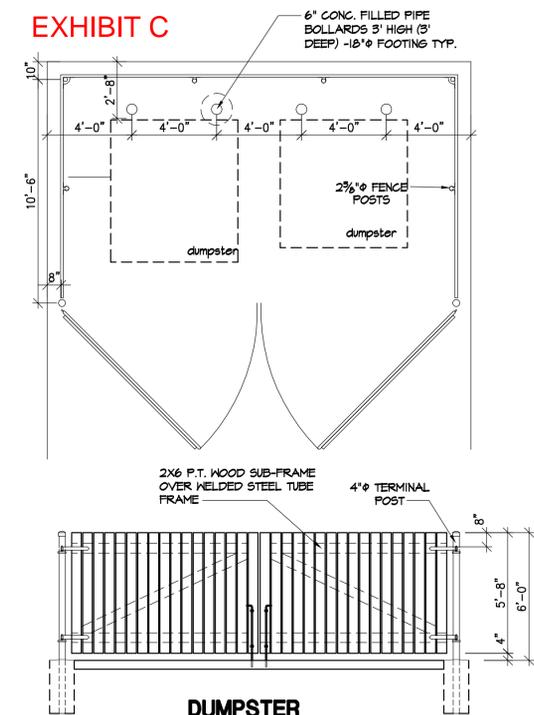
3. A revised Site Plan and Landscaping Plan depicting all required spaces and drive aisles paved with asphalt or concrete shall be provided no later than October 21, 2016 at NOON in order for this item to move forward to City Council on November 1, 2016.

Standard Conditions of Approval

1. A building permit shall be obtained prior to any construction;
2. All paved areas shall be constructed so that storm water runoff will drain according to the approved drainage plan;
3. Each standard parking space shall be 9 feet by 18 feet in size;
4. Each van-accessible parking space shall be 8 feet by 18 feet in size with an access aisle 8 feet in width;
5. Each standard accessible parking space shall be 8 feet by 18 feet in size with an access aisle 5 feet in width;
6. Each accessible parking space shall be marked with a sign at the end of the space. The bottom of the sign must be a minimum of 5 feet above the ground. A paved, wheelchair-accessible route shall be provided from each accessible space to an accessible building entrance;
7. All parking spaces shall be striped;
8. Exterior lighting must be shaded from adjacent residential properties as required by Section 27-909 of the Hutchinson City Code;
9. A sign permit shall be obtained prior to installation of any signs. No sign approval is hereby intended or conferred;
10. Dumpster enclosure shall be installed in accordance with the approved plans;
11. A fence permit shall be obtained prior to installation of any fences; and
12. All site improvements, to include landscaping, paving, striping, accessible parking and dumpster screening, shall be installed in accordance with the approved plans and inspected by the City of Hutchinson Planning & Development Department prior to sign off on the Occupancy Permit. Please call 620-694-2639 to arrange for an inspection.



SECTION DETAIL
3/4" = 1'-0" 01XXX01



DUMPSTER ENCLOSURE
1/4" = 1'-0" 01XXX01

PROJECT INFORMATION	
TYPE OF CONSTRUCTION:	New Building
FACILITY NAME:	Sun Valley Truck Shop
FACILITY ADDRESS:	00000 E. Blanchard Hutchinson, KS 67501
COUNTY:	Reno
LOCAL FIRE DEPARTMENT:	Hutchinson Fire Department
WATER SUPPLY:	Municipal
LOCAL BUILDING INSPECTION DEPT.:	City of Hutchinson
OWNER:	Keith Bauer Sun Valley, Inc. 2201 S. Lorraine St. Hutchinson, KS 67501 (620) 662-3792
DESIGN FIRM:	MANN & COMPANY, P.A. ARCHITECTS & PLANNERS 1703 London Street, Suite 110 Hutchinson, KS 67502 620-662-4493
ARCHITECT:	Mark W. Schwartzkopf

Received this 10th day of October
2016 by the City of Hutchinson
Plannin & Development Department.

MANN & COMPANY, P.A.
ARCHITECTS & PLANNERS
1703 London Street, Suite B
Hutchinson, KS 67502 620-662-4493

revision

Sun Valley Truck Shop
0000 Blanchard Dr.
Hutchinson, Kansas 67501

project

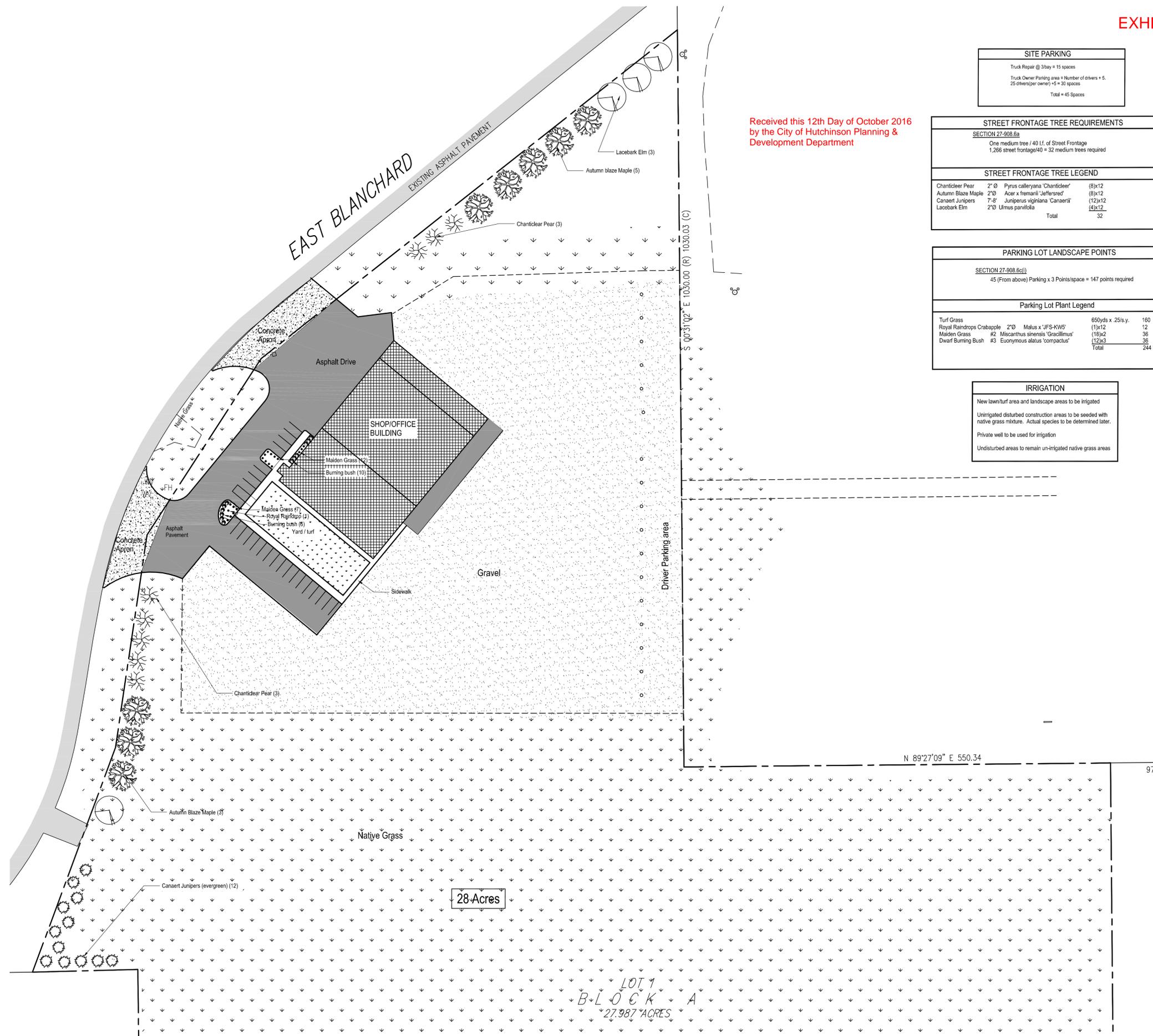
SITE PLAN
title

ds.	VVMS
dr.	MNS
ck.	VV
commission no.	2285.00
prints	tracings
H5	87

sheet
SP1.0
of

date
10-10-2016

Received this 12th Day of October 2016
by the City of Hutchinson Planning &
Development Department



SITE PARKING	
Truck Repair @ 3/bay = 15 spaces	
Truck Owner Parking area = Number of drivers + 5. 25 drivers/per owner + 5 = 30 spaces	
Total = 45 Spaces	

STREET FRONTAGE TREE REQUIREMENTS	
SECTION 27-908.8a	
One medium tree / 40 LF of Street Frontage 1,268 street frontage/40 = 32 medium trees required	
STREET FRONTAGE TREE LEGEND	
Chanticleer Pear 2" Ø	Pyrus calleryana 'Chanticleer' (8)x12
Autumn Blaze Maple 2" Ø	Acer x framarilii 'Jeffersred' (8)x12
Canaret Junipers 7'-8'	Juniperus virginiana 'Canaretii' (12)x12
Lacebark Elm 2" Ø	Ulmus parviflora (4)x12
Total 32	

PARKING LOT LANDSCAPE POINTS	
SECTION 27-908.8a(1)	
45 (From above) Parking x 3 Points/space = 147 points required	
Parking Lot Plant Legend	
Turf Grass	650yds x 25/s.y. = 160
Royal Raindrops Crabapple 2" Ø	Malus x 'JFS-KWS' (1)x12 = 12
Maiden Grass #2	Miscanthus sinensis 'Gracillimus' (18)x2 = 36
Dwarf Burning Bush #3	Euonymus alatus 'compactus' (12)x3 = 36
Total 244 Provided	

IRRIGATION	
New lawn/turf area and landscape areas to be irrigated	
Unirrigated disturbed construction areas to be seeded with native grass mixture. Actual species to be determined later.	
Private well to be used for irrigation	
Undisturbed areas to remain un-irrigated native grass areas	

MANN & COMPANY, P.A.
ARCHITECTS & PLANNERS
1703 London Street, Suite B
Hutchinson, KS 67502 620-682-4483

revision
Sun Valley Truck Shop
0000 Blanchard Dr.
Hutchinson, Kansas 67501
project
title



ds.	✓
dr.	MNS
ck.	✓
commission no.	2285.00
prints	H5
tracings	87

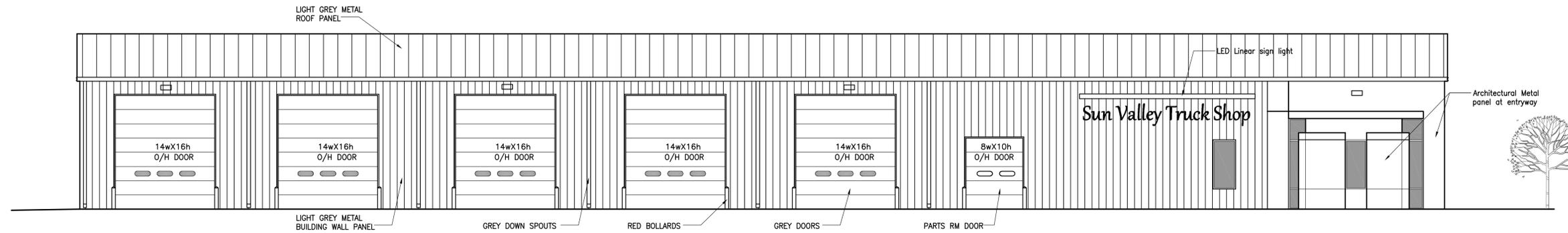
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of

date
10-12-2016



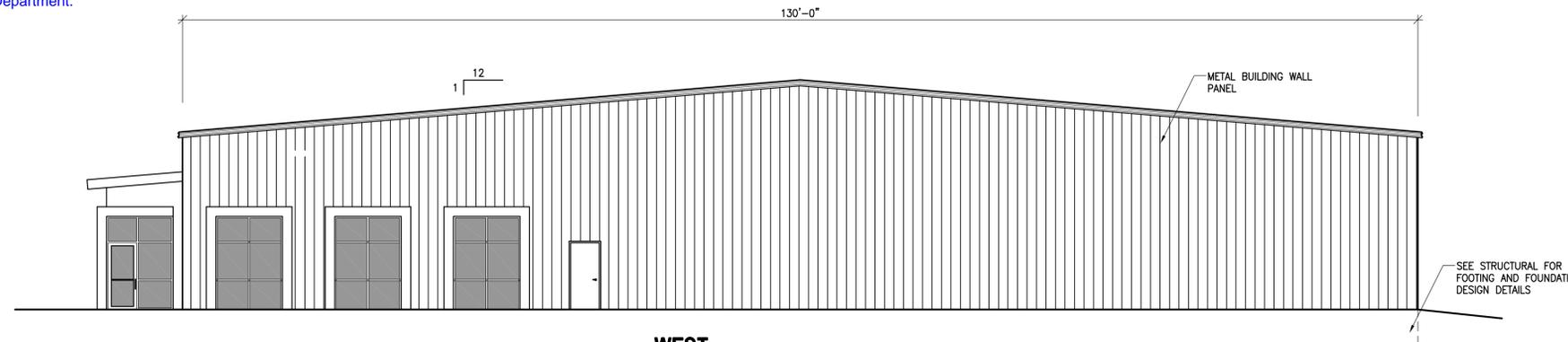
28-Acres

LOT 1
BLOCK A
27.987 ACRES

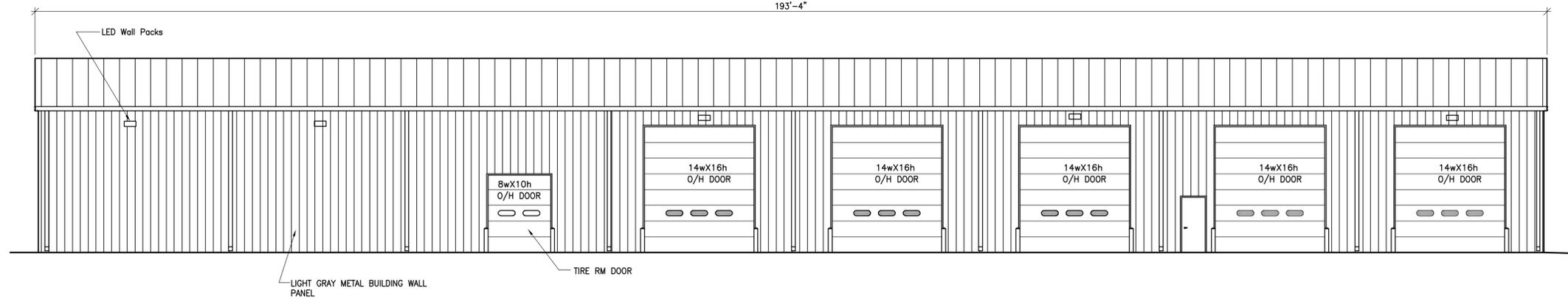


NORTH ELEVATION
1/8" = 1'-0" 01XXX01

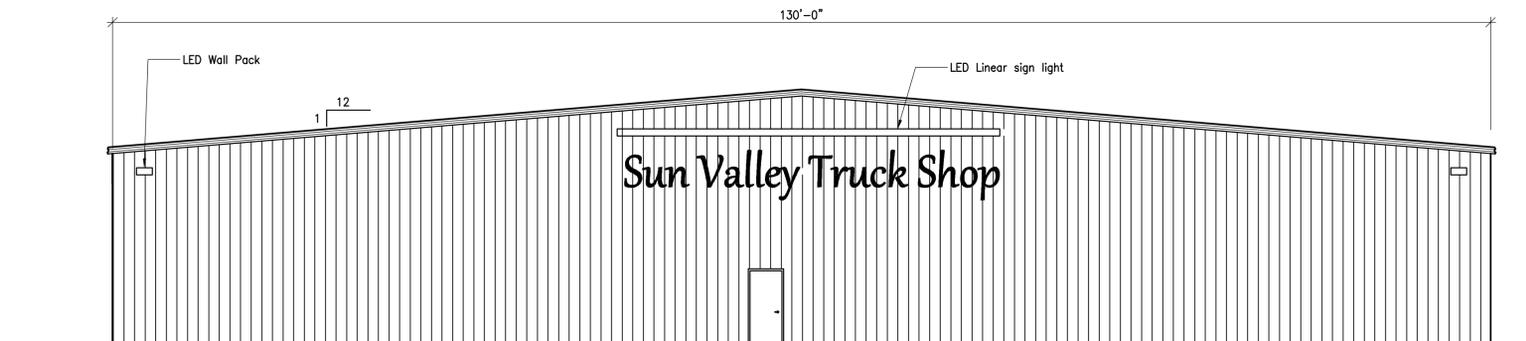
Received this 19th day of September 2016 by the City of Hutchinson Planning & Development Department.



WEST ELEVATION
1/8" = 1'-0" 01XXX01



SOUTH ELEVATION
1/8" = 1'-0" 01XXX01



EAST ELEVATION
1/8" = 1'-0" 01XXX01

MANN & COMPANY, P.A.
ARCHITECTS & PLANNERS
1703 London Street, Suite B
Hutchinson, KS 67502 620-682-4483

revision
Sun Valley Truck Shop
XXX Blanchard Dr.
Hutchinson, Kansas 67501
project

EXTERIOR ELEVATIONS
title



ds.	LWS
dr.	MNS
ck.	LWS
commission no.	2285.00
prints	tracings
H5	87

sheet
AE1.0
of

date
08-31-2016



125 E Avenue B | Hutchinson KS 67501
620.694.2639

Cases: 16-PLN-15k, 15l, 15m &
15n

Staff Report

Planning Commission

October 12, 2016

PC Agenda Item #: 5a

Planning & Development Department

Meeting Date: October 18, 2016

REQUEST:
2017-2037 Comprehensive Plan Draft Reviews (4 sections)

Staff

Staff Representative:
Jana McCarron, AICP
Planning & Development Director



Application Information

Applicant:
Staff

Application Materials:
None

Concurrent Applications:
None

STAFF RECOMMENDATION: STAFF SEEKS COMMENTS ON THE DRAFT SECTIONS

MOTION:
None required – comments only.

PROJECT SUMMARY:
Request for Planning Commission review and comments on the following 2017-2037 Comprehensive Plan sections:

- a. 1.4, Infrastructure
- b. 2.5, Education
- c. 1.5, Economy
- d. 3.4, Trees and Open Space

Photos



BACKGROUND:

On July 28, 2016, the City formally kicked off development of the 2017-2037 Comprehensive Plan. To support Plan preparation, numerous public meetings have been held.

In addition, a Community Survey was distributed broadly throughout the community. To date, more than 1200 survey responses have been received.



Notice & Review

Steering Committee Review:
October 4, 2016

Stakeholder Review:
October 10-17, 2016

STEERING COMMITTEE COMMENTS:

The Comprehensive Plan preparation process is overseen by a Steering Committee comprised of two Planning Commissioners (Bisbee & Hornbeck), two City Councilmembers (Piros de Carvalho & Soldner) and the City Manager (Deardoff). On October 4, 2016, the Steering Committee reviewed the attached drafts (**Exhibits 1-4**) and provided feedback. Steering committee comments have been included in the pdf file as comment bubbles. No changes have been made to the text.

STAKEHOLDER COMMENTS:

Following the Steering Committee review, draft sections were sent to various stakeholders with a request that comments be submitted by October 17, 2016. Comments received as of the writing of this report have been included in the pdf file as comment bubbles. Additional remarks will be reported to the Planning Commission at the meeting.

OTHER COMMENTS:

Maps associated with each of the Plan sections will be brought to the meeting for review and discussion.

NEXT STEPS:

Following the Planning Commission review and comment, staff will work on preparing revised drafts. The following milestones are pertinent for the Commission:

- 11/1/2016 (Review: Land Use)
- 11/15/2016 (Strategic Plan/Executive Summary)
- 12/12/2016 (Public Unveiling)
- 3/7/2016 (Review/Adopt Final Draft)

EXHIBITS:

1. 1.4, Infrastructure
2. 2.5, Education
3. 1.5, Economy
4. 3.4, Trees and Open Space
5. Revised Schedule

1.5 Framework: Infrastructure

Vision: *Hutchinson’s infrastructure is attractive, well-maintained, serves multiple purposes and supports a growing population.*

Hutchinson, like most cities on the plains, has an extensive and aging infrastructure, each component of which was largely designed to serve a singular function. Bicycle and pedestrian facilities are discussed in section 3.2 of this Plan; while floodplain infrastructure, including levees and drainage ditches, is discussed in section 1.3. This section explores the City’s railroad, roads, water, sanitary sewer, public transportation and airport systems and makes recommendations for sustaining these into the future.

RAILROADS

Hutchinson was built by the railroad. C.C. Hutchinson founded the City of Hutchinson in 1871 on the newly constructed Atchison, Topeka and Santa Fe Railroad. The railroad was the key to building the City where it is presently located along the banks of the Arkansas River. Without the railroad, it is doubtful the City would have grown to be as large as it is (24,000 population in 1924 and 42,000 people today), as the Arkansas River is not navigable and Wichita is positioned better geographically, at the confluence of the Little Arkansas and Arkansas Rivers. Three freight rail carriers: Burlington Northern and Santa Fe Railway; Union Pacific and Southern Pacific Railway; and Kansas and Oklahoma Railroad; still serve the City today. A number of industrial businesses, such as Kuhn Krause and Siemens, have direct access to the rail network. Amtrak provides passenger rail service through Hutchinson along the Southwest Chief line.

Issues, Strategies, Goals & Performance Measures

Goal	Performance Measures
G.1.5.a. Hutchinson takes advantage of its extensive rail network to serve as an economic driver for the community.	<ul style="list-style-type: none"> • Number of businesses served by rail freight • Reduction in number of at-grade crossings • Number of alternative signals located within the Downtown core and adjacent residential neighborhoods

Issues

While railroads serving industrial areas are an asset, train traffic in the City’s Downtown core is disruptive and noisy. The City has 7 grade-separated crossings and approximately 75 at-grade crossings. At-grade crossings are dangerous, cause delays and are extremely expensive to upgrade. They serve as an obstacle for public safety responders and an annoyance for others who must wait for the train as they conduct their daily business. Some railroads pass through residential districts with horns sounding during day and nighttime hours.

Strategies

S.1.5.a.1 In partnership with the railroads, develop a master plan to reduce the number of at-grade crossings over time. This may involve acquisition of alternative right-of-ways and closure

of some at-grade crossings. Abandoned railway corridors could be repurposed as part of the City’s trail system as rail-to-trail amenities.

S.1.5.a.2 Explore options and financing sources for improving the safety of railroad crossings with upgrades to signage, signals, gates, pavement design, pavement markings and geometric design.

S.1.5.a.3 Explore the feasibility of establishing quiet zones and installing wayside horns at railroad crossings to reduce noise pollution associated with locomotive horns.

STREETS

Hutchinson has an extensive street system that represents decades of public investment. The system requires long-term planning and responsible budgeting to maintain these facilities into the future. Hutchinson has 271 miles of paved streets; 680 lane miles of paved streets, assuming 12’ wide lanes; 45 miles of alleys; and more than 11,000 street and traffic control signs. In 2014, the total value of Hutchinson’s existing street system was estimated to be about \$146 million. Hutchinson has 67 bridges that would cost more than \$60 million to replace. These estimates consist of the costs to install all of the following components: subgrade and base, pavement, curb and gutter, drainage inlets, sidewalks, ramps, signs, striping, landscaping, and miscellaneous items. Hutchinson also has 75 signalized intersections and crossings. Traffic and pedestrian signals as well as street lights are being upgraded over time to use more cost-effective LEDs. Roads ranked #XX as a priority in the Community Survey.

Goals, Issues, Strategies & Performance Measures

Goal	Performance Measures
G.1.5.b. The City’s street network is efficient and well-maintained.	<ul style="list-style-type: none"> • More people bicycling and walking • Average travel time along the City’s main thoroughfares • Less stopping and less engine idling • Response time on filling potholes decreases • Decrease in per lineal foot of maintenance costs • Fewer maintenance problems • Fewer complaints

Issues

- The City’s low density, auto-oriented development patterns have caused not only streets, but water, sanitary sewer and drainage infrastructure to spread out over larger and more sparsely populated areas. The infrastructure required per property increases as does the installation and maintenance cost per City taxpayer when densities are lower. In the case of new subdivisions, infrastructure is often financed through special assessments with a portion of the installation costs being borne by the land owners and a portion by City taxpayers as a whole. Once the infrastructure is installed, the City takes over total responsibility for maintaining it forever.
- In the past, the City has permitted development to take place within the City Limits without requiring streets to be upgraded to urban standards at the time of development. In some cases,

the owner of the last land to develop along the road will be made to pay for upgrades for which others reap the benefits. A more consistent policy on street upgrades is needed to ensure that all developments pay their fair share of the street improvements that ultimately benefit their property.

- People have complained that Hutchinson has too many signalized intersections and uncoordinated signals causing frequent stops. An automated traffic management system may be of some benefit to the City.
- Hutchinson has very few poorly-designed intersections. Common ones mentioned in the Community Survey and Public Engagement sessions were: 1) 11th & Lorraine/K-61 intersection (no crosswalk or sidewalks and is difficult and dangerous for pedestrians and bicyclists); 2) 17th & K-61 and 3) 4th and Plum. 
- In the past, the City has not had a formal pavement management system to prioritize and inform long-term budgeting and capital improvement decisions. Past deferred investment in the City's street system has led to a potential increase in future maintenance and replacement costs.
- Street maintenance issues, such as potholes and drainage problems, are not always addressed promptly, thereby exasperating the maintenance issues.
- Street reconstructions and new overlays are performed by private contractors who do not always provide high quality work. Freshly paved streets need to be inspected for compliance with City standards before the contractor is given final payment. Newly paved streets should not have bumps, dips, ripples and imperfections. Better inspections can help to prevent unnecessary maintenance and reconstruction costs.
- Some of Hutchinson's streets are wider than necessary. The new subdivision regulations adopted in 2015 will help to reduce street widths for new construction, but some existing streets represent an inefficient use of land and money. Initial installation costs and long-term maintenance costs can be reduced by alternative street designs and retrofits to existing streets.

Strategies

- S.1.5.b.1. To reduce infrastructure costs per development, explore amendments to the zoning and subdivision regulations to reduce minimum lot sizes or establish maximum lot sizes.**
- S.1.5.b.2. Evaluate traffic signal timing and warrants to keep up with changing traffic patterns.**
- S.1.5.b.3. Explore options for redesigning and improving problem intersections.**
- S.1.5.b.4. Continue to work on implementing a comprehensive pavement management system to help the City choose cost effective strategies for maintaining the City's streets.**
- S.1.5.b.5. Implement preventive street maintenance methods to prolong the life of the City's streets.**
- S.1.5.b.6. Maintain or increase CIP funding levels for streets.**
- S.1.5.b.7. Implement a more proactive approach to address potholes and drainage  problems.**
- S.1.5.b.8. Conduct strict inspections of street projects by private contractors to ensure their work is held to a high standard.**



S.1.5.b.8. To maximize the use of existing personnel and resources, consider employing the use of City personnel and City equipment on street projects, including reconstructions and mill and overlays.

S.1.5.b.9. Explore winter time projects to maximize the use of available City personnel.

Goal	Performance Measures
G.1.5.c. The City’s street network accommodates a variety of users (vehicles, cyclists, pedestrians, public transit).	<ul style="list-style-type: none"> • Miles of bike routes & bike lanes • Number of pedestrian corridors • Sidewalk and bicycle path connectivity

Issues

- Sharing the road is a concern in Hutchinson, as there have been a number of recent accidents involving motor vehicles striking bicyclists and pedestrians. Increased education and caution on the part of drivers, bicyclists and pedestrians is needed. The bicycle and pedestrian network is discussed in more detail in Section 2.X of this Plan.
- Some of the City’s wide streets present opportunities to be retrofitted or redesigned to accommodate pedestrians and cyclists.

Strategies

S.1.5.c.1. Educate the public about traffic laws for cyclists and pedestrians and how to share the road.

S.1.5.c.2. Evaluate the need and feasibility for incorporating bicycle and pedestrian facilities in all street construction, reconstruction and redesign projects.

Water

The City’s water system includes the operation and maintenance of the Reverse Osmosis Water Treatment Plant (RO Plant), 19 water wells, two booster pump stations, four water towers, two Class I disposal wells and groundwater remediation facilities. The City pumps and treats an average of two billion gallons of groundwater annually to the City’s water customers. The City maintains over 318 miles of water mains, over 5,295 valves, over 2,755 fire hydrants and over 76 miles of water service lines (from main to meter). Each year on average, the City repairs 200 water service lines and 70 to 90 water main breaks, installs 10,000 feet of new water mains, makes over 40 service line taps and completes over 5,700 utility locates. Within the last year, the City has replaced 1.5 miles of water lines at a cost of \$1.5 million (\$1 million per mile). Altogether, the City spends about \$7 million per year on its water utilities.

The average daily water usage per capita is 132 gallons. [Does this include industrial uses too? If so, we may fare similar to the nation.] This is higher than the national average, which is estimated by the USGS to be 80-100 gallons per day. Some of the additional consumption could be due to landscaping and irrigation practices of residents.

Average daily water usage per residential household: Unknown

Goal	Performance Measures
<p>G.1.5.6 The City has an ample supply of safe water to support residents and industry and can deliver it at a reasonable price.</p>	<ul style="list-style-type: none"> • Reduction in average daily water consumption per capita • Reduction in lead pipes • Rates are competitive with other Plains cities • Reduction in City park consumption of treated water

Issues

Water Quality

- Some of the groundwater under Hutchinson is contaminated by industrial waste chemicals. In 2007, the City constructed a Reverse Osmosis Water Treatment Plant, which will clean the City’s contaminated groundwater over time and protect the quality and safety of the City’s long-term, primary water source.
- Due to federal requirements, the City has implemented stricter storm water management requirements for new development and has adopted a storm water management ordinance to help protect the quality of the City’s groundwater and streams. The use of fertilizers and other chemicals outdoors can make their way into the environment and cause water contamination. Enforcement of proper disposal techniques is difficult due to limited staffing, but educating the public can make a positive impact.

Water Pipe Condition

- Many of the City’s water mains are aging and are nearing or past the point when they need to be replaced. In 2014, the City repaired 73 water main breaks (1 every 5 days) and 143 service lines (1 every 3 days).
- Water line breaks cause service interruptions to residents and businesses and negatively impact fire protection.
- Many older lines are only 4” diameter and should be upsized to 8” for better fire protection.
- Some water service lines have galvanized or lead pipes. These have not been identified comprehensively.

Water Usage

- As discussed in the Environment section, drought and water shortages are a concern in Kansas, and now is a good time to seek out positive approaches for water conservation and groundwater management to mitigate problems that may occur locally. Watering a lawn in the middle of a hot August day is an example of poor efficiency and poor conservation. Perhaps simple education can change behaviors for the benefit of the community and the environment.
- The City’s current practice of watering the Carey Park Golf Course with water treated by the RO Plant instead of using irrigation wells is not cost-effective.
- In the past, the City has extended water service to some areas outside the City limits. Instead of annexing those properties, the City has charged an out-of-district service fee to the property owner. This practice has allowed property owners to gain the benefits of one City service without paying for the services they are likely using, such as the City’s streets and the full cost for fire protection services.

Strategies

- S.1.5.c.1. To protect water quality, explore changes to the city code to: 1) reduce the amount of impervious pavement required for new development, and 2) reduce the amount of storm water runoff onto into City streets and storm drains.
- S.1.5.c.2. To improve water infrastructure condition, plan for gradual, moderate annual increases in user rates to keep up with maintenance costs and major capital improvements.
- S.1.5.c.3. Prioritize the replacement and upgrade of critical water infrastructure to reduce service interruptions and to increase fire protection.
- S.1.5.c.4. Replace problem area water mains with new and larger pipes as funds are available, with a goal of replacing three miles per year by 2025.
- S.1.5.c.5. Identify and inventory galvanized and lead water service lines and develop a plan to replace them.
- S.1.5.c.6. Develop a campaign to educate the public about methods to conserve water as well as the environmental and economic benefits of doing so.
- S.1.5.c.7. Develop a sanitary sewer pro forma that can be updated by staff that includes capital improvement projects, revenues, reserve funding, bonds and salaries to estimate rates and spread out increases over time.



Future Strategies

- FS.1.5.c.1. Establish a City-wide water conservation policy.
- FS.1.5.c.2. Explore the possibility of installing irrigation wells on the Carey Park Golf Course.
- FS.1.5.c.3. Draft a policy to require all properties connected to City water to be annexed.

Sanitary Sewer

In 2014, Hutchinson’s wastewater treatment plant treated more than 4.4 million gallons of sewage per day and produced over 7,400 cubic yards of biosolids, which were disposed of on nearby agricultural ground. The sewer system has 33 lift or pump stations, 241 miles of sanitary sewer lines and 5,438 manholes.

Goals, Issues, Strategies & Performance Measures

Goal	Performance Measures
G.1.5.d. The City’s sanitary sewer system is in good condition and efficiently conducts and treats waste flows, with the capacity for future growth.	<ul style="list-style-type: none"> • Gallons of effluent per capita reduces • Capacity for treatment increases • Rates are compatible with other Plains cities • Biosolid disposal diversification

Issues

- The existing sanitary sewer system is aging and sewer pipes are deteriorating. Defective pipes and manholes need to be identified. Proactive measures are required to maintain and extend the life of the system. Overall conditions of the system need to be improved.
- Root intrusion into sewer pipes is a common problem.
- The amount of fats, oil and grease entering the sanitary sewer system needs to be diminished.
- Defective sewer pipes and pipe joints can cause the infiltration and inflow of clear groundwater which seeps into sewer pipes. This infiltration increases the load on the wastewater treatment plant and reduces the efficiency of treatment.
- The wastewater treatment plant has 5 aging screw pumps. These need to be replaced with a submersible pump. The ultraviolet disinfection processing infrastructure also needs to be replaced.
- The City needs to acquire land for sludge (biosolids) disposal. Currently, the land owner adjacent to the wastewater treatment plant allows the City to dispose of its sludge on his property. A more diversified approach, to include incineration for energy and distribution and marketing should be explored.
- A pro forma or other tool containing long-term revenue and expenditure forecasts for the sanitary sewer utility needs to be developed and updated yearly as part of the budget process. Smaller, more frequent, rate increases are generally preferable to large ones that cause sticker shock for consumers. Rate studies will still be required periodically, but the timeframe can be extended.

Strategies

- S.1.5.d.1. Focus on preventive maintenance and extending the useful life of existing infrastructure.**
- S.1.5.d.2. Conduct sewer line inspections to identify root intrusion problems. Continue using chemical root control and preventive maintenance measures.**
- S.1.5.d.3. Develop a Fats, Oil and Grease (FOG) program.**
- S.1.5.d.4. Conduct an infiltration and inflow (I & I) study to identify areas with excessive I & I problems.**
- S.1.5.d.5. Make upgrades to the wastewater treatment plant.**
- S.1.5.d.6. Explore diversification of biosolid disposal to ensure long-term viability.**
- S.1.5.d.7. Develop a sanitary sewer pro forma that can be updated by staff that includes capital improvement projects, revenues, reserve funding, bonds and salaries to estimate rates and spread out increases over time.**

PUBLIC TRANSPORTATION

Historically Hutchinson had an electric trolley system that took passengers to and from the Downtown business district. Today, public transportation comes in the form of the Reno County Area Transportation (RCAT) “wave and ride” bus, which provides several hourly fixed routes that serve the City of Hutchinson, South Hutchinson, and Reno County. Buses operate Monday through Friday from 6:00 a.m. to 7:00 p.m. and Saturday from 7:00 a.m. to 6:00 p.m., and are closed on Sunday. Specialized

Transportation Rural Service on Demand is available to every community in Reno County, Monday through Friday, on a call-in basis, with a 24-hour notice required.

RCAT has five outbound bus routes which depart from its Downtown transportation bus barn and maintenance facility (constructed in 2008) and end up at the Hutchinson Mall. Another five inbound routes provide service from the Hutchinson Mall back to the Downtown hub. Outbound and inbound buses each follow different routes to reach as many areas of the community as possible. Service is provided from residential areas such as Mission Place, Washington Heights, and the Clusters, to important centers of business, employment, and recreation, such as Downtown Hutchinson, Hutchinson Regional Medical Center, Hutchinson Clinic, Prairie Star Health Center, Dillons, the Hutchinson Mall and surrounding businesses, the Hutchinson Municipal Airport, the Airport Industrial Park, TECH, the Alley bowling center, Elmdale Wellness Center, Carey Park, and Reno County Jail.

Most RCAT buses are equipped with a bicycle rack for those riders who use multiple modes of transportation.

Goals, Issues, Strategies & Performance Measures

Goal	Performance Measure
<p>G.1.5.e. Hutchinson’s public transportation system succeeds in providing an affordable, safe and easy-to-use means of transportation to all residents, especially to the elderly and to those of low-income, and has ever-increasing ridership.</p>	<ul style="list-style-type: none"> • Increased ridership. • Broader demographics represented among riders (broadened ridership base). • More fixed stops with accessible paths. • More bus shelters.

Issues

- Funding for the RCAT public transit system is comprised of local, state and federal sources. Hutchinson’s population is not large enough to qualify for the more substantial Federal Transit Administration (FTA) formula grants that are available to communities of 50,000 or more. These grants typically provide federal funding for up to 80 percent of capital project costs and 50 percent of operating costs. RCAT has secured funding from FTA Section 5309 and 5311 Grants,
- Though not a City function, public transportation uses the City’s streets and rights-of-way. Aside from some school loading zones, the City’s existing streets were not designed with public transportation in mind, and the lack of permanent bus stops with safe and accessible sidewalks is an obstacle. Some communities provide pull-out loading spaces for buses that allow buses to stop safely without impacting traffic flow.
- The “wave and ride” system can be confusing and can cause buses to stop at unexpected locations which poses a danger to motorists and other users of the road. While there are fixed routes, there are not fixed stops or shelters.
- Ridership has increased but could be built up. Formal bus stops would help.

Strategies

- S.1.5.e.1. Explore more funding options for public bus transportation.**

S.1.5.e.2. Provide coordination between the City and RCAT to identify locations for fixed route bus stops, pull-outs, sidewalks and shelters and plan for their installation in conjunction with City street projects.

AIRPORT



Hutchinson Municipal Airport is a Class IV general aviation airport on 1,980 acres and is owned and maintained by the City. The airport has three full-time employees, including an airport manager and two maintenance technicians. The airport is one of ten Part 139 certified commercial airports in the State of Kansas. The airport has full instrument landing capabilities with 9 instrument approaches (ILS/BC/LOC/VOR/RNAV/LNAV/NDB) and ARFF Index B service, serving aircraft up to 198 feet in length. The airport has three runways: a 7004’ x 100’ precision instrument runway; a 6000’ x 100’ crosswind runway; and a 4252’ x 75’ crosswind runway. The airport has runways rated to service Class C-III and D-III aircraft, including Boeing 737-300, MD-80 and Airbus A320. Daily control tower operating hours are from 7:00 a.m. to 11:00 p.m., and the airport has had five days of closure due to inclement weather during the last three years.

According to an economic impact study completed by the City in 2010, there were an estimated 169 jobs at the airport with a total payroll of \$5.3 million and total economic output of \$15.2 million. The airport has 14 tenants, including the Airport Steakhouse and Midwest Malibu Center. Wells Aircraft is a fully licensed FAA aircraft repair station and is a certified Cirrus aviation service center. Charter flights, flight training, FAA private pilot licensing testing facilities and 24 hour fueling service are all available. The airport has letters of agreement with Air Force Training Wings to use the airport as a training airport for air force pilots. The airport also provides certification and test flights for all of the major aircraft manufacturers in Wichita (Bombardier, Cessna, Beechcraft, Spirit, Boeing, Airbus and Canadair).

The airport has not provided commercial passenger service for years, and with Hutchinson’s proximity to the Dwight Eisenhower National Airport in Wichita, future passenger service is unlikely.

Goals, Issues, Strategies & Performance Measures

Goal	Performance Measure
G.1.5-f. Hutchinson’s airport facilities are highly desirable and competitive with airports in the region and are fully utilized (by aircraft management companies and aircraft owners) and are essentially self-sustaining, requiring little reliance on City funding to support their operations and maintenance.	<ul style="list-style-type: none"> • Increase in facility occupancies • Increase in revenue from rents and other private sources • Decrease in General Fund subsidy

Issues

Ability to Secure Federal Funding.

- Since 2006, the airport has received \$12.1 million in FAA Airport Improvement Project grants to maintain and improve runways, lighting and safety areas, and to fund environmental studies and land acquisition. The City typically provides a 10% match. Federal funding has become more

difficult to secure as the FAA now considers the *number of based aircraft* and *total operations* in determining funding allocations.

- Hutchinson's based aircraft count has dropped to 34 aircraft (25 single engines, 3 multi engines, 5 jets and one helicopter). (Source: Airport IQ 5010, www.gcr1.com, accessed 9/19/2016)
- At the same time, the airport has seen total operations drop from 39,370 in 2013 to 34,774 in 2015, which represents an 11.7% decrease over two years.

Age and Condition of Facilities.

- Hangar Condition. The decline in operations can be explained in large part by the condition of Hutchinson's hangars, which were constructed in the 1940s and 1950s. The airport is missing out on attracting aircraft management companies because it lacks first-class hangar space. In addition, the airport has limited T-hangar space, which can provide a more economical option for aircraft rental storage. Some aircraft owners have moved their aircraft to other airports in the region because of recently constructed facilities and direct leasing from airport sponsors.
- Runway Condition. The airport's two crosswind runways are listed on the national airports pavement condition index as poor. The City is seeking FAA grant funding to improve the runways. Pending FAA funding, one runway will be completely reconstructed and one will be shortened by 1,600 feet (from 6,000 feet to 4,400 feet).

Subsidization of Operations from the General Fund.

- The airport is subsidized through the City's General Fund each year by Hutchinson taxpayers. In recent years, subsidies have increased considerably due to a loss of tenant revenue and a decline in traffic. From 2012 to 2016, City subsidies for the airport have increased by 88% from \$194,155 to \$366,429 (\$10,777 per based aircraft). The current trend cannot be sustained.

Runway Protection Zone

- There are several residential properties located within Runway Protection Zone (RPZ) to the North of the airport. The City has budgeted annually to acquire these properties one at a time through voluntary sales.

Strategies

- S.1.5.f.1. Develop a strategic business plan for the airport including marketing and outreach.**
- S.1.5.f.2. Upgrade and expand airport hangars and ensure development regulations allow for and facilitate expansion.**
- S.1.5.f.3. Establish a pavement maintenance plan for the airport.**
- S.1.5.f.4. Explore establishing alternative land uses, such as a business office park or warehouses, to ensure the long-term economic viability of the airport.**
- S.1.5.f.5. Consider establishing an aviation school.**
- S.1.5.f.6. Consider privatizing the airport.**
- ~~**S.1.5.f.7. Identify potential reuse options for the airport such as converting the property to an industrial use.**~~

2.5 Livability: Education & Youth

Vision: *Hutchinson is home to one of the best education systems in the State and amply prepares youth for the future.*

Background

Hutchinson is home to four unified public school districts and two private schools. M.2.5.a. shows the public school district boundaries within the City, which include: USD 308 (Hutchinson Public Schools), USD 309 (Nickerson Public Schools), USD 312 (Haven Public Schools) and USD 313 (Buhler Public Schools). Central Christian School and Trinity High School are two private institutions that provide an alternative option for education to Hutchinson youth. Hutchinson is also the site for the Hutchinson Community College, which offers post-secondary education to local, state and national students. While the City typically does not take an active role in educational development, the City does have the opportunity to partner with local school districts and private schools, as well as the community college, to improve educational attainment in Hutchinson.

Youth development can occur inside and outside of the classroom. Recognizing this, youth development has been a high priority for Hutchinson in years past. The City has partnered with the Hutchinson Youth Council on projects like the Skateboard Facility in Carey Park. Providing Hutchinson youth with a safe environment outside of school has been a common theme throughout the public engagement process for this Plan. Organizations such as Communities that Care, the Boys and Girls Club of Hutchinson and the Zone have provided youth a place to “hang out” or get involved after school. Other institutions, including the Hutchinson Public Library, are working towards programming that would provide students with hands-on experiences in fields like technology and media production. Providing youth with more opportunities for personal development could benefit not only the City but other entities within the City.

School Districts

USD 308 Hutchinson Public Schools

The Hutchinson Public School District is the largest school district in Reno County and its boundaries cover most of Hutchinson. The school district was founded in 1889, holding its first classes in a one-room school house located at 4th & Pershing. The school district grew with the City, benefiting from population booms in the early 1900s and 1940s-50s. At the peak of their student enrollment, Hutchinson Public Schools educated more than 10,000 students. On July 1, 1966, Hutchinson Public Schools officially became USD 308. The School Board established their boundaries as the Hutchinson City Limits, as they existed on that date. Since 1966, the City has annexed property and has grown but the school district boundaries



Lincoln School Sign (Planning Dept, 2016)

have not been modified, making it the fourth smallest school district by land size in the State of Kansas. (USD 308 website)

School District	USD 313 Buhler	USD 308 Hutchinson	USD 312 Haven	USD 309 Nickerson	Central Christian School	Trinity High School
Central Office	1	1	1	1	1	-
High School	1	1	1	1	-	1
Middle School	1	2	1	0	-	-
Elementary School	3	8	3	3	-	-
Preschool and Early Childhood Programs*	2	2	1	1	1	-

F.2.5.a. School District Facilities (KSDE, 2016)



Hutchinson High School (Planning Dept, 2016)

USD 308 owns multiple school buildings located throughout the City. F.2.5.a. shows the total number of buildings under USD 308 control. USD 308 also employs more than 800 employees (F.2.5.b.). Approximately 436 of their employees are certified personnel, with a majority of them certified educators. The student-teacher ratio is 13:1 (Niche.com). The expenditure per student is \$11,737 (Niche.com).

School District	USD 313 Buhler	USD 308 Hutchinson	USD 312 Haven	USD 309 Nickerson	Central Christian School	Trinity High School
Elementary Personnel (2016)	72.8	239.2	38.3	51.6	7	-
Junior High Personnel (2016)	38.5	72.9	10.1	18	1	-
Senior High Personnel (2016)	48.1	114.6	24.5	26.2	-	-
Total Certified Personnel	162.4	436.2	75.4	97.8	49	17
Total Noncertified Personnel	105.3	366.1	67.5	66.5	10	22
Total District Personnel	267.7	802.3	142.9	164.3	59	39

F.2.5.b. School District Personnel (KSDE, 2016)

In 2015, student enrollment was 4,979. Pre-school enrollment was 16. Hutchinson students had an attendance rate of 94.1%. Approximately 2.5% of students used school transportation at a cost to the district and 2.6% of the students had concurrent enrollment (students are enrolled in high school and a

vocational or community college classes). Hutchinson had a dropout rate of 3% in the 2014-2015 school year. Hutchinson's graduation rate was 89.9% in 2008, growing to 91.8% in 2009. (F.2.5.c.)

School District	USD 318 Buhler	USD 308 Hutchinson	USD 312 Haven	USD 309 Nickerson	Central Christian School	Trinity Catholic High
K-12 Student Enrollment	2290	4979	867	1040	215	265
Pre-School Enrollment	14	16	13	28	15	-
Attendance Rate	96.2%	94.1%	96.4%	95.3%	-	95.4%
Students approved for free or reduced lunches	885	3394	391	660	-	57
% of Student Body	38.6%	68.2%	45.1%	63.5%	-	21.5%
Concurrent High School Enrollment	125	128	10	33	-	50
% of Student Body	5.5%	2.6%	1.2%	3.2%	-	18.9%
Number of students transported at district cost	1849	126	741	771	-	-
% of Student Body	80.7%	2.5%	85.5%	74.1%	-	-
Graduation Rate (07-08)	92.5%	89.9%	84.1%	84.8%	-	97.6%
Graduation Rate (08-09)	95.1%	91.8%	91.9%	76.8%	-	-
Dropout Rate	0.7	3	1.3	0.6	-	0.8

F.2.5.c. School Enrollment Statistics (KSDE,

USD 313 Buhler Public Schools

USD 313 was founded in 1965, combining seven separate school organizations under one school district. (USD 313 website) USD 313 covers more than 8 square miles and includes most of the northeast part of the City of Hutchinson. The district maintains five school buildings and one central office (F.2.5.a.). The district employs more than 260 people, approximately 162 of which are certified personnel (F.2.5.a.). The student-teacher ratio is 14:1 (Niche.com). The expenditure per student is \$9,704 (Niche.com).

In 2015, student enrollment was 2,290 and pre-school enrollment was 14. Buhler students had an attendance rate of 96.2%. The dropout rate was 0.7% in 2015 and the graduation rate was 92.5% in 2008. It increased to 95.1% in 2009. Buhler school district transports 80.7% of its student at a cost to the District. In addition, 5.5% of the students have concurrent high school enrollment. (F.2.5.c.)

USD 309 Nickerson & USD 312 Haven

Both Nickerson and Haven School Districts have boundaries that extend inside the Hutchinson City Limits. USD 309 Nickerson has 0.75 square miles and USD 312 Haven has 1.18 square miles located within the City. Nickerson has five buildings with 164 employees and Haven has six buildings with 142 employees.

Nickerson's enrollment is 1,040, Haven has 867 students enrolled. Both school districts provide pre-school opportunities, with 28 spaces at Nickerson and 13 at Haven. See F.2.5.c.

Private Institutions

There are two private schools located in Hutchinson that offer classes for grades K through 12 between them.

Central Christian School

Central Christian has an enrollment of 227 students in pre-school through 12th grade. The school is accredited through the Association of Christian Schools International. All classes are held on their campus located at 1910 E 30th Ave. Staff consists of 59 teachers and personnel.

Trinity Catholic High School

Trinity Catholic High School is located at the northeast corner of E 17th Ave and N Lorraine St. Trinity provides classes for both junior and senior high school students. Enrollment for 2015 was 265 students, with 39 personnel, including certified teachers. Trinity High School has an attendance rate of 95.4%, with a graduation rate of 97.6% (F.2.5.c.). The dropout rate is 0.8%, with 18.9% of the student body having concurrent high school enrollment.

Hutchinson Community College and Area Vocational School

Hutchinson is home to the Hutchinson Community College (HCC) Blue Dragons. HCC is a two-year college that was founded in 1928 by Hutchinson voters. At that time it was known as the Hutchinson Junior College and had 187 students enrolled. The college was housed at the former Hutchinson High School until 1938 when the Board of Education acquired land on Plum Street and built Lockman Hall.



In 1980, the college was renamed Hutchinson Community College. The Area Vocational School was added to its title on July 1, 1993. Since 1938, the HCC campus has expanded to include six buildings and a sports complex. M.2.5.b. shows the Hutchinson campus for the community college. The campus is landlocked by residential development and in recent years has acquired adjacent properties to support college growth. In addition, two satellite sites have been established in McPherson and Newton. (HCC website).



Enrollment at HCC for 2016 is 5,880 students. M.2.5.c. shows the attendance rate of students by state. The vast majority of students are from Kansas (91%), with Missouri and Florida being the next highest. HCC offers its students 59 programs of study and 148 possible majors. The college provides students the opportunity to graduate with an associate's degree or similar certification. HCC has more than 360 instructors and offers more than 1300 courses. Many courses are transferable to four-year universities, providing a cost-effective educational alternative. For Kansas residents, the cost of one credit is approximately \$103, with a year's tuition being approximately \$2,472 (Hutchinson Community College, 2016-2017 Rates, Admissions). Reno County residents receive an additional \$10 per credit hour remittance. In comparison, attendance at a four-year university, like Kansas State University, can cost up to \$8,411 in tuition for an in-state student (approximately \$300 per credit hour) (Kansas State University, 2016-2017 Rates, Admissions). These numbers do not include the cost of books and housing.



Stringer Fine Arts and Football Stadium (Planning Dept, 2016)

In addition to providing area residents with opportunities for higher education, HCC provides the community with entertainment opportunities which include athletics and performance art. The Stringer Fine Art Center hosts concerts, plays and recitals that are open to the public. HCC also has 10 sporting teams that compete in the Kansas Jayhawk Community College Conference. The College welcomes residents to attend the games, providing the people of Hutchinson with higher-level athletic events. Hutchinson also hosts the annual National Junior College Athletic Association (NJCAA) men’s

basketball tournament, offering community members the opportunity to view collegiate basketball players from around the country. With updates to the Hutchinson Sports Arena underway, there is potential to host other tournaments and events.

Early Childhood Education/Childcare

Facility type	Number of Facilities	Total Licensed Capacity
Building Based School Age Program	3	300
Child Care Center	9	602
Drop In Program for School Age Children	1	297
Group Day Care Home	12	144
Licensed Day Care Home	61	610
Preschool	5	94
Total	91	2047

F.2.5.g. shows the number of licensed childcare facilities in Hutchinson and the capacity for all facilities. Current childcare facilities can care for a maximum of 2,047 children. During the last census (2010), the population of children under the age of 5 was 2,878. The facilities listed above also include spaces for school-age children that may need care after school, like the Drop In Program for School Age Children. The population for children aged 5-14 years of age was 5,329 (2010 US Census). There are also care providers who are not required to be licensed with the state, typically a family member or friend who watches children after school or as a favor. These providers may only care for a few children at a time and for limited hours. There is a gap between the number of children and available childcare facilities.

In addition to available spaces for children, the cost of daycare can create barriers to parents affording childcare and children. F.2.5.h. shows full-time, part-time and preschool daycare costs in Hutchinson and the state. As the figure shows, full-time care can cost as much as \$6,480 in Hutchinson. The state average for an infant is \$11,201. For part-time care or preschool, the costs range from \$140-\$340 per month, depending on the age of the child and amount of hours needed for care. These numbers reflect the cost of childcare centers. Home daycare providers are typically more affordable because they have less capacity which requires less staff to accommodate the needs of multiple children. While Hutchinson’s



costs are not out of line with the state averages, these costs are still significant when compared with annual income levels of our residents.

Childcare facility	Monthly Rate	Annual Rate
Abundant Life Childcare & Preschool (2016-17)		
Part Time Student	\$340.00	\$4,080.00
Full Time Student	\$520.00	\$6,240.00
Preschool Student	\$140.00	\$1,680.00
Central Christian Preschool & Childcare (2016-17)		
Full Day	\$540.00	\$6,480.00
Preschool Student (Part-Time)	\$190.00	\$2,280.00
SJ Hutcherson Head Start	Income Restricted	Income Restricted
YMCA	Membership	Membership
State (2015)		
Infant		\$11,201.00
4 year old child		\$7,951.00
School-age children (before/after school care)		\$3,588.00



Community Goals, Performance Measures, Issues and Strategies

Goal	Performance Measure
G.2.5.a. All children and adults have access to quality, affordable education and childcare options.	<ul style="list-style-type: none"> • Increase in third grade test scores • Decrease in number of subsidized lunch eligibility • Increase in number of available childcare providers and spots • Increase in number of dual enrollment students

Issues

Socioeconomics in Schools

The socioeconomic status of a family has proven to have a direct correlation with how well children do in school. Studies have shown that children from lower-income households develop slower than children in higher-income households with respect to education (Morgan, Farkas, Hillemeier, & Macquga, 2009, retrieved from www.apa.org/pi/ses/resources/publications/education.aspx). F.2.5.d shows the test scores for all school districts in Hutchinson. While F.2.5.d shows the overall score for the entire student body, F.2.5.e. shows the test results for 3rd graders. The figures show that certain schools, such as USD 308, have lower test results in its younger children compared to their overall district test scores, especially in reading and language arts. The data indicates that Nickerson also faces similar challenges as Hutchinson. This may be an indicator that USD 308 has more children in lower-income households. Another indicator is children who receive or are approved to receive free or reduced lunches due to qualification based on household income. F.2.5.c. shows that 68.2% of enrolled students at USD 308 are eligible for the incentive. In comparison, USD 313 has only 38.6% of its student enrollment who are eligible for the lunches and they have much higher 3rd grader test scores, as shown in F.2.5.e. Potential impacts that an increase in number of lower socioeconomic children have is more resources and teacher time committed to increasing student level of knowledge. Students without early childhood education

must compete with students who have had exposure to early childhood or at-home education prior to kindergarten. **Eighty-four** percent of survey respondents felt that education could be improved in Hutchinson if there were an increase in early childhood literacy readiness/preschool programs. By providing these programs, especially to lower-income households, children would be more ready to begin school and test more comparatively with higher-performing districts and the state as a whole. Despite the gap at the onset, USD 308 does manage to obtain a favorable overall test score and graduation rate. See F.2.5.c. for comparison.

Early Childhood Education/Childcare

Hutchinson has 91 licensed childcare facilities. The facilities are licensed to provide service to 2,047 children. Hutchinson has approximately 8,207 children, aged infant to 14 years that could potentially require some form of daycare (either full-time or part-time). Current licensed childcare facilities have the capacity to provide care for almost 25% of Hutchinson residents. This means that parents of the remaining 75% of children are either using alternative forms of childcare, such as family or friends, or one parent stays at home. In some cases, children may be left home to fend for themselves at a much younger age.

Hutchinson's median household income in 2014 was \$41,677. To pay for one child to attend daycare, the median Hutchinson household would pay approximately 15% of their income for full-time care (Abundant Life Preschool). When added to other expenses a family household pays (such as housing, transportation, food, etc.) the added cost of childcare may drive one parent in the family to stay home to care for their child(ren). Parents opting to stay home because childcare is unaffordable creates issues in maintaining a stable workforce and maintaining higher household incomes.

Community College Enrollment

As stated above, some high school students are choosing to take college or vocational courses while attending high school. Due to the relationship and close proximity between Hutchinson High School and the Hutchinson Community College, having only 2.6% of the student body take advantage of dual enrollment is unfortunate. While some students may aspire to attend a four-year university, obtaining college credits at a cheaper rate is ideal. Hutchinson Community College provides the opportunity for students to graduate from high school with college general education credits already earned. USD 309, 312 and 313 could also benefit from the close proximity and resident discount at HCC.

Strategies



- ~~S.2.5.a.1. Partner with school districts to identify "at risk" students who have not received early childhood education prior to enrollment in kindergarten and provide more head start/early childhood education opportunities.~~
- S.2.5.a.2. Participate in conversation about creating more childcare facilities and address any regulatory barriers for childcare facilities.
- S.2.5.a.3. Research workplace childcare options.
- S.2.5.a.4. Advocate for Mommy and Me classes specialized in early childhood education.
- S.2.5.a.5. Promote dual enrollment for high school students at Hutchinson Community College.

Future Strategies

- FS.2.5.a.1. Provide a scholarship for Hutchinson students interested in public service to obtain college credits.

Goal	Performance Measures
G.2.5.b. Hutchinson provides opportunities and adequate facilities to support future leaders.	<ul style="list-style-type: none"> • Increase in youth involved in civic conversation • Increase in youth-sponsored projects • Minimize loss of residential structures and neighborhood impacts around HCC campus, unless a part of Master Plan <p>(Can I put that Hutchinson will produce a US President by 2050?)</p>

Issues and Strategies

Civic Engagement in Youth

Volunteering is alive and strong in Kansas. Kansas is ranked 5th in the nation in the number of residents who volunteer, which is 35.1% (www.volunteeringinamerica.gov). This trend is also present in Hutchinson, with youth using opportunities through church, school and organizations like Communities that Care. Hutchinson has many opportunities to volunteer on boards and commissions, with 13 boards/commissions at the City alone. However, these opportunities rarely extend to anyone younger than 18 years of age. Many times the projects and initiatives the City oversees involve improving the future of Hutchinson, like this Plan. However, there are not always great opportunities for the youth to be involved; you know, the people we are supposedly planning for. Communities like Broken Arrow, OK and Memphis, TN provide youth with an opportunity to participate in the discussion through honorary councilmember positions or by establishing a youth City Council that considers important items and provides a recommendation to the City Council. At a time where civic engagement is waning in younger generations, only 45% of voters age 18-29 participated in the last presidential election (Civicyouth.org), providing youth with first-hand experience in the civic decision-making process could inspire more youth to get involved in the community.

In addition, inclusion of youth in civic discussions can aid with retention of younger generations in Hutchinson. The average age of residents is getting older, please refer to the Demographics section of this Plan. According to the Hutchinson population pyramids for 2000 and 2010, Hutchinson sees an increase in population in the 20-24 year age group, which is likely due to presence of the community college. The number of people in the cohort drops with age into the late 20s and early 30s, reflecting an out-migration of residents in this age group. [Include the diagrams here.] Many factors can contribute to this out-migration but targeting young adults in connection to future growth in the community may create an environment in which they would choose to stay. By tapping into youth organizations, like the Youth Council or Communities that Care, the City could utilize Hutchinson’s volunteering and coordinate their participation into meaningful projects, especially projects that our youth want.

Hutchinson Community College Campus Master Plan

At this time, HCC does not have a published growth master plan. Due to its location in the heart of the community, the college faces issues with respect to its ability to grow. The campus is landlocked by residential neighborhoods, Hutchinson High School and Graber Elementary School. It has been the past practice of the college to acquire residential properties adjacent to the campus and convert them into parking lots. This trend has raised the question of what future growth at the college would look like. By developing a Campus Master Plan, HCC can begin to strategically analyze their growth and the need for

more space. At the same time, adjacent neighborhoods can have some relief knowing what the college’s future plans will mean for their neighborhood.

Strategies

- S.2.5.b.1. Create Honorary Youth City Council positions and positions on other boards and commissions.**
- S.2.5.b.2 Partner with youth organizations for community-build projects (playgrounds, neighborhood cleanup events, Zoo volunteering, etc.)**
- S.2.5.b.3. Partner with the Hutchinson Community College to develop a Campus Master Plan with an emphasis on a strategy for future growth.**

Future Strategies

- FS.2.5.b.1. Provide Hutchinson youth with the opportunity to train with City departments and promote youth development in Hutchinson.**

F.2.5.d. School District Test Scores



1.5 Framework: Economy

Vision: *Hutchinson has a robust, resilient, and diversified economy that offers quality jobs with living wages to support families, a high standard of living, competitive tax rates and a strong draw for tourism.*

This chapter includes a discussion of Hutchinson’s economy, including industry, tourism and commerce. Hutchinson’s economic development initiatives are housed within the Hutchinson/Reno County Chamber of Commerce, whose objective is to grow primary jobs by recruiting businesses to the area and by helping existing, local employers to expand. The Chamber is the lead agency for recruitment and growth of business in Hutchinson and Reno County. The Chamber aims to establish community assets and programs that will support sustained, long-term economic growth. Successful economic development efforts will improve Hutchinson’s economy as well as the quality of life for its residents. (Hutchinson/Reno County Chamber of Commerce, Hutch Rising, Draft Prospectus, 2016)



Source: John Pototschnik Fine Art (www.pototschnik.com)

INDUSTRY

[Insert Photos: ADM, Cargill, Kroger, Kuhn Krause, Siemens, TSW, Lowen, Eaton, Carey Salt, Grain Elevators, Railroads, Luminous Neon, Kroger]

Hutchinson has a rich agricultural heritage and a strong connection to the agricultural sector of the economy. Historic local industries include flour and sugar milling businesses; buying and selling of grain at the Hutchinson Board of Trade; salt mining; and soda ash production. Today, the City has substantial grain storage capacity with its many grain elevators, one of which is the second longest in the world. Large businesses in the grain industry in operation include ADM and Cargill. Hutchinson has a number of companies in the agricultural manufacturing and food processing sectors, including Tyson and CHS. Kuhn Krause is a manufacturer and exporter of agricultural implements with a large manufacturing facility in Hutchinson. Other manufacturers include Lowen, Alcoa and Takako Industries.

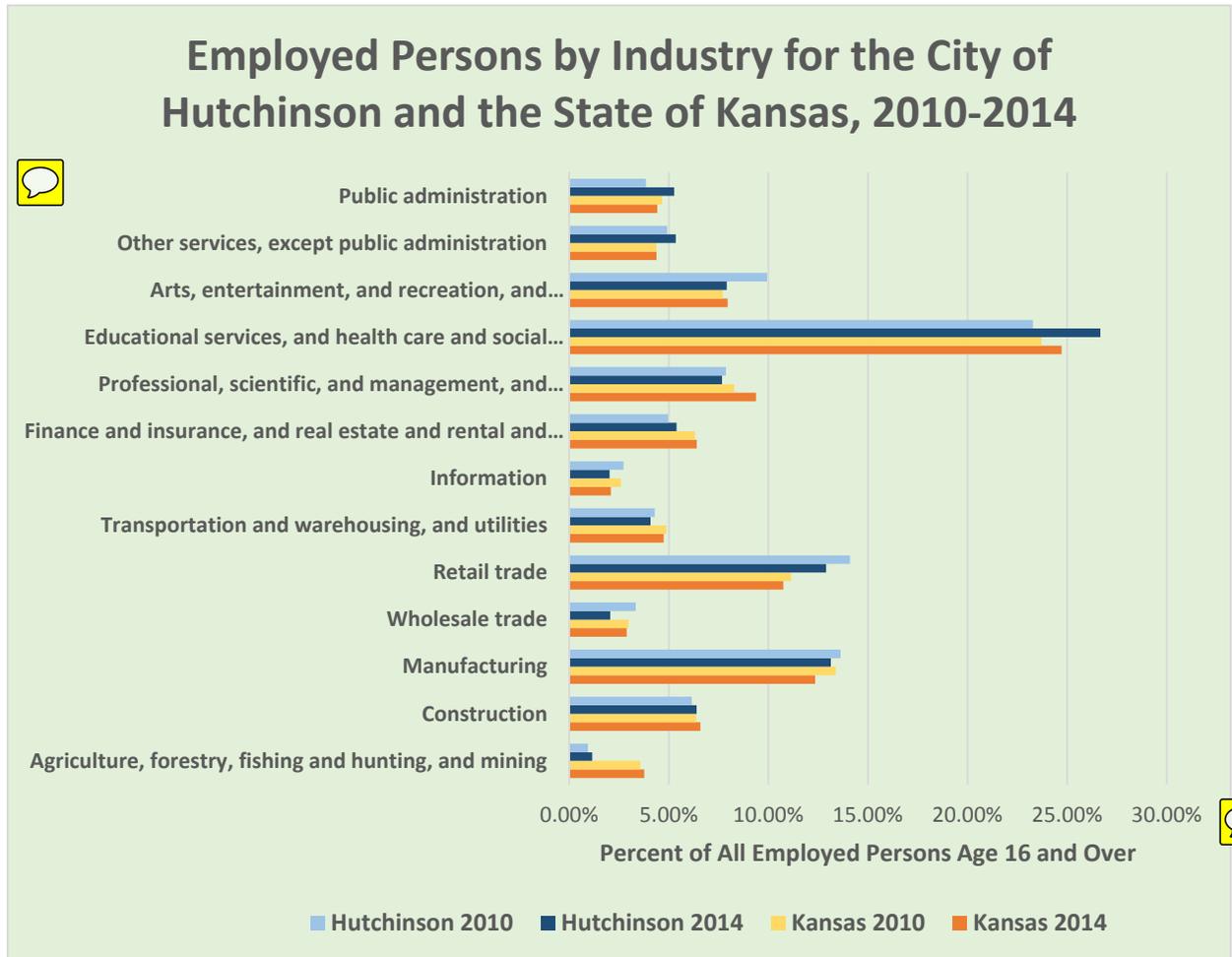
Employment

Hutchinson has a labor force of almost 20,000 workers. Hutchinson residents are employed in all sectors of the economy. The highest percentage of workers (26.67%) are employed in the education, health care, and social service industry, followed by manufacturing (13.3%) and retail trade (12.9%). See F.1.5.b. for a tabulation of workers in each sector. (Source: American Community Survey)

Hutchinson’s Five Largest Employers, 2014	
Hutchinson Regional Healthcare Systems	1,297
Dillon’s Corporate Offices and Stores	1,035
Hutchinson Public Schools (USD 308)	927
Hutchinson Community College	724
Hutchinson Clinic	653

F.1.5.a. (Source: Hutchinson/Reno County Chamber of Commerce, 2014, Hutchinson, Kansas, Community Profile)

Hutchinson Regional Healthcare Systems is the largest employer in Hutchinson, followed by Dillon’s, Hutchinson Public Schools, Hutchinson Community College and Hutchinson Clinic (Hutchinson/Reno County Chamber of Commerce, 2014, Hutchinson, Kansas, Community Profile). See F.1.5.a.



F.1.5.b. American Community Survey

Like other parts of the country, Hutchinson has seen a shift in employment over the course of the past several decades. Agriculture and manufacturing are still prevalent, but, as noted above, more persons are employed in education and healthcare. One way to analyze what is going on with Hutchinson's economy is to compare it with another area, such as the state as a whole. A location quotient is a tool that can be used to do just that.

Location Quotients (LQs). If a LQ is equal to 1, then the industry has the same share of its area employment as it does in the reference area. A LQ greater than 1 indicates an industry with a greater share of the local area employment than is the case in the reference area. For example (assuming the State of Kansas as the reference area), Hutchinson will have a LQ greater than 1 in the retail trade industry because this industry makes up a larger share of the Hutchinson employment total than it does for the State of Kansas as a whole.

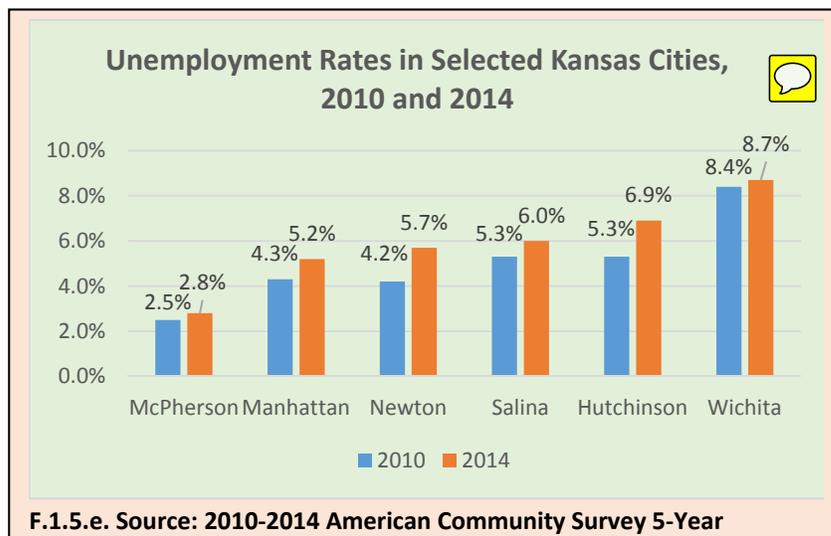
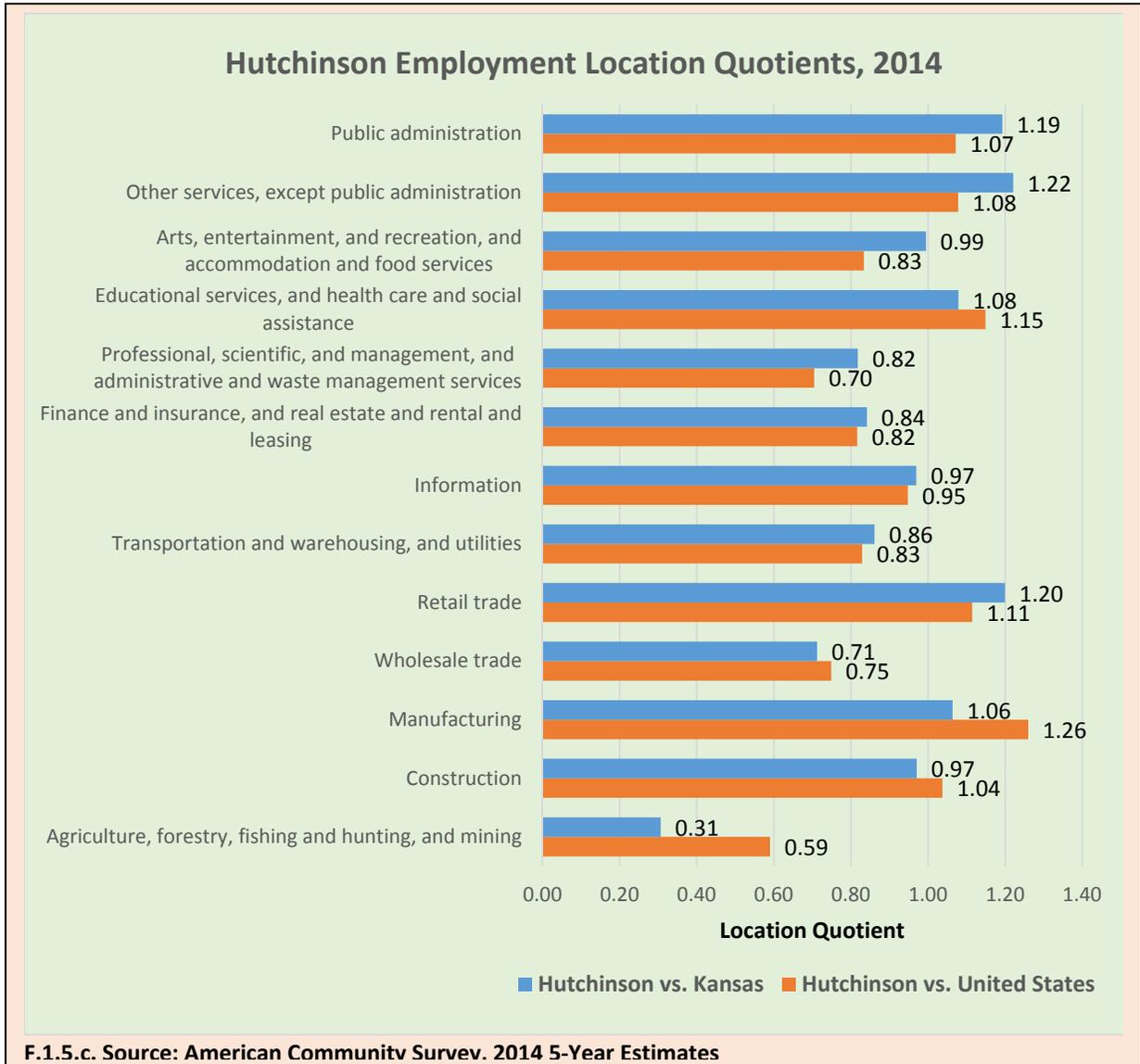
When Hutchinson is compared with the State of Kansas, Hutchinson has 5 out of 13 occupational employment sectors with a location quotient higher than 1. This means that we have a larger share of employment in these sectors. Compared with the nation, Hutchinson has 6 out of 13 occupational employment sectors with a location quotient higher than 1.

Those sectors with location quotients larger than one (and where Hutchinson has a greater percentage of its employed workers) when compared to both the State of Kansas and the United States are: **manufacturing; retail trade; public administration; services; education, health care and social assistance.** Please refer to F.1.5.c. Areas where Hutchinson has low LQs might represent opportunities.

Shift Share Analysis. Another tool economists use to evaluate a community's economy is the shift share analysis. This tool compares the changes in one economy with the changes in another to determine what percentage of the shift is occurring regionally or nationally and what represents something going on at the local level. A full analysis is beyond the scope of this plan, but there are some interesting things of note. Namely, from 2010 to 2014, the City made substantial employment gains in the educational services, health care and social assistance sector when compared with the state and nation, both of which also saw changes. However, Hutchinson's shift share was significant. At the same time, Hutchinson had a substantial loss in employment in the arts, entertainment, recreation, accommodation and food services sector. Both were significant shifts when compared to the state and nation.

Housing and Employment. Hutchinson's housing impacts Hutchinson's economy and workforce. The lack of quality, desirable housing in Hutchinson influences the ability of local employers to attract new recruits from out of town. The economy and housing are tied together. Housing construction cannot grow without a demand for it, and workers cannot be attracted to move to Hutchinson without new, quality housing options. Housing issues, goals and strategies are discussed in detail in the Housing section of this Plan. The City's unemployment rate is the second highest in the region, with only Wichita being higher. See F.1.5.d.





Goals, Issues & Performance Measures

Goal	Performance Measures
G.1.5.a. Hutchinson builds on its natural strengths and is the regional leader in diversified economic growth.	1. Increase in jobs across all sectors 2. Economic incentives result in an increasing Return on Investment

Issues

Hutchinson’s economy, like its demographics, has seen minimal growth over the past few decades. The resource-based economy (oil, salt, soda ash and grain) that once made Hutchinson an economic star in the context of the region and the state, has failed to sustain the City into the 21st Century and the shift to other sectors has not been an easy one. Economic development programs have not, until recently, been strategically focused either. Rather than targeting business development in specified economic sectors to balance and diversify our economy, the City and its partners have taken a less focused approach. This “we’ll take anything we can get” philosophy is understandable given the community’s desire to stimulate and support the growth of business and industry. However, incentives for business development should be consistent with the City’s adopted economic development strategy and land use plan. In addition, the City should be a stronger partner in the economic development process. Targeted recruitments need to be conducted in sectors where the City has lost ground. Additionally, the City needs to be able to move quickly to gain development approvals for new companies. Some of our own policies get in our way.

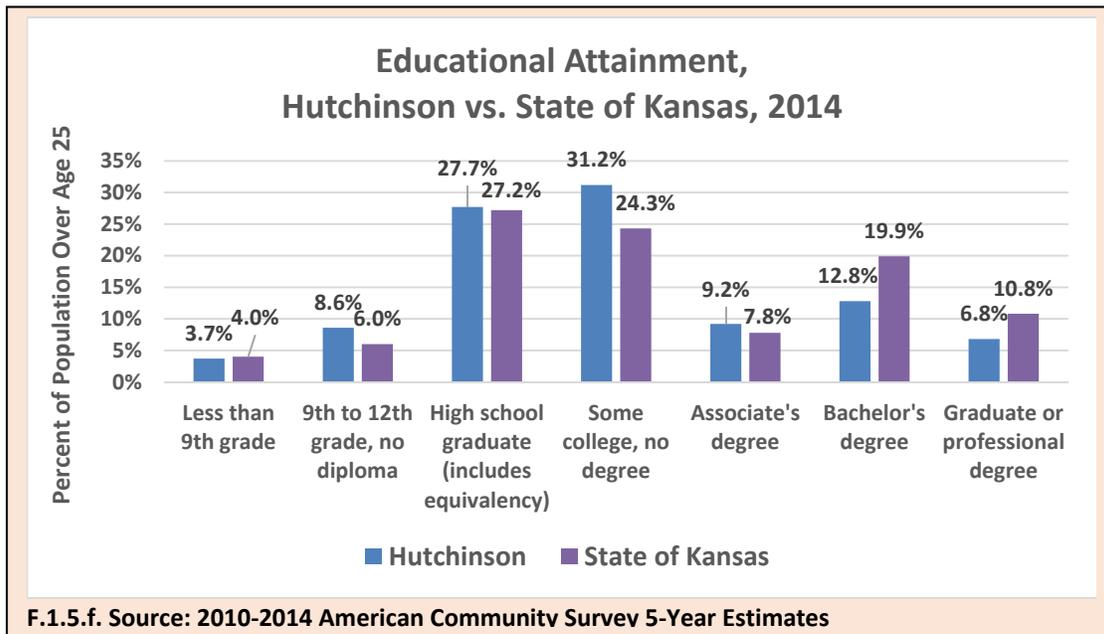
Community Survey respondents overwhelmingly (XX%) expressed the need for job growth, particularly for jobs that pay a living wage. But there are obstacles, including recent changes to job creation policies by Reno County that give a preference to those companies whose workers live in Reno County. Another challenge that makes it difficult for us to compete regionally is the cost of utilities. McPherson, for example, has a public electric utility and rates are 25 to 30 percent cheaper. Yet another challenge is the City’s location. Hutchinson has successfully routed traffic away from the community – Highway 50 and Highway 96 both bypass the City – but this has done little to attract tourists who must try to find Hutch, rather than driving through it on their way to another place and discovering its attractions. Finally, the City has extended City utilities to developments outside of the City rather than requiring annexation. While this issue is discussed in greater detail in the Land Use section of this Plan, it is noted here because the City is foregoing potential property tax revenues that could actually help lower the overall mill levy through these utility decisions.

Strategies

- S.1.5.a.1. Develop a unified and diversified economic development strategy that is transparent to the public.**
- S.1.5.a.2. Strengthen the City’s relationship and coordination with the Hutchinson - Reno County Chamber of Commerce.**
- S.1.5.a.3. Conduct an aggressive marketing campaign that highlights Hutchinson’s viability as a place for business expansion.**
- S.1.5.a.4. Identify specific land areas in or near the City Limits with realistic potential for industrial development where such development would be a desirable use. Establish another industrial park with large sites and infrastructure for business development.**

- S.1.5.a.5. Identify and remove regulatory barriers to economic development.
- S.1.5.a.6. Revise the City’s funding and expenditure policy for its Growth Fund and Economic Opportunity Fund to reflect sector diversification and return on investment goals.
- S.1.5.a.7. Seek ways to reduce electric utility costs.

Goal	Performance Measures
G.1.5.b. Hutchinson’s workforce is well-educated, highly skilled and ready to work in local businesses and industries.	<ol style="list-style-type: none"> 1. Increase in the percentage of Hutchinson residents who obtain technical and college degrees 2. Decrease in unemployment rates



Issues

One of the common themes in the 2015 survey of existing employers conducted by the Chamber of Commerce was that the local workforce lacks the necessary skills to perform jobs in local industries. While Hutchinson’s workforce tends to have a strong work ethic, workers are not always skilled or prepared for the needs of local employers. The workforce is not necessarily work-ready. Hutchinson’s workforce has a lower education level than the state as a whole, with only 12.8% of the population having a bachelor’s degree and 6.8% having a graduate or professional degree. This compares to 19.9% and 10.8% respectively for the state. See F.1.5.f. While a larger percentage of Hutchinson residents graduate from high school (27.7% vs. 27.2%), many who go on to college do not complete a degree (31.2% vs. 24.3%). Hutchinson also is ahead of the state for residents with an associate’s degree (9.2% vs. 7.8%). This may be reflective of the fact that we have a local community college but do not have a local 4-year college.

Some local employers have had to import employees from other regions or even from other parts of the country, particularly when doing professional recruitments. This has also has proven difficult, as wages in Hutchinson are lower due in large part to the lower cost of living in the area. While a low

cost of living should draw job seekers, this is oftentimes not something employees take into account. Hutchinson is unable to attract the best and brightest as prospective employees perceive the wages to be too low and fail to take into account the low cost of living.

Controlled substance use is also a problem in the workforce. Some local companies, particularly those that employ heavy machinery or commercial vehicles, have a zero tolerance policy. Workers that get fired have a tougher time being re-employed, which exacerbates the substance use issue. Drug use is a problem in the community, as evidenced by survey results and as detailed in the Community Health chapter of this Plan. Those suggested strategies should be heeded. From an economic development standpoint, the City cannot afford to ignore this workforce issue.

Strategies

- ~~S.1.5.b.1. Establish partnerships between Hutchinson Community College and businesses to tailor education to local needs, and train students for local jobs.~~
- S.1.5.b.2. Increase vocational and technical education training opportunities.
- S.1.5.b.3. Attract a four-year college, a satellite campus or partnership with Hutchinson Community College.
- S.1.5.b.4. Improve marketing strategies to promote Hutchinson as a desirable community with a low cost of living.
- S.1.5.b.5. Partner with local school districts and private schools, as well as Hutchinson Community College, to improve educational attainment in Hutchinson.

Goal	Performance Measure
G.1.5.c. Attract and grow primary (manufacturing and exporting) jobs. (The governing body has identified this as a goal, but are these the jobs of the future?)	Need to discuss this one with the Steering Committee 

Issues

Hutchinson has attracted some traditional manufacturing industries, but growth has occurred at a slower pace than desired. Siemens Industries is a great example of an industry that Hutchinson attracted successfully, but it has not resulted in the expected spin-off industries or population growth. Many of the executives that work for Siemens live in Wichita, as the commute is convenient and Wichita offers a wider array of shopping and entertainment opportunities (Source: Siemen’s personnel department). Even if Hutchinson were to attract 3 or 4 new manufacturers, there are only a small number of undeveloped sites available for industrial development. While there are some vacant industrial buildings, code requirements make re-use of these properties cost-prohibitive.

And, manufacturing jobs may not represent the jobs of the future. Hutchinson has not attracted many high-tech jobs or industries. College and high school students who were interviewed on 8/25/2016 by Fisher Coaching stated that the creation of manufacturing and other industrial jobs in Hutchinson would not induce them to stay in Hutchinson to pursue a career. Many of the younger generation seek jobs in the high-tech field rather than in traditional manufacturing. Less than three percent of the current jobs available in Hutchinson are in the “information” category. This sector needs to be strengthened if we hope to retain workers in the next generation.

Strategies

~~S.1.5.c.1. Consider requiring businesses that receive City and County economic development incentives require their workers to live in the City/County.~~

S.1.5.c.2. Seek to diversify the economy by developing shovel ready properties in sectors other than industry (i.e., high tech). 

TOURISM

Vision: Hutchinson is an exciting tourist destination that offers a diverse array of fun, unique and profitable tourist attractions year-round.

[Insert Photos: Cosmosphere, Strataca, Downtown Hutchinson, Dillon Nature Center, Kansas State Fair, Fun Valley, Hutchinson Community College (Sports Arena, Gowans Stadium)]

Hutchinson boasts a variety of amenities that attract visitors to the community and generate tourism revenue for the City. Amenities include the Historic Fox Theatre, Strataca and the Cosmosphere International SciEd Center and Space Museum. Hutchinson has been the home of the Kansas State Fair since 1913 and the National Junior College Athletic Association (NJCAA) Men’s Basketball Tournament since 1949. The larger events bring visitors to Hutchinson’s hotels for overnight or longer stays. Hutchinson’s amenities are discussed in greater detail in the Amenities section of this Plan.

Goals, Issues, Strategies & Performance Measures

Goal	Performance Measure
G.1.5.d. Tourism is a strong economic driver and reflects the unique amenity mix of Hutchinson.	<ul style="list-style-type: none"> • Increase in the number of visitors • Increase in employment in the tourism sector

Issues

Annual events such as HutchFest, the Downtown Hutchinson Rod Run, the Cinco de Mayo Festival, and the Hutchinson Art Fair bring visitors to Hutchinson for the day; where they can shop in local stores and dine at local restaurants, but these rarely turn into overnight stays. Many visitors come for a single purpose and do not explore the other amenities the City has to offer. Hutchinson’s amenities and community assets can boost the local economy but only with an effective marketing strategy. If the community’s amenities and assets are underused, we must ask ourselves whether the community can sustain and support them in a time when the economy is sluggish, taxes are increasing, and the City’s budget is tight.

Tourism Revenue and Funding

The City has a Convention and Tourism Promotion Fund, which is funded entirely by a 7% transient guest tax that will generate an estimated \$725,000 in revenue in Fiscal Year 2016. These revenues are allocated approximately as follows: 

- Four-sevenths is used by the Convention and Visitors Bureau (CVB) to promote tourism.
- Three-sevenths is reserved for development and maintenance of a convention center.

Sales tax collected in the General Fund supports the Cosmosphere and Strataca and other amenities. Tourism has the capability to be a large economic driver for the City, given our central location and proximity to Highway 50. Additional marketing funding would help to increase promotion of the community. The City's transient guest tax is on par with surrounding communities, but lower than Wichita (8%) and Overland Park (XX%). Increasing the tax, which is paid almost entirely by outsiders, can assist with increasing marketing efforts and will likely have a multiplier effect since tourist dollars cycle through the economy more than once.

Other issues detracting from tourism are discussed in other parts of this Plan, but include:

- ⇒ Lack of a unifying brand
- ⇒ Unsightly and/or poorly maintained properties at the City's entrances and along key corridors
- ⇒ Lack of modernized and adequate wayfinding signage
- ⇒ Attractions are located disparately from one another and the convention hotel, making it difficult for visitors to walk to multiple attractions
- ⇒ Many parts of the community do not have adequate (or any) sidewalk infrastructure. For example, there is no crosswalk on K-61 Highway at 11th Avenue, so visitors staying at hotels on the west side of K-61 cannot walk to the Hutchinson Mall or to other establishments on the east side of K-61.
- ⇒ Some community attractions could use a facelift.

Strategies

- S.1.5.d.1. Explore increasing the transient guest tax to raise revenues for marketing tourism, reduce expenditures from the General Fund and give attractions a facelift.**
- S.1.5.d.2. Make impactful improvements to the Atrium or explore alternative convention center development options.**
- S.1.5.d.3. Improve pedestrian access and connectivity in areas near hotels and tourist attractions by including such improvements in the CIP.**
- S.1.5.d.4. Explore options for running a visitor shuttle on a pilot basis to assist with conveying travelers between attractions.**

COMMERCE

Vision: Hutchinson offers a diverse mix of locally-owned retail shops, businesses, and services, as well as nationally-known stores and restaurants, which Hutchinson residents frequent, patronize and support.

Hutchinson's nearness to Wichita and its suburbs is an asset. Hutchinson residents can easily drive to Wichita for shopping and dining out. For those living on the east side of town, it is a quick 40-minute drive. This proximity to the largest City in Kansas is a convenience for the residents of the community.

Goals, Issues, Strategies & Performance Measures

Goal	Performance Measure
G.1.5.e. Hutchinson has a balanced local economy and is a net exporter of goods and services.	<ul style="list-style-type: none"> • Increase in local sales tax revenue

Issues

Hutchinson’s proximity to Wichita is also a drawback. While it is true that people go to Wichita for products and services that are not available in Hutchinson, they may also spend money during the same trip on items that are available in Hutchinson. This causes money to leave the local economy and improves Wichita’s sales tax revenues, while hurting sales tax revenues in Hutchinson. Survey respondents and people who attended public engagement meetings complain about high property tax and sales tax rates in Hutchinson, but by not spending their money locally, they are effectively causing their own taxes to go up.

Strategies

- S.1.5.e.1. Establish a marketing plan and campaign to expand “shop local” options.**
- S.1.5.e.2 Seek to attract a greater variety of restaurants offering other ethnic food types (e.g. Greek, Spanish, German).**

[Insert Photos:]

3.4 Trees and Open Space

Vision: *Hutchinson’s trees and open space are appealing and attractive and serve as assets for the community.*

Trees and open space are featured as a separate chapter of this plan because they: 1) serve as passive-use natural spaces; 2) contribute (along with parks) to the landscape ecology needed to maintain wildlife populations; and 3) contribute to the quality of life of City residents.



11th Ave street trees near the Cosmosphere. Street trees provide a variety of passive benefits to the community.

Trees, for the purposes of this section, include trees located along right-of-ways (street trees) and trees used in landscaping for new developments. Trees contribute aesthetic, economic and ecological value to Hutchinson’s residents. Their benefits range from improved air and water quality to reduced summertime temperatures. Trees also reduce storm water runoff and increase property values (Burden, 2009, 22 Benefits of Urban Street Trees). Open spaces—which typically include green spaces that appear natural or lack a designated use like a park—have similar benefits to street trees, but usually at a larger scale. These spaces many also provides benefits such as animal habitat, storm water retention and spaces for residents

to interact with nature. Trees and open space can facilitate community pride and improve the appearance of a community.

Background

Though situated in the midst of the plains, Hutchinson has no shortage of trees and open space. Early civic leaders demonstrated foresight when they set aside Carey Park, which now holds a large population of mature trees and provides passive open space alongside its many amenities. The Dillon Nature Center features plants native to South Central Kansas that once dominated the landscape. Trees were planted along roadways in most of the City’s older neighborhoods. These trees have grown to include majestic tree canopies that offer shade and other benefits. The City’s new subdivision regulations require street trees in residential subdivisions.

The City also has a Tree Board, which was established by City Council in 19xx . The Tree Board directs City and private investments in trees and landscapes throughout the community. A “Trees for Tomorrow” fund is used at the board’s discretion to finance tree planting and beautification projects [Need some examples of projects here.].

Trees

I think that I shall never see

A poem lovely as a tree.

A tree whose hungry mouth is prest

Against the earth’s sweet flowing breast;

A tree that looks at God all day,

And lifts her leafy arms to pray;

A tree that may in Summer wear

A nest of robins in her hair;

Upon whose bosom snow has lain;

Who intimately lives with rain.

Poems are made by fools like me,

But only God can make a tree.

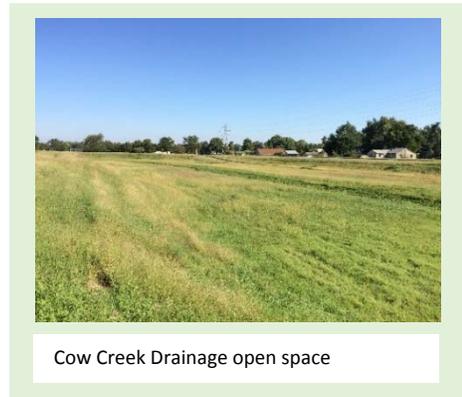
~ Joyce Kilmer

Goals, Issues, Strategies and Performance Measures

Goal	Performance Measures
G.3.4.a: Hutchinson’s open spaces serve the ecological, economic and aesthetic needs of the city.	<ul style="list-style-type: none"> • Total acres of dual-purpose open space increased by 20% • Flood retention areas retain 25% more water

Issues

Historically, this portion of south central Kansas was covered with tall-grass prairie vegetation. Few trees interrupted the landscape and those that did were typically located in riparian areas. Wood, which was scarce, had to be imported and was too precious to be used for fencing. Even today, rock and stone fence posts can be seen in and around the City.



Cow Creek Drainage open space

The prairies, which were home to deer, bison, antelope and XXXX, were converted to agriculture. Towns were established largely to support the agricultural industry and Hutchinson is no exception. Because of this, there is a dearth of natural open space in South Central Kansas. While there are some exceptions, such as Sand Hills State Park, Quivira Wildlife Refuge and the Arkansas River corridor, natural open space in the region is generally lacking. The area surrounding Hutchinson is primarily agricultural.

While Hutchinson does not have natural open space, per se, the City does have XX acres of green areas that can be counted toward open space. Map M.3.4.a illustrates the community’s green spaces and shows which of these green spaces are existing natural spaces, manicured passive spaces (e.g., flood retention, street medians) or green spaces with passive uses. [Note: I removed parks because they are addressed in the parks section....we could include the passive portions of parks, if you wanted to.]



Bioswale example

As can be seen, a large portion of the City’s open space is comprised of stormwater canals and flood retention basins. These basins and canals often contain little, if any, water and require a considerable amount of public funds to maintain. These flood management areas are primarily landscaped with grass, presumably for ease of maintenance. However, studies show that tree roots improve soil infiltration more effectively than grass (Susan Day et.al., 2008, Can Urban Tree Roots Improve Infiltration Through Compacted Subsoils for Stormwater Management) and they absorb a considerable amount of rainwater before it reaches the ground (Burden, 2009). Alternatives to traditional storm water management such as bioswales and rain gardens, not only manage higher volumes of water than an expansive grass field, but also absorb more runoff contaminants. Maintenance is cheaper in the long-run, as trees only require periodic maintenance instead of bi-weekly mowing.

Landscaping of the City’s flood management areas would not only provide enhanced storm water retention, it would also provide visual appeal, food and shelter for wildlife, increased value for nearby properties and allow for development that provides residents with a useful space to interact with nature. By allowing multiple uses, the City’s properties can serve its residents more effectively.



Corner of Plum and Cherokee, an example of less-useful open space.

Most of the City’s storm water facilities also divide communities. When properly designed (by considering the surrounding social context along with flood management), storm water management areas have the potential to connect communities, provide recreation opportunities and add cultural and economic value to surrounding neighborhoods. A good example is Avenue A Park, which includes a bridge to allow access on both sides of this natural drainage corridor.



Ave A Park is useful open space

Retrofitting existing storm water and flood infrastructure to make it more useable will require additional funding, however, this could be included in the City’s Stormwater Master Plan, presently being developed.

Strategies

- S.3.4.a.1 As part of the Stormwater Master Plan: 1) establish regulations that facilitate multi-use stormwater management areas that utilize alternative practices such as bioswales and rain gardens and 2) allow dual-use parks/storm drainage facilities. (see strategy S.3.1.a.1).**
- S.3.4.a.2 Develop flood management regulations that reflect effectiveness of landscapes other than lawns.**
- S.3.4.a.3 Consider a partnership with Hutchinson Community College to inventory Hutchinson’s landscape ecology to better understand the needs of the region’s wildlife and make open space plans that are in line with those needs.**

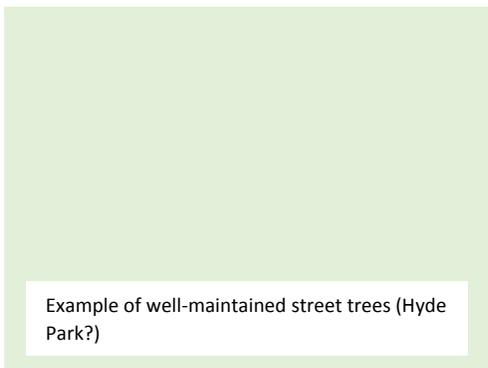
Goal	Performance Measures
<p>G.3.4.b: Hutchinson has a diverse, resilient and beautiful urban forest that adds to the aesthetic, economic and ecological character of the city.</p>	<ul style="list-style-type: none"> • Reduce street tree replacement rate by 50% • Increase diversity of street trees • Reduce sidewalk maintenance projects associated with trees

Issues

Despite the large number of trees lining Hutchinson’s streets, the City does not have a formal urban forestry program to maintain them. Hutchinson relies upon residents to take care of the trees located in the public right of way in front of their homes. This has led to some variable outcomes. In neighborhoods where residents have more resources, the trees are maintained, trimmed and even replaced when they die without the need for City intervention. In other neighborhoods, street tree maintenance is sporadic and property owners are frequently placed in an enforcement situation. In addition, many residents may not understand that it is their responsibility to maintain street trees.



Example of poorly maintained street trees (SW Bricktown)?



Example of well-maintained street trees (Hyde Park?)

This issue can be addressed in a variety of ways with a range of associated costs. Probably the most expensive solution is establishment of a formal urban forestry program with full-time and seasonal staff to work on trees. This strategy would likely require significant funding from the General Fund. A less expensive strategy would be development of a program similar to Brush Up Hutch! to provide reimbursement funding for tree maintenance based upon income levels. One other strategy would be to increase enforcement, however, if the issue is one of resources, this is likely to be rather ineffective.

Despite their many benefits, street trees can potentially damage City infrastructure when planted incorrectly or in the wrong context. Some trees, like cottonwoods, maples and ashes, can damage sidewalks and building foundations because they have shallow roots that extend outwards. Trees also have the potential to damage underground water, sewer and storm water infrastructure. Planting trees and other plants according to context will save money in future maintenance costs and improve the health, safety and welfare residents.



The wrong tree in the wrong place.

Hutchinson’s trees are under attack. In many neighborhoods, ash trees are the most common, but having a single species be that prevalent leads to disease and pest susceptibility. Cities around the country are dealing with the emerald ash borer annihilating their urban forest. To preserve Hutchinson’s trees for future generations and prepare for potential pest and disease threats, the City will need to require a greater diversity of trees lining the streets and as part of private commercial/industrial landscaping. A diverse population of street trees will not only be more resilient to future pests and diseases, they will also create visual interest and establish Hutchinson as a city of trees.

[We actually have been named a Tree City USA and this should be referenced somewhere in here.]

Strategies

- S.3.4.b.1** Develop a *Tree Master Plan* that establishes a standard focusing on diversity, context and maintenance needs and contains a tree inventory.
- S.3.4.b.2** Require all new subdivisions and developments to adhere to the *Tree Master Plan*.
- S.3.4.b.3** Explore options for assisting lower-income residents with street tree maintenance.
- S.3.4.b.4** Develop street tree educational materials.

Long-term Strategies

- FS.3.4.b.1** Consider establishing an urban Forestry Program within the Parks, Facilities and Maintenance Department.

References

Burden, D. 22 Benefits of Urban Street Trees. 2009

Susan Day et.al., 2008, Can Urban Tree Roots Improve Infiltration Through Compacted Subsoils for Stormwater Management

2017-2037 Comprehensive Plan Development & Review Schedule

Sections	1 st Draft Review	2 nd Draft Review	Final Edit Version to Jana	Steering Committee Review*	Planning Commission Review
<ul style="list-style-type: none"> • Housing & Neighborhoods • Public Safety • Parks & Rec • Regional Setting & History • Aesthetics 	8/1/16 8/9/16 8/9/16 8/10/16 8/15/16	8/15/16 8/23/16 8/23/16 8/24/16 8/29/16	8/30/16	9/6/16	9/20/16
<ul style="list-style-type: none"> • Environment • Health Care & Food Access • Demographics • Trails, Bikeways & Ped Facilities • Community Assets 	8/16/16 8/24/16 8/25/16 8/26/16 8/26/16	8/30/16 9/7/16 9/8/16 9/9/16 9/9/16	9/12/16	9/20/16	10/4/16
<ul style="list-style-type: none"> • Infrastructure • Education • Economy • Trees & Open Space 	9/2/16 9/1/16 9/12/16 9/16/16	9/13/16 9/14/16 9/26/16 9/26/16	9/26/16	10/4/16	10/18/16
• Land Use	9/28/16	10/5/16	10/11/16	10/18/16	11/1/16
<ul style="list-style-type: none"> • Strategic Plan • Executive Summary 	10/11/16 10/14/16	10/18/16 10/21/16	10/26/16	11/1/16	11/15/16
PUBLIC PRESENTATION DRAFT	11/21/16	11/23/16	11/28/16	TO CC:	12/6/16
Public Meeting Unveiling – 12/12/2016					
Final Document	1/11/17	1/18/17	1/24/17	2/7/17	3/7/17
City Council Adoption 3/21/17					

*All Steering Committee Meetings will begin at 3:30 PM.

Aaron = Amenities

Amy = Livability

Casey = Framework

Charlene + proofread all sections

Jana + public hearing notice & edit all sections

Stephanie (all maps)

Completed activities

