



**AGENDA**  
**PLANNING COMMISSION**  
 Tuesday, November 1, 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 18, 2016.

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

**4. PUBLIC HEARINGS** – none.

**5. NEW BUSINESS**

**a. Comprehensive Plan Drafts**

- 1) 1.6 – Land Use (Jana McCarron)

**6. UPCOMING CASES** – none.

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

**8. COUNCIL ACTION ON CASES**

- 16-SDF-06 Sun Valley Final Plat
- 16-CUP-03 Sun Valley Conditional Use Permit
- 16-ZA-09 Red Barn Reflections Rezone

**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 5:45 PM with the following members present: Harley Macklin, Darryl Peterson, Ken Peirce, Tom Hornbeck and Terry Bisbee. Janet Hamilton, Robert Obermite, Mark Woleslagel and Todd Carr were absent. Staff present were Jana McCarron, Director of Planning and Development; Casey Jones, Senior Planner; Aaron Barlow, Associate Planner; Amy Allison, Housing Program Coordinator; and Stephanie Stewart, Planning Technician.

2. **APPROVAL OF MINUTES**

The minutes of the October 4, 2016, meeting were approved on a motion by Macklin, seconded by Peterson, passed unanimously.

3. **CORRESPONDENCE & STAFF REPORTS**

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

4. **PUBLIC HEARINGS**

**a. 16-CUP-03: Sun Valley Conditional Use Permit**

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

**Motion by Bisbee, seconded by Hornbeck, to remove case number 16-SUP-03 from the Table and conduct the Public Hearing passed with the following vote: Yes - Macklin, Peterson, Peirce, Hornbeck, Bisbee.**

McCarron reviewed the staff report explaining that the applicant's business is currently located in the County and that they would like to relocate it to their new site within the City. With approval of the variance case number 16-BZA-04, the site plan meets the zoning regulations. McCarron requested the applicant revise the site plan to reflect concrete vs asphalt paving before it is reviewed by the City Council. She reviewed the nine factors of approval required for conditional use permits. All factors were met with the exception of conformance to the comprehensive plan. However, with Staff currently working on the new comprehensive plan, this site is marked for industrial use. McCarron presented the staff-recommended conditions of approval.

Keith Bauer stated they would comply with the staff-recommended conditions of approval.

Carla Shepherd, 2310 S Lorraine, inquired where the trucks will park and how close they will be to her property. McCarron pointed out where the development will sit and where the trucks will park. Shepherd stated she had no issues with the project.

**Motion by Bisbee, seconded by Peterson, to recommend approval to the Hutchinson City Council of Conditional Use Permit request number 16-CUP-03 for truck repair/truck and trailer storage (trucking) for property located at 00000 E Blanchard Ave based upon due consideration of the following factors and recommended conditions of the staff:**

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; and**
9. **Recommendation of the professional staff;**

**Conditional Use Permit Conditions of Approval:**

1. **This conditional use permit shall only be used for a truck repair and truck 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;**
3. **Twenty (20) of the required 45 parking spaces may be located in the rear yard, said spaces and drive aisles to be surfaced with gravel to specifications meeting the requirements of the City Engineer. (Per 16-BZA-04 approval 10/18/2016);**
4. **A building permit shall be obtained prior to any construction;**
5. **All paved areas shall be constructed so that storm water runoff will drain according to the approved drainage plan;**
6. **Each standard parking space shall be 9 feet by 18 feet in size;**
7. **Each accessible parking space shall be 8 feet by 18 feet in size with an access aisle 8 feet in width;**
8. **Each accessible parking space shall be 8 feet in size with an access aisle 5 feet in width;**
9. **Each van-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;**
10. **All parking spaces shall be striped;**
11. **Exterior lighting must be shaded from adjacent residential properties as required by Section 27-909 of the Hutchinson City Code;**
12. **A sign permit shall be obtained prior to installation of any signs. No sign approval is hereby intended or conferred;**

13. Dumpster enclosure shall be installed in accordance with the approved plans;
14. A fence permit shall be obtained prior to installation of any fence; and
15. All site improvements, to include landscaping, paving, 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.

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

Peterson left the meeting.

The Staff and Planning Commission took a break at 6:05 and reconvened at 6:10 in the meeting room of the Council Chambers to discuss draft chapters of the Comprehensive Plan.

## 5. **NEW BUSINESS**

### a. **Comprehensive Plan Drafts**

Staff presented the following draft sections, and the Planning Commission reviewed and discussed them.

- 1) 1.4 – Infrastructure (Jones)
- 2) 2.5 – Education (Allison), delivered by McCarron as Allison was ill
- 3) 1.5 – Economy (Jones)
- 4) 3.4 – Trees & Open Spaces (Barlow)

Macklin and Bisbee gave a brief update from their trip to the APA conference and Planning Commissioner training in Lawrence on Friday October 8, 2016. They spoke of having “social gatherings” with other commissioners, and shared some ideas on how to be a good commissioner. They thanked the City for the experience.

McCarron invited all the Commissioners to the next public meeting to review the Comprehensive Plan at the Atrium Hotel and Convention Center on Monday, December 12, 2016 from 6:30-8:00 P.M.

6. **UPCOMING CASES** – None.
7. **OPEN COMMENTS FROM THE AUDIENCE** – None.
8. **COUNCIL ACTION ON CASES**
9. **ADJOURNMENT** – The meeting adjourned at 7:20 PM.

Respectfully Submitted,  
Stephanie Stewart, Planning Technician  
Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2016  
Attest: \_\_\_\_\_



125 E Avenue B | Hutchinson KS 67501  
620.694.2639

## Staff Report

### Planning Commission

PC Agenda Item #: 5a.

Planning & Development Department

Cases: 16-PLN-15o

October 25, 2016

Meeting Date: November 1, 2016

**REQUEST:**  
**2017-2037 Comprehensive Plan Draft Reviews (1 section)**



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**STAFF RECOMMENDATION: STAFF SEEKS COMMENTS ON THE DRAFT SECTION**

**MOTION:**  
None required – comments only.

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

- a. 1.6, Land Use

**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. A summary of the public engagement is included as **Exhibit 1**.



**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 18, 2016, the Steering Committee reviewed the attached draft (**Exhibit 2**) and provided feedback. Steering committee comments have been included in the pdf file as comment bubbles. No changes have been made to the text.

Staff

**Staff Representative:**  
Jana McCarron, AICP  
Planning & Development Director

Application Information

**Applicant:**  
Staff

**Application Materials:**  
None

**Concurrent Applications:**  
None

Photos



Notice & Review

**Steering Committee Review:**  
October 4, 2016

**Stakeholder Review:**  
October 10-17, 2016

**STAKEHOLDER COMMENTS:**

Following the Steering Committee review, draft sections were sent to various stakeholders with a request that comments be submitted by November 1, 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 this Plan section 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:

- 11/15/2016 (Strategic Plan/Executive Summary)
- 12/12/2016 (Open House: Atrium, 6:30-8PM)
- 3/7/2016 (Review/Adopt Final Draft)

**EXHIBITS:**

1. Public Engagement Summary
2. 1.6, Land Use

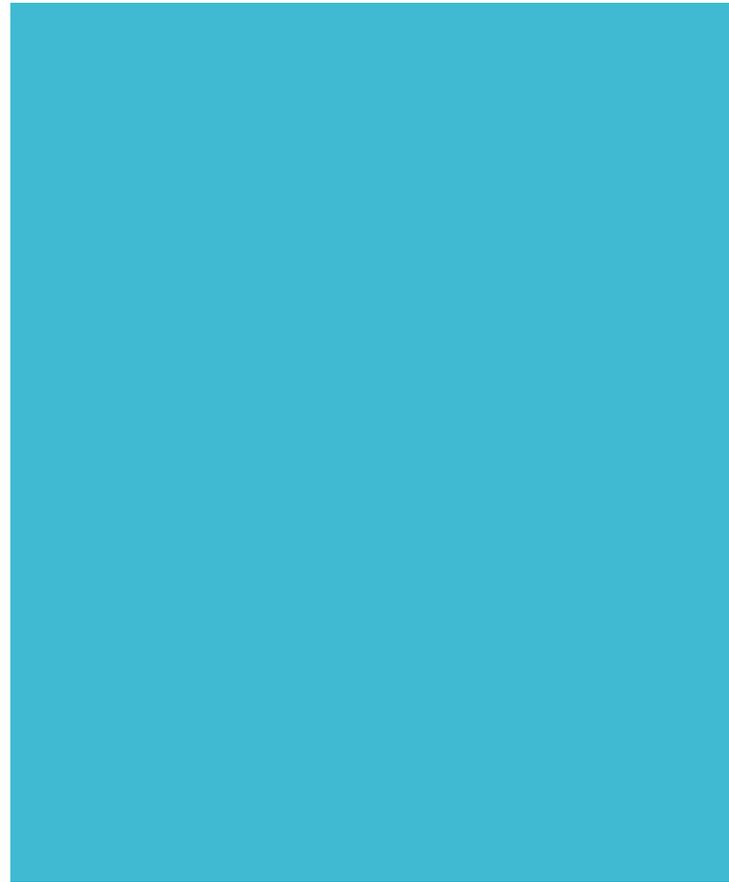


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# 2017-2037 Comprehensive Plan Public Engagement Summary

# Community Engagement Components

1. Meetings in a Box
2. Kick-off Meeting
3. Stakeholders' Meetings
4. Community Survey

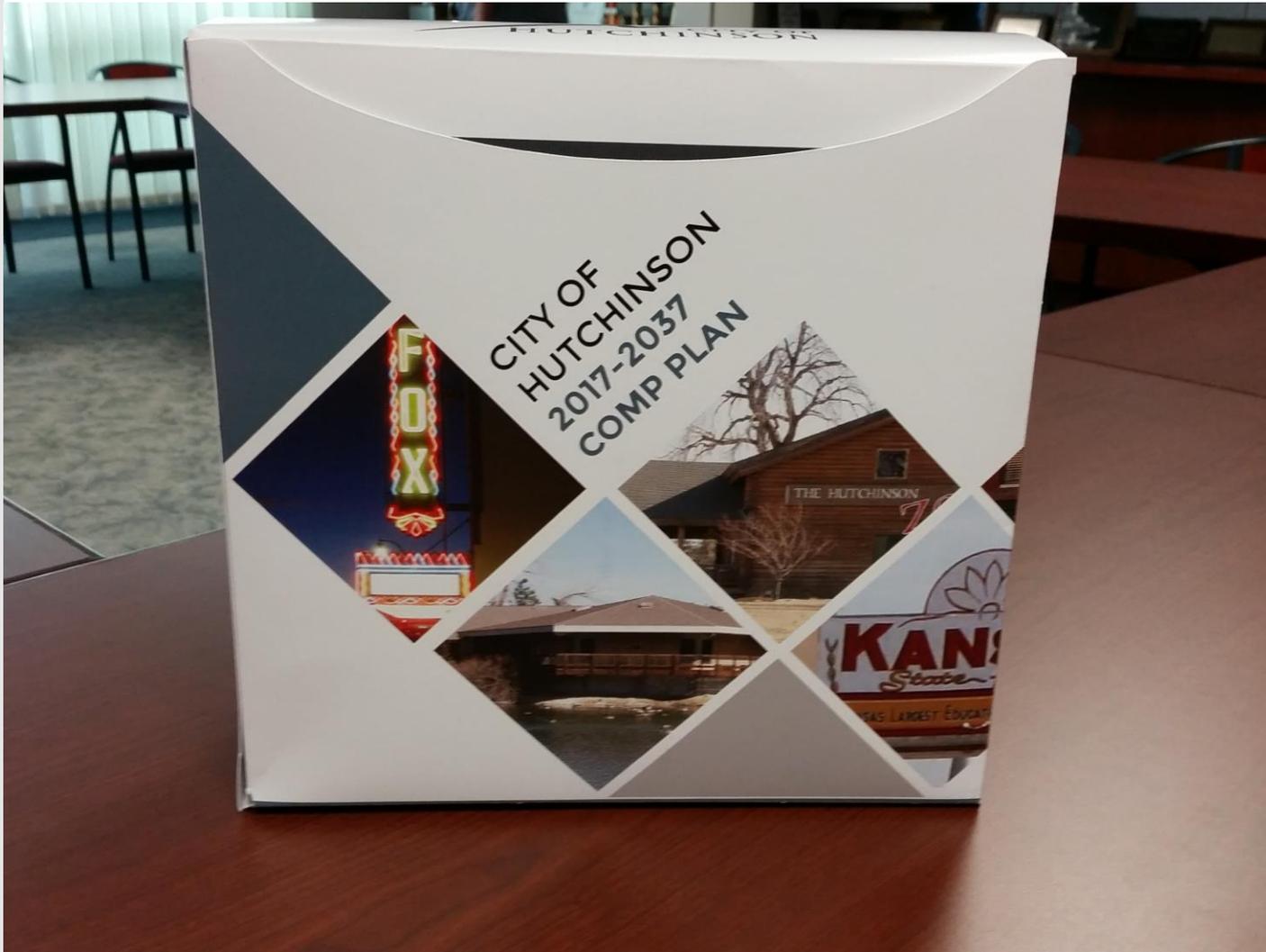


## Meeting in a Box

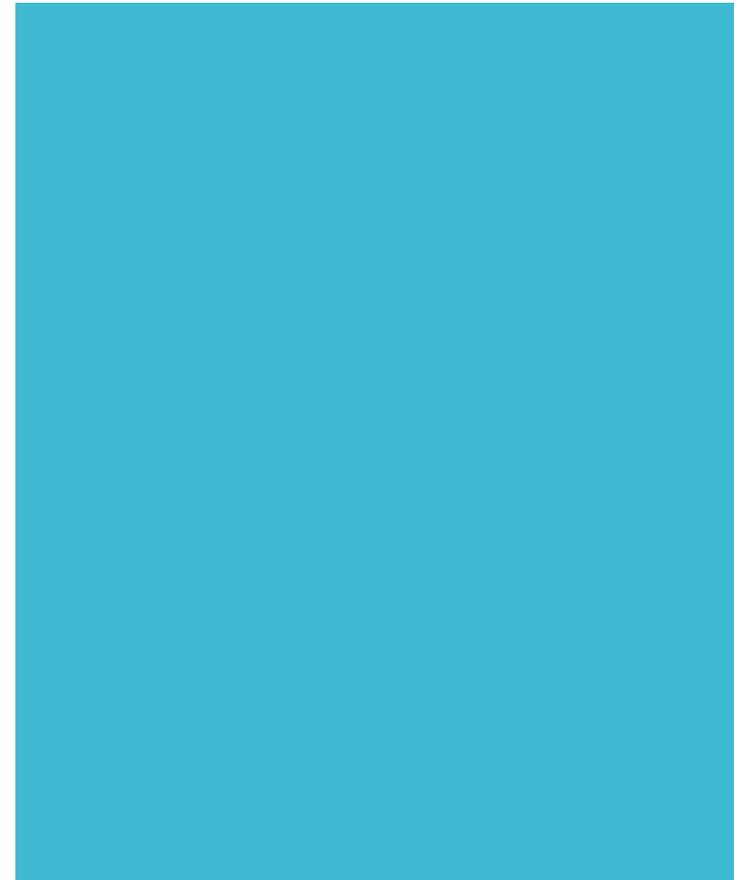
Ron Fisher conducted 11 meetings with local groups, including:

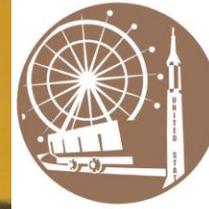
- NAACP
- Young Professionals
- Rotary Club
- Convention & Visitors Bureau





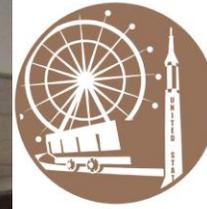
Meetings in a Box





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## Meeting in a Box: Lincoln School



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## Meeting in a Box: Wesley Towers



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# Meeting in a Box: Young Professionals



# Kick-off Meeting

- Held July 28, 2016
- More than 120 participants
- Facilitated by Shockey Consulting





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Kick-Off Meeting

# Kick-off Meeting Findings



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## Findings

Thriving  
Charming  
Affordable College  
Jobs Attractions  
High-paying Healthy  
Family-friendly  
Growing Progressive Energy  
Positive Innovative  
Safe Prospering Active  
Welcoming  
Industry



# Community Survey

23 questions on issues determined  
by input from meetings

Respondents reached through:

- Facebook advertisements
- Utility billing mailings
- Local organizations



# Community Survey Respondents

1344 Responses

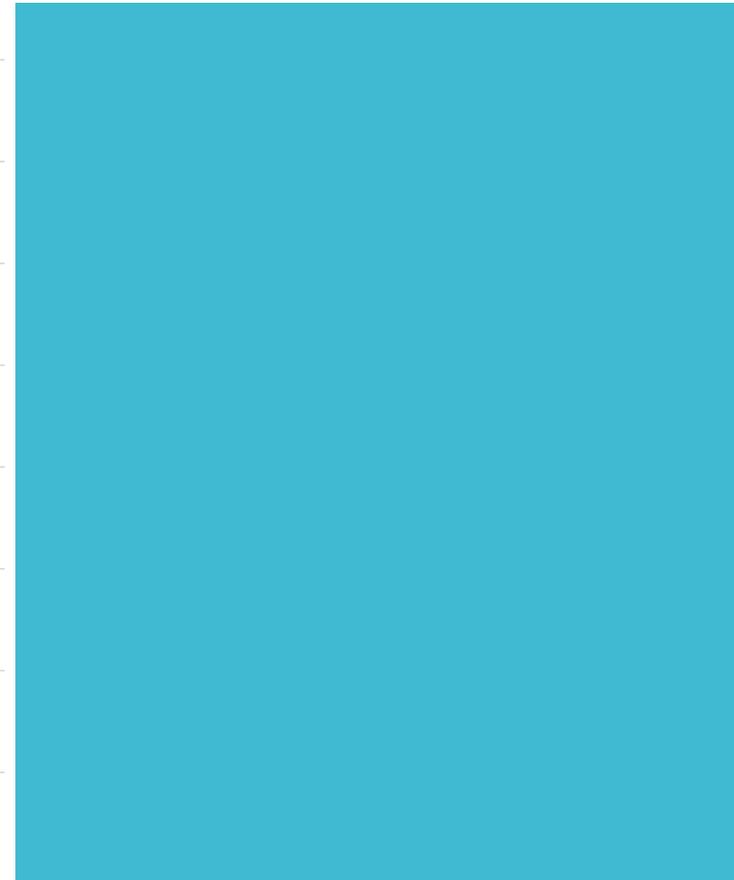
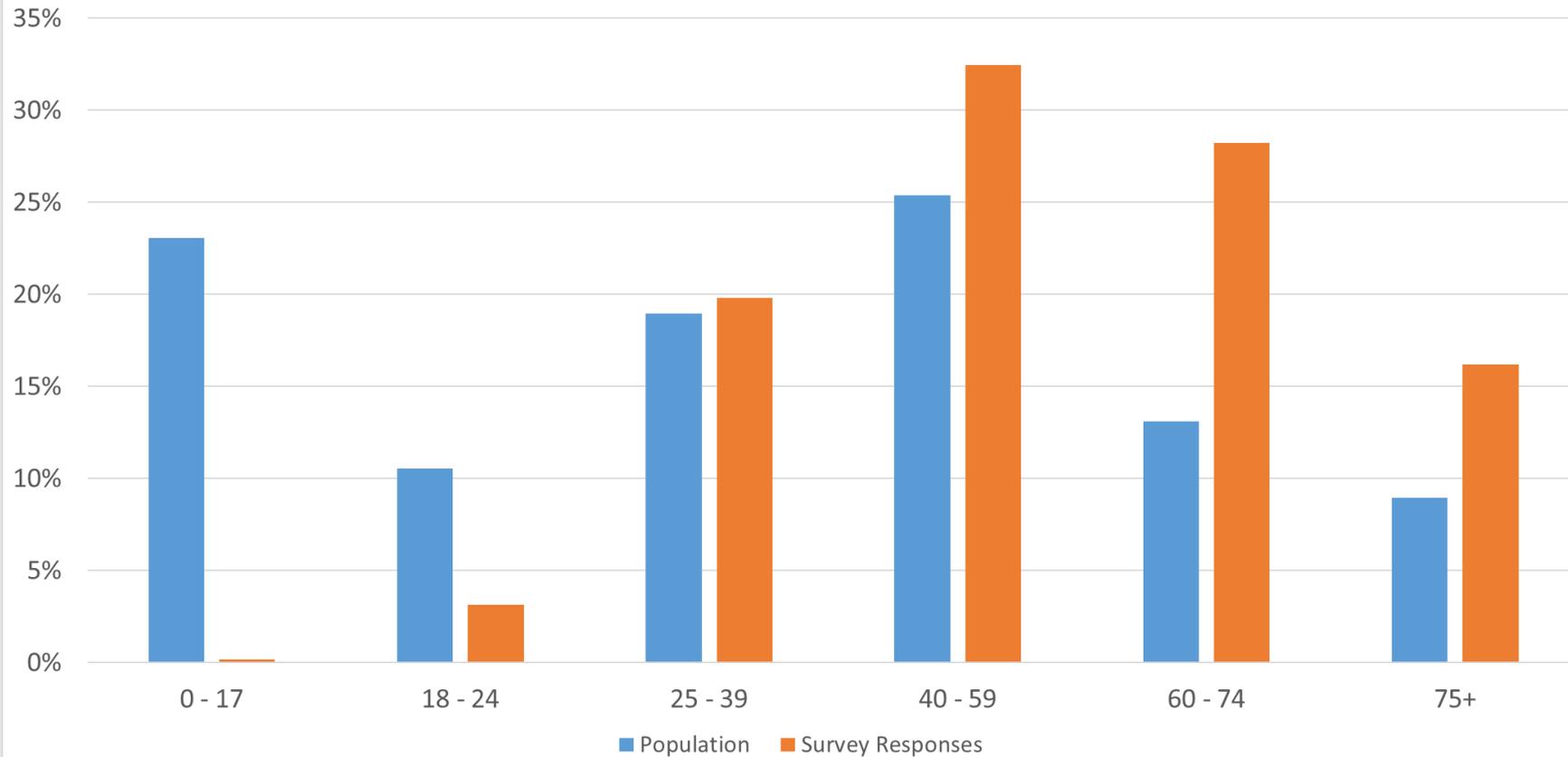
551 online

793 mailed in or returned by hand

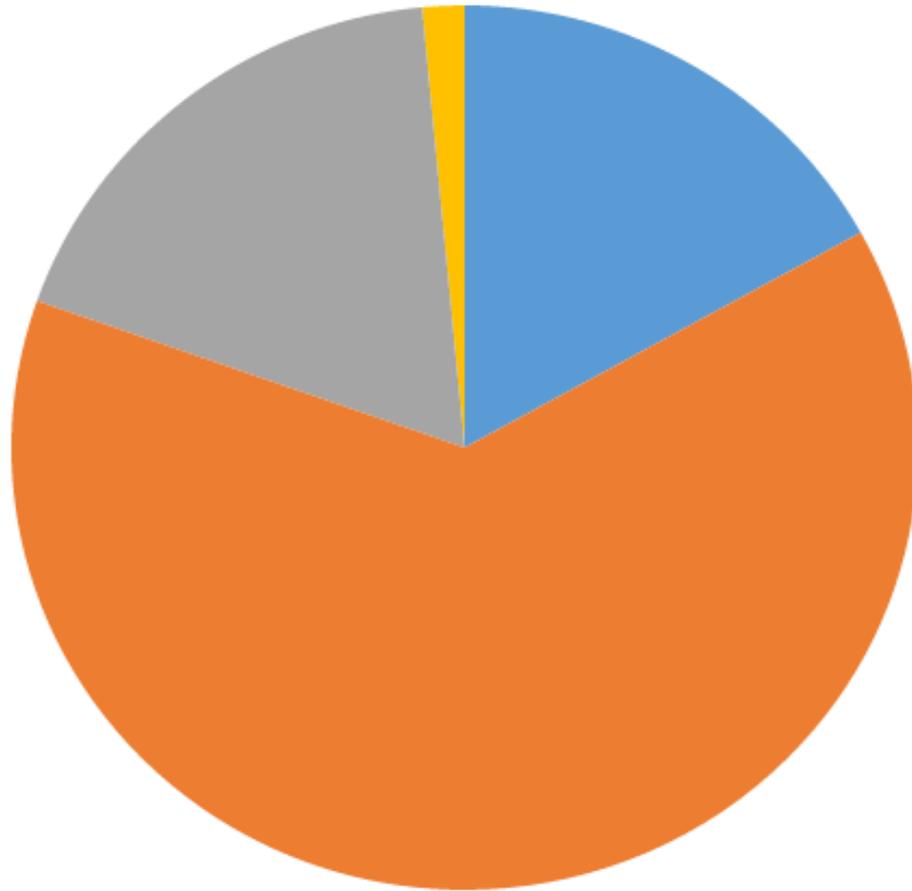




## Population Vs Survey Results



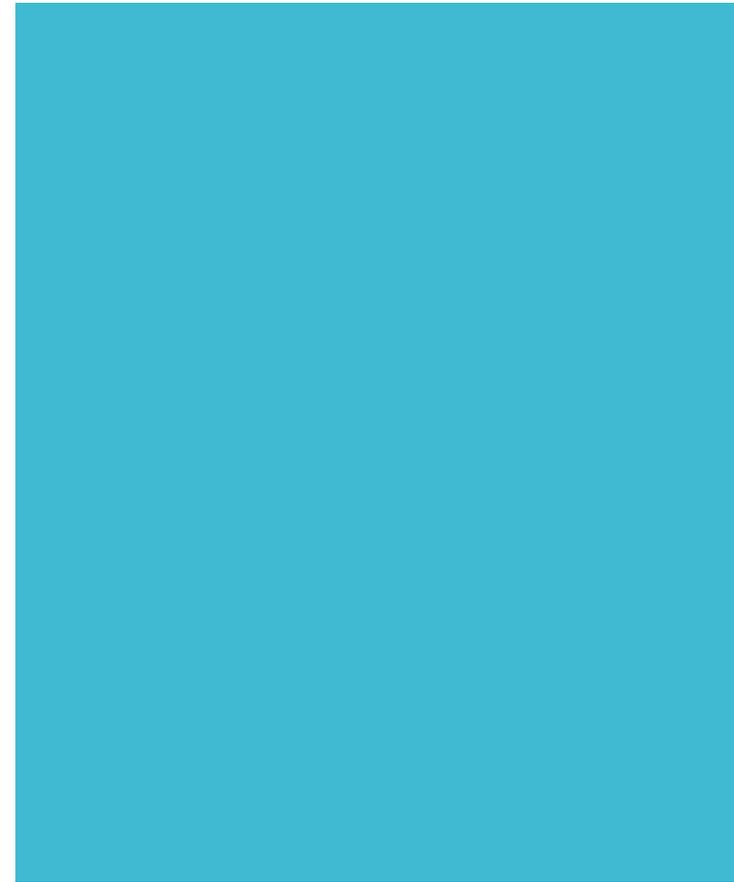
# Through the year 2037, how quickly would you like to see Hutchinson grow?



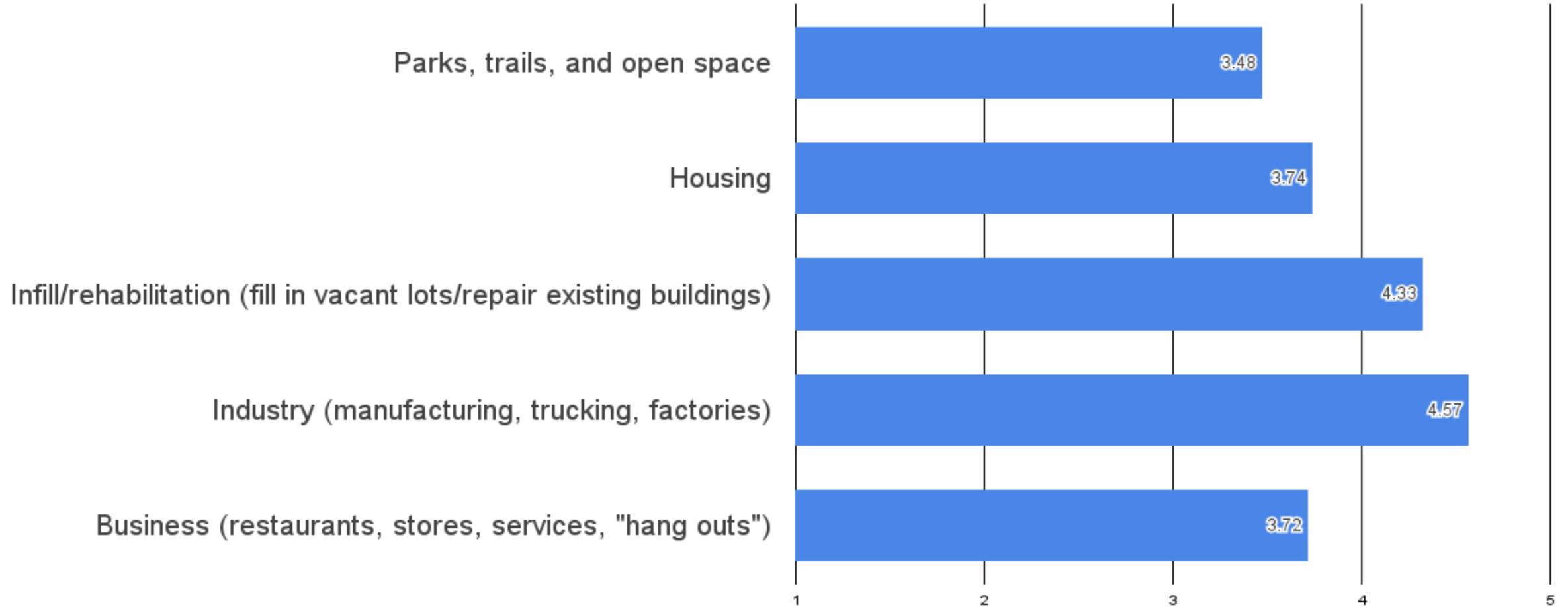
● High growth   ● Moderate growth   ● Slow growth   ● No growth



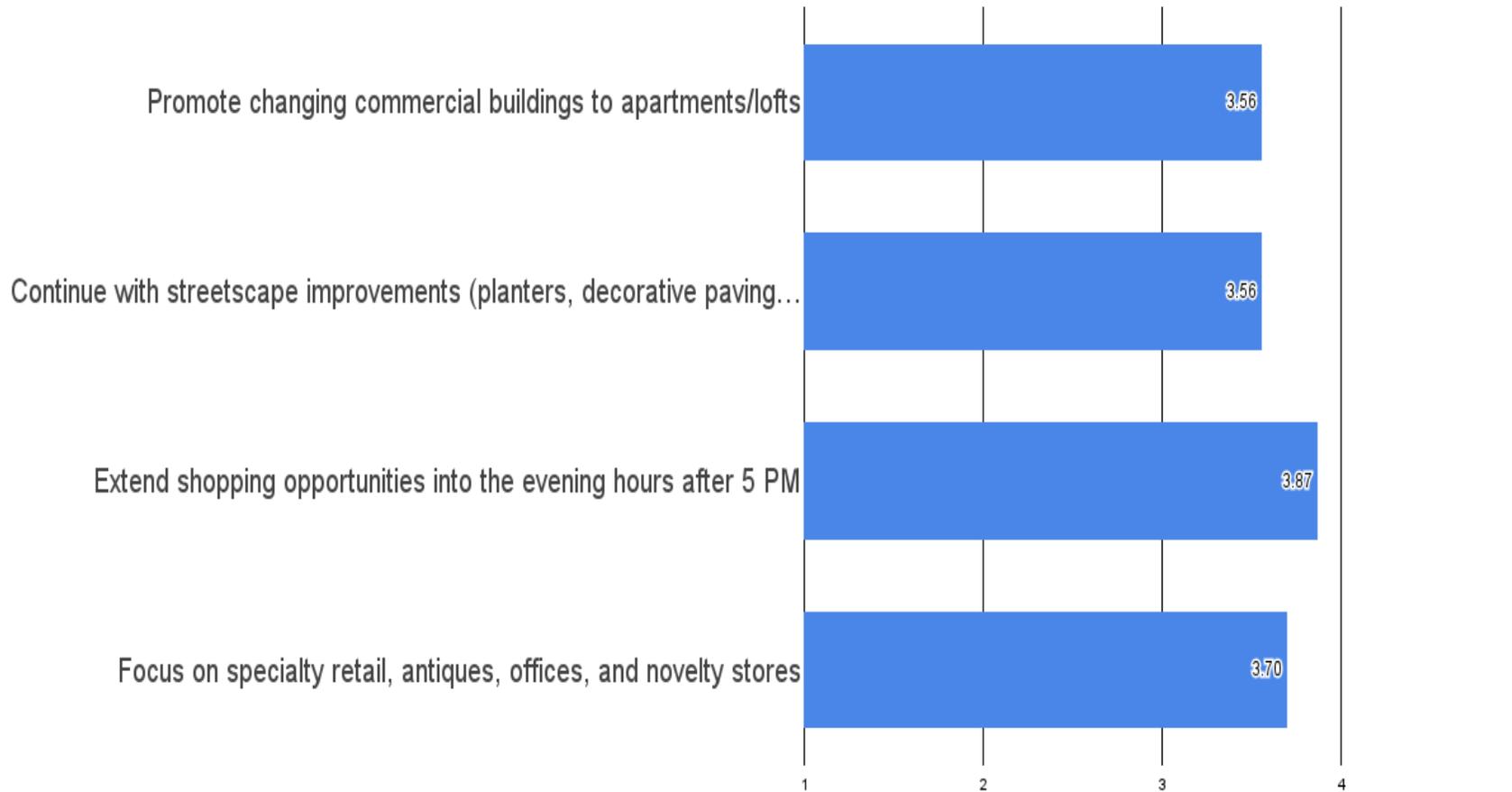
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## Hutchinson needs more:



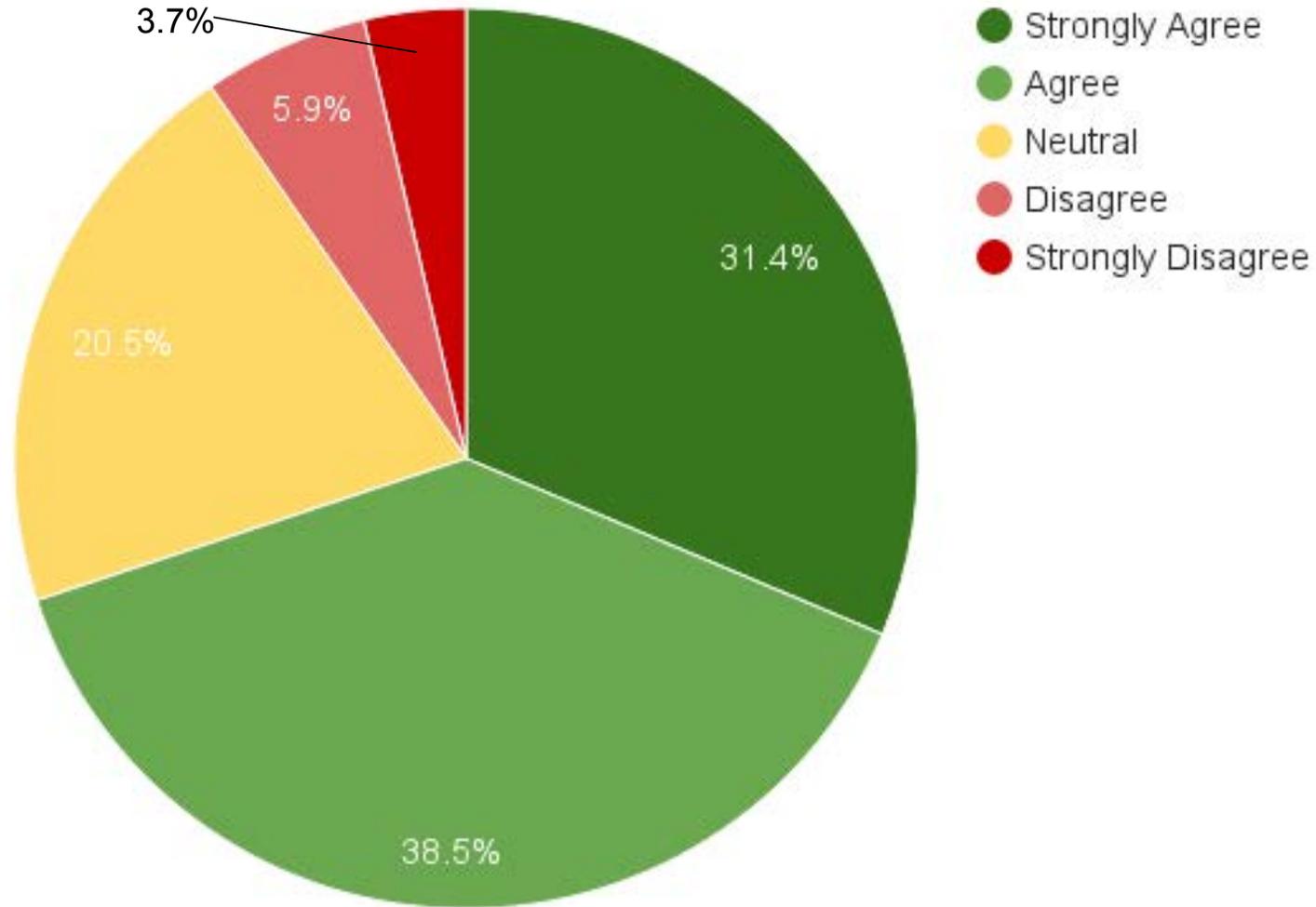
## Downtown should:



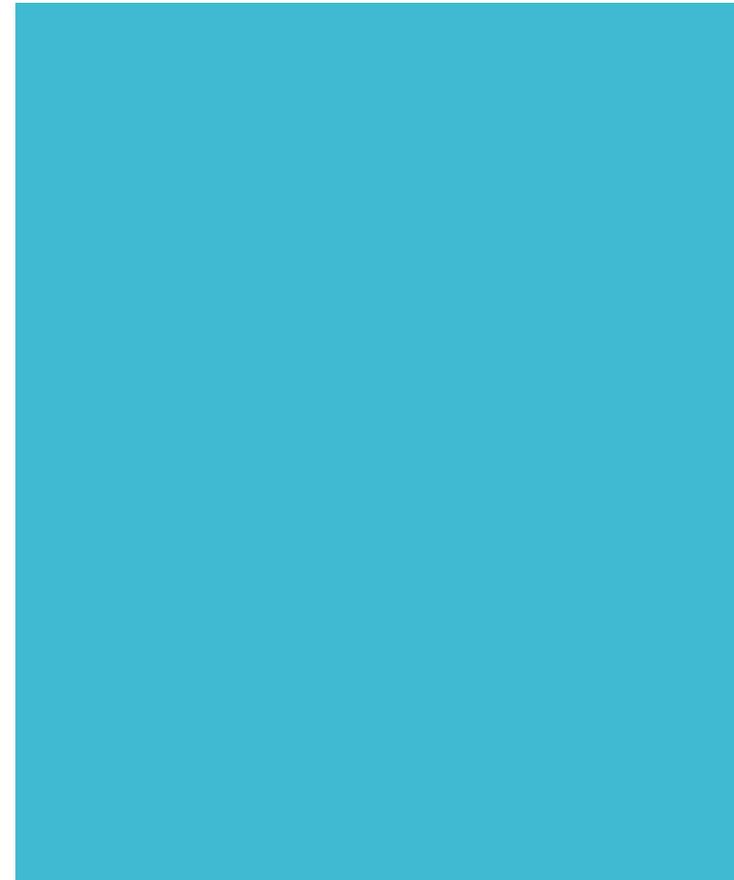
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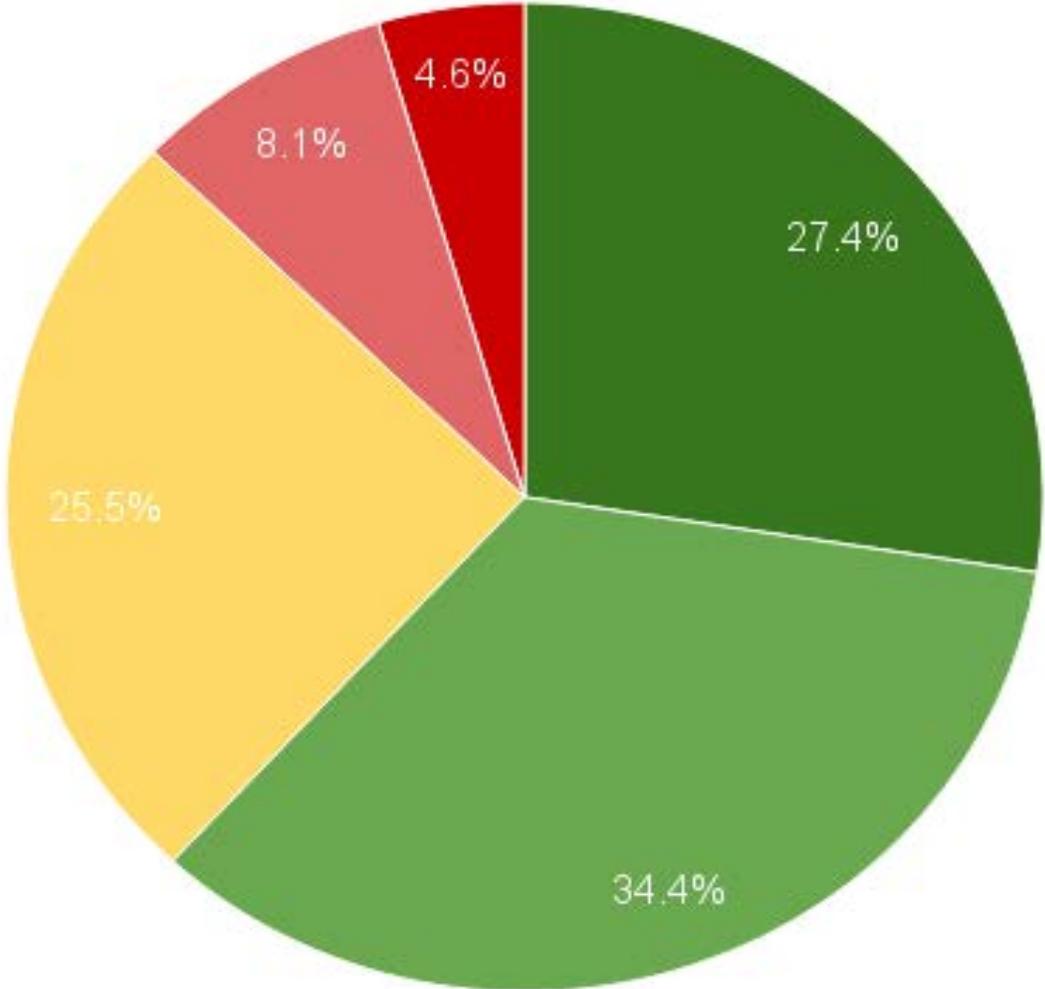
# Preserving the City's historic commercial buildings is very important.



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# Preserving the City's historic houses is very important.



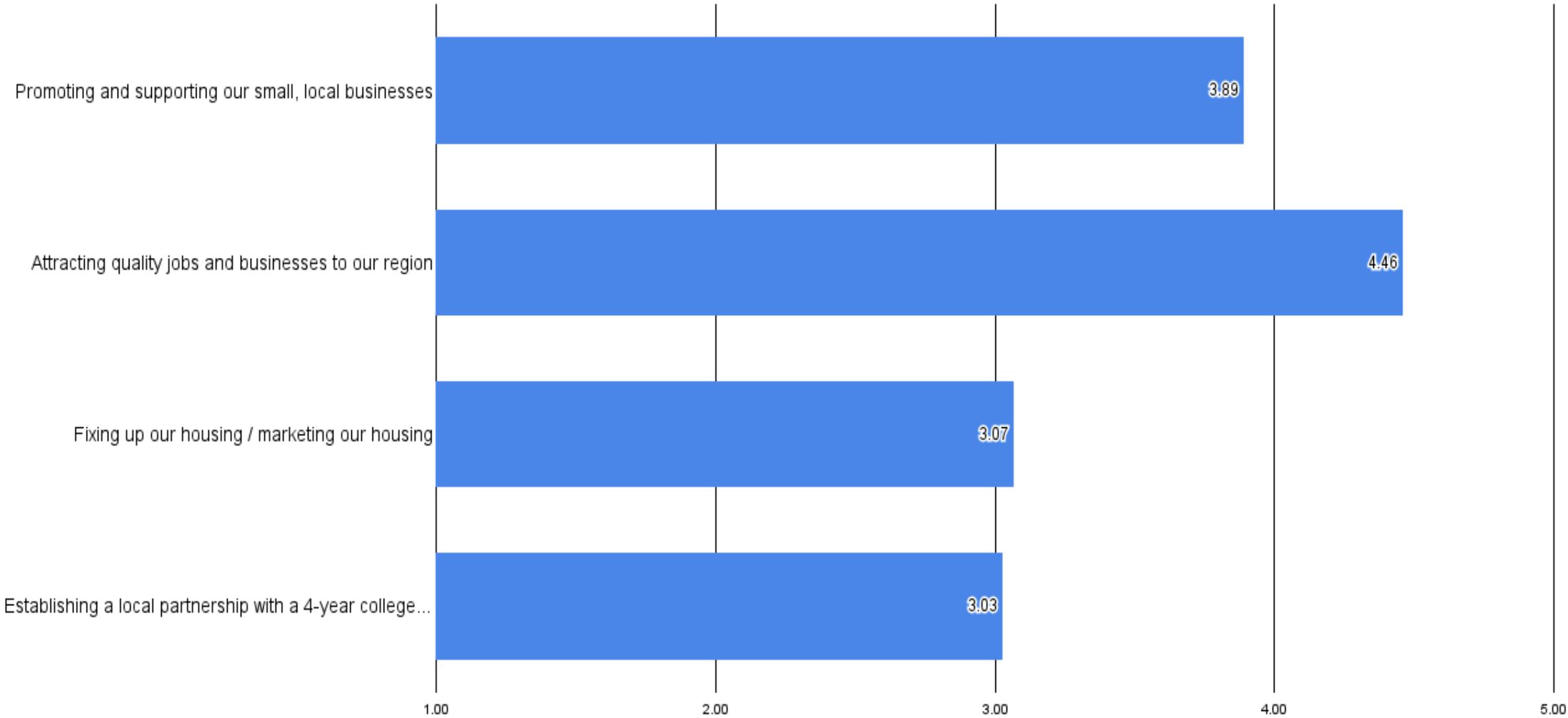
- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree



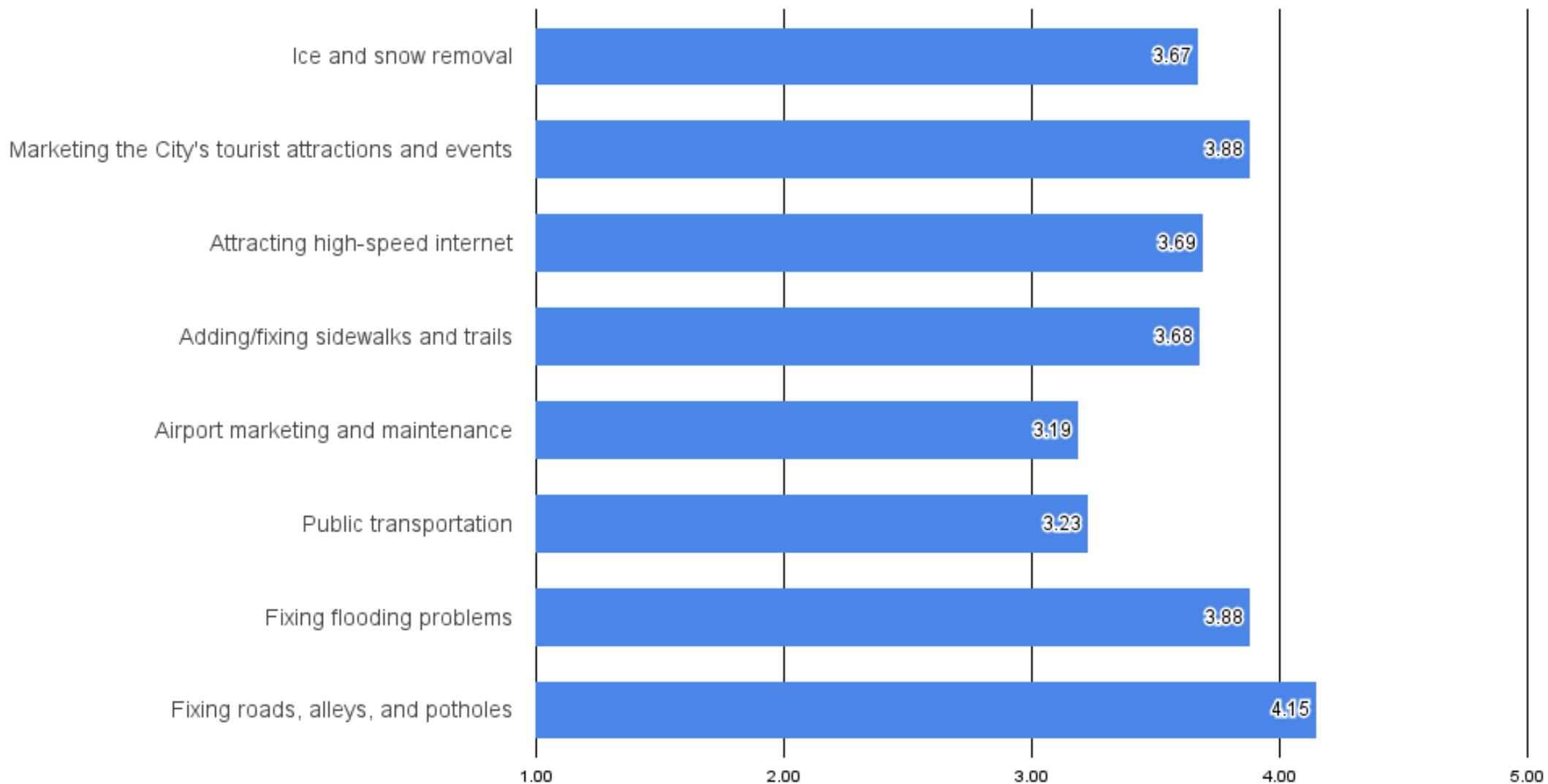
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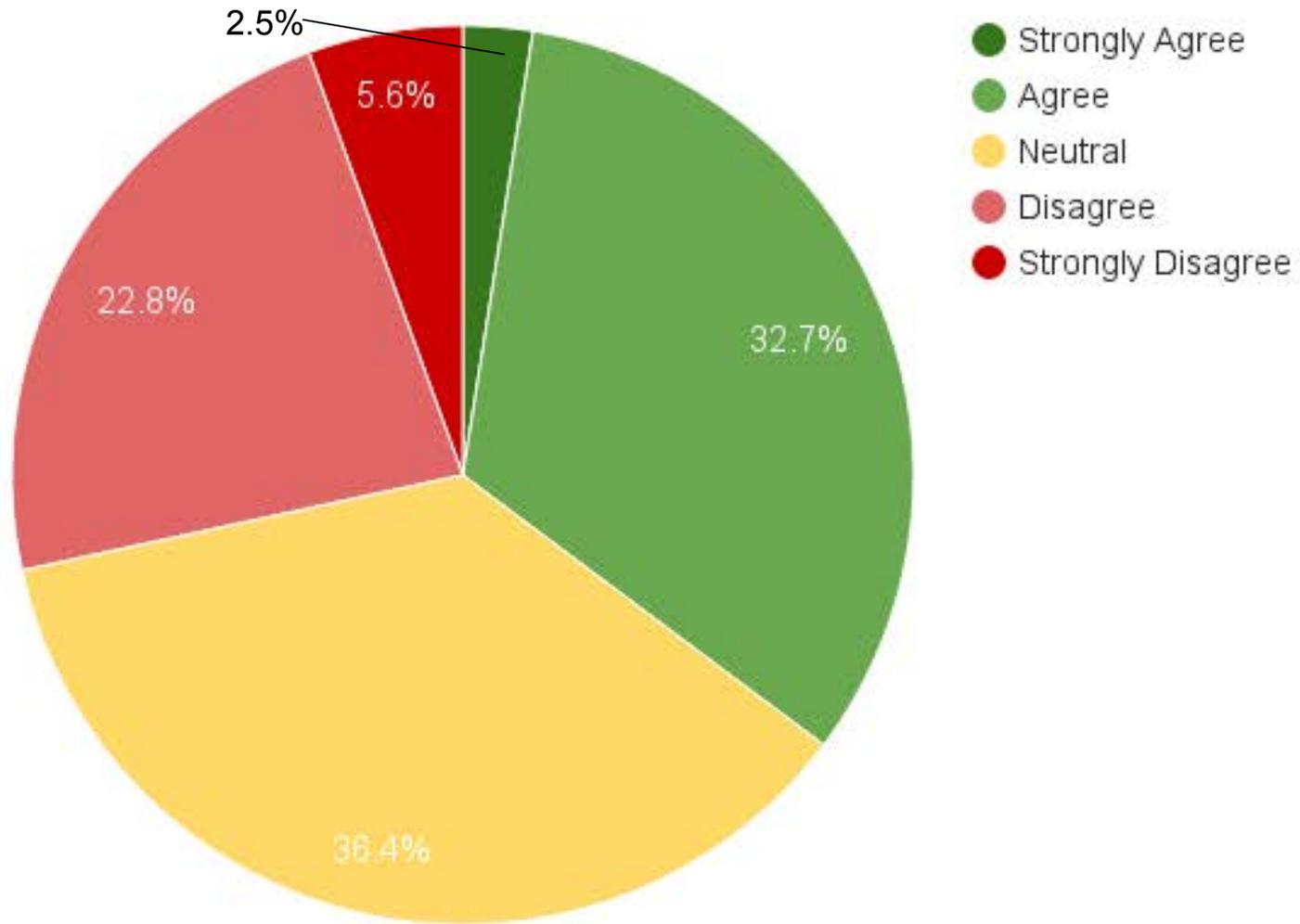
# Hutchinson's economy could be improved by:



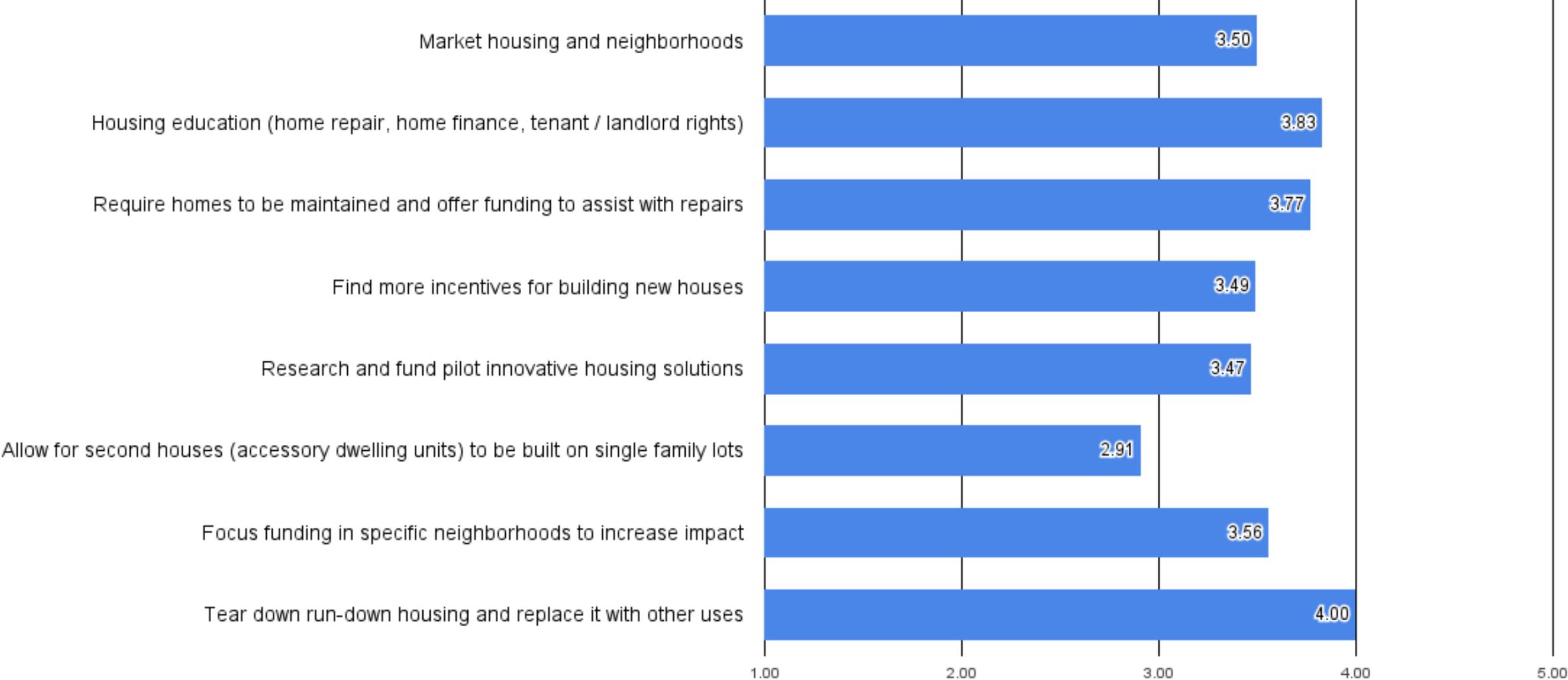
# Hutchinson needs to spend more money on:



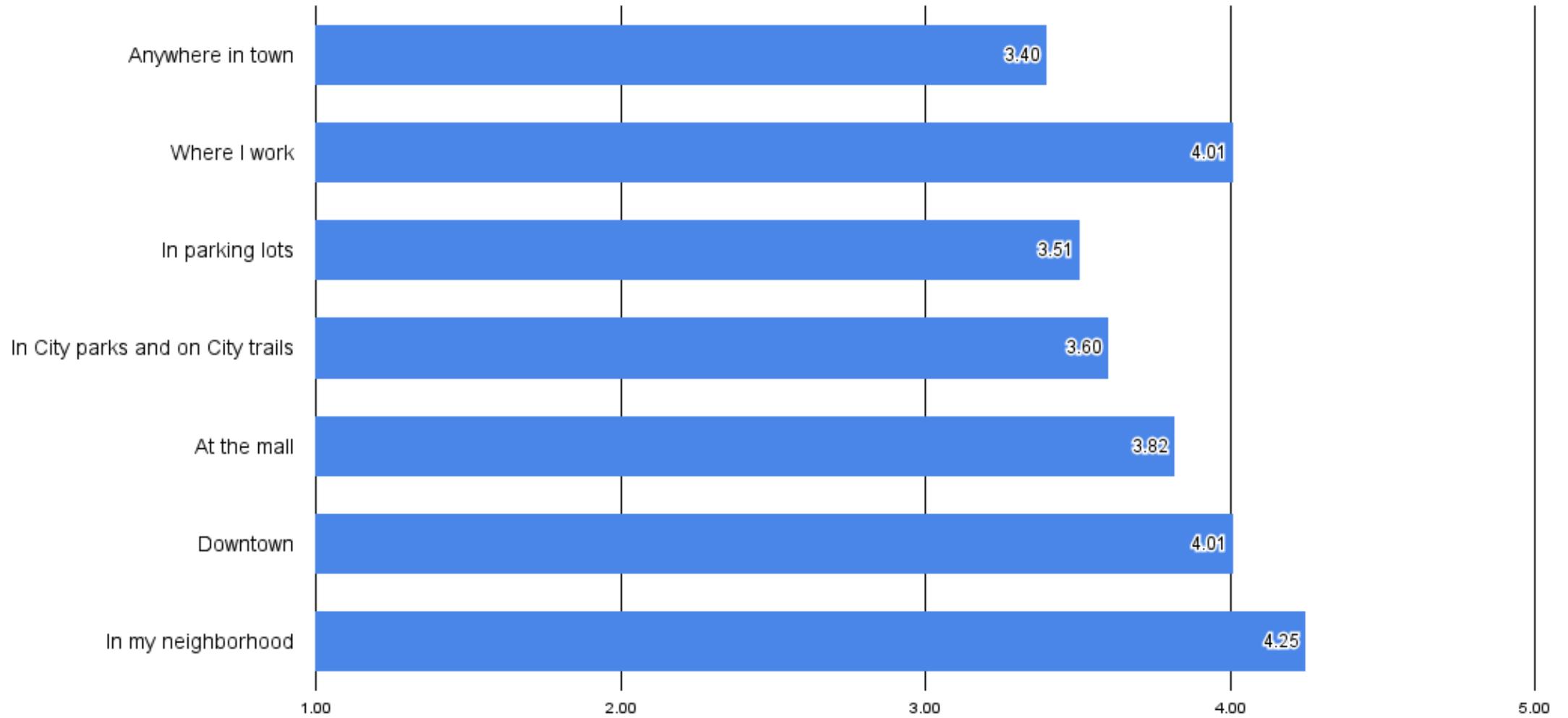
# Hutchinson's housing condition is improving.



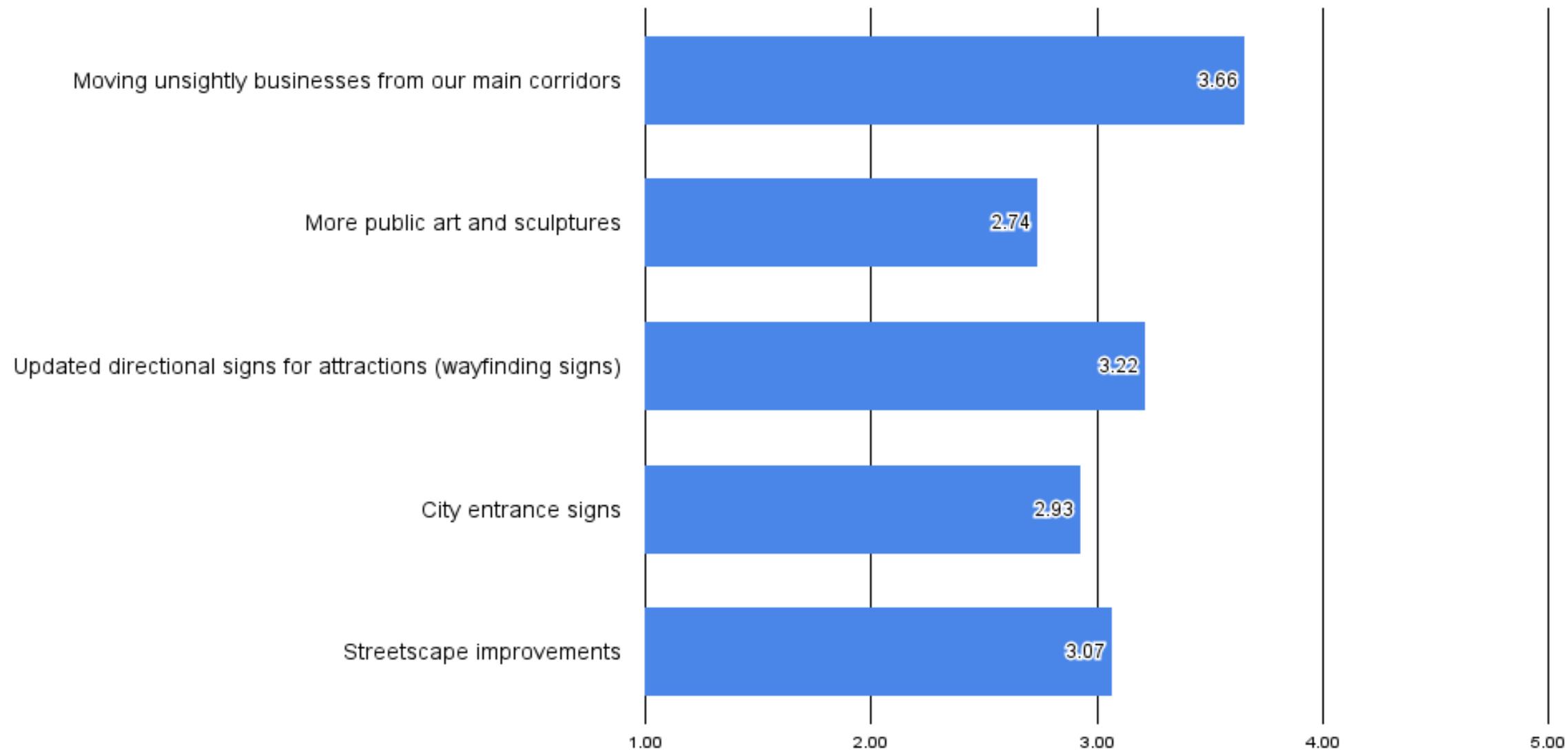
# Hutchinson should explore the following options for housing:



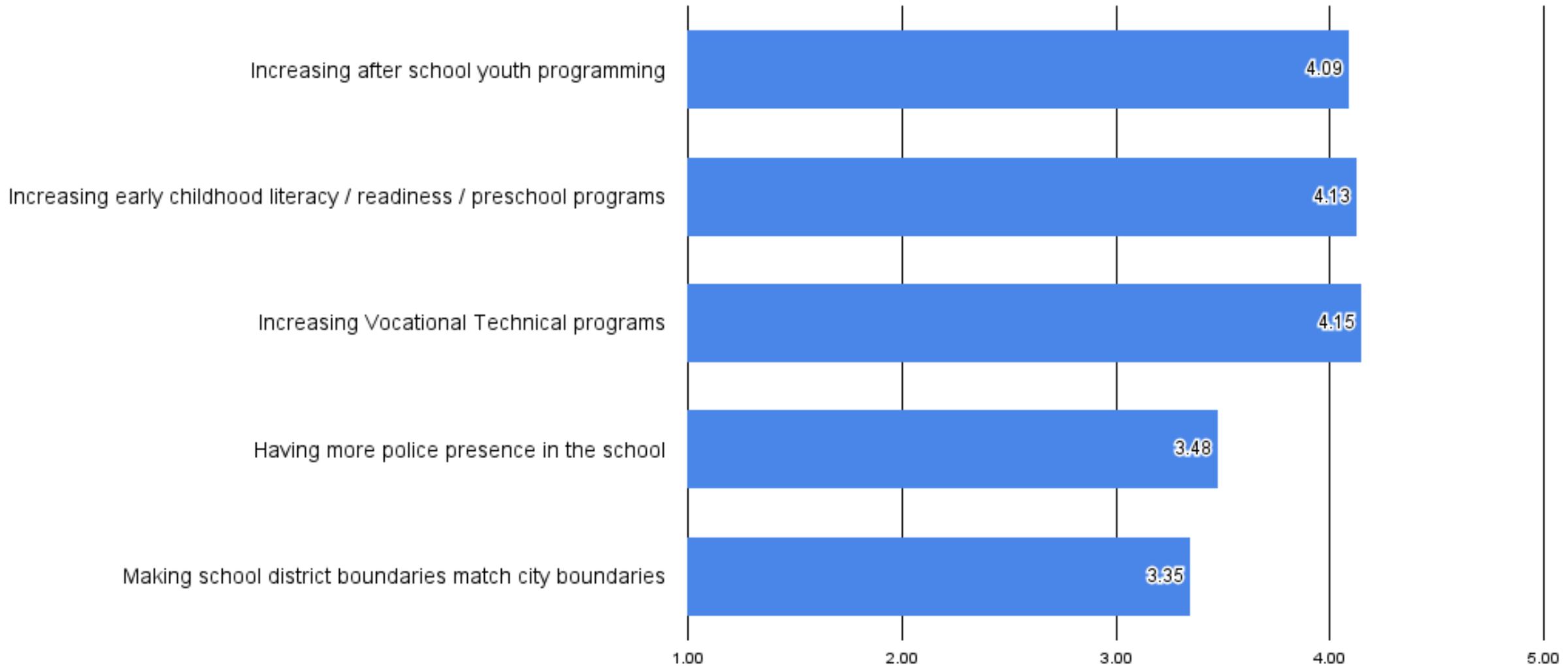
# I feel safe:



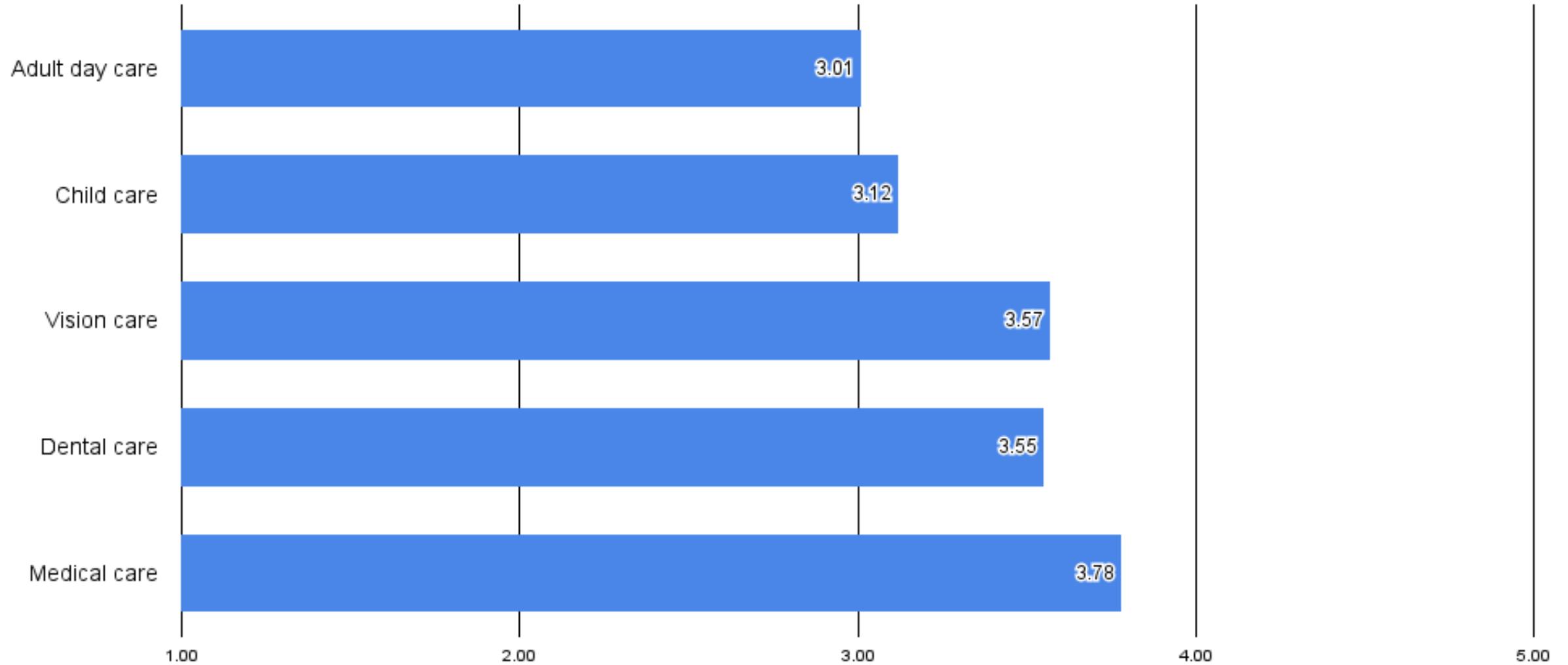
# I would support spending tax dollars on:



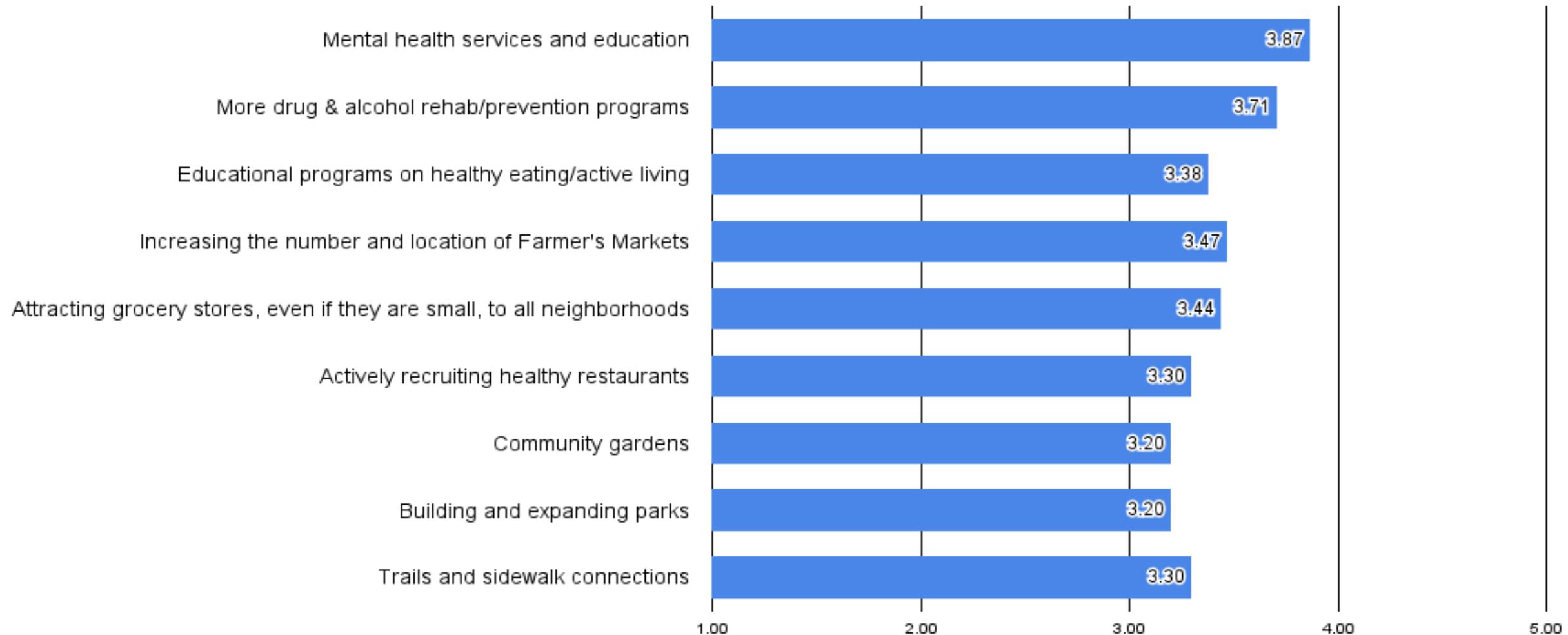
## Hutchinson could improve schools by:



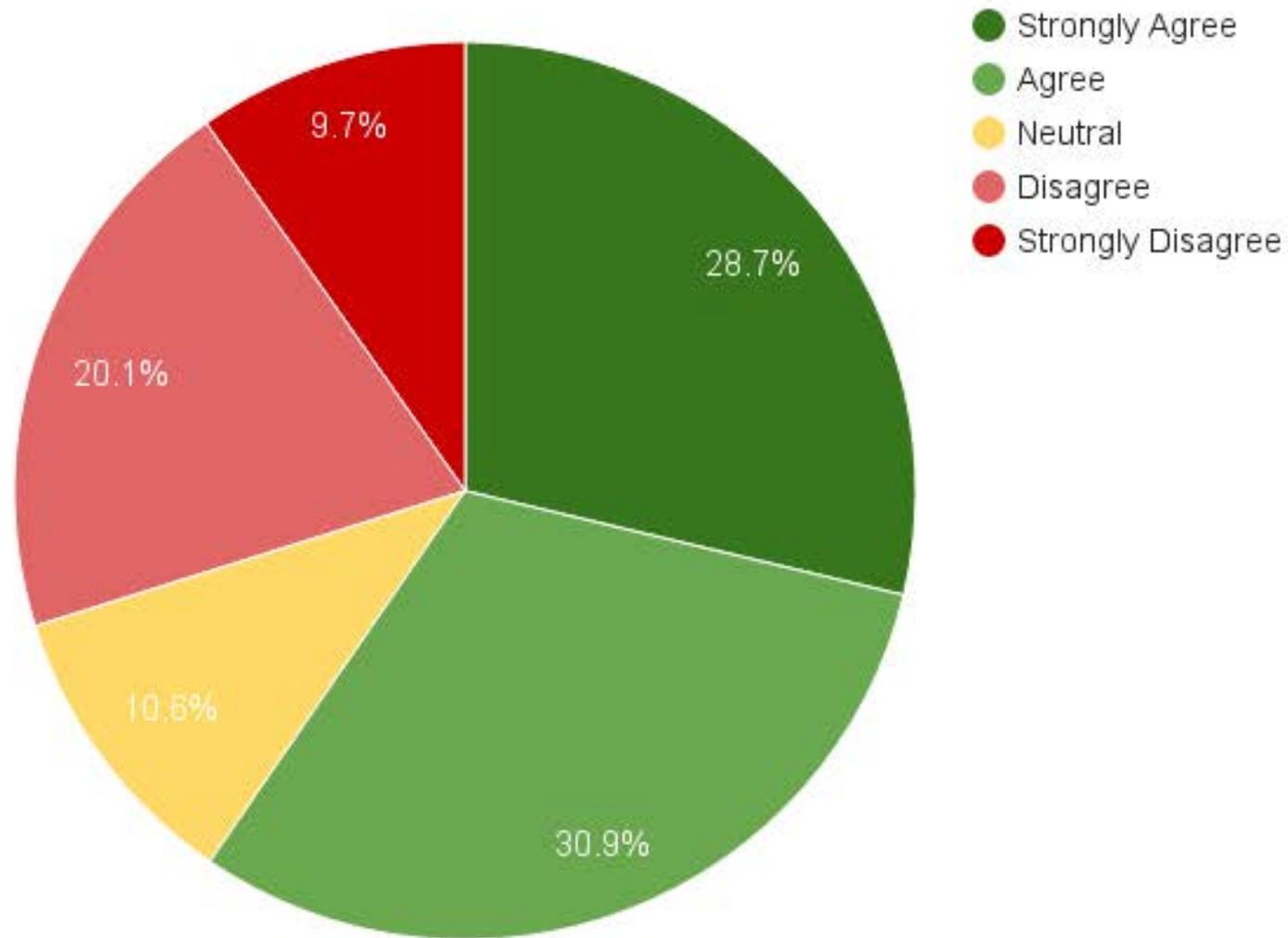
# Most Hutchinson residents have access to:



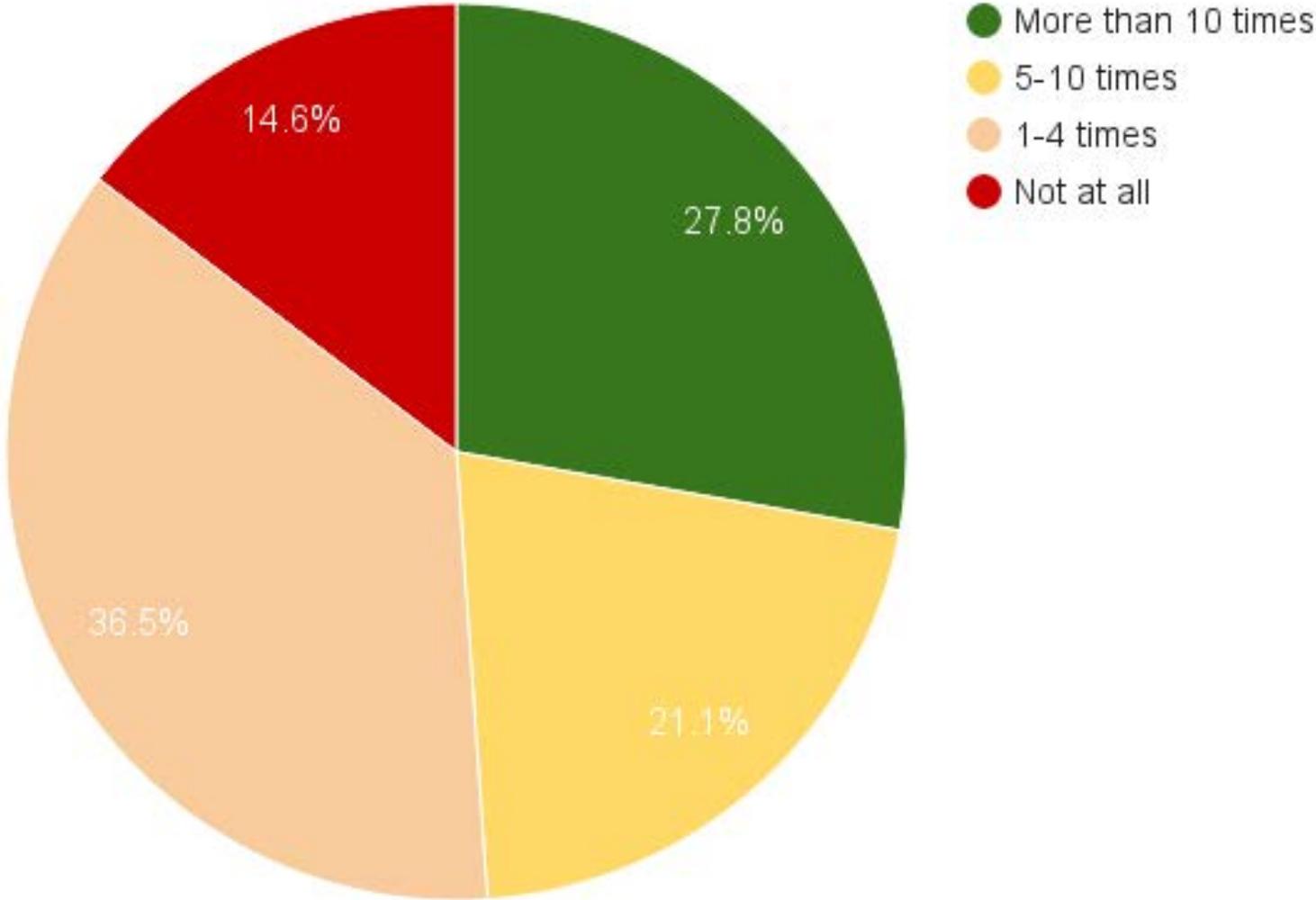
## I would support spending more tax dollars on the following in order to improve community health:



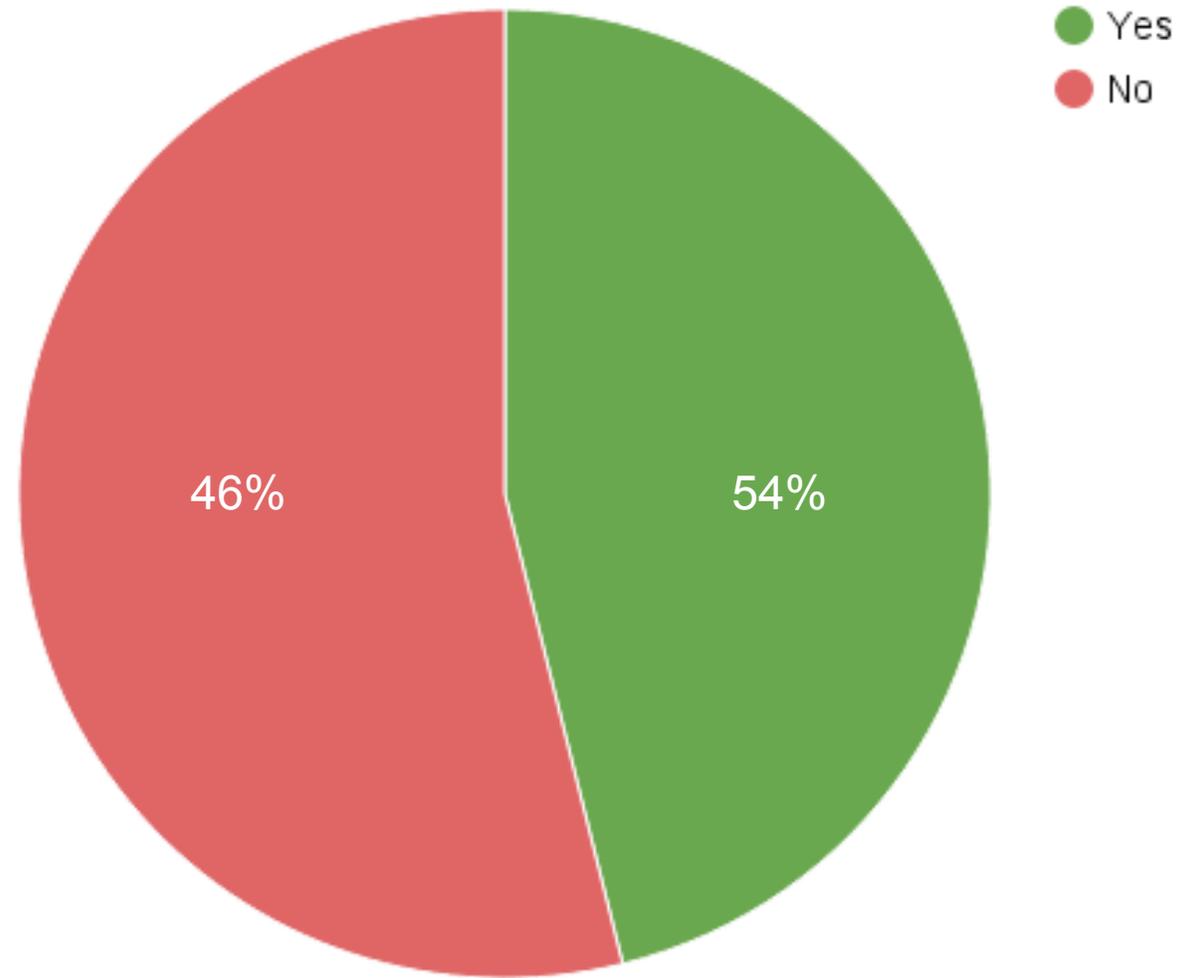
# I live within walking distance of a park or trail.



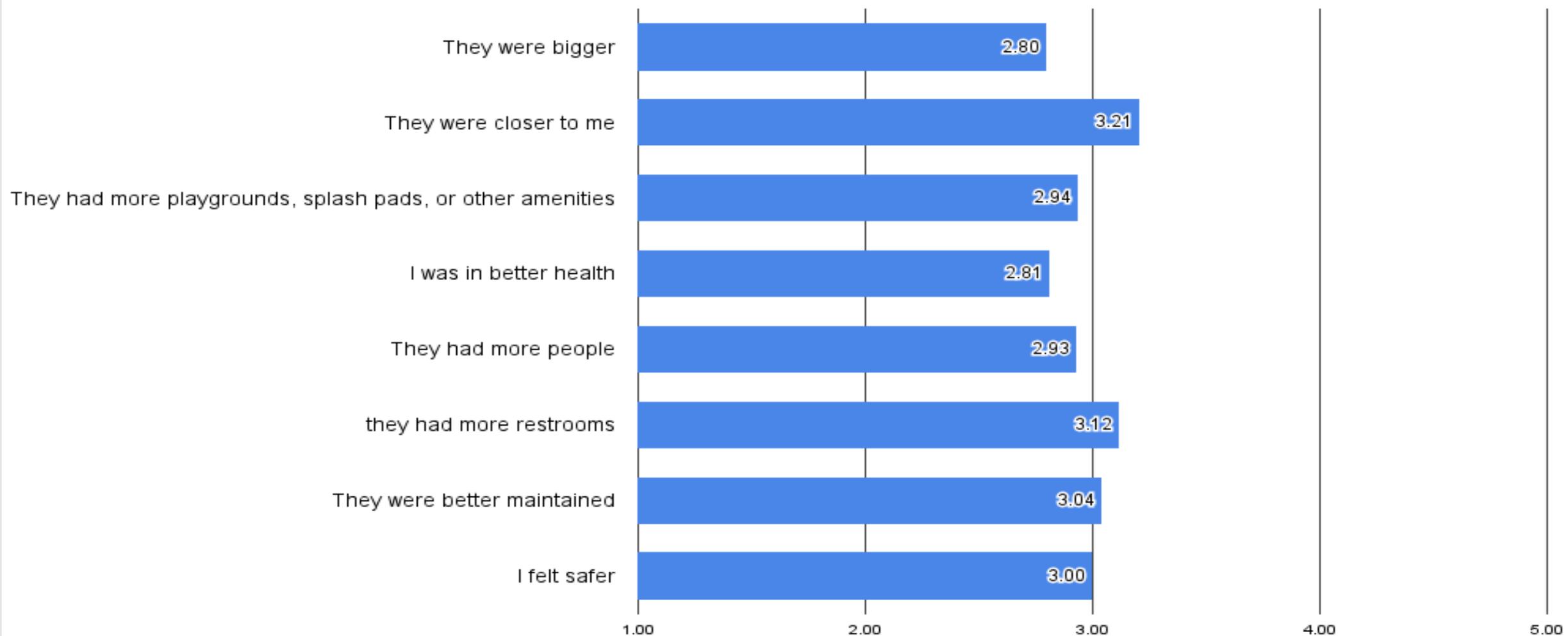
# Within the past year, I have visited a Hutchinson park:



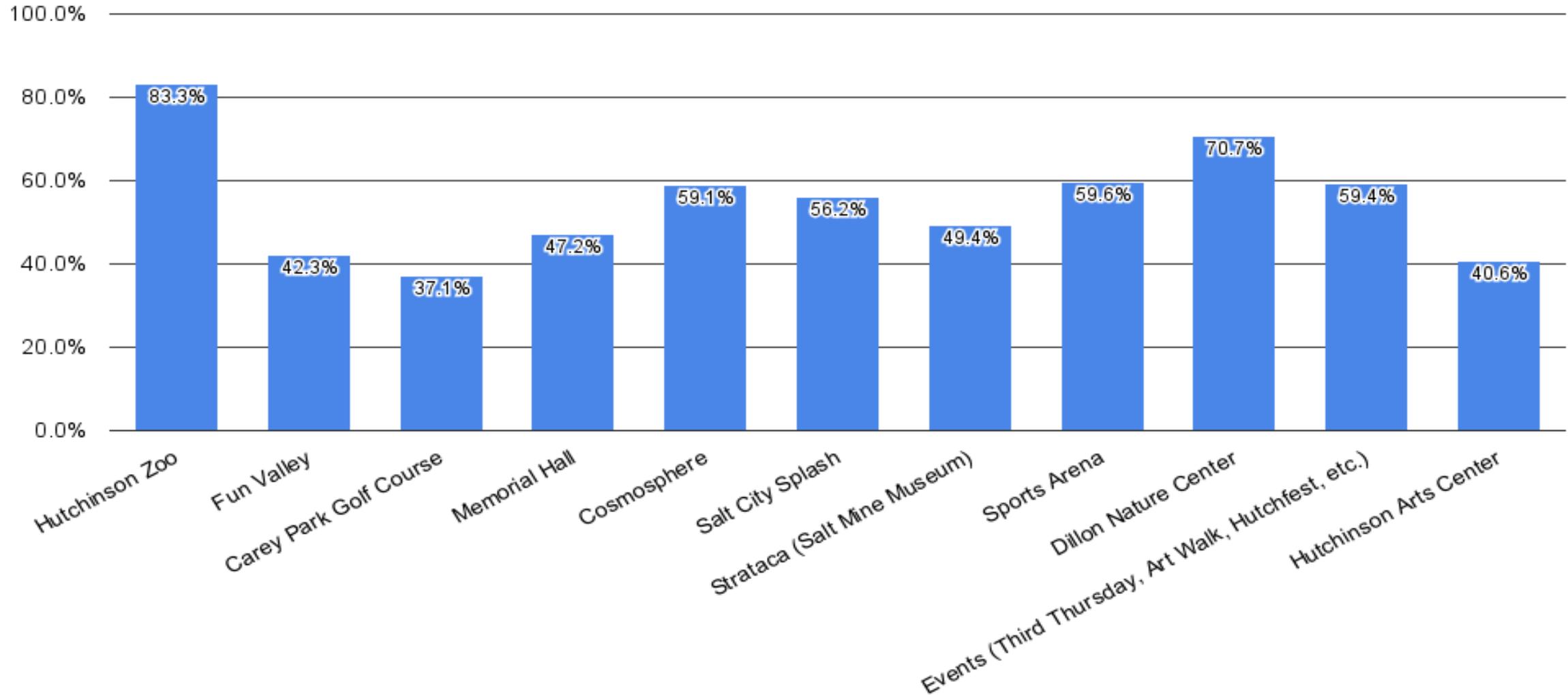
# Within the past year, I have used a Hutchinson trail or bike lane:



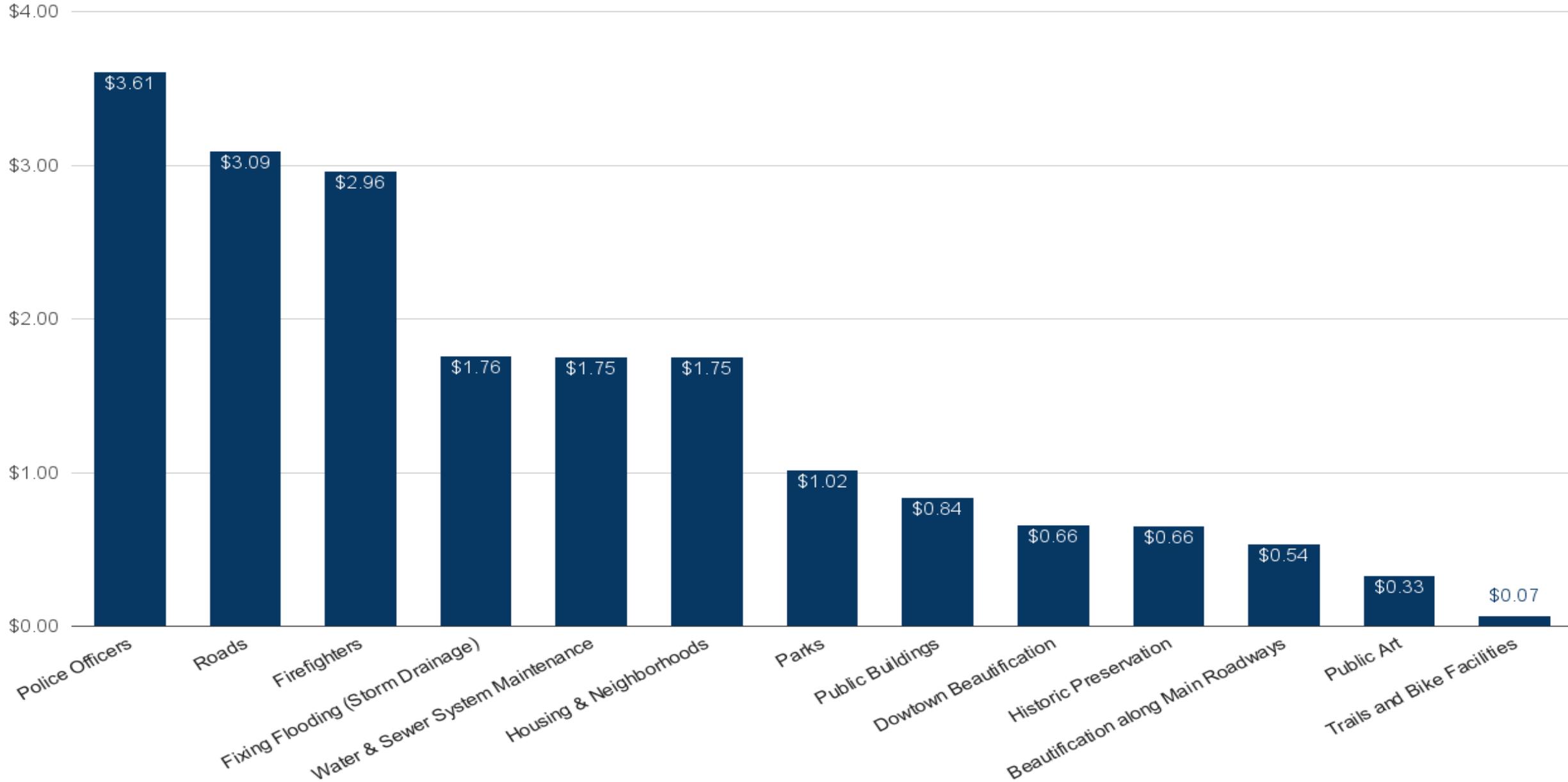
## I would use the community's parks and trails more if:



## The following community assets should be supported, at least in part, through taxpayer funding:



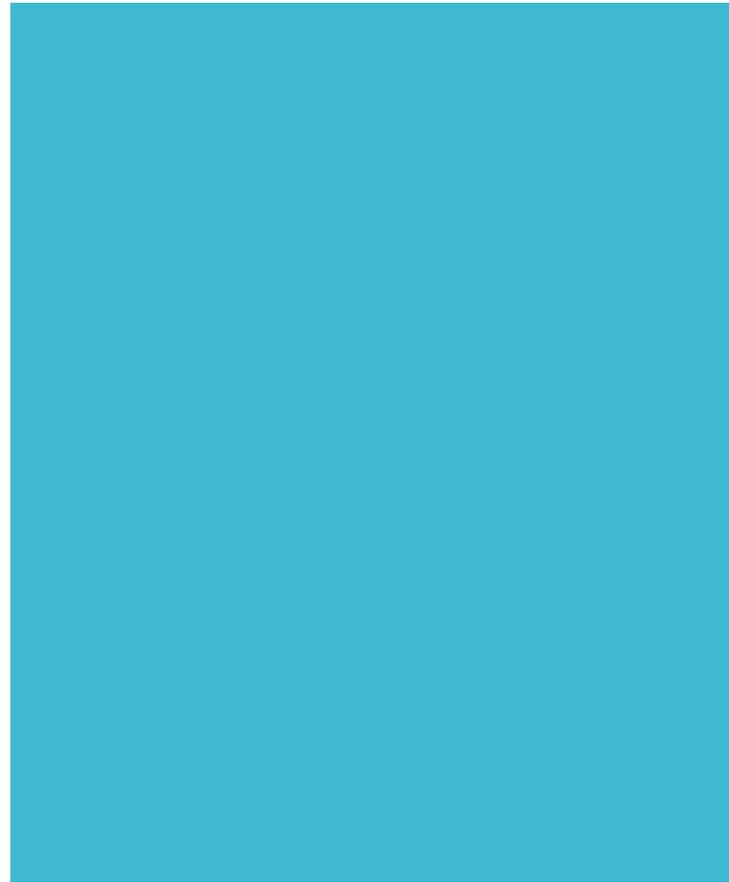
# Funding Priorities



In 20 years, I would like Hutchinson to be:



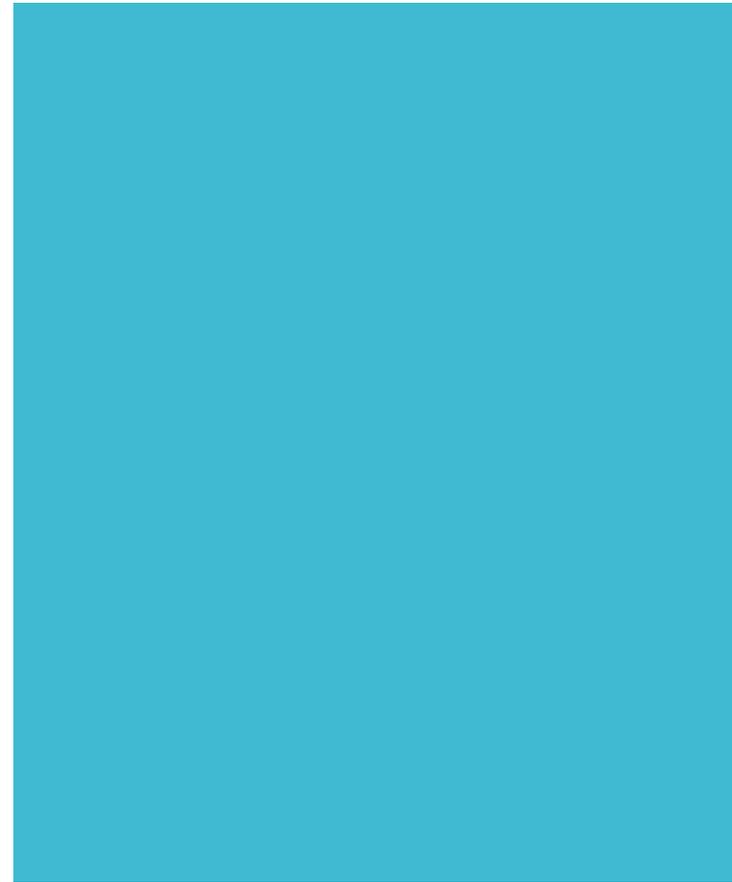
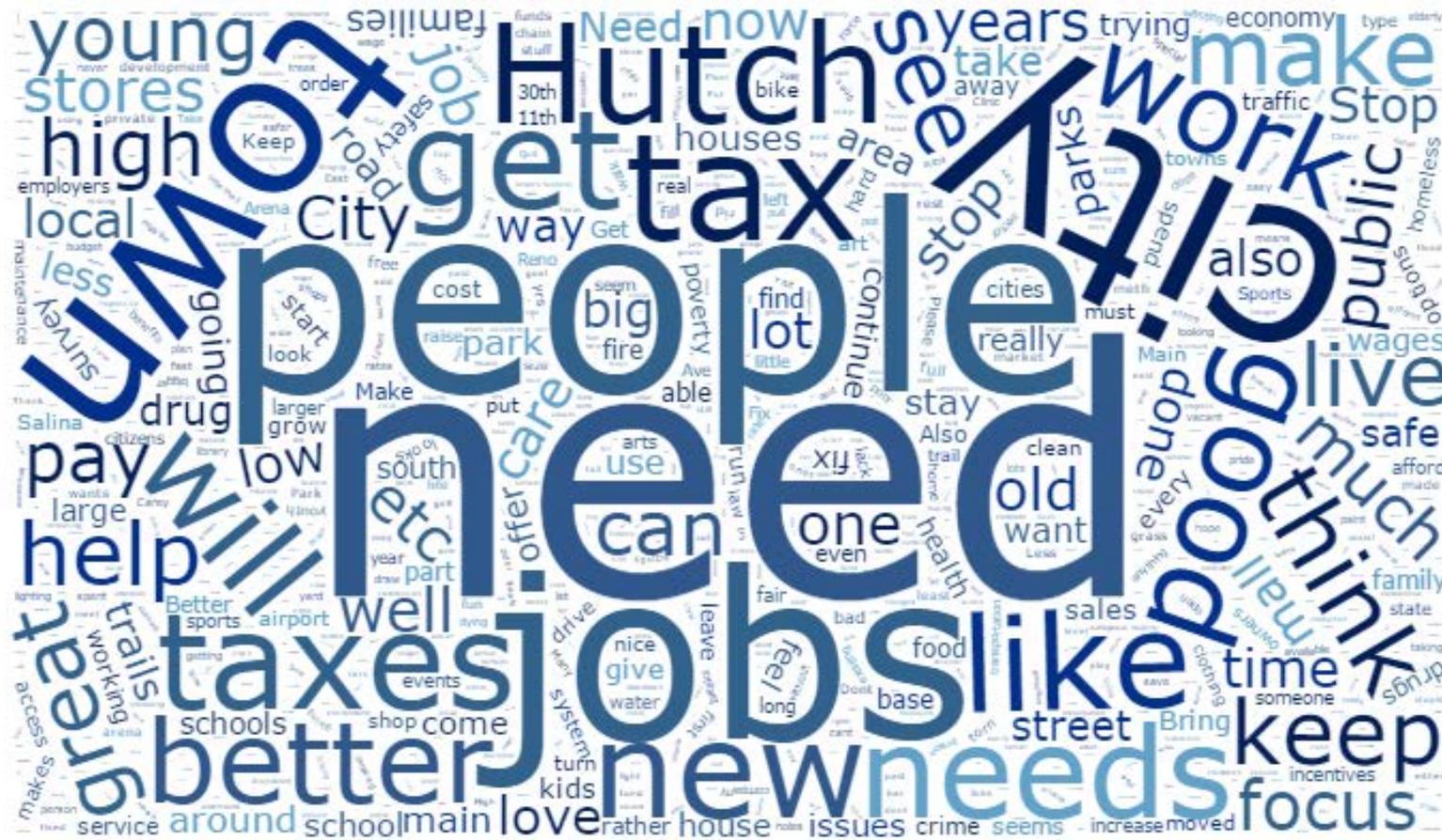
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Do you have any other comments or suggestions for Hutchinson's future?



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# Drawing

One Community Survey respondent will receive a \$100 gift card for their participation.



## Next Steps

- 12/6/2016 – City Council review draft vision, goals & strategies
- 12/12/2016 – Open House at 6:30 at the Atrium Hotel
- 3/7/2017 – Planning Commission review of final document
- 3/21/2017 – City Council adoption

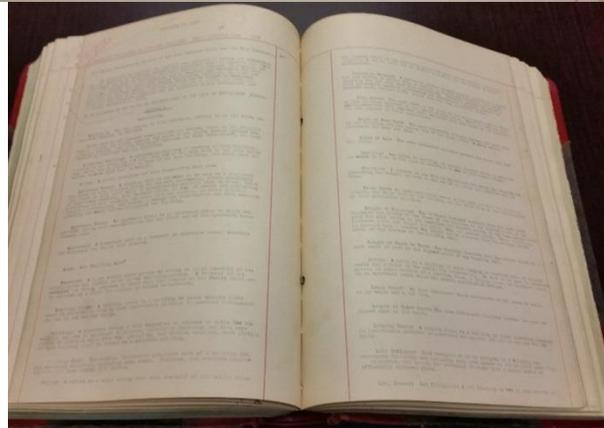
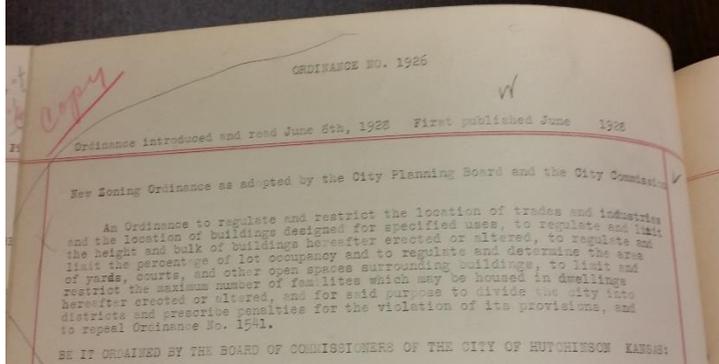




**1.6 Framework: Land Use**

**Vision: Hutchinson is an active and vibrant community with compatible land use patterns that promote and protect the health, safety, welfare, morals and aesthetics of the community.**

Despite being founded prior to the formal authorization by Congress of zoning regulations (Standard Zoning Enabling Act, 1926), Hutchinson has surprisingly few areas with incompatible land uses. The City was built upon a good foundation, with a gridded street network, commercial uses centered on Main Street and residential uses surrounding the center. Industrial uses were generally located on the fringes, away from the primary residential and commercial locations. The first Zoning Ordinance was adopted in 1928, which is earlier than surrounding towns of McPherson (1929), Salina (1966) and Newton (1979). This has sustained a development pattern that is logical and compatible in most instances. This section discusses the City’s historic and current land use patterns and offers strategies to support the City into the future. It also includes a new, future land use map.



**Background**

Like most Midwestern cities, Hutchinson has a variety of uses and use types but few mixed-use areas outside of the Downtown core area. The 2009 Future Land Use Map contains 10 land use designations, as seen on F.1.6.a. below and depicted on M.1.6.a.

Central Business District	Commercial
High Density Residential	Industrial
Institutional	Light Industrial
Low Density Residential	Manufactured Homes
Office	Park Land

**F.1.6.a. Existing land use designations**

This Plan contains eight land use designations, combining the commercial and office designations, the light industrial and industrial designations and the institutional and park land designations. Combination of these land use types has been done because of the relationship between the comprehensive plan and the zoning regulations. Proposed land use designations are included at F.1.6.b. Those zoning districts that are compatible with the future land use designations are also listed in the table below. Rezone requests that require a new designation, will also require amendment of the future land use map in accordance with the requirements established in **E.S. Amendments to this Plan or Map.**

Central Business District (C-5)	Commercial (R-4, R-5, C-1, C-2, C-4, AE)
High Density Residential (R-1, R-4, R-5, C-1, C-2)	Industrial (I-1, I-3)
Low Density Residential (TA, R-1, R-2, R-3, R-1, C-2)	Manufactured Homes (MH, MP)
Mixed Use (MU)	Public (P/I)

**F.1.6.b. Proposed land use designations and compatible zoning districts**

It should be noted that the above list does not contain the following zoning districts presently included in the City’s zoning regulations: EN, I-2, C-3 and CR. These districts are proposed for removal for reasons discussed in this chapter. Map 1.6.b. contains the new Future Land Use Plan map that will be adopted as part of this Comprehensive Plan. The map has been developed with the following guiding parameters:

1. Reflect rezones that have been approved since 2009
2. Correct persistent nonconforming uses created by the current zoning and future land use designations where underlying land uses are unlikely to change
3. Adjust the mixture of land use types to ensure adequate developable property exists in each category to accommodate growth
4. Reduce the number of land use designations
5. Incorporate newly annexed areas

Each of these guiding parameters is described in more detail below.

Rezones approved since 2009

In 2011, the City of Hutchinson adopted new zoning regulations and a new zoning map but did not adopt a new future land use map even though some new zoning districts were created – namely, MP (Manufactured Home Park), TA (Transitional Agricultural Rural), P/I (Public and Institutional), AE (Adult Entertainment) and EN (Established Neighborhood). At the same time, some existing zoning designations were deleted, including A (Rural Development), P (Public, Recreation and Institutional) and PMUD (Planned Mixed Use). This made the Future Land Use Map (prepared and adopted in 2009) out of sync with the zoning regulations. No provisions were made for pairing the two of these perhaps because the intent was to develop a new comprehensive plan as soon as the zoning regulations were adopted. Due to a variety of factors, preparation of the new comprehensive plan was delayed until 2016 and amendments to the future land use map have not been made since 2009. The new map incorporates rezones that have occurred over the course of that time.

Persistent Nonconforming Uses

The zoning regulations and future land use map (2009) contain some areas with nonconforming uses that are not likely to become conforming in the foreseeable future, as many of them have been nonconforming for decades. This means that changes to the property (i.e., additions or new structures) or changes of use cannot be made without complying with the zoning regulations in effect at the time of the proposed change. Nonconformance is a common tool communities use to move properties toward conformance and desired uses. For example, if a long-standing industrial use is located in the middle of a commercial corridor but is incompatible, planners will frequently designate and zone the property as commercial. This is a good approach to use in communities that are growing where there is heavy competition for commercially-zoned properties, as the likelihood that the undesirable use will be converted to a desirable one increases. In slow-growth communities with plenty of land available, encouraging conversions through zoning is more difficult. Nonconforming uses tend to underperform because they cannot expand

their operations but remain where they are all the same. Other times, they are simply abandoned, leaving vacant and unsightly buildings with little redevelopment potential. Hutchinson has some underperforming properties due to nonconformance, as well as some vacant ones. M.6.1.c. shows the vacant or underperforming properties that have been reclassified on the future land use map. One of the strategies found in the latter portion of this chapter calls for revising the zoning map to correct these nonconformities. [Not sure if we actually identified any of these. If we did not, we will eliminate this section.]

Land Use Mix

While there is no optimal standard established for land use mix, a community can use its future land use map to guide development toward meeting its strategic goals. For instance, a city that hopes to become a retail center would need to have plenty of commercially-designated properties. A community seeking to be the national center of shipping would want to have a heavier mix of industrially-zoned properties. F.1.6.c. shows the current land use mix (from the 2009 future land use map). This is very similar to the City’s zoning mix found in F.1.6.d.

Land Use Mix	
Commercial	9.6%
Industrial	17.6%
Residential	47.2%
Public/Institutional	25.0%
Other	0.6%

F.1.6.c. Hutchinson’s Land Use Mix

Zoning Mix	
Commercial	10.1%
Industrial	17.1%
Residential	48.9%
P/I	21.9%
Other	2.0%

F.1.6.d. Hutchinson’s Zoning Mix

While most of the property located within the current City Limits is developed, 12.4% of the existing land is undeveloped. F.1.6.e. contains the acreage of vacant (undeveloped) properties by current zoning category.

	Total Acres	Undeveloped Acres	% of Total Undeveloped
Commercial	1260.2	140.3	9.4%
Industrial	2801.6	230.7	15.5%
Residential	7900.5	1117.3	75.1%
Totals	11,962.3	1488.3	100%

F.1.6.e. Vacant Land Inventory by Zoning Category

It should be noted that properties zoned MP, TA, CR and EN have not been included in the above chart because they are, for the most part, fully developed. [We probably need to fix this and add these in but because we are using different data sets, this is a bit difficult.]

As can be seen, the vast majority of undeveloped property – more than 75% -- is zoned for residential purposes. The new future land use map proposes a shift from residential to commercial and industrial designations in the following areas: XXXXX, XXXXXX and XXXXX. [Note, we have not yet done this and are wanting the feedback from the Steering Committee to see if this a direction we want to go. There are benefits in that this can avoid conflicts with future amendments and probably some drawbacks as it is difficult to predict future development desires. Still, the Sun Valley case is an indicator that we may need

more industrial property, at a minimum.] Each of the primary categories of land use is discussed in more detail below.

### Residential

Assuming an average residential household size of 2.40 persons and an annual growth rate of one percent (see Demographics), the City would need 4,238 additional, residential household units by 2037. Presently, there are 1117.3 acres of undeveloped, residential property located within the City Limits. At an average density of four units per acre, 1203 acres of land would be needed to support growth between now and the year 2037. This is without the recommended three percent margin typically accounted for in supply. Given this fact, annexation of additional residential property or development at higher densities, or a combination of both, would be needed to support the target 2037 population. It should be noted that an estimated 6.8% of the existing, developed residential units are vacant or are being used for storage. Some of these properties can be rehabilitated and would contribute to the City's ability to accommodate the desired future growth.

### Commercial



While the majority (89%) of the City's commercially-designated property is developed, a significant percentage of that developed property does not contain a current tenant. Some developed commercial properties have been vacant for many years. Others have a revolving door of tenants, none of which seem to last more than a year. Many vacant commercial properties are located along key corridors, especially south of 17<sup>th</sup> Avenue, however, there are also developed vacant commercial properties located north of 17<sup>th</sup> Avenue. Map 1.6.d. shows Hutchinson's vacant but developed commercial and industrial properties. [Do you want this? If not, we will eliminate it...it will be a significant amount of work to collect it but we can do it.].

The City's primary commercial areas have historically been positioned along E 30<sup>th</sup> Avenue, Main Street, E 4<sup>th</sup> Avenue and W 5<sup>th</sup> Avenue. But, a transition is occurring. Land uses on W 5<sup>th</sup> Avenue have a much more industrial feel. The same is true along E 4<sup>th</sup> Avenue, particularly east of Severance Street. Commercial investment is generally moving toward the north and the east. Since 2011, several new commercial developments have been constructed east of Severance Street and north of 11<sup>th</sup> Avenue. These include Kohl's, Dillon's Marketplace, Rib Crib, Verizon, Panda Express, Prairie Star Health Center and many other commercial sites.

In addition, pressure is being placed upon the City to rezone large-lot residential properties located along Waldron between E 23<sup>rd</sup> Avenue and E 30<sup>th</sup> Avenue to commercial. At the same time, recent inquiries have been made about the feasibility of converting properties along the W 5<sup>th</sup> Avenue and E 4<sup>th</sup> Avenue corridors from commercial to industrial.

It appears that shifts in the City's land use patterns are occurring. The proposed land use plan reflects some of these shifts, however, it should be noted that additional shifts will likely be needed and the City should be open to amendments when the health, safety, welfare, morals and aesthetics of the community can be maintained.

### Industrial

Industrial properties also face redevelopment issues. Many of these structures were constructed prior to existing building codes or they were located outside the City Limits when constructed. Re-use of



developed but vacant industrial properties under the current regulations, even when using the existing building code, is difficult.

The City, in partnership with the Chamber of Commerce has 169.8 acres of industrially zoned lots in the Airport and Salt City Business Parks that are shovel-ready. Recent development proposals for those properties could reduce available vacant industrial land and it is likely additional land will be needed or incentives for reuse of existing properties will need to be found.

Public/Institutional

A large percentage (25%) of Hutchinson is designated public, institutional or parkland. This is perhaps not surprising considering that the City is home to the state fairgrounds, a state correctional facility, the county jail, a community college, a zoo, a splash park, a golf course, a nature center and a minor league ball park. Hutchinson exceeds national standards for total park acreage. Please refer to the Parks and Recreation portion of this Plan. Hutchinson is also home to a regional medical center. Public and park land do not generate property tax revenues for the City. Dependent upon the use, institutional land may not add to the property tax base either.



Reduce land use designations

The more land use designations a future land use map has, the more amendments will be needed when rezones are requested. Since the City's land use patterns appear to be changing, providing broader land use categories will expedite development and at the same time maintain the health, safety, welfare and aesthetics of the community.

Incorporate newly annexed areas

Since 2009, 1223.1 acres have been annexed but have not been designated on the future land use map. This plan designates those properties in conformance with the underlying zoning and or land use.

*Goals, Performance Measures, Issues and Strategies*

Goal	Performance measures
<b>G.1.6.a. Hutchinson has a friendly, predictable and streamlined development process that facilitates development of new and redevelopment of existing properties.</b>	<ul style="list-style-type: none"> <li>• Average number of days from project submittal to comments to applicant (Planning &amp; Inspections)</li> <li>• Number of variance requests</li> <li>• Number of approved infill developments</li> </ul>

*Issues*

The City has made great strides to streamline the development approval process. Since 2013, the following have been accomplished:

- 1) Establishment of the Development Review Committee. This allows for a review team to quickly – typically within 10 days of project submittal – look at a project and provide feedback to the applicant.
- 2) Adoption of new subdivision regulations. These removed the public hearing requirement for preliminary plats and made the subdivision process easier to understand and simpler to navigate.
- 3) Electronic packets. Reduces the amount of staff time and postage associated with preparing and mailing Planning Commission packets.
- 4) Mailings. Discontinued practice of including reply envelopes, which saves money and improves efficiency.



along the E 4<sup>th</sup> Avenue and W 5<sup>th</sup> Avenue corridors were developed prior to being annexed into the City and do not meet the City's standards. Variances are often needed for landscaping and number of parking spaces. The City needs to develop a strategy for handling these properties and facilitating development / redevelopment.

So too, some of the existing zoning districts are ambiguous or unclear. For example, the I-2 District is labeled as "Industrial" (I-1 is light industrial and I-3 is heavy industrial). A quick inventory of the City's land use table shows that I-2 only functions distinctly from either I-1 or I-3 ten times. The remainder of the times, the use is either categorized the same as I-1 (59 times) or I-3 (33 times) or both (123 times). This means that the I-2 zoning district is not functionally distinct. This will be even more apparent when the City goes to broad use categories. This district is recommended for elimination.

Two other ambiguous zoning districts are CR (Commercial Residential) and EN (Established Neighborhood). The former is located exclusively along E 30<sup>th</sup> Avenue and was instated to reflect a perceived change in use occurring along that corridor, namely, the conversion of existing residential properties to commercial uses. Ironically, the zone requires that residential uses (other than apartments) which still predominate the corridor (50 residential vs. 8 commercial buildings), require a conditional use permit in order to exist in the corridor. This is the same requirement for residential uses in the remaining commercial districts. This plan proposes making the entire corridor commercial. Existing residential uses would be nonconforming, but could continue.



**CR Corridor, Source: Google Maps Street View**

The EN zone is comprised of a mixture of residential, commercial and industrial uses, but regulating this zone is difficult. This Plan proposes establishing smaller districts and rezoning these to R-4 (residential neighborhood conservation district), C-4 (special commercial district) and I-1 (light industrial). Each property would then be regulated in accordance with the appropriate district and standards for parking, landscaping and development.



**EN Zoning on W Avenue B, Source: Google Maps Street View**



The remaining zone recommended for elimination is the outdoor commercial zone, formerly known as the highway commercial zone. This zone is predominately located along Nickerson Boulevard, which is not really a highway. And, the underlying uses are very similar to those allowed in the C-4 (Special Commercial District) in some places and to I-1 (Light Industrial District) in others. A proliferation of zoning districts causes uncertainty for property owners and increases the likelihood that rezones will be needed. If a zone is not significantly distinguishable from another, it should be eliminated.



**C-3 Zoning on Nickerson Blvd, Source: Google Maps Street View**

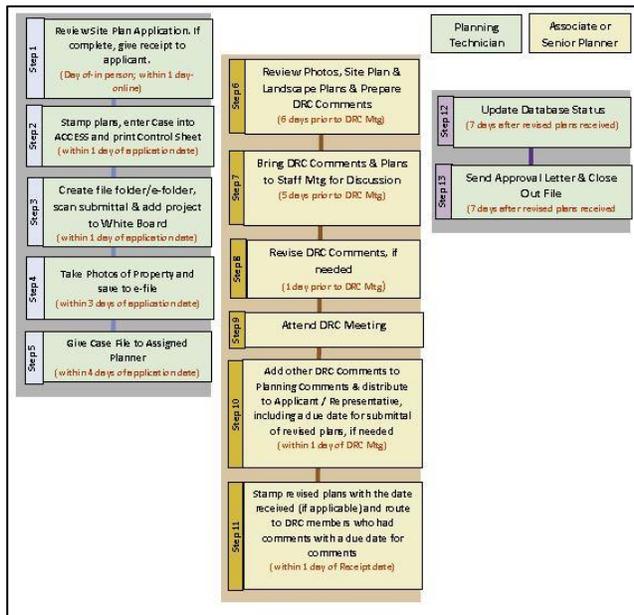
That said, there are two new zones recommended, which staff believes are warranted given the City's historic development pattern. The first is R-I (Residential Infill). This zone is proposed for the core residential areas of the City which developed with a more compact development pattern. The City's existing zoning districts render most of the properties in the older portion of town nonconforming, either with respect to setbacks or driveways or both. This means that they cannot expand without obtaining a variance, and when an existing structure is demolished the property cannot be rebuilt upon without meeting the standards of the zoning district (primarily R-4). This can be difficult, as many of these lots are long and narrow. The R-I district would allow for more flexibility of development in these areas. The second district is discussed in the next issue area.



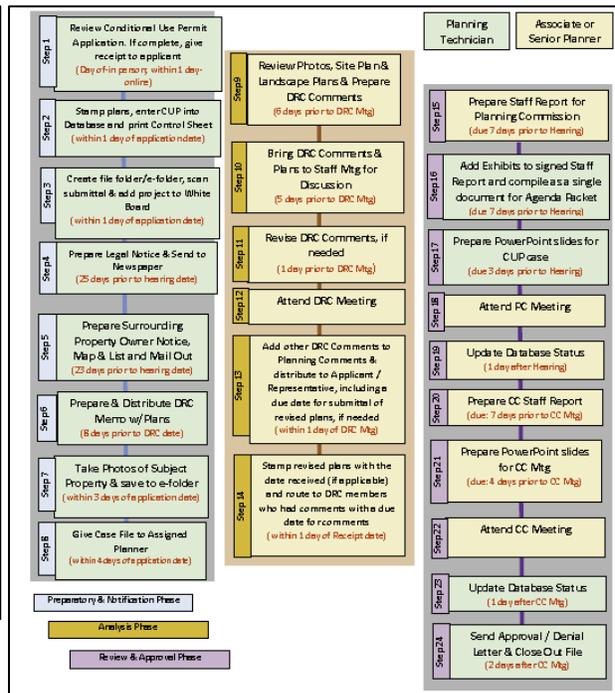
Narrow Lots in the City's Core, Source: Google Maps Street View



on the zoning district. Under state statute, public hearings require a 20-day notice both in the newspaper and to surrounding property owners. Both conditional use permits and special use permits require public hearings, but few, if any additional conditions beyond those contained in the regulations are ever added. A good ordinance can minimize the need for special permitting, reduce staff workload and, most importantly speed development. Special permitting would then only be needed for the most threatening and hazardous use types.



Site Plan Review Process



Conditional Use Permit Review Process

*Strategies 2017-2022*

- S.1.6.a.1. **Revise the City’s zoning ordinance to reduce the number of uses to broad use categories.**
- S.1.6.a.2. **Revise the City’s zoning ordinance to reduce the number of uses requiring special permitting and to include mitigation measures for as many uses as possible as part of the regulations.**
- S.1.6.a.3. **Eliminate ambiguous zoning districts – EN, CR, C-3 & I-2 – in order to reduce the number of nonconforming uses and clarify the status of these properties.**

*Future Strategies*

- FS.1.6.a.1. **Develop a strategy for handling nonconforming properties that moves those properties toward conformance while at the same time allows for use of those properties.**
- FS.1.6.b.2. **Consider establishing a zoning district that meets the needs of development and redevelopment of smaller residential lots (R-I) located in the City core.**

*Goals, Performance Measures, Issues and Strategies*

Goal	Performance measures
<b>G.1.6.b. Hutchinson’s developments are attractive and walkable.</b>	<ul style="list-style-type: none"><li>• Average number of parking spaces required</li><li>• Number of developments accessible by sidewalks</li><li>• Average building setback along arterial roadways for new developments</li><li>• Number of landscaping plans approvable upon first submittal</li><li>• Number of developments using rear parking</li></ul>

*Issues*

Traditional development styles were walkable and relatively attractive. Buildings were situated close to the street. Signage was designed at a pedestrian scale. Parking was accommodated along the street or, possibly, in parking areas sited behind buildings. Buildings were designed with distinctive architecture and character-defining features. Over time, as the automobile became more prevalent, buildings were pushed back to make way for parking lots. Signage became larger and mounted on unattractive metal poles so that motorists traveling at higher speeds could find businesses. Pedestrians were left out on the street, literally, as what sidewalks were required didn’t connect to other sidewalks. Hutchinson is not unique. Many communities redesigned their ordinances to meet the needs of the vehicle rather than the person.



**Auto-Oriented Development on E 30<sup>th</sup> Avenue, source: Google Maps Street View**

Recognizing the need to make new commercial developments more attractive, the City's new zoning regulations offer zero setbacks for commercial developments along arterial roadways (e.g., E 17<sup>th</sup> Avenue, Main Street, Airport Road, E 30<sup>th</sup> Avenue, E 4<sup>th</sup> Avenue). This is to attract developers to place their buildings closer to the public right-of-way and their parking lots in back. Buildings can be attractive; parking lots rarely are. But, few new developments have taken advantage of the reduced setback requirement. Kohl's, Dillon's, Panda Express and other new commercial developments constructed since 2011 have opted to feature their parking lots rather than their buildings. The City's parking lot landscaping requirements have made the parking lots more appealing but the automobile still rules the day. The City should explore ways to incentivize more traditional development styles.



**Kohl's, E 17<sup>th</sup> Avenue, Source: Planning Staff**

Another issue concerns the City's landscaping requirements. This section of the ordinance is complicated and difficult to interpret so that even City Staff have a tough time reviewing landscape plans. Most landscape plans require revisions, as applicants are confused about the requirements. The requirements could implified significantly to achieve the same result.

 some of the City's key corridors are unsightly. The City made great progress in 2008 when E 4<sup>th</sup> Avenue was reconstructed and this has improved the appearance of that corridor, however, private investment has yet to occur. Some of the strategies in G.1.6.a. will assist with improving these corridors, but more attention may be needed in some areas. One area that is particularly challenging is aging mobile home parks. Mobile homes are not typically built to last more than 30-55 years depending on level of maintenance (HUD standard), yet the City's standard is 40 years (1976) and climbing. Mobile homes do not maintain an attractive outward appearance like  property. Revising this standard, as Reno County recently did, will assist in making our community a more desirable place.



**Aging mobile home park located along a  key corridor into the City, Source: Google Earth Street View**

Another corridor issue pertains to E 4<sup>th</sup> and W 4<sup>th</sup> and 5<sup>th</sup> Avenues. Some of these roadways lie along the former route of US Highway 50. But, when the highway was routed to bypass the City (a decision that has had long-lasting impacts on the community), it left behind businesses without a customer base. Without customers, businesses cannot survive. Several of the buildings along this corridor need a facelift; some need to be torn down. Others need paving. If market forces alone have not caused these improvements to happen naturally over the course of the past 50 years, it is doubtful the next 50 years will bode much better for these properties. **The City needs to develop some sort of strategic plan to deal with the changing face of this portion of town.**



**E 4<sup>th</sup> Avenue Corridor, Source: Google Earth Street View**

~~Walkability could be improved through the creation of a new zoning district that fosters mixed use developments. This district (MU, Mixed Use) would allow for a mixture of uses at key locations in the City. By mixing commercial and residential development, a sense of place can be achieved. Mixed use developments are more pedestrian-friendly and generate more activity. The current regulations contain the C-5 (Downtown) district, which offers mixed use opportunities, but these are limited to the Downtown core. This Plan anticipates mixed use developments centered upon key opportunity points in the City that would allow for more walkability and flexibility of use.~~



**Pedestrian Scale Development, Source: Google Earth Street View**

*Strategies (2017-2022)*

- S.1.6.b.1. Simplify the City’s landscape regulations.**
- S.1.6.b.2. Change the replacement / new mobile home standard to “no more than 20 years”.**
- S.1.6.b.3. Create a mixed use zoning district that offers incentives for walkability and mixed use development.**

*Future Strategies*

- FS.1.6.b.1. Develop incentives, such as landscaping credits, to encourage parking areas in new commercial developments to be located behind buildings, rather than in front.**
- FS.1.6.b.2. Develop a sidewalk connection incentive plan for new development, allowing for reductions in parking requirements or other incentives where sidewalks are constructed beyond the frontage of the development property.**
- FS.1.6.b.3. Develop a strategic plan for redevelopment of key corridors that are in transition.**

*Goals, Performance Measures, Issues and Strategies*

Goal	Performance measures
<b>G.1.6.c. Hutchinson has plenty of developable land available to grow for the Plan period and beyond.</b>	<ul style="list-style-type: none"><li>• Percent of properties in the City’s Area of Influence that are developed</li><li>• Percent of properties the City serves with utilities that are located outside of the City Limits</li><li>• Percent of properties in the City’s Area of Influence that are developed to City standards</li></ul>

*Issues*

Hutchinson is the largest incorporated city located within Reno County and does not have extraterritorial jurisdiction. This Plan anticipates that there will be additional land needed to support the desired level of development. The City needs to have room to grow far into the future.

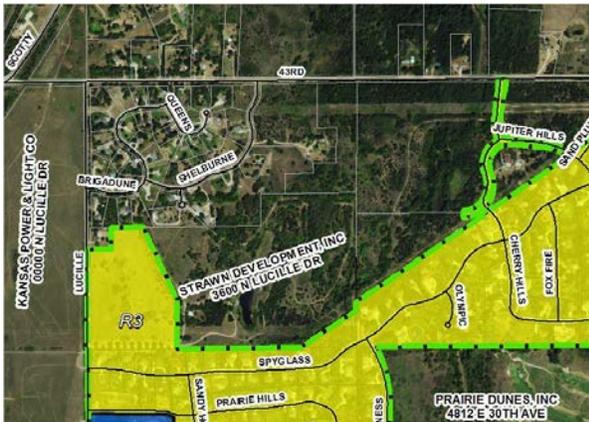
Recently, Reno County approved an Area of fluence (notification area) located roughly within a one-mile radius of the City. The proposed future land use designations for properties in this area are included on (M.1.6.e.). [We will need to work this out.] This will allow the City the opportunity to comment on development proposals and rezone applications within the identified area. If the City objects, a supermajority of the County Commission is required to approve the project. This is more input than the City has had in the past, but it does not guarantee that developments will be compatible or meet any type of City standards. This has the potential to have several impacts, including:

- 1) Reduces the annexability of properties surrounding the City
- 2) Contributes to a proliferation of unsightly uses along key entrances to the City
- 3) Reduces property values of City properties in the vicinity
- 4) Provides a growth barrier
- 5) Induces developers to build in the County where requirements are less stringent
- 6) Increases the tax burden on City residents as residents and businesses located in the fringe area enjoy the benefits of living near the City but do not share fully in the costs

7) Contributes to potential erosion of the City’s tax base by ranchette and small lot development permitted within the Area of Influence

Examples of each of the above impacts already exist in the area surrounding the City. The City needs to work with the County to protect its borders and ability to grow.

Another interesting thing that has happened in the Area of Influence is the recent practice by the City of extending City utilities to County developments. While the utilities are supported completely by ratepayers and these properties also pay into the rates, the fact of the matter is that the City is encouraging development that does not have to bear the full costs of development. The City should examine its own policies about utility extensions and ensure that these meet the overall goals of the City if a property will not be annexed.



Ranchette Development Abutting City



Ranchette Development Abutting City with Gravel Roads & Driveways, Source: Google Maps Street View

*Strategies*

- S.1.6.c.1. Work with Reno County to establish extraterritorial jurisdiction, shared jurisdiction, a mandatory annexation zone or some other option that protects the City’s borders and allows for expansion to 2037 and beyond.
- S.1.6.c.2. Develop a utility extension and annexation policy.

*Goals, Performance Measures, Issues and Strategies*

Goal	Performance measures
G.1.6.d. Hutchinson has a logical development pattern that mitigates the impacts of incompatible and abandoned land uses.	<ul style="list-style-type: none"> <li>• # of incompatible land uses</li> <li>• # of mitigation measures implemented</li> </ul>

*Issues*

As mentioned in the introductory section to this chapter, Hutchinson has relatively few incompatible land uses because of its long history of zoning. Many of the areas that exist reflect properties that were developed in the County and later annexed to the City. There are some incompatible uses that have been

in place a long time, however, and which have almost always been a part of the City. One of these is Midwest Iron & Metal. It is interesting to note that as far back as 1999 the City's Comprehensive Plan called for relocating this business, which is located smack dab in the middle of a residential neighborhood and along South Main Street. Industry and housing don't normally mix well, as the former typically involves noise, odors, outdoor storage, truck traffic, hazardous materials and other negative aspects that most residents don't consider desirable. **Map 1.6.f.** shows the location of existing incompatible uses. Moving these uses is not always the best option, as they can leave behind brownfield sites that may not be suitable for any type of development, even parkland. Sometimes, the best option is to relocate entrances and install privacy fencing. This is what occurred with Midwest Iron. The City should examine incompatible uses and develop a plan to mitigate, redevelop or move these uses where possible.

**INSERT PHOTO OF SUBSIDENCE AREA HERE**

Another issue is the contamination left behind by industrial uses that have long since vanished from the landscape. Examples include salt brine wells, which cause subsidence, and soda ash processing. The latter was prevalent in Hutchinson until WWII. Portions of the City's water supply are still impacted by the spoil piles left behind by this industry. Some of the City's grain elevators have been abandoned. These behemoths dot the landscape and serve as a testament to a more-prosperous time. **Map 1.6.g.** shows the location of known and potential brine well sites, trona (soda ash) spoil piles and abandoned grain elevators.

#### *Strategies 2017-2022*

**S.1.6.d.1. Conduct an incompatible use study and develop a plan for mitigating/removing conflicts.**

~~**S.1.6.d.2. Fund a brine well study that identifies locations of and sources of funding for mitigating this use in order to foster redevelopment.**~~

#### *Future Strategies*

**FS.1.6.d.1. Identify brownfield sites and seek federal grant funding for cleanup.**

**FS.1.6.d.2. Develop a reuse plan for the City's abandoned grain elevators.**