

# **South Newton / I-135 Corridor Land Use Plan**

---

## **Acknowledgements**

---

### **Newton City Commissioners**

---

Adopted by the  
Newton City  
Commission  
May 13, 2008

James E. Nickel, Mayor  
Racquel L. Thiesen, Vice-Mayor  
Kenneth Hall  
Willis G. Heck  
Kevin A. Pouch

### **Newton-North Newton Planning Commission**

---

Adopted by the  
Newton-North  
Newton Planning  
Commission  
April 7, 2008

Lester Limon, Chairman  
Todd Smith  
Carl Harris  
Gary Hill  
Karla Winslow  
Veronica Mosqueda  
Don Reinert  
Ron Loewen  
Vern Miller

### **Newton City Staff**

---

Randall K. Riggs, City Manager  
Bob Myers, City Attorney  
Timothy R. Johnson, Director of Community Development  
Suzanne Loomis, P.E. Director of Public Works/City Engineer  
Terry Williams, Building/Zoning Administrator

### **Consultant**

---

Phillips & Associates  
Community Planning & Development Consultants  
Manhattan, Kansas



## Table of Contents

---

<b>Chapter 1</b>	<b>Introduction</b>	5
	Purpose of Study	5
	Study Area Description	7
	Current Plan Documents	7
	Plan Preparation Process	8
	Application of Workshop Findings	9
<b>Chapter 2</b>	<b>Land Use Goals</b>	10
<b>Chapter 3</b>	<b>Land Use Plan &amp; Policies</b>	11
	<b>Primary Study Area</b>	
	Land Use Planning Principles	11
	Land Use Framework	12
	Neighborhood Development Areas	13
	Neighborhood Land Use Principles	13
	Kansas Avenue Mixed Use Corridor	14
	Kansas Avenue Land Use Principles	14
	Kansas Avenue Traffic Management & Street Design	15
	I-135 Regional Commerce Area	16
	Land Use Compatibility	16
	I-135 Corridor Land Use Principles	17
	Business Park/Industrial Development Area	17
	Business Park/Industrial Land Use Principles	18
	Recreational/Open Space Area	18
	Recreational/Open Space Land Use Principles	18
	Land Use Policies	19
	Future Land Use Designations	23
	Future Land Use Map	25
	<b>Secondary Study Area</b>	
	Land Use Planning Principles	27
	Land Use Framework	27
	Land Use Goals	28
	Land Use Policies	28
<b>Chapter 4</b>	<b>Community Design Principle</b>	30
	Key Entryway Design Principles	30
	Parking and Parking Lot Design Principles	31
	Sidewalk and Pedestrian Path Design Principles	31
	Open Space, Landscaping and Screening Design Principles	31
<b>Chapter 5</b>	<b>Existing Conditions</b>	33
	Introduction	33
	Existing Land Use	33
	Existing Zoning	35
	Transportation	36
	Parks & Recreation	37

Schools .....	38
Sewer and Water Service .....	38
Environmental Overview .....	39
<b>Chapter 6 Plan Implementation .....</b>	<b>41</b>
<b>Appendix</b>	
<b>Summary Report of Public Workshop</b>	
Housing & Neighborhood Development .....	43
Commercial/Retail Development .....	44
Transportation .....	46
Environment .....	47
I-135 Corridor .....	48
<b>Primary Study Area Maps</b>	
Aerial Photo, 2006 .....	49
Existing Land Use Map .....	51
Existing Zoning Map .....	53
Floodplain Boundary Map .....	55
<b>Secondary Study Area Maps</b>	
Existing Land Use Map .....	57
Existing Zoning Map .....	59



# Chapter 1

## Introduction

The City of Newton experienced steady growth in new residential dwelling starts since 1997. Since 2000, an annual average of 74 dwelling units has been added to the housing inventory. One of the primary growth areas has been the southwest portion of Newton, particularly along the I-135 corridor and south of US Highway 50, during the past decade. The proximity to Interstate I-135 and U.S. Highway 50 contributes to the market attractiveness of the area. Many of the key attributes that ensure the feasibility of land development are in place to support continued growth within the I-135/Southwest Newton area. This includes convenient access to major highways, availability to existing or planned municipal water and wastewater services, and an inventory of vacant land. The southern edge of Newton also serves as the closest commuting distance to Wichita, Kansas. All of which suggests, this part of Newton is well suited for continued growth for housing, commerce, and industry.

This plan identifies a clear vision of how this southwest part of Newton should develop. Long range planning for the future capitalizes on opportunities and helps to ensure the long term viability and sustainability of the area. Visionary thinking is needed to build on existing assets that contribute to making this area a location of premier residential neighborhoods. Equally important is local leadership to create this emerging part of Newton as a great place to live and work by providing a full range of civic amenities and public facilities: specifically, a neighborhood school, fire station, community park, and community center/library. The private sector is continuing to build desirable places to reside, but civic and public amenities connecting individual subdivisions and people living in this area through neighborhood parks, linear trails, a new school and community center/library are public investments that will strengthen livability and ensure an edge in market competition.

This plan is considered a "special area plan" and is intended to guide the future growth, development proposals of land use within the I-135 Corridor/Southwest Area. The land use and design recommendations of this plan are consistent with the recommendations of the 1998 Comprehensive Plan, but provide more detail and information to guide developers, investors, homeowners, city planners and City and County elected and appointed officials. This plan identifies a "primary study area" and a "secondary study area. The primary study area focuses on the area anticipated to develop with an urban pattern over the next 20 years. The secondary study area focuses on the area of planning influence along I-135 extending to the county line.

### Purpose of Study

- The City of Newton needs to examine the pattern of future land uses in the study area. This pattern includes the development of recent commercial, institutional, and residential growth. Also, after devising a future land use pattern, policies must be put in place on how new residential subdivisions can establish a strong sense of identity or create a sense of neighborhood. A focus identified by city leaders concerns opportunities for park land, a linear trail, open space, or other recreational amenities. City leaders recognize the growth potential of the study area and want to ensure that appropriate

planning steps are implemented to ensure the area is planned with adequate park and recreation facilities.

- Another purpose of this study is to identify planning strategies to improve the overall visual character of commercial development within the designated area. Contemporary planning practices is focused on effective site design, architectural character and features for commercial activities and other buildings to ensure a visually attractive environment.
- Another area for attention is the streetscape design of the parkway (planting strip between the street and sidewalk). Parkway extend a feeling of open space into the network of streets, and often provide linkage to open spaces, schools, shopping, and other facilities. The introduction of street trees into the parkway contributes to creating a pleasant walking environment, as well as helping provide separation and boundaries.
- It is important to promote sustainability by encouraging a development pattern supported by a pedestrian-friendly walking trails and sidewalks. By promoting mixed-use developments and compact land use patterns with nearby commercial shopping centers, the desired outcome is to reduce automobile dependence and encourage people to walk.
- An important task is to devise a long-range annexation approach laying out a basic agreement or understanding between the City of Newton and Harvey County officials on future annexations in the secondary study area.

## Study Area Description

The I-135 Corridor/South Newton Area Plan study area consists of a "Primary Study Area," bounded by 14<sup>th</sup> Street on the north; Spencer Road on the east; 36<sup>th</sup> Street on the south, and Meridian Road on the west. The "Secondary Study Area" extends from 36<sup>th</sup> Street on the north to 125<sup>th</sup> Street as the southern boundary, Anderson Road on the west, and Hillside Road on the east.

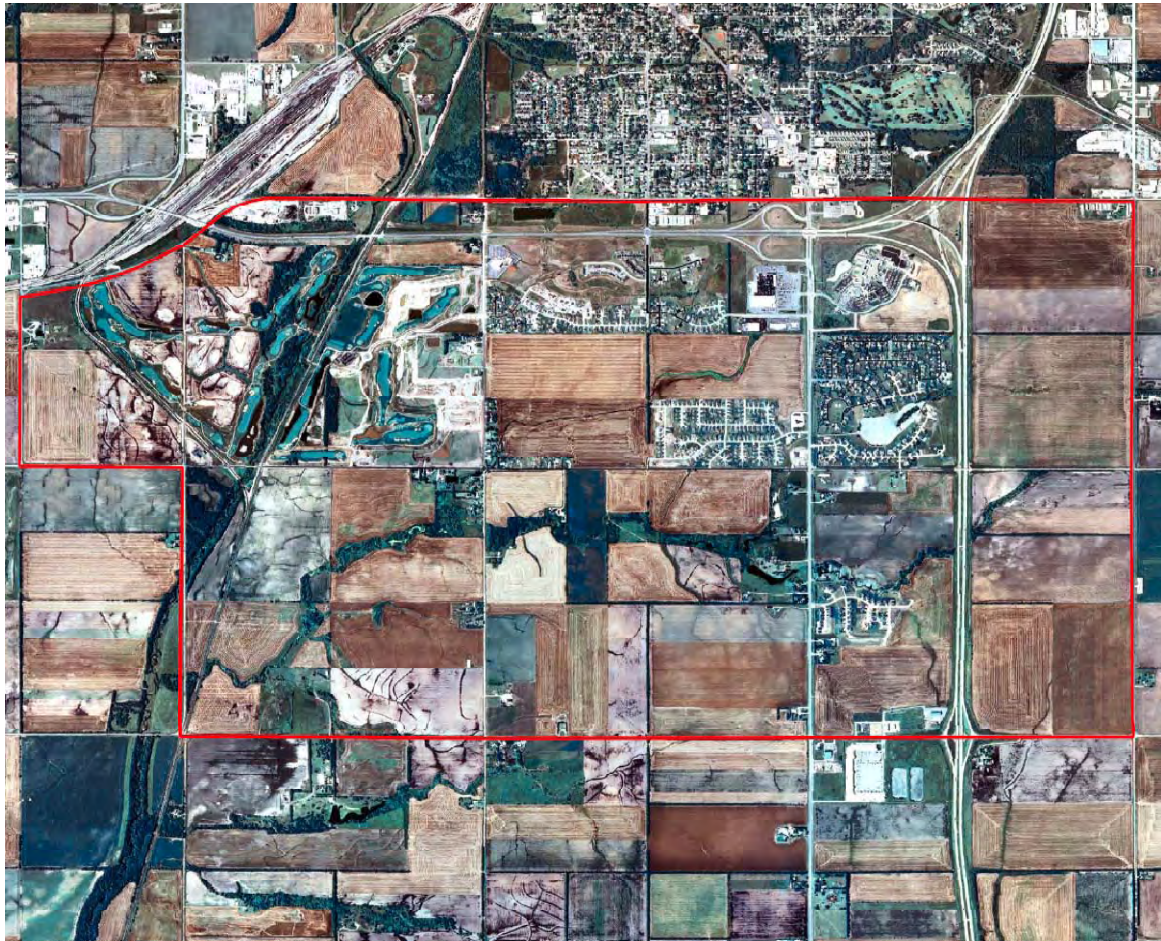


Figure 1 Primary Study Area

## Current Plan Documents

The City of Newton adopted a 1998 Comprehensive Plan as the controlling planning document for the primary study area. While the 1998 comprehensive plan identified a future land use pattern, it is considered by city officials to no longer be appropriate given current market conditions and demands. A key concept of the current comprehensive plan is the "mixed-use/business park center". According to the plan, the mixed-use development scenario was to promote quality design along the interstate and reserve a number of parcels for large-scale development. The intent was to promote increased flexibility and variety of land uses (housing, commercial, office, business parks, and industrial parks) along the interstate corridor. The underlying premise to accommodate

mixed-use development was a detailed site plan review by the City of Newton to ensure proper compatibility, buffering and screening, traffic circulation, storm drainage, and other critical site development concerns. One of the challenges facing the city leadership with the current planning document is that the plan (as well as zoning codes) lacks the fine-grade detail to give the Planning Commission enough guidance in land development decisions.

Harvey County adopted a 2001 Comprehensive Plan to guide land use decisions. According to the county's plan, most of the primary study area is defined as an "urban fringe area", which is land located around a city that is expected or being planned to accommodate eventual urban growth and development. The urban fringe is the land a municipality plans to annex or directly control to promote urban housing, commerce or industry. Harvey County relied on the City of Newton's 1998 Comprehensive Plan to identify an urban growth boundary, and this is the basis for defining the urban fringe area.

The county plan for the secondary plan area is to discourage urban sprawl and to generally leave the area as a rural, agricultural area. However, the county plan states the I-135 corridor is capable of supporting limited residential activity. The intent is to accommodate planned subdivisions in the primary growth area and housing on large tracts in the secondary growth area. The county plan contains specific site design conditions or standards that must be met before residential subdivisions should be authorized.

## **Plan Preparation Process**

The plan preparation process allowed for an exchange of ideas and information between municipal and county officials, interested citizens, and landowners. A public workshop was held to allow citizens to identify strategic issues and develop goals regarding land use within the primary study area.

The consultant team working with city staff identified several land use issues. These issues were developed into a series of workshop exercises designed to ascertain how citizens viewed or thought about these issues. Below is the list of land use issues.

- Housing & Neighborhood Development
- Commercial & Retail Development
- Transportation
- Environment
- I-135 Corridor

People attending the workshop were asked to work in small groups to discuss a series of questions designed to gain insight into these issues. A recording sheet was prepared to indicate how individuals stood on a specific issue. The consultant used these recording sheets to summarize how workshop attendees ranked the importance or support for a particular planning issue.

## **Application of Workshop Findings**

The Newton-North Newton Planning Commission believes the creation of a new plan should be a participatory process where local residents and landowners have a voice in determining future land uses of the city. The significance of the citizen workshop is that it allows the Planning Commission to hear the ideas and concerns of a representative group of citizens. While there was a concerted effort to involve as many people as possible in the workshop, the range of issues was understandably limited simply because of the broad public interest in the topic of growth and change. However, the list of topics and concerns do represent a good cross section of issues discussed by the participants and offer an understanding of how people envision their future and what they consider to be important. Presented in the Appendix of this plan are the summary findings of the public workshop.



## Chapter 2

# Land Planning Goals

Goal No. 1

### Economic Development

Enhance the economic viability throughout the corridor by managing for growth and development in order to protect property values.

Goal No. 2

### Corresponding Infrastructure Extension

Encourage urban development in areas with minimal environmental constraints and where urban roads and infrastructure can be provided.

Goal No. 3

### Conservation of Natural Features

Guide new development in a manner that conserves natural features and environmentally sensitive areas and meets the long term needs of the community.

Goal No. 4

### Pedestrian Friendly Development

Encourage a neighborhood-friendly transportation environment that emphasizes pedestrian activities while also accommodating vehicles.

Goal No. 5

### Transportation Connectivity

Facilitate vehicular transportation functionality between the north and south sides of Highway 50 to ensure convenient connectivity for all community residents and shoppers.

Goal No. 6

### Site Plan Coordinated Development

Encourage site plans to coordinate development, including the harmonization of building architectural expression, landscaping and site features on neighboring sites and along public streets.

Goal No. 7

### Maintain Strong Downtown Newton

Recognize that land use decisions in the corridor impact the viability of maintaining a strong downtown Newton.

## Chapter 3

# Land Use Plan & Policies

This Chapter begins with five core land use planning principles identifying the overall vision for growth and development of the primary study area. These land use planning principles lay the foundation for the land use policies and future land use plan and seek to spell out the “big picture” ideas for how land use development is desired to occur in the future.

A land use framework follows the core land use planning principles. This framework defines five land use forms considered essential components to creating a strong and vibrant community. This framework informs landowners located inside the city, as well as owners in the unincorporated areas surrounding the community, and Harvey County officials about strategic land use forms that this plan recommends for the primary study area. A further explanation of each of the five land use forms, along with specific land use principles, is presented to clarify how urban development of the study area should proceed.

An extensive listing of land use policies follows the land use framework. These policies are intended to assist in decision-making regarding rezoning applications, and address issues such as intensity and scale of development, aesthetic quality, and the transportation network of the study area.

The next element is the future land use designations and future land use map. The future land use map is designed to illustrate a generalized land use pattern. In other words, the future land use map is an idealized picture of how the land use pattern of Newton should unfold over the next 20 – 25 years. Each land use decision must be evaluated against the map, as well as the plan’s principles, goals, and policies. Instances may occur when a land use amendment (change of zoning) for a specific piece of property does not comply with the proposed land use depicted on the map but, when judged against plan goals, land use principles, and land use policies the request is determined to be acceptable. The desired outcome is to allow community leaders and developers the flexibility to respond to changing market demands and conditions. At the same time, the future vision of Newton is clearly defined in this chapter and must not be abandoned for the sake of convenience or expedience.

The Chapter concludes with a focus and discussion on the secondary study area along I-135 corridor to the county line. Here again, a land use framework and set of policies are presented to guide the long term planning vision of the city.

### Primary Study Area

## Land Use Planning Principles

Five key elements or land use planning principles that guide the vision for developing the land use plan and policies are listed on the next page. The Planning Commission identified these statements as the core guiding principles when contemplating how the Primary Study Area should develop.

Principle 1	<b>Ensure Diversity of Housing Choices</b>
Principle 2	<b>Create Livable Neighborhoods</b>
Principle 3	<b>Build a Tax Base to Support Schools and Public Services</b>
Principle 4	<b>Connect People to Jobs, Services and Community Amenities</b>
Principle 5	<b>Create a Safe and Interconnected Multi-Modal Access System</b>

#### Primary Study Area

### Land Use Framework

The primary study area is anticipated to be the focus of new town growth for both new residents moving to Newton or current residents relocating within Newton. It is important to evaluate how the City of Newton can grow the local economy and accommodate new businesses and employment centers. For these reasons, the five strategic land use forms identified below define the general framework for the growth and development of the Primary Study Area.

<b>Future Land Use Strategic Land Use Forms</b>	
<b>Strategic Land Use Area</b>	<b>General Description</b>
<b>Neighborhood Development Areas</b>	Areas envisioned supporting new residential construction with various housing types, respecting existing subdivision character, with a focus on creating a pedestrian-friendly neighborhood
<b>Kansas Avenue Mixed Use Corridor</b>	Kansas Avenue Corridor where commercial uses serve neighborhood and community retail needs. The area could also support mixed residential and commercial uses.
<b>I-135 Regional Commerce Area</b>	Areas considered appropriate to support commercial uses intended to serve community or regional clientele. Envisioned to take advantage of existing regional commercial uses or large sites at intersections of major arterials and I-135.
<b>Business/Industrial Development Areas</b>	Areas where new business/light industrial uses or business campuses will be encouraged.
<b>Recreational/Open Space Areas</b>	Areas envisioned including existing and new network of parks, open space and recreational facilities. This includes neighborhood parks, greenways, and linear trails.



## Neighborhood Development Areas

Residential neighborhoods are essential to building a quality place and ensuring the City of Newton remains a "community of choice" for new residents and businesses. In order to strengthen the marketability and desirability of Newton, it is important to pay careful attention to how individual subdivisions fit together and contribute to creating a cohesive neighborhood. In addition, Highway 50 forms a significant separation barrier from the main body of Newton. This creates a set of challenges for children, families, and individuals needing community services provided on the north side of Highway 50. It will be important in the years ahead to ensure that this growing area of Newton has community facilities and public services (e.g., public school, public safety amenities, etc.) to meet the needs of families, businesses, and individuals, including safe pedestrian and vehicular passage across Highway 50.

Vital and successful neighborhoods require unique characteristics making them identifiable and pleasant places to live. Traditional neighborhoods, such as those found in the original neighborhoods of Newton, are based on local institutions and walking distances. The desire of this plan is to capture the walkability of traditional neighborhoods, and ensure connectivity between other neighborhoods. The intent is to promote a development pattern that creates a greater sense of community by encouraging individual land developers to work within the framework of creating a sense of neighborhood, not just a subdivision plat. Conversely, this means city officials need to be receptive to innovative site planning, mixed-uses, and variety in housing types.

A strategic goal is to build healthy and long-lasting neighborhoods that contribute to the sustainability of the community. In general, a neighborhood in this plan is considered to consist of approximately 160 acres or up to a ten-minute walk.

Listed below are several planning principles that land developers/subdividers, as well as public officials, should adhere to when laying out a development proposal consistent with the goal of building a healthy neighborhood.

## Neighborhood Land Use Principles

1. A variety of housing types including single-family detached, attached homes, town homes, apartments and condominiums should be planned for each neighborhood.
2. A neighborhood park or civic space with recreation areas, playgrounds, and tot lots should be provided for each neighborhood.
3. Pedestrian access movement within the neighborhood and between neighborhoods should be identified and provided; this includes sidewalks, off-street trails, and bikeways.
4. Higher density developments should have pocket parks developed and maintained as private facilities to serve the needs of the residents.
5. Street trees should be installed along both sides of a street to create a pleasant and shaded environment.
6. Distinctive neighborhood or subdivision entry signage should be encouraged.

7. Access to a neighborhood elementary school with a public playground or park with soccer/baseball fields located adjacent to the school and served by a linear pedestrian trail.
8. A public library branch or fire station should be contemplated for the primary study area as the population of the area grows and demand for these types of public services becomes warranted. Consideration should be given to incorporating a public park adjacent to either one of these activities.
9. Neighborhood retail centers, which typically range in size between 3-5 acres, are intended to provide goods and services to surrounding neighborhoods. A retail center can be located at any of four corners of an arterial intersection. This principle is to be used in conjunction with the future land use map but only on the intersections of Anderson Road at 24<sup>th</sup> Street and 36<sup>th</sup> Street.

#### Primary Study Area

### **Kansas Avenue Mixed Use Corridor**

For Kansas Avenue, the focus of this plan is from Highway 50 south to 36<sup>th</sup> Street. Kansas Avenue is one of two major arterial roadways connecting the primary study area to the main portion of Newton north of Highway 50. The rezonings approved in 2004-2007 to accommodate commercial development, matched with the established residential developments bordering Kansas Avenue, have already set in place a mixed-use land use pattern. The challenge going forward is to ensure that new development contributes to the livability of existing and planned residential developments, while at the same time capitalizing on the market-driven opportunities for commercial development.

The Kansas Avenue corridor is planned to accommodate a mixture of commercial activities. This includes classifications from neighborhood, community and regional commercial. The residential neighborhoods planned within the primary study area will be provided goods and services located in retail shopping districts along Kansas Avenue. Community commercial businesses are also being contemplated to serve the entire Newton and North Newton population, as well as the surrounding primary market area. What this means is that “big-box” retailers, as well as multi-tenant shops, and national food and service franchisees are anticipated to seek locations along Kansas Avenue, as well as locally-owned retail shops and services.

The vision for Kansas Avenue is to create a primary arterial that presents an aesthetically-pleasing experience for nearby residents, as well as visitors to the community. This entails creating commercial developments with thoughtful site planning, building architecture, uniform signage and landscaping. It also means ensuring that there is a safe and convenient walk and bikeway that connects the shopping areas to residents living within the Kansas Avenue Corridor and nearby neighborhoods.

### **Kansas Avenue Land Use Principles**

1. Accommodate a mixed-use land use pattern that continues to make the corridor a safe and pleasant place to reside, while also accommodating commercial development.

2. Accommodate a range of commercial activities including neighborhood retail uses, community-wide retail uses, as well as mixed-use structures.
3. Accommodate high-density residential or multi-family housing as an integral component of a community retail/shopping center.
4. Accommodate a range of non-retail uses such as hotels, offices, civic uses, and cultural and entertainment activities.
5. Parcel or tracts proposed to be rezoned to support commercial, multi-family density, or mixed-use development should be accompanied with a preliminary or conceptual master plan identifying how the entire parcel will be developed as an integrated site regarding internal traffic circulation, site ingress and egress, buffering, building placement, pedestrian access, connections, and storm drainage.
6. Individual commercial buildings should be accompanied with a final development plan to achieve a high-quality of site design, building architecture, landscaping, and business signage that creates an aesthetically appealing corridor.
7. The streetscape or civic space of Kansas Avenue should have sidewalks on each side of the street, planting of street trees, unique street and pedestrian lighting, in order to create an aesthetically pleasing and safe environment.
8. Continue to strengthen the Newton Medical Center on Kansas Avenue as a focal point for a medical district to accommodate additional medical offices, diagnostic centers, laboratories, and related uses.

## **Kansas Avenue Traffic Management & Street Design**

Kansas Avenue is classified as a primary or major arterial, which means it provides multi-lane access to commercial and mixed-use development and carries regional or through traffic. Because of the mixed-use character of Kansas Avenue, there needs to be recognition that traffic must be calmed to allow a sense of livability for residents, but also accommodate through-traffic using Kansas Avenue. The physical design of Kansas Avenue will also determine if the corridor functions as a successful and vital commercial corridor. The future of Kansas Avenue is one where the traffic engineers need to plan for traffic volumes and capacity to accommodate the needs of both through and destination traffic, and create a pedestrian-friendly street. The City of Newton completed the “South Side Newton Traffic Study” in November 2007 and should be used in connection with this plan.

The vision of this plan contemplates Kansas Avenue incorporating the following design elements.

- Limiting the number of curb cuts to commercial developments.
- Signalized intersections are anticipated and the entire length of Kansas Avenue should have coordinated traffic signals.
- Anticipate and encourage turn lanes at intersections or major entry points into a commercial development.
- Utilities will be installed underground.

- Curb and gutter will be constructed to manage storm water.
- Sidewalks will be constructed on each side with a minimum five foot width.
- A landscaped median will be constructed to accommodate trees.
- A landscape space between the sidewalk and edge of curb with a minimum of six foot width, along with a tree planting scheme.
- A combination of street lights and pedestrian-scale lamps will be installed to create a unique visual image and safe experience.

#### Primary Study Area

### **I-135 Regional Commerce Area**

The Interstate-135 corridor is defined as the area one-mile east and west of the I-135 Interstate Highway and extends from Highway 50 south to approximately one-half mile south of 36<sup>th</sup> Street. The east half of the I-135 Corridor is totally undeveloped and presents unique opportunities for the growth of Newton. The City of Newton needs to invest in extending sewer and water mains east of I-135, as well as improving Spencer Road to urban standards to stimulate or accommodate extensive land development. Once these public investments are made, this area will become more attractive for urban development. Having made that observation, the City of Newton should promote developing the area west of I-135 to the largest extent possible before investing in infrastructure improvements for the east portion of the I-135 corridor.

### **Land Use Compatibility**

The public traveling north on I-135 from Wichita is presented with the first impressions of Newton. The arrangement of land uses and the visual character of development inform the general public about the character of Newton as a community. Interstate I-135 creates an opportunity to encourage new development to reflect the values and standards of Newton. The west half of the corridor is either already developed or zoned to support low-density residential between Kansas Avenue and I-135. There is, or will eventually be, three residential neighborhoods of about 160-200 acres. It is important to protect the sustainability of these neighborhoods from encroachment of incompatible developments.

The 36<sup>th</sup> Street Interchange will become a principal entryway into the community. A commitment to a long-term vision for this interchange is important. Emphasis needs to be placed on creating a lasting and positive development pattern that takes full advantage of this strategic interchange. A rush to accommodate uses inconsistent with that vision should be avoided.

The 36<sup>th</sup> Street Interchange presents the City of Newton with the opportunity for regional economic development because of the potential for public utilities and access to a regional transportation system. The existing land use pattern already defines the interchange as a regional/community commerce district. Over the next twenty years, when more residential development occurs within the primary study area, there will be increased demand for retail goods and services.

## **I-135 Corridor Land Use Principles**

1. Interstate I-135 offers the opportunity for mixed-uses (residential, commercial, industrial) provided a site plan accompanies the rezoning request showing how all use types are integrated into a cohesive design.
2. 36<sup>th</sup> Street highway interchange should support community or regional commercial intensity development activities.
3. Development of property should occur concurrently with the extension of water and sanitary sewer service by promoting orderly growth that occurs on the west half of I-135 before extending municipal utilities east of I-135.
4. Residential developments bordering the interstate highway should be designed with a 50-foot wide open space adjacent to the highway right-of-way, and sufficient landscaping to reduce the visual and noise impact of Interstate traffic on homeowners, as well as presenting a visually appealing entranceway into Newton.
5. Commercial business developments should be zoned with an accompanying site plan to ensure accessible, safe, and aesthetically agreeable integration on new developments with the existing transportation system and surrounding sites.
6. Commercial, industrial, and multi-family developments should be landscaped to enhance the aesthetics of the development as well providing screening, buffering, and energy conserving practices.
7. Commercial, industrial, and multi-family developments should have attractive and effective business signage. Signs should be designed to complement the materials and architecture of the business structure.
8. Industrial development should be “master-planned” as business parks to encourage industrial activities that present a positive image from I-135 and provide an adequate transition to residential uses.
9. Prioritize capital improvements and public infrastructure to encourage orderly and contiguous urban growth.

### **Primary Study Area**

## **Business Park/Industrial Development Area**

Once public utilities become available, a major industrial user or business park development may find the area east of I-135 and the 36<sup>th</sup> Street interchange an attractive location. This is clearly a long-term vision, but one that makes sense given the convenient access and high visibility to a regional transportation network. The Newton Planning Commission’s vision for this plan is to offer flexibility and responsiveness to changing market conditions that may arise during the next twenty years. The future land use plan also seeks to accommodate sensible economic development for the City of Newton. The ability to accommodate a significant industrial development contributing to the economic vitality and growth of Newton is an important guiding principle, and should be considered a viable option to amend the land use pattern, provided that existing land uses are protected from adverse impacts. Equally important is the planning principle to ensure that any business park or industrial development area presents an aesthetically-pleasing image to enhance the community’s character within the I-135 corridor. The

intent is to encourage developments offering uniform standards that carefully control the types of uses and quality of improvements allowed. This would result in appropriately located, environmentally responsible (non-polluting) light industry, warehousing, distribution or mixed-use business parks.

The challenges for this portion of the I-135 corridor lie in ensuring site sensitive and building design that protects the existing and planned residential character of the corridor. A significant challenge is to protect the three existing residential neighborhoods, as well as any future residential development, from negative impacts from the introduction of new business or industrial uses.

## **Business Park/Industrial Land Use Principles**

1. Ensure compatibility with adjacent or nearby residential neighborhoods by using development standards, design review, and landscaping and buffering regulations.
2. Accommodate limited, appropriate retail and service uses with business parks.
3. Ensure that opportunities exist for small businesses to locate within the corridor, yet conform to established development and design guidelines.
4. Provide business park/industrial access by collector or arterial streets, and restrict truck traffic through residential areas.
5. Encourage upgrades to telecommunication systems such as wireless internet and fiber optic.

### **Primary Study Area**

## **Recreational/Open Space Area**

The allocation of land for recreational and open space purposes is an important land use principle of this plan. The primary study area contains several natural amenities, such as established windbreaks, riparian areas, as well as property situated within the floodplain. When practical, these natural amenities, as well as valuable historical, cultural, or archaeological assets, should be identified and integrated into individual development site planning and subdivision layout. The desired outcome is to preserve significant natural or cultural assets as designated open space.

In addition, the inclusion of recreation areas or neighborhood parks is deemed important for creating livable neighborhoods. The provision of useable open space, neighborhood parks, and linear trails all contribute to creating a pleasant living environment. Opportunities to establish public parks and linear trails will be lost if plans do not envision their creation.

## **Recreational/Open Space Land Use Principles**

1. Ensure new developments provide adequate recreation areas and facilities; reserve neighborhood parks or open space opportunities for all citizens.

2. Ensure new developments accommodate pedestrian trails offering accessibility to open space and recreation amenities, as well as serving civic, retail, and public facilities.
3. Ensure new developments provide bicycle and pedestrian access to designated recreation facilities, shopping districts, or other civic or public facilities.
4. Open space buffer areas should be utilized to separate incompatible uses.
5. Areas subject to flooding shall be avoided when proposing new development unless appropriate protective measures are incorporated.
6. Encourage natural resource protection for wildlife habitats, streams, and riparian corridors.
7. Parks should not be built on “left-over” land designated for detention basins or some other purpose. Park land must be useable and accessible.

#### Primary Study Area

### Land Use Policies

#### Urban Growth

- Policy 1. Promote urban growth in areas contiguous to existing urban development.
- Policy 2. Encourage growth through the orderly extension of urban services and municipal water and sanitary sewer facilities.
- Policy 3. Prohibit scattered housing served by individual on-site waste systems or private lagoons.
- Policy 4. Promote a compact urban form and development pattern to reduce the cost of providing infrastructure and a less land-consuming pattern of urban development.

#### Residential

- Policy 1. Create pedestrian-oriented neighborhoods where people can walk to recreation, civic, and commercial activities.
- Policy 2. Provide a variety of lot sizes, housing types, and housing densities to provide a choice of housing options.
- Policy 3. Promote mixed-use residential developments (single-family, town-homes, apartments, and when appropriate, neighborhood retail) based on a detailed site plan.
- Policy 4. Ensure sidewalks and street trees are included in new subdivisions and developments.
- Policy 5. Ensure pedestrian connections/paths are provided between residential subdivisions and when appropriate, neighborhood retail centers.
- Policy 6. Protect existing residential developments by creating adequate land use transition or buffering zones.

- Policy 7. Ensure subdivisions and residential developments are designed to preserve significant natural features.

### **Commercial**

- Policy 1. Provide for commercial land uses to meet both "larger-scale community" and "pedestrian-oriented neighborhood" retail needs.
- Policy 2. Provide for "highway commercial or regional retail" at appropriate interchanges along Interstate Highway I-135.
- Policy 3. Ensure new commercial development emphasizes coordinated and integrated site planning, building architecture, landscaping and pedestrian access.
- Policy 4. Promote master-planned retail developments, and avoid piece-meal or strip commercial development.
- Policy 5. Create public streetscape and community gateway improvements along key arterials.
- Policy 6. Encourage residential and commercial entranceway improvements, such landscaping, low-walls, berms, water features, and identification signage.
- Policy 7. Avoid creating extended linear retail corridors by promoting mixed-residential and office development along major arterials.
- Policy 8. Implement a site plan review procedure for integrating single-purpose retail uses with surrounding properties by focusing on site connectivity, setbacks, landscaping, screening, and other site development elements.
- Policy 9. Develop design standards and guidelines for commercial development to provide clear definitions of commercial design objectives, act as a resource tool for guiding developers, architects, and public officials on approaches and techniques, and provide a basis for consistent review.

### **Park and Open Space**

- Policy 1. Create a pedestrian/bicycle circulation plan to safely link residents to public facilities, commercial centers, public parks, and other parts of the city.
- Policy 2. Create new parks and open space for under-served areas.
- Policy 3. Protect significant natural assets (natural habitats, riparian areas, mature trees, streams, and bodies of water).

### **Business Park / Industrial**

- Policy 1. Provide for future employment centers (business parks, industrial park, and distribution centers) to meet the needs of new employers and businesses for Newton and the regional market.



- Policy 2. Support mixed-use development near future employment centers by allowing commercial, service, restaurant, lodging, recreation, and higher density residential uses.
- Policy 3. Ensure industrial development is compatible with nearby land uses, and provides buffering and screening from adjacent residential uses.
- Policy 4. Promote industrial activities where sufficient infrastructure and roads are present.
- Policy 5. Prevent isolated industrial development that may result in conflicts with farming operations or other existing land uses.

### **Transportation**

- Policy 1. Promote a land use pattern that is consistent with the capacity of roadway networks.
- Policy 2. Implement access management standards to regulate the number, location, and type of access points.
- Policy 3. Require turn lanes for major development where anticipated traffic volumes may significantly interfere with traffic flows.
- Policy 4. Encourage the development of safe pedestrian and bicycle facilities.
- Policy 5. Implement zoning standards and site design guidelines that regulate driveway design and location, promote shared driveways and connecting parking lots.
- Policy 6. Provide for safe traffic flow along Kansas Avenue and vehicular and pedestrian movements across Highway 50.
- Policy 7. Investigate the feasibility of traffic impact fees to collect money to provide for future traffic signalization.

### **Inter-governmental Coordination**

- Policy 1. Coordinate land use planning, zoning, subdividing, and capital improvements between the City of Newton and Harvey County.
- Policy 2. Support intergovernmental cooperation between all local jurisdictions within the corridor as well as regional and state agencies.
- Policy 3. Pursue an inter-local agreement with Harvey County to allow the City of Newton to state their position regarding any potential annexation request from a city located outside of Harvey County seeking to annex land within Harvey County.

### **Natural Features**

- Policy 1. Encourage the integration of wetlands, woodlands, and riparian areas into site development as aesthetic and functional features.
- Policy 2. Encourage the retention of existing and appropriate native trees.

- Policy 3. Maintain the rural nature and scenic farmland vistas of the corridor that are not envisioned to support urban development.
- Policy 4. Investigate a unified stormwater management system for the remaining undeveloped areas of the primary study area.
- Policy 5. Investigate eco-friendly strategies and sustainable natural resource guidelines.
- Policy 6. Detain water runoff with open, natural drainage systems by encouraging the design of man-made lakes, which are also capable of serving a recreational value.

### **Urban Design**

- Policy 1. Buffer residential properties from the highway.
- Policy 2. Encourage building design and site design that contributes to a visually pleasing corridor and promotes quality development.
- Policy 3. Encourage parking lots with perimeter landscaping as well as interior landscaping islands.
- Policy 4. Ensure outdoor lighting does not create negative impacts on nearby residential uses.
- Policy 5. Adopt street design standards that ensure adequate street tree plantings, sidewalks, and where feasible planted medians.
- Policy 6. Adopt screening requirements for dumpsters, roof-mounted HAVAC, loading docks, and outdoor storage areas.
- Policy 7. Adopt standards to promote aesthetically appealing and uniform guidelines for façade and monument signs, while discouraging pole signs.
- Policy 8. Discourage large, unbroken parking lots.

### **Community Sustainability**

- Policy 1. Encourage land-use mixes and housing densities to reduce travel requirements.
- Policy 2. Encourage pedestrian connections to accommodate walking and bicycling opportunities within a neighborhood.
- Policy 3. Encourage energy-efficient building techniques or “green architecture”.

## Future Land Use Designations

The arrangement and location of different land uses illustrates how the Primary Study Area should accommodate future development. The future land use map also forms the basis for policies for potential development. The future land use map must adapt to changing city needs over time. It must also establish a broad course of action for land use patterns and should be applied in combination with the goals, land use principles, and policies contained in this plan.

Presented below is a summary of the land use categories depicted on the future land use map. The intent is to describe the primary and secondary uses, as well as maximum density, and corresponding zoning district for each category.

### Low-Density Residential

Primary Uses:	Detached single-family residential structures and single-family attached residences.
Secondary Uses:	Open space, trails, schools, day care, places of worship, and other public facilities.
Density:	Up to 7 units per gross acre
Zoning Districts:	R-1, Single-Family Dwelling District R-2, Two-Family Dwelling District

### Multi-Family Residential

Primary Uses:	Single-family attached residences, cluster housing, duplexes, town homes, condominiums, and apartments.
Secondary Uses:	Open space, trails, schools, day care, places of worship, and other public facilities.
Density:	Up to 12 units per gross acre
Zoning Districts:	R-2, Two-Family Dwelling District R-3, Multi-Family Dwelling District R-3 (FMFD), Flexible Multi-Family Dwelling District

### Neighborhood /Community Commercial Center

Primary Uses:	Pedestrian-friendly shopping district characterized and scaled to serve multiple residential areas with a diverse mix of uses such as banks, restaurants, offices, repair services and other goods and services to serve the surrounding neighborhoods.
Secondary Uses:	Open space, recreational amenities, trails, and other public facilities.
Zoning Districts:	P-O, Professional Office District

C-T, Transitional Business District  
Neighborhood Business District

### **Regional / Highway Commercial**

- Primary Uses: Areas characterized by commercial services, offices, lodging, entertainment, and retail activities associated with “big-box” retailers to meet community and highway commercial needs. Typical commercial uses are automobile dealers, home furnishing stores, discount stores, fast food and sit-down restaurants and apparel stores.
- Secondary Uses: Open space, trails, and other public facilities.
- Zoning Districts: P-O, Professional Office District  
C-2, General Business District

### **Business Park/Light Industrial**

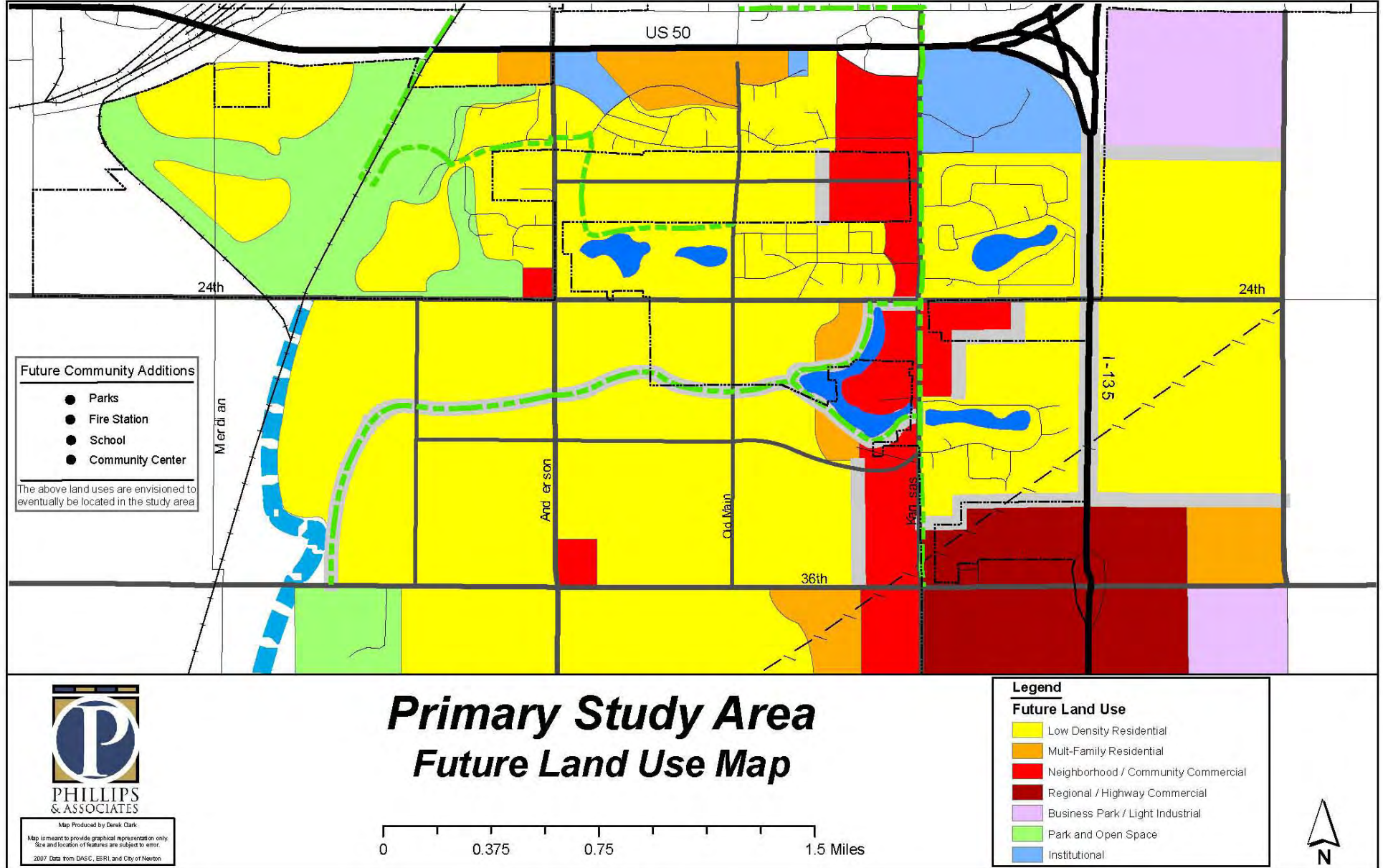
- Primary Uses: Areas characterized by distribution, warehousing and light manufacturing. This designation can be situated closer to residential neighborhoods and other commercial centers. Business Park uses are intended to support development that will minimally impact surrounding areas. The intent is to have master site plan for the entire business park.
- Secondary Uses: Supportive commercial and office uses, open space, trails, and other public facilities.
- Zoning Districts: I-1, Light Industrial District  
C-2, General Business District

### **Business Industrial**

- Primary Uses: Areas characterized by a major employment area containing distribution, warehousing, and light manufacturing.
- Secondary Uses: Supportive commercial and limited office, open space, trails, and other public facilities.
- Zoning Districts: I-1, Light Industrial District  
C-2, General Business District

### **Park & Open Space**

- Primary Uses: Areas characterized by public/private parks and recreational facilities, open space, and trails.



This page left blank intentionally

## Land Use Planning Principles

The Secondary Study Area boundary extends from 36<sup>th</sup> Street on the north to 125<sup>th</sup> Street as the southern boundary, Meridian Road on the west, and Hillside Road on the east. The City of Newton is interested in the land use planning for the I-135 corridor for several reasons. First, the City wants to ensure there are long-term opportunities for continued urban growth. The City wants to coordinate land use decisions in what the City views as future areas where city utilities will be extended for urban growth. Secondly, the City is interested in working with Harvey County to maintain a compact urban development pattern and preserve a defined edge between urban development and undeveloped rural areas. Further, the City of Newton is concerned that a City in Sedgwick County may aggressively pursue an annexation strategy extending into Harvey County. The City of Newton supports orderly growth and annexation, but wants to prevent any premature annexation strategy based on unrealistic growth demands or accommodates non-controlled or premature urban growth.

The City of Newton reviewed the 2001 Harvey County Comprehensive Plan before preparing the land use policies for the Secondary Study Area. The Harvey County Comprehensive Plan contains a section on the I-135 Corridor. The vision, goals, key planning concepts, future land use map, and future land use principles and policies identified in the county plan are generally supported by the City of Newton-North Newton Planning Commission.

Below are listed three key elements that guide the vision for developing the land use policies. The Planning Commission incorporated these principles from the Harvey County Comprehensive Plan and believes these statements are consistent with the City of Newton's core guiding principles when contemplating how the Secondary Study Area should develop, as well as be preserved and protected from leap-frog, scattered development.

Principle 1	Maintain compact urban development and preserve a distinctive edge between urban and rural.
Principle 2	Accommodate limited suburban/rural housing at appropriate locations within the corridor.
Principle 3	Encourage housing to develop in a cluster pattern and encourage the design of subdivisions to protect wildlife habitats and rural roadside character.

## Land Use Framework

The City of Newton recognizes that legal responsibility for land use decisions within the unincorporated areas of the I-135 Corridor and Secondary Study Area remain with the Harvey County Regional Planning Commission and the Harvey County Board of County Commission. The intent of this section is to support the planning efforts of Harvey County, and not assume or undermine the planning efforts and zoning administration of Harvey



County. The planning interests of the City of Newton lies in ensuring that cities in Sedgwick County do not embark on an aggressive annexation plan and seek to annex property located within Harvey County.

If a city in Sedgwick County desired to annex land not adjoining said city, and is located within Harvey County, then the city government would be required to seek a finding from the Harvey County Board of Commissioners that said annexation request "will not hinder or prevent the proper growth and development of the area or that of any other incorporated city" in Harvey County. [Source: K.S.A. 12-520c] From Newton's viewpoint, a city in Sedgwick County that is associated with the Wichita metropolitan area would be promoting unmanageable urban sprawl: Non-adjoining annexation would be unwarranted and unwise urban planning.

#### Secondary Study Area

### Land Use Goals

- Goal No. 1 Encourage urban commercial, industrial, and urban residential uses to locate within the urban service area and connect to a municipal water and sanitary sewer system.
- Goal No. 2 Promote compact urban development and discourage urban sprawl.
- Goal No. 3 Discourage the leap-frogging of urban land uses into a rural area.
- Goal No. 4 Prevent the gradual conversion of Kansas Road (Old 81) and I-135 to a commercial strip of individual development sites.
- Goal No. 5 Encourage cluster housing or subdivision conservation design to protect natural amenities and rural character of the corridor.

#### Secondary Study Area

### Land Use Policies

#### Interchange Area Development

- Policy 1 Direct urban commercial and industrial development to locate at the 36th<sup>th</sup> Street and Highway I-135 interchange.
- Policy 2 Prevent residential, commercial, or industrial development at or near the following Highway I-135 interchanges: State Highway 196 and 125 Street.

#### Commercial & Industrial Development Policies

- Policy 1 Urban commercial and industrial development shall not be allowed in the I-135 rural transition area; this class of development should be guided to the 36<sup>th</sup> Street Interchange or within a defined urban service boundary as identified by the bordering city.
- Policy 2 Commercial or industrial uses seeking approval in the urban fringe areas of the I-135 Corridor shall be connected to municipal water and



sewer service, seek annexation, and zoning approval from the bordering municipality.

- Policy 3 Preliminary and final plats shall include utility easements to accommodate planned municipal utility extensions and public right-of-way in accordance with the municipal future land use plan/major street plan.
- Policy 4 All proposals for urban or non-urban commercial and industrial development in the I-135 Corridor shall be accompanied by site plans.
- Policy 5 The size and the number of freestanding pole and building signs shall be restricted to promote visual quality.
- Policy 6 Access from individual parcels, tracts, or lots to "Old 81" and other area travel ways shall be prohibited. The intent is to cluster commercial and/or industrial uses using internal circulation.

## Chapter 4

# Community Design Principles

This Chapter presents a series of design principles considered important to developing and creating the type of community character deemed important to the Planning Commission. The intent of this Chapter is to illustrate the desired concepts and design principles that the City would like to promote for different types of development. It also provides a good baseline for the Planning Commission to implement a set of adopted design guidelines or provide specific guidance to revisions to the zoning regulations. The key step that is currently missing in the Newton's development review process is the "site plan" review. Without an official site plan review procedure established in the zoning code, there is no opportunity to implement the ideas expressed in this Chapter.

The topics reviewed in this chapter include the following:

- Key Entryway
- Parking and Parking Lot
- Sidewalk and Pedestrian Path
- Open Space, Landscaping, and Screening

## Key Entryway Design Principles

There are several primary and secondary entryway points or street intersections that are considered important entry points into the primary study area and should be treated as "gateways". A primary entryway point is considered to be an intersection or entry point directly off Highway 50 or I-135 and provides a key entranceway into the city. A secondary entryway is considered to be an internal intersection of arterial streets that provide connections to a surrounding residential neighborhood or commercial corridor. These primary and secondary gateways should be designed to include open space, unique landscaping, walls or gates, and city identification signage. Consideration should be given to acquiring additional right-of-way based on gateway design concepts to ensure a positive and aesthetically pleasing image. Examples of both primary and secondary entryway points are listed below:

- Kansas Avenue and Highway 50
- Kansas Avenue and 36<sup>th</sup> Street
- Kansas Avenue and 24<sup>th</sup> Street
- Highway 50 and Anderson Road
- I-135 and 36<sup>th</sup> Street Interchange

Providing adequate screening, buffering, and landscaping along the I-135 right-of-way is another important entryway design consideration. Below are design principles that should be incorporated during the platting or site design of property bordering Highway I-135.

1. Residential lots or developments that border the I-135 right-of-way should include a 50 foot buffer zone. This buffer zone should include extensive evergreen plantings, as well as large shade trees.

2. Commercial and industrial development that borders the I-135 right-of-way should include a 25 foot landscaping zone to enhance the visual quality and character of the highway corridor.

## **Parking and Parking Lot Design Principles**

1. Provide shared parking when feasible to reduce parking lot area.
2. The number and width of curb cuts should be the minimum necessary for effective traffic circulation.
3. When practical, combine curb cuts with adjacent entrances.
4. Use interior parking lot landscape islands to soften the visual impact of expansive parking lots. Parking lot landscape islands should be 150 square feet and contain two shade trees. The interior of surface parking lots should have not more than 25 spaces without a landscape island; spaces should be a minimum of ten feet wide.
5. Use landscape plantings on the edges of parking lots that border public roadways. This is particular important for Kansas Avenue in order to create a safe and pleasant walking experience. Trees shall be complemented by the use of shrubs, ground cover, and ornamental plants.

## **Sidewalk and Pedestrian Path Design Principles**

1. Create a complete pedestrian pathway system within new neighborhoods that link residential areas with retail areas. The pathway system should also link pedestrians with public uses and parks.
2. Construct five foot sidewalks on both sides of roads classified as arterial and collector streets. Ensure the provision of a seven foot landscape area from the back-of-curb to the edge of the sidewalk for the planting of street trees.
3. Provide crosswalks at intersections.
4. Provide walkways to connect subdivisions to reduce walking/bicycling distances.

## **Open Space, Landscaping and Screening Design Principles**

1. Landscaped areas shall be located along site boundaries, within parking areas, and around buildings.
2. Combinations of fencing, trees, shrubs, and other landscaping features should be used to provide screens for service areas, parking, and utilities.
3. Street trees shall be planted along pedestrian routes and roadways to provide shade and define edges. Street trees should be planted approximately 40-50 feet on center.
4. Screening of service areas, dumpsters, storage, and mechanical equipment should be at least one foot taller than the item being screened.

5. Transitional landscape screening between uses and developments should consist of a densely planted buffer strip to provide an adequate visual screen. An opaque fence, wall, or landscaped screens six feet in height may also be included to provide adequate screening.
6. When a screening wall or fence is used to separate residential lots from public roads, a 5 foot landscape buffer strip to accommodate shrub plantings should be required between the edge of the wall or fence and the public right-of-way.
7. A minimum 50 foot open space/landscape buffer shall be maintained along the I-135 right-of-way. A combination of deciduous and evergreen trees shall be planted to provide visual and acoustical buffer.
8. Industrial or commercial uses bordering I-135 right-of-way shall provide appropriate screening on a site-by-site basis during a site plan review to evaluate the screening of outdoor storage, trash receptacles, or mechanical or utility equipment.

## **Chapter 5**

# **Existing Conditions**

### **Introduction**

The chapter examines the existing conditions and characteristics, including land use, zoning, and utility availability, of the primary study area. These elements are documented to provide information to guide developing a future land use plan and provide recommendations for the primary study area.

### **Existing Land Use**

The existing land use pattern reflects the historical development patterns commonly associated with edge town growth. The existing land use pattern in 2008 is a result of a gradual and slow process over a 20-year period. Several factors influenced the emergence of urban development in the study area. Principally, the area is a logical growth area for the City of Newton. What made the study area attractive are the presence of Old Highway 50 (Kansas Ave.), Highway 50, and Interstate Highway I-135. Additional major factors that make the area suitable for edge town growth is the ability to extend sanitary sewer and water service. These three factors: paved roads, sanitary sewer and water service always set the stage for urban development.

The development of the Quail Creek residential subdivision, and the decision to locate the Newton Medical Center on a 78-acre campus in 1988, signified that future growth in Newton was moving south of Highway 50. Obviously, additional locations in Newton would experience new development, but the major focus for new development is southward. Regional factors influencing the growth of Newton along I-135 include metropolitan overspill from regional growth, and a convenient commute to jobs in the Wichita area. In addition, the likelihood for future development within the study area was established when the City of Newton extended municipal water and wastewater service to the Newton Factory Outlet Mall in 1996.

When Wal-Mart built their Super Center their presence sent a clear message that this area of Newton was now a prime retail location, even though only a relative small number of homes were present in the immediate area south of Highway 50. Wal-Mart relied on area households traveling to their store, which was at the southern edge of Newton, and is an indicator of future development emerging in the study area. The development of Sand Creek Golf Course and residential community in 2005 propelled the interest in residential development within the study area.

In summary, over a 20-year period (1987-2007) several key decisions were made by city leaders and land developers to stimulate the gradual conversion of the study area from a rural, agricultural area to a growing residential and commercial corridor for the City of Newton. See the Existing Land Use Maps in the Appendix.

The following categories define the types of land use with the study area:

<b>Agriculture:</b>	Land used for agricultural purposes including, but not limited to, farming, cultivation, pasture, and animal husbandry.
<b>Single Family:</b>	Land which is primarily used for dwelling units, accessory buildings to the dwelling units, and common pedestrian areas around the dwelling units. The primary use of the buildings is to provide shelter for people. These structures are connected to City of Newton's water and wastewater systems, and may also include homes on septic or lagoon systems.
<b>Duplex:</b>	Land used for two-family structures.
<b>Multi-Family:</b>	Land used for multi-family structures, including garden apartments, townhouses.
<b>Commercial:</b>	Land used to support the sale of services or merchandise. Also land used to support professional activities such as medical and dental practices, attorney practices and financial institutions.
<b>Industrial:</b>	Land used to support manufacturing, assembling, fabrication, processing or warehousing of goods, materials, and products. Also includes a variety of businesses associated with the construction trades, storage, printing and publishing, and other activities.
<b>Institutional:</b>	Land occupied by governmental facilities, hospitals or other health centers, educational facilities, places of worship, and buildings used by community organizations and social services.
<b>Park/ Recreation:</b>	Land used for cultural facilities such as museums and libraries; park, open space, recreational facilities, both passive and active.

<b>Table 1</b> <b>Primary Study Area</b> <b>Summary Inventory of Existing Land Uses, May 2007</b>		
Land Use Category	Acreage	Percent of Study Area
Agriculture	3,095	80.6%
Single Family	275	7.16%
Duplex	0	0.00%
Multi-Family	22	0.55%
Commercial	70	1.82%
Industrial	0	0.00%
Institutional	53	1.38%
Park/Recreation	322	8.39%
<b>TOTAL:</b>	<b>3,837</b>	<b>99%</b>
Source: Phillips & Associates		

<b>Table 2</b> <b>Secondary Study Area</b> <b>Summary Inventory of Existing Land Uses, May 2007</b>		
Land Use Category	Acreage	Percent of Study Area
Agriculture	10,818	95.32%
Single Family	432	3.80%
Duplex	0	0.00%
Multi-Family	0	0.00%
Commercial	26	0.22%
Industrial	19	0.17%
Institutional	53	0.46%
Park/Recreation	0	0.00%
TOTAL:	11,348	99%
Source: Phillips & Associates		

## Existing Zoning

The following two tables identify the various amounts of zoned property by zoning classification. See the Existing Zoning Maps in the Appendix.

<b>Table 3</b> <b>Primary Study Area</b> <b>Summary Inventory of Existing Zoning, May 2007</b>		
Zoning Category	Acreage	Percent of Study Area
<b>Harvey County Zoning</b>		
A-1, Agriculture	1,977	49.42%
RDS, Rural Development and Service District	52	1.31%
IDS, Industrial Development and Service District	19	0.47%
Subtotal:	2,048	51.20%
<b>City of Newton Zoning</b>		
R-S, Suburban District	43	1.09%
R-1, Single-family District	987	24.67%
R-2, Two-family District		0.00%
R-3, Multi-family District	635	15.87%
C-1, Neighborhood Business District	17	0.43%
C-2, General Business District	270	6.74%
Subtotal:	922	48.80%
TOTAL:	4,000	100.00%
Source: Phillips & Associates		

<b>Table 4</b> <b>Secondary Study Area</b> <b>Summary Inventory of Existing Zoning, May 2007</b>		
Zoning Category	Acreage	Percent of Study Area
<b>Harvey County Zoning</b>		
A-1, Agriculture	10,271	88.92%
RDS, Rural Development and Service District	105	0.91%
IDS, Industrial Development and Service District	468	4.05%
Subtotal:	10,844	93.88%
<b>City of Newton Zoning</b>		
R-S, Suburban District	603	5.22%
C-2, General Business District	103	0.89%
Subtotal:	706	6.11%
TOTAL:	11,550	100.00%
Source: Phillips & Associates All the percentages are correct		

## Transportation

### Major Highways

The presence of Interstate 135 and U.S. Highway 50 play a significant role in the market attractiveness of the primary study area. Interstate 135 is a 96 mile-long interstate highway running between the cities of Salina and Wichita. At the Salina terminus, I-135 continues northward to the Nebraska border along the same route and is designated as U.S. Highway 81. Kansas Street is the former U.S. 81 alignment before the construction of Interstate 135. Exit points off of I-135 within the study area include 36<sup>th</sup> Street and Highway 50, which is a two-mile separation.

U.S. Highway 50 runs east/west through southwestern and central Kansas. At the City of Newton, the highway then runs east to Interstate 35 to meet up at Emporia. Exit points off of U.S. Highway 50 within the study area include Kansas Street and Anderson Road. Acceleration and deceleration lanes are being constructed at the Anderson Road at-grade crossing. The Old Main Street at-grade crossing was closed in 2007 with cul-de-sacs being constructed on both sides of U.S. 50 Highway.

The 1998 City of Newton Comprehensive Plan presents a major thoroughfare system for the current and anticipated traffic needs based on the future land use plan. Presented below are the streets classified as arterial and collector streets within the study area.

### Arterials

The function of an arterial street is to connect areas of principal traffic generation to the highway network. An arterial street provides for the distribution and collection of traffic to and from collector streets and local streets.

#### North/South

Meridian Road  
Anderson Road  
Spencer Road  
Kansas Ave.

#### East/West

S.W. 14<sup>th</sup> Street  
S. W. 24<sup>th</sup> Street



### **Collectors**

Collector streets serve traffic traveling between major arterials and local streets, and are used mainly for traffic movement within residential, commercial, and industrial areas. At this time, there is only one north/south collector: Old Main Street.

### **County Road System**

Many of the roads in the Primary Study Area are located in the unincorporated area of Harvey County and are under the county road system. Generally, the county road system follows a grid system on a one-mile separation. The current roadway surface of the county roads is gravel or stone, except for Kansas Avenue. All of the local roads in the Secondary Study Area are under the county road system.

### **Burlington Northern Santa Fe Railway**

Burlington Northern Santa Fe Railway has a set of tracks running along the western edge of the primary study area. The developers of the Sand Creek Station Golf Course have successfully designed their course around the railroad tracks.

### **Panhandle Eastern Pipe Transmission Line**

A Panhandle Eastern Pipe Line Company natural gas transmission line runs through the study area. The presence of the transmission lines should not present a barrier or constraint to development. The design of subdivisions and road configurations will need to account for the transmission easement.

### **US 50 Newton Interchange**

The Kansas Department of Transportation has contemplated a new interchange on Highway 50 and Anderson Avenue. The preliminary design creates a fly-over structure to carry highway traffic over Anderson Street, thus allowing uninterrupted highway traffic.

## **Parks & Recreation**

The current Newton Comprehensive Plan shows a "community park", which would contain 40 acres, located at the southeast corner of the intersection of Anderson Road and SE 24<sup>th</sup> Street. The plan also recommends creating a pedestrian trail that follows the wooded areas bordering the Sand Creek tributaries within the primary study area.

The current inventory of park facilities in the study area is limited, which is due primarily to the early stages of growth. Quail Creek Park is located in the south part of Newton just off of South Kansas Avenue in the Quail Creek Housing Addition. This neighborhood park has open space for multiple activities as well as a playground structure. The park, established in 1985, is 1.78 acres and includes playground, picnic tables and benches.

The City of Newton has prepared conceptual plans for extending the city's walking/jogging /bike path into the primary study area. The goal is to connect the new trail to the 2.6 mile walking/jogging/bike path running along Sand Creek from Athletic Park to Centennial Park.

Harvey County operates "Camp Hawk" south of 36<sup>th</sup> Street. This park consists of a 40-acre park with a 4-acre fishing pond. Activities include disc golf course and shelter for 100-200 people. The park has a playground, softball diamond, picnic area, an outdoor lighted basketball court and campsites.

## **Schools**

The primary study area is served by the USD 373 Newton School District. USD 373 serves the cities of Newton and North Newton and their district boundary extends south of Highway 50 and covers property owners in the City of Newton.

## **Sewer and Water Service**

### **Sanitary Sewer Service**

The City of Newton continues to upgrade the sanitary sewer system serving the primary study area in order to accommodate continued demand for urban development. Professional Engineering Consultants prepared a sewer master plan to identify long-term demand to the year 2025.

Based on the recommendations of the master plan, a 36" interceptor from the wastewater treatment plant traversing south towards 24<sup>th</sup> Street was installed in 2005. In 2007, a new 36" east/west interceptor was scheduled to connect to the existing 36" north/south interceptor. The new interceptor will be installed to a terminus with I-135 Highway and follows a Sand Creek tributary located approximately a quarter-mile south of 24<sup>th</sup> Street. The completion of this east/west interceptor will enable the entire study area west of I-135 to be provided with sanitary sewer service from the City.

The portion of the study area east of I-135 can be provided sanitary sewer service by extending the interceptor. The sewer master plan identifies a 27" interceptor to provide sewer service for urban development on the east side of I-135. Installation of this segment of the interceptor is dependent upon interest by land developers and the demand for developable land to meet anticipated growth.

The municipal wastewater treatment plant is scheduled to undergo a series of plant upgrades to ensure that the capacity of the plant can accommodate the increased wastewater from the new urban growth occurring in the study area. The master plan recommends two phases of plant upgrades during the years 2007-2010. According to City Engineer, the city is planning to implement these upgrades as recommended.

In summary, based on recent and scheduled improvements to the sanitary sewer interceptor system and wastewater treatment plant, there should be no constraints or limitations to construct a trunk sewer line to serve urban development.

### **Water Service**

According to the Professional Engineering Consultants master water plan, "the existing water distribution system is able to accommodate present average day and peak hour demands as well as future average day and peak hour demands." The master plan recommends that when urban development occurs in the primary study area, looping 12" supply mains around mile sections be installed when development within a section (640 acres) is proposed.

## Environmental Overview

### **Floodplain**

According to the Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM), there are several areas within the 100-year floodplain, primary associated with Sand Creek and the tributaries that flow into Sand Creek. See the Floodplain Boundary Map in the Appendix.

### **Topography**

Land in the corridor planning area is generally flat or gently-sloping.

This page left blank intentionally

## Chapter 6

# Plan Implementation

The chapter identifies several steps or actions needed to achieve the goals, policies, and principles outlined in the document.

Recommendations for Plan Implementation	
1.	Amend the zoning regulations to update code provisions/standards for parking, landscaping, tree protection, screening, buffering, lighting, and site plan requirements and procedures
2.	Adopt new zoning regulations to allow limited commercial activities within a planned business park.
3.	Adopt new zoning regulations to allow innovative residential development, such as clustering or mixed-densities and mixed uses.
4.	Prioritize capital improvements and public infrastructure to encourage orderly and contiguous urban growth.
5.	Prepare and adopt landscape/design plans for key entry points into the community.
6.	Prepare and adopt design guidelines to provide direction to developers, business owners, Planning Commissioners, and city staff for project review.
7.	Prepare and adopt traffic access management standards to provide direction to developers and city staff for project review.
8.	Prepare and adopt linear trail and bikeway standards, and a master plan showing trail connections and pathways, to provide direction to developers and city staff for project review.
9.	Establish an annexation agreement with Harvey County defining policies for annexation across the county line.
10.	Identify public, private, and joint public-private funding sources for the purchase, dedication, or donation of park land and linear trails within the primary study area.
11.	Prepare preliminary improvement plans for Kansas Avenue with the design concepts identified in this plan.
12.	Amend the subdivision regulations to include the requirement for a buffer/landscape zone along the I-135 right-of-way.
13.	Review the sign regulations to ensure that are written to achieve the desired outcomes as expressed in this plan.
14.	Investigate the feasibility of traffic impact fees to collect money to provide for future traffic signalization.

Recommendations for Plan Implementation	
15.	Conduct annual meetings between the City and County to facilitate information on projects, capital needs, planning issues facing each Planning Commission.
16.	Pursue an inter-local agreement with Harvey County to coordinate development and future annexations with the City of Newton and other municipalities
17.	Create a committee of the Planning Commission to investigate a unified stormwater management system for the remaining undeveloped areas of the primary study area.
18.	Create a committee of the Planning Commission to investigate eco-friendly strategies and sustainable natural resource guidelines
19.	Present the adopted plan to the USD 373 Newton School Board.

# Appendix

Presented below are the summary sheets from the September 24, 2007 public workshop. For several topics there was more than one table of participants discussing that individual topic. Each "x" represents the consensus for each table. In some instances, both tables may have rated an issue as very important, or their opinion was split on the topic.

## Housing & Neighborhood Development

Below is a list of physical features that contributes to defining neighborhood character. Please discuss each issue and then list which features you think contributes to creating a high-quality residential neighborhood.

	Very Important	Important	Not Important
Housing for elderly, single-parents, starter homes for young families	X	X	
Create a variety of housing types (attached units, duplex, detached single-family, townhouses, apartments)	X X Need more variety		
Buffering/landscaping requirements between land uses or on major roads	X X		
Mixed-use neighborhoods (various housing types along with limited commercial/office) Is it important to be able to walk to a retail center?	X	X	
Narrower local streets			X X
Wider local streets	X		X Barrier to affordability
Alleys			X X
Neighborhood parks	X	X	
Sidewalks	X Depends on development Important to have bike paths on arterial/collector streets		Not important for residential streets
Bike lanes	X Depends on development		X
Walking trails	X X Depends on development		
Neighborhood school	X X Primary School		

Street trees	X	X	
Connectivity between subdivisions	X X Pedestrian not vehicular		
Allow increased housing density/clustering to preserve natural amenities		X	X
Create a landscaped buffer zone bordering Highway I-135	X	X	

#### Notes & Comments:

1. Need frontage streets along major arterial with reduced access.
2. Need to limit requirements and amenities to keep special assessments affordable for entry level house.
3. Neighborhood schools very important south of Highway 50, recreation center and library would do wonders for Newton's image.
4. Berms and tree buffers along Interstate I-135 and Highway 50
5. Amenities in neighborhood include: paths, sidewalks, bike paths, walking paths (depends on development character)
6. Wider local streets for smooth traffic flow
7. Pedestrian links between developments, not vehicular!
8. Mixed densities for preserving natural features or man-made storm water surface features (ponds)
9. Need pedestrian local parks and community parks.
10. Safe environment for kids
11. New old main extension
12. Old Main/Wheatridge—people running stop signs where hedge used to be
13. Need school south of Highway 50
14. Elevated walking pass on Old Main and Highway 50

## Commercial/Retail Development

Below is a list of physical features that contributes to creating a visually pleasing commercial land use pattern. Please discuss each topic and then list which features you think contribute to creating a high-quality commercial development.

	Very Important	Important	Not Important
Landscaping in the interior of parking lots		X	
Landscaping on the perimeter of parking lots bordering a public road or adjacent to a residential use		X	
Pole signs versus monument signs			X
Consistency of business identification signs within a development (LEDs, height, size colors)	X Everything should be the same		
Landscape buffer zone or screening between land use types	X		
Parapet walls to screen roof-mounted HVAC			X
Screening of trash dumpsters	X		



Shared access between parking lots/developments			X Open Parking Lots
Foundation plantings		X	
Public streetscape features (sidewalks, special lighting, and landscape median)	X Connecting sidewalks		
Appropriately shielded lighting	X Parking lots shine down		
Building materials and placement		X	
Water features (could be detention)	X Drainage off property Small water features		

**Notes & Comments:**

1. More pedestrian friendly for consumer
2. Consider safety with landscaping of parking lots (mulch may contribute to fire hazard)
3. Signage—more important LED's
4. Lighting for sidewalks
5. Pedestrian friendly
6. Similar minimum building setbacks
7. Designated commercial/retail areas off of old 81/old Main
8. Public Services/School

## Commercial/Retail Development

Kansas Avenue is becoming a linear commercial corridor based on recent developments and rezonings. Below are some questions to stimulate your long-term thinking about commercial development.

	Very Important	Important	Not Important
Do you support the idea of Kansas Avenue becoming a linear commercial corridor?	X		
Do you support big box retail development within the corridor?		X	
Do you think housing should continue to be allowed to develop within the Kansas Avenue corridor?		X	
Would you prefer seeing compact, mixed-use development based on a coherent plan?			X
Are you concerned about the visual image created by the development of Kansas Ave? Please explain	X		
Do you support the idea of "design guidelines" to help define the visual character of the corridor regarding landscaping, signage, architecture, etc.?		X	
Opportunities exist for highway commercial activities at	X		

interchanges along I-135. Do you support this type of development?			
Are you supportive of mixed-use projects influenced by the principles of "new urbanism", where buildings are sited adjacent to pedestrian-oriented streets, reminiscent of older commercial areas and create pedestrian-friendly shopping centers.			X
Is being able to walk from home to a shopping center an important planning principle for this area of Newton?		X	
Do you support commercial development bordering the south side of Highway 50?			X
Walk/Bike Path Connections between housing/retail	X		
Schools	X		
Drainage/Detention/Retention as water features or open space	X		

#### Notes & Comments:

1. East side of Kansas Avenue—mixing residential and commercial
2. Support big box on west side at 36<sup>th</sup> Street
3. Big box traffic concerns
4. Kansas Avenue needs buffer of commercial in front of residential
5. Kansas Avenue visual image very important---Front door to City of Newton
6. Design: want minimum landscaping continued; controlled signage
7. Support commercial between 36<sup>th</sup> Street and Autumn Glen on the east or I-135 side with frontage road
8. Like bike and pedestrian sidewalks

## Transportation

Below is a list of physical features that contributes to defining the transportation system of a city. Please discuss each topic and then list which features you think should be part of the transportation network.

	Very Important	Important	Not Important
Design the street network with multiple connections and relatively direct routes	X	X	
Interconnections (vehicular and pedestrian) between subdivisions	X X Pedestrians		X Cars
Create landscaped medians on major arterials		X	
Sidewalks and street trees on major roads	X Sidewalks	X Trees	
Adequate right-of-way for future turning lanes and signalized intersections		X	
Consider roundabouts at appropriate locations		X	
Consider traffic calming devices to keep speeds on local streets down to 20 mph			X
Limit curb cuts for commercial development to avoid	X		

excessive turning motions			
Consolidate driveways and interconnect parcels	X		
Walk/Bike Paths	X		
Street lighting (not signals)	X		

**Notes & Comments:**

1. Lobby KDOT for US-50 improvements
2. Signage/transportation diversity, look at future issues
3. Adequate safety through turning lanes and signals
4. Limit curb cuts and consolidate commercial driveways
5. Neighborhoods should be designed as interconnected living areas (especially pedestrian), but avoid creation of traffic thoroughfares.
6. Landscaped medians/trees on major roads—if planted ensure proper maintenance and care

## Environment

Below is a list of natural features that contributes to a pleasant environment. Please discuss each topic and then list which features you think contribute to creating developments compatible with the natural environment.

	Very Important	Important	Not Important
Tree and woodland protection		X	
Protection of hedge rows		X	
Protect existing bodies of water, i.e. ponds	X		
Create a buffer zone bordering a tributary (riparian strip)		X	
Prevent construction in the floodplain		X	
Detain runoff with open, natural drainage systems	X		
Design man-made lakes with stormwater ponds for maximum habitat value	X		
Install best management practices to stop erosion	X		

**Notes & Comments:**

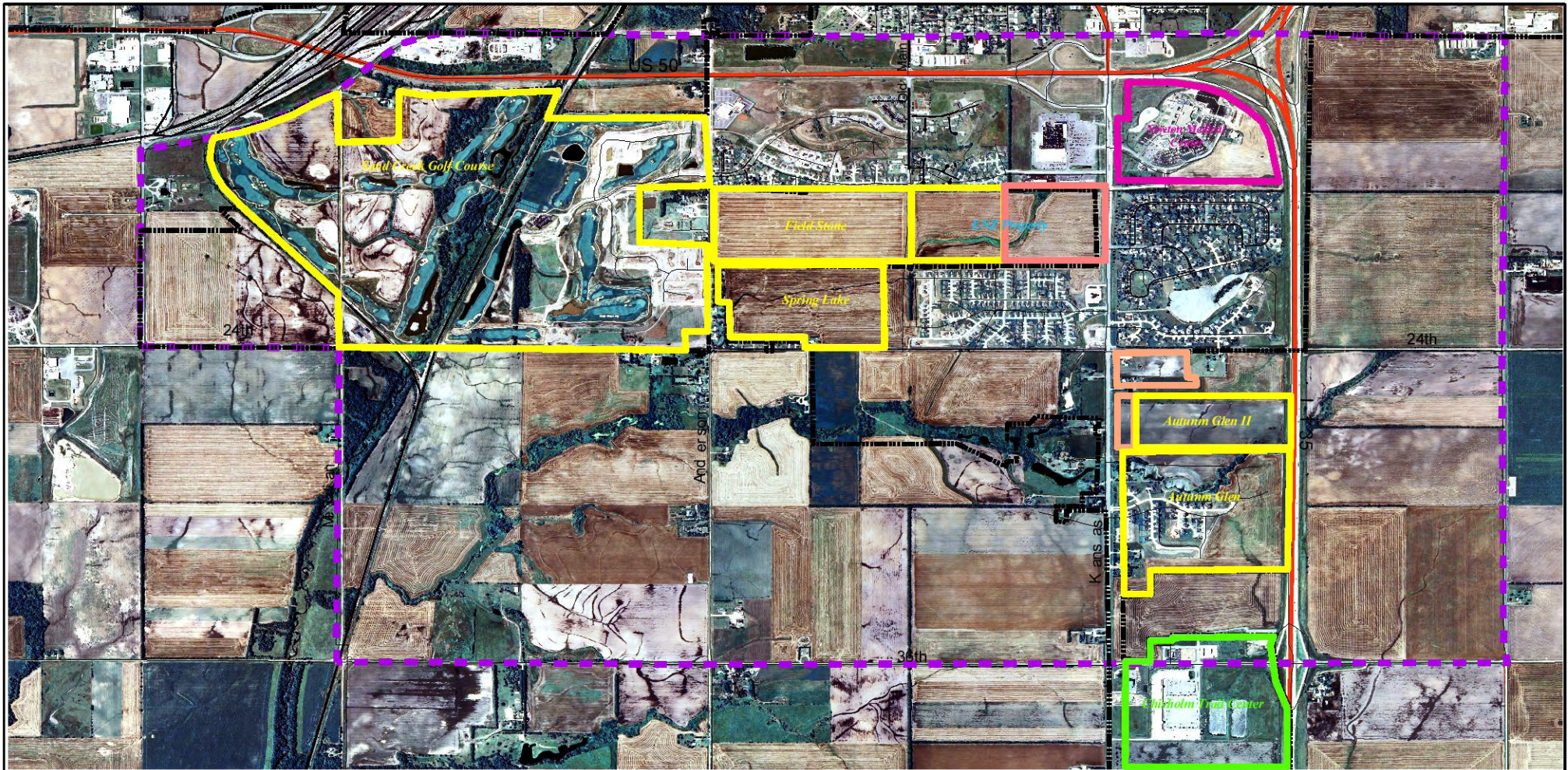
1. Good trees should stay—not all trees are good; make sure that good trees are around; ensure that saved trees will be good in the long run
2. Hedge rows—wipe out/future development will replace
3. Bodies of water—has not been maintained, Old Main Street east towards Wal-Mart; some have been created in bad ways and have not been preserved
4. Create buffer zone bordering a tributary
5. Fertilizing lawns pollutes rivers
6. Floodplain—What would they let you do in a floodplain area? What can you build in a floodplain? 40% of Newton in floodplain; use floodplains to maintain natural surroundings
7. Detain runoff with open, natural drainage systems. Important because more water we send down stream, the bigger the problems
8. Perhaps design more man made lakes
9. Using less water—irrigation systems
10. Air quality with ethanol plant
11. Like bike and pedestrian sidewalks

## I-135 Corridor

Below is a list of land use planning concepts or principles. Please discuss each topic and then list which features you think should be pursued in the long range planning for the I-135 Corridor as the City of Newton grows southward.

	Very Important	Important	Not Important	Comments
Create a defined edge of city growth	X			Growth defines demand and utilities
Protection of rural open space/agricultural activities			X	Land values with the corridor
Accommodate limited suburban, large-lot housing development		X		Limit Growth Smaller than 40 acres, less than 10 acres
Prevent annexations from cities in Sedgwick County		X		Control growth type and tax base
Orderly and planned extension of municipal utilities		X		Cost effective city growth
Discourage scattered, non-farm housing on individual tracts	X			Fitting into surrounding area
Encourage scattered, non-farm housing on individual tracts			X	Market driven
Preservation of prime farmlands			X	Within survey area
Encourage clustering, non-farming organized development tract (not individual)	X			Not less than 5 acres





PHILLIPS  
& ASSOCIATES

Map Produced by Derek Clark

Map is meant to provide graphical representation only.  
Size and location of features are subject to error.  
2007 Data from DASC, ESRI, and City of Newton

# Aerial Photography, 2006 Primary Study Area

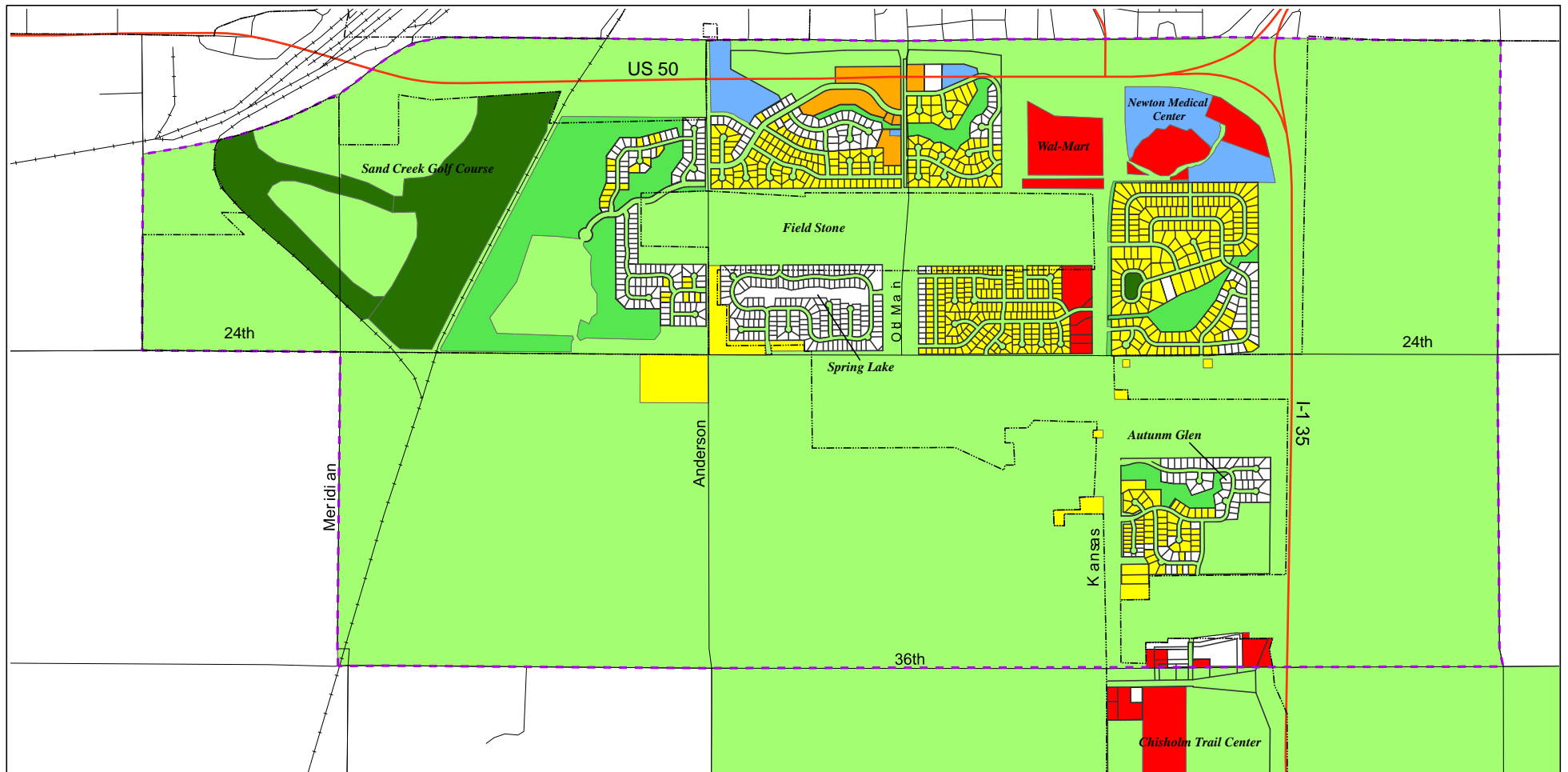
0 0.375 0.75 1.5 Miles



- | Legend |                          |
|--------|--------------------------|
|        | Incorporated City Limits |
|        | Primary Study Area       |
|        | Major Roads              |
|        | Roads                    |
|        | Railroad                 |
|        | Future Residential       |
|        | Newton Medical Center    |
|        | Chisholm Trail Center    |
|        | Future Commercial        |



This page left blank intentionally



**PHILLIPS  
& ASSOCIATES**

Map Produced by Derek Clark

Map is meant to provide graphical representation only.  
Size and location of features are subject to error.  
2007 Data from DASC, ESRI, and City of Newton

## Existing Land Use Primary Study Area

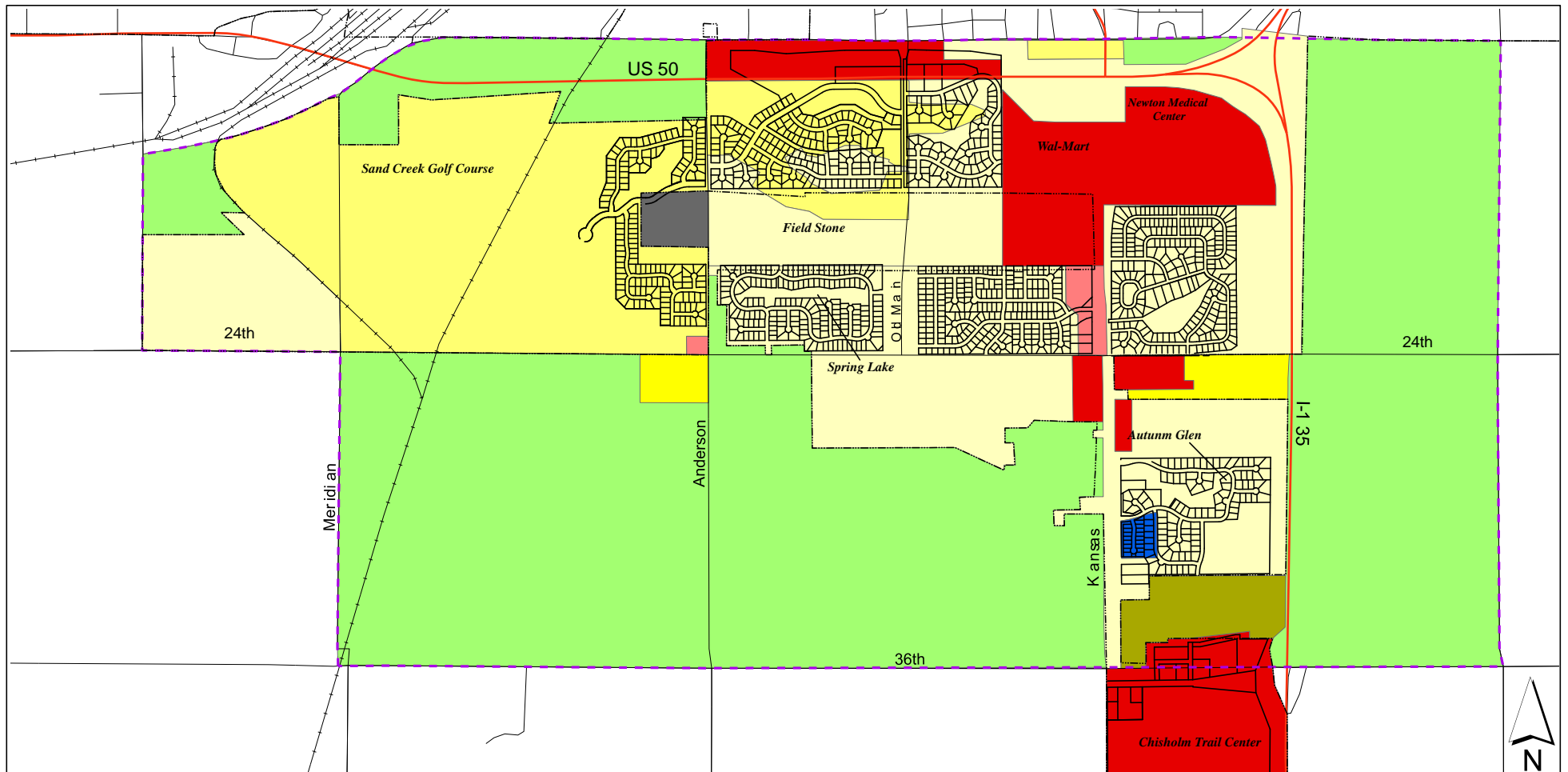
0 0.375 0.75 1.5 Miles

Legend	
	Incorporated City Limits
	Primary Study Area
	Major Roads
	Railroad
	Roads
Existing Land Use	
	Agriculture
	Single Family Residential
	Multi-Family Residential
	Commercial/Office
	Institutional/Quasi-Public
	Industrial
	Vacant
	Public Park
	Private Open Space



This page left blank intentionally





**PHILLIPS  
& ASSOCIATES**

Map Produced by Derek Clark

Map is meant to provide graphical representation only.  
Size and location of features are subject to error.  
2007 Data from DASC, ESRI, and City of Newton

# Existing Zoning Primary Study Area

0 0.375 0.75 1.5 Miles

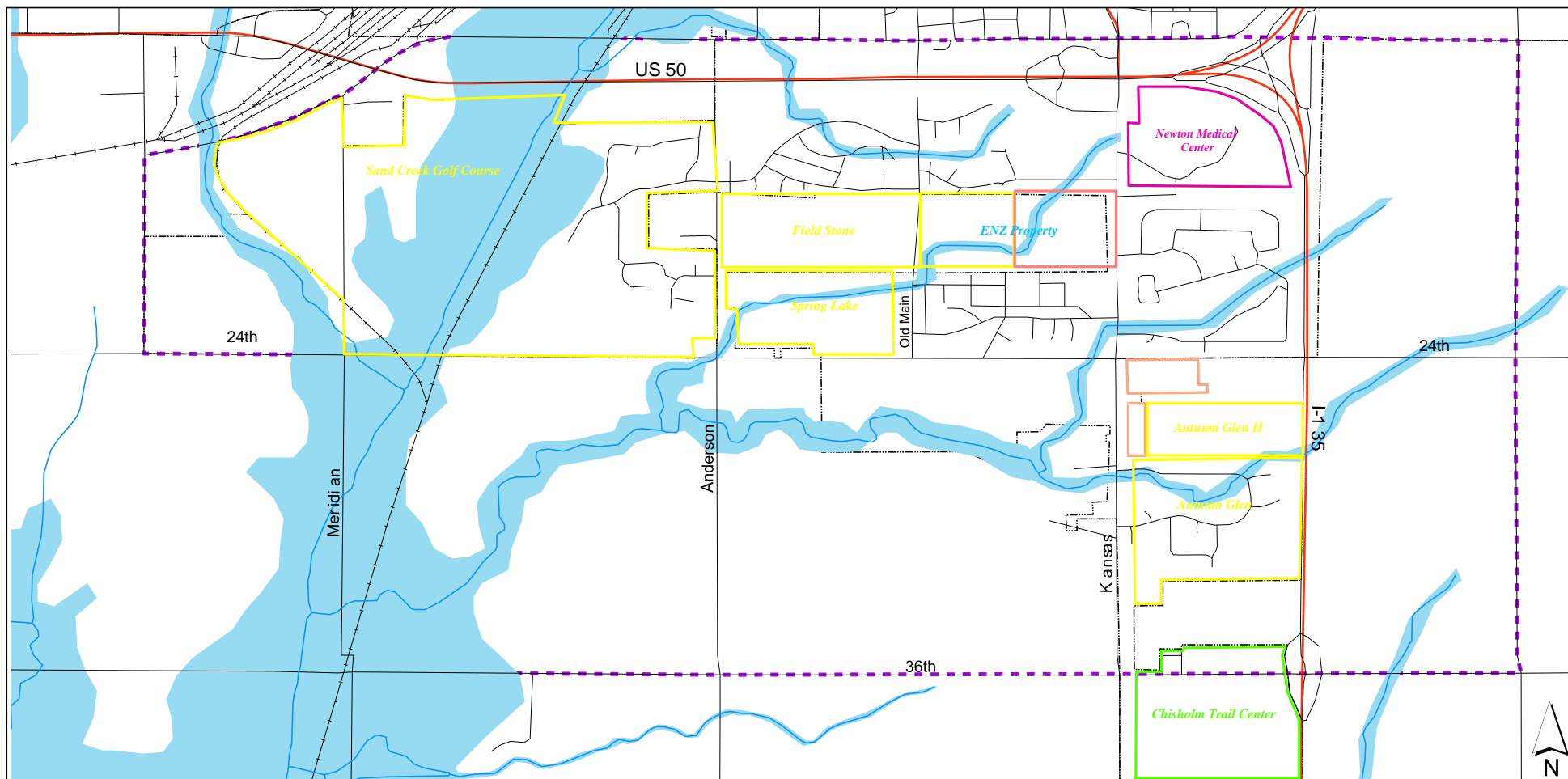
## Legend

- Incorporated City Limits
- Primary Study Area
- Major Roads
- Railroad
- Roads

## Zoning

- R-1, Single Family Dwelling District
- R-3, Multi Family Dwelling District
- R-S, Single Family Suburban District
- RDS, Rural Development and Service District
- C-1, Neighborhood Business District
- C-2, General Business District
- IDS, Industrial Development and Service District
- PUD, Planned Unit Development
- A-1, Agriculture District

This page left blank intentionally



PHILLIPS  
& ASSOCIATES

Map Produced by Derek Clark

Map is meant to provide graphical representation only.  
Size and location of features are subject to error.  
2007 Data from DASC, ESRI, and City of Newton

## Primary Study Area Floodplain

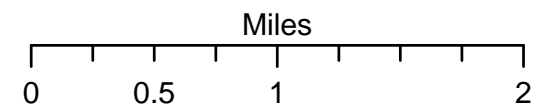
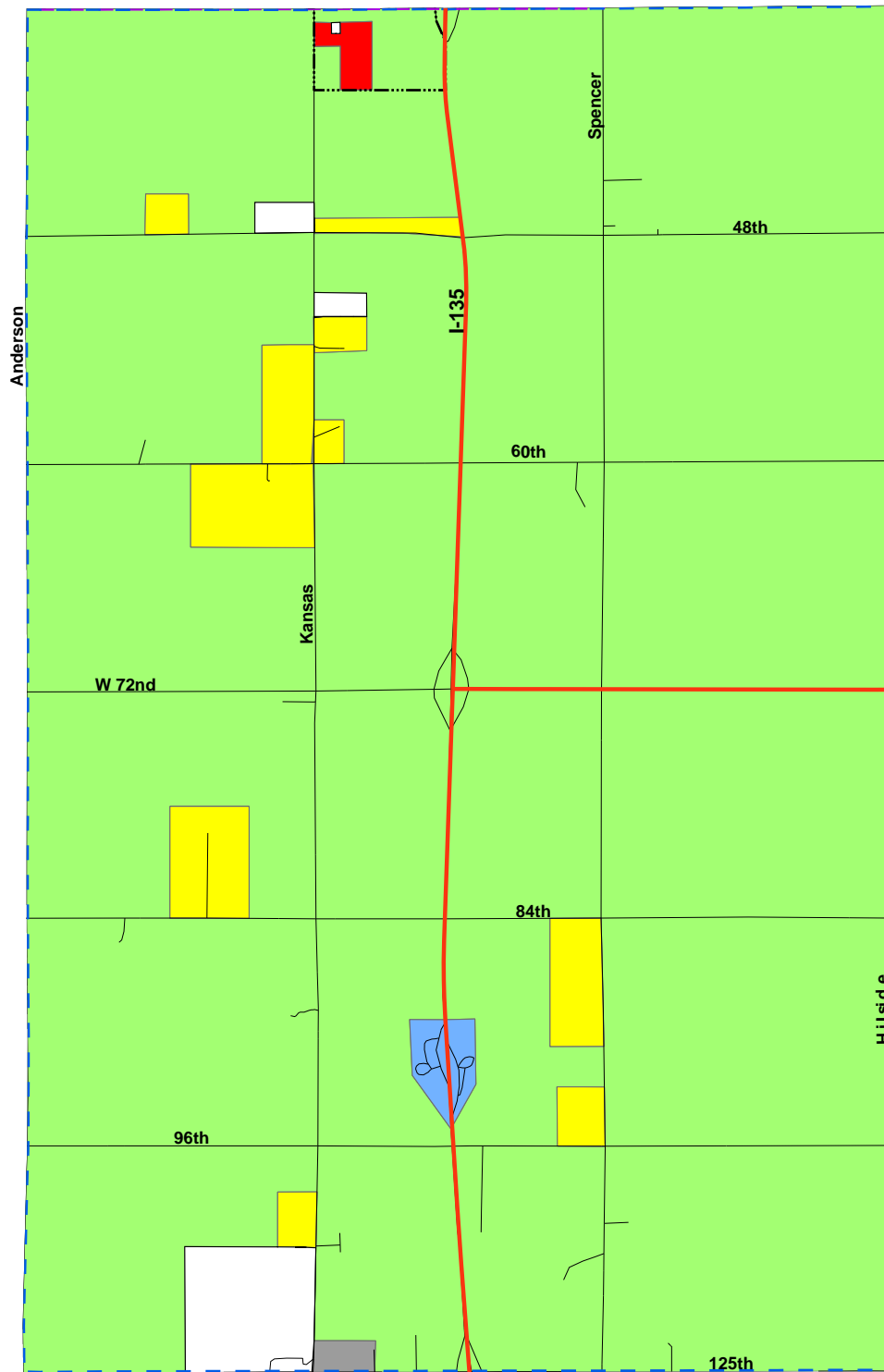
0 0.35 0.7 1.4 Miles

### Legend

- Incorporated City Limits
- Primary Study Area
- Major Roads
- Roads
- Railroad
- Floodplain
- Rivers/Streams
- Future Residential
- Newton Medical Center
- Chisholm Trail Center
- Future Commercial

This page left blank intentionally

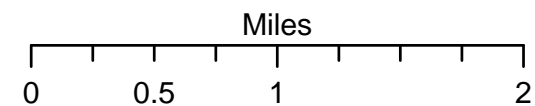
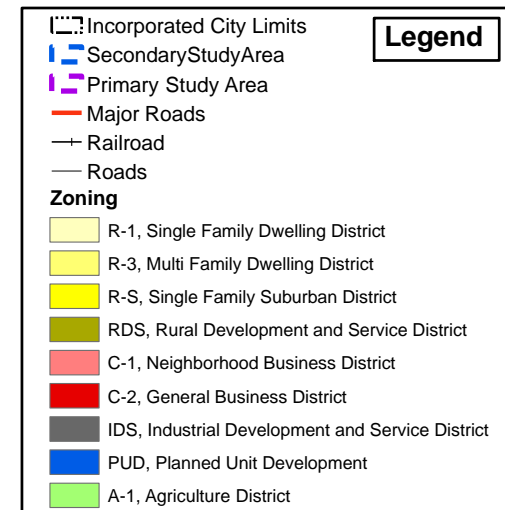
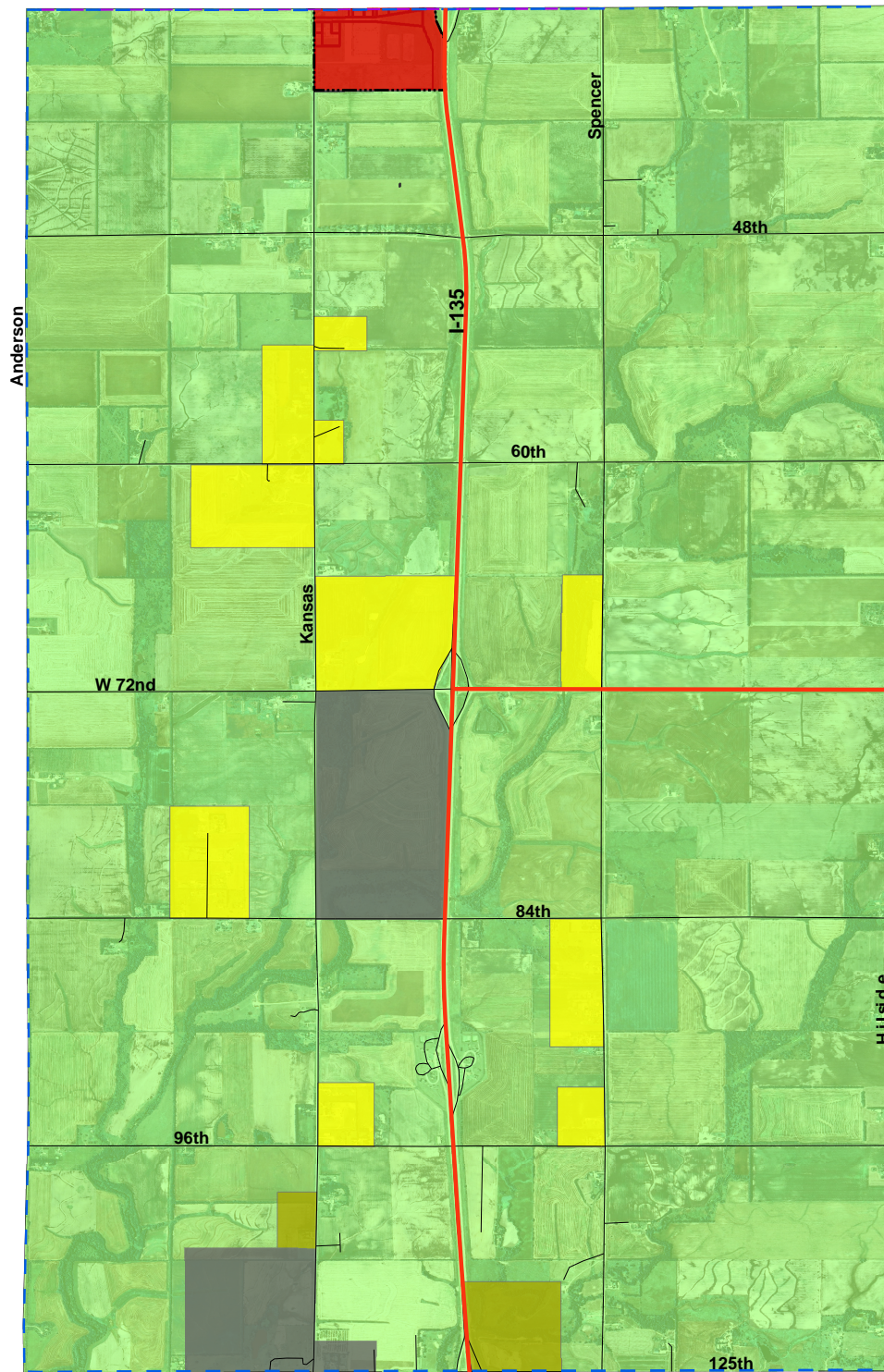
# Existing Land Use Secondary Study Area



Map Produced by Derek Clark  
Map is meant to provide graphical representation only.  
Size and location of features are subject to error.  
2007 Data from DASC, ESRI, and City of Newton

This page left blank intentionally

# Existing Zoning Secondary Study Area



Map Produced by Derek Clark  
Map is meant to provide graphical representation only.  
Size and location of features are subject to error.  
2007 Data from DASC, ESRI, and City of Newton



This page left blank intentionally