

**City of Chanute, Kansas**

**COMPREHENSIVE PLAN**

**JULY, 2000**

**Adopted by:**

**The City of Chanute Planning Commission**

**Adopted by:**

**The City of Chanute City Commission**

**Consultant:**

**BUCHER, WILLIS & RATLIFF**  
**CORPORATION**

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# **CITY OF CHANUTE, KANSAS**

## **Comprehensive Plan**

**101 S Lincoln Street  
PO Box 907  
Chanute, Kansas 66720-0907  
(316) 431-5200**

**Adopted by the Planning Commission April 19, 2000  
Adopted by the City Commission June 12, 2000**

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Leroy Chard  
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Kendall Follmer, Chairman  
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ORDINANCE NO. S-275

AN ORDINANCE APPROVING AND ADOPTING A NEW COMPREHENSIVE PLAN IN ACCORDANCE WITH KSA 12-715 *et. Seq.*, AND REPLACING THE EXISTING COMPREHENSIVE PLAN AND ITS AMENDMENTS.

WHEREAS, the Planning Commission of the City of Chanute has caused a Comprehensive Plan Update to be proposed for the City;

WHEREAS, the Comprehensive Plan Update includes the report prepared by the Planning Commission with the assistance of the city planning consultant, Bucher, Willis & Ratliff Corporation, and titled Chanute Comprehensive Plan and all maps, descriptive matter and other matters identified therein;

WHEREAS, a public hearing was held on 3/15/00 after due notice was given on the issue of the Comprehensive Plan;

WHEREAS, copies of the proposed Comprehensive Plan were available for review prior to the public hearing;

WHEREAS, a quorum of the Planning Commission was present and did discuss the Comprehensive Plan at the public hearing;

WHEREAS, the Planning Commission did unanimously vote to adopt the Comprehensive Plan as the new Comprehensive Plan for the City; and

WHEREAS, the Planning Commission has submitted a certified copy of the new Comprehensive Plan and a written summary of the hearing thereon to the City Commission.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF CHANUTE, KANSAS:

Section I:

The document adopted by the Planning Commission entitled City of Chanute Comprehensive Plan is hereby approved as the new official Comprehensive Plan for the City of Chanute, Kansas.

Section II:

The formerly existing Comprehensive Plan and any amendments thereto are hereby repealed.

Section III:

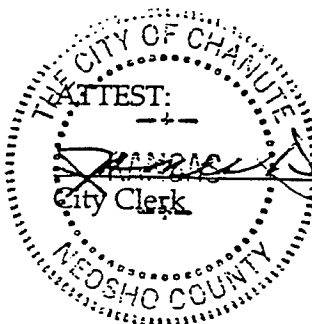
This ordinance shall take effect and be in force from and after its passage, approval, and publication as provided by law.

PASSED AND APPROVED THIS 12th day of June, 2000.

Ed Cox  
Mayor

APPROVED AS TO FORM:

Dan Bink  
City Attorney



RESOLUTION NO. 2000-1

A RESOLUTION ADOPTING THE COMPREHENSIVE PLAN UPDATE FOR THE CITY OF CHANUTE, KANSAS .

WHEREAS, the City of Chanute has a duly constituted Planning Commission as required by law; and

WHEREAS, the Planning Commission has caused a Comprehensive Plan to be prepared for said City as provided in KSA 12-701, *et. seq.*; and

WHEREAS, the Comprehensive Plan Update includes the report prepared with assistance of the city consultants, Bucher, Willis & Ratliff Corporation, and titled City of Chanute Comprehensive Plan and all maps, descriptive matter and other matters identified therein; and

WHEREAS, proper notice was published in the official City newspaper prior to the public hearing, and the Neosho County Board Of County Commissioners was notified in writing of the intent of the City of Chanute to extend the planning area into the county; and

WHEREAS, a quorum of the Planning Commission was present to constitute a meeting; and

WHEREAS, the Comprehensive Plan and maps and other matters identified therein were discussed; and

WHEREAS, it was moved and seconded and carried by a majority of the full membership of the Planning Commission that the plan be adopted as the Comprehensive Plan for the City of Chanute, and that a certified copy of the plan, together with a written summary of the hearing thereon, be submitted to the City Commission.

NOW, THEREFORE, be it resolved by the Planning Commission of the City of Chanute that said Comprehensive Plan and all maps and other matters identified therein are hereby adopted, and that a certified copy of the plan, together with a written summary of the hearing thereon, shall be submitted to the City Commission.

ADOPTED, at this 19th day of April, 2000.

ATTEST:

Rose Marie Collier Secretary  
Planning Commission

Kendall C. Follmer Chairman  
Planning Commission

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## EXECUTIVE SUMMARY

The city of Chanute has established and maintained public improvements that support a full service, regional center community. Passage of local sales tax elections, a strong downtown, strategic location on U.S. 169 Highway, and the maintenance of urban infrastructure—all have helped build Chanute as a regional center of commerce. The city has the opportunity to build on those strengths as it plans for growth, inside the city with "infill" development, and outside the city in the "planning area." The Comprehensive Plan calls for the city to regulate growth in the area based on ability to provide services within identified growth corridors and "Urban Service Areas."

Also of importance to development in Chanute is the timing and phasing of growth so that limited financial resources can support the "dual" infrastructure demands and opportunities: maintaining what is here now, balanced with extending services in response to growth. A key "action step" of the plan is to establish a Capital Improvements Program (CIP) that ranks projects in phases by five-year periods.

The City of Chanute seeks to exercise extraterritorial land use regulation, as provided by state statute, to ensure compatible and appropriate fringe development. Infill development is also important; again, the balance between what is here and what is being developed. Incentive programs and increased enforcement of codes are called for in the plan. Strengthening downtown while accommodating commercial development along established business districts is a major challenge for Chanute. Stabilization of residential districts is important while serving new subdivisions in the Urban Service Areas.

The plan presents a model for cooperation with Neosho County in extraterritorial land use regulation. The cooperative planning approach will allow for extension of building codes into unincorporated growth areas. Recommendations on planning and zoning would be from a newly formed Chanute Area Planning Commission.

With the plan in place, related issues can be addressed, such as future annexation. The timing and phasing of growth can be paced through the CIP process. Which sanitary sewer extension gets built in which year, for example, can be ranked and funded most effectively in a CIP process.

Finally, the plan calls for private-sector initiatives, as well, that must be taken by many groups and not just the city government. An "Action Agenda" is detailed for the entire Chanute community. The beautification goals, for example, or employment gains at higher wage levels to balance the local labor pool—these are challenges for the entire community. Better coordination among area employers on employee training to support local industries is another complex challenge the plan addresses. In summation, the plan calls for cooperation and service among the city and public/private partners within the region.

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## CHAPTER ONE THE PLANNING PROCESS

### INTRODUCTION

A comprehensive plan is an official public document adopted by the Planning Commission and the City Commission as a policy guide to decisions about the physical development of the community. It indicates in general how the citizens of the community want the City to develop in the near-term as well as in the next 20 to 30 years.

The Comprehensive Plan, 2000 (referenced hereafter as "the Comprehensive Plan" or "the Plan") is an official update to the City's 1975 Comprehensive Plan. Long-range in nature, the Plan is intended to be a source of direction and guidance towards a desired end, rather than a static blueprint of future development of the City.

#### Purpose

The primary purpose of the Plan is to provide a comprehensive, long-term, and general policy framework that will direct the future growth of the City. It is long-term because it represents the long-term vision of the future physical condition of the community and its socio-economic well being. It is general in order to accommodate the very dynamic nature of community planning. The Plan strives to ensure orderly, healthy and harmonious growth that maximizes public benefit while minimizing public cost.

The Plan also has a near-term focus. It provides a foundation for land use and development control regulations. Any proposals or actions that are not in conformity with this Plan are deemed inappropriate unless proper procedures are followed to amend the Plan. The development of the Plan itself serves another important function or purpose: To obtain public input through a public participation process in the identification of long-term community development policies. The policies represent the community's common understanding of what growth they expect.

#### Planning Process

This Comprehensive Plan marks an important step in an on-going process of comprehensive community planning. It is the result of the joint efforts of the City Administration, the Governing Body, the Planning Commission, the City Staff, other government and non-government agencies, interested groups and citizens. The Plan started with a survey of the perceptions of community stakeholders and City Staff about existing city services and programs. This base of information was used in a public meeting where focus groups of volunteer citizens are charged with identifying the issues most critical to the growth of the City through the next 20 years. The process continued with a "policy charrette" to study the issues and evaluate proposals regarding the City's future growth areas, land development pattern, and strategies for adequate public infrastructure and services.

Finally, a series of workshops were being held, culminating in a public hearing, to continue citizen input. The comprehensive plan needs to be kept updated as an on-going effort. An

annual review of the Plan should be conducted following its adoption and updates made as needed to reflect the changing values and characteristics of the community.

### Major Components

The Comprehensive Plan is a multi-faceted document that contains many components, each of which serves an intended function. These components and their major functions are summarized below:

- **Introduction and Roles of the Participants** explains the participants in the planning process and their responsibilities.
- **Analysis of Existing Conditions and Development Trends** contains analytical information that promotes an understanding of the existing services and opportunities that should be appreciated and taken advantage of and the constraints and problems that should be resolved. The section contains projections of population, households, and land use based on the analysis of the historic trends and the anticipated future growth pattern in a regional context. These projections help in the formulation of strategies to effectively adapt the community to the future possibilities.
- **Community Policies** outlines the type of living, working and business environment the community desires in the years to come and will devote its resources to achieve.
- **Future Land Use Plan** contain specific goals, objectives and policies as related to socio-economic development, land use pattern, public infrastructure improvements, and public service provision. These policies establish the foundation for the development proposals that follow. The future development proposals outlined in these sections represent the desired strategies for accomplishing the established goals. Some plans also include development standards and requirements to prevent undesirable design and construction of public facilities.
- **Plan Implementation** summarizes the strategies that ensure the proposals get implemented. The section includes a Capital Improvements Program (CIP) process.

### Map I-1. Geographic Location of Chanute

Chanute is located on the high ground west of the Neosho River and east of U.S. Highway 169. Neosho County is located in southeastern Kansas and the City of Chanute is situated in the northwestern part of the county. Chanute is located two miles east of the intersection of business loop of U.S. Highway 169 and Kansas Highway 39. The Chanute Martin Johnson Airport is located on approximately 290 acres, two miles southwest of the city center.

## PLAN IMPLEMENTATION

The healthy and orderly growth of a community relies on the successful implementation of a set of well-defined development policies that serve as guidelines for all development decisions at present and in the future. These development policies should be formulated around a well-structured scope of planning that looks ahead and even beyond a pre-set time horizon.

At the same time, near-term implementation is important. Regulation of land development is one way the Plan is implemented. The Capital Improvements Program (CIP) presented in Chapter Five is another means of implementing the plan. Following are the roles played by key policy makers and administrators, and the relationship of the Plan to regulations.

### Zoning Ordinance

A zoning ordinance is a legislative tool used for implementing the comprehensive plan. It delineates the boundaries for land use districts to regulate:

- use;
- density of population;
- lot coverage; and
- bulk of structures.

The purpose of the zoning ordinance is to:

- encourage appropriate uses of land;
- maintain and stabilize the value of property;
- reduce fire hazards and improve public safety and safeguard the public health;
- decrease traffic congestion and its accompanying hazards;
- prevent undue concentration of population;
- create a comprehensive and stable pattern of land uses upon which to plan for transportation, water supply, sewerage, schools, parks, public utilities, and other facilities;
- protect and promote the public health, safety, convenience, comfort and general welfare.

### Subdivision Regulations

Subdivision regulations are another legislative tool to implement the comprehensive plan by guiding the subdivision and development of land. Subdivision regulations provide coordination of otherwise unrelated plans as well as internal design of individual sites. The City of Chanute needs to assess elements of subdivision regulations for amendment in response to planning issues, such as large-lot urban fringe growth.

The general purposes of the subdivision regulations are to:

- protect and promote the public health, safety, convenience, comfort and general welfare;
- guide the future growth and development;
- provide for the proper location and width of streets, roads, building lines, open space and recreation and to avoid congestion of population;
- protect and conserve the value of land, buildings and improvements and to minimize conflicts among the uses of land and buildings;
- establish reasonable standards of design for subdivision in order to further the orderly layout and use of land;
- insure that public facilities, including roads, water, sewer and drainage facilities, are adequate to serve the needs of proposed subdivisions.

#### **Role of the Planning Commission**

1. Adopt a plan for the physical development of the incorporated areas of Chanute.
  - Before adopting or amending the Comprehensive Plan hold a public hearing.
  - After adoption, certify a copy of the adopted plan to the City Commission and City Clerk.
  - Record a copy in the Office of the County Register of Deeds office.
2. Act as Advisory body to the City Commission.
  - Hold public hearings to obtain public opinion regarding each rezoning application, special use permit application and proposed text amendment.
  - Forward a recommendation to the City Commission on each rezoning application, special use permit application and proposed text amendment.
3. Approve or disapprove preliminary plats and final plats.

#### **Role of the City Commission**

1. Enact and amend the zoning ordinance and zoning district map after considering the Planning Commission's recommendation.
2. Amend the subdivision regulations after considering the Planning Commission's recommendation. This responsibility does not include approving subdivision plats.
3. Accept or reject dedications of easements, rights-of-way and public lands on subdivision final plats after having been approved by the Planning Commission.



4. Approve engineering plans for construction of public improvements.
5. Approve financial guarantees or financing mechanisms to ensure construction of all public improvements within subdivision plats.

#### **Role of the Board of Zoning Appeals**

1. Primarily a quasi-judicial body rather than an advisory or legislative body.
2. Role in Zoning Administration is limited to two types of tasks:
  - The appeal of an administrative decision or interpretation where there is an ambiguous provision or an alleged error in the administration of the zoning regulations; and
  - The granting of variances for cases of hardship.
3. The Board of Zoning Appeals is not involved in the administering of the subdivision regulations.

#### **The Basis of Decision-Making**

As with other "police powers", the exercise of zoning and subdivision regulations is subject to certain legal limitations. One of the most important of these limitations requires that zoning and subdivision regulations cannot be applied in an "arbitrary or capricious" manner. Decisions regarding zoning and subdivision issues cannot be fixed or arrived at through an exercise of will or by caprice, without consideration or adjustment with reference to principles, circumstances, or significance.

#### **Ethical Principles**

The following principles should govern the conduct of the Planning Commission's business. These principles should be considered as advisory rather than mandatory. Should any questions arise about the interpretation and application of any of these principles, the City Attorney or planning staff should be consulted.

1. Serve the Public Interest. The primary obligation of Planning Commission members and planning staff is to serve the public interest.
2. Support Citizen Participation in Planning. Because the definition of the public interest is modified continuously, Planning Commission members and planning staff must recognize the right of citizens to seek to influence planning decisions that affect their well being. Members should encourage a forum for meaningful citizen participation and expression in the planning process and assist in clarifying community goals, objectives, and policies.

3. Recognize the Comprehensive and Long Range Nature of Planning Decisions. Planning Commission members and planning staff should recognize and give special consideration to the comprehensive and long-range nature of planning decisions. Planning Commission members and planning staff must seek to balance and integrate physical (including historical, cultural, and natural), economic, and social characteristics of the community or area affected by those decisions. Planning Commission members and the planning staff must gather all relevant facts, consider responsible alternative approaches, and evaluate the means of accomplishing them. Planning Commission members and planning staff should expressly evaluate foreseeable consequences before making a recommendation or decision.
4. Expand Choice and Opportunity for All Persons. Planning Commission members and planning staff should strive to make decisions which increase choice and opportunity for all persons; recognize a special responsibility to plan for the needs of disadvantaged people; and urge that policies, institutions, and decisions which restrict choices and opportunities be changed.
5. Facilities Coordination through the Planning Process. Planning Commission members and planning staff must encourage coordination of the planning process. The planning process should enable those concerned with an issue to learn what other participants are doing, thus permitting coordination of activities and efforts and accommodation of interests. Planning Commission members and planning staff should strive to ensure that individuals and public and private agencies likely to be affected by a prospective planning decision receive adequate information far enough in advance of the decision to allow their meaningful participation.
6. Avoid Conflict of Interest. To avoid conflict of interest and even the appearance of impropriety, Planning Commission members who may receive some private benefit from a public planning decision must not participate in that decision. The private benefit may be direct or indirect, create a material personal gain, or provide an advantage to an immediate relation. A member with a conflict of interest must make that interest public, abstain from voting on the matter, not participate in any deliberations on the matter, and step down from the Planning Commission and not participate as a member of the public when such deliberations are to take place. If the rezoning is for his own property, a member may step down and participate as a citizen. The member must not discuss the matter privately with any other member voting on the matter.
7. Render Thorough and Diligent Planning Service. Planning Commission members and planning staff must render thorough and diligent planning service. Should a Planning Commission member or members of staff believe they can no longer render such service in a thorough and diligent manner, they should resign from the position. If a member has not sufficiently reviewed relevant facts and advice affecting a public planning decision, the member must not participate in that decision.

8. Not Seek or Offer Favors. Planning Commission members and members of staff must seek no favor. Planning Commission members and planning staff must not directly or indirectly solicit any gift or accept or receive any gift (whether in money, services, loans, travel, entertainment, hospitality, promises, or in some other form) under circumstances in which it could be reasonably inferred that the gift was intended or could reasonably be expected to be intended to influence them in the performance of their duties; or that it was intended or could reasonably be construed to be intended as a reward for any recommendation or decision on their part. Individuals must not offer any gifts or favors intended to influence the recommendation or decision of Planning Commission members or planning staff.
9. Not Disclose or Improperly Use Confidential Information for Financial Gain. Planning Commission members and planning staff must not disclose or use confidential information obtained in the course of their planning duties for financial or other gain. A Planning Commission member or staff must not disclose to others confidential information acquired in the course of their duties or use it to further a personal interest. Exceptions to this requirement of non-disclosure may be made only when (a) required by process of law, (b) required to prevent a clear violation of law, or (c) required to prevent substantial injury to the public. Disclosure pursuant to (b) and (c) must not be made until after the Planning Commission member or member of staff has made reasonable efforts to verify the facts and issues involved, obtain reconsideration of the matter, and obtain separate opinions on the issue from other planners or officials.
10. Ensure Access to Public Planning Reports and Studies on an Equal Basis. Planning Commission members and planning staff must ensure that reports and records of the public planning body are open equally to all members of the public. All non-confidential information available to a member or planning staff must be made available in the same form to the public in a timely manner at reasonable or no cost.
11. Ensure Full Disclosure at Public Hearings. Planning Commission members and staff members must ensure that the presentation of information on behalf of any party to a planning question occurs only at the scheduled public hearing on the question, not in private, unofficially, or with other interested parties absent. The official must make partisan information regarding the question (received in the mail, by telephone, or other communication) part of the public record. The Planning Commission Chairman at the commencement of each public hearing should ask if any member has received any ex-parte communication. If any member has received ex-parte communication concerning the application at hand, that member must describe the nature of the information received.
12. Maintain Public Confidence. A Planning Commission member or member of staff must conduct himself/herself publicly so as to maintain public confidence in the public planning body and the official's performance. In administering the zoning and subdivision regulations, it is crucial that the decisions be made fairly

and that they have the appearance of fairness. The credibility of the Planning Commission, the Board of Zoning Appeals, the City Commission, and public support for zoning and subdivision regulations in general, will erode quickly if there is an appearance of unfairness or impropriety in members of these public bodies. For this reason, it is important that a code of conduct be established and followed as closely as possible.

### Conflicts of Interest

In making zoning and subdivision decisions, members of the Planning Commission, Board of Zoning Appeals, and the Governing Body should be acting in the best interest of the entire community. Whenever a member of any of these bodies is acting on an issue in which he or she also has a personal interest, an important element of fairness is lost. In general, a conflict of interest is any situation in which a member is in a position to act upon or influence a development request that includes the potential for direct or indirect gain, financial or otherwise. In order to clarify this general rule, the following guidelines are recommended.

No member shall act on or influence any development request when:

1. The member has a potential for direct or indirect profit or financial gain from the development;
2. The member owns or is employed by any company which is an applicant, subdivider, developer or option holder;
3. The applicant, subdivider, developer or option holder is an established and regular client of the member or the member's place of employment;
4. One or more of a member's immediate family (parent, sibling, spouse or child) has a direct financial interest in the development or is an owner or officer of any company which is an applicant, subdivider, developer or option holder; or
5. The member has a potential for indirect financial gain or loss because of related property or business holdings.

Other situations not covered by these guidelines should be left to the judgment of the member involved. Again, the appearance of fairness and impartiality is as important as actual fairness and impartiality.

When a conflict of interest does occur, however, the following steps should be taken:

1. The member should declare, and the record should show, that a conflict of interest exists with respect to a particular issue, and that the member will not participate in any discussion or action;

2. The member should step down from his or her regular seat and should not speak with any other members during the discussion of the issue at hand; and
3. The member should not represent or speak on behalf of the applicant, but may speak on his or her own behalf as a private citizen during the hearing.

#### **Acknowledgment of Outside Information**

During any public hearing, it is presumed that all sides will have the opportunity to hear the opposing side's information and arguments, and to offer rebuttal. This right is lost when discussions are held or information is provided outside the public hearing. The possibility exists that a decision could be based on information that was never discussed publicly. To avoid this situation, Planning Commission and Board of Zoning Appeals members should not receive any information relating to a case or discuss a case with anyone who has an interest in the outcome. Where such a discussion or information is unavoidable, the member should declare during the hearing, and the record should show, the general nature and content of the discussion or information and the participants in the discussion or the source of the information.

These guidelines also apply to any personal knowledge that is relevant to the issue. If a member has any personal knowledge that will affect his or her decision, such information should be made public during the hearing and should be subject to rebuttal.

#### **Informed Participation**

All parties with an interest in a particular development issue have a right to a decision based on all of the available information. Any member who is not informed or aware of the available information should abstain from voting on that issue. This includes the following situations:

1. When a member has not reviewed the application or the information submitted with the application;
2. When a member has missed all or part of a public hearing and has not been able to review a transcript of the hearing; or
3. When a member has missed all or part of the discussion between members prior to the vote.

As a corollary to this policy, it is the duty of each member to attend normally scheduled meetings as regularly as possible. Without regular attendance, informed decision-making and full participation in the regulatory process is unlikely.

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## CHAPTER TWO EXISTING CONDITIONS

### PUBLIC UTILITIES

#### Electricity

Since 1916, the City has owned and operated an electric utility, generating and distributing to approximately 4,600 residential, 830 commercial, and 80 industrial accounts within the City and a three-mile radius. The City has two active power plants and 100 miles of electric lines with a peak operating load of 38.7 megawatts per year. The City is studying whether to decommission the oldest power plant, which is in "cold reserve." In 1995, the City purchased a 12 megawatt coal-fired generation participation agreement with Western Resources to replace the discontinued Plant Number 1. A feasibility study has been done to anticipate the Ash Grove expansion and future power demands.

#### Gas Service

The City purchases and distributes 650,000 m.c.f. per year from Williams Natural Gas. The gas utility has 88 miles of pipeline and serves approximately 3,930 residential, 480 commercial, and 70 industrial accounts. In 1996, the City initiated a ten-year program to replace bare and ductile pipe with polyethylene pipe.

### PUBLIC SERVICES AND FACILITIES

#### Water Service

Average water consumption of Chanute water users is 1.5 million gallons per day (GPD), and peak demand is approximately 3 million GPD. The water treatment plant has a design capacity of 6 million GPD and was built in 1972. The water utility has 68 miles of pipeline serving approximately 3,930 residential, 530 commercial, and 50 industrial accounts, including six rural water districts. New standards for turbidity may diminish the plant capacity, because detention time would be increased.

Water is obtained from the Neosho River and treated at the system's standard rapid sand filter plant. Once treated, it is pumped into one below-ground and two above-ground storage units which have 1.15 million gallons of storage capacity. The City is considering future improvements, such as a new water tower and water lines in the industrial park to improve water pressure and fire protection. Furthermore, the City has considered exploring additional water supply sources for future needs. Living on the Great Plains of North America, drought is a valid long-term concern.

#### Sanitary Sewer Service

The City of Chanute sewer utility has 69 miles of collection lines and seven lift stations. The present wastewater treatment plant began operation in 1983 and treats an average of 2.2 million

gallons per day (GPD) from approximately 3,700 residential, 460 commercial, and 40 industrial customers. The design capacity of the plant is approximately 4.4 million GPD. The plant capacity is for a population equivalent of 30,000. The wastewater plant is planning a major capital improvement in the near future to meet new federal EPA standards under the Clean Water Act.

The new standards of the Kansas Department of Health and Environment (KDHE) require the City to disinfect effluent. An ultra-violet disinfection system is planned, where water is run across ultra-violet lights. The City has until 2001 to complete the improvement.

An activated sludge operation may have to be added to meet more strict ammonia standards during all seasons of the year. The deadline for the improvements has not been set by KDHE.

### **Drainage and Stormwater System**

The topography within the Chanute area is characterized by gently sloping land from west to east where flat bottomland of the Neosho River extends into the east edges of the city. The major drainage basins of the area are formed by the Neosho River and its tributaries:

- The Neosho River;
- Village Creek north of the city;
- Little Turkey Creek; and
- Turkey Creek south of the city.

The drainage basin boundaries and flood plains are shown on the "Environmental Features Map" on the following page. Flat land lies to the south, conducive to development of industrial uses. Steep slopes in excess of 20 percent are not found in the region.

There are two primary drainage areas in the Chanute community. One is defined as the "Second Street drainage area" in the Neosho River floodplain. This area is mostly developed and therefore suffers damage in a large storm. The other drainage area begins at Santa Fe Lake and includes the Little Turkey Creek floodplain. Development pressures need to be studied, as well as the Little Turkey Creek drainage basin in general, in order to prepare for future development. The current Flood Insurance Rate Map (FIRM) for this drainage basin is being updated in 1999.

Along Plummer Street, from 10<sup>th</sup> Street south, there are areas where stormwater detention is needed to avoid downstream flooding. Areas south of 12<sup>th</sup> Street along Plummer Street, for example, are beginning to be affected by localized flooding. There is no extensive storm sewer system in the City of Chanute; rather most drainage is accommodated on the street surface. Most industrial development has occurred in the industrial park, which is up stream of Santa Fe Lake. In effect, the lake serves as a large retention pond for development south of 35<sup>th</sup> Street.

### **Streets**

The City of Chanute has approximately 100 miles of streets: 23 miles of concrete; 34 miles of asphalt; 21.5 miles of chip and seal; six miles of brick; and 15.5 miles of gravel. Maintenance of streets is a priority to the City and is guided by city policy. The street maintenance budget is



approximately \$450,000 per year. The improvement goal of the City Street Department is to pave all gravel streets at a rate of about 12 blocks per year.

On-street and off-street parking in the Downtown area, including Main Street, is considered insufficient for most special events held in the city. Two parking lots provide good everyday service, including the one at Main and Evergreen Streets.

### **Solid Waste Disposal and Recycling**

The City owns and operates its own sanitation service and landfill, which has a 40-year life expectancy. The City offers a free composting and recycling program. Bond expenses and operating costs are off-set by operating revenues. The state recently approved a tire-bailing plan, whereby used tires will be landfilled. The facility is one mile east of the city on 14<sup>th</sup> Street.

### **Parks and Recreation**

The City of Chanute has nearly 300 acres of public parks, one of the largest swimming pools in Southeast Kansas, a golf course, ball diamonds, and recreational vehicle camping facilities. The Chanute Recreation Commission operates two community centers, athletic, instructional and social programs, art and music classes, and several special events. They also monitor the ISTEAA grant funded relocation of the Austin Bridge and the hike/bike trail.

**Park Facilities.** Chanute maintains one regional park and a combination of community and neighborhood parks:

- Katy Park
- Santa Fe Park
- Cross Park
- Highland Park
- Central Park
- Chanute Municipal Swimming Pool

### **Fire, Police and Emergency Protection**

The City offers a full service Police and Fire Department for public safety. The Fire Department responds in mutual aid with Neosho, Wilson, and Allen Counties and services three townships.

### **Chanute Martin Johnson Airport**

The City owns a general aviation airport, which accommodates medical, recreational, and economic development activities. As with many general aviation airports throughout the United States, the Chanute Martin Johnson Airport was initially developed in the middle and late 1940s. The airport has gone through many changes, yielding its current layout. Table 2.1 provides a general overview of the Chanute Martin Johnson Airport's most recent development history.

**Table 2.1**  
**Airport Development and Project History**

<b>Project Date</b>	<b>Airfield Project Description</b>
<b>1960's</b>	1969 – Installed Medium Intensity Runway Lights (MIRL) and marked the north-south runway. Installed lighted wind cone and segmented circle
<b>1970's</b>	1976 – Master Plan Study to determine airport requirements, site selection, prepare airport plans, and formulate financial plans for airport development
<b>1980's</b>	1985 – Acquired land for easements. Reconstructed, marked and installed MIRL for runway 18/36 to 4,255' x 75'. Reconstructed connecting taxiway (150' x 35'). Performed overlay of other existing taxiway (600' x 35'). Overlay of turnaround. Installed edge drains and performed drainage, seeding, grading and radio controlled lighting. 1989 – Constructed, marked and lighted a parallel taxiway and connecting taxiways. Reconstructed the apron and installed tiedowns and edge drains. Rehabilitated the rotating beacon and installed four gates and 455' of fencing.
<b>1990's</b>	1998 – Completed runway overlay (coal tar seal) and marking. 1998 – Airport Layout Plan Update initiated through KDOT by Bucher, Willis & Ratliff Corporation.

**Source:** BWR Chanute Martin Johnson Airport Study. Interview of current Airport Manager and FAA Central Region historical files - August 1998.

**Airfield Facilities and Equipment.** Chanute Martin Johnson Airport has a 4,255' x 75' asphalt runway oriented 18-36. The airport also has a turf cross-wind runway that is 2,200' x 120'. The airport has a 35' full parallel taxiway to accompany runway 18-36. There are currently 17 based aircraft, 15 single engine and 2 multi-engine aircraft, maintained in two hangars and tie-down spaces. The published airport elevation is 1,002 feet (above mean sea level).

Table 2.2 describes the major airfield facilities and equipment, with a corresponding assessment of physical conditions based on the airport inspection.

**Table 2.2**  
**Existing Airfield Facilities**

Airfield Item	Airfield Description and Size	Condition
<b>Runway Facilities &amp; Equipment</b>		
Runway 18-36 Surface	4,255' x 75' - Asphalt	Good
Pavement Strength	7" asphalt & gravel-sand base (12,000 lbs. swg)	
True Bearing	006.63°T	Good
Pavement Markings	Non-Precision Instrument Markings	Good
Edge Lighting	Medium Intensity Runway Lights (MIRL)/Threshold Lights	Good
<b>Taxiways and Taxilane Facilities and Equipment</b>		
<u>Parallel Taxiway</u>	Full length parallel - 4,255' x 35'	Good
Pavement Strength	8,000 lbs. swg. (estimated)	
Edge Lighting	Medium Intensity Taxiway Lighting (MITL)	Good
Hangar Access Taxiway	Various Lengths and Widths	Good
Pavement Strength	8,000 lbs. swg estimated	
<b>Airfield Facilities and Equipment</b>		
Wind Sock/Segmented	Lighted Wind Sock northeast of runway intersection	Good
Circle	At northwest corner of airport property	Good
Airport Rotating Beacon	Common Traffic Advisory Frequency 122.9	Good
UNICOM		Good
Note 1: Conditions are based on a BWR visual inspection of facilities and equipment (August 1998).		

Source: Bucher, Willis & Ratliff Corporation Chanute Martin Johnson Airport Study Airport Inventory Investigation - Field Inspection - August 1998.

**Local-Area General Aviation Uses & Activity.** As identified by the airport survey and business interviews in the current *Airport Layout Plan*, general aviation still supports a variety of direct and indirect aviation services at the Chanute Martin Johnson Airport, including:

- ♦ personal business and executive transport;
- ♦ farming/aerial observation;
- ♦ emergency medical transport and;
- ♦ shipment of parts and supplies;
- ♦ agricultural-crop spraying;
- ♦ recreational flying.

The Chanute Martin Johnson Airport has experienced steady airport activity during the last five to ten years, which is probably attributed to a combination of local, regional and national factors, including:

- ♦ Strong local and regional economies that maintained steady activity levels throughout the economic variations of the late eighties and early nineties;

- ♦ The emphasis placed on the importance of the airport by the local and regional communities and the strong business ties to the airport as a part of their transportation solution, and;
- ♦ The conditions of and continual expansion and improvements to the airside facilities at the airport.

## COMMUNITY RESOURCES

### Housing

In the 1980's, housing units in Chanute decreased by 267 (6.4%). Owner occupied housing decreased by 357 (11.7%). Renter occupied units increased by 90 (7.9%), due to construction of several low income housing projects. Since 1980 a total of 177 housing units have been built, 77 single-family and 100 multi-family. Almost all new houses built have been over \$80,000. Generally, the housing stock in the City is fairly old with 40% being built before 1940.

#### Housing Units

No. of housing units built in last 2 years .....32

Average monthly rental:

Houses..... \$324

Apartments.....\$275

Average cost – new construction..... \$ 65/sq. ft.

Average cost – lots..... \$4,500

**Housing Development Initiatives.** The Chamber of Commerce has taken positive initiatives, such as the home-ownership and housing development program. The Chanute Chamber has a long-standing "housing committee" which has worked to provide mid-range housing. Homes are being built with sweat-equity in conjunction with a program that helps create home ownership as an alternative to public subsidized housing. The program entitled "21<sup>st</sup> Century Homes" is considering expansion in Chanute upon successful completion of the initial phase. The City does not fund a local housing authority.

There is also a "Housing Roundtable" active at the county level. A countywide housing study was conducted and submitted to the Neosho Board of County Commissioners in the mid 1990's. It is considered difficult to find suitable building sites for new housing within the existing corporate limits of the City. By comparison, there is a perception of wide spread residential development on large lots outside of but within close proximity to the City of Chanute.

**Historic Structures.** Chanute residents built Victorian-style-influenced homes in the early 1900's. A walking tour from the downtown along Highland and Evergreen Avenues highlights the homes. Also of significance are the following public buildings:

**The Flat-Iron Building.** Built in 1907-08. After being purchased by the City of Chanute in 1991, it was remodeled and restored. It now houses the Office of Tourism on the first floor and "Main Street Chanute" on the second floor.

**The Santa Fe Depot.** Built in 1903. After receiving nearly \$2 million in private donations in 1991, the depot was historically restored. Today it houses the Martin and Osa Johnson

Safari Museum on the south end and the Chanute Public Library on the north end. The depot is on the State Register of Historical Places. The museum was ranked the #1 museum in the state of Kansas by the *Topeka Capital Journal* newspaper and recognized by the Smithsonian Museum for quality of exhibits.

**The Chanute High School.** Built in 1914. The north building was designed to display a Frank Lloyd Wright "prairie style" influence. It was rebuilt inside and out in the late 1980's and the exterior remains unchanged except for the replacement of the aged metal windows.

**City Administration Building/Auditorium.** On December 9, 1995, the City had the grand reopening of the newly renovated municipal auditorium. This \$500,000 renovation investment by the City provides quality entertainment and cultural events for the region.

### Medical Facilities

The City currently is experiencing growth in its health care sector. Both the Neosho Memorial Regional Medical Center and the Ashley Clinic are expanding their facilities and provide a full range of medical services to the City and surrounding communities. Health care facilities include:

- Neosho Memorial Regional Medical Center
- Ashley Clinic
- Burkman Clinic
- Mih-Taylor Women's Clinic
- Southeast Kansas Orthopedics & Sports Medicine

### SCHOOL SYSTEM

#### Education Facilities

##### Public Schools

Type	Number	Enrollment
Elementary	4	957
Alcott Elementary		
James B. Hutton Elementary		
Lincoln Elementary		
Murray Hill Elementary		
Fairfield School (pre-school)		
Jr. High/Middle School	1	508
Royster Middle School		
Senior High	1	609
Chanute High School		

#### Other Support Facilities:

- ANW Special Education Coop.
- SEK Education Services Center

**Private Schools**

Type	Number	Enrollment
Elementary	3	139
Jr. High/Middle School	2	16
Senior High	1	32
<u>Post Secondary</u>		<u>Enrollment</u>
Neosho County Community College, Chanute		1,198

**Neosho County Community College**

Local industries and businesses support the Neosho Community College, providing assistance through equipment, scholarships, grants and other contributions. However, the industries requiring specialty skills, such as skilled welders, skilled assemblers and fitters/machinists, have not been able to work as effectively with community college vocational training programs. The industries have had more success with in-house training, designed to meet their specific needs. The Community college supports the medical center as it offers nursing degrees.

Because the Neosho Community College does not begin technical training with high school students, it is not as advanced as the Coffeyville Vocational Technical Training Center, by comparison. In summary, while they support the local community college with scholarships, subsidized tuition and the donation of equipment, local industries have relied on in-house training, rather than the community college, for specialized high-skill training.

**COMMUNITY DEVELOPMENT TRENDS****Economic Development**

The Chanute community has two full-time economic development personnel to enhance existing business expansion and attract new businesses through a series of incentives and policies. The City has a good diversity of manufacturing and production industry. The industrial park was developed partially through federal grants, and features full utilities and rail service.

The City has a diversity of manufacturing, production, retail and service businesses. The fifteen largest employers in the County are located in Chanute.

**Industrial Buildings**

Available building(s) for industrial prospect:  
 #1-Size:.....25,000 sq. ft.  
 #2-Size:.....16,000 sq. ft.  
 #3-Size:.....15,000 sq. ft.

**Industrial Sites**

Controlled sites available for industrial prospect:  
 #1-Size:.....44 acres  
 #2 Size-.....35 acres  
 #3-Size:.....10 acres

Growth issues are debated locally, as in any small city. Generally there is a realization that a small community inherently struggles with development, given the small "critical mass" of

activity. Housing choice and variety, for example, will expand with a larger market. At the same time, there is a perception that many residents do not want Chanute to grow or change very much. There is ambivalence toward change, again, not atypical for a small community.

**Employment and Wages.** The greatest strengths of the local labor pool are considered to be:

- A strong work ethic among employees from farming backgrounds who work part-time in agriculture.
- The farm background of the individual makes him/her a semi-skilled employee, ready to be trained.
- The rates for hourly wage employees are reasonable as compared to larger urban areas; however, they are on a par with regional markets—such as Tulsa, Oklahoma—for skilled employees.

The weaknesses of the local labor pool are considered to be:

- A short supply of specialty skilled workers.
- A relatively low unemployment rate of about 3%.
- Personnel problems in a relatively small percentage of the unskilled labor pool, as found in most any labor market, such as poor attendance, turnover and related social problems.

Major employers are:

- Ash Grove Concrete,
- City of Chanute,
- Nu-Way Campers,
- Hi-Lo,
- Chanute Regional Medical Center and related health industries,
- Wal-Mart,
- Chanute Manufacturing, and
- Thermoid.

**Business Retention and Recruitment Initiatives.** Local opinion is that the City should support industrial development, but opinions are mixed on how. One sentiment is for the City to liberalize its tax abatement and other incentives, but not "give anything away" to recruit companies. A revolving loan fund has been an effective part of industrial recruitment.

The City has made positive strides in enhancing development incentives for the expansion of existing businesses. The Ash Grove Cement expansion was granted a ten-year declining tax abatement, rather than a five-year abatement (as otherwise would have been granted under the City policy). This is one example of how the City Government has expanded its development initiatives.

**Economic Development Challenges.** Following are perceptions and comments received during key-person interviews concerning development opportunities and constraints.

- Commercial and industrial development has historically been market-driven. Acceptance of public incentives by the business community is an issue.
- The Chanute community needs to try to retain the area youth. There is a perception that the youth move away because there are not jobs available for them—in spite of community college vocational programs and scholarships to area youth. Specialty skills training has been most effective in-house by the private sector, using the state KIT and KER programs. Private firms, such as Chanute Manufacturing and Young's Welding, offer training programs.
- One reason for greater in-house, private sector training is that it is targeted to individuals recruited and hired by each industry to meet specific aptitudes. By contrast, the community college vocational training courses attract enrollees who are not necessarily adept at acquiring the specialized skills. Further, a course curriculum requiring four to five hours each night for 10 to 12 weeks can be too demanding on a person with a full-time, modest wage job. The in-house training of specialty skilled employees can take up to eight weeks.
- Another area of concern in local availability of labor is with professional skilled positions. Draftsman and entry level engineers are recruited from state universities at a premium wage scale to attract them to Chanute.
- Deregulation of utilities will impact Chanute. The purchase of electrical power on a deregulated market, referred to as "wheeling," will affect Chanute's competitive position in the long-term. Since 1916, the City has owned and operated an electric utility, generating and distributing power to approximately 4,600 residential, 830 commercial, and 80 industrial accounts within the City and a three-mile radius. The City is studying future options, such as whether to seek alternative energy sources. The power needs of Ash Grove Cement will increase in the future, placing greater demands on the capacity of the City to deliver enough electricity. This issue is being studied.

#### **Annexation Issues**

There is a perception that the City has avoided annexation in order to avoid investing in infrastructure. Municipal utilities have been extended in certain cases without annexation, based on an agreement to not oppose future annexations. To strengthen control, the City should consider extraterritorial subdivision regulation. Proper development and infrastructure will be better assured.

The land between the industrial park and the U.S. 69 Highway/35<sup>th</sup> Street interchange—the southwest corridor—is critical to future growth. The area can be served effectively with extension of municipal utilities. Natural and man-made barriers force growth to the southwest. Development east of Santa Fe Street is serviceable, as well. The barriers to development include an extensive flood plain of the Neosho River to the east, industrial corridors north and west and the highway and airport to the west.



### **Residential Development**

Local housing market perceptions include:

- There is not sufficient land available—platted and zoned—for residential development.
- There is also no identifiable neighborhood for large, expensive homes, where neighboring small homes will not dampen the upper end market.
- This perception partially accounts for rural, large-lot development of upper end homes on 5- to 10-acres.

The growth trend in rural fringe, large-lot development in a county where there is no zoning or subdivision regulation is a concern. The City needs to deal with this issue through a long-range planning effort in cooperation with the county and the owners of land in the urban fringe.

### **Commercial Development**

The south interchange with U.S. 169 Highway offers commercial growth potential, and could support highway-commercial land uses. The downtown is stable with a mix of retail, commercial and service uses. Arterial streets are developed with commercial strips and dispersed commercial district, yet there are relatively few infill lots available for sale or development in built up areas.

### **Industrial Development**

Industrial land is available to the northeast, northwest, south and in the center of the city. The investment by Ash Grove Cement Company is a positive step for the community. Other examples of investment include a \$3 million investment in equipment over the past year by one local manufacturer.

### **Downtown**

The City has developed the downtown area through a recognized Main Street organization and has broad membership in the Chamber of Commerce. The City helps fund the Main Street Program, which was recently awarded a grant matched with \$40,000 for private restoration.

## POPULATION TRENDS

**Table 2.3**  
**City of Chanute Population by Age**

Age	1990	% of Total	1997	% of Total	% Change 1990-97	2002	% of Total	% Change 1997-2002
0 to 5 years	832	8.7%	805	8.5%	-3.2%	762	8.2%	-5.3%
6 to 11 years	853	8.9%	868	9.2%	1.8%	862	9.2%	-0.7%
12 to 17 years	729	7.6%	746	7.9%	2.3%	752	8.0%	0.8%
18 to 24 years	799	8.4%	731	7.7%	-8.5%	685	7.3%	-6.3%
25 to 34 years	1,404	14.7%	1,209	12.8%	-13.9%	1,049	11.2%	-13.2%
35 to 44 years	1,147	12.0%	1,190	12.6%	3.7%	1,196	12.8%	0.5%
45 to 54 years	912	9.6%	1,057	11.2%	15.9%	1,166	12.5%	10.3%
55 to 64 years	943	9.9%	920	9.7%	-2.4%	918	9.8%	-0.2%
65 to 74 years	928	9.7%	870	9.2%	-6.3%	816	8.7%	-6.2%
75 years and Over	995	10.4%	1,082	11.4%	8.7%	1,136	12.2%	5.0%
Total	9,542	100.0%	9,478	100.0%	-0.7%	9,342	100.0%	-1.4%

Source: US Bureau of the Census and Decisionmark Corp.

**Table 2.4**  
**State of Kansas Population by Age**

Age	1990	% of Total	1997	% of Total	% Change 1990-97	2002	% of Total	% Change 1997-2002
0 to 5 years	226,451	9.2%	232,860	8.9%	2.8%	232,735	8.7%	-0.1%
6 to 11 years	231,020	9.3%	249,654	9.6%	8.1%	260,089	9.7%	4.2%
12 to 17 years	203,348	8.2%	222,278	8.5%	9.3%	235,310	8.8%	5.9%
18 to 24 years	248,930	10.1%	243,937	9.4%	-2.0%	241,188	9.0%	-1.1%
25 to 34 years	415,673	16.8%	382,806	14.7%	-7.9%	350,004	13.1%	-8.6%
35 to 44 years	363,309	14.7%	404,420	15.5%	11.3%	429,255	16.0%	6.1%
45 to 54 years	234,435	9.5%	290,367	11.2%	23.9%	337,005	12.6%	16.1%
55 to 64 years	208,167	8.4%	214,973	8.3%	3.3%	224,167	8.4%	4.3%
65 to 74 years	185,404	7.5%	183,519	7.1%	-1.0%	179,091	6.7%	-2.4%
75 years and over	156,532	6.3%	177,154	6.8%	13.2%	192,783	7.2%	8.8%
Total	2,473,269	100.0%	2,601,968	100.0%	5.2%	2,681,627	100.0%	3.1%

Source: US Bureau of the Census and Decisionmark Corp.

Population trends by age are examined for the City of Chanute and, for comparison, the State of Kansas. Decisionmark Corporation projects population trends using a proprietary method based on data from the most current U.S. Census Department updates and estimates including the "Consumer Expenditure Survey," "Current Population Survey" and the "Current Population Report."

In 1990 the percentage of Chanute's population aged 65 and over was 20.1%. In 1997 the City's population as a whole declined by 0.7% but the aged 65 and over group experienced a slight increase in percentage of the total population. Seniors are projected to comprise 20.9% of Chanute's population in 2002, while the overall population of the City is expected to decline by 1.4% from 1997 figures.

**CITY OF CHANUTE, KANSAS COMPREHENSIVE PLAN UPDATE**  
Existing Conditions

The percent of the population aged 65 or over from the state of Kansas is projected to remain stable at 13.9% for 1997 and 2002. The state's population as a whole is projected to increase 5.2% from 1990 to 1997 and 3.1% from 1997 to 2002.

The state as a whole has a slightly larger percentage of population in the under 18 category than the City of Chanute. In 1990, 25.2% of the population of Chanute was under 18 years of age compared to 26.7% of the population of Kansas. Both of these percentages increase slightly in 1997, although the number of Chanute's residents in this age category actually decreases marginally. Projections for 2002 indicate that the population of Chanute under 18 will decrease but will remain about a quarter of the City's population. The number of residents under 18 of the State of Kansas is projected to increase in 2002. The percentage of the state's total population aged less than 18 is projected to be 28.2% in 2002.

**Table 2.5**  
**City of Chanute Population by Gender**

Gender	1990	% of Total	1997	% of Total	% Change 1990-97	2002	% of Total	% Change 1997-2002
Female	5029	52.7%	4976	52.5%	-1.1%	4877	52.2%	-2.0%
Male	4513	47.3%	4506	47.5%	-0.2%	4465	47.8%	-0.9%
Total	9542		9482		-0.6%	9342		-1.5%

Source: US Bureau of the Census and Decisionmark Corp.

**Table 2.6**  
**State of Kansas Population by Gender**

Gender	1990	% of Total	1997	% of Total	% Change 1990-97	2002	% of Total	% Change 1997-2002
Female	1,260,594	51.0%	1,319,937	50.7%	4.7%	1,352,406	50.4%	2.5%
Male	1,212,675	49.0%	1,282,029	49.3%	5.7%	1,329,221	49.6%	3.7%
Total	2,473,269		2,601,966		5.2%	2,681,627		3.1%

Source: US Bureau of the Census and Decisionmark Corp.

The percentage of the total population of Chanute that is female was 52.7% in 1990. In the state of Kansas, the percentage of female population was 51%. In both population sets, the proportion of females to males is evening. While projected to experience a slight overall decline in population in 2002, Chanute's male population is expected to increase 0.5 percentage points to 47.8% of the total. The percent of male population in the state of Kansas is expected to increase by 0.6 to 49.6% of the total in 2002.

## Income Trends

**Table 2.7**  
**City of Chanute Household Income**

Household Income	1990	% of Total	1997	% of Total	% Change 1990-97	2002	% of Total	% Change 1997-2002
Less than \$15,000	1385	35.7%	1390	35.7%	0.4%	1347	35.3%	-3.1%
\$15,000 to \$24,999	768	19.8%	765	19.7%	-0.4%	736	19.3%	-3.8%
\$25,000 to \$34,999	769	19.8%	713	18.3%	-7.3%	653	17.1%	-8.4%
\$35,000 to \$49,999	570	14.7%	505	13.0%	-11.4%	447	11.7%	-11.5%
\$50,000 to \$74,999	302	7.8%	369	9.5%	22.2%	411	10.8%	11.4%
\$75,000 to \$99,999	58	1.5%	104	2.7%	79.3%	154	4.0%	48.1%
\$100,000 to \$150,000	19	0.5%	34	0.9%	78.9%	53	1.4%	55.9%
\$150,000 and over	5	0.1%	10	0.3%	100.0%	16	0.4%	60.0%
Total Households	3876	100.0%	3890	100.0%	0.4%	3817	100.0%	-1.9%

Source: US Bureau of the Census and Decisionmark Corp.

The total number of households in Chanute is projected to decline by 1.9% from 1997 to 2002. However, the number of households earning less than \$15,000 a year is projected to remain slightly more than a third of the total households in Chanute. In 1990, 90% of Chanute's households earned less than \$50,000 a year. Projections indicate that by 2002 the percentage of Chanute households earning less than \$50,000 a year will decrease to 83.4%.

The total number of households in the entire state of Kansas is estimated to have increased 6.1% from 1990 to 1997, and then to decline slightly (by 2.5%) in 2002. Just over a fourth of the state's population earned less than \$15,000 in 1990. The percent of the state in this income bracket is projected to decrease to 22.8% in 2002. The percent of households in the state earning \$50,000 or more is expected to increase from 19.3% in 1990 to 26.5% in 1997 and to 33.3% of the total number of households in 2002.

**CITY OF CHANUTE, KANSAS COMPREHENSIVE PLAN UPDATE**  
Existing Conditions

**Table 2.8**  
**State of Kansas Household Income**

Household Income	1990	% of Total	1997	% of Total	% Change 1990-97	2002	% of Total	% Change 1997-2002
Less than \$15,000	242,863	25.7%	244,610	24.4%	0.7%	234,790	22.8%	-4.0%
\$15,000 to \$24,999	187,284	19.8%	187,995	18.8%	0.4%	179,611	17.5%	-4.5%
\$25,000 to \$34,999	164,387	17.4%	153,792	15.3%	-6.4%	139,494	13.6%	-9.3%
\$35,000 to \$49,999	167,693	17.8%	150,593	15.0%	-10.2%	132,415	12.9%	-12.1%
\$50,000 to \$74,999	122,134	12.9%	152,917	15.3%	25.2%	170,392	16.6%	11.4%
\$75,000 to \$99,999	33,376	3.5%	61,685	6.2%	84.8%	93,130	9.1%	51.0%
\$100,000 to \$150,000	16,646	1.8%	31,481	3.1%	89.1%	48,352	4.7%	53.6%
\$150,000 and over	10,262	1.1%	19,422	1.9%	89.3%	29,809	2.9%	53.5%
Total	944,645		1,002,495		6.1%	1,027,993		2.5%

Source: US Bureau of the Census and Decisionmark Corp.

**Table 2.9**  
**City of Chanute Household Public Assistance in 1989**

	Households	% of Total
With Public Assistance Income	310	8.0%
No Public Assistance Income	3554	92.0%
Total Households	3864	100.0%

Source: US Bureau of the Census

**Table 2.10**  
**State of Kansas Household Public Assistance in 1989**

	Households	% of Total
With Public Assistance Income	48,543	5.1%
No Public Assistance Income	897,710	94.9%
Total Households	946,253	100.0%

Source: US Bureau of the Census

The City of Chanute had a slightly larger proportion of households with public assistance income in 1989 than households in the entire State of Kansas. Approximately 5% of the total number of households in Kansas have public assistance income, while 8% of the City of Chanute receives assistance.

**Housing**

<b>Table 2.11</b> <b>City of Chanute Housing Unit Tenure in 1990</b>		
Status	Units	% of Total
Owner Occupied	2691	68.7%
Renter Occupied	1225	31.3%
Total Occupied Units	3916	100.0%

Source: US Bureau of the Census and Decisionmark Corp.

<b>Table 2.12</b> <b>State of Kansas Housing Unit Tenure in 1990</b>		
Status	Units	% of Total
Owner Occupied	641,762	67.9%
Renter Occupied	302,964	32.1%
Total Occupied Units	944,726	100.0%

Source: US Bureau of the Census and Decisionmark Corp.

<b>Table 2.13</b> <b>Chanute Housing Unit Occupancy Projections</b>				
	1997	% of Total	2002	% of Total
Total Housing Units	4392		4305	
Occupied Housing Units	3888	88.5%	3817	88.7%
Unit Occupied by Owner	2836	72.9%	2956	77.4%
Unit Occupied by Renter	1052	27.1%	859	22.5%

Source: US Bureau of the Census and Decisionmark Corp.

<b>Table 2.14</b> <b>Kansas Housing Unit Occupancy Projections</b>				
	1997	% of Total	2002	% of Total
Total Housing Units	1,105,412		1,131,846	
Occupied Housing Units	1,002,485	90.7%	1,027,990	90.8%
Unit Occupied by Owner	722,611	72.1%	789,599	76.8%
Unit Occupied by Renter	279,874	27.9%	238,391	23.2%

Source: US Bureau of the Census and Decisionmark Corp.

Census data for 1990 reflects that the owner resides in almost 70% of occupied housing units in the City of Chanute. The State of Kansas as a whole also features an owner occupancy rate of just less than 70%. Projections for 1997 and 2002 suggest the percentage of units occupied by an owner rather than a renter will increase to 72.9% and 77.4% in the City of Chanute. A similar trend is predicted for the state as a whole, with 72.1% owner occupation in 1997 and 76.8% in 2002.

Chanute's percentage of vacant housing units is slightly greater than the state as a whole. The rate for each is projected to remain relatively stable to the year 2002; 11.3% vacancy rate in Chanute and a rate of 9.2% in the state.

Education

Table 2.15 Chanute Educational Attainment in 1990, Persons 18 Years and Over		
	Persons	% of Total
Less than 9th Grade	671	9.4%
9 <sup>th</sup> to 12th Grade, No Diploma	1024	14.4%
High School Graduate	2335	32.8%
Some College, No Degree	1799	25.3%
Associate Degree	527	7.4%
Bachelor's Degree	505	7.1%
Graduate or Professional Degree	253	3.6%
Total	7114	100.0%

Source: US Bureau of the Census and Decisionmark Corp.

Table 2.16 Kansas Educational Attainment in 1990, Persons 18 Years and Over		
	Persons	% of Total
Less than 9th Grade	125,426	6.9%
9 <sup>th</sup> to 12th Grade, No Diploma	214,082	11.8%
High School Graduate	587,713	32.4%
Some College, No Degree	440,415	24.3%
Associate Degree	98,464	5.4%
Bachelor's Degree	239,238	13.2%
Graduate or Professional Degree	110,234	6.1%
Total	1,815,572	100.0%

Source: US Bureau of the Census and Decisionmark Corp.

Census information for educational attainment from 1990 indicates that 23.8% of residents of Chanute 18 years of age and over did not graduate from High School. This compares with 18.7% of the 18 and over population of the state of Kansas. The state has a slightly larger proportion of people with college degrees. Nearly 25% of the state population 18 years and older has either an associate, bachelor's or graduate degree, while 18.1% of the aged 18 and over population of Chanute has a degree.

Table 2.17 Projections for Chanute Educational Attainment, Persons Age 25 and Over						
	1990	% of Total	1997	% of Total	2002	% of Total
Less Than High School Diploma	1,513	23.9%	1,308	20.7%	1,089	17.3%
High School	2,079	32.8%	2,097	33.1%	1,893	30.1%
Some College	2,029	32.1%	2,139	33.8%	2,390	38.1%
College Degree	475	7.5%	552	8.7%	634	10.1%
Graduate Degree	233	3.7%	235	3.7%	274	4.4%
Total	6,329	100.0%	6,331	100.0%	6,280	100.0%

Source: US Bureau of the Census and Decisionmark Corp.

Table 2.18 Projections for Kansas Educational Attainment, Persons Age 25 and Over						
	1990	% of Total	1997	% of Total	2002	% of Total
Less Than High School	292,924	18.7%	259,333	15.7%	217,956	12.7%
High School	513,259	32.8%	534,406	32.3%	489,839	28.6%
Some College	427,356	27.3%	469,546	28.4%	537,369	31.4%
College Degree	220,710	14.1%	272,432	16.5%	324,101	18.9%
Graduate Degree	109,271	7.0%	117,519	7.1%	143,048	8.4%
Total	1,563,520	100.0%	1,653,236	100.0%	1,712,313	100.0%

Source: US Bureau of the Census and Decisionmark Corp.

Projections for the state of Kansas and the City of Chanute suggest that the percentage of the population that will graduate from senior high school is increasing. The percentage of Chanute's population aged 25 and over to achieve less than a high school diploma is projected to fall to 20.7% in 1997 and to 17.3% in 2002. The percentage of persons in the State of Kansas aged 25 and over without a diploma is expected to drop to 15.7% in 1997 and 12.7% in 2002. The percentage of the population to obtain a college degree is also projected to increase for both areas by 2002, to 14.5% of Chanute residents and 27.3% of Kansas residents.



Commuting Patterns

Table 2.19 Travel Time to Work, Chanute Workers 16 Years and Over, 1990		
	Workers	% of Total
Less than 5 Minutes	390	9.8%
5 to 9 Minutes	1,569	39.6%
10 to 14 Minutes	960	24.2%
15 to 19 Minutes	417	10.5%
20 to 24 Minutes	113	2.9%
25 to 29 Minutes	36	0.9%
30 to 34 Minutes	103	2.6%
35 to 39 Minutes	23	0.6%
40 to 44 Minutes	17	0.4%
45 to 59 Minutes	86	2.2%
60 to 89 Minutes	57	1.4%
90 or More Minutes	21	0.5%
Worked at Home	170	4.3%
Total Workers	3,962	100.0%

Source: US Bureau of the Census

Table 2.20 Chanute Projected Travel Time to Work				
Travel Time	1997	% of Total	2002	% of Total
Worked at Home	169	4.0%	164	4.1%
Less than 15 Minutes	3,053	73.0%	2,939	72.9%
15-29 Minutes	618	14.8%	595	14.8%
30-59 Minutes	256	6.1%	250	6.2%
60 or More Minutes	87	2.1%	85	2.1%
Total Workers	4,183	100.0%	4,033	100.0%

Source: US Bureau of the Census and Decisionmark Corp.

Commuting times for the City of Chanute from 1990 suggest that the majority of the population, 64.6%, travel less than 15 minutes to work and so contribute to the local economy. An additional 4.3% work at home. This trend is expected to continue in the future, with 73% in 1997 and 72.9% in 2002 traveling less than 15 minutes to work. The percentage of employees working at home is expected to remain at about 4%.

In contrast, the percentage of the population of the state of Kansas that traveled less than 15 minutes to work in 1990 was 43.8% with 4.1% working at home. This proportion is projected to remain consistent through 2002, when 43.3% of the employees will travel less than 15 miles to work and 3.9% of employees will work at home.

**Table 2.21**  
**Travel Time to Work, Kansas Workers 16 and Over, 1990**

	Workers	% of Total
Less than 5 Minutes	82,395	7.0%
5 to 9 Minutes	215,690	18.3%
10 to 14 Minutes	217,913	18.5%
15 to 19 Minutes	200,264	17.0%
20 to 24 Minutes	157,212	13.3%
25 to 29 Minutes	51,021	4.3%
30 to 34 Minutes	105,232	8.9%
35 to 39 Minutes	16,111	1.4%
40 to 44 Minutes	17,356	1.5%
45 to 59 Minutes	35,215	3.0%
60 to 89 Minutes	20,427	1.7%
90 or More Minutes	11,232	1.0%
Worked at Home	48,863	4.1%
Total Workers	1,178,931	100.0%

Source: US Bureau of the Census and Decisionmark Corp.

**Table 2.22**  
**Kansas Projected Travel Time to Work**

Travel Time to Work	1997	% of Total	2002	% of Total
Worked at Home	51,119	3.9%	51,472	3.9%
Less than 15 Minutes	566,530	43.6%	571,890	43.3%
15-29 Minutes	453,159	34.9%	463,804	35.1%
30-59 Minutes	194,046	14.9%	198,720	15.0%
60 Minutes or More	35,005	2.7%	35,425	2.7%
Total Workers	1,299,859	100.0%	1,321,311	100.00%

Source: US Bureau of the Census and Decisionmark Corp.

### CHAPTER THREE PLANNING POLICIES

The city of Chanute held a "Focus Session" on May 13, 1999 to provide an opportunity for residents and business leaders of Chanute to identify issues that are critical to the immediate, as well as the long-term, future of the community. The session was open to the public and invited stakeholders. Approximately 45 members of the community participated in ranking the most important issues facing the city of Chanute.

The process for *Issues Identification* used at the Focus Session was a structured idea-sharing process. "Break-out" groups were formed to discuss the issues that were identified by the entire group. The break-out groups discussed the following series of issues:

1. **Future Land Use:** issues discussed related to the location, type and quantity of land uses as Chanute grows.
2. **Economic Development:** issues discussed related to business and industrial growth in Chanute and the surrounding area.
3. **Quality of Life:** issues discussed focused on specific issues that influence the caliber of the Chanute area as a place to live and work.

Participants then prioritized the identified issues through a group ranking process. The ranked issues are listed below. Information from the "Focus Session" was used as a basis for the follow-up "Policy Charrette" workshop held in June, 1999. The policy planning workshop was attended by a similar number of residents as the focus session and was used to develop community policies and "action steps" that address the critical issues facing the Chanute community—both in terms of immediate needs and long-term plans.

**"FUTURE LAND USE ISSUES AND OUR COMMUNITY"****HOME MAINTENANCE**

<i>Plan Objective and Action Steps</i>	<i>Action Agenda</i>
<b>Objective: Serve and partner with the citizens of Chanute to encourage home investment.</b>	
<p><i>Action Steps:</i></p> <p>Strengthen home maintenance and correct areas of concern with the building code and other enforcement activities:</p> <ul style="list-style-type: none"> <li>➤ The City should continue the existing program to maintain and upgrade gravel streets to hard surface without cost to the adjacent property owners. Benefit districts should be utilized if further upgrade is requested by property owners.</li> <li>➤ The City should update its building codes and maintain codes in most recent published addition.</li> <li>➤ The City should adopt a tough minimum maintenance or community aesthetics ordinance; aggressively enforced it. Fines should be increased from their present levels for violations.</li> </ul> <p>Establish standards for ranking neighborhood decline throughout the city. The standards should act as "indicators" of disinvestment and related neighborhood problems. Factors such as lack of property tax payment, disproportionately high rental occupancy, and code violations are indicators that the City should maintain. The indicators would be used for the development of local programs and for grant funding opportunities.</p> <p>Institute programs that encourage maintenance, rather than simply enforcing codes.</p> <ul style="list-style-type: none"> <li>➤ Innovative techniques such as "Help Your Neighbor Week" where neighbors assist each other in home maintenance and a "Neighborhood Walk Program" where public officials such as City and Planning Commissioners and key staff walk through neighborhoods to help identify problem areas and identify a "Home of the Month" award.</li> <li>➤ Civic organizations like Kiwanis, The Chamber of Commerce, The Rotary, The Jaycees, and The Chanute People Caring for People should be encouraged to have an "Adopt A Home Program." Coordinate City code enforcement w/civic group efforts.</li> </ul>	<p><b>City Commission and Property Owners</b></p> <p><b>City Staff</b></p> <p><b>City Commission</b></p> <p><b>City Staff</b></p> <p><b>City Staff</b></p> <p><b>Chamber of Commerce</b></p> <p><b>City Staff</b></p>

ANNEXATION

<i>Plan Objective and Action Steps</i>	<i>Action Agenda</i>
<b>Objective:</b> Through annexation and utility extension, plan for growth.	
<b>Action Steps:</b> Anticipate the annexation of and plan for extension of public utilities in the following locations: <ul style="list-style-type: none"> <li>➤ Extend the western city limits 1/4 mile west of Country Club Road</li> <li>➤ Extend the southern city limits to 49<sup>th</sup> Street.</li> <li>➤ Extend the eastern city limits to Ford Road.</li> <li>➤ Extend the northern city limits to Ash Grove Road.</li> </ul>	<b>Planning Commission</b>  <b>City Commission</b>  <b>City Staff</b>

<i>Plan Objective and Action Steps</i>	<i>Action Agenda</i>
<b>Objective:</b> Through annexation, expand urban land in response to private sector initiatives.	
<b>Action Steps:</b> Plan for industrial growth, including annexation of land: <ul style="list-style-type: none"> <li>➤ Within the existing Industrial Park.</li> <li>➤ Lands west of existing Industrial Park to Plummer.</li> </ul> Plan for commercial growth: <ul style="list-style-type: none"> <li>➤ Cherry Street.</li> <li>➤ South Santa Fe.</li> <li>➤ 35th Street from Hwy. 169 to Santa Fe.</li> </ul>	<b>Planning Commission</b>  <b>City Commission</b>  <b>City Staff</b>

The City should initiate annexation—in conjunction with extraterritorial zoning and subdivision regulation—in order to control urban fringe development patterns and trends. This is important given the lack of countywide zoning.

For this reason as well, the City should consider extraterritorial building codes beyond the initial growth areas of the City in the near term planning time period. Base city annexation plans on ability to provide services within identified growth corridors and "Urban Service Areas."

## AVAILABLE HOUSING

<i>Plan Objective and Action Steps</i>	<i>Action Agenda</i>
<b>Objective: Adopt and enact strategies to encourage residential development.</b>	
<p><i>Action Steps:</i>            Help increase housing available for sale and rent:</p> <ul style="list-style-type: none"> <li>➤ Encourage apartments over downtown stores on Main Street.</li> <li>➤ Study incentives for development such as gas, water, streets and sewer construction.</li> <li>➤ Cost sharing for utility and street installations or waiving of utility connection fees for new home construction.</li> </ul> <p>Identify and encourage development on vacant lots in older neighborhoods:</p> <ul style="list-style-type: none"> <li>➤ Waive connection fees.</li> <li>➤ Provide floor plans for homes which can be built on existing lots.</li> </ul> <p>Promote residential development by altering the following areas of the city:</p> <ul style="list-style-type: none"> <li>➤ Alter demolition program to target specific areas to provide larger lots.</li> </ul>	<p><b>Main Street</b></p> <p><b>City Commission &amp; City Staff</b></p> <p><b>City Commission &amp; City Staff</b></p> <p><b>City Commission City Staff</b></p> <p><b>City Staff</b></p>

## INFRASTRUCTURE

<i>Plan Objective and Action Steps</i>	<i>Action Agenda</i>
<b>Objective: Address maintenance requirements and enhance Chanute's infrastructure.</b>	
<p><i>Action Steps:</i></p> <p>Mitigate infrastructure features that detract from the quality of life in Chanute.</p> <p>New sub-division regulations should provide for right-of-way widths sufficient to accommodate on-street parking.</p> <p>The City should develop an overall policy to provide enhancements for existing collector and arterial streets that lack on-street parking.</p> <p>Brick streets should be preserved or removed.</p> <p>Investigate ideas for financing infrastructure problem areas:</p> <ul style="list-style-type: none"> <li>➤ A city-wide payment strategy.</li> </ul> <p>Determine whether maintenance of older infrastructure is adequate.</p> <ul style="list-style-type: none"> <li>➤ It is adequate given budget constraints.</li> </ul>	<p>City Commission &amp; Planning Commission, City Staff</p> <p>Planning Commission</p> <p>City Commission</p> <p>City Commission</p> <p>City Commission &amp; Planning Commission</p> <p>City Staff</p>

## HISTORIC PRESERVATION

Plan Objective and Action Steps	Action Agenda
<p><b>Objective:</b> Partner with the citizens and groups to contribute to a sense of place and pride in Chanhute's neighborhoods and Downtown.</p>	
<p><b>Action Steps:</b>  Encourage preservation of the valued features or qualities of the community:</p> <ul style="list-style-type: none"> <li>➤ Brick Streets should be preserved (or removed if not preserved).</li> <li>➤ A more workable maintenance arrangement for the renovated Depot should be developed.</li> <li>➤ Continue improvements to the Memorial Building and Memorial Building Auditorium.</li> <li>➤ Assure that the historic Carnegie Library now the Chanhute Judicial Center is maintained.</li> <li>➤ Encourage the continuation and possible expansion of the Historic Homes Tour.</li> <li>➤ Erect monuments or gateways to contribute to a "sense of place" for Downtown or other neighborhoods:</li> </ul> <p>Adopt strategies to develop Downtown as a viable commercial center and simultaneously engage in historic preservation efforts:</p> <ul style="list-style-type: none"> <li>➤ Determine the need for a historic museum for the Southeast Kansas area.</li> <li>➤ Feature the Santa Fe railroad memorabilia.</li> <li>➤ Create a Historical Society.</li> <li>➤ Create an Arts Council.</li> <li>➤ The City may need to consider demolition of certain buildings among historic blocks for the redevelopment of sound structures as well as for off-street parking as needed. Historic preservation in certain districts needs to be flexible to accommodate redevelopment.</li> </ul> <p>Approach groups interested in partnering in preservation efforts.</p> <p>Determine whether the City should adopt a strong preservation code.</p> <ul style="list-style-type: none"> <li>➤ Yes, possibly by district, but must be carefully drafted and researched.</li> </ul>	<p>City Commission  City Commission  City Commission &amp; City Staff  City Commission &amp; County Commission  Tourism Staff  Tourism Staff, City Commission &amp; Main Street Program</p> <p>Tourism Staff  Tourism Staff  City Commission  City Commission  City Commission, Planning Commission, &amp; City Staff</p> <p>City Commission, Planning Commission, &amp; City Staff</p>



**"ECONOMIC DEVELOPMENT OPPORTUNITIES AND OUR COMMUNITY"**

**DIVERSIFICATION OF THE TAX BASE**

<i>Plan Objective and Action Steps</i>	<i>Action Agenda</i>
<b>Objective: Implement tools to attract diverse industry opportunities to Chanute.</b>	

<p><i>Action Steps:</i></p> <p>Attract diverse, higher wage industries to Chanute:</p> <ul style="list-style-type: none"> <li>➤ Publicize the economic advantages such as low cost utilities, good capacities for growth, low land costs, lower cost buildings, central location and access to quality highways and rail service, strong schools, good medical facilities, exceptional quality of life, and a comprehensive incentive package.</li> <li>➤ Adopt a pro-growth "Attitude".</li> <li>➤ Employ an Aggressive Recruitment Philosophy to extend and provide infrastructure by assuming some of the cost of development looking at the economic advantage to the City at large so that not all costs are borne by the developer.</li> <li>➤ Develop a strong presentation/video, etc. that is combined with a select group of ambassadors to be formed by the City Commission. This would form an economic development "SWAT Team" which should include the City Economic Development Director. The Team should include other representatives from other institutions throughout the community such as the school district, the medical community, industrial business owners, and financial institutions.</li> <li>➤ In order to support growth, the City must not only plan for land use changes, but for attracting industries as well. The industrial job base must be expanded to provide employment.</li> </ul> <p>Implement tools to help attract diverse industries:</p> <ul style="list-style-type: none"> <li>➤ Aggressive tax abatement program for real estate and real property/equipment.</li> <li>➤ Identify the types of industries we want and recruit.</li> <li>➤ Form a private capital group to build "spec" buildings.</li> <li>➤ Form a private group to find businesses to partner and be compatible with existing businesses.</li> </ul> <p>Actively showcase the community's strengths:</p> <ul style="list-style-type: none"> <li>➤ Polish the "swat team" for presentation by educating current business &amp; industry owners recognizing that the current owners are often the first contact for potential new business and industry. A good first impression from these individuals is important. An impression that Chanute is the best place to live, work, and do business is essential.</li> </ul>	<p>Planning Commission &amp; Economic Development Director</p> <p>City Commission &amp; Planning Commission</p> <p>City Commission, Economic Development Director &amp; County Commission</p> <p>City Commission &amp; Economic Development Director</p> <p>City Commission &amp; Economic Development Director</p> <p>City Commission &amp; Economic Development Director</p> <p>"</p> <p>"</p> <p>"</p> <p>City Commission &amp; Economic Development Director</p>
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<p>DIVERSIFICATION OF THE TAX BASE—CONTINUED</p> <p>Market industrial parks and speculative industrial building in the industrial park.</p> <p>Develop a strong community web site, with a virtual building program.</p>	<p>Economic Development Director</p>
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## EDUCATION

<i>Plan Objective and Action Steps</i>	<i>Action Agenda</i>
<p><b>Objective: Enhance the strengths in the education system to ensure vocational or college preparedness.</b></p>	
<p><i>Action Steps:</i></p> <p>Mitigate incomplete areas in the community school system:</p> <ul style="list-style-type: none"> <li>➤ Technical training in automotive or electronic areas at NCCC.</li> <li>➤ Skill training.</li> <li>➤ Ensure skills and training taught are consistent with the skills needed for current business.</li> <li>➤ The City should assist in resolving difficulties between local manufacturing businesses and NCCC concerning job training. Currently, there is a conflict between educating students on the one hand and training for specific jobs on the other hand. For example, individuals who want to take courses to further their education may not be the ideal employee for that particular job for which training is being supplied. The employer needs to hire an individual as a worker, not as a student. How this conflict can be resolved will be the key to better coordination between local business and NCCC.</li> </ul> <p>Encourage partnerships with NCCC, Vo-Tech and the K-12 schools:</p> <ul style="list-style-type: none"> <li>➤ Instilling in our young people (K-12) that to be employable and successful you have to continue to learn and enhance your skills.</li> <li>➤ Use a "swat team" to point out opportunities within our community to K-12 and NCCC students.</li> <li>➤ Relate local success stories.</li> <li>➤ Strengthen regional coalition with youth center or facility for training for employees.</li> </ul> <p>Encourage partnership with local industry for job training classes at NCCC.</p> <p>Approach industry leaders.</p> <p>Identify incentives for industry participation in job training programs.</p>	<p>NCCC Board</p> <p>NCCC Board &amp; USD #413 Board</p> <p>NCCC Board &amp; USD #413 Board</p> <p>NCCC Board</p> <p>NCCC Board &amp; USD #413 Board</p> <p>NCCC Board &amp; USD #413 Board</p> <p>NCCC Board &amp; USD #413 Board</p> <p>NCCC Board &amp; USD #413 Board</p> <p>NCCC Board &amp; USD #413 Board</p> <p>NCCC Board &amp; USD #413 Board</p>

## HOUSING

<i>Plan Objective and Action Steps</i>	<i>Action Agenda</i>
<b>Objective:</b> Devise strategies to encourage residential development and an increase in the available housing stock.	
<p><i>Action Steps:</i></p> <p>Address voids in the housing market:</p> <ul style="list-style-type: none"> <li>➤ Lack of affordable housing.</li> <li>➤ Chanute lacks housing development at virtually all price points.</li> <li>➤ Rental housing is in short supply.</li> </ul> <p>Investigate and identify areas suitable for new housing development:</p> <ul style="list-style-type: none"> <li>➤ Country Club Road, North of Main</li> <li>➤ 7th Street, West of Country Club Road</li> <li>➤ North of 14th, West of Plummer</li> <li>➤ North and South of 21st, East of Plummer</li> <li>➤ South of 44th, West of Santa Fe</li> </ul> <p>Infill development is difficult where older structures exist. New homes do not "blend" with older homes. The City needs to identify large tracts of land that can be assembled for a more unified infill development district.</p> <p>Explore and encourage incentives and other strategies to speed the development process:</p> <ul style="list-style-type: none"> <li>➤ Recruit and enlist prospects for a sweat-equity self help program that is currently available but underutilized.</li> <li>➤ Annex desirable property before it is made unusable or undesirable by "hop scotch" development.</li> <li>➤ Look at and develop program that when housing is rehabbed or fixed up, owners can receive tax credits.</li> <li>➤ Start a community revitalization program.</li> <li>➤ Create a developer friendly subdivision regulation as it relates to utilities and streets.</li> <li>➤ Use city general funds to pay for public improvements (streets).</li> </ul> <p>Market the strengths of the region to attract residential development:</p> <ul style="list-style-type: none"> <li>➤ Utilize the Residential Housing Study to attract developers.</li> </ul>	<p>City Commission, Planning Commission &amp; Chanute Realty Association</p> <p>"</p> <p>"</p> <p>"</p> <p>Planning Commission</p> <p>"</p> <p>"</p> <p>"</p> <p>"</p> <p>City Staff</p> <p>City Staff &amp; City Commission</p> <p>City Commission</p> <p>City Commission &amp; County Commission</p> <p>City Commission</p> <p>Planning Commission</p> <p>City Commission</p> <p>Economic Development Director</p>

## PUBLIC/PRIVATE PARTNERSHIPS

Plan Objective and Action Steps	Action Agenda
<p><b>Objective:</b> Pursue and/or facilitate partnerships and communication between residents, industry, the school system, local government and the business community.</p>	
<p><b>Action Steps:</b>  Explore land donations:  ➤ Donated land is an option that should be encouraged/explored.</p> <p>Facilitate communication between residents, the business community and the City by:  ➤ Televised community meetings.  ➤ Encourage good networking between city, chamber, private enterprise and citizens.  ➤ Hold town meetings and select "information meetings" on a regular basis.</p> <p>Assist the community to work towards:  ➤ Encouraging more open communication.  ➤ Establish a committee of medical, education, business and related groups to develop effective education techniques for economic development. The education needs to be towards Chanute residents as well as to potential business developers.</p> <p>Initiate events or programs to encourage shared knowledge and resources between the business community, religious leaders, residents and local government:  ➤ Town meetings specific to communication of what's needed and what is going on.  ➤ Expand our community trade area or at least include the approximate area around Chanute (2-10 miles).  ➤ More involvement with alliance of churches or similar organization/religious community.  ➤ Create and/or strengthen networks.</p>	<p>Entire Community</p> <p>Economic Development Director  City Commission &amp; City Manager  City Commission &amp; City Manager  City Commission &amp; City Manager</p> <p>Economic Development Director</p> <p>Economic Development Director &amp; Public Access Channel Director</p> <p>Economic Development Director  Ministerial Alliance &amp; City Staff  Entire Community</p>

## DOWNTOWN COMMERCIAL VERSUS COMMERCIAL CENTER

[illegible]

**"QUALITY OF LIFE ISSUES AND OUR COMMUNITY"****RECREATION**

<i>Plan Objective and Action Steps</i>	<i>Action Agenda</i>
<b>Objective: Serve and partner with the citizens of Chanute to encourage recreational activities and facilities for all ages.</b>	
<b>Action Steps:</b> Identify and publish community activities currently available to residents of Chanute: <ul style="list-style-type: none"> <li>➤ The City should construct a community recreational center that should include facilities for indoor walking, indoor swimming, dances, youth football, and soccer fields. The building should have areas that could house the Fire Escape Youth Center and other similar groups. Consideration should also be given to the need for a convention center. Contact/partnership groups should include USD #413, Neosho Memorial Regional Medical Center, NCCC, Chanute Parks and Recreation, Tri-Valley Development Center, etc.</li> <li>➤ The City needs to build on its Hike and Bike program by completing a loop. Possible sources of additional funding could come in the form of the Rails to Trails program by utilizing unused SKO right-of-way south of the airport.</li> </ul> <p>Additional park land is required; long-term; however, in the near-term, the City should invest in facility enhancements in the existing parks, such as better parking for Katy park ball field and RV parking in under-utilized areas of Katy Park</p> <p>Long-term, new park land's needed in the "Urban Service Areas" and should be secured at the time of subdivision platting.</p> <p>Initiate an Alternate Water Supply Study.</p> <p>Identify methods or problems with how residents find out about community activities:</p> <ul style="list-style-type: none"> <li>➤ Newspaper</li> <li>➤ Radio</li> <li>➤ Schools</li> <li>➤ Word of Mouth</li> <li>➤ City TV Channel</li> </ul> <p>Investigate recycling and other environmental programs on a periodical basis:</p> <ul style="list-style-type: none"> <li>➤ Most everything but glass and plastic is currently recycled.</li> <li>➤ Chanute does not seem to support additional recycling, people won't</li> </ul>	<p><b>City Commission, Recreation Commission, USD #413 Board &amp; Neosho Memorial Regional Medical Center</b></p> <p><b>City Staff, Economic Development Director &amp; City Commission</b></p> <p><b>City Commission, City Staff, and Recreation Commission</b></p> <p><b>City Commission</b></p> <p><b>City Commission, &amp; City Staff</b></p> <p><b>City Staff</b></p> <p><b>City Staff</b></p> <p><b>City Staff</b></p> <p><b>City Staff</b></p> <p><b>City Commission, Recreation Commission, USD #413 Board, and Neosho Memorial Regional Medical</b></p>

<p>"man" the center.</p> <ul style="list-style-type: none"><li>➤ Recognize that recycling efforts are market driven. If there is no market for recycled items, landfilling is cheaper.</li></ul> <p>RECREATION—CONTINUED</p> <p>Investigate possible areas for locating a community center:</p> <ul style="list-style-type: none"><li>➤ USD #413 tract west of hospital.</li><li>➤ Build new high school. Use old high school for recreation center.</li></ul> <p>Investigate methods for financing a community center:</p> <ul style="list-style-type: none"><li>➤ Bond issues</li><li>➤ Tax increases</li><li>➤ Increase tax base by enticing industry</li><li>➤ Grants</li></ul>	<p>Center</p> <p>City Commission,</p> <p>Recreation</p> <p>Commission, USD</p> <p>#413 Board, &amp; Neosho</p> <p>Memorial Regional</p> <p>Medical Center</p>
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## PUBLIC SAFETY

Plan Objective and Action Steps	Action Agenda
<b>Objective: Identify and mitigate traffic and other safety issues affecting the Quality of Life in Chanute.</b>	
<p><i>Action Steps:</i>  Address identified safety concerns, either from traffic or crime or other hazards.</p> <ul style="list-style-type: none"> <li>➤ Enhance police presence for traffic, in particular the school zones.</li> <li>➤ Enhance police presence for drugs and other criminal behavior, in particular Main Street evening youth gatherings.</li> <li>➤ Study the need for a local jail.</li> <li>➤ Study the need for a public safety facility which could house a larger and more efficient police and fire facility as well as a local jail.</li> </ul> <p>Identify and address areas of problem traffic:</p> <ul style="list-style-type: none"> <li>➤ Plummer - from 14th to 49th Street should be improved.</li> <li>➤ A K-39 Bypass south to the Industrial Park should be explored.</li> </ul> <p>Explore solutions to the problem areas:</p> <ul style="list-style-type: none"> <li>➤ Fines should be doubled.</li> </ul> <p>Traffic controls like speed bumps and restricted access can improve safety, but:</p> <ul style="list-style-type: none"> <li>➤ Speed bumps are not favorable.</li> <li>➤ Correct design and geometry on all streets is preferred.</li> <li>➤ New subdivision regulations that would provide for restricted access along commercial corridors should be developed.</li> </ul> <p>Provide an avenue for concerns to be effectively communicated to City Hall:</p> <ul style="list-style-type: none"> <li>➤ Better publication of the duties and responsibilities of City Officials should be developed through the use of the City's TV Channel and other media.</li> </ul>	<p>Police Chief  Police Chief  City and County Commissions  City Staff    City Staff  City Staff    City Commission      City Staff  City Staff  Planning Commission    Public Access Channel Director</p>



### Plan Objective and Action Steps

### Action Agenda

Action Steps:

- Shortage of \$350 and up, clean rentals
- Basically 3 bedroom and up houses.
- Mid range and starter homes are the biggest voids.

**Local Realty Assoc.  
and Economic  
Development Director**

6

- Higher paying jobs would affect housing market the best.
- The City should install streets and utilities to spur development.
- The citizens' investment would be the infrastructure.
- The City should be proactive and aggressive to get the housing and industry built.
- Education is important to making people aware of various programs. The availability of financing to support home maintenance is a critical component of a full program. Financing can be targeted to homeowners who are on fixed or low incomes and have fallen behind on home maintenance.

**Economic  
Development  
City Staff & City  
Commission  
City Staff & City  
Commission  
City Staff & City  
Commission  
Economic  
Development Director**

The property maintenance codes:

- Property maintenance codes must be kept up-to-date.
- Staffing must be maintained at adequate levels. The staff should develop programs for coordinating with the education programs that are developed over time.
- Effective communication with the public is a critical part of adequate code enforcement.

City Staff  
City Manager  
City Staff

<i>Plan Objective and Action Steps</i>	<i>Action Agenda</i>
<b>Objective:</b> Capitalize on the strengths of the local school system and mitigate the weaknesses.	
<p><i>Action Steps:</i></p> <p>Identify and address the weaknesses or areas of improvement for the school district:</p> <ul style="list-style-type: none"> <li>➤ CHS building is too small.</li> <li>➤ USD #413 should deal with facility enhancement and physical plant improvements based on enrollment trends.</li> </ul> <p>Capitalize on the strengths of the schools:</p> <ul style="list-style-type: none"> <li>➤ Good teachers</li> <li>➤ Great instructors (413 wide)</li> <li>➤ Good Special Ed</li> </ul> <p>Develop marketing strategies to help recruit residential and industrial development:</p> <ul style="list-style-type: none"> <li>➤ Tax Credits</li> </ul> <p>Determine whether the Community College offers vocational classes:</p> <ul style="list-style-type: none"> <li>➤ Does not, and should work more with Chanute Industrial Council.</li> </ul> <p>Identify strategies the City and business community can employ to work together to address compliance with the federal Americans with Disabilities Act (ADA) at the college and other public areas.</p> <ul style="list-style-type: none"> <li>➤ Utilize SKIL (Southeast Kansas Independent Living).</li> </ul>	<p><b>USD #413 Board</b></p>  <p><b>USD #413 Board</b></p>  <p><b>Economic Development Director</b></p>  <p><b>NCCC Board</b></p>  <p><b>City Staff &amp; SKIL</b></p>

### *Plan Objective and Action Steps*

### Action Agenda

Action Steps:

## City Staff

- City Staff, Planning Commission, and City Commission**

- ## City Staff

- ## City Staff

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## CHAPTER FOUR FUTURE LAND USE

### LAND USE AND PLANNING PRINCIPLES

The city of Chanute has been applying sound public policy to influence change—in the public interest—as it has responded to change over time. In order for the entire community to attain the objectives of the new Chanute Comprehensive Plan, it is helpful to restate the dynamics of urban development. Without such an understanding, local efforts cannot promote community goals as effectively. The comprehensive plan has been developed with the land planning principles presented in this section.

#### Land Use Externalities

Certain basic planning issues are relevant to sound public policy. Externalities, or the impact of a given parcel of land on its neighboring properties, must be considered. For example, a residential district that abuts expanding commercial districts—whether on 7<sup>th</sup> Street, Santa Fe Street or on Main Street—can experience negative externalities. If not carefully planned, the residential district has less value than a similar district integrated within a residential neighborhood or in a well-designed mixed-use district.

In effect, the land use incompatibility creates a cost imposed by the commercial owners on the residential owners. The best way to minimize these external costs is to a) interrelate the multiple land uses in a planned mixed-use development, or b) separate incompatible land uses with buffers and similar details of effective urban design. These planning principles help create compatible transitions between residential and commercial areas.

Areas of Chanute that are vulnerable to the "externalities" of change and need careful land use planning include existing single-family residential areas near vacant, commercial land. Redevelopment of mixed-use commercial uses at the edge of the east Main Street district, for example, must be carefully considered. Characteristics that most people seek in a residential area—quiet, serenity, stability—can be protected by implementing site plan review recommendations as part of the plan update implementation.

Non-residential uses, which are not designed as part of a mixed-use development, can be made compatible with sensitive screening and other mitigating design features. Positive externalities can develop, as well. A concentrated shopping district east of the U.S. 169 Highway interchange, at Chanute 35 Parkway and Plummer Road, will be more successful and attract customers from a wider market area than would a string of commercial uses dispersed along the local roadway in commercial strips.

#### Transportation Access

Clustering retail-commercial uses where arterial roads intersect benefits the commercial use while protecting the capacity of local roads to carry traffic, in addition to protecting nearby residential districts from intrusive development. Proper access control includes limitation on

curb cuts, widths of driveway and related design issues. The planning principles for Chanute in the Comprehensive Plan are relevant to redevelopment, as well, as it occurs on arterial streets, such as Main Street and north Santa Fe Street. The city must protect not only existing development but also certain "urban systems." Growth along major arterial roads must be carefully planned to allow the major thoroughfare to continue carrying traffic. Development along the arterial roads must be designed to minimize conflicts.

Access within Chanute to the regional highway network is important for a) convenience of residents and b) continued growth of commercial and industrial districts. The viability of the local arterial street system to carry future traffic is critical. Redevelopment along the corridors of 14<sup>th</sup>, Cherry and other established arterial streets must be done in a planned way.

Standards for clustering of retail and office use help channel traffic efficiently onto arterial streets. Clusters of retail-commercial activity create discrete retail "destinations." Retail districts also create opportunities for the joint use of parking facilities. Commercial design standards become a tool for implementation of the Comprehensive Plan. To support commercial and industrial growth, the Major Thoroughfare Plan must be followed to create efficient access to internal land areas from the regional highway network.

### Neighborhood Design

Focusing on neighborhood design can summarize the concern about urban design. Good urban design can help new developments relate to adjacent developments to form strong neighborhoods. The land use pattern of a neighborhood plays a major role in determining its strengths and weaknesses.

The current Chanute pattern of parks and schools in the historic neighborhoods meets basic planning standards. They were developed in a traditional grid street pattern, which today is called a "neo-traditional pattern. Proposed locations for neighborhood parks, which will serve growth areas southwest of Chanute should be planned. Such public improvements are needed in the long term to serve the recreational and cultural needs of future residential districts. A linear park along the Little Turkey Creek from Santa Fe Lake, linking into the rails-to-trails corridors, should be planned for extension throughout Chanute and into the southwest growth areas. It should be linked as a closed system to the extent practicable. Such improvements will create alternative transportation corridors to schools and parks for bicycle and pedestrian traffic.

School and park siting to serve residential neighborhoods should be based on a standard of from 2,500 to 5,000 people for cost-effective services, including convenience shopping. As residential growth becomes denser through new development and redevelopment of land, the importance of the planning process becomes clear. Land should be reserved and financing in place to add public amenities in show areas over time.

### Municipal Services and Natural Features

In addition to public land use policy, the physical features of the land affect future development. Each major drainage basin is shown on the *Utilities and Natural Features Map* following page 53.

The city administers the FEMA floodplain regulations. Major floods are documented to have occurred in Chanute most recently in 1951 and in 1981, affecting east Main Street and other built areas of the eastern portion of the city. The broadest, most extensive floodplain in the area is in the Neosho River basin north and east of Chanute.

In addition to the administration of the FEMA regulations affecting floodplains, the city must plan for development based on drainage basins. To accommodate the projected future land uses; the ability to serve existing and additional growth should be assessed. Once this ability to serve has been assessed, the desire for and appropriateness of a specific use can be weighed against the ability to serve such a use and need for improvements based upon the projected impact of the use. This is especially important when assessing the planned "Urban Service" areas outside the City's boundaries, as discussed in the next section.

### **Municipal Utilities and the Capacity to Serve Growth**

In order to determine what type of land uses should be projected for future growth areas, an assessment must be made of the ability of the existing utility infrastructure to serve the additional growth. The desire to allow for a specific land use must be weighed against the ability of the City to serve. The need for improvements will be based upon the impact of the projected use on existing utility systems.

The *Utilities and Natural Features Map* illustrates the general layout of existing utility systems (sanitary sewer and water) and shows the ability of the Chanute systems to serve the future growth areas. The following considerations should be addressed in more detail.

### **Sanitary Sewer and Waste Water Treatment**

The existing wastewater treatment plant is located on the east side of the City. Several lateral sewer systems collect sewage from west and south parts of the City; however there are two main sewer trunk lines that bring the collected sewage to the treatment plant. One of the main trunk lines extends southwestward from the plant ending near the existing ATSF railroad tracks. This sewer trunk line would probably be extended across the tracks to service the new growth area.

Another main trunk line extends westward from the plant and collects sewage mostly from the northern and central parts of the city. This trunk line has already crossed the railroad tracks, but appears to be a smaller line than the southwest trunk line. Part of the new growth area may be able to be served by this sewer.

The city has sized existing pipe systems to be extended into the growth areas, providing sufficient capacity of these lines to receive and convey additional sewerage. The main collection line from the south now includes a pump station and force main. Continuing verification of the ability for this system to handle additional flows will be critical in extension of the sanitary sewer system.

**MAP 4-1. UTILITIES AND NATURAL FEATURES**



In addition to analyzing the collection systems to assure that capacity is available, or identifying needed improvements, a close look at the impact on operation of the City's waste water treatment plant should be made. To serve growth city will need to extend the southwest sewer under the railroad tracks. Also in some parts of the new growth areas topographic constraints may require installation of pump station and force main systems in order to connect with the extended main sewer trunk lines. The following should be considered when assessing impact of projected land uses on improvements to the system:

- What is the capacity of the existing system?
- How much capacity is available for additional growth?
- Does the City have plans for increasing capacity?
- If capacity cannot be specified does the City have construction plans available to aid in determining capacity and existing operation?
- Can the existing lines handle additional capacity and if so how much?
- How will connections to existing lines be made?
- What are the limitations of physical constraints such as ridgelines?
- What are existing and currently projected uses?
- How will high water users impact the system?

In addition to the above general issues, the following are specific to service in the southwest:

- The area south and west of the rail lines fall into to sewer sub-basins. A pressure sewer line that pumps the sewerage to the treatment facility would serve the area furthest south. New development west of the lake would be served by a line to the north of Santa Fe Lake, south of the lake or both.
- How will larger water users in the industrial district impact the existing system?
- Is capacity on the 10" pressure line adequate or is a larger line needed?
- Is capacity on the two lines around the lake adequate?
- Is capacity at the point they join adequate?
- How will sewage be directed across the minor ridgelines?
- How will sewer from the west be connected under the rail lines?

### Water Supply and Distribution

The city water distribution system has been well planned with forethought into future service areas. The existing water treatment plant may have adequate supply capacity, however several issues need to be studied in an on-going way:

- alternative water sources—in addition to pumps in the Neosho River;
- extension of service mains; and
- additional enhancement of system pressure.

The following areas of concern should be evaluated:

- What is the maximum capacity of the existing treatment plant? Will a new phase of expanded treatment be required to increase capacity?
- With respect to system flow and pressure, will specific improvements be required to provide adequate pressure in the new service areas?
- Does the City have any current intentions to make system improvements, including a study of alternative water sources?
- How well can existing systems serve current users and how will new high water rate users impact the system?

In addition to the above general issues, the following are specific to service in the southwest:

- A 12" line extended under the rail line would serve the area to the far south. Lines from the north could serve the area to the west of the lake.
- Is pressure on the system adequate?
- What impact will large water users have?
- Is pressure at the 12" on Plummer south of 35 Parkway adequate?
- Is pressure at the intersections of 14<sup>th</sup> and Plummer, and 14<sup>th</sup> and Washington adequate?
- Will additional lines need to be extended under the rail line?

#### **Storm Water**

The projected growth areas are located within watersheds that currently drain eastward toward the Neosho River. Two separate creek channels serve the growth areas, one is Turkey Creek and the other is Little Turkey Creek. Santa Fe Lake is an existing body of water within the Little Turkey Creek watershed. Handling surface drainage does not appear to be a major issue to accommodate projected growth, but specific consideration should be given to the following:

- Is there any existing drainage problems that need to be addressed?
- Do specific water quality and detention criteria need to be established for new development within the watersheds? New development should not be allowed to cause any negative impact on existing water structures.
- As development occurs west of the existing railroad tracks, will there be a need to increase or improve the drainage structures that cross under the tracks?

#### **Summary of Impacts on Existing Utility Systems**

A complete analysis of municipal utility systems and identification of needed improvements requires investigation of existing operation conditions, discussions with City wastewater department staff and review of record construction plans. The City should continue building its working understanding of how well the systems function and how certain improvements, if made, would enhance system operations.

Following consideration and analysis of these issues the impact of the desired land uses can be determined and weighed against the resulting need for improvements to the existing service systems beyond those already planned for. If the impacts of the desired uses are within the City's ability to provide the resulting needed improvements, phasing of improvements can be

determined and a capital improvement plan can be devised or updated to specify the general time line and cost of the improvements.

### FUTURE DEVELOPMENT PATTERNS

The Comprehensive Plan has established three key objectives as the highest ranked priorities during the goal setting process:

- Planned annexation of growth areas ready to be served with urban utilities;
- Coordination of land use planning between the city and other partners, including the private sector and the county; and
- Stabilization of existing neighborhoods through community involvement and support of private investment.

To achieve the annexation objectives, the city must implement proper land use planning principles and secure city-county coordination. The city of Chanute must continue planning on the basis of watersheds, for example. The "Urban Service" areas southwest of the corporate limits of the city form the logical geographic area for extending services and for annexing territory.

#### Residential Development

In establishing which pattern of development may be expected in the Chanute area, the extreme higher-density residential development pattern as presented on the table below was rejected as unrealistic. The higher-density extreme would dissipate 80% of residential housing developed in a high-density of 10 units per acre. The pattern of development this dense does not predominate in that region. Instead, a low/moderate density development pattern is most reasonable, whereby 80 to 90% of residential development is single family homes. The extreme low-density scenario of development is not feasible given the development policies of the county. Such policies combined with the market costs and development expenses of residential development on public sanitary sewer dictate the low to moderate density patterns.

Residential development in the Chanute area is projected to follow the pattern shown on the future land use plan map, based on the ability and willingness of the city to support infill development and extend sanitary sewer mainlines to its "Urban Service" Area. Low- to moderate-density development is expected to proceed within the drainage basins identified in Chapter Two, Existing Conditions. Residential development is projected to extend in four directions:

- Southwest of the city within the Little Turkey Creek and Turkey Creek drainage basins as infill along Plummer Road and south of the 35 Chanute Parkway.
- In the southern business corridors of the city along the Santa Fe Street and east from U.S. 169 Highway as extensions of the existing commercial and industrial development—including expansion of the city industrial park.
- Development to the west, north and east as infill of existing neighborhoods and commercial districts.

**Table 4-1. Projected Density of Residential Development in the city**

<b>Density Patterns</b>	<b>1.0 Unit per 3 Acres</b>	<b>2.8 Units per Acre</b>	<b>10.0 Units per Acre</b>	<b>Population/Acre at 2.54 Persons/Unit</b>
Low Density	40%	60%	0%	4.6
Low/Moderate Density	10%	80%	10%	8.3
Higher Density	0%	20%	890%	20.3

Source: Bucher, Willis & Ratliff Corporation

### **Probable Residential Development Pattern—Near-Term**

The most probable development pattern for the city of Chanute is a low-to-moderate-density development pattern. The low-to moderate-density residential pattern is summarized in the table above. The scenario is presented as an ultimate build-out pattern of urban development in the City, either on vacant parcels and platted lots as infill housing, or on newly subdivided land. The pattern represents a gross density of 3.3 to 4-units per acre on average for residential development. The development scenario is based on the population projections that indicate population growth.

For planning purposes the planning growth areas are expected to experience urban growth in up to three or four square miles of land during the next 20 years, applying the 3.0 multiplier to account for market inefficiencies. The multiplier is applied because of the dispersed nature of development at the "urban fringe." Residential development is expected to spread in two patterns:

- In low-to moderate-densities southwest of Chanute served by municipal utilities in newly annexed areas; and
- Incrementally on infill lots currently platted and served by sewer in the city.

The Future Land Use Plan Map will illustrate the adopted land use plan policy. The residential developments are presented in the development patterns noted above, and grouped in compatible districts. The map becomes a policy guide for future zoning amendments, capital improvement programming and related plans.

The Land Use Categories of the map legend correspond generally to zoning district classifications of the city of Chanute zoning regulations. There are three categories, however, that relate to development patterns more than land usage: the Mixed Use, Phased Development and Long-term Development categories.

*Overlay District Development.* The city of Chanute may permit mixed-uses in certain districts as shown by dashed lines on the Future Land Use Plan map. In the "Institutional Overlay District" the city would allow certain types of retail- and office-commercial land uses to mix with medical and institutional uses in the same district classification. The mixed-use category is intended to indicate that the private sector should be allowed discretion when seeking a higher

intensity zoning district classification. In the northeast residential districts, the city allows for manufactured homes on individual lots, as shown by the "Manufactured Home Residential" overlay district. Finally, the plan indicates "Long-Term Low Density Development" where municipal sanitary sewer services are not planned for extension in the time period of the plan. As a result, on-site waste water systems on lots larger than five acres would be allowed.

*Phased Development.* Due to topographic constraints--the ridge line at the west edge of Turkey Creek and other creek drainage basins--development around the city becomes inefficient if not planned in a phased way of providing municipal services, especially sanitary sewers. In order to provide municipal services in an efficient manner the city should establish that areas designated as solid colors on the Future Land Use Plan map comprise the Urban Service areas. When so designated, the area should be planned for annexation when considering extending municipal services. This policy will allow the city of Chanute to target capital improvements in a more comprehensive way.

The Urban Service area should be planned for coordinated growth under the influence of the City of Chanute in order to maximize local municipal coordination of services. The plan proposes formation of a new Regional Planning Commission appointed by the City and Neosho County. Joint Subdivision Regulations would be adopted and administered in the urban fringe Growth Areas and the "Long-Term Residential" Urban Service areas. Also, building codes could be extended beyond the city corporate limits and into the Urban Service areas once the city exercises subdivision control, as provided by Kansas state statute.

*Long-term Development.* The city has the capacity to extend infrastructure to serve future development that should occur beyond the 15-20 year time frame of the comprehensive plan. In these cases, the long-term designation indicates where land should be allowed to develop in the near-term at low densities. These are lands on the outer fringe of the Urban Service Area on the Future Land Use Plan map. Two development patterns should be allowed:

- sell-offs in the Long-Term Residential areas at densities of approximately one non-farm residence per 40 acres; and
- large lot residential development at densities of one dwelling per 5-to-10 acres.

#### City of Chanute Future Land Use Plan Map Legend — Explanation

The "Future Land Use Plan" map is developed based on the following legend:

Long-Term Low-Density  
Development

Low-density residential development with on-site waste water service, at least 5.0 to 10.0 acres for each unit.

Long-Term Development

Holding areas for future urban-density development. Plan for development served by future extensions city utilities in Urban Service Areas. Low-density residential development with on-site waste water service, at least 5.0 to

MAP 4-2. FUTURE LAND USE

	10.0 acres for each unit, phased to accommodate future urban density.
Lower-Density Residential	Development at densities of up to 4.0 units per acre; served by municipal services within Urban Service Areas.
Higher-Density Residential	More than 4.0 units and up to 10.0 units per acre.
Manufactured Home Overlay	Residential districts where manufactured homes are allowed on individual lots.
Institutional	Institutional uses for government and educational purposes primarily. Service-commercial, office-commercial and semi-public institutional uses, such as medical office complex; limited light industrial uses within a unified district with design standards to assure compatibility with the service-commercial and office uses; limited retail on conditions to support office uses.
Institutional Overlay District	Office-commercial and limited retail-commercial uses in support of medical and related institutional land uses. Institutional care facilities also would allow for residential homes on master-planned parcels and lots.
Retail-Commercial	Retail business uses, including shopping centers and isolated retail establishments.
Light Industrial	Industrial assembly and warehousing, with limited manufacturing uses as defined in the zoning regulations based on SIC codes.
Industrial	Intensive land uses for mining and quarrying land.
Urban Service Area	Land areas defined by the Natural Features Map where residential, industrial, commercial and office uses are anticipated to be annexed and served with municipal services. The zoning would be controlled with Special Use Overlay Districts to assure proper phasing of services in the Urban Service areas, as well as land use compatibility—both to neighboring residences and to rural uses.

Parks/Linear Parks	Park land and active recreation linkages from one park to another park, such as along The Little Turkey Creek from Santa Fe Lake.
Phased Development	Development of land uses to occur within the time frame of the Comprehensive Plan subject to the availability of city services, particularly in Urban Service Areas.

#### Chart of Correlation between the Future Land Use Plan Map and Zoning Districts

<i>Future Land Use Plan</i>	<i>Zoning Districts</i>
Long-Term Low Density	<i>A-Agriculture, R L-T-"Residential Long-Term"</i>
Long-Term Residential	<i>R L-T, R-1</i> (provided adequate public facilities)
Lower-Density Residential	<i>R-1, R-1M,</i>
Higher-Density Residential	<i>R-2, R-2M</i>
Institutional (Mixed-use)	Hospital, community college, public institutions, etc. Also, any zoning district permitting service-commercial and office-institutional uses developed within a unified concept as a Planned Unit Development, PUD district.
Retail-Commercial	All Commercial Districts
Light Industrial	All Industrial except quarries
Industrial	Quarries
Urban Service Areas	Any district which would permit urban growth outside the city, and would be subject to annexation.
Park/Linear Park	None

(Districts in *italics* are proposed new districts for the city to adopt as zoning text amendments.)

#### Recommendations for Future Land Use Development

Based on the goals and objectives of the plan, the existing land use patterns of the city, and the future land use issues of the plan, the following recommendations should be followed in implementing the future land use plan, the intent of which is illustrated on the "Future Land Use" map.



**Recommendation—Residential Land Use**

Encourage opportunities for expansion of residential development in the Urban Service Areas of Chanute where indicated on the Future Land Use Map.

- Prepare for higher-density development in and adjacent to future business districts in growth areas, along the local arterial roads leading from the U.S. Highway 169 corridor;
- Amend zoning regulations to expressly require site plan review procedure, in all multifamily and non-resident districts;
- Adopt screening and landscape standards to ensure compatibility between higher-density and existing low-density residential districts, as well as between residential and non-residential districts;
- Update landscape requirements for off-street parking screening; and
- Adopt design standards for reviewing multifamily development which address:
  - Site appropriateness,
  - Building arrangement,
  - Access,
  - Parking and circulation,
  - Service facilities,
  - Outdoor storage,
  - Buffers from neighboring land uses, and
  - Signage and lighting.

**Stabilize existing residential neighborhoods.**

- Create financing through "Neighborhood Reinvestment Act" programs and targeted special assessments;
- Partner with the private sector to fill a market void in middle-range housing market demand;
- Implement site plan review to protect established areas from new development; and
- Target capital improvements to maintain infrastructure in established neighborhoods, such as sidewalk in-fill development.

**Recommendation—Regional Planning and Land Use Regulation**

The plan establishes the rational basis for extraterritorial zoning and subdivision regulation by the city, because it defines the area best suited for extension of municipal services. The drainage

basins around and in the City of Chanute dictate how sanitary sewers can be extended in cost-effective ways. The city must regulate urban fringe growth to promote cost-effective extension of urban services.

For example, the city should "phase" development to achieve cost-effective public investments. Annexation of land and the extension of city services to newly annexed areas must be coordinated with public and private investors. The infrastructure must be planned along each drainage basin and subsequently to neighboring basins. Such phasing of improvements will promote efficient expenditure of public investment in utility and street infrastructure. The creation of a "Municipal Service Area" thus becomes a logical basis for extraterritorial land use regulation.

The State of Kansas allows cities, upon adoption of the comprehensive plan, to apply the provisions of their zoning and subdivision regulations to land outside of the city limits provided such land is within the same county in which the city is located. Neosho County has not adopted zoning and subdivision regulations for the unincorporated area. Therefore, the city may establish extraterritorial zoning and/or subdivision regulations through an inter-local agreement with the county.

An interlocal agreement between the City Commission of Chanute and the Neosho County Board of Commissioners would establish a "Chanute Regional Planning Commission." The regional planning commission could take the place of the current Chanute Planning Commission. The new commission would have jurisdiction in the city and in the area governed by the extraterritorial land use regulations. The Chanute Regional Planning Commission would be comprised of residents of the city and persons who reside outside of the city.

#### **Establish Urban Service Areas in Cooperation with Neosho County**

- Extend city Subdivision Regulations to the "Growth Areas" around Chanute and into future "Urban Service Areas" where "Long-Term Residential" development is indicated on the Future Land Use Plan map.
- Consider extending building codes into the areas, as well.

#### **Adopt Extraterritorial Zoning and Subdivision Regulations in Urban Service Areas**

- Adopt zoning and/or subdivision regulations that apply to Urban Service Areas outside the city for urban fringe development.
- Appoint two persons to the city's planning commission who reside in the area governed by the land use regulations.
- In addition, at least one member of the Board of Zoning Appeals must reside in the area governed by the land use regulations.

#### **Recommendation—Extraterritorial Building Code Regulation**

Kansas State Statutes allow cities, in conjunction with extraterritorial zoning or subdivision regulations, to adopt and enforce building codes outside city limits. The building code

authority becomes a key motivation for municipal extension of land use regulations into the rural urban fringe. Cities may require compliance with subdivision regulations as a condition of building or zoning permit approval. This is an issue that the city may wish to consider in the future upon adoption of an updated citywide building code.

#### **Adopt Building Codes for New Construction in Urban Service Areas**

- Amend building codes jurisdiction to extend into the Urban Service Areas.
- Review codes to ensure compatibility with the new jurisdiction.

#### **Recommendation—Annexation Issues**

The annexation laws of the state of Kansas establish three separate procedures whereby land can be added to a city, including:

1. By the city under its unilateral power.
2. By petition of the landowners. Petitioners annexations actually consists of two separate procedures, one permitting the city to annex adjoining lands under K.S.A., and the other requiring the board of county commissioners to approve annexation of non-adjoining land where the property owners petition for the annexation.
3. By approval of the board of county commissioners basically acting as a local boundary commission, commonly referred to as "district annexations."

#### **Board of County Commissioners Role**

The county commission is involved in annexation under K.S.A. 12-521, where a city desires to annex land that does not qualify for unilateral annexation under K.S.A. 12-520 or land which the city could unilaterally annex but nonetheless wants to utilize the board of county commissioners process anyway. In any case, the city of Chanute has an opportunity to build on positive city/county relations and pursue a county-approved annexation plan in the "Urban Service Areas."

A triggering mechanism could be established for annexation of land within the designated areas based upon the 14-point issues listed in the state statutes. For example, when the city respond to proposals for business, commercial and industrial development in the area, the annexation "trigger" established by the city and the county could be used. Annexation would be approved for the service area lands upon application for other than municipal utilities, such as:

- platting of land;
- building permits; or
- rezoning to a non-agricultural district.

**Publication, Mailed Notice, Public Hearing under K.S.A. 12-521.** Publication and notice requirements when under K.S.A. 12-521 are nearly identical to the requirements under the unilateral annexation process. At the hearing, the board of county commissioners is required to

hear testimony as to the advisability of the annexation and a representative of each city must present the city's proposal for annexation including the plan for extension of services. The board's decision is designated by statute as quasi-judicial in nature and fourteen separate factors must be considered by the board in determining whether the annexation will result in manifest injury to property owners, if approved or to the city if annexation is denied.

The fourteen factors are listed below:

1. Extent to which any of the area is land devoted to agricultural use;
2. Area of platted land relative to unplatted land;
3. Topography, natural boundaries, storm and sanitary sewers, drainage basins, transportation links or any other physical characteristics that may be an indication of the existence or absence of common interest of the city and the area proposed to be annexed.
4. Extent and age of residential development in the area to be annexed and adjacent land within the city's boundaries;
5. Present population in the area to be annexed and the projected population growth during the next five years in the area proposed to be annexed;
6. The extent of business, commercial and industrial development in the area;
7. The present cost, methods and adequacy of governmental services and regulatory controls in the area;
8. The proposed cost, extent and the necessity of governmental services to be provided by the city proposing annexation and the plan and schedule to extend such services;
9. Tax impact upon property in the city and the area;
10. Extent to which the residents of the area are directly or indirectly dependent upon the city for governmental services and for social, economic, employment, cultural and recreational opportunities and resources;
11. Effect of the proposed annexation on the city and other adjacent area, including but not limited to, other city, fire, sewer and water districts, improvement districts, townships or industrial districts;
12. Existing petitions for incorporation of the area as a new city or for the creation of a special district;
13. Likelihood of significant growth in the area and in adjacent areas during the next five years; and

14. Effect of annexation upon the utilities providing services to the area and the ability of those utilities to provide those services shown in the detailed plan.

The board has seven days following the hearing to decide the issue. The board is required to issue an order. The order must be in the form of a resolution if the annexation is denied. If the board grants the annexation request or any portion of it, the board must act by issuing an order. Once the county order is issued, the city may annex the land by ordinance.

In summation, the Neosho County Board of Commissioners would hold public hearings and approve annexation by phases, to be triggered by the urbanization of land around the city. Numerous details must be worked out, including the linkage of land parcels to ensure an orderly annexation sequence and to avoid land remnants or "islands" that are not annexed.

#### **Recommendation—Alternative Housing Strategies**

In order to increase the city's housing stock, new strategies must be pursued based on the "Housing Market Assessment" in Appendix A. They are recommended to help meet these goals. To significantly improve the city's housing stock, public and private strategies must be aggressively pursued. These endeavors are the critical components of a comprehensive multi-year effort Chanute should undertake to impact the quantity and quality of the city's housing stock.

Specific strategies recommended are as follows:

- **Annex Vacant Developable Land** - The City of Chanute should become pro-active with annexation to overcome being "land locked." A targeted public information effort that directly solicits landowners surrounding the city should be developed towards property owners on the potential benefits of annexation. By increasing the amount of potential developable land for future residential use, more residential development options will be created.
- **Install and Help Finance Infrastructure to Support New Development** - Extending new infrastructure for housing must be looked at as investment and part of the city's economic development efforts. Policies should be considered which offer up front assistance to residential developers including benefit districts and discounting the cost to induce residential subdivisions based on the number of units to be built and the expected new taxes that will be paid by new homeowners.
- **Initiate Contractor Training** - It is difficult to find enough trained construction personnel, especially carpenters, plumbers and electricians in the Chanute area. This condition may be affecting the limited level of new construction activity occurring in Chanute. Expansion of locally offered educational and training programs should be encouraged by Chanute High School and Neosho County Community College.

- **Abate Increased Property Taxes for New Home Development at In-fill Locations** - The State of Kansas Neighborhood Revitalization Act (SB 732) allows anyone rehabbing or constructing a structure in targeted neighborhoods to receive a property tax rebate up to 100 percent of the amount of the incremental increase in property taxes. An increasing number of cities around Kansas are establishing districts to take advantage of this program. Chanute has several "in-fill" residential areas where this would be appropriate. Since basic infrastructure is in place in these in-fill sites and no further public investment is needed, there is no true cost to the city to adopt such a program.
- **Solicit Home Builders/Developers** - Just as the city and chamber solicit new industrial prospects and some community hospitals advertise for new doctors, so should the City of Chanute solicit additional builders and contractors to the area. Larger new housing markets such as Emporia, Johnson County and Wichita offer a larger pool of builders and contractors. In these more competitive markets, some builders are always looking for new opportunities. The community should conduct a campaign through those home builder associations to advertise the housing need and development opportunities in Chanute.
- **Encourage "Manufactured Housing"** - Housing built "off site" is a reasonable approach to overcome the shortage of local contractors. There is an increasing consumer acceptance of this form of housing. An effort to identify these companies in the region and invite them to see Chanute's opportunities and accommodate them through the building permit process should be pursued.
- **Dispose of Surplus Residential Land** - As a result of the city's active housing demolition program in the past few years, the surplus of properties which have been acquired should be actively marketed for sale for residential infill or expansion of existing and adjacent homes by property owners who may be interested in acquiring the vacant parcel for expanding their home or simply increasing the square footage of their property.
- **Continue Housing Demolition** - The city's efforts to demolish dilapidated housing should be actively continued. After demolition, the vacant ground should be marketed for a discounted price to encourage in-fill residential or offered to adjacent owner-occupants.
- **Establish a Local Incentive Program for In-fill Residential Development** - In addition to the potential establishment of a Neighborhood Revitalization District, other incentives should be considered by the city to encourage home expansion, renovation and improvements. These may include such savings as waiving local permit and inspection fees, offering a short-term discount on any increase to a home-owners municipal utility rates and discounting other city charges to demonstrate a strong public policy that housing investment is encouraged and supported.

### Recommendation—Urban Design

Create good urban design along commercial thoroughfare corridors by linking developments with common and consistent design patterns to promote orderly commercial development.

- Amend commercial district regulations to expressly require site plan review of all commercial development and to establish design standards;
- Cluster commercial centers, particularly community centers, at the arterial roads that connect to the highway interchange, such as along U.S. Highway 169;
- Coordinate major thoroughfare improvements in the Major Street Plan with patterns of commercial growth so that streets can accommodate increased traffic volumes, in particular on future north/south streets on the east and west sides of the city; and
- Create strong continuous corridor edges using either consistent building setbacks or continuous sequences of plant materials, street light standards and compatible signage;
- Minimize curb cuts and median breaks by requiring adjacent commercial uses to design internal connections between parking lots to minimize street traffic and curb cuts;
- Require all commercial developments to be pedestrian-oriented with clearly identified walk-ways between parking lots and buildings;
- Lighting for businesses and parking lots should be low glare and designed so as not to shine directly into adjacent residential areas;
- Where possible, encourage the location of developments internally to site, maintaining a solid vegetated edge along thoroughfare frontage;
- Require substantial vegetated buffering and screening of distracting and unsightly development elements;
- Require substantial vegetated buffering and screening between incompatible land uses;
- Require parking lots to be planted with street landscaping as well as appropriate number of shade trees (one tree for every five to ten parking spaces is recommended); and
- Require commercial and industrial developers to maintain trees and plants they have installed as landscaping.

When regulating new commercial development on arterial roads such as Cherry or Plummer Streets, protect the capacity of the road to carry arterial traffic.

- Businesses should be clustered in developments to allow for the preservation of turning movement capacity;
- Use the site plan review process to promote clustering development for maintaining design standards and preserving traffic capacity;
- Orient and align buildings and developments with a sensitivity to the existing cluster development along the corridor and to establish a sense of design; and
- Encourage the design of residential and office park internal traffic circulation to make parking more efficient.

Design Issues. Quality of new development in the corridor is a critical concern if the city are to foster attractive mixed-use development in the arterial road corridors. Important factors to be considered include:

- Building orientation/setbacks--An increasing number of jurisdictions require primary entrances of buildings to front on the major thoroughfare in an area to avoid haphazard site development patterns. All developments in the corridor should be required to face the local arterial road. Also, special minimum/maximum setback standards should be considered to avoid inconsistent building placement along the corridor.
- Parking location--Some jurisdictions limit the amount of parking in front of primary facade to avoid the appearance of seas of parking along a main thoroughfare.
- Building facade treatment--Standards should be adopted requiring that the facades of all buildings receive some treatment to avoid long expanses of blank walls. Rear/side walls should also have some detailing.
- Building materials--To ensure high-quality building materials compatible with a mixed-use development area, the city should consider forbidding certain materials, such as corrugated metal facades.
- Landscape requirements--Perimeter and parking lot landscaping requirements need to be improved. For example, trees should be required to be planted along the front of businesses on arterial roads and in parking lot planting islands.
- Signage controls--All signs in the corridor should be ground-mounted monument signage limited in size to more than 64 square feet. Off-premise signs (billboards) should not be allowed in the district. Each site with multiple uses should develop a master site plan for review during the site planning process.
- Service facilities/loading areas--The city should adopt special standards for placement and screening of trash receptacles, loading areas, and other service facilities.

## DOWNTOWN DESIGN GUIDELINES

In the "Medical/Institutional Overlay District" and the Downtown, "Central Business District," no building shall be erected that does not meet the following minimum standards:

- A. Careful consideration of durable materials, proportions, and shapes, emphasizing the importance of roofs as integral and embracing elements of the over-all design, is particularly important. Building roof tops shall have at least two of the following features:



1. Parapets concealing flat roofs and roof top equipment;
  2. Overhanging eaves;
- B. Roof mounted equipment, including ventilators and satellite dishes shall be screened from view (100% opacity) or isolated so as not to be visible from ground level of any adjacent public thoroughfare or residentially-zoned area, up to a maximum of three hundred feet (300') away. The appearance of roof screens shall be coordinated with the building to maintain a unified appearance.
- C. All electrical and mechanical equipment located adjacent to the building and visible from any adjacent public thoroughfare or a residentially-zoned area shall be screened from view (100% opacity), up to a maximum of three hundred feet (300') away. Such screens and enclosures shall be treated as integral elements of the building's appearance.
- D. All telephone and cable television lines, electrical services and distribution lines shall be placed underground, except that this provision shall not include meters, electric and telephone service pedestals, transformers, three-phase feeder lines, subtransmission and transmission lines (34.5kv and above), electrical substations and such other facilities as the utility may deem necessary to install utilizing "overhead" type construction.
- E. The form and proportion of new buildings or redevelopment shall be consistent or compatible with the scale, form and proportion of existing development in the downtown.
- F. Pedestrian Access: Pedestrian access shall be an integral part of the overall design of each commercial development. The pedestrian access should provide not only safe and convenient access to and from off-street parking areas but should also connect with abutting properties and developments so as to create an alternative means of transportation for residents of the downtown:
1. Sidewalks at least 5 feet in width shall be provided along all sides of a lot that abut a dedicated public or private street. A continuous internal pedestrian sidewalk shall be provided from the perimeter public sidewalk to the principal customer entrance(s). This internal sidewalk shall feature landscaping, benches, and other such materials and facilities for no less than 50 percent of its length.
  2. Sidewalks shall be provided along the full length of the building along any facade featuring a customer entrance and along any facade abutting public parking areas. Such sidewalks shall be located at the building facade to provide continuous edges; and shall incorporate planting areas for landscaping along the street.

3. Internal pedestrian sidewalks shall be distinguished from driving surfaces through the use of special pavers, bricks, or scored concrete to enhance pedestrian safety and the attractiveness of the sidewalks.
- H. Architectural design should create visual interest through the use of different textures, complementary colors, shadow lines and contrasting shapes indigenous to the downtown. The use of walls in a single color, with little detailing or completely blank, is strongly discouraged.
- I. Monotony of design in single or multiple building projects shall be avoided. Variation of detail, form, and siting shall be used to provide visual interest.
- J. Loading docks, trash enclosures, outdoor storage and similar facilities and functions shall be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are reduced to as great an extent as possible and are out of view from adjacent properties and public streets.
- K. Building facades that are 100 feet or greater in length shall incorporate recesses and projections along at least 20 percent of the length of the building facade, reflecting the archetype of the downtown. Windows, awnings, and arcades must total at least 60 percent of the facade length abutting any public street.
- L. When a building facade 100 feet or greater in length abuts a residential district, an earth berm of at least six feet in height shall be installed between the building facade and the abutting residential district. The earth berm shall be landscaped with evergreen trees at intervals of at least 20 feet on center, or in clusters.
- M. Minimum Exterior Building Material Standards: A minimum of 50% of each exterior wall shall consist of one or more of the following materials:
  1. Masonry: Masonry construction shall include all masonry construction which is composed of solid cavity faced or veneered-wall construction, or similar materials.
    - (a) Stone material used for masonry construction may consist of granite, sandstone, slate, limestone, marble, or other hard and durable all-weather stone. Ashlar, cut stone, and dimensioned stone construction techniques are acceptable.
    - (b) Brick material used for masonry construction shall be composed of hard fired (kiln fired) all-weather common brick or other all-weather facing brick.
    - (c) Stucco or approved gypsum concrete/plaster materials.

2. Glass Walls: Glass walls shall include glass curtain walls or glass block construction. A glass curtain wall shall be defined as an exterior wall that carries no floor or roof loads and which may consist of a combination of metal, glass, and other surfacing material supported in a metal framework.
3. Wood other than exposed plywood paneling.

### STRIP COMMERCIAL DESIGN GUIDELINES

The commercial strip centers serve as districts for commercial activity and focal points. The guidelines (set forth in Appendix D) are intended to accomplish the following:

- Provide for the proper sizing and location of new retail zoning requests and developments;
- Improve on- and off-site vehicular and pedestrian circulation and safety;
- Allow commercial strip centers to develop on arterial streets while at the same time preserving the capacity of the arterial street to carry city-wide traffic; and
- Improve the visual character and identity of retail centers, strip centers, and major transportation corridors.

The guidelines supplement the City of Chanutes regulatory review process. Each of the nine design elements or sections includes a statement of purpose and a listing of key issues. The applicant will be expected to address these issues by: a) complying with the guidelines for each section; or b) proposing alternative solutions that specifically address the identified issues.

The guidelines should be officially coordinated with adopted zoning and subdivision regulation amendments; however, the process is intended to remain flexible. The applicant is encouraged to propose innovative alternatives that accomplish the stated purpose of the guidelines.

The guidelines will be used by staff in initial discussions with the applicant as he prepares his submission. Upon receipt of a zoning case, concept plan, or site plan, the staff will evaluate the request based on its compliance with guidelines or upon how effectively it addresses the intent of each section through alternative solutions. The applicant shall clearly show how he addressed the key issue(s) with supportive information and data.

When an applicable zoning case, circulation plan, land use plan, preliminary site plan, or site plan is presented to the Regional Planning Commission and/or Governing Body the staff's recommended action will be included. Staff's recommendation will be based on its determination of the proposal's conformance to the guidelines and/or its effectiveness in meeting the purposes and issues of the various design elements.

## MAJOR THOROUGHFARE PLAN

The Major Thoroughfare Plan establishes a classification system for various highways and roadways within the city. In addition, access control standards and guidelines are cited which establish minimum distances for intersections and driveways along arterial and collector roads.

Individual roads and streets do not serve trips independently, rather, most trips involve movement through a network of roadways. A functional classification system of roadways provides a method for channeling traffic in a logical, efficient and safe manner.

### Roadway Classification System

The existing road and highway network is classified by function. Roads and highways are grouped into classes or systems according to the service they provide. The factors that identify roadway classifications include:

- the level of through-traffic movement; and
- access to adjacent land or individual properties.

Roadways are not classified by the amount of traffic they carry; however, higher traffic volumes are usually consistent with upper level roadway classifications, as discussed below.

The functional classification for roadways employs a hierarchical structure to identify the operation of all roadways within a transportation system. The hierarchy of road types in ascending order is: local roads, collector roads, arterial roads, and expressways/freeways. Lower level roadways, such as local or collector roads, provide more direct access to property than do higher level roadways, such as arterial roadways or expressways.

Roadway classifications dictate the design standards for the construction of a roadway. The function of a roadway, traffic volume, and adjacent land use determine the type of roadway that should support daily traffic activity. General roadway design standards have been developed by the American Association of State Highway Transportation Officials (AASHTO) as defined in "A Policy of Geometric Design and Highways and Streets." The ability to improve an existing roadway by constructing additional lanes or other improvements to AASHTO standards, however, may be constrained by the existing development in growth areas. The standards summarized below for arterial, collector, and local roadways also reflect locally adopted standards.

### Local Roadways

Local roadways provide direct access to private property. The ideal traffic volume for local roadways is less than 1,500 vehicles per day. The recommended width for a local roadway is 28 feet and the recommended minimum right-of-way is 60 feet. Local roadways serving residential areas should be constructed with an enclosed storm water system. On-street parking is usually permitted. However, in order to meet fire codes, which require a 20-foot path for equipment, parking should be limited to one side of the roadway.

### Collector Roadways

Collector roadways can be further classified as minor collector roadways (two-lane) and major collector roadways (three-lane). The two-lane collector roadway functions to collect traffic in residential neighborhoods. Because traffic volumes on two-lane collector roadways may range between 1,500 and 5,000 vehicles per day, residential properties abutting the collector road may not be as desirable as those abutting a local road. The road width should accommodate two 16-foot lanes and curb and gutter for a width of 36 feet. To accommodate sidewalks and street lighting, a minimum right-of-way of 60 feet is needed. Depending on local conditions such as traffic volumes, up to an 80' right-of-way may be warranted. Parking and private access to the collector should be discouraged. If needed, parking should be allowed on one side only. A three-lane collector roadway section is appropriate for collecting traffic in commercial land use areas, such as a business park or shopping center where traffic demand is expected to range between 1,500 and 12,000 vehicles per day. This road section includes two 12-foot through lanes, and can be widened by adding one 12-foot center left turn lane. The recommended road width for a three-lane collector including curb and gutter is 40 feet. Sidewalks should be provided on both sides. The right-of-way width to allow for the roadway, sidewalks and street lighting should be 80 feet. On-street parking should be prohibited.

### Arterial Roadways

Arterial roadways can be further classified into minor arterial roadways (two- or four-lane) and major arterial roadways (four- or five-lane). Minor arterial roadways are appropriate for carrying traffic through primarily residential areas without directly accessing any of the properties. A minor arterial road section includes two or four 12-foot through lanes and should provide an additional left-turn bay at all signalized intersections and any major intersections. A minimum travel width of 52 feet and right-of-way width of 100 feet are recommended. Sidewalks should be provided on both sides. Only public roads should be allowed to access a four- or five-lane arterial road and road spacing should be related to design speed as per a five or six-lane roadway. The ideal range for traffic volume on a four-lane arterial roadway is between 12,000 and 25,000 vehicles per day.

Major arterial roadways serve major activity centers and carry a high proportion of traffic on a limited number of roadway miles. A road section includes two 12-foot through lanes in each direction and between a 12-foot and 16-foot center two-way left-turn lane. A minimum road width of 65 feet and right-of-way of 100 feet are recommended. Traffic volumes on this type of roadway range between 25,000 and 35,000 vehicles per day.

### Expressways/Freeways

Freeways and expressways are primary arterial roadways that are fully or partially access controlled. These routes are typically the highest traveled corridors, serve major activity centers and carry the major portion of trips entering or leaving the city.

### Chanute Roadway Classifications

The roadway classifications described above are applicable to the major roadways in the city and the projected growth areas. These roadways are classified based on their current and

projected functions and correspond with the roadway classifications. Table 4.1 lists the functional classification of collector roadways, arterial roadways and freeways/expressways that are identified on the "Major Thoroughfare Plan" map. Roads that are not identified as either a collector road, arterial road or expressway/freeway are classified as local roads. As development occurs within the growth areas, it is likely additional roadways will need to be classified as either collector or arterial roadways.

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**MAP 4-3. MAJOR THOROUGHFARE PLAN**



Table 4.2 ROADWAY CLASSIFICATIONS	
Name of Roadway	Roadway Classification
U.S Highway 169	Freeway
Kansas State Highway 39/Cherry	Arterial
Santa Fe	Arterial
Main Street	Arterial
Chanute 35 Parkway	Arterial
Katy Road	Arterial
Plummer Road	Arterial
Seventh Street	Arterial
Central Street	Arterial
Ash Grove Road	Arterial
Country Club Road	Arterial
Third Street	Collector
Fourteenth Street	Collector
Walnut Street	Collector
Steuben Street	Collector
Johnson Road	Collector
Tenth Street	Collector
Kansas Street	Collector
Twenty-first Street	Collector

### U.S. 169 and Highway 39

U.S. 169 and Highway 39 function as major arterial roadways, providing both regional access and local arterial access. Major land uses such as the airport, Downtown, the Chanute Industrial Park and other future growth areas are served by these primary roadways. The Kansas Department of Transportation estimates the Average Annual Daily Traffic (AADT) for major roadways in Kansas. The traffic counts are derived primarily from 24-hour traffic volumes recorded with portable traffic counters. Heavy commercial volumes were obtained from visual or machine vehicle classification counts. The AADT counts for sites located approximately 2 miles outside the city limits on U.S. 169 and Highway 39 are cited in Table 4.2.

<b>Table 4.3</b> <b>AVERAGE ANNUAL DAILY TRAFFIC (AADT)</b> <b>ON U.S. 169 AND HIGHWAY 39</b>		
Count Location	Average Annual Daily Traffic (AADT)	
	Total Traffic	Heavy Commercial
U.S. 169, north of Chanute	3,220	460
U.S. 169, south of Chanute	3,285	730
Highway 39, west of Chanute	2,735	270
Highway 39, south of Chanute	3,640	275

Source: Kansas Department of Transportation Bureau of Transportation Planning, 1998 Traffic Flow Map

Development along U.S. 169 and Highway 39, as well as other arterial roadways must be carefully planned in order for efficient funneling of traffic onto and from local and collector roads. Further, roads and driveways intersecting the local arterials and major collectors that provide links to U.S. 169 and Highway 39 must be designed in a manner that will minimize traffic conflicts and maximize access to new development and major land uses.

#### Access Control

Just as the design of a roadway helps to move traffic efficiently, controlling access to the roadway system can help do the same. The lack of an adequate access control policy or plan increases the probability of having traffic hazards and increased traffic congestion. Traffic hazards and traffic congestion reduce the capacity of the roadway to accommodate the traffic volumes for which it is designed. Traffic congestion and traffic hazards increase the pressure to widen roadways, which requires additional public funds.

Roadway capacity can be increased or decreased in a number of ways. The method utilized most frequently to increase capacity is to widen a road to provide additional travel lanes. In some instances, however, it is not feasible to add additional travel lanes due to land uses on either side of existing roadways. In these instances, other methods of increasing roadway capacity may be more appropriate. Other methods include constructing intersection improvements, turn bays, medians, restricting road and driveway access or providing traffic signal timing improvements. Conversely, road capacity can be decreased by adding cross roads, driveways, traffic signals, or other traffic control devices. By developing an access control policy, road capacity can be maintained to efficiently accommodate future development.

Specific design characteristics associated with each functional classification depend on factors such as projected traffic volumes and local access control policies. Higher traffic volumes such as those exceeding 20,000 vehicles per day warrant construction of a four or five lane arterial road. Traffic volumes of 10,000 or 15,000 vehicles per day can be accommodated by a four-lane arterial road or by a two-lane arterial road which includes turn bays, good signal and intersection spacing, and private driveway access control. In many cases, a well-built two-lane arterial road can function as well as a four-lane road at approximately half the cost.

Acceptable traffic volumes on a major arterial roadway can range between 25,000 and 35,000 vehicles per day. However, excessive curb cuts and mid-block turning movements can reduce

capacity. The center turn lane is appropriate because of frequent entrances into higher traffic generation land uses such as business parks and retail centers. A median can be constructed in locations where left-turns should be prohibited and on-street parking should not be allowed. For design speeds greater than 35 mph, or for peak hour right turn-in traffic volumes exceeding 100 vehicles, it is recommended that a right turn lane be constructed along the arterial roadway approaching the curb cut.

U.S. 169 and Highway 39 provide regional access as well as access to abutting properties. Therefore, it is critical that a sound access control policy be followed as development occurs on property directly abutting the highways. Access control for arterial streets parallel to U.S. 169 and Highway 39 becomes critical for efficient movement of local traffic as residential and commercial growth occurs.

As future development occurs, roadway improvements may be necessary to prevent traffic congestion from increased traffic movements accessing U.S. 169 and Highway 39. Highway 39 is conceptually shown on the Major Thoroughfare Plan map to extend east to the railroad right-of-way and then south to connect with the existing south roadbed, rather than the zigzag path it now follows through Downtown. Through-traffic is also diverted from downtown by a conceptual east bypass from U.S. 169 to Highway 39. Traffic would exit U.S. 169 at the Chanute 35 Parkway, travel east and access a bypass route along Katy Road to just south of 21st Street. At that point the bypass is shown to curve to the east and intersect with Highway 39 approximately one half-mile east of the existing city limits. In concert, these major improvements serve to funnel through-traffic, often commercial or industrial grade trucks from the industrial park south of the city or the cement plant north of the city, around Downtown.

Other improvements may consist of turn bays, restricting road and driveway access, or providing traffic control devices on arterial roads and collector roads. The need for these improvements must be carefully balanced against the need to allow for the efficient movement of traffic through the city. Therefore, the carrying capacity of U.S. 169 and Highway 39 must be protected by limiting the number of cross roads, driveways, traffic signals, or other stop controls.

### Intersection Spacing

Adequate distance between intersections is essential for the safe and efficient flow of traffic. Appropriately spaced intersections provide through-motorists an opportunity to respond to traffic entering the street from a side street. Table 4.3 shows the recommended minimum standards for spacing intersections, determined by through-traffic speed.

Table 4.4 MINIMUM INTERSECTION SPACING STANDARDS	
Through-Traffic Speed	Minimum Intersection Spacing
30 mph	210 feet
35 mph	300 feet
40 mph	420 feet
45+ mph	550 feet

Source: Institute of Transportation Engineers

### Driveway Spacing

Like a street, private driveways create an intersection with a public street. Conflicts and potential congestion occur at all intersections - public and private. Methods to reduce conflict include:

- Separating the conflicts by reducing the number of driveways and intersections;
- Limiting certain maneuvers such as left turns; and
- Separating conflicts by providing turn lanes.

No access drives should be located within the operations area of an intersection. Driver conflicts need to be spaced in order to eliminate overlaps between through traffic and right turns.

It is recommended that new driveway locations should comply with the minimum corner clearance criteria indicated in Figure 1 on the following page. Proper spacing of driveways permits adequate storage and stacking of automobiles on the public street. This distance may have to be increased in cases with high volumes to ensure that driveways do not interfere with the operation of turning lanes at intersections.

The number of driveways accessing undivided arterial roadways should be minimized. The following standards in Table 3.4 are based on AASHTO standards and the Institute of Transportation Engineers (ITE) Manual.

Table 4.5 SUGGESTED MAXIMUM DRIVEWAY GUIDELINES		
Maximum Number of Driveways	Driveway Spacing	
	Undivided Arterial Streets Length of Lot Frontage	Divided Arterial Streets Length of Lot Frontage
1	0-399 feet	0-529 feet
2	400 - 899 feet	530 - 1199 feet
3	900-1,399 feet	1200 - 1859 feet
4	1,400-1,899 feet <sup>1</sup>	1860 - 2525 feet <sup>2</sup>

Source: Institute of Transportation Engineers (ITE) Manual

Notes:

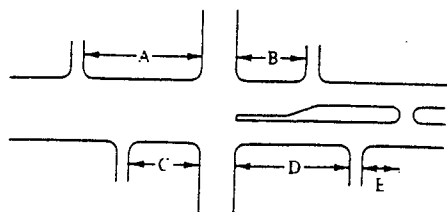
<sup>1</sup> For each 500 feet above 1899 feet, one additional driveway is permitted.

<sup>2</sup> For each 665 feet above 2525 feet, one additional driveway is permitted.

## Corner Clearance

Specific minimum corner clearance guidelines are listed in Figure 4.1. These guidelines can be used to regulate new commercial developments located along arterial or collector streets.

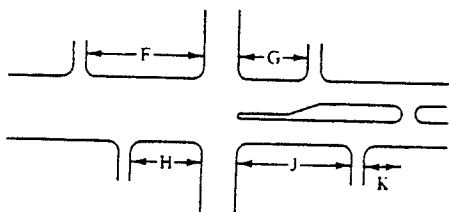
**Figure 4.1**  
**CORNER CLEARANCE GUIDELINES**



Minimum Corner Clearances\*

Item	Functional Classification of Road		
	Arterial	Collector	Local
A	230	175	50
B	115	85	50
C	230	175	50
D	230	175	50
E	75	0	0

(a) Signalized intersection control



Minimum Corner Clearances\*

Item	Functional Classification of Road		
	Arterial	Collector	Local
F	115	75	50
G	115	85	50
H	85	85	50
J	115	75	50
K	75	0	0

## CAPITAL IMPROVEMENTS PROGRAMMING

In order to be effective, a capital improvements program (CIP) must integrate community desires and goals in a formalized process of needs assessment and financial programming. The recommended CIP for The Turnaround Team is based on a cooperative ranking process. The ranking of projects creates consensus among participants. Appendix C, Capital Facilities Planning summarizes a basic process for the City. Appendix C provides for the city to undertake the Capital Improvements Process every year. The "Capital Facilities Committee" meets initially to list projects, and is comprised of the City Manager, city staff members, a Planning Commissioner, and a City Commission member. Appendix C spells out a detailed, yet simple and straight-forward process for creating and adopting a formal CIP.

## STABILIZATION OF RESIDENTIAL AND COMMERCIAL DISTRICTS

The State of Kansas 1994 Neighborhood Revitalization Act (SB 732) provides Kansas cities with the ability to target special districts within a city for revitalization by creating neighborhood revitalization districts. Within these revitalization districts, a rebate to taxpayers in those districts may be granted equal to 100 percent of the amount of the incremental increase in property taxes resulting from improvements made to the property.

### Recommendation—Neighborhood Stabilization

**Establish a Neighborhood Revitalization District for The Central Business District and Older Residential Areas of the City.**

- The Act is designed to encourage development or redevelopment that otherwise might not occur and to eliminate the concern which some property owners may have about higher taxes which result from new investment in their property. This type of district can also help induce further rehabilitation efforts.

### Create a Downtown Enterprise Zone.

- The City Commission may further induce private improvements in downtown through a municipally designated "Downtown Enterprise Zone". Within the zone, a policy could be implemented for waiving fees for all city permits, inspections and other development related fees. While this policy would be nominal in lost revenue to the city, it will demonstrate an additional public financial commitment to encouraging redevelopment.

Further, by packaging this policy with other public incentives, such as the tax increment rebate (SB 732) and possible CDBG or other grant funds, it will demonstrate a clear public policy for strengthening the downtown.

- Develop downtown design standards that will ensure a unified appearance of buildings in the C.B.D.

**Undertake a Beautification Program.**

**Develop a Streetscape Plan**

- In order to enhance and improve the visual appearance of the city a master streetscape plan along local arterial road corridors should be developed. Such a program should include trees, street lighting, enhanced traffic signals, storm water drainage, curbs and gutters, etc. Anytime visible public investment is made in a commercial area, new private investment considers an area more favorably. Targeted commercial recruitment will be more successful where there is strong evidence of public investment.

**Create flexible zoning review and promote good urban design along commercial thoroughfare corridors by linking developments with common and consistent design patterns to promote orderly commercial development.**

- Cluster commercial centers, particularly community centers, at the U.S. Highway 169 interchange;
- Coordinate major thoroughfare improvements in the Major Street Plan with patterns of commercial growth so that streets can accommodate increased traffic volumes;
- Create strong continuous corridor edges using either consistent building setbacks or continuous sequences of plant materials, street light standards and compatible signage;
- Minimize curb cuts and median breaks by requiring adjacent commercial uses to design internal connections between parking lots to minimize street traffic and curb cuts;
- Require all commercial developments to be pedestrian-oriented with clearly identified walk-ways between parking lots, buildings and adjacent land uses.
- Lighting for businesses and parking lots should be low glare and designed so as not to shine directly into adjacent residential areas.
- Where possible, encourage the location of developments internally to site, maintaining a solid vegetated edge along thoroughfare frontage;
- Require substantial vegetated buffering and screening of distracting and unsightly development elements;
- Require substantial vegetated buffering and screening between incompatible land uses;
- Require parking lots to be planted with street landscaping as well as appropriate number of shade trees (one tree for every ten parking spaces is recommended); and

- Require commercial and industrial developers to maintain trees and plants they have installed as landscaping.
- **Require detailed site planning standards for retail-commercial uses.**
- Require that each principal building have a clearly defined, highly visible customer entrance with features such as canopies or porticos, arcades, arches, wing walls, and integral planters.
- Require loading docks, trash collection, outdoor storage and similar facilities and functions to be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets. Prohibit the use of screening materials that are different from or inferior to the principal materials of the building and landscape. No delivery, loading, trash removal, or similar operations should be permitted between the hours of 10 p.m. and 7 a.m., except in special circumstances and where steps are taken to reduce noise impacts.
- Require each retail establishment to contribute to the establishment or enhancement of the community and public spaces by providing at least two community amenities such as an outdoor patio/seating area, water feature, clock tower, or pedestrian plaza with benches.
- Require sidewalks at least 5 feet in width be provided along all sides of the lot that abut a public or private street and that a continuous internal pedestrian walkway be provided from the perimeter public sidewalk to the principal customer entrance. This internal walkway must feature landscaping, benches, and other such materials/facilities for no less than 50 percent of its length.
- Require that sidewalks be provided along the full length of the building along any facade featuring a customer entrance and along any facade abutting public parking areas. Such sidewalks shall be located at least six feet from the facade of the building to provide planting beds for foundation landscaping.
- Require that internal pedestrian walkways provide a weather protection feature such as an awning within 30 feet of all customer entrances.
- Require the internal pedestrian walkways be distinguished from driving surfaces through the use of special pavers, bricks, or scored concrete to enhance pedestrian safety and the attractiveness of the walkways.

#### **Recommendation—Business Park Development**

**Implement appropriate business park site development criteria, incorporating the goals and recommendations for achieving site-specific urban design based on the natural amenities of the environment.**



- Use the site plan review process to ensure that business park developments allow the preservation of stream corridors (includes drainage channel, stream banks and flood plain areas) as open space areas in business park cluster developments; and
- Orient and align buildings and developments with a sensitivity to the existing watershed land forms (for example, cluster development) along or within ridge lines, high points, upland meadow and woodland areas visible from the highway.

**Develop a "Medical/Institutional Overlay District":**

Adopt Site Plan Review standards that require developers to demonstrate the extent to which the structures, walkways, roads, driveways, open space (if any), and parking lots in the "Overlay District" have been proposed to achieve the following objectives:

- A. Conserve natural resources and amenities available on the site;
- B. Preserve the natural amenities of the site as viewed from the public rights-of-way of local streets and regional thoroughfares;
- C. Ensure that proposed structures are located on suitable soils; and
- D. Minimize adverse traffic impacts on Plummer and 7<sup>th</sup> Streets.
- E. Development Standards, Commercial/Institutional Uses in the Medical/Institutional Overlay District:

For other than single-family and two-family residential, no building shall be erected that does not meet the following minimum standards:

- A. Rooftop equipment shall be screened from view from the ground near the building with vertical extensions of the building walls or with parapets or other architectural design features of the same materials used on the walls of the building. Where the topography permits, it is desirable to screen such equipment from adjacent property, but it is not the intent of this requirement to increase the height of the screening significantly above that of the equipment in order to screen it from view from tall buildings or from higher ground.

Raised exterior walls or screen walls should be designed to enclose groups of equipment. Wall material should be compatible with or identical to the predominant opaque material on the exterior of the building.

B. Dumpster Enclosure and Improvements:

- (1) Exterior refuse will be kept in an enclosed area large enough to contain a week of refuse and be contained in a refuse bin equipped with a lid.
- (2) The enclosure shall be a minimum of 12 feet wide to allow access for the truck picking up the refuse bin. The depth of the enclosure should be the depth of the refuse bin being used plus an additional 4 feet to allow for the mechanical dumping of the refuse bin. The enclosure shall have a minimum height of 5 feet.
- (3) The floor of the enclosure shall be reinforced concrete with a minimum thickness of 4" with #4 reinforcing at 24" each direction.
- (4) There shall be a 12' x 12' concrete pad in front of the enclosure. This pad should be a minimum depth of 8" and have 5/8" reinforcing rods every 24", in each direction, and have a test strength of 4,000psi.
- (5) The enclosure should be shielded on three sides by a wall or decorative fence and positioned in such a manner to shield the refuse bins from sight of any public thoroughfare or adjoining property. When decorative fence is used the corner post should be made of steel pipe with a 4 inch minimum diameter and filled with concrete.
- (6) The number and location of the refuse bins shall be located on the site plans prior to approval and the capacity of each refuse bin shall be noted on the plans.

C. The form and proportion of buildings shall be consistent or compatible with the scale, form and proportion of existing development in the immediate area.

- D. The use of unusual shapes, color and other characteristics that cause new buildings to call excessive attention to themselves and create disharmony shall not be allowed.
- E. The rhythm of structural mass to voids, such as windows and glass doors, of a front facade should relate to the rhythms established in adjacent buildings.
- F. Where large structures are proposed with overly-long facades (walls), where one dimension exceeds the length of the perpendicular dimension, such as warehouses, building mass should be articulated with variations in the building plane and parapet height and through the use of other unique design or site plan features.

Overly-long horizontal facades should be articulated with variations in the building plane and parapet height, materials and colors, entrance canopies, and landscaping. Parking lots along the facade can also relieve horizontally through the use of landscaped fingers and islands containing trees and shrubs.

- G. Architectural design should create visual interest through the use of different textures, complementary colors, shadow lines and contrasting shapes. The use of walls in a single color, with little detailing or completely blank, is discouraged.
- H. Monotony of design in single or multiple building projects shall be avoided. Variation of detail, form, and siting shall be used to provide visual interest.
- I. Careful consideration of durable materials, proportions, and shapes, emphasizing the importance of roofs as integral and embracing elements of the over-all design, is particularly important.
- J. Use of substantial amounts of masonry materials (face brick, stucco, stone) is encouraged. The use of aluminum siding, metal ribbed panels, and extensive mirrored glass surfaces is discouraged. Evaluation of building materials shall be based on the quality of its design and

relationship and compatibility to building materials in the immediate neighborhood.

Corrugated metal facades should be complemented with abundant use of masonry, whether brick, stone, stucco, or split-face block, especially along perimeter streets. Architectural metal panels may be an acceptable substitute for masonry. Appropriate landscaping can be used to complement and enhance a building's design, color and material.

- K. Architectural treatments (e.g., building materials, colors, facade design, roof lines, screening) shall be consistent and compatible on all sides. Treatment that is uniform on all sides will be deemed to meet the requirements of this principle. Adjacent land uses, visibility from public streets, use of screening devices (walls, fences, berms, landscaping) are criteria to be considered when varying this treatment. The applicant will have the burden of demonstrating the reasons for differing treatment on different sides (e.g., the need for truck access on one side and pedestrian access on another).

Long expanses of overhead doors should be relieved by matching their color to the wall or trim, recessing the doors, or adding architectural details to diminish the dominance of the doors.

#### **Recommendation—Public Facilities**

##### **Research and Consider Adoption of an "Adequate Public Facilities" Policy Relating to Road Improvements, Public Utilities and Other Capital Improvements.**

- Establish fees for developer contributions as part of an "Adequate Facilities" policy relating to arterial streets, public utilities and related development improvements.
- Restrict development approval where public facilities need to be extended based on the readiness of the public to invest.

Examine alternative means of funding major road improvements, for example, an excise tax for engineering and construction, rights-of-way acquisition, utility relocation, bridge construction, and other improvements associated with major road development.

**APPENDIX A  
CHANUTE HOUSING MARKET ANALYSIS**

## APPENDIX A CHANUTE HOUSING MARKET ANALYSIS

Housing in Chanute is at a crossroads. The level of new residential development has significantly declined in the 1990's, and the city's housing stock is aging. New residential development has been exceedingly low due, in part, to a decline in population. However, other factors described in this section of the plan have also contributed to these conditions.

There are 4,426 housing units in Chanute according to 1990 U.S. Census data. Of those, 2,691 are owner-occupied units, or approximately 69 percent of all occupied units. As a result of the city's effort to demolish dilapidated housing, the number of residential units in Chanute has declined since 1990. From 1994 through 1998, 44 homes were demolished while only 43 single-family homes were added to the city's housing stock.

Housing construction has lagged behind the need to replace the older housing stock in the city. At a minimum, a city's housing inventory should be replaced at a rate of at least 1 percent of its housing stock annually. (This results in an average replacement period of 100 years.) For Chanute, this level should average approximately 39 new units per year based on 3,916 owner-occupied residential units in 1990. This level has not been reached in Chanute since the 1960's and has declined every decade since that time.

Since 1990, the City of Chanute has seen less residential construction than in any other decade since the 1940's. Since 1990, the total single family housing supply in the City of Chanute has increased by an average of only five new units a year (Table A - "New Residential Construction 1940 - 1998").

**TABLE A  
NEW RESIDENTIAL CONSTRUCTION 1940 - 1998**

<u>Decade</u>	New Single Family Units:		Total <u>Multi-family</u>
	<u>Total</u>	<u>Avg./Year</u>	
1990 to 1998	43		
		5	15
1980 to 1989	70	7	202
1970 to 1979	164	16	263
1960 to 1969	426	43	115
1950 to 1959	387	39	41
1940 to 1949	225	23	62
Before 1940	1,419	N/A	343

Source: U.S. Census Bureau; City of Chanute.

The Chanute housing market area encompasses approximately one-half of Neosho County based on workers travel time to work from home. Approximately 91 percent of Chanute's workers live within a 25-minute travel time to work or work at home representing a commonly defined housing market area. Although there have been new homes built in the Chanute

market area outside the city limits, this construction accounts for approximately 28 single family residential units in Neosho County since 1990, not enough to maintain a sound housing stock in Chanute (see Table B - "New Housing Constructed Since 1990").

**TABLE B**  
**NEW HOUSING CONSTRUCTED SINCE 1990**

	<u>Single Family</u> <u>Units</u>	<u>Multi-</u> <u>Family</u> <u>Units</u>	<u>Neosho</u> <u>County</u> <u>Unit</u> <u>Estimate</u>	<u>TOTAL</u> <u>CHANUTE</u> <u>MARKET AREA</u>
1990	1	0	3	4
1991	0	0	2	2
1992	4	0	3	7
1993	5	0	3	8
1994	9	0	6	15
1995	3	15	2	20
1996	6	0	3	13
1997	7	0	4	11
1998	8	0	2	10
<b>TOTAL</b>	<b>43</b>	<b>15</b>	<b>28</b>	<b>86</b>
<b>AVERAGE/YEAR</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>10</b>

Source: City of Chanute; Bureau of the Census.

The median single family housing value has increased approximately 61 percent from \$26,900 in 1990 to approximately \$43,400 in 1999. The number of home values at \$70,000 or more has increased from 9 percent of all units to 24 percent of all single family units (see Table C - "Housing Value 1990 - 1999").

**TABLE C**  
**HOUSING VALUE 1990 - 1999**

Value	% of Total 1989	% of Total 1998	Change 1990-99
Less than \$30,000	57%	26%	- 31%
\$30,000 - \$39,999	15%	17%	+ 2%
\$40,000 - \$49,999	10%	16%	+ 6%
\$50,000 - \$59,999	6%	10%	+ 4%
\$60,000 - \$69,999	3%	7%	+ 4%
\$70,000 - \$79,999	3%	5%	+ 2%
\$80,000 - \$89,999	2%	2%	--
\$90,000 - \$99,999	2%	6%	+ 4%
Over \$100,000	2%	11%	+ 9%
Median Value	\$26,900	\$43,400	+61%

Source: Neosho County Multi-Listing Service; U.S. Census Bureau.



The largest segment of the owner-occupied housing inventory is three bedroom units, according to 1990 census data. The mix of unit sizes for owner-occupied units is presented in the following Table D.

**TABLE D**  
**OWNER OCCUPIED HOUSING TYPE BY SIZE 1990**

<u>Unit Size</u>	<u>Percent</u>
1 bedroom	3%
2 bedrooms	35%
3 bedrooms	46%
4 bedrooms	14%
<u>5 or more bedrooms</u>	<u>2%</u>
<u>TOTAL</u>	<u>100%</u>

Source: 1990 U.S. Census Bureau.

### **Housing Market Strengths and Weaknesses**

Some of the strengths of the Chanute housing market include the following:

1. Reasonable Land Cost - The cost of vacant land is relatively inexpensive. Land is routinely about 20 percent of the total cost of new housing. The average price of vacant residential lots in Chanute allows for the total cost of new housing to be more affordable.
2. High Level of Home Ownership - According to 1990 U.S. Census data, 69 percent of all units in Chanute were owner occupied. This ownership level is higher than the average for the U.S. (64.5 percent). This means that a high percentage of households have accumulated equity and are in a financial position to "move up" if adequate housing choices become available.
3. Availability of Local Financing - Chanute contains a sufficient number of financial institutions that offer a full range of home purchase loans. Chanute is not short on private financing alternatives for residents, builders, developers or contractors.
4. City Owned Utilities - Electric and water utilities in Chanute are under municipal ownership. This creates the opportunity for the City to extend services and/or provide incentives to potential residential developers.
5. Stable Employment Base - Employment levels in Chanute and Neosho County are virtually unchanged from 1990 and above 1991 and 1993 levels according to Kansas Department of Human Resources data. A stable labor force means stable household incomes are available to support residents' housing needs.
6. Population Growth - Although there is a decline in the total population of Chanute, there is an increase of 303 persons between ages 35 and 55 (see Table E - "1990 - 2002 Population Trends"). This age group is a prime target for higher priced housing since they are usually at their highest income levels and have accumulated some equity in their

existing housing. Therefore, there is a real opportunity to encourage some of this population segment to purchase new housing units if available.

**TABLE E**  
**1990 - 2000 POPULATION TRENDS**

Age Group	1990	2002	Change
0 to 34 years	4,617	4,110	-507
35 to 54 years	2,059	2,362	+303
<u>55 years and over</u>	<u>2,866</u>	<u>2,870</u>	<u>+4</u>
TOTAL	9,542	9,342	-200

Source: U.S. Census Bureau and Decisionmark Corp.

Despite these strengths, there are characteristics of the Chanute housing market that are considered weaknesses. These include:

1. Aging Housing Stock - The average age of homes in Chanute is more than 50 years. The median year housing structures were built was 1946. This compares to a statewide housing stock median year of 1961.
2. High Price of New Homes - The average price of 33 single family homes constructed in Chanute from 1994 through 1998 was \$87,400 (see Table F - "Value of Single Family Units Built 1994 - 1998") while the median value was approximately \$81,500. Although these prices are low compared to urban settings in Kansas, the escalation in value during the last few years has created "sticker shock" for many prospective buyers of new housing even if their income level may qualify them for a higher home purchase price. Five of these 33 homes were mobile homes that were the most affordable and constructed off-site and brought into Chanute.

**TABLE F**  
**VALUE OF SINGLE FAMILY UNITS BUILT 1994 - 1998**

<u>Value</u>	<u>Total</u>	<u>Percent of Total</u>
under \$50,000	9 units	27%
\$50,000 to \$69,999	6 units	18%
\$70,000 to \$89,999	3 units	9%
\$90,000 to \$110,000	6 units	18%
<u>\$120,000 and above</u>	<u>9 units</u>	<u>27%</u>
TOTAL	33 new units	
Average Value:		\$87,400
Median:		\$81,500

Source: City of Chanute Building Permits.

The increased cost for construction labor and for home building materials which has occurred over the past few years has resulted in new single family home cost exceeding \$65.00 per square

foot to construct. Therefore, a new 1,200 square foot home costs at least \$78,000 in the Chanute residential market area.

3. Amount of Suitable Residential Building Sites - There are few large tracts of land in the city limits suitable for subdivisions which results in raising the cost per unit of new housing.
4. Lack of Infrastructure in Undeveloped Areas - The lack of water and sewers on the fringes of the city limits where larger parcels of suitable developable land are found has impeded new residential development due to unavailability of adequate infrastructure.
5. Availability of Building Contractors and Laborers - Chanute is similar to smaller, rural city in Kansas where there has been a decline in the home building trade. Although there are some homebuilders in Chanute, the number of younger persons entering the job market with the necessary skills required for building homes is limited. This compounds the problem of constructing and increases the cost of new homes.
6. Formation of Younger Households Declining - Population for persons in Chanute between the ages of 18 and 35 (the ages when new households are forming) has declined since 1990 and is projected to decline through at least 2002.

### Supply and Demand Assessment

Routinely, housing demand is generated by growth in a city's population and households. In Chanute, there is a decline in population. However, the population for persons between ages 35 and 55 is increasing.

Housing demand is also driven by those existing households that are inadequately served by the existing housing supply. This housing deficiency, known as "pent-up" demand, needs or seeks housing units that are either more affordable and/or in better condition to serve the existing population. This can be assumed to be present in Chanute because of the limited amount of new housing construction. Therefore, in projecting housing demand for Chanute, the following factors were considered:

- a) population and household projections
- b) the age of the housing stock
- c) historic housing construction rates
- d) new housing constructed since 1990

Based on these factors, it is estimated that the City of Chanute could adequately support as many as 330 new single family housing units over the next four to five years to satisfy the city's pent-up demand, existing need and restore a normal balance of housing supply and demand (Table G - "Chanute Single Family Housing Demand Projection"). This will result in Chanute reaching housing development levels of prior decades.

**TABLE G**  
**CHANUTE SINGLE FAMILY HOUSING DEMAND PROJECTION**

Demand Factor:

- \* New Household Formation (303 persons aged 35 to 55 divide by 2.33 persons per household) 130 units

**EQUALS 130 HOUSEHOLDS)**

- \* 1997 -2002 Replacement goal: @1 percent of 3,916 equals 39 per year 234 units
- Less new single family units built since 1996 (city and county) (34 units)

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**Net 1998- 2002 Single Family Unit Demand: 330 units**

Source: Richard Caplan & Associates, June 1999.

**Single Family Housing Demand by Price and Size**

The median household income in Chanute is estimated to be approximately \$36,200 based on Neosho County's 1998 median household income of \$38,500, according to the State of Kansas Department of Commerce and Housing. In 1990, the median household income in Chanute was 94 percent of the countywide figure. Home lending guidelines enable a household to spend up to 29 percent of the income on housing. Therefore, the area's household income level means that at least one-third, or 35 percent, of the 3,890 households in Chanute can afford a home purchase price of approximately \$78,000 given today's prevailing home interest rates of around 7.75 percent. (Assuming a 10 percent down payment results in a monthly payment of \$503 for a 30 year fixed mortgage at 7.75 percent.)

In order to assess the affordability and size of the potential market for new single family development, an analysis was performed of area household income. The estimated 1998 household income ranges in Chanute have been uniformly adjusted based on the area's household income levels as reported in the 1990 census data in order to determine the number of potential households in Chanute able to afford a home purchase price of approximately \$78,000 given today's prevailing home interest rates of around 7.75 percent (see Table G - "1998 Household Income and Housing Affordability for Chanute").

Therefore, new development in Chanute can draw upon a potential market of approximately 1,372 households eligible to purchase a new 1,200 square foot single family housing valued at around \$78,000.

**TABLE H**  
**1998 HOUSEHOLD INCOME AND HOUSING AFFORDABILITY FOR CHANUTE**

1998 Household Income	Total Households	Estimated Total Monthly Payment	Able to Afford \$78,000
Less than \$24,999	2,155	n / a	0
\$25,000 to \$34,999	713	\$604 to \$845	350
\$35,000 to \$49,999	505	\$845 to \$1,200	505
\$50,000 to \$74,999	369	\$1,200 +	369
\$75,000 to \$99,999	104	" "	104
\$100,000 and over	<u>44</u>	<u>" "</u>	<u>44</u>
	3,890		1,372

Source: Richard Caplan & Associates, June 1999.

Therefore, the recommended price ranges for these 330 single-family units are summarized in Table I ("Single Family Housing Demand by Price"). These recommendations are compared to actual construction activity since 1994 and reveal the price distribution of new housing and where single family demand can be expected to be the strongest.

**TABLE I**  
**SINGLE FAMILY HOUSING DEMAND BY PRICE**

<u>Target Price Range:</u>	<u>Total Est. Demand</u>	<u>Actual Built</u>	<u>PROJECTED UNITS</u>	<u>DEMAND PERCENT</u>
under \$50,000	75 - 80	( 9 )	70	21%
\$50,000 to \$69,999	72 - 78	( 6 )	70	21%
\$70,000 to \$89,999	62 - 65	( 3 )	60	18%
\$90,000 to \$110,000	115 - 120	( 6 )	112	35%
\$120,000 and above	25 - 30	( 9 )	18	5%
<b>TOTAL:</b>	<b>364 units</b>	<b>(33 units)</b>	<b>330 units</b>	

Source: Richard Caplan & Associates, June 1999.

Based on the Chanute housing market characteristics and price demand, a majority of these units should contain three bedrooms with a mix of two and four bedroom units, as well (see Table J - "Recommended New Single Family Housing Unit Size").

**TABLE J**  
**RECOMMENDED NEW SINGLE FAMILY HOUSING UNIT SIZE**

Two bedroom units	30 - 35 percent of total new units
Three bedroom units	50 - 55 percent of total new units
Four bedroom units	15 - 20 percent of total new units

Source: Richard Caplan & Associates, June 1999.

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**APPENDIX B  
CITY OF CHANUTE COMPREHENSIVE PLAN  
CAPITAL FACILITIES FINANCING OPTIONS**

**APPENDIX B  
CITY OF CHANUTE COMPREHENSIVE PLAN  
CAPITAL FACILITIES FINANCING OPTIONS**

The Appendix B analyzes the alternative approaches to funding the construction of public facilities that are necessitated by new development.

**Government Grants and Locally Based Financing**

**Community Development Block Grants:** These are federal grants which are distributed to cities and can be used for a wide variety of municipal projects within designated geographic areas which meet program guidelines, such as income levels for area residents.

**Intermodal Transportation and Efficiency Act:** This funding program, commonly called ISTEA, was authorized by the Federal Government in 1991. Reappropriations in the late 1990s were authorized under the TEA-21 program. Funds are distributed through the State of Kansas Department of Transportation. Up to ten percent of the funds are for enhancement projects including bicycle and pedestrian trails, rail depot rehabilitation, landscaping, and beautification programs.

**Land and Water Conservation Fund:** Funds awarded for acquisition and development of parks, recreation and supporting facilities through the National Park Service and State Park System.

**General Obligation Bonds:** Bonded indebtedness issued with the approval of the electorate for capital improvements and general public improvements.

**Industrial Development Bonds:** Specialized revenue bonds issued on behalf of privately-owned, self-supporting facilities.

**Ad Valorem Property Tax:** Tax levied on the assessed valuation of all non-exempt real and personal property.

**Hotel, Motel and Restaurant Tax:** Tax based on gross receipts from charges and meal services which may be used to build and operate regional parks, golf courses, tennis courts and other special park and recreation facilities.

**Sales Tax:** Tax on the retail sales of taxable goods and services.

**Grants:** A variety of special grants either currently exist through the Federal and State governmental systems and/or will be developed through the life of the capital improvement program. Grants, particularly for environmental programs, historic preservation tourism, youth activities and education, may be used for future parks and recreation projects.

**Special Improvement District/Benefit District:** Taxing districts established to provide funds for certain types of improvements which benefit a specific group of affected properties. Improvements may include landscaping, the erection of fountains, the acquisition of art, and



supplemental services for improvement and promotion, including recreation and cultural enhancements.

**Annual Appropriation/Leasehold Financing:** This more complex financing structure requires use of a third party to act as issuer of the bonds, construct the facility and retain title until the bonds are retired. The City enters into a lease agreement with the third party, with annual lease payments equal to the debt service requirements. The bonds issued by the third party are considered less secure than general obligation bonds of the City, and therefore are more costly. Since these bonds are issued by a separate corporation, they do not impact the City's debt limitations and do not require a vote. However, they also do not entitle the City to levy property taxes to service the debt. The annual lease payments must be appropriated from existing revenues.

**Interlocal Agreement:** Contractual relationships entered into between two or more local units of government and/or between a local unit of government and a non-profit organization for the joint usage/development of a parks and recreation project.

**Revenue Bonds:** Bonds used for capital projects which will generate revenue for debt service where fees can be set aside to support repayment of the bond.

### **Project Financing--Parks and Recreation**

Parks and Recreation projects are funded in a multitude of manners. It is recommended that the City of Chanute employ a diversified base of funding, tailored to the market for each project. Indicated are sixteen (16) separate methods of financing projects used in various midwest communities to be considered for usage in funding future parks and recreation projects. These methods and their definitions follow.

**Dedication/Development Fees:** Fees are currently assessed for the development of residential properties with the proceeds to be used for parks and recreation purposes, such as open space acquisition, regional park site development, neighborhood parks development, community parks development, etc. The City should consider amending the fee rate to capture enough revenue to fund improvements to match the need generated by development.

**Foundations/Gifts:** Dollars raised from tax-exempt, non-profit organizations established with private donations in promotion of specific causes, activities or issues. Offers a variety of means to fund capital projects including capital campaigns, gifts catalogs, fund raisers, endowments, sales of items, etc.

**Recreation Service Fund:** This is a dedicated user fee which can be established by a city ordinance for the purpose of constructing and maintaining recreation facilities. The fee can apply to all organized activities which require a reservation of some type, or other purposes as defined by the ordinance.

**Private Concessionaires:** Contract with a private business to provide and operate desirable recreational activities financed, constructed and operated by the private sector with additional compensation paid to the City.

**Tax Increment Financing:** Uses the added tax revenues created by improvements to the property to support public sector's costs of, typically, improvements in public infrastructure. Private investment is encouraged because of public ability to fund front-end infrastructure costs. Public sector recoups such costs over time by targeting some or all of the added increment in taxes, an incremental increase which was created by the new value and economic activity of the improved property. Typically, the increment funds debt service on bonds.

#### **Major Streets Financing—Excise Tax**

The City of Chanute must consider options for funding the cost of paving major arterial streets. Cities in Kansas have adopted excise taxes for such purposes. The taxes are part of an "Adequate Facilities Policy" relating to arterial street improvements. The approach is being used in the Kansas City metropolitan area on the Kansas side, and in other areas of the country. The tax is levied at the platting stage as a business tax.

### **KANSAS DEPARTMENT OF COMMERCE & HOUSING GRANT PROGRAMS**

#### **U.S. Small Cities Community Development Block Grants (CDBG)**

**Eligible Activities.** Nearly every type of public improvement or facility is eligible except work on a general public office such as a city hall or courthouse. However, the State has prioritized funding for the most critical needs involving public health and safety.

#### **Neighborhood Development**

**Eligible Activities.** Under the neighborhood development competition, the housing needs of the community shall be addressed. These needs shall be limited to a target area of no more than 200 units or less than 20 units. In addition to the housing needs, the neighborhood development may also include public facilities that need to be addressed within the target area.

#### **Housing Infrastructure**

**Eligible Activities.** Street, street accessories, storm sewer, drainage, site improvements, water, sanitary sewer, mini-parks, land acquisition, professional services, engineering design and inspection, administration, and audit are eligible for this program. All public infrastructures must be built on right-of-way owned by a local government. Eighty percent of the units must be initially owner-occupied. Land acquisition is not eligible when the developer is a for-profit entity. Land may be acquired with CDBG funds by a city, county, Public Housing Authority (PHA), or not-for-profit community-based organization or land trust and must be subdivided and provided to a builder or prospective homeowner.

#### **Downtown Revitalization**

**Eligible Activities.** Improvements of public infrastructure and facilities within a traditional downtown or Central Business District (CBD).

**Emergency**

**Eligible Activities.** Nearly every type of public improvement or facility is eligible except work on a general public office such as a city hall or courthouse. Only activities needed to resolve the emergency are eligible.

**Speculative Industrial Building Loan**

**Eligible Activities.** Eligible uses include the purchase of an existing building and improvements, or the construction of a new building. Also, purchase of land and development of on-site infrastructure is eligible.

**Telecommunications**

**Eligible Activities.** CDBG funds are limited to those up-front cost associated with the establishment of the Community Information Network i.e., purchase of hardware or software, unit workplace equipment, one-time utility installation costs, initial training costs, if applicable, etc. No recurring costs such as utility basic rates or bills, monthly Internet server charges, lease or rental payments, etc. may be paid with CDBG funds.

**CDBG Industrial Infrastructure Grant**

**Purpose.** This program assists local governments in the development of public infrastructure that allows industries to locate new facilities, expand existing facilities or prevent the relocation or closing of a facility.

**Funding limits.** The use of this program is based on the local government exhausting their available resources. The maximum grant per project is the lower of \$500,000; 40% of the industry's capital investment; or \$10,000 per job (depending on the area and type of project). Only items essential for the industry to operate are eligible.

**Use of funds.** Grant funds may be used for public streets, water or sewer lines, engineering and other public facilities necessary to support the project. Facilities owned by the company or a private utility are not eligible for funding.

**Purpose.** This program is funded by the federal Community Development Block Grant (CDBG) program. As such, at least 51% of the new jobs to be created by the company must be taken by persons considered "low to moderate income" (LMI).

**Application process.** The basic premise of the program is that the company must prove that but for the Industrial Infrastructure grant, the project could not occur. A grant would not be eligible if the company's project begins prior to DED's approval of the grant. An environmental review must be conducted by a city or county sponsor, and may be started at any time, even prior to submission of an application. DED will provide a decision on funding within about two to three weeks after the submission of a completed application. DED approves eligible projects on an ongoing basis. There is no deadline for applications to be submitted.

**Action Fund Program :**

**Purpose.** The purpose of this program is to stimulate the creation of new higher quality jobs by providing a last resort gap loan to new or expanding manufacturing, processing, and or assembly businesses. Payments may be deferred for up to two to three years for faster growing companies if cash flow is inadequate. The projected growth, economic impact of the company, the risk of failure and the quality of management are critical factors for approval.

**Funding limits.** DED must determine that the borrower has exhausted other funding sources. In any event, an Action Fund Loan would be limited to the LOWER of: \$400,000 per project; 30% of the total project cost; or \$20,000 per new full-time year-round job.

**Use of funds.** The purchase of new machinery and equipment or working capital are eligible. Refinancing, payout of stockholders, buyouts or lines of credit are not eligible.

**Program requirements.** This program is funded by the federal Community Development Block Grant (CDBG) program. As such, at least 51% of the new jobs to be created must be taken by persons considered "low to moderate income" (LMI).

**Application process.** The basic premise of the program is that the company must prove that but for the Action Fund loan, the project could not occur. An Action Fund loan would not be eligible if the company's project began prior to DED's approval of the loan, or if other project funds were distributed to the borrower prior to DED's approval of the loan. An environmental review must be conducted by a city or county sponsor, and may be started at any time, even prior to submission of an application. DED will provide a decision on funding within about 2 to 3 weeks after the submission of a completed application.

**Interim Financing Loan Program**

**Purpose.** The purpose of this program is to provide cash flow relief for a company when the need for such assistance can be demonstrated to cause a project to occur.

**Approval.** The approval of funding is based on the least amount possible to cause the project to occur and the availability of limited funds. DED should be contacted prior to proposing this program to a business.

**Use of funds.** The purchases of new fixed assets or permanent working capital are eligible. Manufacturing, processing and assembly companies are prioritized.

Restrictions. This program is funded by the federal Community Development Block Grant (CDBG) program. The following restrictions apply:

- I. At least 51% of the new jobs to be created must be taken by persons considered "low to moderate income" (LMI).
- II. If loan proceeds are used for the financing of building construction or the installation of machinery, federal and state wage rates must be paid to the employees of contractors.

The company's project cannot begin or funds cannot have been spent prior to the completion of (a) the environmental review and (b) approval of the project by DED.

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APPENDIX C  
CAPITAL IMPROVEMENTS PROGRAMMING PROCESS

## APPENDIX C

### CAPITAL IMPROVEMENTS PROGRAMMING PROCESS

#### CAPITAL FACILITIES PLANNING

Planning is both process-oriented and production-oriented. The first step is to develop a Comprehensive Plan, a process that typically involves four entities—city staff, the Planning Commission, the public at-large, and the City Commission. The Chanute Planning Commission (hereafter referred to as the "Planning Commission") has begun the "planning process." The second step is to implement the plan. Implementation tools include the capital improvements program (CIP).

Within the context of the Comprehensive Plan many of the community's needs, desires, and goals have been discussed. The capital improvements program (CIP) provides an annual process of identifying and establishing priorities for specific improvements in order to achieve those goals. The capital improvements program provides a variety of benefits, as detailed in Chapter 6 of the Comprehensive Plan. A more formal CIP process includes more public involvement, and helps assure fiscal implementation. This section, then, recommends both a process by which a capital improvements program can be developed, as well as a procedure by which projects can be ranked.

#### The Process

In order to be effective, a capital improvements program (CIP) must integrate community desires and goals in a formalized process of needs assessment and financial programming. The city of Chanute has long followed an informal CIP planning process. The comprehensive plan establishes a more expanded process to more formally include the Planning Commission and the general public, along with Department Heads and the City Commission to adopt the CIP. The more formal process would include invited participants in an annual workshop to review the needed projects, the goals of the plan and the budget available for capital improvements. The meeting may be made a part of an annual plan update prior to budget adoption. The City Manager and other staff should facilitate the meeting.

#### The Capital Improvements Program

In order to be effective, a capital improvements program must integrate community desires and goals in a formalized process of needs assessment and financial programming. The figure attached summarizes a basic process for the city and includes six major groups:

- The "Capital Facilities Committee" - a group of key City department heads and other key City staff members—appointed by the City Manager—is recommended as a start to the CIP process. The "Capital Facilities Committee" should be led by the City Manager and include the following staff: Director of Public Works, Building Inspector/Zoning Administrator, City Clerk, Director of Police and Fire Chiefs. In addition, one City Commission member and one Planning Commissioner should be appointed. The committee would be responsible for establishing an inventory of capital needs within their respective areas of concern, undertaking an evaluation of project requests (next year and in five years), describing each proposed project in sufficient detail for others to understand, and, as a group. Further, the committee



would provide a preliminary ranking of each project relative to the funding cycles: near-term (1-5 years) and long-term. The approach mirrors the general procedure for CIP budgeting in Chanute at this time; except that the time frame is longer term, and the elected and appointed officials would be brought in at the earliest point in the process to represent the City Commission and Planning Commission.

- **Administrative and Fiscal Review** - the City Manager, as the chief administrative officer, and City Clerk, as chief financial officer, should provide the first administrative and budgetary review in the capital facilities program process. Two key responsibilities of the City Manager and City Clerk will be to check the program for consistency with both legal requirements and previous years' plans, and to make a preliminary check for financial integrity.
- **The Planning Commission** - the Planning Commission should have two primary responsibilities in the CIP process. First, the Planning Commission should ensure that recommendations within the CIP are consistent with the Comprehensive Plan. The Comprehensive Plan update is being prepared to vest the Commission with a central role in the CIP process. Second, the Planning Commission should take public comment in a regular meeting and serve as a recommending body to the City Commission. The City Manager and his designated staff should help manage the CIP process, providing research and administrative expertise, and act as liaison to the "Capital Facilities Committee."
- **The Public** - to maintain the integrity of the Comprehensive Plan and achieve established community goals, the citizens of the city should play a role in this process. The City Commission and Planning Commission should invite the public to a joint public hearing to comment on the recommendations of the Capital Facilities Committee.
- **City Commission Workshop** - capital facilities programming involves many complex issues of both budgeting and development for the city. Because of the complexity of development in a growing, full-service community, detailed study should be undertaken by elected officials prior to adoption of the CIP. The City Commission should hold a workshop to consider the reports of the "Capital Facilities Committee" and the Planning Commission. The City Commission Workshop will allow the Governing Body to study the proposed CIP in detail, reviewing projects for their consistency with public policy and assuring financial soundness. The City Commission should refine the draft ranking of proposed projects, with the City Manager directing the administrative role, and the other members of the Capital Facilities Committee assisting in the research and recommendation process.
- **The City Commission Adoption** - finally, after rankings and reports from the Capital Facilities Committee—as submitted by the City Manager—and the Planning Commission, the City Commission will adopt the plan.

It should be kept in mind that this process is not linear as suggested here, but *cumulative and circular*. At the end of each budget cycle, the process begins again, building upon the work of the previous year.

### Priorities Setting

When the capital improvements process begins, the initial list of projects are little more than a cataloging of needed and desired projects. As the Capital Facilities Committee establishes its recommendations, the ranking of projects should become more formalized, based upon a given set of considerations. Further, these considerations should follow throughout each level of refinement. At a minimum, each project should be evaluated and scored based upon five major factors, each of which has sub-elements to consider. The relative weight given to each element in the ranking system is largely up to City's policy makers. For the purpose of this discussion, each of the five major considerations are weighted equally, on a basis of one to five, with five indicating the greatest degree of need. The ranking system, then, is based upon the elements described below.

### Maintenance

*Ordinary* - is this a project which may be necessary and improve the quality of life, but is not essential and could be postponed to a later year (example: street reconstruction)?

*Continuation* - is this project a continuation of a preceding year's on-going effort and therefore worthy of a higher degree of consideration?

*Imminent* - is this a project that represents some threat to the public health or safety if not undertaken? A failure in a sewage system would rank highly, while a nonessential bridge which could be temporarily closed might rate less highly.

### Redevelopment

*Support of Downtown* - does the project support revitalization along downtown streets—such as along Main and Lincoln Streets—or the corridors leading to the Downtown, as advocated in the *Comprehensive Plan*?

*Stabilization of Decline* - a project in the downtown core, or in a designated *Neighborhood Stabilization Target Area*, which seeks to stem physical decline, might receive a higher rating than one within a blighted area because it can be seen as eliminating a greater problem before it occurs.

*New Construction* - projects which encourage new construction in older areas of the community are as important in many instances as projects in new areas. Consequently, they too should be given consideration in the programming process.

### Public Policy Support

*Comprehensive Plan* - projects which serve to implement the goals of the *Comprehensive Plan*—particularly to serve growth in the designated "Urban

Service Areas" where sewer and water service can be most cost-effectively extended—should be given immediate consideration.

*Political Considerations* - political reality is a part of the capital improvements programming process. Consequently, consideration should be given to projects which achieve campaign promises, encourage intergovernmental cooperation, and/or implement federal or state mandates.

*Geographic Distribution* - it is difficult for a CIP to be successful over the long-term if all projects are concentrated within a limited area. Consequently, both the historical and current year distribution of projects should be considered in the ranking process. Clearly, the future land use plan of the current Comprehensive Plan update should direct the public policy here. Investment, for example, where sewer interceptors are planned or under construction within a single drainage basin—or phased to coordinate among two or three basins—should be a guiding factor.

*Timing* - it is critical to allow financing of timely projects, such as matching funds for state grants. The CIP process should be flexible and re-evaluated to accommodate such circumstances; and the availability of such funds should be factored into the ranking. Private sector initiative should be evaluated and support with public projects, so that growth is served adequately.

#### Investment Opportunities

*Term* - consideration should be given to whether the implementation of a project has a immediate impact on the community.

*Characteristics of the Investment* - some projects, by their very nature, affect competition in the market place. For example, a major capital improvement, funded by the community at-large, for a retail-commercial development, should not be given as high a ranking score as one for industrial development. The City has a high degree of competition in the east-Kansas industrial market place and such an investment could provide one developer an unfair advantage over another. Public investment to encourage industrial development is a beneficial expenditure of public revenues.

*Leverage* - a project which leverages monies from other entities (grants, private investment, special assessments, etc.) might be rated more highly than one which must stand alone; particularly if the "window of opportunity" is small and a program must be taken advantage of immediately or be forever lost, such as T-21 or CDBG funds for public improvements.

*Uniqueness and/or Innovation* - some projects represent a unique opportunity to the community. These projects, then, should receive additional consideration.

### Debt Capacity

*Availability* - clearly the ability of the community to fund improvements must be a consideration. Consequently, a project that utilizes currently budgeted funds should be rated higher than a project that requires a tax bond vote.

*Revenue Source* - some projects may receive a higher rating because of the way in which they can be funded. For example, a project funded by a revenue stream unique to that project may be rated more highly than one which requires general obligation debt. In addition, projects which are funded by a equitable distribution of monies based upon impact may also rate more highly than one which requires an unfair collection of funds.

As each project is considered, based upon the above described factors, some projects may rate highly under each category, some may rate well in some categories and less well in others, and some projects may receive no rating within a given category. This system attempts to provide a degree of objectivity to a process that is often as much art as science. However, if carefully followed, the Comprehensive Plan should be implemented, public trust should be enhanced, and limited public funds should be expended in a more efficient manner; hopefully encouraging complimentary investments from other sources.

Finally, both the relative weight placed on a rating category and financial limitation are important elements to the review process. Consequently, it would be helpful if the City Commission, as the primary policy makers of the city, would provide guidance on the availability of funds for capital improvements programming. As the process continues over time, the Planning Commission will become better able to make recommendations to the City Commission; they will better understand the funding limitations, become more aware of the needs for an emergency fund reserve, and, hopefully, become better informed concerning the differences between "planning" decisions and "political" decisions.

**CITY OF CHANUTE, KANSAS  
CAPITAL IMPROVEMENTS PROGRAM**

**Project Scoring Sheet**

1. Project Number: (department abbreviation)  
(year first proposed);
2. Project Description:
3. Project Cost:
4. Proposed Revenue Sources:
5. Composite Priority Score:

The composite score is the sum of the element scores, which are in turn averages of the sub-element scores. Scores are based on a scale of zero to five. A zero means the element or sub-element has little or no bearing on the ranking of the specific project. A five means that within that sub-element, this project rates as well as is possible.

		ELEMENT SCORE
<b>Maintenance</b>		<div style="border: 1px solid black; width: 150px; height: 25px; margin: 0 auto;"></div>
	Ordinary	<div style="border: 1px solid black; width: 180px; height: 15px; margin: 0 auto;"></div>
	Continuation	<div style="border: 1px solid black; width: 180px; height: 15px; margin: 0 auto;"></div>
	Imminent	<div style="border: 1px solid black; width: 180px; height: 15px; margin: 0 auto;"></div>
		<div style="border: 1px solid black; width: 150px; height: 25px; margin: 0 auto;"></div>
<b>Redevelopment</b>		
	Support Downtown	<div style="border: 1px solid black; width: 180px; height: 15px; margin: 0 auto;"></div>
		<div style="border: 1px solid black; width: 180px; height: 15px; margin: 0 auto;"></div>
		ELEMENT SCORE

	Stabilization of Decline		
	New Construction	<input type="text"/>	
<b>Public Policy Support</b>			<input type="text"/>
	Comprehensive Plan	<input type="text"/>	
	Political Considerations	<input type="text"/>	
	Geographic Distribution	<input type="text"/>	
	Timing	<input type="text"/>	
<b>Investment Opportunities</b>			<input type="text"/>
	Term	<input type="text"/>	
	Character of Invest	<input type="text"/>	
	Leverage	<input type="text"/>	
	Uniqueness/Innovation	<input type="text"/>	
	<b>SUB-ELEMENT</b>	<b>SUB-ELEMENT SCORE</b>	<b>ELEMENT SCORE</b>
<b>Debt Capacity</b>			<input type="text"/>
	Availability	<input type="text"/>	
	Revenue Source	<input type="text"/>	

**CITY OF CHANUTE**  
**Capital Improvement Projects**

The projects to be ranked are:	Opinion of Probable Cost:	Funding Year:
		2000
		2001
		2002
		2003
		2004
		2005

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APPENDIX D  
STRIP COMMERCIAL DESIGN GUIDELINES

## APPENDIX D STRIP COMMERCIAL DESIGN GUIDELINES

The commercial strip centers serve as districts for commercial activity and focal points. These guidelines are intended to accomplish the following:

- Provide for the proper sizing and location of new retail zoning requests and developments;
- Improve on- and off-site vehicular and pedestrian circulation and safety;
- Allow commercial strip centers to develop on arterial streets while at the same time preserving the capacity of the arterial street to carry city-wide traffic; and
- Improve the visual character and identity of retail centers, strip centers, and major transportation corridors.

These guidelines are intended to supplement the City of Chanute's regulatory review process. Each of the nine design elements or sections includes a statement of purpose and a listing of key issues. The applicant will be expected to address these issues by: a) complying with the guidelines for each section; or b) proposing alternative solutions that specifically address the identified issues.

The guidelines should be officially coordinated with adopted zoning and subdivision regulation amendments; however, the process is intended to remain flexible. The applicant is encouraged to propose innovative alternatives that accomplish the stated purpose of the guidelines.

The guidelines will be used by staff in its initial discussions with the applicant as he prepares his submission. Upon receipt of a zoning case, concept plan, or site plan, the staff will evaluate the request based on its compliance with guidelines or upon how effectively it addresses the intent of each section through alternative solutions. The applicant shall clearly show how he addressed the key issue(s) with supportive information and data.

When an applicable zoning case, circulation plan, land use plan, preliminary site plan, or site plan is presented to the Regional Planning Commission and/or Governing Body the staff's recommended action will be included. Staff's recommendation will be based on its determination of the proposal's conformance to the guidelines and/or its effectiveness in meeting the purposes and issues of the various design elements.

### Site Appropriateness--Retail Strip Centers.

*Purpose:* In order for the retail centers to best serve as corner neighborhood shopping centers, certain parameters need to be addressed. These include:

- appropriate site location;
- efficient site shape and size; and
- site accessibility.

*Guidelines:*

- Retail centers should typically be located at the corner of two major thoroughfares.
- Sites for neighborhood commercial centers should be generally 6 to 10 acres to accommodate 30,000 - 100,000 SF of retail space including serving a 1 ½ mile radius for 1 or 2 "anchor" stores. Community centers should be planned for a larger site.
- Sites should generally be accessible from major thoroughfares at median breaks and located along at-grade intersections.
- Sites should be accessed from local streets that are segregated from the street system of residentially zoned land.
- Topography and drainage should be addressed with regard to corner shopping locations.

**Building Arrangement**

*Purpose:* Proper arrangement of buildings on a site provides for efficient and viable long term use. Key issues include:

- storefront visibility and accessibility;
- relationship of buildings to each other;
- orientation to thoroughfares;
- compatibility with surrounding land uses; and
- re-use of buildings and adaptability for new tenants

*Guidelines:*

- Storefronts should generally be visible from main circulation aisles unless a "mall" or courtyard approach is used.
- Pad sites, generally defined as free standing structures of less than 5000 SF of floor area, should be limited to one per 5 acres of land area.
- Buildings should be arranged to reduce visibility of service areas from streets, customer parking areas and adjacent properties.
- Bay depth of buildings should be sized to accommodate a variety of potential uses.
- Two-story buildings should generally not be placed adjacent to single- or two-family residential districts, nor between the main building(s) of a center and streets.

- Buildings should be grouped along one side lot line, with one end at the front yard building setback, and with the front setback landscaped, providing a 10' setback for all paved off-street parking.

### Access

*Purpose:* Safe and efficient access to the corner shopping center or commercial strip minimizes potential vehicular and pedestrian conflicts. The key issues include:

- location of median breaks along major thoroughfares;
- number and location of entry drives;
- design of entry drives; and
- traffic visibility.

### *Guidelines:*

- Driveways should typically be spaced with a minimum of 125 feet from the intersections of major thoroughfares unless a one-way traffic flow is used. All other driveway and median openings should adhere to a Driveway Access Standard.
- The ingress side of the main entrance drive should be the largest radius allowed by ordinance for better access into the site, particularly at major centers, such as clustered near the 35<sup>th</sup> Street and U.S. Highway 169 interchange.
- Driveways should maintain an appropriate sight distance triangle at all perimeter entrances.
- Main entrance drives should generally be located at median breaks providing left turn access to and from the site. Continuation left-turn lanes should be broken with medians at major intersections.
- Main entrance drives should connect to a "straightaway" aisle that does not dead end or require an immediate turn to approach the main building.
- Aisles intersecting with entrance drives should be spaced a minimum of 20 feet from the entrance line to provide for smooth turning movements.

### Circulation and Parking

*Purpose:* Proper circulation and parking systems minimize confusion and facilitate safe and easy pedestrian and vehicular movement within the corner shopping center. The key issues include:

- traffic aisle alignment;
- traffic speed and safety;
- parking location and layout;

- service area parking and circulation;
- customer pick-up areas;
- drive-thru building circulation; and
- pedestrian circulation and safety.

*Guidelines:*

- Provide a 10' setback from street-side property lines for all off-street parking drives and spaces.
- Main drive aisles should generally be free of parking when adjacent to large anchor tenants of 30,000 SF of floor area or more.
- The direction of traffic flow should be identified.
- Long circulation aisles (generally in excess of 500') should be off-set (typically 45 degrees or more) to prevent excessive speed.
- Lanes should be provided for drive-thru facilities, including stacking space, that are physically separated from other circulation and parking aisles.
- Parking aisles should be oriented toward anchor stores to minimize the number of parking lanes crossed by pedestrians.
- Typically provide right angle intersections (80 to 100 degrees) with no more than 2 traffic lanes crossing at any interior intersection.
- Parking should be arranged to provide readily accessible spaces for each establishment.
- The parking layout should maximize the amount of parking in front of the building and minimize the amount behind.
- Separate service vehicle circulation from customer circulation routes.
- Allow for all tenants to be accessed from within the development through cross-access agreements.
- Customer pick-up areas should be provided at "anchor" stores.
- Pad sites shall be required to obtain mutual access and parking agreements within the remaining retail center. This shall be required in order to enhance safe on-site circulation and provide access to left-turn lanes.

### Building Elements

*Purpose:* In order to create a positive overall development character, all structures (including separate pad site structures) at shopping centers should have an attractive and uniform architectural treatment. The key issues include:

- consistency of design between structures;
- materials standards; and
- rear facade treatment.

*Guidelines:*

- Facade design plan of entire project should be submitted with site plan review.
- Facades and roof lines facing streets or main parking areas should be consistent throughout the development in design, color and materials.
- Roof lines, overhangs, and the front fascia should be extended to the rear of the building(s).
- High quality, low maintenance building materials are recommended.
- Signage located on the buildings should be consistent in size, location and material throughout the project.
- Rear facades should be of finished quality and should be of color and materials that blend with the remainder of the building(s).

### Service Facilities

*Purpose:* Service areas should be appropriately located and designed to efficiently and inconspicuously serve the corner shopping center development without disrupting on-site circulation or adjacent land uses while maintaining visibility for security purposes. The key issues include:

- location of service areas;
- visibility of service areas; and
- treatment of pad site service areas
- location of trash containers.

*Guidelines:*

- Service facilities should generally be located in a central area to be used by several retail establishments.

- Service and docking facilities should be separate from main circulation and parking functions.
- Trash containers should be located in appropriately screened central service areas, and not visible from the public street.
- All dumpsters should be screened on all sides exposed to street view. All dumpsters should be shown on the approved site plan and whenever possible shall be clustered.
- Service areas should be easily accessible by service vehicles.
- Pad site service areas should be screened from the remainder of the development and physically separated from the circulation aisles and parking areas serving the remainder of the site.
- Pad site service areas should typically be screened by an extension of the building.
- Service facilities should be screened from the remainder of the project, adjacent land uses and major thoroughfares. Extended wing walls from the building may be used to screen service areas. When used, these walls may be of solid construction if lighted on both sides, or a minimum of 30% of open construction if lighted on only one side. A combination of landscaping and screening walls may also be used.

#### Utilities/Mechanical/Outdoor Storage

*Purpose:* The location and treatment of utilities, mechanical functions and outdoor storage areas should be managed and coordinated to achieve physical and visual order within the shopping center development. The key issues include:

- location of facilities; and
- visual impact of utilities.

#### *Guidelines:*

- Typically, utilities should be underground from right-of-way to building to reduce visual clutter.
- Locate utility metering within a designated service area.
- Locate mechanical equipment in the designated service area and screen from the project and adjacent land uses.
- Limited outdoor storage will only be permitted in designated service areas that are screened from the remainder of the project, adjacent land uses and streets.

- Utility conduit and boxes should be painted to match building color.
- Roof mounted mechanical units shall be screened from view with a parapet wall, mansard roof, or other architectural extension, equal in height to the unit(s) except when that distance exceeds five feet. In this case, an additional setback will be required at a ratio of two feet horizontal for each additional foot of vertical height above five feet.

### **Buffers and Screens**

*Purposes:* Proper use of buffers and screens will lessen the differences between land uses and diminish the visual impact of undesirable elements. The key issues include:

- unified character;
- high quality construction;
- longevity of system;
- disparity between land uses; and
- visibility of undesirable elements.

### *Guidelines:*

- Architectural screens should be an extension of the development's architectural treatment and consistent in color and design. The development of an office business park where there is high interstate visibility, affords a chance to create an attractive "front door" appearance.
- Screening walls should be constructed of low maintenance, high quality materials which are consistent with the building facade material.
- Screening walls should conform to the City of Chanute 's zoning and subdivision ordinances.
- Painted or coated screening walls should be avoided.
- Landscape screens (typically 18" to 36" in height) should be provided between all parking areas and streets.
- Landscape screens may include a combination of plant massing, earth berming and walls.
- A 10 foot to 15 foot wide landscape buffer should be provided to separate the retail use from residential land uses. A masonry wall or combination wall and landscaping may be substituted for this buffer.



### Landscaping

*Purpose:* The location and design of landscaped areas, entrances and edges should effectively reinforce development's character and quality, identify its entry points and break the massiveness of a center's parking area. The key issues include:

- unified development image and character;
- parkway treatment;
- identifiable entrances;
- visual dominance of parking area; and
- existing mature trees.

#### *Guidelines:*

- Landscaped planting plan of the entire project should be submitted with site plan review.
- Approximately 15% of the area between the main building face and the front property lines should be of a permeable landscaped surface. (Secondary buildings located between the main building and the front property line should not be included in the area calculation.)
- Landscape areas should generally consist of a combination of trees, shrubs and ground cover.
- Use landscape areas for transition and integration between pad sites and surrounding land uses.
- Minimum 4" caliper trees are recommended.
- Artificial plants are prohibited.
- Preserve existing mature trees where possible.
- Special landscape treatment should be employed to highlight and identify entrances.
- Landscape areas should be regularly spaced in parking lots to break up massiveness of pavement.
- Mechanical irrigation systems are typically required to ensure maintenance of plant materials.
- Landscaping should be used in conjunction with screening walls when multi-story buildings abut an adjacent property where topography lessens the effect of a wall alone. Where a building exceeds 15 feet in height, 4" caliper trees shall be required, spaced

every 30 feet along the wall or spaced every 50 feet apart if an irrigation system is provided.