



Chapter Six

Future Land Use: Principles and Policies

Introduction

Newton is a community familiar with experiencing new development and town growth. The 2000s were a decade during which the market was fueling the construction of new homes and shopping centers, even amidst a national financial downturn. The town's growth was due to career opportunities, proximity to Wichita, friendly people, affordable housing, quality education and medical care, and local leadership. Each of these factors played a supporting role in creating the presence of market demand — making Newton a place that people and businesses found suitable to locate. The 2000s were also a decade where effective public-private investments contributed to attracting new households through the development of the Sand Creek Station golf course. Lessons learned should include the benefits of taking advantage of local assets and location; investment to support growth; collaborative public-private partnerships; recognizing and capitalizing on private sector initiatives; respecting local values that make Newton attractive; and valuing the potential of what can be accomplished with a shared vision.

Looking forward to 2030, new challenges include how to support continued town growth, as well as to ensure that new development and investment activities enhance the town's character and make Newton a better community. Many of the public infrastructure upgrades for continued new residential and commercial development have already been made. The city's leadership in the early 2000s made the critical decision to invest in utility plant upgrades, as well as water and sewer extensions, to ensure that a sufficient amount of developable land exists for new residential and commercial development.

The next significant challenge city leaders focused their attention on was the need to diversify the local economy and create new employment opportunities. New job creation — particularly of higher-paying jobs — has always been a key strategy for community growth. Local leadership recognized that building a sustainable city involves more than planning for new housing and commercial activities. Successful cities also need to build a diverse economy by bringing balanced growth with clean manufacturing and technology-based industries.

The development of the Kansas Logistics Park is a vital building block to a better future for Newton. Local leaders have once again invested in public utilities, roads, and rail lines to create the public infrastructure to bring new industry and manufacturing to Newton. For instance, the collaborative relationships among state, regional, county, and city leaders to fund infrastructure improvements and marketing of the Kansas Logistics Park reveal the perceived value and future commitment to the project.

To guide future growth and development of Newton and North Newton, there are four complementary planning components identified in this section: plan goal statements, guiding principles, land use policies, and a Future Land Use Map. Taken together, they are intended to guide decision making about future land use patterns, the intensity and scale of development, aesthetic quality, and the transportation network of Newton.

The Future Land Use Map is designed to illustrate a generalized land use pattern. In other words, the Future Land Use Map is an idealized picture of how the land use pattern of Newton should unfold in the future. Each land use decision must be evaluated against the map, as well as the plan's goals and policies. A future land use request (change of zoning) for a specific piece of property may not comply with the proposed land use depicted on the map, but when judged against plan goals, guiding principles, and land use policies, the request may be determined to be acceptable. The desired outcome is to allow community leaders and developers the flexibility to respond to changing market demands and conditions.

Land Use Planning

- Goal: Encourage urban development in areas where urban roads and infrastructure can be provided.
- Goal: Guide new development in a manner that conserves natural features and protects environmentally sensitive areas.
- Goal: Encourage new residential, commercial, and industrial development that creates a pedestrian-friendly environment that emphasizes walking, biking, and connectivity with nearby neighborhoods or the community.
- Goal: Implement a site plan review process by the Planning Commission to coordinate development, including the harmonization of architectural expression on buildings, landscaping, and site features with neighboring sites and along public streets.

Urban Growth Framework

An urban growth framework identifies the long-term view of expansion and development of Newton and North Newton. The framework informs Harvey County officials and landowners in unincorporated areas surrounding the community about the anticipated location of future urban development. The intent is to promote efficient and cost-effective urban growth by assessing utility extensions as well as environmental suitability and constraints.

North Newton Growth Framework

The North Newton urban growth framework relies on maintaining limited urban growth and expansion. The intent is to carefully evaluate the financial feasibility of extending municipal utilities into new urban growth areas. The community desires to accommodate new town growth using existing infrastructure to provide water or sanitary sewer service.

For the life of the ReNewton 2030 plan, new development and growth is still anticipated in North Newton. The growth is planned to be primarily residential in character. Further, there is sufficient land within or immediately adjacent to the community where the extension of services can be provided without excessive cost.

Newton Urban Growth Area

The Newton future urban growth area is delineated by an urban growth boundary. The 1998 Comprehensive Plan identified a “Planning & Land Use Regulatory Area (PLURAL),” which essentially served as the urban growth boundary. Also of note is that the 2002 Harvey County Comprehensive Plan incorporated the PLURAL boundary, thus signaling that the urban fringe of Newton was intended for urban growth.

In both the 1998 and 2010 Newton planning endeavors, natural drainage basins were the foundation to define urban fringe areas suitable for long-term development. The ReNewton consultant team, working with city officials, identified a boundary that delineates the urban growth area of Newton. An assessment of water and sewer extension service areas, environmental constraints, and existing road network and land uses identified the urban growth boundary. The revised urban boundary for 2030 extends eastward to accommodate potential growth associated with the Newton City-County Airport and new opportunities near the Kansas Logistics Park. The urban growth boundary is identified on the Future Land Use Map (see page 67).

Urban Growth Policies

- Policy 1. Promote expansion in areas contiguous to existing urban development, and require street and pedestrian connectivity between new and existing development areas.
- Policy 2. Encourage growth through the orderly extension of urban services as well as municipal water and sanitary sewer facilities.
- Policy 3. Prohibit scattered housing served by individual on-site waste systems or private lagoons serving platted subdivisions in the urban growth area boundary.
- Policy 4. Coordinate with Harvey County on matters of land use planning, zoning, and subdivision decisions within the urban growth boundary.
- Policy 5. Implement the orderly annexation of land within the urban growth boundary to ensure the extension of future infrastructure, and that adequate land is available for future urban development.
- Policy 6. Residential subdivisions seeking approval in the urban fringe area shall connect to municipal water and sewer service, seek annexation, and be required to meet municipal subdivision regulations.

Sustainable Development

The inspiration behind sustainable development is to focus on the interconnected relationships among the economy, individual well-being, and the environment. When a city implements sustainable development practices, the desired outcome is an ecological, economical, and healthy community. Sustainability begins with people rethinking how the city and its neighborhoods and buildings are planned and designed. Equally important is the need for citizens to work together to balance ecological, economic, and health needs to build a community that future generations find viable, safe, and healthy.

Sustainability means focusing on enhanced energy and water efficiency, and promoting clean and renewable energy initiatives. Sustainability also means building Newton to accommodate transportation modes less dependent on the automobile. While the citizens of Newton and the economy will continue to rely on cars and trucks for the foreseeable future, planning today for interconnectivity, walkability, biking, and public transit positions the community to offer transportation alternatives. Sustainable development practices and principles are steadily gaining support in the conventional thinking about city planning, as well as within the private sector responsible for development and construction. In part, this is because developers, builders, lenders, and consumers realize that sustainable development practices achieve long-term cost savings by increasing energy efficiency, conserving water, and reducing the impacts of climate change.

Sustainable development also reconsiders how we build our homes, office buildings, and manufacturing structures. The following provides a good description of green architecture: “Green building, or sustainable design, is an approach to building design, construction, and operation that considers the building, its property, and place in the community as a whole system to create economical, environmentally sound, and healthy spaces in which to live and work. Green buildings are designed to reduce environmental impacts on the site, and on water, energy, and resource use while creating healthy indoor environments.”

Source: “Toward a Sustainable Community: A Toolkit for Local Government.”

One of the key issues for city leaders is to remain receptive to new ideas that will make the Newton community a better place for future generations. Community sustainability is rapidly evolving in the professions of architecture, engineering, planning, construction science, and information technology. Achievement of many of the principles of community sustainability will occur gradually over the next two decades. This will also require a willingness to create collaborative public-private partnerships to accomplish innovation, along with a holistic approach to transformation. Equally important will be a bottom-up approach or grassroots effort to initiate sustainable community programs. The citizens of the Newton community will have to support and believe in the value and benefits of sustainability.

Sustainable Development

- Goal: Design a community development pattern to enable people to walk and bike.
- Goal: Build an eco-friendly community through innovative development practices to conserve resources and protect the environment.
- Goal: Embrace and promote green building projects, energy efficiency, water conservation, recycling, transportation, urban agriculture, and infrastructure efficiencies.
- Goal: Create collaborative public-private partnerships to mobilize local leadership, resources, and community support to make the community a statewide leader in sustainable growth and development.

Sustainability Policies

- Policy 1. Design and build new neighborhoods that are compact, walkable, and integrate mixed uses and pedestrian-oriented shopping.
- Policy 2. Support the use of renewable and alternative energy resources.
- Policy 3. Encourage energy efficiency with new public building construction and site design.
- Policy 4. Ensure that water resources are sustainably managed, conserved, and protected.
- Policy 5. Support recycling programs to meet the needs of all citizens and businesses.
- Policy 6. Implement a citywide street tree planting program to ensure that city streets have adequate tree canopy cover.
- Policy 7. Provide citizens and builders with green guidelines for new construction.
- Policy 8. Implement the complementary policies in the 2030 comprehensive plan covering complete streets, compact development, pedestrian mobility, mixed land use, and densities.

Neighborhood Development

Residential neighborhoods are essential to building a quality town and ensuring that the City of Newton remains a "community of choice" for new residents and businesses. In order to strengthen the marketability and desirability of Newton, it is important to pay careful attention to how individual subdivisions fit together and contribute to creating a cohesive neighborhood. In addition, highways US-50 and I-135 are significant separation barriers from the main sections of Newton. This creates a set of unique challenges for children, families, and individuals wanting to walk or bike across these highways, as well as for those who need services provided on the north side of US-50 or west of I-135. It will be important in the years ahead to ensure that these growing areas of Newton have pedestrian connections and community facilities (e.g., a public school, public safety amenities, parks) to meet the needs of families, businesses, and individuals.

Vital neighborhoods require unique characteristics that make them identifiable and pleasant places to live. Traditional neighborhoods, such as those found in the original neighborhoods of Newton, were based on integrating local schools, parks, and churches within suitable walking distances. The goal of the ReNewton 2030 plan is to capture the scale and walkability of traditional neighborhoods and ensure connectivity among other neighborhoods as the town grows. The intent is to create a greater sense of community by encouraging individual land developers to work within a framework that creates a sense of neighborhood, not just a subdivision plat. Conversely, this means city officials must be receptive to innovative site planning, mixed-uses, and variety in housing types and densities.

A strategic goal is to build healthy and long-lasting neighborhoods that contribute to the sustainability of the community. Listed below are several planning policies that land developers, as well as public officials, should adhere to when laying out a development proposal consistent with healthy and sustainable neighborhoods.

Illustrative Site Plan New Urbanist Main Street and Mixed Housing Design Concept



Above is a master site plan incorporating retail shopping along a main street with parking surrounding the shopping district. The plan also depicts a mixture of low- and high-density housing bordering the retail and office uses. This site plan is for “New Town,” a 365-acre, mixed-use community in Williamsburg, Virginia.

Neighborhood Land Use Policies

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

- Policy 7. Access to a neighborhood elementary school adjacent to a public playground or park that has soccer or baseball fields, and is served by a linear pedestrian trail or sidewalks, should be encouraged.
- Policy 8. A future fire station may be necessary as the population — and demand for public services — grow.
- Policy 9. Neighborhood retail activity centers, which typically range in size from 3 to 5 acres, are intended to provide goods and services to surrounding neighborhoods. A retail center can be located at any of the four corners of an arterial intersection. When feasible, neighborhood retail centers should be incorporated into a mixed-use neighborhood.

Kansas Avenue Mixed-Use Corridor

Kansas Avenue is a major arterial roadway providing connection from the south to the main portion of Newton north of US-50. It is also becoming a commercial corridor attracting major retailers, but it offers a mixed-use character because of the Newton Medical Center and established residential developments. The challenge going forward is to ensure that new development contributes to the livability of existing and planned residential developments, while at the same time capitalizing on market-driven opportunities for commercial development.

As shown in the Future Land Use Map, the Kansas Avenue corridor is planned to accommodate a mixture of commercial activities including neighborhood, community, and regional commercial classifications. The residential neighborhoods near the corridor will be provided goods and services by retail shopping districts along Kansas Avenue. Community commercial businesses may also serve the entire Newton and North Newton population, as well as the surrounding primary market area. This means “big-box” retailers, multi-tenant retail shops, and national food and service franchisees will likely seek locations along Kansas Avenue.

The vision for Kansas Avenue is to create a primary arterial that presents an aesthetically pleasing experience for nearby residents, as well as for visitors to the community. This vision will necessitate commercial development carried out with thoughtful site planning, compatible architecture, uniform signage, and landscaping. It also means ensuring that there is a safe and convenient walk and bikeway to connect the shopping areas with nearby neighborhoods.

Kansas Avenue Land Use Policies

- Policy 1. Develop a mixed-use land use pattern that maintains the corridor as a safe and pleasant place to reside, while also accommodating commercial development.
- Policy 2. Accommodate a range of commercial activities including neighborhood retail uses, community-wide retail uses, and mixed-use structures.
- Policy 3. Accommodate high-density residential or multi-family housing as an integral component of a neighborhood or community retail/shopping center.
- Policy 4. Plan for a range of uses such as hotels, offices, civic spaces, and cultural and entertainment activities.

- Policy 5. Proposals to rezone parcels or tracts for commercial, multi-family density, or mixed-use development should include a preliminary or conceptual master plan that identifies how the entire parcel will be developed as an integrated site: internal traffic circulation, site ingress and egress, buffering, building placement, pedestrian access, connections, and storm drainage.
- Policy 6. Plans for individual commercial buildings should include high-quality site design, architecture, landscaping, and business signage that creates an aesthetically appealing corridor.
- Policy 7. The streetscape or civic spaces on Kansas Avenue should have sidewalks on each side of the street, street trees, and unique street and pedestrian lighting in order to create an aesthetically pleasing and safe environment.
- Policy 8. Continue to strengthen the Newton Medical Center on Kansas Avenue as a focal point for a medical district to accommodate additional medical offices, diagnostic centers, laboratories, and related uses.

I-135 Commerce Corridor

The I-135 corridor is generally defined as the area bordering the I-135 interstate highway and extending from 12th Street on the north to approximately one-half mile south of 36th Street. The northern portion of the corridor (12th Street to approximately US-50) is largely developed with residential housing, highway, and community commercial activities. (There remain a few key undeveloped sites suitable for infill development.) Since 1st Street and Broadway are access points to the interstate, these areas have been developed with commercial activities, including the new conference center. As the existing land use pattern reveals, this portion of the corridor is anticipated to continue to support community or regional commercial activities.

I-135 Land Use Compatibility

The public traveling on I-135 is presented with first impressions of Newton. Land uses and the visual character of development inform the general public about the character of Newton as a community. Interstate I-135 creates an opportunity to encourage new development that reflects the values and standards of Newton.

The corridor currently has housing developments as well as undeveloped property that is currently zoned for future low-density residential development. It is important to protect the sustainability of these existing or future neighborhoods from encroachment of incompatible developments.

The 36th Street interchange will become a principal entryway into the community. A commitment to a long-term vision for this interchange is important. A lasting and positive development pattern should take full advantage of this strategic interchange. A rush to accommodate uses inconsistent with that vision should be avoided.

The 36th Street Interchange presents the City of Newton with the opportunity for regional economic development because of the potential for public utilities and access to a regional transportation system. The existing land use pattern already defines the interchange as a regional/community commerce district. Over the next 20 years, when more residential development occurs, there will be increased demand for retail goods and services.

I-135 Corridor Land Use Policies

- Policy 1. I-135 offers the opportunity for mixed-uses (residential, commercial, and industrial).
- Policy 2. The 36th Street highway interchange should support community or regional commercial development activities.
- Policy 3. Residential developments bordering the interstate highway should be designed with a 50-foot wide open space adjacent to the highway right-of-way, along with sufficient landscaping to reduce the visual and noise impact of interstate traffic on homeowners. Such borders will also present a visually appealing entrance to Newton.
- Policy 4. Commercial business developments should be zoned with an accompanying site plan to ensure accessible, safe, and aesthetically agreeable integration with the transportation system and surrounding sites.
- Policy 5. Commercial, industrial, and multi-family developments should be landscaped to enhance aesthetics and to provide screening and buffering.
- Policy 6. Commercial, industrial, and multi-family developments should have attractive and effective business signage. Signs should be designed to complement the materials and architecture of the business structure.
- Policy 7. Industrial development should be “master-planned” as business parks to encourage industrial activities that present a positive image from I-135 and provide an adequate transition to residential uses.
- Policy 8. Prioritize capital improvements and public infrastructure to encourage orderly and contiguous urban growth.
- Policy 9. Restrict the number, height, and size of individual business pole signs and billboards within the I-135 corridor.

Commercial Land Use Policies

- Policy 1. Encourage the protection of adjacent residential uses from incompatible commercial activities, such as loading, trash storage, or excessive lighting.
- Policy 2. Encourage the transformation of underutilized commercial centers into new mixed-use activity centers.
- Policy 3. Develop and adopt “Design Standards and Guidelines” for commercial development. The document will provide guidelines for parks, pedestrian connections and circulation, access, public space, and building placement, orientation, and architecture.
- Policy 4. Ensure that commercial retail centers or individual retail buildings have controlled access to an adjacent arterial or collector street.
- Policy 5. Neighborhood, community, and regional retail centers shall form a well-designed center incorporating architectural features that contribute a unified theme and are appropriate to the scale and character of the surrounding area.
- Policy 6. Encourage landscaping and buffering along the perimeter property lines when appropriate to mitigate impact on adjacent uses.
- Policy 7. Parking lots shall incorporate landscaping islands to break up large expanses of surface parking.

Business Park and Industrial Development

The City of Newton has taken significant steps to position the community to attract new industries and manufacturers by creating the Kansas Logistics Park. The unique aspects of this 300-acre business park are its strategic geographic location and convenient access to highways, rail lines, and the local airport, enhancing distribution throughout the nation. The vision shared by local, regional, and state officials is to enable the Kansas Logistics Park to capitalize on the emerging wind industry, and to bring new energy-related industries to the business park.

Kansas Logistics Park

Newton, in association with Harvey County, Watco Corporation, and TransLink, Inc., has participated in the planning and development of the Kansas Logistics Park since 2008. This business park is east of the Newton Industrial Park. Tindall Corporation was announced in 2009 as the first tenant of the Kansas Logistics Park; this company plans to construct a 150,000 to 200,000 square-foot facility to manufacture a concrete wind tower base system.

The City of Newton has extended water and sanitary sewer utilities to serve the Kansas Logistics Park. The city is also planning to complete

street improvements to the Kansas Logistics Park by paving and making intersection improvements for Spencer Road, Southeast 12th Street, Hillside, Southeast 24th Street, and Southeast 36th Street. The city is also working towards improving rail lines to the business park.

The Kansas Logistics Park requires long-term commitment by its public and private partners to bring new industry to Newton. The ReNewton 2030 Plan identifies an equally long-term vision (40 years) by recommending that land near the Kansas Logistics Park should be reserved for additional business park or industrial development.

The Kansas Logistics Park, along with the large amount of undeveloped land located near the Newton City-County Airport, offers significant economic development opportunities that are supported by intermodal and multi-modal transportation systems. The strategic location of the City of Newton on the “SuperCorridor,” which stretches from Canada through the United States to the seaports of Mexico, offers the possibility of an inland Foreign Trade Zone. The central location of Newton is a selling point, allowing businesses and manufacturers to efficiently transport their products to the marketplace.

Map of I-35 SuperCorridor



Source: North America’s Corridor Coalition, Inc., NASCO Outlook 2010 Issue.

Business Park and Industrial Policies

- Policy 1. Ensure compatibility with adjacent or nearby residential neighborhoods by using development standards, design review processes, and landscaping and buffering regulations.
- Policy 2. Accommodate limited, appropriate retail and service uses with business parks.
- Policy 3. Ensure that opportunities exist for small businesses to locate within the corridor, yet conform to established development and design guidelines.
- Policy 4. Provide business park/industrial access by collector or arterial streets, and restrict truck traffic through residential areas.
- Policy 5. Encourage upgrades to telecommunication systems such as wireless Internet and fiber optic.
- Policy 6. Encourage planned industrial areas subject to the following criteria:
 - Loading areas shall be located to avoid conflict between pedestrian and vehicular traffic, and shall be away from adjacent residential areas.
 - Outdoor storage areas shall be fenced or screened by landscaping.
 - The number and location of vehicular access points shall be limited to minimize disruption to traffic flows.
 - Lighting shall be directed to minimize impacts on adjacent residential uses.
 - Roads can accommodate the anticipated traffic generated by the proposed development.

Newton City-County Airport

The comprehensive plan is intended to work in concert with the Master Plan for the Newton City-County Airport. The airport master plan was prepared in coordination and consistency with the ReNewton 2030 Comprehensive Plan.

Parks and Recreation

Parks and recreation facilities play a central role in creating a healthy place, and contribute to quality of life and livability. They also provide a useful edge when competing for industries, businesses, or households seeking a complete offering of education, healthcare, and quality-of-life amenities. The construction of a new or upgraded recreation facility is a prime example, because people of all ages, as well as industries and businesses, are often seeking communities that offer an indoor recreation and full-service fitness center. Looking toward the next two decades, many parks and recreation challenges rest in providing facilities in the new areas of the community, as well as in maintaining or upgrading facilities that have served the community for generations.

Parks and Recreation

- Goal: Enhance quality of life by developing new or expanded public parks, recreational facilities, and open spaces that meet the needs of present and future citizens.
- Goal: Maintain and enhance the existing system of parks, recreational facilities, and open spaces for a growing community.
- Goal: Acquire and create new neighborhood and community parks in developing residential areas.
- Goal: Provide the community with a new or upgraded recreation center.

Future Strategies & Policies

Newton Pathway System

A citywide pathway system plan, incorporating sidewalks and bike paths, has been prepared by city staff. A significant portion of the system is in place, yet missing links remain. The successful implementation of this pathway system is essential in order to achieve the vision and goals of the ReNewton Project. Comprehensive signage for wayfinding on the pathway system is necessary. The Newton-North Newton Bicycle and Pedestrian Advisory Committee (see Transportation Section) can review and update the pathway system plan.

Sand Creek Trail

The work done to date in both Newton and North Newton on the existing Sand Creek Trail system has created an exceptional community asset. The completion of “The Trail of Two Cities” along the entirety of Sand Creek would create the principal leg of a citywide trail system. Because the Sand Creek Trail achieves so many goals of the ReNewton 2030 Plan, both cities are encouraged to continue funding its completion.

Conservation Easements

The city should implement conservation easements to protect environmentally sensitive lands and create pedestrian access that enables the public to walk, hike, or bicycle along a specific part of a creek bed or riparian area. (A conservation easement is a legally binding agreement that allows a private landowner to protect land for public access while retaining ownership. A pedestrian easement is a secure way of creating pedestrian connectivity.)

Pedestrian and Bicycle Transportation Policies

A series of pedestrian and bicycle policies are identified in the Transportation Section. These policies complement the goals of the Parks and Recreation section.

Recreation Center

A new or upgraded recreation center will help attract and retain people of all ages, as well as offer a selling point when recruiting new industry or businesses. People, and particularly young families with children, are often seeking communities with indoor recreation facilities. A new recreation center could facilitate the demand for new housing. Equally important is the advancement of healthy living for people. A recreation center offers all ages of people a range of fun activities and a full spectrum of exercise opportunities.

Park Master Plans

Individual master plans to update existing parks should continue, providing the city with clear descriptions of new or potential facilities for each park. Such documents will also provide a budget number for the city's capital improvement program. As part of the planning efforts, family-access restrooms and facilities for the disabled should be included.

Strategic Plan for Future Park Land Acquisition

The city should think strategically about the preferred location for a new park. As mentioned below, this park could be designed in cooperation with the school district, for both public and school use. The point is this: If action is not taken to secure an option or outright purchase of land for a new park, the opportunity may be lost when development pressures drive the purchase price upward, or developers refuse to sell any property.

Co-Location of Parks and Schools

City and school district officials should consider working together to co-locate a neighborhood park adjacent to a new elementary school. These public facilities complement each other and contribute to the market attractiveness of new housing subdivisions, while also achieving the goals of the ReNewton 2030 Plan.

Parks and Recreation Policies

Policy 1. Complete the planned extension of the Sand Creek Trail connecting North Newton and Newton.

Policy 2. Work with developers and property owners to connect subdivisions and retail activities with bike and jogging trails.

- Policy 3. Ensure the safety and accessibility of park facilities for all users.
- Policy 4. Promote public awareness of recreation activities and facilities for the disabled.
- Policy 5. Plan for and acquire park land in the urban fringe where new residential neighborhoods are expected to develop.
- Policy 6. Pursue land dedications, conservation easements, and public-private partnerships to acquire land for new park development.
- Policy 7. Pursue grant-funding opportunities and private financial support to upgrade existing parks and facilities.
- Policy 8. Continue working with the Newton Recreation Commission to provide programs to meet the needs of all citizens.
- Policy 9. Explore the creation of a bicycle route connecting to Hesston.
- Policy 10. Promote the creation of open space corridors or greenways by encouraging the preservation of riparian areas adjacent to Sand Creek and its tributaries. The greenways should be located on both sides of each creek and generally be 100 feet wide, at a minimum.
- Policy 11. Ensure that new developments make available to the public adequate land for recreation, a greenway, or open space.
- Policy 12. Plan for a neighborhood park in the intended residential areas south of US-50.
- Policy 13. Open space buffer areas should separate or create transitions between incompatible land uses.
- Policy 14. Encourage natural resource protection for wildlife habitats.
- Policy 15. Parks should not be built on “leftover” land designated for detention basins or some other purpose. Park land must be useable and accessible.

Park Classifications and Standards

Pocket Park: A pocket park refers to a small outdoor space located downtown or in another retail shopping area, as well as on small lots, tracts, or parcels within a neighborhood. The use and activities of a pocket park are typically for people to gather, relax, or enjoy the outdoors.

Neighborhood Park: A neighborhood park provides both active and passive recreation for all participants. The intent is to serve an area or neighborhood with a population of 4,000 to 6,000 persons. Ideally, neighborhood parks should provide a wide range of recreational opportunities, including ball diamonds, hard-surface courts (e.g., tennis, basketball), sand volleyball pits, play areas, and

other such facilities. However, the entire park does not need to be fully developed. A portion may be left natural, where people are free to use their imaginations and creativity in pursuit of recreational activities. Since neighborhood parks are intended to serve all residents, provisions should be made for older citizens as well as physically or mentally disabled users. A neighborhood park should serve a half-mile radius and should be a minimum of six acres, and ideally eight or more acres, in size. In order to determine the appropriate size for a particular neighborhood park, one to two acres of park land should be provided for each 1,000 population.

Community Park: A community park provides separated facilities for quiet and active play areas for use by all age groups. All-day usage, planned recreational programs such as competitive sports, passive entertainment, large-group gatherings, and individual usage are characteristics of community parks. Typical facilities included in community parks are lighted and unlighted ball diamonds, lighted tennis courts, comfort stations, swimming pools, areas for lawn games, multi-purpose areas, wooded areas, shelter houses with adjoining play apparatus, and open areas of natural landscape away from city noises and traffic hazards. Other facilities often included are arboretums and flower gardens, biking and hiking trails, band shells, and outdoor theaters. A community park should serve several neighborhoods within a three-mile radius. A minimum of 40 acres should be provided in a community park, with 80 acres being more appropriate. Five to eight acres of park land should be provided for each 1,000 population.

Linear Park: A linear park is a multiple-use park with areas for biking, hiking, jogging, picnicking, playing, and gardening. This type of park is often used to connect existing parks into an integrated system, and can effectively separate non-compatible land uses such as industry and housing. In addition, linear parks effectively utilize flood-prone areas for recreational and open-space purposes. Major drainage ways within the community can be developed into green ways that protect both the user and adjoining property. A linear park should be two and one half miles long per 14,000 population plus 1.75 miles for each additional 5,000 population. In order to link various neighborhood and community parks, a larger amount of linear park system may be necessary.

Community Design Principles

The following series of community design principles are important in developing and creating the community character identified in the ReNewton 2030 Plan vision and values. These principles define site planning characteristics that will contribute to a harmonious, aesthetically attractive community. The principles also provide a good baseline for the Planning Commission to use when establishing design guidelines or revising zoning regulations.

Parking and Parking Lot Design Principles

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

Sidewalk and Pedestrian Path Design Principles

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

Open Space, Landscaping, and Screening Design Principles

1. Landscaped areas shall be located along site boundaries, within parking areas, and around buildings.
2. Fencing, trees, shrubs, and other landscaping features should serve as screens for service areas, parking, and utilities.
3. Street trees shall be planted along pedestrian routes and roadways to provide shade and define edges. Street trees should be planted approximately 40 to 50 feet apart.
4. Screening of service areas, dumpsters, storage, and mechanical equipment should be at least one foot taller than the item being screened.
5. Transitional landscape screening between uses and developments should consist of a densely planted buffer strip to provide an adequate visual screen. An opaque fence, wall, or landscaped

screen six feet in height may also be included to provide adequate screening.

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

Future Land Use Map

The arrangement and location of different land uses in the urban growth area illustrate how this area could reach ultimate development. The Future Land Use Map is the “foundation” of the comprehensive plan: It forms the basis for policies on development and redevelopment. Therefore, it must represent the “best practices” available to decision makers, and complement planning goals, strategies, and statements contained in the comprehensive plan. The Future Land Use Map must adapt to community needs over time and undergo frequent changes through yearly review. The Future Land Use Map establishes broad guidelines for land use patterns and should be applied in combination with the goals, land use principles, and policies contained in the comprehensive plan.

Land Use Categories

A summary of the future land use categories depicted on the Future Land Use Map is presented below. This serves as a reference for the typical land uses and the range of density or acreage estimated for each category.



Residential Low Intensity

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



Residential Multi-Family

- Primary Uses: Apartments, town homes, and duplexes.
- Secondary Uses: Open space, trails, parks, schools, golf courses, day cares, places of worship, and other public facilities.
- Density: Up to 12 units per gross acre.
- Zoning Districts: R-2, Two-Family Dwelling District
R-3, Multi-Family Dwelling District
R-3 (FMFD), Flexible Multi-Family Dwelling District



Planned Mixed Residential

- Intent: The intent is to accommodate various housing types in planned developments; also may incorporate supportive commercial land uses.
- Primary Uses: Single-family residences, cluster housing, duplexes, triplexes, town homes, condominiums, and apartments.
- Secondary Uses: Commercial and office uses, open space, trails, parks, schools, golf courses, day cares, places of worship, and other public facilities.
- Density: Up to 12 units per gross acre.
- Zoning Districts: R-2, Two-Family Dwelling District
R-3, Multi-Family Dwelling District
R-3 (FMFD), Flexible Multi-Family Dwelling District



Neighborhood Commercial

- Service Area: Typically requires a site of approximately 5 to 8 acres, but may vary, ranging from as small as 1 to 3 acres to as large as 10 to 15 acres. The radius of the service area can range from ¼ to 1 mile.
- Primary Uses: Pedestrian-friendly shopping district characterized and scaled to serve multiple residential areas and neighborhoods with a diverse mix of uses such as banks, restaurants, offices, repair services, and other goods and services.
- Secondary Uses: Open space, recreational amenities, trails, and other public facilities.
- Zoning Districts: P-O, Professional Office District

C-T, Transitional Business District
C-1, Neighborhood Business District

Downtown Mixed Use

Primary Uses: Downtown shopping, entertainment, and service district with a diverse mix of uses such as retail, banks, restaurants, offices, housing, schools, museums, parks, libraries, repair services, and other goods and services.

Zoning Districts: C-2, General Business District
C-3, Central Business District
PUD, Planned Unit Development District

Community Commercial

Service Area: Can range from 10 to 30 acres for planned commercial centers. The radius of the service area can range from 2 to 5 miles. Community centers are typically anchored by larger national chain stores supported with smaller-scale retail.

“Community commercial” also refers to individual tracts or parcels that accommodate a variety of commercial businesses along major arterials.

Primary Uses: Generally contains the following types of businesses: a retail anchor; general merchandise; grocery; apparel; appliances and electronics; hardware; and other household goods.

Zoning Districts: C-2, General Business District
P-O, Professional Office District

Highway Commercial

Primary Uses: Includes a wide-range of commercial goods and services. Businesses serving the public traveling on the interstate (e.g., food, gasoline, lodging) are examples of highway retail. Regional commercial development includes auto sales, farm implement dealers, and furniture stores.

Zoning Districts: C-2, General Business District



Industrial/Business Park

Primary Uses: Areas characterized by distribution, warehousing and light manufacturing. Business park uses are intended to support development that will minimally impact surrounding areas. The intent is to have a master site plan for the entire business park.

Secondary Uses: Supportive commercial and office uses, open space, trails, and other public facilities.

Zoning Districts: I-1, Light Industrial District
I-2, General Industrial District
C-2, General Business District



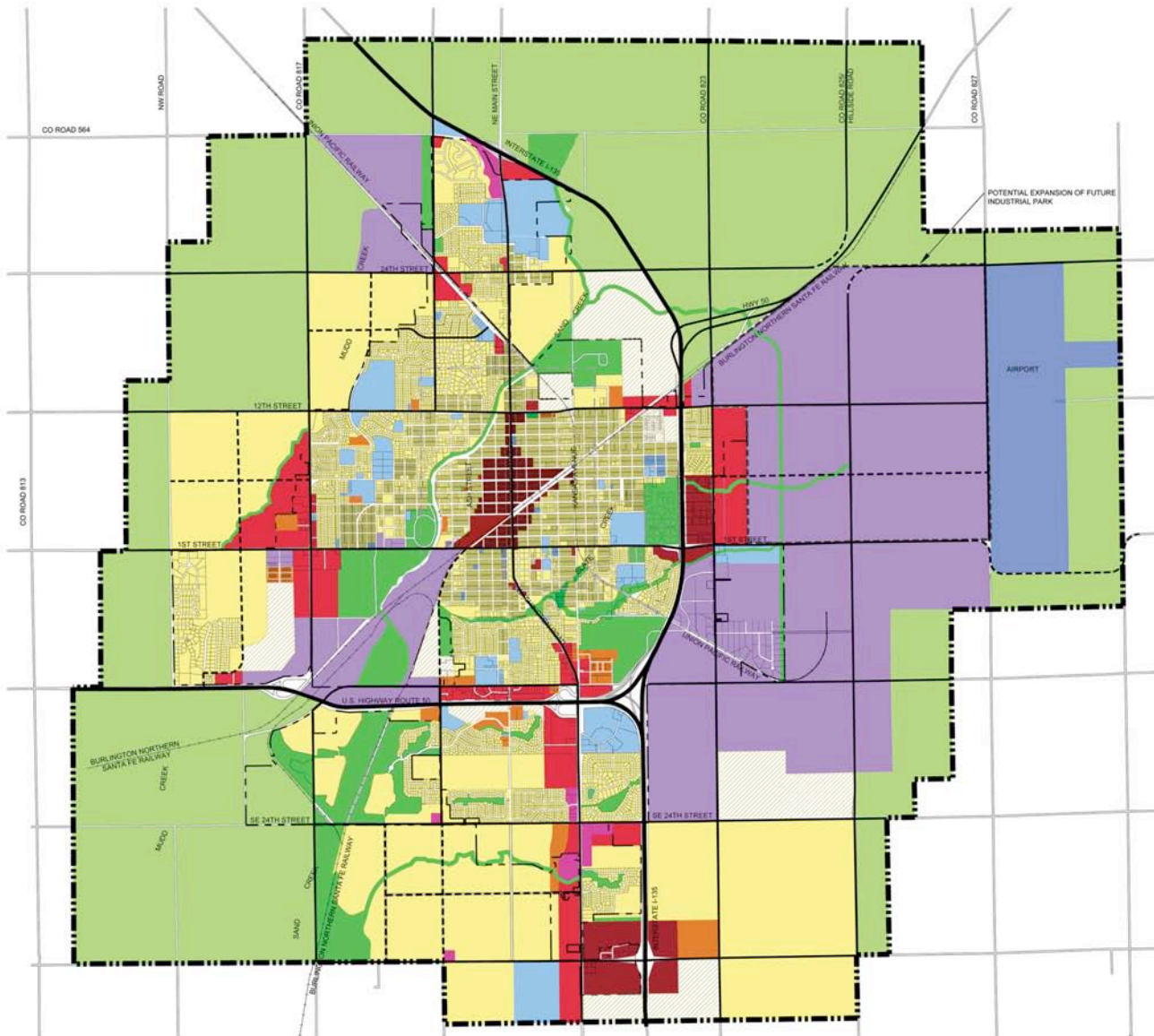
Recreation/Open Space

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



Institutional

Primary Uses: Public and private schools, colleges, churches, religious affiliated housing, hospital, and government facilities.

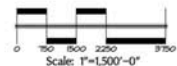


LAND USE LEGEND

- FUTURE URBAN GROWTH AREA
- HIGHWAY COMMERCIAL
- COMMUNITY COMMERCIAL
- NEIGHBORHOOD COMMERCIAL
- INDUSTRIAL/BUSINESS PARK
- INSTITUTIONAL
- RESIDENTIAL LOW INTENSITY
- RESIDENTIAL MULTI FAMILY
- PLANNED MIXED RESIDENTIAL
- DOWNTOWN MIXED USE
- RECREATION/OPEN SPACE
- AIRPORT

LEGEND

- STUDY AREA
- URBAN GROWTH AREA BOUNDARY
- CITY LIMITS
- RAILWAY LINES
- EXISTING ARTERIAL
- FUTURE ARTERIAL



January 4, 2010

**FUTURE LAND USE
COMPREHENSIVE MASTER PLAN**
NEWTON - NORTH NEWTON, KANSAS

