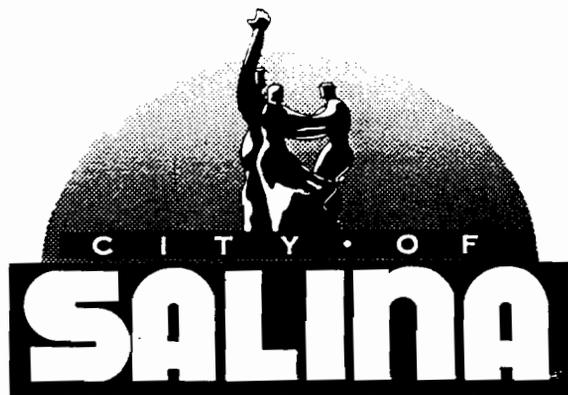


COMPREHENSIVE PLAN

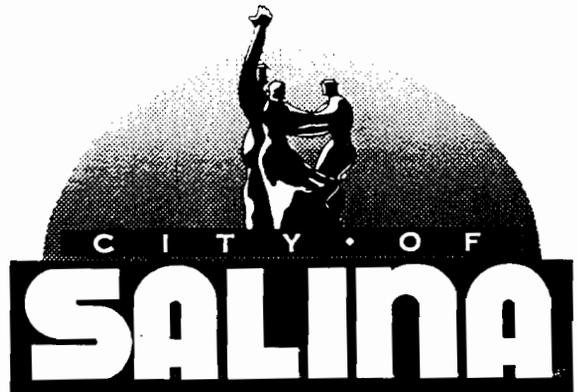
SALINA, KANSAS



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COMPREHENSIVE PLAN

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INTRODUCTION



INTRODUCTION

This document presents the Comprehensive Plan for the City of Salina, Kansas. The Comprehensive Plan is the City's official policy guide for future growth and development. It includes goals, objectives and policies for the future of the community, long-range recommendations for land-use, transportation and community facilities, and other plan and project components.

The Salina Planning program, which was initiated in August of 1991, has consisted of a three-phase planning process focused on the identification of issues and concerns; the evaluation of alternative planning concepts; the preparation of goals and objectives; the refinement of plan recommendations, the solicitation of citizen input, and adoption by the Planning Commission and City Commission.

BACKGROUND TO THE PLANNING STUDY

The City of Salina is a community of approximately 42,000 persons, located in Saline County, Kansas. The city is positioned within the heartland of central Kansas and serves as a regional center for a number of central Kansas counties. This geographically central location coupled with its superior transportation system is a major factor in the communities prosperity.

Salina has experienced moderate growth over the last decade. Although growth has occurred in virtually every sector of the local economy, it has not brought about any significant change in the basic structure of local business and industry. However, even though development is moderately paced, local infrastructure improvements and development which has occurred over the last decade are cause for re-evaluation of the current plan.

The last Comprehensive Plan update was completed by the City in 1980, just prior to the release of the 1980 U.S. Census of Population. While the plan has served its purpose over the last decade, changing community conditions have warranted the preparation of a new plan. It is expected the City of Salina will be undertaking major capital improvement projects over the next five to ten years which will have great influence upon the land-use and development patterns of the community. A key element of the new plan is to harness capital improvement and development project potentials in a manner which minimize the expenditure of local financial resources while encouraging development and growth.

Therefore, in July of 1991, the City of Salina initiated the Salina Comprehensive Plan and Transportation Plan process. This Comprehensive Plan Report documents the outcome of the study and the future plan for the City of Salina.

THE COMPREHENSIVE PLANNING PROGRAM

The program for preparing the new Salina Comprehensive Plan entailed a three-phase process. The first phase consisted of analyzing background information regarding existing conditions within the community, workshops, focus group sessions and interviews. The second phase consisted of developing alternative concepts for future development and improvement, preparation of goals and objectives and selection of a preferred concept for future land-use and growth and development. The third phase of the program involved preparation and refinement of the long-range plans for the City.

Key steps in the planning process are highlighted below.

- *Study Initiation.* The overall study began in August of 1991 upon engaging the consulting team to assist the City in the preparation of its new plan.
- *Focus Group Sessions, Key Person Interviews and Community Workshops.* To encourage local participation and input, focus group sessions organized around a separate area of "focus" relating to a planning topic were held. The focus group subjects included: 1) growth and development; 2) public facilities and services; 3) transportation; and 4) community character. Approximately 30 individuals with special insight or knowledge of the community were interviewed to obtain the view points of various local agencies, community groups and residents. Community workshops were also held to discuss issues and concerns with a broader cross-section of the community.
- *Background Studies.* A series of background studies was prepared by the consultant dealing with various aspects of the community, including land-use, development trends, demographic and market analyses, building conditions, environmental features, transportation, community design, community facilities and public utilities. These were discussed in detail with the City Planning Commission and the public in general.
- *Goals and Objectives.* Based upon the conclusions of all previous work activity, Planning Goals and Objectives were developed dealing with various components of the community.
- *Concept Alternatives.* Based on the conclusions reached on the background studies concerning overall issues and opportunities within the City, the consulting team prepared three alternative concepts for future community development and improvement. The concepts represented broad alternative approaches to land-use and community facilities and evaluated the implications of each alternative approach. Through discussion and comparison by the Planning Commission, local officials, and the public, a preferred concept was selected which became the basis for preparation of the new plan.
- *Plan and Program Preparation.* Based on preliminary consensus reached on a preferred concept, a draft plan was prepared by the consulting team and reviewed by

the City. The plan includes recommendations for specific land-use areas within the City as well as a more detailed study of key geographic areas.

- *Plan Refinement.* Based on detailed review by the Planning Commission, local officials and the public in general, the plan was refined.
- *Final Plan Preparation.* The plan was then prepared in final form consisting of this document and a summary "poster" version of the plan and its policies.

ORGANIZATION OF THE PLAN REPORT

The Comprehensive Plan report summarizes the results of the entire planning process, and presents recommendations for key aspects of the Salina community. The report is divided into five parts:

- **Part I: Background Studies** which summarizes the inventories and analyses undertaken in the initial phase of the planning program. It includes a review of existing conditions, future needs and potentials, and key issues and concerns to be addressed as part of the new plan. It includes sections on land-use and development, transportation and community facilities.
- **Part II: Goals and Objectives and Policies** presents the overall community needs and aspirations to be addressed under the plan.
- **Part III: Long-Range Plan** presents recommendations for future improvement, growth, development and preservation within the community. The Long-Range Plan has seven sections: a) Planning Framework; b) the Land-Use Plan; c) the Transportation Plan; d) the Community Facilities Plan; e) Utilities Plan; f) Community Design; and g) Growth and Development.
- **Part IV: Implementation** which sets forth specific actions required to implement the Plan, including follow-up studies and projects, development controls update, capital improvements program, and review and amendment.
- **Appendix** includes documentation of a number of components of the planning program. This information has been provided under separate cover to reduce the overall length of the planning document. It includes various tables and figures used in the background studies, as well as the Alternative Concepts report developed during the second phase of the planning program.

BENEFITS OF THE PLANNING PROGRAM

The Comprehensive Planning Program should result in a number of benefits for the Salina Community. A range of current data and material on local conditions has been assembled and recorded. The process has encouraged local residents to consider the future of their community more directly and actively discuss future options and alternatives. It has resulted in a plan for future growth and development which represents a consensus of local views and opinions. This plan is comprehensive in its geographic coverage of both developed and undeveloped portions of the community.

The new Comprehensive plan promotes a balanced and orderly future development pattern which should enhance the local living environment and Salina's special image and character. It establishes an overall framework for coordinating both public and private improvements and development. It provides guidelines by which the Planning Commission and City Council can review and evaluate individual development proposals. It provides a guide for public investments that can help ensure that local public dollars are spent wisely for community facilities and services. Finally, the new Comprehensive Plan is further evidence of the City's commitment to planning for its future on a continuing basis.

PART I: Background Studies



PART I: BACKGROUND STUDIES

INTRODUCTION

Part I: *Background Studies* summarize the inventories and analyses undertaken in the initial phases for the Salina Comprehensive Planning Program. Part I is based on data collected and surveys conducted by the City of Salina, other agencies and organizations within the area, and the consulting team. In particular, the efforts of the Department of Planning and Development staff must be emphasized. Part I also reflects the issues and concerns discussed at focus group sessions and key persons interviews held in the fall of 1991.

Part I includes three primary sections:

- **Land-Use and Development.** This section summarizes an analysis of land-use and development within the Salina community. It includes chapters on several aspects of land-use which will influence or affect the new Comprehensive Plan: 1) existing land-use; 2) recent development trends; 3) pending projects and proposals; 4) demographic and market overview analysis; 5) building conditions; 6) environmental features; 7) historic resources; and 8) community design.
- **Community Facilities.** This section describes existing conditions and future needs for the following community facilities: 1) parks and recreation; 2) public schools; 3) fire department; 4) the library; 5) police department; 6) administrative services; 7) cultural facilities; and 8) public utilities.
- **Transportation.** This section provides an overview of transportation facilities within Salina, with emphasis on the street system. It includes a review of the present function of streets within the community, an identification of problem locations within the existing street system, a review of transportation plans and projects, and a listing of issues and concerns to be addressed as part of the Comprehensive Plan.

Part I is supplemented by a series of maps highlighting parts of the City. These maps were used in various meetings and work sessions during the course of the Planning study. While they are referenced in the report, not all maps have been reproduced for inclusion in the report.

LAND-USE AND DEVELOPMENT

EXISTING LAND-USE

Growth and development potentials and constraints within the City of Salina are largely determined by the pattern of existing development within the community. The arrangement of residential, commercial, industrial, institutional, and community facilities land-uses, and the manner in which

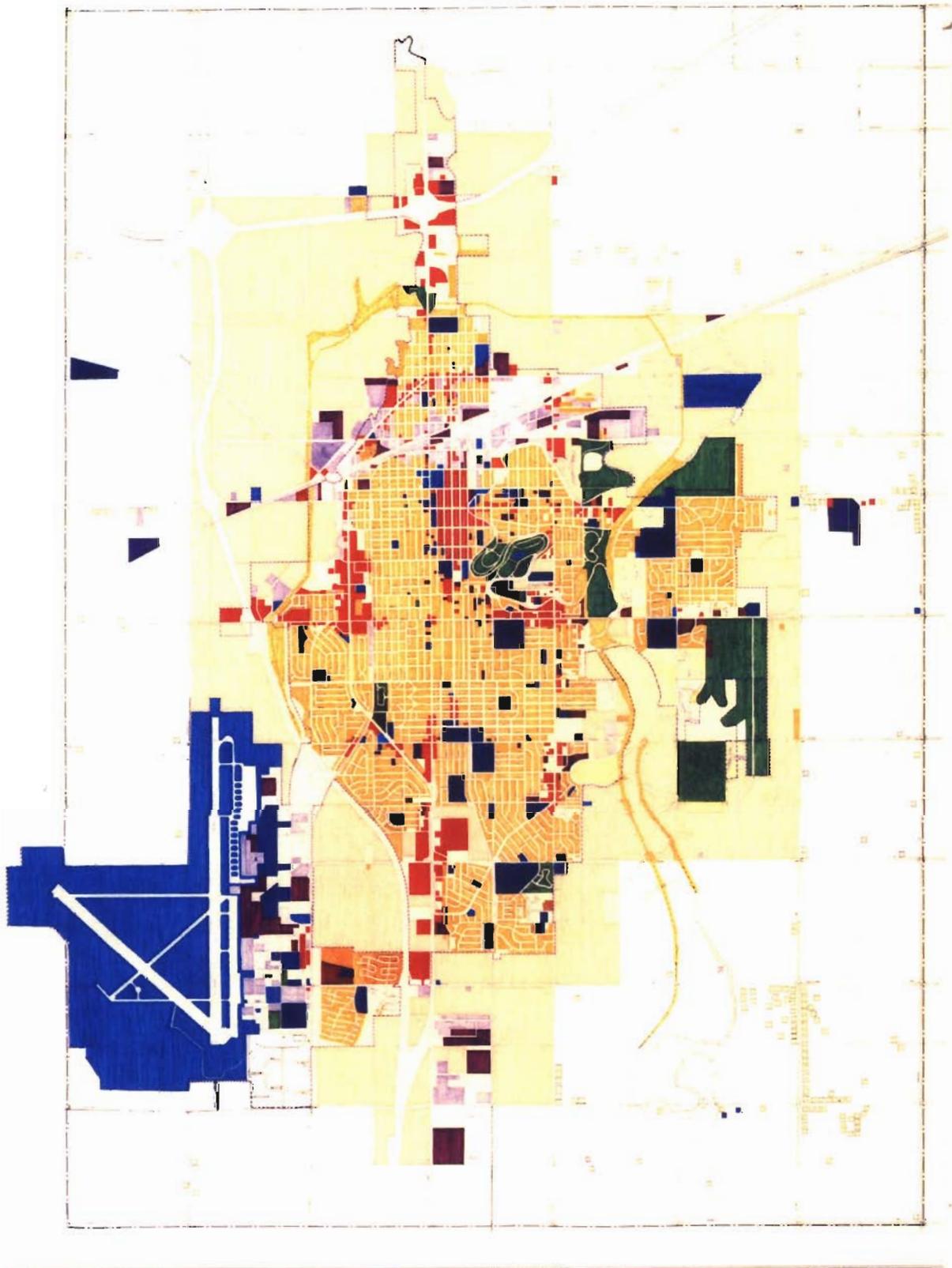
these uses are grouped and related, significantly affect the community functions and the overall quality of life.

To determine the types of land-uses in Salina today, a detailed parcel-by-parcel survey was conducted by City Staff in the Summer of 1991. The specific use of each building and parcel at the time of the survey was recorded and mapped. The results of the land-use survey are depicted in Figure 1, *Existing Land-Use*.

The recording process utilized in the survey was based upon the *Standard Land-Use Coding Manual*, a universal system for identifying and coding land-uses. Specific land-uses were recorded in the following categories:

- Rural Residential
- Single Family
- Mobile Home Park
- Multiple Family (up to 7 D.U./acre)
- Multiple Family (over 7 D.U./acre)
- Commercial
- Central Business District
- Office
- Government
- Institutional
- Light Industrial
- Heavy Industrial
- Parks and Recreation
- Agricultural/Grazing
- Open Space
- Vacant Land

This land-use survey has resulted in an up-to-date representation of how each parcel in the community is now utilized. This not only permits an analysis of land-use conditions and potentials as a part of the *Comprehensive Plan and Transportation Plan*, but also provides the City with important data to serve a range of other technical and analytical needs. A summary tabulation of existing land-use is presented in Table 1.



- | | |
|--|--|
|  Rural Residential |  Governmental |
|  Single-Family Residential |  Institutional |
|  Mobile Home Park |  Light Industrial |
|  Multi-Family Residential (up to 7 d.u./acre) |  Heavy Industrial |
|  Multi-Family Residential (over 7 d.u./acre) |  Parks and Recreation |
|  Commercial Retail/Service |  Open Space |
|  Central Business District |  Agricultural/Grazing |
|  Office |  Vacant |

Figure 1
 EXISTING LAND-USE
COMPREHENSIVE PLAN
 City of Salina, Kansas

**TABLE 1
1991 EXISTING LAND-USE**

<u>Land-use Classification</u>	<u>City of Salina</u>		<u>Extraterritorial Areas</u>		<u>Total Planning Area</u>	
	<u>Acreage</u>	<u>Percent</u>	<u>Acreage</u>	<u>Percent</u>	<u>Acreage</u>	<u>Percent</u>
- Rural Residential	258.8	2.1	27.6	1.4	286.4	2.0
- Single Family Residential	3,398.2	28.2	-	-	3398.2	24.1
- Mobile Home Park	115.6	.09	9.8	.5	125.4	.9
- Multiple Family (less than 7 D.U./acre)	98.5	.8	-	-	98.5	.7
- Multiple Family (over 7 D.U./acre)	115.5	.9	-	-	115.5	.8
- Commercial	490.5	4.1	13.3	.7	503.8	3.6
- Central Business District	59.8	.5	-	-	59.8	.4
- Office	77.9	.6	-	-	77.9	.5
- Government	2,316.0	19.2	-	-	2,316	16.5
- Institutional	613.7	5.1	7.2	.4	620.9	4.4
- Light Industrial	377.8	3.1	186.1	9.4	563.9	4
- Heavy Industrial	188.5	1.6	142.9	7.2	331.4	2.4
- Parks and Recreation	701.8	5.8	125.0	6.3	826.8	5.9
- Agricultural/Grazing	-	-	1,502.6	12.4	1,502.6	10.7
- Open Space	150	1.2	206.5	10.4	356.3	2.5
- Vacant Land	1,609.3	13.3	1258.0	63.7	2,867.2	20.4
TOTAL	12,074.5	100.0	1,976.4	100.0	14,050.9	100.0

Source: City of Salina Department of Planning and Development

Important aspects of existing land-use patterns are presented in the following pages. Please note that the acreage totals are divided between land currently incorporated within the City and land which lies outside the corporate limits but within the City's unincorporated extraterritorial planning jurisdiction.

General Development Patterns

There are several key organizational factors which have strong influence upon the overall general development patterns within Salina's planning area. First, the City has incorporated and established itself at the southeastern quadrant formed by the intersection of I-70 and I-135. This is primarily due to floodplain and storm water conditions that have led to the construction of the flood control levee surrounding most of the City. This has been instrumental in creating compact development within the immediate urban fringe.

A second important feature is that, with the exception of downtown, commercial development has focused on major gateway corridors to the City having direct access to the surrounding interstate expressway system. These key routes include Ninth Street and Schilling Road; Crawford Street and I-135 and Broadway Boulevard and Ninth Street around its interchange with I-70.

The third important feature is that the Salina Municipal Airport, combined with access to the interstate system, has been a significant catalyst for industrial activity within the vicinity of the airport and in the area generally south of Schilling Road.

Existing single family residential areas include a range of densities from approximately five dwellings per acre to one dwelling per three acres. These varied density characteristics should be considered in developing the new *Comprehensive Plan and Transportation Plan*.

Residential development in recent years has occurred primarily in the eastern and southern portions of the community. The area outside of the City but within the extraterritorial planning area is primarily agricultural, grazing, and scattered large lot residential development. The extraterritorial area is also characterized by a number of environmental conditions which will influence future development potentials.

Single Family Residential Areas

Though Salina is a regional center for business, commerce, culture, and industry, it is still primarily a residential community. Single family residential uses account for 24.1 percent of all land development within the planning area. Mobile home parks account for one percent of the total. Salina offers a wide variety of neighborhoods and housing types which vary in character and appearance. Residential streets in the historic original town area have a character very different from the variety of newer developments within the City. Nearly all residential neighborhoods within Salina contain essentially sound housing stock, well maintained improvements, and quality living environments.

Salina's existing single family neighborhoods occupy essentially eight distinct areas of the community. The first is north of the Union Pacific Railroad. This area is characterized by somewhat older housing stock and smaller dwellings compared to the City in general. The area has also been impacted by industrial and commercial uses, creating some compatibility problems within the area. The historic downtown neighborhood includes the area approximately bounded by Ninth Street, Riverside Drive, Crawford Street, and the flood control levee to the east. The older south central neighborhood extends between Crawford Street and Cloud Street, east of Ninth Street. The newer southern neighborhood extends south of Cloud Street to Schilling Road. The near westside neighborhood includes the residential areas south of State Street and west of 10th Street, although there are some differences between areas north and south of Crawford Street. The far west neighborhood begins at Broadway Boulevard and extends to the City limits, south of Crawford Street. The newest residential areas within the City lie east of Ohio Street. Finally, a small, more secluded residential area lies along Schilling Road between I-135 and the airport.

Multiple Family Residential Areas

Existing multiple family areas are much more limited in size and are scattered throughout the community. Multiple family land-uses account for 1.5 percent of total land-use within the City. Larger multiple family developments are located along major street corridors such as Crawford Street, Schilling Road, Ninth Street and Ohio Street. Smaller sites are integrated in other use areas, including larger single family and commercial areas.

There are several noteworthy concentrations of multiple family dwellings. These areas include Schilling Road between I-135 and Centennial Road, the Crawford Street frontage east of Ohio Street, and areas along Ohio Street between Wayne Avenue and Crawford Street. These areas contain various forms of housing, ranging from duplex dwellings to mid-size apartments. Recent additions to the housing stock have been responsive to the City's growing elderly population. The majority of the community's multiple family housing has been in place for a number of years.

Commercial Areas

Commercial areas, including the central business district, total 3.5 percent of the City's planning area and 5.2 percent of the land area within the City proper. Commercial categories include retail uses, commercial services, repair services, professional and general offices, banks and other financial institutions, etc.

Existing commercial areas include neighborhood, community, and regionally-scaled shopping centers. These areas have different roles and functions within the City and are identified below.

Downtown Salina represents the predominant shopping area for the community and offers a wide range of retail, commercial and business service uses. The downtown is located within the north central portion of the community and is focused around Santa Fe Avenue and Iron Street. The downtown is nearly 60 acres in area and includes 375 business enterprises, with over 1.5 million square feet of commercial space. The downtown not only functions as the City's largest regional shopping center, but also is host to an array of governmental activities and educational, cultural, and recreational facilities. The downtown currently enjoys an estimated 85 percent occupancy rate.

Shopping areas located in the southern portion of the community include Central Mall, Kraft Manor, Galaxy Center, Midstate Mall, South Santa Fe, Southgate, and Oak Park shopping areas. The southern portion of the City also includes two discount centers: Alco and WalMart. The majority of these shopping areas are along South Ninth Street. Central Mall is the single largest shopping center, with over 500,000 square feet of commercial space, and serves as a regional shopping attraction. The majority of uses within these commercial areas are retail and business and personal service-related.

Numerous land development opportunities exist for new commercial development within the area of Central Mall, south along Ninth Street. However, even though these opportunities exist, over two-thirds of the gross floor area within Mid State Mall is vacant. The new *Comprehensive Plan* should assess market potentials as well as alternative land-use and development patterns for the remaining large parcels in the area of South Ninth Street.

Shopping areas within the western area of the City include Sunset Plaza, the south Broadway Boulevard area, Gibson's, K-Mart, and a variety of other business establishments. The south Broadway area includes a one mile strip between Ash Street and Crawford Street. The south Broadway and Crawford Street area contains a broader mix of commercial uses, including automotive, hotel and business supply uses. The "strip" character and older condition of the Broadway Boulevard area sets it apart from other shopping areas within the community.

The northern Salina shopping area focuses on Broadway Boulevard between North Street and Ninth Street, and portions of Pacific Street and Ninth Street south of Pacific Street. Some commercial uses have been established north of the flood control levee, but have been limited due to the extent and location of floodplain. Like the western shopping area, this area also includes a broad mix of retail, commercial, service, and related land-uses. The character of the area, however, is strongly impacted

by the presence and mix of industrial and residential land-uses. Further, the area is characterized by small, strip development along the frontage of major corridors.

Finally, a concentration of commercial activity is located along Crawford Street generally between Front and Ohio Streets. The largest single shopping center within this area is the Elmore Center. This area is central to the community and focuses on community based shopping goods and services.

The *Comprehensive Plan* should specify the future role of these key shopping areas. While downtown Salina is the strongest retailing location, growth opportunities exist in satellite locations within the community. The distribution of new development and its impact upon existing development areas should be identified.

Industrial Areas

There are essentially three industrial areas within the City. Each area is somewhat different in terms of scale, location, and role within the community. Industrial land-uses comprise 4.7 percent of the land within the City, and 16.6 percent of the land within the unincorporated planning area.

The Lee Industrial Area is the oldest area within the community. It is located in the northern portion of the City and generally follows the Rock Island and Union Pacific Railroad alignments on an east-west axis. This area is the site of grain elevator operations and a range of light and heavy industrial uses. In general, this area consists of older buildings and improvements, and while a number of uses may be viable, the area is lacking in maintenance and appears to have a high vacancy rate. Industrial activities are scattered throughout adjoining residential areas resulting in the development of incompatible land-use relationships. Access to and from this area invariably crosses residential and other use areas, with the exception of the Ohio Street connection to I-70.

The south industrial park area lies outside the City along South Ninth Street, within Salina's planning area. Interchange improvements at Schilling Road and I-135 in the last few years have permitted easier access to this area and have provided impetus for growth. This area is occupied by both large and small industrial uses. Significant acreages of vacant land lie within this area. The extent of future growth in this area and policies relating to municipal facilities and services should be explored.

The Salina Municipal Airport industrial area is also a somewhat newer and developing area within the City. This industrial area is located along the east side of the airport, west of I-135. The area is the location of a number of important industrial, institutional, and educational facilities. In recent years, a new industrial park has begun development in the southern portion of the area. The airport industrial area is also the planned location for the Kansas State-Salina Engineering Technology Campus. These improvement plans should be evaluated to determine the desired locations of growth and potential impacts on nearby residential uses.

Vacant and Agricultural Lands

Vacant and agricultural lands together comprise 31.7 percent of the entire planning area. Of this total, vacant land accounts for 20.4 percent, the majority lying outside the current municipal limits of the City. As a regional center, Salina's opportunities for growth are substantial. However, many of these undeveloped areas are impacted by environmental constraints or facilities needs, all of which should be evaluated in assessing the directions and locations for future growth. A primary focus of the new *Comprehensive Plan and Transportation Plan* will be the future use of vacant and agricultural lands within and surrounding the community.

Public and Semi-Public Areas

Public and semi-public areas include facilities such as parks, open space, governmental offices, schools, churches, libraries, colleges and universities. Salina maintains a number of important public and semi-public areas which greatly enhance its overall image and identity as a community of regional prominence. Public and semi-public uses account for nearly 30 percent of land-use within the overall planning area. Existing facilities and future needs are discussed in the *Community Facilities* section of this paper.

DEVELOPMENT TRENDS

An analysis of development trends within the Salina Planning Area was completed for the 10-year 1980 to 1990 period. In general, Salina has received steady but modest growth (City and planning area). Two general observations should be noted. First, most new development occurred in the last half of the 10 year period (1986-1990) following the national recession of the early 1980s. Second, the majority of new development has occurred within the City of Salina, with the notable exception of industrial development.

Table 2, *Development Trends*, presents a quantitative summary of development within the community derived from both City of Salina and Saline County building permit records. The table is organized by type of land-use classification and year of construction. The physical locations of a number of larger development projects for the 11-year period from 1980 through 1990 were also evaluated.

Recent trends for key land-use categories are highlighted below.

Single-Family Residential

Permits for 746 dwelling units were issued for the 10-year period, averaging 74 dwellings per year. Noteworthy is that the annual high total was for the year 1984 (88 DU's).

Most new development permits were issued for sites located in the south and southeast portions of the City.

Multi-Family Construction

Permits totaling 569 duplex and multi-family dwelling units were issued for the 10-year period, averaging 57 dwellings per year. In most years, they numbered between 17 and 49 dwellings. Exceptional years were 1986 (192 permits) and 1990 (88 permits), in which large planned projects were constructed in the City.

Similar to single family land-use patterns within the community, new multi-family construction has been focused in the south and southeastern portions of the City.

TABLE 2
DEVELOPMENT TRENDS, 1980-1990

CONSTRUCTION ACTIVITY WITHIN THE SALINA CITY LIMITS AND WITHIN THE EXTRATERRITORIAL PLANNING AREA (1)

LAND-USE CLASSIFICATION (2)	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	Total
Single-Family Residential (DU)	79	65	40	78	85	57	56	53	75	78	80	746
Multi-Family Residential	42	49	20	50	29	27	192	34	17	22	88	570 (1316)
Commercial (Sq.Ft.) (Additions) (Sq.Ft.)	14,428 (8,320) 24,000	27,218 (13,516)	41,882 (6,288) 6,200	80,600 (31,228) 2,000	27,840 (9,768)	284,277 (21,125)	493,424 (4,900)	62,012 (15,111) 19,127	31,198 (13,450)	164,912 (8,100)	22,200 (157,170)	1,249,991 (288,996)
Office (Sq.Ft.) (Additions)	6,956 (9,600)	30,234 (11,182)	3,264 (7,875)	29,147 (13,427)	21,559 (4,212)	20,496 (3,300) 5,000 (3,300)	44,980 (2,114)	7,324 (3,256)	---	4,400 (1,500)	16,404 (1,092)	184,964 (72,052) 5,000 (3,300)
Industrial (Sq.Ft.) (Additions) (Sq.Ft.)	32,680 (18,200) 91,936 (3,000)	40,900 (9,839) 29,480	15,482 (38,450)	72,400 (16,088) (27,074)	95,646 (13,430)	21,180 (24,096) 5,000	19,455 (33,096) 10,000 (76,535)	57,683 (33,960) 12,800 (20,616)	---	35,160 (27,870)	56,800 (11,975) 10,800 (199,318)	447,386 (234,018) 168,344 (438,673)
Governmental (Sq.Ft.) (Additions) (Sq.Ft.)	---	10,000 ---	8,190 ---	---	11,906 ---	---	480 ---	---	---	1,200 ---	2,520 (10,319)	34,296 (10,319)
Institutional (Sq.Ft.) (Additions) (Sq.Ft.)	27,600 (10,197)	---	---	15,700 (3,600) 7,050	2,500 ---	14,260 (14,429)	32,150 ---	---	6,360 (24,700)	16,118 (13,770)	10,058 (107,387)	124,746 (228,511) 7,050
Parks & Recreation (Additions) (Sq.Ft.)						9,600						9,600

(1) Figures in text depicted in italics reflect development which has occurred within the City's Extraterritorial Planning Area.

(2) Figures in parentheses (000) reflect building additions to existing buildings and structures

NOTE: All data is based on building development for construction activity in each year.

Source: Salina Department of Planning and Development.

Commercial Land-Use

Commercial construction accounted for the largest amount of new development for the 10-year period. In the City, 1,538,987 square feet of commercial space was constructed, for a 10-year average of 153,858 square feet per year. Noteworthy are three major new facilities which constitute 61 percent of the total: 1) Central Mall, in 1986 (421,232 square feet); 2) Holiday Inn, West Crawford Street, in 1985 (179,130 square feet); and 3) WalMart at Schilling and Ninth Street (114,557 square feet).

Of the total 1.5 million square feet, 288,000 square feet represented additions to existing businesses within the City. Further, only 51,327 square feet of space was developed within the unincorporated portion of the planning area, indicating the overall strength of "in City" locations.

During the last five years, most commercial growth has occurred in the southern portion of the City in close proximity to the South Ninth Street Corridor.

Office

Office development accounts for a total of 263,816 square feet for the 10-year period, for an average of 26,381 square feet per year. The single most significant office project during this period was the Peoples Heritage Offices (24,400 square feet). Noteworthy is that office construction in the last four years fell to an average of 7,082 square feet per year. The vast majority of office construction has occurred within the City.

Industrial

Industrial development represents the second highest land-use growth classification over the 10-year period. Permits were issued for a total of 1,289,769 square feet, or an annual average of 128,976 square feet. Significant is that additions to existing industrial facilities account for 52 percent of the City total in the 10-year period.

During the last five years, 761,016 square feet of the total has been developed. Furthermore, 47 percent, or 608,365 square feet, has been located within the unincorporated planning area. Virtually all industrial development has occurred in the southern portion of the community in either the Airport or South Industrial areas.

Public/Semi-Public

Construction of two new facilities (Salina Community Theatre and Saline County Engineering Department) occurred during the 10-year period, and one park and recreation facility was completed. In comparison, a number of institutional improvements were made, totaling 1,360,307 square feet. In 1990, a major addition to Ashbury Hospital accounted for 107,387 square feet in the 10-year total.

PENDING PROJECTS AND PROPOSALS

Even though the Existing Land-use Map portrays significant vacant lands within the community, a variety of parcels are already committed or are under consideration for new development.

Table 3, *Pending Projects and Proposals*, summarizes existing plans, projects and proposals in four categories: 1) approved projects and plans under development; 2) approved plats and plans - no development; 3) pending projects; and 4) development plans approved.

Plats and Plans Approved - Under Development

This category includes all projects which have received final subdivision approval and final plan approval and which are currently under development. The category includes six separate development projects. Four of the projects are residential in nature, one is industrial, and one is a university-related project. If all residential projects complete construction as approved, a total of 210 new dwelling units will be added to the City. In addition, 13 lots exist at the Salina Municipal Airport Industrial Center, representing 158 acres of land. Proposed improvements for the Kansas State University-Salina campus encompass 112 acres and include a range of utility, facility, and access and circulation improvements.

These projects are characterized as "likely" to be completed, since development for each project is underway at this time.

Plats and Plans Approved - No Development

This category includes all final plats of subdivision and final plans authorized to proceed, but on which construction has not yet begun. The category includes five residential and one commercial development.

If all projects were constructed as proposed under current approved plans, they would yield a total of 246 additional dwelling units (including 96 multi-family dwellings) on 179.5 acres, and 79 acres of new commercial development totaling approximately 859,000 square feet (assuming an average floor area ratio of .25).

It should be pointed out that while development approvals have been granted for these projects, the timing and probability of initiation and completion of these projects are not known.

Pending Projects

Pending projects include preliminary approved plats and plans which still require final plan approval by the City and obligations and commitments from the developer. Although these projects could proceed, they are not as certain as projects in the classifications above. Pending projects include two preliminary residential subdivisions and one preliminary industrial subdivision.

These subdivisions, if fully developed under current plans, would result in the addition of 63 single family dwellings, 230 multiple family dwellings, and 784,080 square feet of industrial space (assuming an average floor area ratio of .40).

TABLE 3: PENDING PROJECTS AND PROPOSALS

Plats/Plans Approved - Under Development			Comments
1. Country Club Estates No. 4	Single family 46 building lots 44 vacant	20 acres	
2. Country Oak Estates	Single family manufactured homes 93 building lots 86 vacant	37.7 acres	
3. Mariposa Phase I	Single family 49 building lots 42 vacant	33 acres	
4. Eastgate Addition	Single/multi family 47 lots 39 buildable lots 38 vacant	19.1 acres	
5. KSU-Salina	Campus improvements	112 acres	
6. Airport Industrial Center	Industrial park 14 building lots 13 vacant	158 acres 145 acres	
Residential Final Plat/Plan Approved - No Development			Comments
1. Holly Lane Block 2, Victoria Heights Addition	Single Family 8 lots	4.3 acres	Unimproved street
2. East Hillside Terrace Country Club Heights No. 5	Single Family 6 lots	3.2 acres	
3. Southwestern Mobile Home Court Wallerium Addition No. 2	Manufactured home park 59 spaces	14.8 acres	No improvements
4. Twin Oaks Phase III	Single family 21 lots	6.2 acres	No improvements
5. Central Mall Subdivision	Single/multi family 56 lots single family 96 dwelling units multi family 16 acres open space	25 acres	No improvements
Vacant Commercial Tracts/Final Plat Approved - No Development			Comments
1. Hocking Addition No. 2	Commercial [C-7] 2 lots	14.5 acres	No improvements
2. Triplett Addition	Commercial [C-3] 2 lots	3 acres	
3. Mayflower Addition	Office [C-1] 1 lot	1.2 acres	
4. Lundberg Addition Lot 1	Commercial [C-3] 1 lot	10.2 acres	
5. Gile Addition	Commercial [C-3] 2 lots	3.38 acres	
6. Lambertz Addition	Commercial [C-5] 1 lot	10.9 acres	
7. Sullivan Addition S829'	Commercial [C-5] 1 lot	16.2 acres	
8. Block 6 Replat of Schippel's Addition	Commercial [C-3] 16 lots	4.96 acres	
9. Lot 1, Surveyor's Plat 52 Replat of Lot 3 & the E. 70' of Lot 4 and part of Lot 2	Commercial [C-3] 1 lot 10 lots	8.8 acres 7.0 acres	
Pending Projects - Preliminary Plats/Plans Approved			Comments
1. Austin Subdivision	Single family 63 lots	18 acres	Rezoning/final plat pending
2. Mariposa Phase II	Townhomes Block 5 - 56 units Block 6 - 56 units Block 7 - 118 units	16 acres	Dependent on completion of east Salina water tower
3. Northeast Industrial Park	Industrial Several individual tracts totaling Vacant -- approximately	84 acres 45 acres	Ten years to develop site
Development Plans Approved - Inactive			Comments
1. Courtney Office Park Georgetown & Crawford	Savings and Loan facility	.8 acre	
2. Georgetown PDD Fairdale & Crawford	Commercial/Office 10 lots 9 vacant lots	7 acres 6.3 acres	
3. Wilbur PDD	Office Park		

Development Plans Approved - Inactive

This category includes plans which have received final plan approval but, for whatever reason, have not been pursued and remain inactive. These plans are believed to have the least probability of all categories for completion. Plans in this category include two commercial projects and an office park project.

Were these plans to be developed under prior approvals, they would result in 122,000 square feet of new commercial and office space.

DEMOGRAPHIC AND MARKET OVERVIEW ANALYSIS

An understanding of the growth and composition of the local population is an important foundation of Salina's Comprehensive Plan. Demographic analysis is composed of an evaluation of historic trends in population change within the community as well as an examination of the detailed characteristics, such as household composition, age, and race, of the residents who live there.

As will be seen in the following analysis, the City of Salina is a mature community, exhibiting many of the characteristics of other such communities throughout the country. There is modest growth in its population base, moderate increase in households, growth in the percentage share of population over 65 years of age, and a decreasing percentage share of children under 17 years.

The following analysis is composed of three parts: 1) population trends; 2) population forecast; and 3) selected population characteristics. The information is based on data obtained from the U.S. Bureau of the Census, Kansas Department of Human Resources, Kansas State Demographer's Office, City of Salina Planning Department, and Urban Decision Systems (UDS). Please note that tables 7-20 have been moved to the Appendix of this report.

Historic Population Trends and Population Forecast

According to the Census Bureau, the City of Salina's population totaled 42,300 persons in 1990. This was an increase of 1.1 percent, or 460 persons, over the 1980 population of 41,840. During the 1980s, Salina's rate of growth exceeded that of Saline County (less than one percent) but lagged behind the state's nearly five percent rate of increase. These trends are shown in Table 4, *Population Trends: 1970 - 1990*.

The population figures in this table also indicate that Salina and Saline County experienced higher rates of growth (approximately eight percent and five percent, respectively) in the 1970 to 1980 period. These were years of economic expansion and resident migration for both the City and the County. There are no statistics available for historic or current population in the planning area. However, based upon land-use, it is estimated that 320 persons lived in the planning area in 1990.

Table 5, *Population Growth Comparison: 1970-1980*, compares the growth rate of Salina with those of nearby cities -- Hutchinson, Manhattan, Topeka and Wichita -- and the state. The figures indicate that, like Salina, Hutchinson and Manhattan also experienced higher growth rates between 1970 and 1980. In comparison, Topeka and Wichita experienced their greatest increase in population during the 1980s; in this same ten year span, the state's growth rate declined modestly.

TABLE 4**POPULATION TRENDS: 1970-1990**

	Census 1970	Census 1980	Census 1990
Salina	38,800	41,840	42,300
Saline County	46,590	48,900	49,300
Kansas	2,246,580	2,363,680	2,477,570
Salina as Percent of Saline County	83.3%	85.6%	85.8%

Change in Population - Absolute and Percent

	1970-1980	1981-1990	1970-1980	1981-1990
Salina	3,040	460	7.8%	1.1%
Saline County	2,310	400	5.0%	0.8%
Kansas	117,100	113,890	5.2%	4.8%

Source: 1970, 1980, and 1990 data from U.S. Bureau of the Census

TABLE 5**POPULATION GROWTH COMPARISONS: 1970-1990**

	Census 1970	Census 1980	Census 1990
Hutchinson	36,890	40,280	39,310
Manhattan	27,580	32,650	37,710
Salina	38,800	41,840	42,300
Topeka	125,010	115,270	119,880
Wichita	276,550	279,270	304,010
Kansas	2,246,580	2,363,680	2,477,570

Change in Population - Absolute and Percent

	1970-1980	1981-1990	1970-1980	1981-1990
Hutchinson	3,390	(970)	9.2%	- 2.4%
Manhattan	5,070	5,060	18.4%	15.5%
Salina	3,040	460	7.8%	1.1%
Topeka	(9,740)	4,610	- 7.8%	4.0%
Wichita	2,720	24,740	1.0%	8.9%
Kansas	117,100	113,690	5.2%	4.8%

Source: 1970, 1980, and 1990 data from U.S. Bureau of the Census

Most of the residents who live in Saline County reside in Salina. In 1970, approximately 83 percent of those living in Saline County resided in Salina. In 1990, the City's population was nearly 86 percent of County population. It is expected that this trend will continue.

The State of Kansas does not project population at the City level. The State demographer's office does provide population projections for counties and the state, but these are based on the 1980 Census and have not yet been updated to reflect 1990 Census figures. Our analysis shows that both the County and State projections for 1990 are higher than the actual 1990 figures reported by the Census Bureau; therefore, they have not been used in this report as the basis for any population projections.

The projections in Table 6 were obtained from the City of Salina's Planning Department. They are based on historic population and migration trends in the city and take into consideration data from the 1990 Census.

As stated previously, the 1990 population for Salina is 42,300 persons. It is projected that in 1995, the City's population will total 43,300, a 2.4 percent increase. Between 1995 and 2010, the City's population is expected to grow by nearly eight percent, or approximately 2.5 percent per five year period. This will result in a 2010 population of 46,700 in the City of Salina.

Historic Household Trends and Household Forecast

Generally, the rate of household formation exceeds growth in population because of the increasing number of single person households, longer life expectancies, increased single parent families and the rate of divorce. This is accompanied by declining household size. Salina followed both these national trends.

In Salina, the number of households has steadily increased since 1970. Between 1980 and 1990, the number of households in Salina grew by 6.7 percent to 17,290. This compares to the 1.1 percent increase in the resident base during this period. It is projected that households will increase to 18,010 in 1995 and grow to 19,700 in 2010. These trends are shown in Appendix Tables 7 and 8.

Salina's household size decreased from 2.98 persons in 1970 to 2.40 in 1990. During the years ahead, Salina is projected to experience a steady but small decline in household size. Household size is forecasted at 2.38 in 1995 and 2.35 in 2010.

Age of Residents

Since 1970, the average age of Salina's residents has increased. Children 17 years old and under composed almost 36 percent of the population in 1970. In 1990, the share was 26 percent. Those between the ages of 25 years and 44 years, the time of family formation, grew from 23 percent to more than 31 percent; and the elderly, or those over 65 years in age, increased from 10.4 percent to 14.4 percent. During this same time span, Salina's median age increased from 26.7 years to 33.1 years. It is projected that this "aging" trend will continue, reflecting forecasts for the nation. (See Appendix Table 9).

TABLE 6**POPULATION FORECASTS FOR SALINA: 1990-2010**

	1990	1995	2000	2005	2010
Salina	42,300	43,300	44,300	45,500	46,700
Change in Population - Absolute					
	1990-1995	1996-2000	2001-2005	2006-2010	
Salina	1,000	1,000	1,200	1,200	
Change in Population - Percent					
	1990-1995	1996-2000	2001-2005	2006-2010	
Salina	2.4%	2.3%	2.7%	2.6%	

Source: City of Salina Planning Department

Racial Distribution

Racial distribution became a little more diverse between 1970 and 1990. The white population fell from approximately 95 percent to 93 percent and the black population declined from nearly four percent to 3.5 percent. Other ethnic populations (Asians, Pacific Islanders, Native Americans, etc.) grew from less than one percent to 3.3 percent. Persons of Hispanic/Spanish descent also increased, rising from 1.9 percent to 2.7 percent. This information is shown in Appendix Table 10.

Socioeconomic Analysis

Primary emphasis in this analysis is placed upon evaluating and understanding those facets of the Salina economy which have caused economic growth and expansion in the past, and will impact growth and development in the future. Specific considerations in this section include income trends; labor force characteristics; occupational profile; employment, by place of work; retail sales; real estate valuation; and construction activity.

The sources for this information include the U.S. Bureau of the Census, Kansas Department of Human Resources, the City of Salina Planning Department and Permits and Inspection Division, and Urban Decision Systems. It is important to note that income and employment information for 1990 will not be available from the Census Bureau until early 1992. As such, some of the information in this section refers to 1980 or are estimates which will be updated at a later date.

Income Trends

Since 1970, Salina's per capita income has risen (Appendix Table 11). It exceeded the per capita income figures for the County in 1970 and 1990 and was only slightly less than the County's in 1980. Specifically, in 1970 per capita income for the City was \$2,801, rising to \$7,411 in 1980 and to an estimated \$12,406 in 1990. In comparison, the County's per capita income figures were \$2,726, \$7,416 and \$12,046 (estimated), respectively.

Salina's average household income levels also rose during this 20 year period, from \$8,614 in 1970 to an estimated \$30,098 in 1990. Once again, the levels were greater than those in the County in both 1970 and 1990--\$8,306 and \$29,734 (estimated), respectively.

Household income distribution in the city shifted during this same time period. In 1970, 47 percent of households earned less than \$15,000, and 29 percent earned between \$15,000 and \$25,000. Only 2.8 percent had incomes in excess of \$50,000. In 1990, Urban Decision Systems estimates that 23 percent of all households had incomes under \$15,000, 19 percent had incomes between \$15,000 and \$25,000, and nearly 22 percent had incomes of at least \$50,000.

Comparisons of household income distribution in the City with that in the County are included in Appendix Table 12. As can be seen, those households with the highest income levels resided in the City. For example, in 1990, over 28 percent of all County households had income levels under \$15,000 while approximately 13 percent had incomes over \$50,000.

Labor Force Characteristics

According to the Kansas Department of Human Resources, in 1990, the civilian labor force in Salina was composed of 24,490 residents. Of this total, 23,410 persons were employed, an increase of 10 percent over 1985. The unemployment rate was 4.4 percent, slightly higher than the County's

unemployment rate of 4.2 percent. For both the City and County, the 1990 unemployment rates were a decline from the highs of 7.0 percent and 6.7 percent, respectively, posted in 1985. Labor force trends are shown in Appendix Table 13.

Employment by Industry and Occupation

In 1980 (the latest year for which Census information is available), 20,640 Salina residents were employed. This was an increase of 38 percent over 1970's residential employment total of 14,950. The service industry was the primary employer, accounting for nearly 30 percent of jobs. This was followed by manufacturing and retail trade. These industries also provided the most employment in 1970, and it is expected that this pattern should continue through the next decade. (See Appendix Table 14)

In 1980, nearly 53 percent of all residents were employed in white collar occupations. These include managerial, professional, technical, sales, and administrative type jobs. This is shown in Appendix Table 15. The remaining 47 percent were employed in blue collar jobs, such as service, production, fabricators, operators, and laborers. Occupational employment figures have not yet been released from the 1990 Census.

Place of Work Employment Trends and Employment Forecast

The Department of Human Resources calculates at place of work employment at the County level. Extrapolations must be made from these figures to determine the number and types of employees working in the City of Salina. No state or local agency provides employment projections. Appendix Tables 16 and 17 show place of work employment trends for Saline County for 1980, 1985, and 1990.

Between 1980 and 1990, the number of employees in the County increased from 23,100 to 25,400, a gain of nearly 10 percent. Employment growth, however, did not grow steadily during this ten year period-- in 1985 the number of persons employed in the County fell to 22,200, reflecting the high unemployment rate previously mentioned which resulted from the loss of a major Transportation/ Communications/ Public Utility (TCPU) firm. In the 1985 to 1990 period, the largest employment increases occurred in manufacturing, services, and retail trade. It is interesting to note that, unlike in many cities and metropolitan areas throughout the country where manufacturing declined in the past five to ten years, its employment increased in Saline County. This reflects the strength of the manufacturers located there. TCPU and construction were the only categories which lost employment in both the 1980 to 1985 and 1986 to 1990 periods.

There has not been a lot of employment diversification in Salina between 1980 and 1990. In 1990, the largest employer in the County was the service industry at 24.5 percent, followed by manufacturing at 23 percent and retail trade at 20.7 percent. These were also the largest employers in 1980. At that time, their percentage shares of total employment were services, 21.9 percent, manufacturing, 19.7 percent, and retail trade, 20.3 percent.

As mentioned above, at place of work employment figures are unavailable at the City level. The estimates in this report are based upon information supplied by City staff, Kansas Department of Human Resources and the Chamber of Commerce as well as the historical relationship between employment in the City and County for retail trade, wholesale trade, manufacturing and services. Of all persons employed in the County in retail and service jobs, 95 percent or greater worked in the City (Appendix Table 18). For wholesale trade and manufacturing employment, the percentages were approximately 80 percent and 73 percent, respectively. In these latter two industries, a number of

large businesses, such as Phillips Lighting and Exide Battery, are located south of the City limits. It is assumed that this employment distribution was comparable in 1990, and it is projected that it should continue to be so into the next decade. Moreover, the City estimates that 3,400 are employed in the planning area (13%) and 450 (2%) in the remainder of the County. Thus, with this as its basis, the estimate for at place of work employment for Salina in 1990 is 21,550 or 85 percent of total employment in the County.

City staff projects that nearly 6,200 jobs will be added to the employment base in Salina between 1990 and 2030. We concur with this estimate. This would be a 31 percent increase over 1990, or a four percent increase per five year period. This is a more achievable gain given the maturity of Salina, the land development potential south of the city limits, the lack of large employers considering entrance to this marketplace, and the present state of the national economy. Given the four percent projected increases, employment in the City should reach 25,210 in 2010. The City should benefit from the largest employment increases in the service, manufacturing and retail trade industries.

As previously stated, the City estimates 3,400 persons are employed in the planning area. Of this total, 85 percent are employed in industries which are located on the south side of the City. It is projected that employment in the planning area will also increase by four percent per five year period between 1990 and 2010.

Economic Growth Characteristics

Appendix Table 18, *Economic Growth Characteristics* looks at employment, number of establishments and total sales/ receipts, and reinforces the strength of Salina in the County's total economy. In both 1982 and 1987 (the most recent years for which Census information is available), approximately 97 percent of all retail and 94 percent of all service employees, places of business and sales emanated from the City. For wholesale trade and manufacturing, the distributions were approximately 81 percent and 74 percent, respectively. The lower percentage shares of the latter two industries were due to the number of establishments located in the growing industrial locations in the planning area, immediately south of the City limits.

Retail Sales

Total retail sales in Salina were \$408.3 million in 1989, a 44 percent increase over 1983. During this same period, the County's sales increased 45.5 percent to \$418.3 million. According to Appendix Table 19, *Retail Sales Trends: 1983 - 1989*, which is based on information from Sales and Marketing Management, Salina's share of total County retail sales fluctuated slightly during these years but still maintained its extremely high percentage of approximately 97 percent. It is expected that Salina's domination of the County's retail marketplace will continue.

Property Valuation

Property valuations in Appendix Table 20 also illustrates the strength of Salina in the local county-wide economy. This table compares Salina's increasing property valuation level with that of Saline County in the 1984-1991 period. During that time, the City's share of the County's valuation increased from 66.8 percent to 71.7 percent. Also, between these years, Salina's valuation increased at a higher rate than did that of the County. In 1991, property valuation in Salina is \$160,112.1 million, a 49 percent increase over 1984. Saline County's valuation is \$223,370.1, a 39 percent gain over 1984.

Property valuation refers to real estate, personal property, oil and gas, state assessed properties, and motor vehicle licenses.

Recent Year Development Activity

Between 1980 and 1990, permits were issued for the construction of 1,316 dwelling units in Salina. Of these, 57 percent were single family, seven percent were townhomes or duplexes, and 36 percent were other types of multi-family residential. Most of this development activity was located on the east and south sides of Salina. Table 21 shows residential permit activity between 1980 and 1990.

The number of dwelling units authorized and constructed has fluctuated from a high of 248 units in 1986 to a low of 60 units in 1982 during the eleven year period. In 1990, permits were issued for 168 dwelling units. The average annual rate was 68 single family homes, eight townhomes/ duplexes, and 44 multi-family residences. City staff indicates that single family units were generally developed at a density of four per acre, townhomes and duplexes at eight per acre, and other multi-family units at a density of 12 per acre.

Tables 22 and 23 show retail, non-retail commercial, office and industrial activity in Salina and the planning area between 1980 and 1990. It is based upon information presented in building permits issued each year. In these tables, commercial space includes service and lodging square footage. As can be seen, permits were issued for nearly 2.5 million square feet in the City and nearly 666,500 square feet in the planning area for a total of over 3.1 million square feet of space. Locations in the planning area are served by City water and sewer, have good access, and are very competitive to sites located within the Salina limits.

In the City, the construction of retail space generated over 33 percent of the activity; commercial space was responsible for 29 percent and industrial space, 28 percent. Office square footage accounted for 10 percent of the total space constructed. In comparison, in the planning area, industrial space construction accounted for 91 percent of the development activity, followed by commercial uses with eight percent. There was minimal office building construction and no building of retail space.

In the planning area, industrial construction totaled nearly 1.3 million square feet; the average annual rate was 117,252 square feet. According to interviews with local government officials and private sector sources, the bulk of this activity focused on the west side of the City in and near the Airport Industrial Center, a 2,000 acre development and in the planning area on the south side of the city. In these ten years, North American Phillips, located in the planning area, constructed over 227,400 square feet of additional industrial space. The average floor area ratio (FAR) for industrial space constructed in Salina is estimated at 0.40.

Retail space totaled 829,090 square feet, for an average annual pace of 75,372 square feet. Permits issued for three major projects, all located in the city, dominated the activity. These were Central Mall and Galaxy Shops in 1986 with 454,382 square feet, Walmart in 1989 with 114,557 square feet, plus Sears and K Mart additions in 1990 with 112,100 square feet. The average annual floor area ratio (FAR) for the 1980-1990 period is estimated at 0.25.

Commercial space totaled 761,224 square feet, for an average annual rate of 69,202 square feet. The major development was the Holidome in 1985 with 179,130 square feet. The average FAR is estimated at 0.25.

TABLE 21**RESIDENTIAL UNITS PERMITTED IN SALINA: 1980-1990**

Year	Single Family	Townhomes/ Duplexes	Multi-Family	TOTAL
1980	79	10	32	121
1981	65	0	49	114
1982	40	2	18	60
1983	78	12	38	128
1984	85	2	27	114
1985	57	6	21	84
1986	56	10	182	248
1987	53	12	22	87
1988	75	12	5	92
1989	78	15	6	100
1990	80	11	77	168
TOTAL	746	92	477	1,316
Annual Average 1980-1990	68	8	44	120

Source: City of Salina, Permits and Inspection Division

TABLE 22**COMMERCIAL* AND INDUSTRIAL SPACE PERMITTED IN SALINA
AND PLANNING AREA: 1980-1990 (in square feet)****SALINA**

Year	Retail	Non-Retail Commercial	Office	Industrial	TOTAL
1980	7,200	15,568	16,556	50,880	90,204
1981	4,800	35,934	41,416	50,739	132,889
1982	16,932	31,238	11,139	53,932	113,241
1983	7,925	103,903	42,574	88,488	242,890
1984	8,700	28,908	25,771	109,076	172,455
1985	71,528	233,874	23,796	45,276	374,474
1986	454,382	43,942	47,094	53,415	598,833
1987	25,366	51,757	10,780	91,643	179,546
1988	5,600	39,048	14,494	6,150	65,292
1989	114,557	58,455	5,900	63,030	241,942
1990	112,100	67,270	17,496	68,775	265,641
TOTAL	829,090	709,897	257,016	681,404	2,477,407
Annual Average 1980-1990	75,372	64,536	23,365	61,946	225,219

-continued next page-

TABLE 22 - CONTINUED -

**COMMERCIAL* AND INDUSTRIAL SPACE PERMITTED IN SALINA
AND PLANNING AREA: 1980-1990 (in square feet)**

PLANNING AREA

Year	Retail	Non-Retail Commercial	Office	Industrial	TOTAL
1980	0	24,000	0	94,936	118,936
1981	0	0	0	29,570	29,570
1982	0	6,200	0	0	6,200
1983	0	2,000	0	27,074	29,074
1984	0	0	0	1,736	1,736
1985	0	0	6,800	6,500	13,300
1986	0	0	0	86,535	86,535
1987	0	19,127	0	33,416	52,543
1988	0	0	0	7,350	7,350
1989	0	0	0	111,130	111,130
1990	0	0	0	210,118	210,118
TOTAL	0	51,327	6,800	603,365	666,492
Annual Average 1980-1990	0	4,666	618	55,306	60,590

* Commercial includes service, and hotel/motel space.

Source: City of Salina, Permits and Inspection Division

TABLE 23**TOTAL COMMERCIAL* AND INDUSTRIAL SPACE PERMITTED IN SALINA
AND PLANNING AREA: 1980-1990 (in square feet)****SALINA AND PLANNING AREA**

Year	Retail	Non-Retail Commercial	Office	Industrial	TOTAL
1980	7,200	39,568	16,556	145,816	209,140
1981	4,800	35,934	41,416	80,309	162,459
1982	16,932	37,438	11,139	53,932	119,441
1983	7,925	105,903	42,574	115,562	271,964
1984	8,700	28,908	25,771	110,812	174,191
1985	71,528	233,874	30,596	51,776	387,774
1986	454,382	43,942	47,094	139,950	685,368
1987	25,366	70,884	10,780	125,059	232,089
1988	5,600	39,048	14,494	13,500	72,642
1989	114,557	58,455	5,900	174,160	353,072
1990	112,100	67,270	17,496	278,893	475,759
TOTAL	829,090	761,224	263,816	1,289,769	3,143,899
Annual Average 1980-1990	75,372	69,202	23,983	117,252	285,809

* Commercial includes service, and hotel/motel space.

Source: City of Salina, Permits and Inspection Division

Permits were issued for the development of 263,816 square feet of office space, for an annual average of 23,983 square feet. The largest project was People's Heritage in 1986 with 44,980 square feet. Local sources indicate that most of the new office development during the 1980s was located on the south side of the city near Central Mall, at Crawford and Broadway, and along and proximate to east Crawford and Ohio. Office space in the 1980-90 period was generally developed at 0.25 FAR.

The prospects are excellent for continued favorable economic growth in Salina and its planning area during the 1990 decade and beyond. Forecasts for population, households and employment should be achieved. The City offers attractive residential areas in a stable environment, excellent schools, transportation advantages, a healthy business climate, well developed community services and "living" amenities, and, all in all, a desirable quality of life. Its highly accessible location locally, regionally, and nationally, enhances its assets. Because it is a mature community, the future development of properties for residential, retail, service, lodging, office, industrial, institutional, and public uses must be done comprehensively and be based on the needs and strengths of the City.

Land-Use Forecasts

This section presents the results of a market analysis of Salina and projects the potential demand for various market-related land-uses as a basis for the new Comprehensive Plan. Tabular exhibits showing the methodological determinations of future land-use are found at the end of the section.

Market-related uses which have been assessed include single and multi-family housing, retail, office, industrial, and lodging facilities. The demand projections are expressed in dwelling units, square footage or rooms needed through 2010 over the 1990 existing supply.

It must be noted that public, quasi-public and institutional land-uses are generally not market-oriented. Nevertheless, they are value generating in that they enhance the "living amenities" and desirability of a community as a place in which to live and work. These include such uses as municipal, educational and institutional facilities, public parking, parks and playgrounds, etc. Land-use needs for these uses are subject to the dictates of good city planning principles, political decisions, and community goals and priorities.

Overview of the Salina Market

It is important to remember that Salina is a mature, established community with a viable downtown, built-up residential and commercial areas, and vacant acreage which can accommodate additional residential, commercial, industrial and lodging uses. The challenge in Salina will be to ensure that remaining developable land is used most efficiently and effectively in the future. In general, potential sites and developments should be assessed in terms of: 1) most fitting and appropriate use; 2) compatibility with surrounding uses and transportation patterns; 3) fiscal impacts; and 4) conformance with local goals and objectives. In all cases, efforts should be made to achieve high quality development, regardless of type of use. When reviewing the forecasts on the following pages, it must be remembered that they represent development potential based upon past trends and information available from the 1990 Census.

Residential Development Potential

According to the U.S. Census, Salina had 18,410 dwelling units in 1990 with a vacancy rate of six percent. Of the total dwelling units, 64 percent were owner occupied; 36 percent were renter occupied. As shown in Appendix Table 18, permit activity between 1980 and 1990 indicates that new

construction has been approximately 60 percent single family, 10 percent townhomes and duplexes, and 30 percent other multi-family residential. Much of the new residential development has been located in subdivisions on the east and south sides of the City.

Table 24 shows demand potential for single and multi-family housing units in the City and planning area. It begins with the population levels projected for each five year period between 1995 through 2010. Based on historic trends, the number of persons in housing units is then determined. Dividing this figure by the projections for persons per occupied housing unit produces the estimate for the number of occupied housing units. Estimated vacancy rates are then applied to the number of occupied units to calculate the total demand for housing units. The five percent vacancy rate used is one that is indicative of a healthy residential market.

The measure of the approximate additional number of housing units needed is determined by subtracting the housing inventory in 1990 from the total demand projected for each of the five years between 1995 and 2010. The single and multi-family shares of this expected construction are then extrapolated to arrive at the approximate number of additional units of all types that will be needed to house Salina residents. Lastly, density per acre ratios are applied to the incremental unit demand to determine acreage requirements.

As calculated, potential demand exists for 569 new units in 1995--341 single family, 57 townhomes/-duplexes, and 171 multi-family. The approximate acreage needed to support this new development will be 85 acres for single family, seven acres for the townhomes and 14 acres for other types of multi-family residential uses. The projected demand in 2010 could reach 2,374 additional units on approximately 446 acres--1,425 single family on 356 acres, 237 townhomes on 30 acres, and 712 units of multi-family residential on 59 acres. Taking into consideration the locations for proposed housing developments, the lack of existing housing in the planning area, and a knowledge of the market, it is likely that new residential construction will be generally located in subdivisions on the south and east sides of Salina.

Presently, projects are pending for 360 single family and 326 multi-family dwellings in the City. Based upon past construction and absorption trends and the forecasts for modest population increases, this proposed supply should be sufficient to accommodate growth through 1996.

Retail Development Potential

Presently the City contains nearly 1.1 million square feet of retail space in nine shopping areas in Salina. There is no retail development in the planning area. The bulk of the existing space, 465,950 square feet, is located in the Central Mall and Galaxy Shopping Center on the south side of the City. Together, these two centers have an occupancy rate of 82 percent. The overall occupancy rate of the nine retail areas in the City is estimated at 71 percent. This lower rate is largely due to the 35 percent occupancy in the Mid State Mall. Constructed in 1971, Mid State Mall has suffered from the development of Central Mall across the street in 1986, and the relocation of Walmart, from Mid State, to its own freestanding building on the south edge of town in 1990.

TABLE 24

SALINA HOUSING UNIT DEMAND: 1980-2010

	1980	1990	1995	2000	2005	2010
Population in Salina	41,840	42,300	43,300	44,300	45,500	46,700
Population Planning Area	NA	320	330	340	355	370
Total Population	41,840	42,620	43,630	44,640	45,855	47,070
% in Housing Units	97.6%	98.0%	98.0%	98.0%	98.0%	98.0%
Persons in Housing Units	40,820	41,768	42,757	43,747	44,938	45,770
Persons per Occupied Housing Unit	2.52	2.40	2.38	2.37	2.36	2.35
Number of Households or Occupied Housing Units	NA	17,424	18,150	18,657	19,255	19,865
Vacancy Rate	8.0%	6.0%	5.0%	5.0%	5.0%	5.0%
Existing Housing Units	NA	18,536	19,105	19,639	20,268	20,911
Additional Units Needed Over 1990			569	1,103	1,732	2,374
Single Family @ 60%			341	662	1,039	1,425
Townhome/Duplex @ 10%			57	110	173	237
Multi-Family @ 30%			171	331	520	712
Additional Acreage Needed Over 1990			107	207	325	445
Single Family @ 4 DUs/A			85	165	260	356
Twnhms/D'plex @ 8 DUs/A			7	14	22	30
Multi-Family @ 12 DUs/A			14	28	43	59

Source: U.S. Bureau of the Census; City of Salina Planning Department; Trkla, Pettigrew, Allen & Payne

Retail and all other types of commercial and service uses in the downtown occupy over 1.5 million square feet and have a combined occupancy rate of around 90 percent. It is not possible at this time to obtain an inventory of strictly retail or office/commercial square footage located in the downtown. Available space is largely the result of major retailers, such as Sears and Wards, and other smaller retailers and tenants leaving the downtown for locations near shopping centers. Local sources report that vacant space, for the most part, in the downtown and throughout the remainder of the City could be retenanted by other users and should not be qualified as dysfunctional or obsolete.

In general, retail potential is based upon trade area demands and is insensitive to local boundaries. Thus, total demand for additional space in Salina will depend upon income and population growth in the greater regional market area and on the locational advantages of available sites and locations. The demand for retail space on specific locations must be determined by trade area analyses for each of the respective sites. On this basis, it is reasonable to assume that additional retail development will occur in Salina, particularly at highly accessible locations along major arterial routes. There also could be a market shift in the City, as happened previously with the opening of Central Mall, where retail uses transfer from other shopping centers or from nearby communities. Older centers, downtown areas, and strip centers with undersized major tenants typically are most affected by such market shifts.

Salina's development policies with respect to retail trade and, especially with preservation and enhancement of the Central Business District, should consider these issues and their consequences. It is important to note that, according to Downtown Salina, Inc., 4,000 employees work in the downtown and approximately 20,000 customers or clients are served daily. Downtown Salina has begun to find a niche in specialty retail, and the City needs to understand, support, and relate to the downtown as an important retail market opportunity in both the short term and the future.

For the purposes of this Comprehensive Plan, the retail market demand forecast relates to the specific demand generated by growth in population and income solely in the City of Salina and the planning area. This is shown in Table 25, *Retail Space Demand: 1990 - 2010*. Salina's population and per capita income are expected to increase through 2010. This will add incremental demand and spending power for the types of retail uses generally located in community shopping centers and downtowns, i.e., department store type merchandise, specialty goods, food, pharmaceuticals, and eating and drinking establishments. Assuming that buying patterns in Salina and the planning area are reflective of the residents who live there, the percent of disposable income spent on these types of goods can be calculated. In 1990 this share was 53.9 percent.

Applying this percent to total income for the area calculates to \$355.1 million spent on retail goods in 1995 and a projected \$689.8 million in 2010. Dividing by the Urban Land Institute sales per square foot figure for centers in the North Central U.S. arrives at a demand for 130,627 square feet of additional space in 1995. Retail space needed in 2010 over 1990 will be 600,086 square feet. Applying the estimated FAR of 0.25, the additional square footage could be accommodated on 12 acres in 1995 and 56 acres in 2010. It is important to note that this additional demand does not take into consideration the releasing of any existing retail space. It also does not consider retail space that may be lost due to conversion to non-retail uses. Unfortunately, it is not possible to quantify these activities in this report and adjust the demand figures accordingly.

It is projected that new retail construction will largely be located within the City limits. Any development activity that occurs in the planning area will more than likely be in response to the construction of new residential subdivisions or built in conjunction with industrial/ business park developments.

TABLE 25

SALINA RETAIL SPACE DEMAND: 1980-2010

	1980	1990	1995	2000	2005	2010
Population in Salina	41,840	42,300	43,300	44,300	45,500	46,700
Population in Planning Area	NA	320	330	340	355	370
Total Population	41,840	42,620	43,630	44,640	45,855	47,070
Per Capita Income*	\$7,410	\$12,410	\$15,100	\$18,370	\$22,350	\$27,190
Total Income (000s)	\$310,034	\$528,914	\$658,813	\$820,037	\$1,024,859	\$1,279,833
% of Income Spent on Shopping Goods, Food, Eating & Drinking	53.9%	53.9%	53.9%	53.9%	53.9%	53.9%
Income Spent on Shopping Goods, Food, Eating & Drinking	\$167,108.5	\$285,084.8	\$355,100.2	\$441,999.8	\$552,399.1	\$689,830.1
Sales Per Square Foot**		\$164	\$190	\$220	\$255	\$295
Square Foot Demand		1,738,322	1,868,948	2,009,090	2,166,271	2,338,407
Square Foot Demand Over 1990			130,627	270,768	427,949	600,086
Additional Acreage Needed Over 1990 @ .25 FAR			12	25	39	55

- * Increased by an inflationary factor of four percent per year.
- ** Increased by an inflationary factor of three percent per year.

Source: Editor & Publisher; Urban Land Institute; Trkla, Pettigrew, Allen & Payne

Office Demand Potential

No inventory of the existing amount of office space in the City or planning area exists. According to local brokers and the Chamber of Commerce, most of Salina's office space is located in the downtown. Aside from that, other low rise office buildings are located near Central Mall, at Broadway and Crawford, and on east Crawford near and around its intersection with Ohio; there is no office space in the planning area. Most of the buildings in these submarket locations (not including the downtown) are owner occupied. There is no great demand for speculative office building construction or for space to accommodate new office tenants relocating from outside the County. As was shown in Appendix Table 20, only 263,816 square feet of office space was constructed between 1980 and year end 1990. The local real estate community perceives the vacancy rate to be approximately 15 percent. Minimal new office building development is proposed, and that development will be located on the south and east sides of the City.

Table 26 presents an office demand forecast for space in Salina. It is calculated on the basis of growth in non-agricultural employment and office prone industries, *i.e.*, finance/ insurance/ real estate and services.

As shown, non-agricultural employment for Salina and the planning area was estimated at 21,550 in 1990, potentially rising to 25,210 in 2010. Office-prone industries in 1990 accounted for approximately 28 percent of total non-agricultural employment. It is projected that this share will increase to 31 percent in 2010. Generally 55 percent to 60 percent of office-prone employees are located in single or general tenant office buildings. In Salina, we have assumed this share to be 55 percent. Thus, in 1990, 1995, and 2010 it is estimated there were/ will be 3,842, 4,139, and 4,977 employees, respectively, working in office buildings in the city.

The average square foot per employee figure is then applied to project employee growth. This figure generally ranges between 200 and 225 square feet; in Salina, we have used 200 square feet. Finally, by subtracting the estimated amount of office space in 1990, the demand for additional space per five year period is determined. This is projected at 59,345 square feet in 1995 which, at an FAR of 0.25, could be accommodated on approximately six acres. The space and acreage projections for 2010 are 226,919 additional square feet on 21 acres.

It is forecasted that, in the future, the majority of any new office space construction will be located in the City in the existing submarkets. It is possible that if industrial/ business park development occurs in the planning area in the future, especially around the southern half of the City, new office construction could be a component of this development.

Industrial Demand Potential

There is no inventory of existing industrial space in Salina or the planning area. However, as was shown in Appendix Table 19, in excess of 681,400 square feet of space was constructed in the City and 608,365 square feet was constructed in the Planning Area, for a total of almost 1.3 million square feet between 1980 and 1990. Most of the newer industrial space in the City was located in the Airport Industrial Center, a 2,000 acre development on the west side. New space in the planning area was largely developed south of the City. Like the office market, little speculative construction exists, and many of the buildings are constructed solely for a single user. Local sources report that there is little vacancy in the industrial market. Presently, three buildings (over 10,000 square feet) totaling approximately 82,000 square feet are available.

TABLE 26

SALINA OFFICE SPACE DEMAND: 1990-2010

	1990	1995	2000	2005	2010
Salina Non-Agricultural Employment Estimates	21,550	22,410	23,310	24,240	25,210
Employment Estimate for Planning Area	3,400	3,540	3,680	3,830	3,980
Total Employment	24,960	25,950	26,990	28,070	29,190
% Employment in Office Prone Categories*	21%	22%	23%	24%	25%
Employment in Office Prone Categories	5,240	5,709	6,208	6,737	7,298
% in Offices	55%	55%	55%	55%	55%
Office Employment	2,882	3,140	3,414	3,705	4,014
Square Footage per Employee	200	200	200	200	200
Office Space Required	576,345	627,990	682,847	741,048	802,725
Additional Square Footage Over 1990		51,645	106,502	164,703	226,380
Additional Acreage Needed Over 1990 at 0.25 FAR		5	10	15	21

* Office Prone Categories are defined as services and finance, insurance and real estate.

Source: Trkla, Pettigrew, Allen & Payne

TABLE 27
SALINA INDUSTRIAL SPACE DEMAND: 1990-2010

	1990	1995	2000	2005	2010
Salina Non-Agricultural Employment Estimates	21,550	22,410	23,310	24,240	25,210
Employment Estimate for Planning Area	3,400	3,540	3,680	3,830	3,980
Total Employment	24,950	25,950	26,990	28,070	29,190
% Employment in Manufacturing and Wholesale Trade	56%	56%	55%	55%	54%
Employment in Manufacturing and Wholesale Trade	13,972	14,532	14,845	15,439	15,763
Estimated Employment -- Percent Share					
Manufacturing	74%	74%	75%	75%	75%
Wholesale Trade	26%	26%	25%	25%	25%
Estimated Employment					
Manufacturing	10,339	10,754	11,133	11,579	11,822
Wholesale Trade	3,633	3,778	3,711	3,860	3,941
Square Foot Required per Employee					
Manufacturing	482	482	482	482	482
Wholesale Trade	1,262	1,262	1,262	1,262	1,262
Square Footage of Industrial Space Required					
Manufacturing	4,983,533	5,183,274	5,366,287	5,581,018	5,698,180
Wholesale Trade	4,584,493	4,768,240	4,683,440	4,870,847	4,973,100
Additional Square Footage Over 1990		383,488	481,701	883,839	1,103,255
Manufacturing		199,741	382,754	597,485	714,647
Wholesale Trade		183,747	98,947	286,354	388,608
Additional Acreage Needed Over 1990 at 0.40 FAR		23	28	50	69
Manufacturing		12	22	34	42
Wholesale Trade		11	6	16	27

Source: Trkla, Pettigrew, Allen & Payne

The area's ability to absorb new industrial development is shown in Table 27. This determination begins with estimates of non-agricultural employment for 1990 through 2010. Since manufacturing and wholesale trade are the principal users of industrial land, their share of employment is estimated. This leads to the calculation of both manufacturing and wholesale trade employment expected in Salina and its planning area. In 1995, it is projected that there will be 6,033 manufacturing and 2,011 wholesale trade employees. The projections for 2010 are 7,321 and 2,312, respectively.

Industry average employee per square foot norms (based on data from the Urban Land Institute) are then applied to the employment figures to determine the industrial square footage required to support this employment. Following this, additional square footage warranted over 1990 is calculated. These forecasts show the potential for 112,065 square feet of manufacturing and 97,805 square feet of wholesale trade space in 1995. The projections for 2010 are 732,629 additional square feet of manufacturing space and 477,317 square feet of space for wholesale trade activities. The acreages projected to accommodate these forecasts for manufacturing and wholesale trade are 6.4 acres and 5.6 acres, respectively, in 1995, and 42 acres and 27.4 acres, respectively, in 2010. To date, plans are pending for approximately 4.1 million square feet of industrial space which is more than enough to satisfy market demand in the City and planning area.

It is projected that most of any new development activity in the City will be located in and near the Airport Industrial Park. In the planning area, new construction will more than likely continue south of the city limits with some spilling over to the east and west.

Lodging Demand Potential

Nineteen motels and lodging facilities offering a total of 1,298 rooms are found in Salina. Most of the lodging facilities are located around or near the intersections of Interstate 70 (I-70) and North Ninth Street, proximate to the intersection of Interstate 135 (I-135) and West Crawford, or along Broadway, north of West Crawford. According to a report completed for The Bicentennial Center, nine of the motels with 991 rooms are considered better quality facilities. The newest motels are the 192 room Holiday Inn/Holidome and the 61 room Super 8, both constructed in 1985-86 near the I-135/ West Crawford intersection. Howard Johnson's Motel is the only facility located on the south side of the City, near the Central Mall retail area. It is also the closest motel to the Airport and Airport Industrial Center as well as the South Industrial Area in the planning area.

The Convention and Visitor's Division of the Salina Chamber of Commerce estimates occupancy ranges between 63 and 67 percent. This is higher than the national average occupancy rate which is hovering near 60 percent. A 60-unit Comfort Inn is under construction on West Crawford.

Nine motels offer meeting facilities. However, only three -- the Holidome, Red Coach Inn, and Ramada Inn -- can accommodate significant meeting and banquet events. The Holidome has eight meeting rooms containing over 7,500 square feet of space. The main meeting hall can seat up to 1,000 theater style and 700 banquet-style. The Red Coach Inn has a banquet capacity of 200 to 225 and the Ramada Inn can accommodate between 100 and 150 persons. The Bicentennial Center, which is located on Midway, east of the downtown, offers facilities to accommodate both small (50 to 150 persons) and large (1,200 to 1,600 attendees) events.

Future lodging demand is a function of present demand and the occupancy rates associated with it. The projection for additional rooms in Salina is based upon the population of the City and planning area and a general understanding of the local marketplace. Table 28, *Salina Hotel Room Demand: 1990 - 2010* indicates in 2010 only 88 more rooms will be needed to satisfy lodging demand in Salina. Thus, there is no statistical need for additional rooms to serve the community. This is confirmed in interviews with local sources.

However, in spite of the above evaluation, there could be both a locational need and a "room quality" need for another motel in the future. This especially holds true for the area around the Bicentennial Center. The closest facility to the Center is the shuttered Days Inn, in downtown Salina. It closed in the past several years because of adverse internal economic conditions. Attendees of events who stay overnight must drive to other locations, such as the new Holidome on West Crawford. No motel is located within walking distance or a short shuttle bus ride away. In addition, there are a limited number of motels offering the quality rooms and amenities that are attractive to those planning and staying at conventions and trade shows.

According to the *Bicentennial Center Market Study and Economic Impact* report, the Center is a well run, effectively managed facility which successfully serves and competes in several markets. It is a civic center for the residents of Salina. It also attracts conventions and trade show business from across the state and brings people to consumer and trade shows from the six counties encompassing a 50 to 65 mile trade area around Salina. Events held at the Bicentennial Center are responsible for 239,000 out of town visitors, 27,000 hotel room nights, and \$5.0 million in direct hotel, retail and restaurant expenditures and may, in fact, create a community-wide demand greater than the 88 rooms stated above.

The report states Salina's assets include its central geographic location in the state and the lack of local hotels capable of holding meetings for more than 300+ guests and multiple meeting room needs. Its disadvantages are the lack of adequate nearby hotel facilities, lack of air service to Salina, and population base with modest growth. The report concludes that the Bicentennial Center is performing well, but that there is limited potential to attract additional multi-day convention, consumer and trade show, or sporting and entertainment event business.

It is a generally-accepted tenet in the convention and business industry that it is desirable to have a well-managed quality motel or hotel located within walking distance or in close proximity to a meeting and convention center. This adds to its competitiveness in the marketplace, plus it satisfies the needs of event attendees. Taking this into consideration, a new class A motel or hotel, offering dining, entertainment and athletic amenities and located near the Bicentennial Center, could be warranted in the next several years. It could help the Bicentennial Center maintain its competitive position and increase its potential for attracting regional and statewide convention, trade show, sporting event and entertainment business.

TABLE 28**SALINA HOTEL ROOM DEMAND: 1990-2010**

	1990	1995	2000	2005	2010
Population in Salina	42,300	43,300	44,300	45,500	46,700
Population in Planning Area	320	330	340	355	370
Total Population	42,620	43,630	44,640	45,855	47,070
Ratio of Occupied Rooms per 1000 Population*	19.8	19.8	19.8	19.8	19.8
Occupied Room Demand in Salina	844	864	884	908	932
Additional Demand Over 1990		20	40	64	88

* Based upon 1,298 rooms with an estimated occupancy of 65%.

Source: Salina Chamber of Commerce, Conventions & Visitors' Division;
Trkla, Pettigrew, Allen & Payne

BUILDING CONDITIONS

The building conditions analysis is based on an extensive survey of all areas of the City conducted in the fall of 1991. The survey focused on areas within incorporated portions of the planning area. The survey did not result in recording specific building data; rather, it focused on the identification of areas with similar building condition characteristics.

Criteria for judging building conditions were based on recognized standards used by the consultant in numerous studies completed throughout the country.

Areas of buildings were divided into the following four categories and received final ratings as follows:

- **Sound.** Buildings which contain no defects, are efficiently maintained, and require no treatment outside of normal maintenance.
- **Deficient - Requiring Minor Repair.** Buildings which contain one or more minor defects which can be corrected through normal maintenance. Defects are related to the structural components visible from the exterior and do not include minor paint blistering or lack of paint over limited areas on good weather-tight surfaces.
- **Deficient - Requiring Major Repair.** Buildings which contain one or more major defects over a widespread area and would be difficult to correct through normal maintenance. Buildings in the major deficient category would require replacement or rebuilding of exterior components by skilled building trades people.
- **Substandard.** Buildings which contain two or more major defects which are so extensive that the cost of repairs would be excessive in terms of producing a sufficient return on the investment required. Substandard buildings are presumed to be so advanced in deterioration that clearance is the only viable remedy.

Most development areas within Salina are in good condition and well maintained. However, some areas of the community are beginning to show some signs of deterioration and warrant property maintenance.

ENVIRONMENTAL FEATURES

The vacant, agricultural and undeveloped portions of the Salina planning area are characterized by a number of important environmental features and conditions which can influence and affect future growth and development. These include geology, elevation and slope, hydrologic conditions, soils, natural vegetation, and various human-made features.

Environmental features and conditions are discussed below. Key features are also depicted on Figure 2, *Environmental Features* and Figure 3, *Flood Hazard Areas*. Primary sources for this information were the Department of Planning and Development, and various reports and studies previously prepared by or made available by the City of Salina.

Geology

The geology of the Salina planning area is very similar to that of greater Saline County. Permian Rock, the oldest within the region (about 200 million years) is found throughout portions of Saline County. During most of the Permian period the entire region was covered by sea. When the seas eventually dried, soil and silt began to form over layers of salt and calcium sulfide formed by periodic re-submergence. The primary geological unit within the planning area is *alluvium* which includes deposits from streams and floodplain consisting of unconsolidated clay, silt and sand, and gravel deposits. This area lies west of the Smoky Hill River in most of the planning area.

Geological formations east of the Smoky Hill River include Kiawa Shale and Cheyenne Sandstone. Due to its resistance to erosion, sandstone is the most conspicuous feature of the Kiawa Shale and forms the sandstone heads of many of the high hills and ridges within the eastern portion of the planning area. It is important to point out that alluvium soils represent principal groundwater bearing formations along the Smoky Hill River and its tributaries.

Geologic resources within Saline County include clay, gravel, gypsum, salt, sand, sandstone and shale. Sand deposits are present along the lower western banks of the Smoky Hill River as evidenced by three sand pit locations in the southern portion of the planning area. Sand is an important resource for construction of public and private buildings and facilities. Although the sand pits represent an economically viable use to the owners, future adaptive re-use is a concern once mining operations cease.

Physiography

Physiography is the character and shape of the surface of the land. Land forms in the Salina region reflect the geologic processes that have influenced their development. The greater Salina area rests principally within an alluvial plain formed by the confluence of three major drainage tributaries within the study area: the Saline River, Mulberry Creek, and the Smoky Hill River.

Physiographic characteristics most important for the Salina planning program are elevation and slope.

- *Elevation.* Salina is situated on a rather low point within greater Saline County. With a high elevation of 1,380 feet mean sea level and a low elevation of 1,206 feet mean sea level in the Saline River area to the north, there is only a 180 foot variation over a distance of nearly seven miles on a north-south axis. Equally important is that topography rises in elevation both east and west of the City. Therefore, even though elevational characteristics are not dramatic, the City rests within a "river valley."

Major drainage courses virtually surround the City. Due to extensive floodplain resulting from the confluence of the three major drainageways cited above, the City has developed a major flood control levee system to protect the City.

Only one major ridge line lies within the Salina planning area to the east of the Smoky Hill River. This ridge line rises to roughly 1,380 feet, the highest elevation within the planning area. The ridge line generally follows the course of the Smoky Hill River.

- **Slope.** As noted above, the Salina planning area is relatively flat. In general, slopes greater than fifteen percent are considered unstable and unsuitable for urban development. However, in the Salina planning area, slopes greater than ten percent have been selected for mapping purposes since virtually no portion of the area is characterized with slopes greater than fifteen percent. Those areas where slope exceeds ten percent lie between the east side of the Smoky Hill River and the major eastern ridge line, generally along the river corridor. Special sensitivity in planning and development planning should be undertaken in areas of natural slope, however, to take full advantage of a limited and important feature within the community.

Hydrology

Surface hydrologic conditions, i.e., rivers, streams, ponds, and flood hazard areas in the Salina planning area will play an extremely important role in the planning program.

The north, east, and west portions of the planning area are heavily impacted by floodways and 100-year floodplain of three major drainageways: the Saline River to the north, Smoky Hill River to the east, and Mulberry Creek to the west. The City of Salina is involved in the Federal Emergency Management Administration's (FEMA) Flood Hazard Insurance Program, and therefore obligates itself to FEMA's rules and requirements. These requirements, in combination with State and Federal laws which control alterations to floodplain, drainageways, and wetlands, place substantial restrictions on construction and development activity. The majority of land within the floodway is located outside the City limits, except for a portion along the Smoky Hill River to the east.

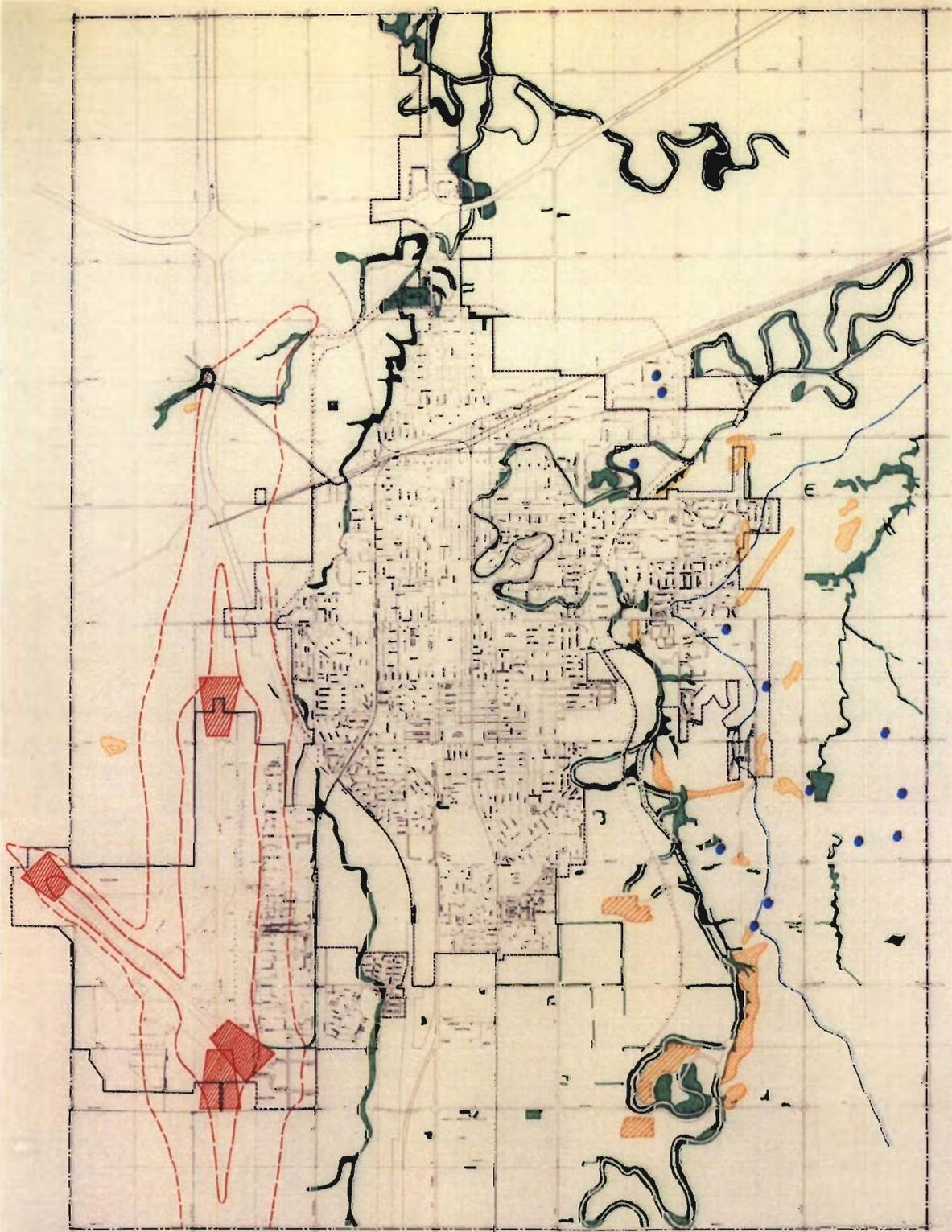
The flood control levee is jointly regulated by the U.S. Army Corps of Engineers and the City of Salina. Within 500 feet of either side of the levee (which is not otherwise subject to regulation as floodplain or floodway), the U.S. Army Corps of Engineers and the City of Salina require special development review and approval to ensure that development proposals will not negatively impact upon the functions of the flood control levee. Additionally, the City of Salina exercises its right to review development proposals within 1,000 feet of the flood control levee. Within close proximity to the levee, it is critical to maintain stable subsurface hydrologic conditions as well as safeguard new subsurface construction.

Extensive 100-year floodplain exists within the limits of the City. In the central and northern parts of the City, flood hazard areas follow the Smoky Hill River tributary. In the southern end of the City, however, floodplains are more extensive south of Clark Street. New developments in the area must meet Federal and State requirements for flood-proofing, design of drainage systems and other requirements. The remaining portions of the City within the floodplain levee are classified within the 500-year floodplain.

Because new development has occurred in the southern and southeast portions of the City, flood hazard areas are a critical concern. Not only are these areas potentially hazardous to human-made improvements, they also serve as essential water recharge areas. Special requirements for public improvements should be considered if planning for new developments in this area continues.

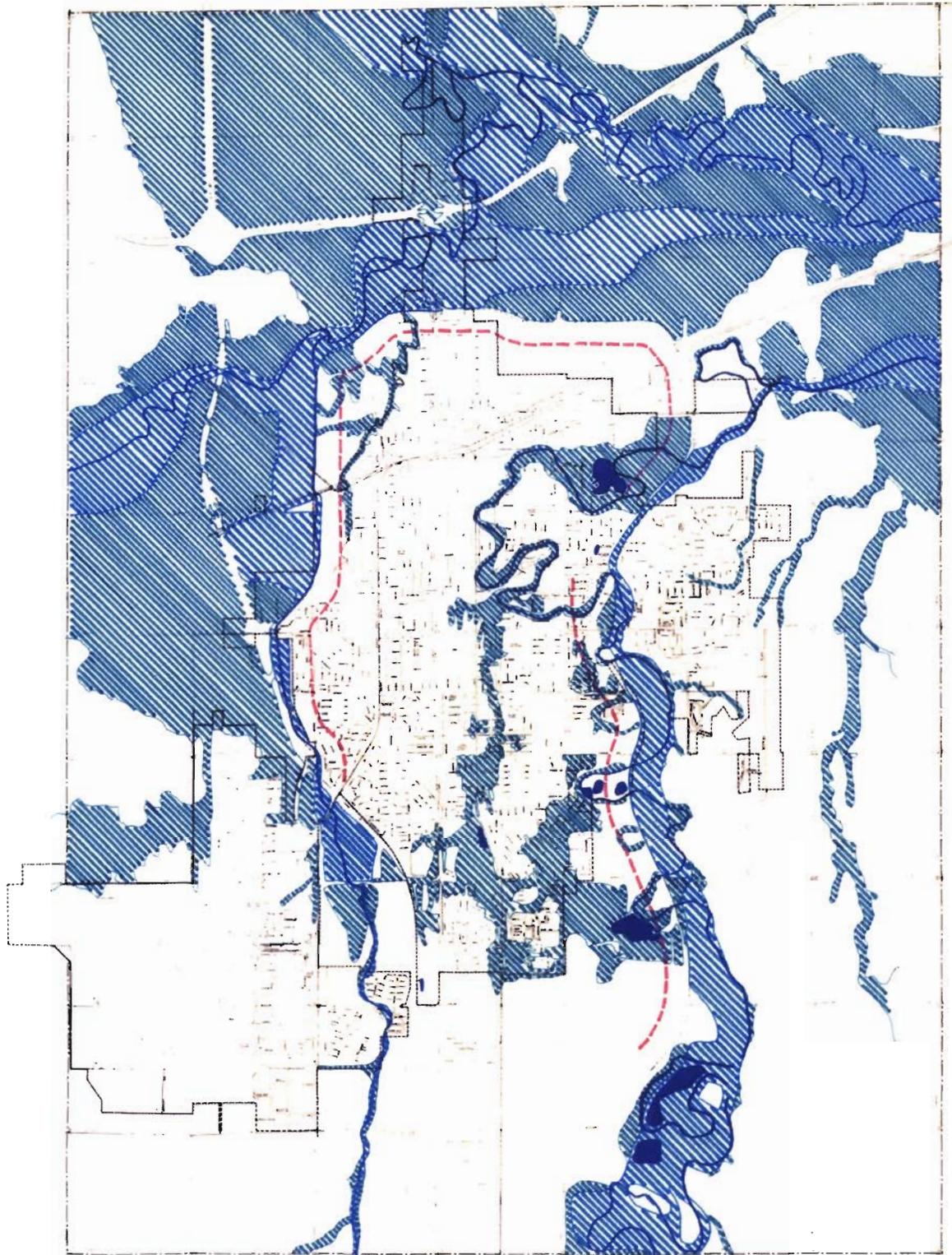
Soils

According to the recently completed Soil Conservation Service inventory for Saline County, most soils within the study area are of four associations: Wells-Crete-Lancaster; Crete-Longford; Detroit-Herd-Sutphen; and the Irwin-Cline. The majority of these soils have formed from shale, sandstone and clay



-  Shallow Bedrock (c&g)
-  Sand Pit
-  Wooded Areas
-  Steep Slopes
-  Airport Clear Zone
-  Airport Noise Zone
-  Ridge Line
-  Oil Well/Tank

Figure 2
ENVIRONMENTAL FEATURES
COMPREHENSIVE PLAN
 City of Salina, Kansas



-  Floodways
-  100 Year Flood Plain
-  Rivers, Streams, and Water Bodies
-  Flood Control Level Restriction Area (1000)

Figure 3
FLOOD HAZARD AREAS
COMPREHENSIVE PLAN
 City of Salina, Kansas

parent materials. The soils are also primarily alluvium soils to the extent that they were created through submergence and resubmergence of flood waters and lakes in the region's early history.

The Detroit-Herd-Sutphen Association best characterizes these low-lying soils, while the remaining three associations are more predominantly upland soils within the area.

All soils associations are most suitable for cropland and, to a rather limited extent, grazing. However, erosion is a concern in cropland management. All are principally floodplain soils and, in nearly every case, exhibit high moisture content and severe limitations for construction and development.

Vegetation

Natural vegetation within undeveloped parts of the planning area principally consists of grasses, and a limited number of trees. The presence of significant agricultural activity over the years has limited natural areas primarily to wetlands, streams and river banks, as shown in Figure 2, *Environmental Features*. Significant stands of trees should be preserved wherever possible, particularly where they exist in combination with other natural features. The general lack of natural vegetation emphasizes the need for the City to continue its urban forestry program in existing and developing portions of the City.

Human-made Features

Two important human-made environmental features which will affect future growth and development are present within the Salina planning area: Salina Municipal Airport and a variety of oil wells and related storage facilities.

Salina Municipal Airport is operated by the Salina Municipal Airport Authority. This is an instrument-rated facility which currently serves two air carriers: Air Midwest and Capital Airlines. An airport master plan update, currently being prepared by Bucher, Willis and Ratliff, projects total operations to increase from an estimated 96,254 in 1990 to 203,500 in 2005. In addition, the airport is expected to continue serving two fixed-base operators: the Kansas Army National Guard helicopter training center, and the Kansas Technical Aero Vocational Division.

The airport maintains three runways, the longest being 13,332 feet in length. The U.S. Federal Aviation Administration regulates airport activity, flight approaches and paths for aircraft activity. Specifically, "imaginary surfaces" are regulated which determine the safe flying area for aircraft free from human-made structures such as towers and buildings, or natural features. These imaginary surfaces, in tandem with runway locations, permit a reasonable determination of noise impacts from various types of aircraft. This allows the identification of land-uses which may or may not be compatible within certain noise zones.

The 75 and 65 noise decibel (Ldn) contours were selected for mapping because they extend beyond the limits of the airport facilities. The compatibility of certain land-uses and airport operations is based on application of a Land-use Guidance System.¹ This system, which identifies acceptable levels of noise exposure upon certain land-use, is described in Appendix Table 29, *Airport Noise Interpolation*, and Appendix Table 30, *Land-use Guidance: Land-use Noise Sensitivity Interpolation*.

¹ *Urban Planning and Design Criteria*, Third Edition, De Chiario & Koppelman, 1982.

Where the 75 Ldn noise contour penetrates the Crawford Street corridor to the north and Finley Road to the south, uses should be limited to cultural, recreational, resource extraction, agricultural, and similar kinds. Within the 65 Ldn contour, more intensive business service uses are possible. Outside the 65 Ldn noise contour, residential uses should be discouraged for reasonable distances. These conditions will be considered in developing land-use alternatives in Phase II of the planning program.

Oil wells represent a potential safety hazard, particularly when they have on-site oil storage facilities in close proximity to urban land-uses. The possibilities of tank leakage or spill and explosion resulting from lightning strikes or other accidents require that well and storage operations be set back from urban land-uses. Ideally, a 500 foot to 1,000 foot separation should be maintained.

HISTORIC RESOURCES

An overview of historic resources within the Salina community was undertaken to identify historic sites, and other features of local interest which should be considered in the planning program. This overview has been prepared from material provided by the Salina Department of Planning and Development. The geographic locations of existing historic districts and properties currently listed in the National Register of Historic Places are illustrated in Figure 2, *Environmental Features*.

The community has discovered the value and character offered by these resources, and has begun to document the resources and undertake efforts to preserve them. The greatest concentration of historic resources within Salina is located in the Original Town Site, established in 1860, and in downtown Salina and the adjoining residential areas which were developed prior to 1930. A variety of historic resources, including residential and commercial buildings have been identified within this area. Two historic residential districts have been formed, and two are pending final approval. These districts are the responsibility of the Salina Heritage Commission, which serves as an advisory board to the City Board of Commissioners.

Historic resources within Salina are important planning considerations. The community has been advocating and promoting preservation within the community. A number of other groups that can influence historic resources are Downtown Salina, Inc., Salina Main Street, and the Salina Chamber of Commerce.

Specific buildings and sites listed on the National Register of Historic Places include:

- **200 South Seventh Street (Flanders-Lee House)**, a home noted for its Queen Anne style and Colonial Revival porch added at the turn of the century, built for William and Isabelle Flanders in 1888.
- **636 East Iron Street (Schwartz House)**. A Victorian Renaissance-Second Empire home, built in 1875 by George Krueger.
- **211 West Prescott (Prescott House)**. A Victorian Italianate built in 1884 for Judge John H. Prescott.
- **163 South Santa Fe (Fox-Watson Theatre)**. An Art Deco theatre built in 1931 from a design by Chuster.
- **271 West Iron (Smoky Hill Museum)**. An Art Deco building constructed in 1938 as a federal post office from a design by Lorimer Rich.

Numerous other historic resources exist within the community. Much work must be completed, however, to systematically document historic resources and determine how they are to be treated in the future.

COMMUNITY DESIGN

Salina has a number of natural and human-made characteristics which should be considered in the Comprehensive Planning Program. These have been identified and discussed in earlier sections of this report. This chapter focuses on several key physical design features which relate to the community as a whole.

Historic Sites, Landmarks, and Areas

There are historic sites and buildings within the community currently in the process of systematic identification, recording, and evaluation. Most of these are located within the Original Town Site and boundaries of the City as it existed in 1930. The geographic coverage of this historic area should be clearly determined, and development policies established recognizing its unique character.

River Development

The Growth and Development Focus Group identified the Smoky Hill River and other major drainageways as important natural resources and assets. Ways to protect these tributaries and increase public accessibility to portions of the system should be considered. One such opportunity has been identified for the western bank of the Smoky Hill River between Iron Street and Walnut Street, where redevelopment of marginal buildings and structures would shift the orientation of new development toward the river frontage. Other potential locations for development, preservation, or public areas should be explored.

Functional Land-Use Groupings

Functional land-use groupings separates uses into groups of similar and compatible kind. This includes the basic separation of residential, commercial, and industrial land-uses into distinct geographic subareas. In a number of locations within the community, a variety of residential, commercial, and industrial uses are mixed, and there is not a clear and distinct division among uses. This creates "edge" problems, a particular concern where commercial and industrial uses are placed within or immediately adjacent to larger residential neighborhoods. The lack of a clear land-use policy can often lead to incompatible land-use relationships where business operations, traffic, and parking conflict with the surrounding residential environment. Areas within Salina where this problem is most acute are in the northern portions of the City along the major railroads and street corridors, including the Santa Fe, Union Pacific and Missouri Pacific Railroads and Ninth Street, State Street and Pacific Avenue.

Street Corridors and Gateways

In Salina, major "gateway" corridors include North and South Ninth Street, Ohio Avenue, State Street, Pacific Avenue, Schilling Road, and Crawford Street. Although I-70 and I-135 are not part of the local street system, they do represent important corridors, impacting the overall image and quality of the City.

Issues in Salina along the major gateway corridors include the overall physical condition and appearance of private improvements such as buildings, signs, off-street parking areas, landscaping, and lighting. Gateways where the overall arrangement and condition of private development is a concern are North Ninth Street, State Street, Pacific Avenue, and portions of North Ohio Street.

Public improvement issues include the condition of streets, curbs and gutters; public information and regulatory signage; placement of above-ground utilities; and median and parkway landscaping treatments. Other issues include the functional and operational conditions of the street system. "Gateway" improvements could be made at virtually all major routes signifying arrival to the City. A new, attractive entry sign has been placed on North Ninth Street, and improvements such as this should continue throughout all gateway locations and include special landscaping features. Another such "identity" need is the street system serving the municipal airport between I-135 and Schilling Road. Directional and identification signage highlighting the way to the airport terminal would increase access to the facility. This entry route could also receive special right-of-way improvements to establish a clearer street hierarchy to and from the airport as well as provide aesthetic improvements influencing visitor and business travelers' impressions of the airport area and community. There also is the need to facilitate a greater sense of identity and presence along the Interstate highway system serving the community. Public and private improvements which uniquely characterize Salina to its visitors and other motorists should be explored.

Right-of-way improvements should be encouraged along all major corridors to upgrade streets, curbs and gutters, median and parkway landscaping, and to relocate overhead utility lines where practical.

Commercial and Industrial Development and Design

Commercial and industrial areas within the community are among the most highly visible areas to motorists along the major gateway corridors. A number of recent developments have benefited from a planned and coordinated development approach integrating access, parking, circulation, signage, and other site design features, such as around the Central Mall. Coordination of access, parking, circulation and landscaping not only improves the appearance of the area, but also improves functional traffic operations and the development's relationship to adjoining sites. Requirements for transition yard screening and landscaping and orientation of loading dock and access drive facilities are important to ensure compatibility between dissimilar uses.

The design of new commercial developments should encourage generous landscaping for building foundations and parking and perimeter areas. Improved landscaping requirements and the stipulation of appropriate species of planting material was a concern of the Community Character Focus Group. Individual development parcels should attempt to coordinate access, circulation, signage, and pedestrian improvements. Prototypical strip commercial development should be avoided. Pad site development should derive access to private, internal service roads and not directly access public streets.

Flood Control Levee

The flood control levee represents a significant local community design feature and could be considered for unique treatment. For example, Manhattan, Kansas utilizes its flood control levee for bicycle and pedestrian access linking parts of the community otherwise found inaccessible by these forms of transportation. Phase II of the *Comprehensive Plan* will explore this and other opportunities for use of the flood control levee.

COMMUNITY FACILITIES

Community facilities and services are important parts of the Salina community. They provide for many of the day-to-day needs of residents and businesses, and help define the quality of community life. They include activities traditionally provided by local government, including education, recreation, police and fire protection, municipal services, and libraries. Some public facilities and services are absolutely necessary, while others are highly desirable. It is essential that Salina make plans for their provision in the future.

This section describes existing conditions and future needs for the following facilities: parks and recreation, public elementary and secondary schools, fire department, police department, library, municipal offices, public works facilities, and cultural facilities. The locations of all community facilities are illustrated in Figure 4, *Existing Community Facilities*.

This analysis is based on field surveys and interviews with representatives of each facility, conducted by City staff during the summer and fall of 1991; previously prepared reports and studies; local input received at the Community Facilities Focus Group Workshop; and research and investigation undertaken by the consultant. While the Comprehensive Plan focuses on physical facilities such as land and buildings, this analysis also documents several manpower, equipment and service delivery needs as identified by respective agencies and organizations.

Parks and Recreation

The parks and recreation system consists of sites, facilities and programs which have several important functions. The most basic is the provision of recreational services to local residents; an effective system can create opportunities for a wide range of leisure time experiences. The system can also help protect sensitive environmental resources, define and delineate neighborhood areas, and be an important visual feature in the community. An effective parks and recreation system is particularly important in a traditionally strong residential community like Salina.

Management and Organization

The Parks & Recreation Department had its official beginning on October 1, 1988, when the City of Salina Park Department and Salina Recreation Commission merged into the Parks & Recreation Department. From 1980 until that time, the Department operated with an interlocal agreement, but kept its individual governing body and budgeting authority. This Department was called Community Services and included the Parks, Recreation, Golf Course, Neighborhood Centers and Swimming Pool divisions. Downtown and Forestry divisions were added in 1987 and 1988. The Salina Recreation Commission was established in 1947 through a referendum, and was a joint City-School District Commission with taxing authority within the boundaries of Unified School District #305.

The Parks Department has been a function of the City since its start with the Oakdale Park area in the late 1800s. Additional park land was acquired in 1918 (Sunset), although the majority of the present park system was acquired in the 1950s and 1960s.

Existing Parks and Open Space Areas

The Parks & Recreation Department currently operates 21 park sites on approximately 612 acres, which includes the Municipal Golf Course. The Downtown responsibilities of the Department, as well as medians along Belmont Avenue, are not included in these figures.

The existing park sites can be classified into six categories: playgrounds, neighborhood parks, sub-community parks, community parks, special use areas, and ornamental parks. In addition, several other recreational facilities are available within the community which supplement the public park system. The existing park system, which is summarized in Appendix Table 29, is discussed below. Existing sites are also indicated in Figure 4.

Playgrounds

The playground is the smallest unit in the City's recreation system. It can range in size from a small plot of ground up to four acres. Playgrounds are intended primarily for children of elementary and junior high school age, and should be located within safe walking distance of the homes they serve. Playgrounds should offer a variety of imaginative play facilities such as sand boxes, wading pools, swings, slides, court games and play structures. The Parks & Recreation Department currently maintains one site classified as a play-ground-- Hawthorne, which is one acre in size-- although a number of the Department's larger park sites are equipped with playground areas.

Neighborhood Parks

The neighborhood park normally ranges in size from 5 to 14 acres, although it can be larger. It is designed to provide service for a broader range of age groups and activity levels than a playground, and serves a maximum of 7,000 people in one neighborhood. Whenever possible, neighborhood parks should be developed in conjunction with elementary school sites, thereby providing both indoor and outdoor recreation facilities. The Parks & Recreation Department currently maintains eight sites classified as neighborhood parks, including Centennial, Country Club, Hawley, Kenwood, Parker, Phillips and Riverside. One neighborhood park site remains unnamed. Together, these neighborhood parks total 24.3 acres.

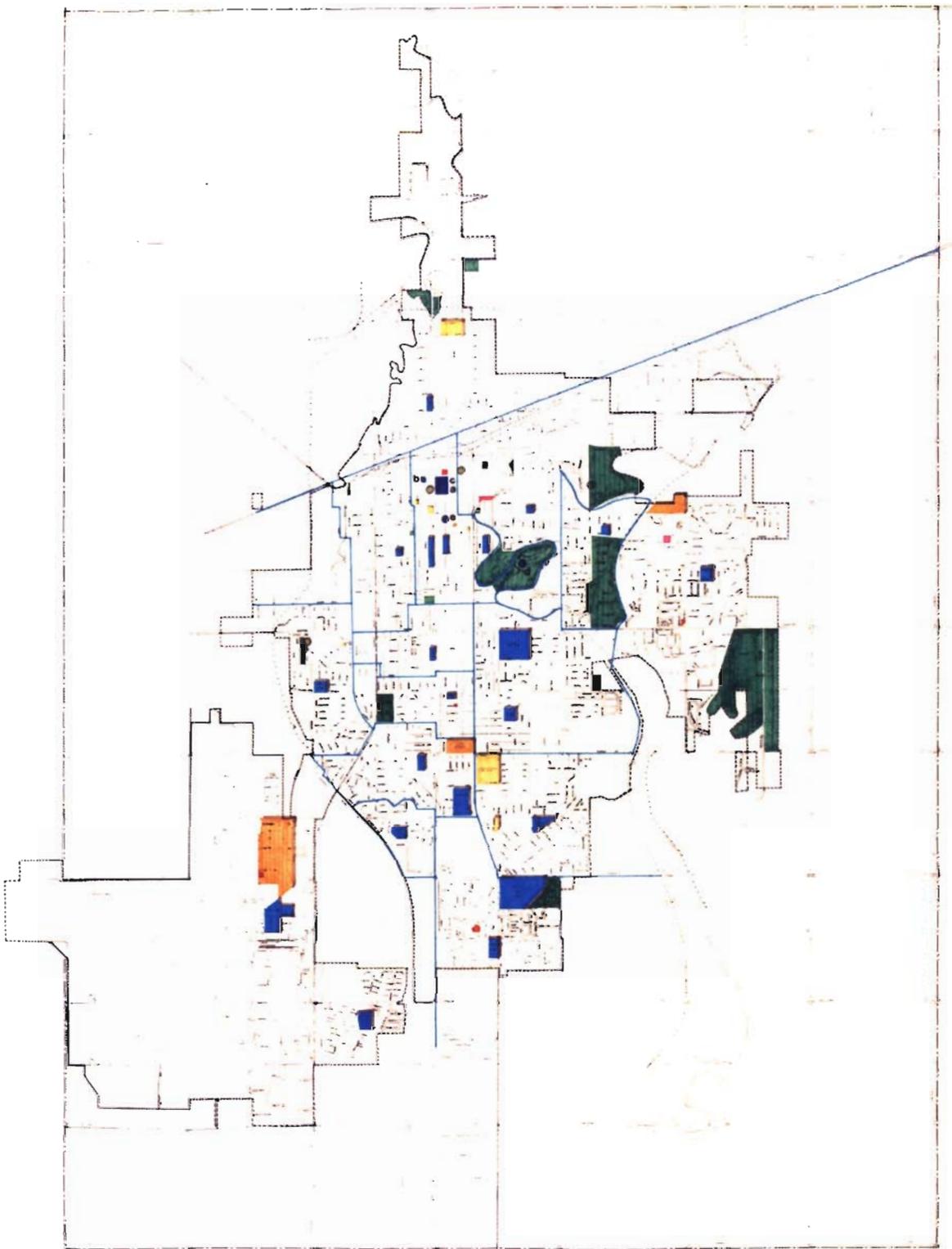
Sub-Community Parks

Sub-community parks range in size from 15 to 40 acres and are designed for use by several neighborhoods of totaling up to 20,000 persons. The sub-community park is intended to serve teenagers and adults with various recreational activities. Ideally, it should adjoin a junior or senior high school in order to provide a joint utilization of facilities for teenagers and adults.

The Parks & Recreation Department currently maintains two sites which could be classified as sub-community parks-- Sunset and Ivey-- which total 49.6 acres.

Community Parks

Community parks range in size from 40-99 acres and are intended to provide a full range of recreational facilities for all age groups. Salina currently has one community park, Oakdale, which totals 45 acres.



- | | |
|--|--|
|  Public Schools |  Law Enforcement Center |
|  Public Elementary School Service Areas |  Library |
|  Colleges & Universities |  Bicentennial Center |
|  Private Schools |  Smoky Hill Museum |
|  Parks & Recreation Areas |  Public Works Sites |
|  Neighborhood Centers |  Fire Stations |
|  City-County Building | |

Figure 4
EXISTING COMMUNITY FACILITIES
COMPREHENSIVE PLAN
 City of Salina, Kansas

- e. **Athletics:** This includes youth football, soccer, basketball and track; competitive youth baseball and softball leagues; adult slow pitch, fast pitch and co-ed leagues; adult volleyball and basketball leagues, and tennis and golf tournaments.
- f. **Instructional Programs:** The Department offers a variety of introductory level programs for both youths and adults. Many of these programs are offered in the summer, but a number are available throughout the year. Types of programs include country dance, square dance, modern dance, swimming, aerobics, bowling, golf, gymnastics, tennis, etc.
- g. **Nature Programs:** The Environmental Education Outdoor Recreation programs include a variety of workshops and teacher training seminars, guided nature walks through trail systems and an environmental education resource center.
- h. **Community Services:** The Department also provides such things as Santa Claus suits and letters, tickets to Worlds of Fun and Silver Dollar City, game bags, park shelter reservations, and reservations for neighborhood centers such as Lakewood Lodge, Friendship Center, Carver Center, and Memorial Hall.

In terms of participation the athletic programs, especially summer baseball and softball programs, are the most popular. The Department has seen an increase in almost every area of program offerings, with the fastest growing being the Environmental Education programs. The arts and special population programs have also seen an increase in the number of programs as well as participants over the last several years. The area that has seen the least amount of increase is the Senior Citizens program.

Parks and Open Space Standards

Basic minimum standards have been established by various public agencies to help communities measure their local park system. These standards establish guidelines for the number of acres of park land per capita, the type and number of facilities for different kinds of parks, desirable services areas, and other system components. Park standards are for guidance only. Many communities strive to exceed recommended standards, while others find it impossible to meet all nationally recommended minimums. However, they do provide a target toward which most communities strive, and are a useful first step in assessing local systems.

The Salina Parks & Recreation Department currently provides approximately 14.2 acres of park land and open space per 1,000 population, including the golf course and other special use areas. In general, this compares favorably with current standards. The National Recreation and Park Association recommends 10.0 acres per 1,000, excluding regional parks, subdivided as follows: neighborhood parks (2.5 acres); district parks (2.5 acres); and large urban parks (5.0 acres).

However, it is more important that Salina's park system respond to the special needs and desires of the local population than to national standards and guidelines.

Future Needs and Opportunities

The Parks & Recreation Department currently offers quality programs and has many excellent features. At the present time, Department officials believe that the park system is sufficient in terms of land availability and the number of people to maintain existing facilities and land. However,

several parks need to be improved and upgraded, including Ivey Park and the four acres of undeveloped parkland currently owned by the City in east Salina.

Golf Course Facilities

The rising popularity of golf has increased rounds played at the Municipal Golf Course to over 50,000 annually. The Department has experienced such growth that tee time reservations are required daily. Through its programs, the Department encourages women and youth golf participation. However, with a number of inexperienced golfers, slow play often results. One solution would be the construction of a new nine-hole par 3 course, which would alleviate crowding and slow play, and could allow all golfers the opportunity to participate with a shorter time commitment. The City owns sufficient land adjacent to the 18-hole course for this addition.

Indoor Recreation Facilities

Department officials believe there is a definite need for indoor recreation facilities. Currently, the Department uses the gymnasium owned by Kansas State-Salina for a majority of its indoor programs. Kansas State's long-range plan indicates this property will be disposed of as part of their ongoing development of their north campus. The Department also utilizes Roosevelt/Lincoln Junior High School and will lose this, as well. The loss of both of these facilities would cause considerable disruption in winter programs. Other school facilities in Salina are currently utilized to the maximum by school programs, leaving little time for City programs. Therefore, the Department believes a City-owned indoor recreation center is a necessity for continued quality recreation programs.

In November, 1987, a study was prepared by Key & Company to examine the current status of community recreation services in Salina and develop recommendations for meeting needs for indoor facilities. While several existing facilities currently provide indoor recreational space, the study concluded that construction of a new recreational center would be the only realistic way of providing needed facilities in the future. The study articulated several criteria for selecting a site for a new recreation center:

- Centrally located or convenient to most of the community
- Convenient to concentrations of school children, the elderly, low income and minority persons
- Containing at least four acres
- Reasonably visible and accessible from a major street
- Few, if any, physical impediments to development
- Close proximity to other recreational facilities and programs

After reviewing several alternative sites, the 1987 study recommended that a new 50,000 square foot recreation center be constructed at Kenwood Park.

Outdoor Recreation Areas

In regard to outdoor athletic facilities, Department officials believe that youth and adult baseball fields are adequate, but quality adult softball fields are needed. The anticipated loss of the two fields owned by Kansas State-Salina will provide additional hardship on that program. Replacement fields could be built at the East Crawford Recreation Area which would provide the benefit of concentrating maintenance operations. Additional softball facilities could also be renovated at Sunset Park to provide for expansion of those programs.

Public Schools

Schools and educational facilities are among the most important community facilities, especially in predominantly residential communities such as Salina. They not only provide educational services, but also play important cultural, recreational and social roles as well. Quality public schools are among the most frequently mentioned assets in the community.

Salina is served by Unified School District #305. The community also includes several private and parochial schools, the Salina campus of Kansas State University, and Kansas Wesleyan University.

Unified School District #305

Unified School District #305 serves the entire City of Salina. USD #305 maintains 24 sites and facilities within Salina, including fifteen elementary schools, two middle schools, two secondary schools, one alternative secondary school, one vocational-technical school, one education center, one preschool facility, and one vacant site reserved for a future school facility. The features and characteristics of all existing schools in Salina are summarized in Appendix Table 30.

In general, all existing school facilities are in adequate structural condition, although several were constructed over 50 years ago. District officials believe that several of the schools are operating near capacity at present, although these are located in areas where additional growth is not anticipated. In addition, several schools are hampered by small sites, which restrict land available for outdoor recreation and limit future expansion potentials.

USD #305 has a continuous program of maintaining and upgrading its school facilities. In 1988, a bond issue was passed that supported remodelings and additions to several schools, including Meadowlark Ridge, Whittier, Coronado, Central, South High, and South Middle Schools. During the past year, two classrooms were added to Heusner Elementary, and the lunchroom expanded at Sunset Elementary. Additional classrooms may be needed at Heusner in the near future. An expansion plan is now being developed for Meadowlark Ridge Elementary. Any additional school improvement, expansion or construction will depend upon future needs.

From an economic standpoint, District officials indicate that they would prefer fewer but larger elementary schools. However, even though several of the older elementary schools are located close to one another, there is strong public support to maintain all existing schools as they are at the present time.

USD #305 had a September, 1991 enrollment of 7,509, up 155 students over 1990. According to enrollment projections prepared by the Kansas Association of School Boards (KASB), the district should experience a slow but steady growth in total enrollment, reaching approximately 7,612 students by 1995-96.

In addition, USD #305 has also conducted a survey in the Meadowlark Ridge, Heusner, and Stewart Elementary School areas. The data indicate that a number of young families are moving into existing homes in all of these areas. This, along with additional new housing construction in these areas, will require more classrooms in the future.

Municipal Buildings and Facilities

In addition to schools, parks and recreational facilities, Salina also has several other public buildings and facilities which are essential to the day-to-day operations of the community, including: 1) fire stations; 2) police facilities; 3) the Library; 4) City Hall; 5) public works facilities; and 6) cultural facilities. These are discussed below.

Salina Fire Department

Fire protection services within the City are provided by the Salina Fire Department. The Department currently employs 85 full-time persons, 74 of whom are in shift positions. The Department has three 24-hour shifts operating out of four stations, furnishing fire suppression, rescue and emergency medical services. There are five positions in the Fire Prevention Division who work eight-hour days and furnish fire prevention/inspection, public education, investigation, and code enforcement services. There is one eight-hour a day position in vehicle maintenance, one eight-hour a day position for EMS Division Chief, two eight-hour a day positions for secretaries, and two eight-hour a day positions for Fire Chief and Deputy Chief. The size of the current force is considered adequate, and there are no plans to add manpower in the near future.

The Department currently operates a wide range of apparatus and equipment. In the near future, the Department would like to replace a 1973, 100-foot ladder, and a 1963, 1,000 gallon-per-minute (GPM) pumper with a 1,500 GPM 65-foot quint. Both of the pieces to be replaced are reserve units. The new piece would be a first-out unit at Station #4. The pumper currently being used at Station #4 would then be moved to a reserve position. Department officials do not anticipate the need for adding any more equipment in the near future.

The Fire Department currently operates four fire station facilities: Station #1, constructed in 1952 and located at 222 W. Elm; Station #2, constructed in 1957 and located at 1110 S. Santa Fe; Station #3, constructed in 1986 and located at 2633 Belmont; and Station #4, constructed in 1969 and located at 669 Briarcliff (See Table 37). In general, all existing stations are in good structural condition, and are well located to serve various parts of the community. However, the Department's plans to add equipment at Station #4 would require substantial improvements to this facility, including a new drive-through bay. In addition, Department officials anticipate that Station #1 may also need to be expanded in the future. The existing sites would be adequate to allow for these facility improvements without additional land acquisition.

Additional fire stations may be needed as Salina continues to grow and expand in the future. Many factors must be considered in the selection of a new fire station site, including type of land-uses, density of development, street system characteristics, etc. However, as an area becomes urbanized, a standard "rule of thumb" is that each fire station can effectively serve an area of approximately 1.5 miles in radius. This should be considered in Phase II of the Comprehensive Planning Program. According to the Community Facilities Focus Group workshop, there is a perceived need to improve fire protection services in the far northern and southeastern portions of the community.

Salina currently has a Class 3 fire insurance rating. While this rating is comparable to or better than neighboring communities, the Department is striving to get the rating upgraded to Class 2. It is hoped that the addition of a new water tower and other scheduled improvements will make this possible in the future.

Salina Police Department

The Salina Police Department currently employs 61 sworn officers and eight civilian support personnel. Sworn officers are divided into three divisions: administration, patrol, and investigation. Three patrol shifts provide twenty-four hour police protection for the community. The Department also operates a consolidated communications center serving police, fire, Emergency Medical Services, rural fire, sheriff, and emergency preparedness. Civilian support personnel maintain clerical, secretarial, and records functions.

The Department's 1992 budget requests the addition of four civilian dispatchers for communications. Future staffing of communications will be with additional civilian personnel, placing current sworn communications officers back onto street duty. Upon completion of the communications civilian changeover, the Department's manpower needs will be adequate to serve Salina's current population.

The Police Department currently operates 10 marked patrol vehicles, four marked motorcycles, three unmarked investigator's vehicles, and two administrative vehicles. According to Department officials, equipment levels are adequate.

All Police operations are conducted at the Law Enforcement Center, located at 255 N.10th Street. This facility was constructed in 1967, is in adequate structural condition, and well located to serve the community. However, according to Department officials, the building is becoming inadequate to serve police, court and jail functions, and additional space is needed. Off-street parking has also become inadequate. The City is currently reviewing plans to acquire several residential properties located along Elm Street, north of the Law Enforcement Center, to allow for some future expansion.

According to Police officials, there are no significant crime problems in Salina. Crime rates per thousand population are below average for the overall region. There are no geographic subareas which pose particular problems for the Department. However, Police officials point out Ninth Street and its intersection with South Broadway as traffic control problem locations.

Salina Public Library

In 1903, Andrew Carnegie's gift of \$15,000 funded construction of the first public library in Salina. An addition was built in 1928, and the library operated in that original building until the opening of the present facility in 1968.

The Salina Public Library has grown and expanded significantly since its founding. There are currently 33 employees, and the circulation is over 400,000 items annually. The collection has increased to around 180,000 volumes, and the audio-visual collection has grown to include videos and books on tape. In addition to the circulation of materials, the library offers a reference and information service, homebound service, a local history resource collection, and many services to children. There are two bookdrops available for the return of materials.

The existing library building, located in the Civic Center area in downtown, is in adequate structural condition and continues to serve the community well. However, during the last few years, maintenance needs have increased, and several original components and utilities are being upgraded or replaced. The roof, the front doors, carpeting and the main exterior sign have recently been replaced, and new installation of air conditioning units and upgrading of landscaping is now underway. The Children's Department, which has grown dramatically in recent years, has become inadequate. According to library officials, backroom workspace, programming space for children, and shelving

are needed. In addition, shelf space for adult materials also needs to be expanded, and public service areas, especially a meeting/program room, is needed. To help relieve some of these needs, library officials anticipate that the basement level of the present facility will be finished and developed.

If Salina grows beyond 60,000 residents and housing continues to grow to the south and east, library officials anticipate many requests for a branch library. However, branches are expensive to establish and stock with materials, and funding is not in place for future branch facilities. The library already has bookdrop locations which are popular, especially in south Salina. Deposit collections in other locations are a possibility as a prelude to a branch, as is a mobile library service, such as a bookmobile. However, none of these options have been programmed at the present time.

Library officials anticipate that the role and function of the library will continue to change and evolve in the future. As a medium-sized public library, it will continue to serve as a primary link between children and reading, as a source for popular reading materials, and also as a reference and information service. It is in the reference area where library officials see the most possibility for change, particularly as private sources get into the information market, through on-line networks, CD-ROM databases and fiber optic telecommunication networks. In the future, many library users may just dial for information from their home or office computers.

City Administrative Offices

City administrative offices are located in the City-County Building in downtown Salina. In addition to municipal offices, this building also houses administrative offices for Saline County, District Court, and offices for the Board of Education.

The City-County Building was constructed in 1969, and is in good structural condition. Its downtown location is easily accessible from the entire community. Along with the Public Library, the City-County Building is situated in the attractive civic center area, which is a major focal point within the community.

The City-County Building has become crowded in recent years. Both the City and the Board of Education have undertaken internal space reorganization and remodeling to increase efficiency. However, space shortages still exist, particularly for the City-County Health Department, which provides an increasing number of programs and services.

Several potential solutions have been discussed regarding space shortages in the City-County Building. Rather than expanding the present building or constructing a new facility, the preferred solution at this time is to relocate one or more departments which do not require close physical proximity to other City-County Building activities. However, no decision has been made regarding this issue.

Salina Department of General Services

The Department of General Services consists of eight divisions: 1) Building Division, which is responsible for maintenance and repair of various municipal buildings; 2) Street Division, which is responsible for maintenance of city streets, storm sewers and other special projects; 3) Traffic Control Division, which is responsible for maintenance of traffic control signs and devices; 4) Gypsum Hill Cemetery, which is responsible for maintenance of the cemetery; 5) Flood Control Division, which is responsible for maintenance of City waterways and flood dike systems; 6) Sanitation Division, which is responsible for garbage collection and disposal; 7) Solid Waste Disposal Division, which is

responsible for the City landfill; and 8) Central Garage Division, which is responsible for servicing and repair of City equipment.

In total, the General Services Department employs 77 full-time and 13 seasonal employees. According to Department officials, several divisions are operating at somewhat lower than ideal personnel levels. The most deficient is the Street Division, which currently employs 30 full-time and two seasonal workers. The ideal level for this division would be 40 full-time and 4 seasonal workers. This shortage results in a backlog of repair work on curbs and gutters, storm inlets, and older street surfaces.

Each Division operates a range of vehicles and/or equipment. According to Department officials, a third street sweeper and truck should be added to the Street Division, and landfill equipment should be upgraded in the near future. However, the City's current program of replacing existing equipment is considered adequate and economical.

The Department maintains three sites which house manpower, equipment and facilities: a) 412 East Ash Street; b) 2020 East Iron Street; and c) 4292 South Burma Road.

412 East Ash Street

This site encompasses approximately three acres and contains buildings and facilities serving the Street, Building, Traffic Control, Flood Control, Sanitation and Central Garage Divisions of the Department of General Services. The site contains six structures: an office building, street storage building, tin storage building, utility building, traffic control addition, gas attendant building, central garage and sanitation building, central garage addition, general improvement building, storage hangar and salt shed.

Several of the existing structures are becoming too small or otherwise inadequate to meet Department needs. According to Department officials, the office building should be expanded; the street storage building should be replaced; the utility building and central garage should be upgraded; and the traffic control, flood control, and general improvement buildings should all be expanded.

According to the Department officials, the existing site may be too small to accommodate replacement and expansion of the various facilities in the future. If so, additional land may need to be acquired across Ash Street.

2020 East Iron Street

This site, located at the Gypsum Hill Cemetery, contains buildings and facilities for the Gypsum Hill Cemetery Division. The site contains four separate structures, including the mausoleum, cemetery building, sexton's home and garage. While all existing buildings are generally in good condition, the home may need to be replaced or substantially upgraded if housing is to be provided for the sexton in the future. In addition, the mausoleum requires maintenance, repair and possibly a new furnace. The existing site is large enough for replacement and/or expansion of facilities in the future.

4292 South Burma Road

This site, located at the landfill approximately 2 1/2 miles west of Salina, contains the fee building, storage building, maintenance building and tin storage building. All existing structures are relatively

new and in good condition, except for the tin storage building which was relocated to its present site. The existing site is large enough to allow for expansion of facilities in the future.

Cultural Facilities

In the summer and fall of 1990, the Wolf Organization, Inc., conducted a cultural planning study for Salina. This study recommended a number of improvements related to cultural facilities, activities, management and funding. Highlights of this study are presented below, and should be considered as Salina plans for the future.

Existing Facilities

Salina is a community with a long tradition of support for and participation in cultural activities. Its cultural organizations and activities range from community theater, musical performances, and the visual arts to historical research and programs for the humanities. There is also a long-standing tradition of public and private financial support for culture. A strong participatory emphasis has assisted in the growth of substantial institutions and a nationally-recognized local arts agency -- the Salina Arts and Humanities Commission.

The most significant existing performing and visual arts facilities in Salina are the following:

Bicentennial Center is a multi-purpose facility designed to accommodate meetings, conventions, sports events, banquets, exhibits and trade shows. The Center contains two major public spaces:

Heritage Hall is a flat floor exhibit/trade show space of 18,000 square feet. Its 20 foot ceiling height allows for large-scale exhibits and the use of amplified sound for entertainment events. Heritage Hall will accommodate up to 1,000 in banquet seating and 2,000 in formal auditorium style seating.

The Arena is a 21,000 square foot sports and entertainment venue used for local and regional high school, college, and professional exhibition sports as well as a variety of commercial entertainment events. The Arena seats up to 7,000 for sports events and up to 8,000 for concerts in the round. In addition, it has been used for touring arts presentations. However, the Arena is limited by the lack of space built specifically for arts use, and most arts presentations are compromised by the multi-purpose nature of the building.

The Bicentennial Center has never reached the levels of use and financial performance originally anticipated, and management is currently studying ways to improve marketing of the facility. A study was recently undertaken by Hammer, Siler, George to determine how the Bicentennial Center could be improved and enhanced in the future. In addition to a number of marketing and management concerns, several physical improvements are currently under consideration, including enclosure of the vestibule at the north end of the building and provision of office space for exhibitors and other users of the facility.

Other facilities are:

- **Kansas Wesleyan University** has two facilities regularly programmed with arts events and available for rent by outside users. *Fitzpatrick Auditorium* is a small, formal proscenium theatre which houses the college's drama courses and ensembles. It contains 208 seats. *Sams Chapel* also has a proscenium theatre and seats 1,200. It is used primarily for commencements, lectures and musical presentations.

- **The Community Theatre building** was completed in 1973. Its construction was funded privately, and then ownership was transferred to the City. The Community Theatre occupies the building as prime tenant, and a variety of other organizations also use the theatre for performances. The Theatre seats 300. A major expansion of the building is now complete which provides a scene shop, a costume shop, and other features.
- **Central High School**, with its large formal theatre seating 1,371, has long been an important venue in Salina. As in most communities, however, the high school's extensive instructional programs require the greatest share of time on the stage, and access for other users is limited.
- **The Art Center**, converted from commercial properties, is primarily a visual arts facility housing exhibits, education programs for adults and children, and a variety of other programs. The Center is occasionally available for performances and other uses by other organizations in the community. The Art Center includes 456 square feet of classroom space and approximately 250 running feet of exhibit area. Its programs include the presentation of both locally curated and touring exhibits. Currently, the Center is planning to renovate another adjacent commercial building in order to expand its educational programs.
- **Smoky Hill Museum** is located in the former Post Office on West Iron Street in Salina. Its 13,530 square feet of exhibit space chronicle the cultural history of the County and the region. Exhibits are primarily static, consisting of independent displays in a loosely sequenced viewing order. Several improvements are currently being considered for the building, including wall joint sealing and front steps replacement. An expansion of the museum space onto the second floor has been proposed, which would allow for the permanent display of a number of historical artifacts now confined to the basement level. This would alter the current focus of the museum and require the relocation of offices. There is some feeling within the community that the Museum should become more of an historical museum.
- **The Fine Arts Building** at Marymount College contains two high quality theaters:
 - Fine Arts Theatre*, which seats 1,000 and is a fully proportioned, professional-level theatre. It is not air conditioned, but the required duct work is in place. The theatre has been used for musical and theatrical events. The seating area and front of the house are in good condition and attractive, although the design and finishes are clearly those of an academic building.
 - Little Theatre*, a proscenium theatre seating 165. In the past, this facility has housed theatre, chamber music and solo recitals. The Little Theatre shares off-stage facilities with the Fine Arts Theatre, and it is air conditioned.

Both theaters would require investment to upgrade their existing systems, lighting and sound equipment to provide a fully equipped professional quality environment.
- **The Fox-Watson Theatre Building** is located on South Santa Fe in downtown Salina. It was constructed in 1931 in an Art Deco-influenced style. The Fox Theatre remained in operation as a movie house until 1987 and was reasonably well maintained throughout its active life. The Fox Theatre seats 1,324 patrons on two levels in an air

conditioned auditorium. The building also contains two stories of office/commercial space along the South Santa Fe frontage. All areas of the building require updating for code compliance and handicapped access.

In February, 1989, the City took ownership of the property with the intent of "mothballing" the building while evaluating proposals for its reuse. Its prominent downtown location and familiarity as a movie theatre contribute to considerable public sentiment for returning the Fox to active use as a theatre.

The 1990 study produced a variety of recommendations regarding cultural facilities, activities, management and funding within Salina. Those most relevant to the new *Comprehensive Plan* are highlighted below:

- a. A facility for the presentation of touring drama, music, dance and popular entertainment should be available in Salina.
- b. The City should give highest priority to retaining the use of the Fine Arts Building at Marymount College for arts programming.
- c. Alternative uses for the Fox Theatre should be studied and investment in any renovation should be conducted in phases and scaled to the identified uses.
- d. If the Fine Arts Building is secured for live performance use, then the Fox should be used as a facility for meetings, smaller performances, and community functions. Options for commercial and office usages should also be employed.
- e. If the Fine Arts Building cannot be secured for long term use, then the Fox Theatre should be upgraded to serve as a facility for touring and other performing arts events.

PUBLIC UTILITIES

This section provides an overview of existing public utilities in the City of Salina. It focuses on existing conditions and future needs for each system and the constraints or implications related to future growth and development in Salina. It is based primarily on information received from the City Department of Engineering and Utilities.

Water System

The City of Salina owns and maintains its own water utility which includes a distribution system and water treatment plants. Plant No. 1 is located within the downtown area, and an auxiliary treatment plant is at the intersection of Ohio Street and Waterwell Road. Plant No. 1 has a current capacity of 13 million gallons of water per day. It currently draws its raw water supply from both surface and ground water. Plans exist to improve the facility within the next five to ten years to increase its treatment capacity to 20 million gallons per day.

Plant No. 2 currently has a capacity of two million gallons per day. The plant was constructed in the 1950s to serve the Schilling Air Force Base area. The plant receives its water supply from three wells located approximately one mile south of the City. The facility is primarily used as a peak period demand backup to the main treatment plant. No expansion or renovation plans exist at this time.

The City's present distribution system consists of 270 miles of water mains, 30 million gallons of underground storage (in two basins), 4.8 million gallons of elevated storage (seven towers) and other pumping stations and related facilities. By and large, the developed portions of the City are adequately served with water. Areas which are not served by water are vacant lands or areas that are currently undergoing development. The only developed area occupied by private property improvements which is not served by water is the residential subdivision east of the Smoky Hill River at its intersection with Albert Avenue.

The background studies also identified areas of the community where water pressure at fire hydrants is less than 500 gallons per minute. The standard of 500 gallons per minute is required for adequate flow water pressure for fire suppression equipment. These areas are primarily located in older parts of the City, largely in the north and central areas. Proposed major water system improvements are depicted in Figure 13. Improvements include a 20-inch main to be installed in 1992, extending the existing main at Ohio Street and Magnolia Road east to Markley Road and then north along Markley Road to roughly Cloud Street. Near the Cloud Street/Markley Road intersection, a new 500,000 water tower will be erected. Large diameter mains are planned to be extended along Crawford Street, Country Club Road, Holmes Road, and Cloud Street to serve future development within the area.

Finally, an important issue yet to be resolved is expansion of the raw water supply system. The City currently operates 18 water wells located throughout the City. In 1990 it received roughly 2.0 billion gallons of its total 5.94 billion gallons of raw water supply in 1990 from these wells. The remaining 3.94 billion gallons was drawn from the Smoky Hill River. With continued growth of the City, and planned water treatment expansions, water demand will increase. There are essentially three options for raw water supply expansion. The options include:

1. Increase the current ground water supply near Plant No. 2 by reactivation of two wells to increase the number of active wells to five.
2. Install wells and pipeline for thirteen new wells south of Plant No. 2. This proposal was approved by the Division of Water Resources (Kansas Department of Agriculture) in 1981.
3. Obtain additional surface water releases from Kanopolis Reservoir through a State of Kansas Assurance Program or through the purchase of water storage in Kanopolis Reservoir.

Options 1 and 2 would involve the installation of large diameter pipelines to transport the raw water to Plant No. 1, or the conversion of Plant No. 2 into a modern water treatment plant with softening capabilities. The cost of implementing Options 1 or 2 appears to be considerably more expensive than implementation of Option 3, which would only involve certain modifications and expansion at Plant No. 1.

Wastewater System

The City of Salina also owns and operates its wastewater treatment and collection system. The City currently operates two wastewater treatment plants. Plant No. 1, located in the northeast portion of the City, operates as a two-stage trickling filter plant. The current daily design flow is 7.8 million gallons; approximately 4 percent of the plant's total flow is industrial waste. The plant discharges directly into the Smoky Hill River.

Plant No. 2 is located on Centennial Road and was originally installed as part of the Schilling Air Force Base development. The plant treats domestic wastes with an average daily design flow of 0.5

million gallons per day and a maximum wet weather design flow of 1.4 million gallons per day. Approximately 20 percent of the average daily flow is industrial wastes. Plant No. 2 frequently does not meet the National Pollutant Discharge Elimination System (NPDES) effluent requirements because capacity is exceeded. Currently, effluents discharge into Dry Creek, an intermittent water course. As part of a proposed new interceptor sanitary sewer, Plant No. 2 will be abandoned and bypassed to treatment Plant No. 1. This will necessitate extensive improvements to Treatment Plant No. 1, including conversion to an advanced treatment facility. The project is scheduled for completion in 1993 at an estimated cost of \$11 million. Treatment Plant No. 2 will be removed.

The wastewater collection system includes 53 pump stations and approximately 200 miles of sewage collection pipelines. Finally, the City maintains 53 wastewater pump stations. Five of these stations operate above their rated pumping capacities. Rehabilitation or replacement is planned within the next few years to restore their efficiency. The system serves most of the City. However, there are a few locations which are not served by sanitary sewer service. Nearly all these areas are vacant or under development, and largely coincide with areas not served by water. Exceptions include residential areas north of Euclid and east of Ninth Street.

A major anticipated improvement for the wastewater collection system is the construction of a new sanitary sewer interceptor extending ten miles between Treatment Plants No. 1 and No. 2 through the south and eastern portions of the City. Significant sections of the improvement will be located within unincorporated areas of the planning area. The sewer is also intended to serve new development locations anticipated for future growth. A report entitled "East Dry Creek Interceptor Sewer, Phase 3 - Design Concept Report," Wilson & Company, 1991, has projected future development potentials based on trends and projections in population and employment for residential, commercial and industrial land-uses.

The following table is an excerpt from the Wilson report indicating projected land-use compared to areas available within the sanitary sewer service areas:

CITY OF SALINA
COMPARISON OF REQUIRED ACRES/AVAILABLE ACRES BY Land-use: 1990-2030

Land-use	Required Acres for Projected Growth		Available Acres for Future Development	
	Census Tracts 6-9	Census Tract 10	Census Tracts 6-9	Census Tract 10
Residential	450	870	850	1,350
Commercial	98	26	100	30
Industrial	100	0	1,200	0
TOTAL	648	896	2,150	1,380

Source: East Dry Creek Interceptor Sewer, Phase III - Design Concept Report, Wilson and Company, July, 1991.

In order to arrive at quantities of new residential, commercial, and industrial growth, assumptions regarding future land-use areas need to be made. The Wilson report states, under the Service Area Summary, "The total acreage for future development is larger than that required to facilitate the City's projected growth. This allows the City and development community some flexibility in locating improvements within a readily serviceable area."

The Demographic and Market Overview Analysis of this report projects more modest growth to the year 2010. Projected acreage consumption by land-use category is summarized as follows: 1) Residential - 556 acres; 2) Retail growth - 55 acres; 3) office uses - 27 acres; and 4) manufacturing/wholesale trade - 76 acres. Clearly, more than adequate capacity will exist for projected growth in the planning area to the year 2010.

Additionally, the land-use planning elements proposed for the recommended sewer service areas as part of the Wilson Company report should be evaluated in context of the overall community-wide needs, issues, and opportunities in Phase II of the Planning Process. This major public works improvement will open development opportunities not available in the community in the past. However, the timing and location of future development must be considered. Concerns regarding "leap frog" development and the provision of public facilities become important factors in guiding orderly growth. Approvals to connect to the sewer system can be useful in directing future development patterns. Alternative approaches, policies, and implications of growth within this area should be an important focus of the next phase of the planning process.

Storm Water System

Storm water facilities within Salina include a system of storm water drainage pipes, culverts, drainage channels, streams and retention basins. This section focuses on issues and concerns which have been raised primarily in south Salina.

In 1983, a major capital improvement project was undertaken to separate the combined sanitary and storm sewer system. The result has been an overall decrease in localized flooding and ponding. Localized flood conditions occur north of Cloud Street in scattered locations. The emphasis on storm water drainage system improvements, however, is generally south of Crawford Street. The South Salina Drainage Study prepared by Wilson Engineers in 1987 reflects with reasonable accuracy current plans for overall improvements in south Salina.

Generally, storm water drainage runs from the south to the north within the planning area. As urban development continues to the south, the need to consider area-wide drainage improvements becomes apparent. Considering the nature and extent of drainage improvements in the planning process is important since improvements often comprise open ditches, and retention and detention areas influence the placement and arrangement of other land-uses. As part of the South Salina Drainage Study, seven separate drainage areas were identified and improvements evaluated within each of these areas. Noteworthy is that nearly all recommended improvements represent open ditch facilities, and a few areas include storm water detention or retention facilities. These need to be considered in the examination of alternatives in Phase II. The status of these improvements should be reconfirmed as part of the community's discussion of this report.

TRANSPORTATION

This chapter provides an overview of the City's expected transportation needs during the period encompassed by the Comprehensive Plan. Much of this transportation component will focus on the new and developing land areas of the City because there is a direct relationship between land-use and traffic demand. New development will create a demand for an improved street system. Conversely, such new transportation improvements will also have implications for future land-use development, future travel patterns and the desirability of travel modes.

The function of a transportation plan is to examine a wide range of issues to provide a comprehensive guide for making transportation decisions over a twenty to thirty year time horizon.

The primary focus is to analyze Salina's major street system and its users. The system is comprised of a hierarchy of streets which provides for a gradation in traffic flow from movement to access. At one extreme is a freeway which carries no local access traffic; at the other is the local cul-de-sac street which carries no through traffic. The general operating characteristics of arterial routes, and, to a lesser extent, collector routes will be described. Analysis of local streets is primarily a site specific concern and is not described in this report.

The transportation element will be completed in two parts. The first provides an inventory and evaluation of current street system problems. The focus of the second is on identifying transportation improvements needed to accommodate expected future conditions. A transportation computer simulation model of traffic flow is being developed in order to determine the traffic impacts resulting from development expected to occur in the future. The anticipated traffic demands provide the basis for evaluating the adequacy of the existing street network to accommodate future traffic needs. Where deficiencies in the street network are anticipated, appropriate improvements which could support future land development will be recommended.

This chapter addresses the analysis of the existing transportation system. It provides an overview of existing transportation conditions and is aided by review of previous transportation studies including the Major Street and I-135 Interchange Improvement Study (1987) and the Salina Kansas Transportation Plan (1982).

Traffic Inventory

The objective of this section is to document available transportation-related information which can be used to better understand existing conditions in the Salina area. A comprehensive data-collection process was undertaken to both identify current transportation problems and to serve as a basis for assessment of potential conditions in the future.

The following categories of information are described in the following sections:

- Arterial lanes

- Posted speeds
- Average daily traffic volumes (ADT)
- Accidents

Arterial Lanes

The City of Salina's arterial streets have a grid-system orientation, with many of the City's major streets located on mile section lines. Interstate access is currently provided from both I-70 and I-135. Interchanges are located at I-70 and Ohio Street, I-70 and Ninth Street, I-135 and State Street, I-135 and Crawford, and I-135 and Schilling Road.

The street widths for arterial streets in Salina are shown in Figure 5. Historically, the main north-south route through Salina has been Ninth Street, which is primarily a two lane street with a center turn lane. Given the limited right-of-way available for widening Ninth Street, Broadway was constructed as a four lane road to provide an alternative route to Ninth Street. Other major north-south routes include Santa Fe, a four lane street located just east of Ninth Street, and Ohio Street, basically a two-lane road with five lanes between Iron Street and Wayne Street. Centennial Road is a two-lane roadway serving the west section of Salina.

The primary east-west route is Crawford Street, which is being widened to a four-lane street. Magnolia Street, located two miles south of Crawford Street, is primarily a two-lane road; however, small segments are three or four lanes wide. Other east-west routes are State Street/Iron Avenue/Ash Street, Cloud Avenue, Schilling Road and Waterwell Road.

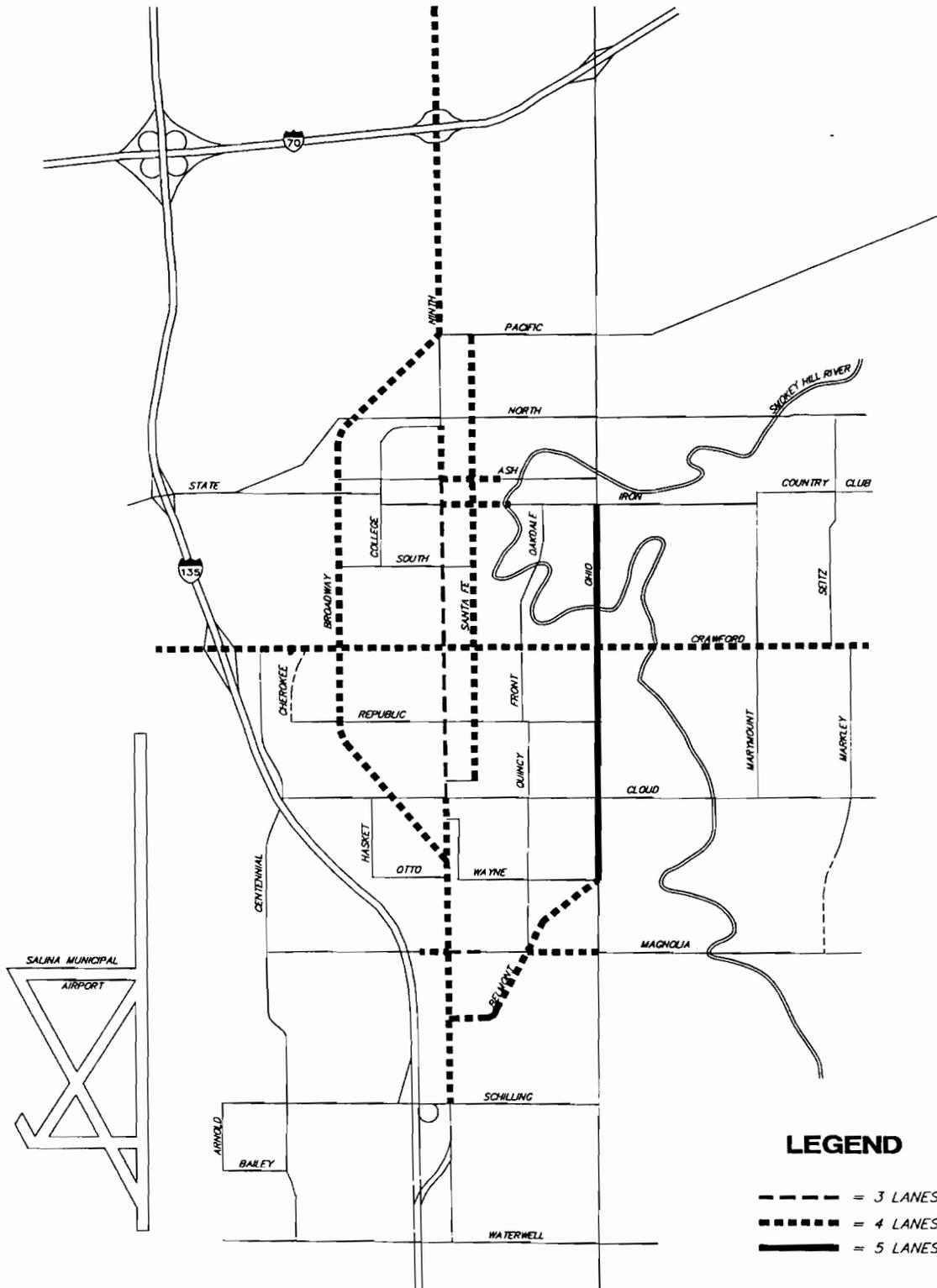
Speed Limits

As part of this study, the transportation focus group identified the issues of posted speed limits and the possible raising of those limits on arterials, excluding school zones.

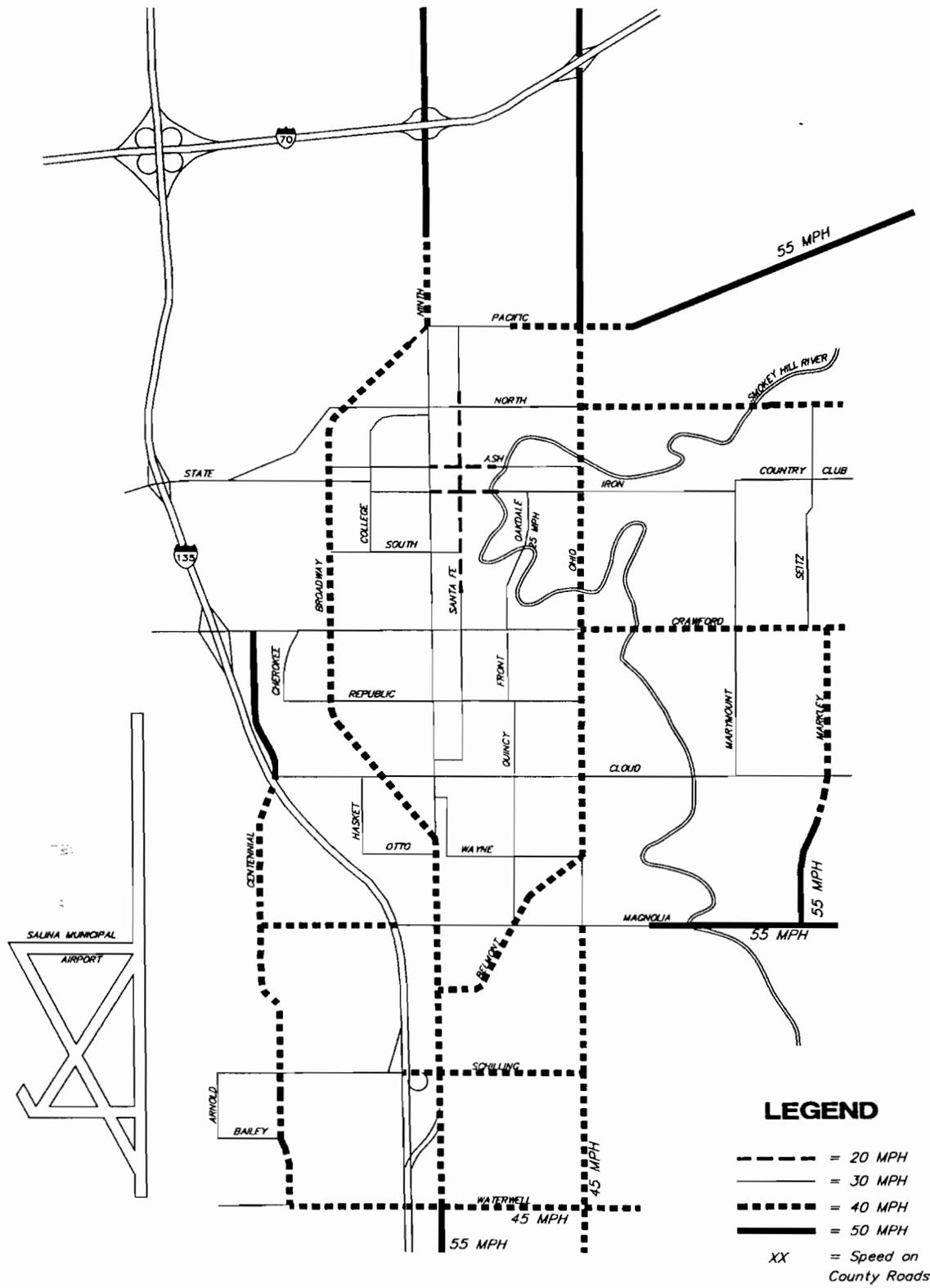
The speed limits for Salina arterials are shown in Figure 6. As can be seen, the speed increments vary by 10 miles per hour. Speeds of 50 miles per hour (mph) are posted on the portion of Ninth Street located north of Euclid and on a section of Centennial Road. A speed limit of 40 mph is posted on many arterials, including Broadway, Ohio, portions of Ninth, a portion of Crawford and a portion of Pacific. Other routes are posted at 30 mph, except for school zones and residential areas which are posted at 20 mph.

Speed limits are directly associated with traffic safety issues. Lowering speed limits is generally thought to be one of the best ways to reduce accidents. Typically, the speed along a roadway is not as responsible for accidents as generally thought; in fact, the safer the driving environment, the faster the motorists tend to drive. The danger connected with speed is when motorists drive faster than the prevailing environmental conditions warrant. Most experienced motorists have developed a sense of how quickly they can respond to unexpected conditions along a roadway, and generally drive in accordance with speed differentials. The statistical level that correlates with that speed is commonly considered to be the 85th percentile.

ARTERIAL LANES



ARTERIAL SPEED LIMITS



The 85th percentile speed for traffic along a given roadway is determined by recording the speed of a significant sample (usually 100 or more) of vehicles and computing the speed at which 85 percent of the vehicles are traveling more slowly. However, the 85th percentile speed is not the sole factor in determining the speed limit. The Manual of Uniform Traffic Devices (MUTCD) suggests five other factors that enter into the engineering judgment involved in establishing a speed zone. These factors relate to roadside development and friction, roadway geometrics and condition, and a review of accident experience.

The 1982 Traffic Safety Study identified five locations within the city that had 85th percentile speeds greater than the posted limits. Since that study, the speed limits of three of those locations have been raised to better reflect the 85th percentile speed. The results have been generally favorable: none of these roads have experienced a noticeable increase in their accident rates. Specific streets which could be evaluated for speed limit changes include Marymount, south of Crawford Street; Santa Fe, south of South Street; and other street segments as they become improved in the future.

Average Daily Traffic

The 1991 average daily traffic (ADT) volumes are shown in Figure 7. The ADT counts were obtained from the City of Salina, the Kansas Department of Transportation (KDOT), and from the 1987 I-135 Interchange Study. The traffic volumes from years other than 1991 were factored in order to better obtain consistent 1991 traffic count information.

The highest traffic volumes occur on the north-south routes of Broadway, Ninth and Ohio, where traffic volumes exceed 15,000 vehicles per day. Traffic is also high on some sections of Crawford, on which volumes also exceeded 15,000 vehicles per day.

Using the traffic data, use of the routes entering Salina can be compared. The highest ADT near an interstate interchange is Crawford Avenue, where nearly 13,000 vehicles per day were recorded. A traffic count of over 11,000 vehicles per day was recorded on Ninth Street south of Schilling Road. Traffic counts on roads interchanging with I-70 were less than those interchanging with I-135. At Ninth Street, the traffic count was approximately 8,200 and on Ohio Street it was approximately 4,700.

Interpretation of the traffic count data can be enhanced by comparison of traffic counts from the previous transportation plan completed in 1982. Comparisons yield the following observations.

- Traffic volume increases generally have been highest in the eastern and southern areas of Salina.
- Traffic volumes have also increased substantially at the Crawford and I-135 interchange area.
- Traffic volume growth has been small in the central area of Salina, including such streets as Santa Fe and the portions of Ninth and Broadway located north of Crawford.

A representative listing of traffic counts in 1981, 1991 and their change is presented in Table 31. Indicated in the table are the changes in traffic volumes over this ten year period.

1991 AVERAGE DAILY TRAFFIC (ADT)

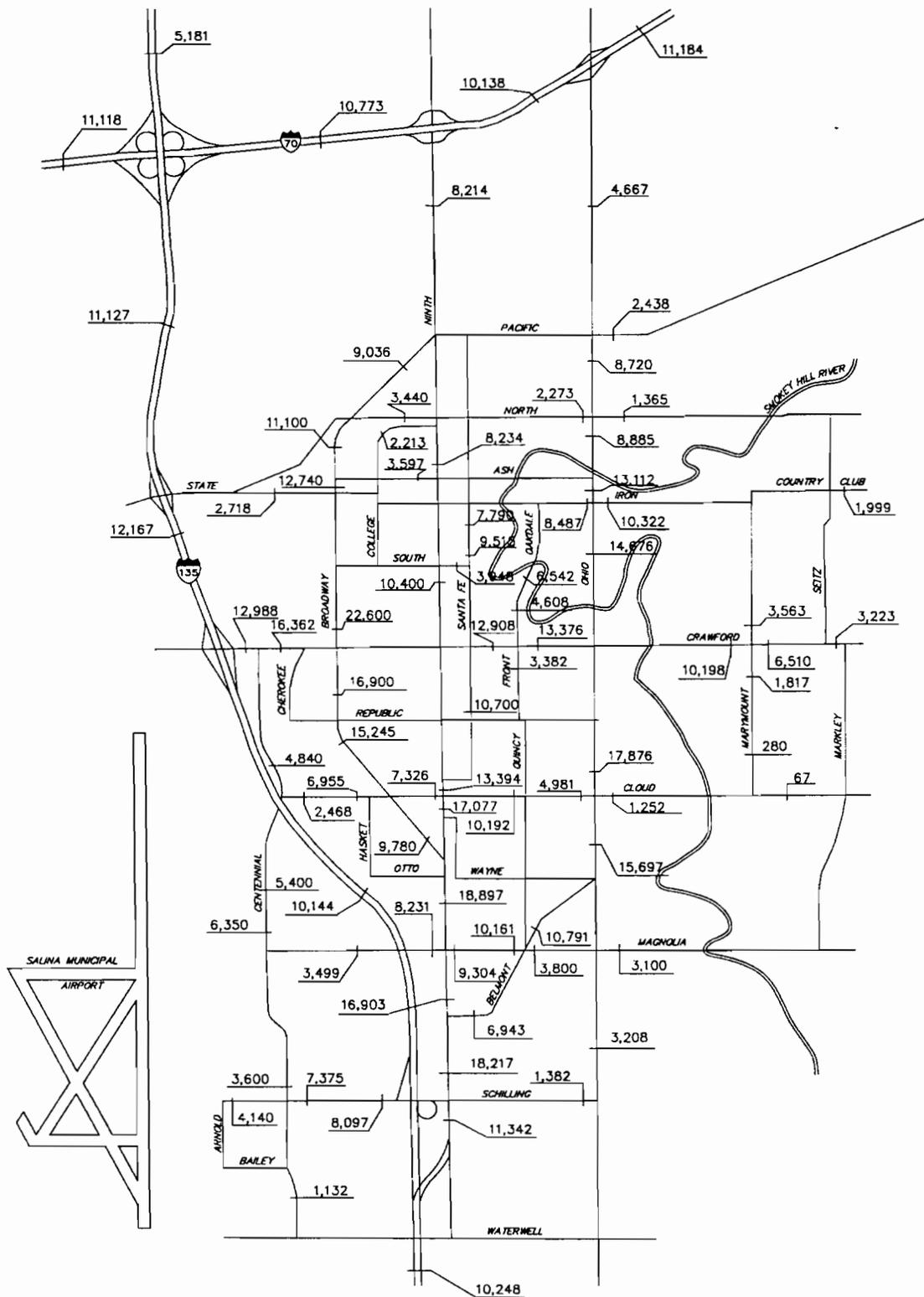


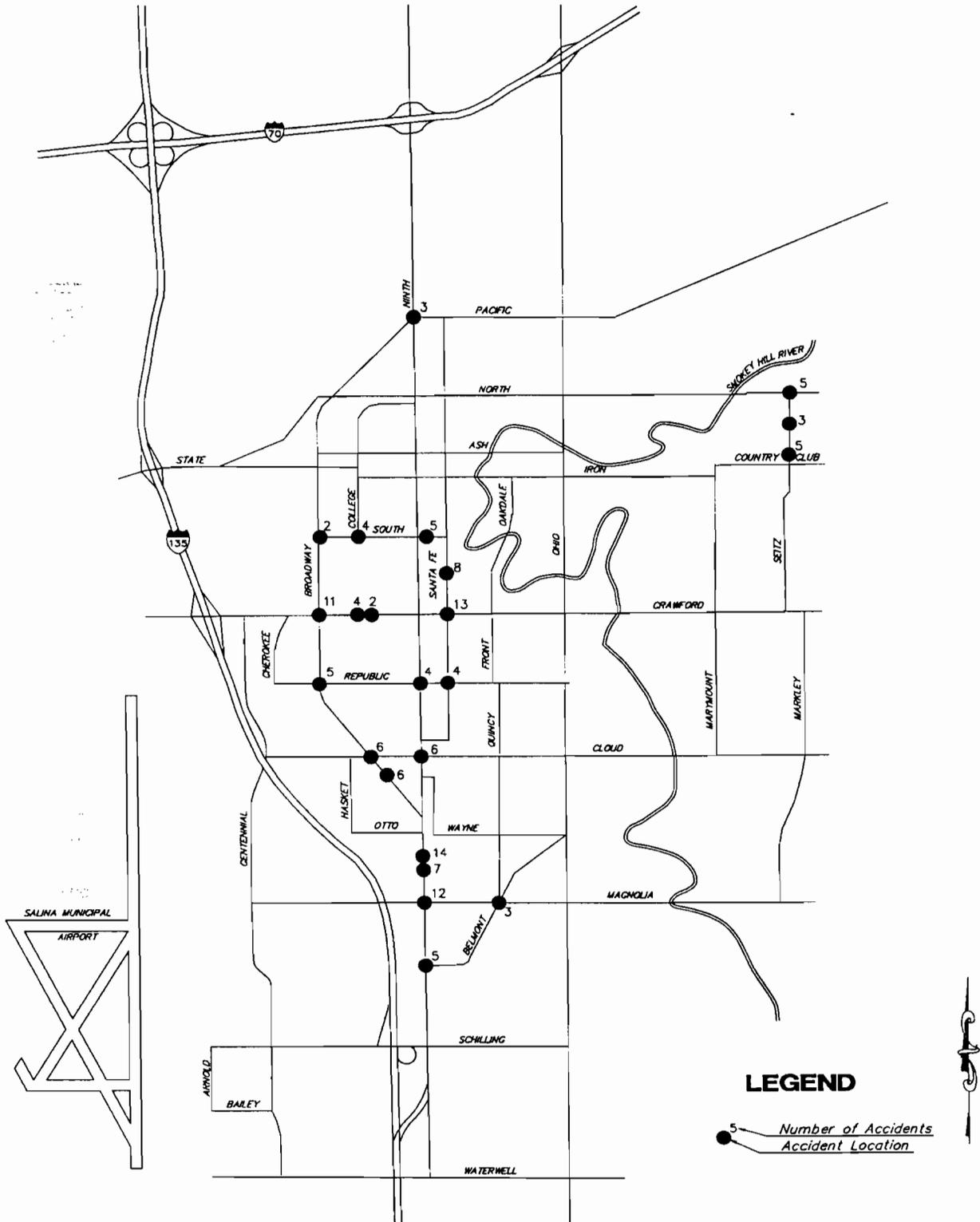
Table 31
Average Daily Traffic Summary
1991 and 1981

<u>Street</u>	<u>Location</u>	<u>1991 Count</u>	<u>1981 Count</u>	<u>10 Year Change</u>
Ninth	North of Pacific Street	8,200	10,500	-2,300
Ohio	North of Pacific Street	4,650	2,850	+1,800
Broadway	North of North Street	9,050	9,000	+50
Santa Fe	North of South Street	9,515	10,900	-1,385
Ninth	North of Ash	8,235	6,900+	1,335
Broadway	North of Crawford	22,600	21,050	+1,550
Ohio	South of Iron	14,675	9,050	+5,625
Crawford	West of Centennial	13,000	7,000	+5,000
Crawford	East of Santa Fe	12,910	10,300	+2,610
Crawford	West of Marymount	10,200	4,850	+5,350
Centennial	South of I-135	5,400	4,800	+600
Ninth	North of Schilling	18,215	16,050	+2,165
Belmont	North of Magnolia	10,790	5,150	+5,640
Ohio	North of Wayne	15,700	12,800	+2,900

Traffic Safety

The goal of a transportation system is to move people and goods in both an efficient and safe manner. Within any area, certain locations will have a higher incidence of accidents than others. To identify these locations, the last three years of accident data was collected and coded by location in the street system. An average over the three year period was used to determine the most frequent accident locations. The accident data was provided by the City of Salina from police department records. There were 19 locations having a higher frequency than other locations. These locations and the number of average annual accidents are shown in Figure 8.

AVERAGE ACCIDENTS PER YEAR 1988-1991



The highest accident locations were found on streets intersecting with Broadway Boulevard, the southern portion of Ninth Street, and Crawford Street. The location where the most accidents occurred was the intersection of Ninth Street and Saturn (14), located adjacent to both the Central and Galaxy Malls. Other locations experiencing a high number of accidents per year were the intersections of Crawford and Santa Fe (13), Ninth and Magnolia (12), and Broadway and Crawford (11). The intersection of Ninth (south) and Broadway was not included in the higher accident locations.

CBD Traffic Circulation Analysis

In recent years, traffic circulation in the central business district (CBD) has been a topic of concern. The focus of the discussion has been the operation of two parallel one-way streets, Fifth Street and Seventh Street. The primary concern was that the one-way streets reduce the number of drive-by customers and increase the amount of circuitry to reach stores located on the one-way streets. Three street circulation alternatives have been previously presented and will be discussed in this section. The alternatives include: 1) converting the one block section of Fifth Street between Ash and Iron, and the sections of Fifth and Seventh Streets, south of Mulberry, to two-way traffic; 2) converting both Fifth Street and Seventh Street to two-way traffic; and 3) making no changes to existing circulation patterns.

Existing CBD Traffic Operation

Traffic operations in the CBD provide for two-way traffic on all streets except Fifth Street, which is one-way south from Ash Street to Mulberry Street; and Seventh Street, which is one-way north from South Street to Prescott Street. Traffic control in the CBD is provided by fixed-time traffic signals at 21 intersections and by stop-control at 11 intersections. Special mid-block pedestrian signals are provided on Santa Fe Avenue, between Ash Street and Iron Avenue, between Iron Avenue and Walnut Street, and between Walnut Street and Mulberry Street. Between Elm Street and Mulberry Street, signals at the intersections of Santa Fe Avenue, Ninth Street, Eighth Street, Seventh Street, and Fifth Street are coordinated for traffic progression. They are connected by telephone lines which can be affected by rain or high winds. Signals are being converted to individual time clocks as funding becomes available.

A detailed analysis of traffic volumes and intersection operation was conducted as part of the Long Range Parking Demand Study prepared for the City of Salina in 1985. While the data is somewhat dated, comparison with recent traffic counts in the CBD indicates very little growth in traffic volumes. In the 1985 Parking Study, traffic operation was determined to be satisfactory for all intersections in the CBD. An evaluation of intersection capacity indicated a level-of-service "A" in nearly all locations. Level-of-service criteria is based upon expected vehicle delay at an intersection, with "A" being the best condition and "F" being the worst. Based upon both previous and current traffic data, it can be concluded that there is sufficient traffic capacity in the CBD street network. Traffic delays are not a result of traffic congestion, but rather a result of the number of traffic signals and the difficulty in coordinating all traffic movements in a tightly spaced street network.

In most cases, the existing one-way street system adds, at most, an additional one block in travel distance to reach a destination located on a one-way street. The exception is for trips entering the CBD from the east, where, because of the vacating of Fourth Street north of Iron Avenue, an additional three blocks travel distance is added to the trip. This problem would be resolved by converting the one block of Fifth Street between Ash Street and Iron Avenue to two-way traffic.

Evaluation of CBD Circulation Alternatives

The three street circulation alternatives have been evaluated based upon specific criteria which include aesthetics, street capacity, parking impact, travel circuitry, pedestrian ease, cost, and overall economic impact. A summary of the evaluation is provided in Table 32.

Aesthetics. The development of the one-way pairs has resulted in less street area allocated to traffic use, providing opportunities for street aesthetics, crosswalks, parking, lighting, and alleys converted for pedestrian traffic. Changing to two-way traffic would reduce landscape alternatives.

Street Capacity. One-way streets increase street capacity; two-way streets decrease it. Neither Seventh Street nor Fifth Street is an arterial, and there is excess capacity on these streets. Changing to a two-way operation would increase the number of conflicting turning movements, which would increase expected vehicle delay at intersections. While loading zones would be provided, violations could result in lane blockings and traffic circulation problems.

Parking Impact. Each loading zone could require elimination of five angle parking spaces. A total of 60 on-street parking spaces would be removed if two-way traffic was implemented. Removal of spaces in front of a given business could also negatively impact it.

Circuitry. A two-way street system would reduce the trip length by one block for about half of the trips to stores located on Fifth Street or Seventh Street. It would also reduce the trip length by three blocks for persons traveling on Iron Avenue destined for the Post Office or other nearby locations.

Pedestrian Ease. One-way streets make pedestrian crossings half as difficult.

Cost. The attached cost of converting the one-way streets to two-way streets would require a more detailed traffic signal design study. However, a preliminary cost was estimated at \$95,000-\$100,000, which included new signal heads, wiring, fixed time controllers, pavement striping, additional stop signs, and modification of four traffic signals. The estimate does not include staff time or engineering fees. The cost for the one-block segment on Fifth Street, between Ash and Iron, was estimated between \$15,000 to \$20,000, depending on the need to replace the signal controller at Fifth and Iron.

Economic Impacts. There is no evidence to support an increase in CBD economic activity following changes in traffic circulation. Potentially, if traffic volumes were to increase in front of a given store, its sales volume could increase. The net CBD sales activity would be expected to be unchanged as a result of the proposed street circulation changes.

The conversion of one-way traffic on Seventh Street and Fifth Street involves weighing tradeoffs. The most significant tradeoff is between accommodating delivery trucks and other vehicular traffic. In order to accommodate both delivery trucks and vehicle traffic, loading zones would need to be designated on each side of the blocks. The loading zones would require removal of up to 60 parking spaces in the CBD. They could also negatively impact the adjacent store fronts. The decision for two-way traffic becomes one of weighing cost, parking and access considerations.

**TABLE 32
CBD STREET CIRCULATION EVALUATION**

	<u>Fifth, Seventh Two-Way</u>	<u>Fifth Street Ash-Iron Two-Way</u>	<u>Maintain Existing Circulation</u>
Aesthetics	Reduces Opportunities	No Change	No Change
Street Capacity	Reduced	No Change	No Change
Parking Impact	Eliminates 60 spaces for Loading Zones	Eliminates 10 spaces for Loading Zones	No Change
Circuitry	Reduces some by one block, a few others by three blocks	Reduces a few by three blocks	No Change
Pedestrian Ease	Decrease	Small decrease	No Change
Cost	\$90,000-\$105,000	\$15,000-\$20,000	None
Economic Impacts	No evidence to support an increase in total CBD revenue	No Change	No Change

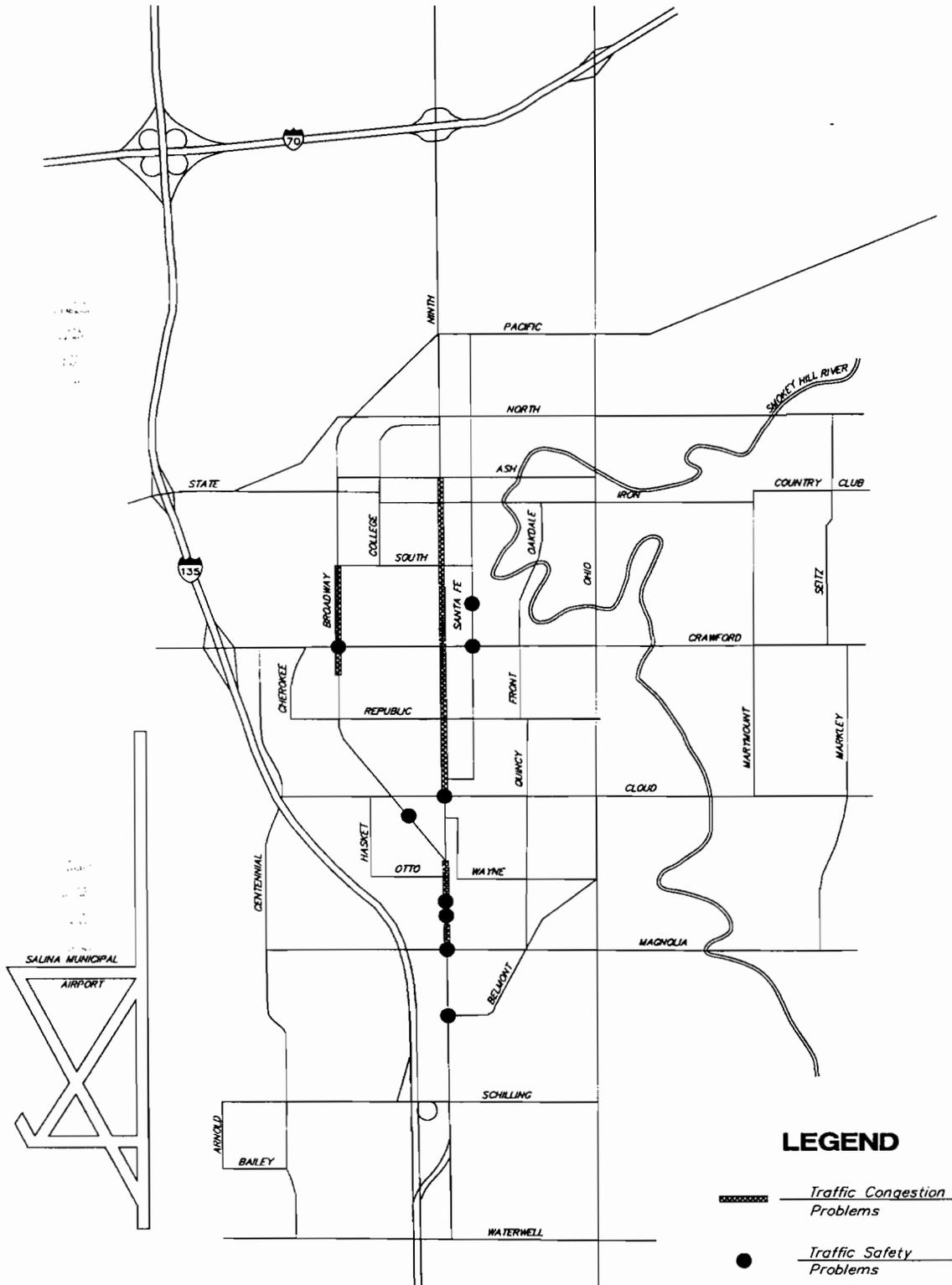
Assessment of Existing Circulation

The compilation of transportation data has only limited intrinsic value. Rather, it is the correct interpretation of the data and its application to locally accepted values which adds significance to this study. The assessment of existing traffic circulation has been performed by analyzing traffic volumes, street capacity, accident statistics, speed limits, and the input provided by the transportation focus group. An assessment of existing traffic circulation is shown in Figure 9. The assessment indicates traffic problems which relate to insufficient street capacity or to problems related to accident frequency.

Traffic congestion problems cited in this section were determined by comparing traffic volumes with estimates of street capacity. The information was developed for general planning purposes, and represents use of average daily data for typical street segments. More precise information would require a detailed traffic engineering approach which would include determining average travel speed, travel delay at signals, detailed intersection geometrics, signal timings, percentage of truck traffic, as well as accident type, severity and cause.

The review of traffic data indicates the locations where traffic volumes approach street capacity. A general method of determining street congestion is to identify when traffic volumes are greater than 80 percent of street capacity. Typically, streets having volume-to-capacity ratios (v/c) of 0.80-0.89 are considered to have a Level of Service (LOS) "D" and those having v/c ratios 0.90-1.00 LOS "E".

TRAFFIC CIRCULATION ASSESMENT



Streets having v/c ratios of 1.00 or greater are considered to have a LOS "F". A level of service of C or better (v/c ratios under 0.80) is desired for street operation in cities such as Salina.

Problem areas were defined as streets where volume/capacity was 0.80 or worse. These locations are listed below.

- *Broadway Boulevard.* Traffic volumes varied along this route. In most locations, there is sufficient street capacity to accommodate traffic, however, in the section between State and Crawford, volumes approached street capacity. This section is identified as operating at LOS "E" (0.94).
- *Ninth Street.* Traffic congestion is identified at two locations along this route. One location is the three-lane section of Ninth Street, between Cloud and Ash Streets. The street capacity along this section of Ninth is lower than in other, less dense locations. Currently, the relatively high volume on Ninth Street does result in driver delay and inconvenience. Traffic has increased to nearly street capacity, and additional traffic increases would result in longer delays and potential safety problems. Given the availability of alternative routes such as Santa Fe, it would appear that Ninth Street should be used until traffic begins to slow. Santa Fe, which has a large amount of additional capacity, is available to accommodate additional vehicles from Ninth Street. While Ninth Street provides the most direct north-south connection, sufficient capacity does exist when both Ninth and Santa Fe are analyzed together.

The second congested location on Ninth Street is located south of the intersection of Broadway and Ninth, the area of major retail activity. Recent traffic growth has resulted in traffic volumes operating at approximately 80 percent of street capacity. The problem is complicated by high turning movements into shopping centers and the close proximity of traffic signals.

With the widening of Crawford Street, a major east-west street, traffic congestion problems are primarily limited to north-south traffic movements. Additional vehicle capacity is available on Ohio Street and Santa Fe, but is limited on Ninth Street and Broadway Boulevard. Traffic circulation in the northern part of the City is limited less by capacity problems than by driver inconvenience resulting from railroad tracks, railroad crossings, and lack of contiguous east-west streets. In comparison, traffic circulation in the southern part of Salina is constrained by a limited number of four-lane arterial streets and the unconventional design of streets, such as the I-135/Schilling Road interchange, the "S" curve on Centennial Road, and by under-designed streets which now serve as arterials. Review of traffic growth in the last ten years in the southern and eastern parts of Salina supports the need to plan for new arterial widenings and collector streets to support traffic growth in the next ten years. Specific street capacity improvements will be made following the analysis of future development impacts, which will be described in Phase II of this study.

The review of accident statistics provides a key indication of intersections which should be evaluated for potential intersection improvements. Since the traffic study in 1985, many intersection improvements have been completed, resulting in a major positive impact on traffic safety. Aside from Ninth Street/Magnolia and Broadway/Cloud, most of the improved locations (see page 7) are not included in the current list of high accident locations.

The current deficiencies in existing traffic safety and operation were identified based upon recent accident statistics. Based upon this information, a list of intersections which should be studied to identify potential geometric improvements is shown on the following Table.

Table 33
Potential Intersection Safety Improvements

1. All intersections of Ninth Street between Broadway (south) and Magnolia.
2. Ninth Street and Magnolia
3. Santa Fe and Crawford
4. Broadway and Crawford
5. Santa Fe and Prescott
6. Ninth and Cloud
7. Broadway and Hageman
8. Broadway and Cloud

Other circulation improvements should also be explored. Many of these recommendations are based upon local experience and from input from the transportation focus session and are given below.

- Access and internal circulation improvements should be investigated in the area of the Central Mall. This observation is also supported by traffic volume and accident data.
- Access from the interstate system to the CBD and mall areas should be improved. This could include geometric improvements or posting information signs.
- Signal coordination should be pursued on Broadway Boulevard, Ninth Street, Crawford Street and other locations, as necessary.
- The posted speed policy should be re-examined to include consideration of increasing speeds on certain segments of collector and CBD streets from 20 mph to 30 miles per hour.
- The intersection operation of both Belmont/Ohio and North/Ohio should be reviewed. If operating deficiencies are identified, geometric improvements should be programmed.
- Based upon a review of CBD traffic operation, it can be concluded that the existing street pattern is functioning well. Travel length reductions resulting from two-way street operation would be off-set by additional intersection delay. With two-way

traffic, potential problems with loading zone parking would also increase traffic conflicts and result in a reduction of 60 parking spaces. However, the current three block delay for motorists on Iron Avenue, traveling to the Post Office or other nearby locations, is considered excessive. The conversion of Fifth Street between Ash Street and Iron Avenue is recommended to relieve this problem. The conversion of the remaining portion of Fifth Street and Seventh Street to two-way traffic can be supported by the traffic analysis. It would, however, result in the loss of parking spaces which may not be acceptable to local merchants.

PART II:
Goals, Objectives and Policies



PART II - GOALS, OBJECTIVES AND POLICIES

To be effective, the Salina Comprehensive Plan must respond to the special needs, values and desires of the local community. Goals objectives, and policies help to provide this focused guidance. These statements transform the collective values of the community into operational statements which are used, in part, as guidelines in the planning process.

Goals, objectives and policies each have a distinct meaning and purpose, ranging from the more general to the more specific:

Goals articulate long-range aspirations of the community. They are stated in terms that can promote agreement of major issues or needs necessary to support actions and strategies required to realize aspirations. They represent an end to be sought, although some may never be fully realized.

Objectives identify the types of initiatives that must be taken to realize goals. Objectives are stated to provide a means of measurement toward goal attainment.

Policies identify specific courses of action required to achieve stated goals and objectives. Policies are intended to be finite, measurable actions which can be undertaken by various organizations and interests in the community.

Collectively the goals, objectives and policies indicate where the community wants to go and what it wants to become in the future. Goals and objectives help provide an overall focus and direction for the Comprehensive Plan, and provide important guidelines for specific recommendations regarding land-use and other components of the Comprehensive Plan.

List of Goals, Objectives and Policies

Goals, objectives and policies have been prepared for key community elements which include the following:

1. Overall Community Design, Image and Identity
2. Housing and Residential Areas
3. Commercial and Retail Development
4. Business and Industrial Development
5. Transportation
6. Community Facilities and Services
7. Parks and Recreation
8. Historic Resources
9. Natural Environment
10. Growth and Development

I. OVERALL COMMUNITY DESIGN, IMAGE AND IDENTITY

GOAL

A strong and positive physical image of the community through public and private improvements which enhance various physical features of the community.

Objective

Improve the function, image and appearance of major "gateway" corridors to the City, recognizing the City's most heavily used streets are the strongest visual influences of the City's physical setting upon residents and visitors alike. For purposes of this plan, gateway corridors include: Ninth Street; Crawford Avenue; Schilling Road; Ohio Street; Iron Avenue; State Street; Centennial Road; Pacific Avenue; and I-70 and I-135.

Policies

- Establish as a high capital improvements priority the maintenance and repair of existing public improvements along gateway corridors.
- Create a gateway or entryway to Salina Municipal Airport through establishing a major street connection between the airport and the greater community to the west which emphasizes unique right-of-way landscaping and public information signage.
- Provide new entryway signage, in landscaped settings, announcing arrival to the community.
- Through a review of future development proposals, work to improve the overall appearance of buildings, structures, and landscaping along gateway routes.
- Evaluate sign regulations and enforcement procedures to ensure quality signage in scale with existing and future planned development.
- Work to improve the overall appearance of gateway streets which intersect with the interstate highway system through property maintenance, and signage improvements. Encourage intensification of land-use.

Objective

Support Downtown Salina as the City's attractive and intensive mixed-use urban center.

Policies

- Establish boundaries for the downtown to formalize its geographic coverage and maintain its overall compact character.
- Continue to support downtown Salina as the location for major community and civic events.

- Continue to support Downtown Salina, Inc. and the business development and redevelopment district program efforts to promote and improve downtown.
- Continue to make capital improvements which improve the overall image and appearance of the downtown.

Objective

Improve functional land-use relationships, particularly between residential and non-residential land-use areas.

Policies

- Establish transition yard requirements in the City’s Zoning Ordinance to physically separate incompatible uses.
- Attempt to arrange land-uses so residential and non-residential traffic does not conflict in residential area.
- Work to amortize and eventually remove incompatible land-uses in residential neighborhoods.
- Maintain distinct edges between incompatible land-use areas.

Objective

Establish comprehensive landscaping criteria, guidelines and standards to improve the physical appearance of public facilities, including street rights-of-way and private development.

Policies

- Establish minimum standards for public right-of-way parkway tree planting.
- Establish minimum landscaping standards for commercial, business, industrial and multi-family developments for parking lots, building foundations, lot perimeter and transition yards. Further establish minimum standards for landscape plant material including species and planting size.

GOAL

A strong and positive civic, business and community identity which portrays Salina as an aggressive and independent regional center, as well as a community of high residential living quality.

Objective

Encourage and strengthen relationships between government, civic, business, and other groups in furthering business interests.

Policies

- Continue to promote Salina as a competitive center for industry and growth.
- Work with the Chamber of Commerce, Downtown Salina, Inc., and other groups responsible or active in community improvement and support activities where possible.

Objective

Identify and market the characteristics of Salina which make it an attractive place to live, work and play, including the arts education and other cultural assets.

Policies

- Continue to create and make available information regarding Salina's community facilities and cultural attractions.
- Work toward attracting conference and convention visitors to take interest in and utilize community cultural facilities through coordinated events programming.

II. HOUSING AND RESIDENTIAL LAND-USE AREAS

GOAL

A housing inventory and living environment which will accommodate anticipated future growth and maintain the overall character of the City.

Objective

Maintain a balance between single family and multiple family housing and establish growth areas for new low, medium and high density residential development.

Policies

- Establish a range of residential densities for low density, medium density and high density residential areas at selected geographic areas in the community.
- Identify appropriate locations for new residential development within future growth areas.
- Encourage attractive housing developments and residential living areas through a mix of housing types.
- New residential development should make provision for the maintenance of common areas, drainageways and easements.

Objective

Maintain the stability of existing residential neighborhoods.

Policies

- Continue to provide high quality municipal services and facilities in support of residential areas.
- Assure that adequate utilities and municipal services can be provided in connection with new residential development.
- Encourage housing development which is innovative in design and respects and compliments human-made or natural constraints.

GOAL

A housing inventory which supports the needs of specific populations that are financially disadvantaged for which housing availability is limited.

Objective

Explore opportunities between public, private and not-for-profit agencies to make available dwellings or financing for low and moderate income individuals and families.

Policies

- Explore low interest loan opportunities with local lending institutions for moderate and low income families.
- Continue to evaluate local development control ordinances to permit acceptable materials and construction policies which reduce the cost of construction without significantly sacrificing quality.
- Monitor the availability and affordability of housing for senior citizens.
- Evaluate potential locations and encourage the construction of low cost housing for Salina's growing student population.
- Work toward increasing the availability of all types of housing within the community.
- Provide adequate opportunity for manufactured homes in suitable locations.

Objective

Explore opportunities for housing the disadvantaged, including elderly, female-headed households, persons with disabilities, and the homeless.

Policies

- Work with local social service agencies to identify the overall needs of the housing disadvantaged.
- Attempt to create additional capital to subsidize the cost of new housing by leveraging local and state resources in the private market.
- Continue to solicit the support of the local financial community to provide below market rate construction and permanent financing loans.

III. COMMERCIAL AND RETAIL DEVELOPMENT

GOAL

A system of commercial development which is organized to provide various goods and services within the community and the greater region served by Salina.

Objective

Promote Downtown Salina as the civic and business center for the City.

Policies

- Continue to support the efforts of Downtown Salina, Inc. and aggressively market the Downtown.
- Reinforce downtown's image as the City's civic and cultural center and encourage new or expanding civic, public and institutional uses to locate within downtown.
- Seek a high quality hotel at a location which is accessible to and supportive of the Bicentennial Center.
- Explore and pursue unique or "niche" uses which are compatible with the general retail, commercial, and office composition of the downtown.
- Evaluate future community-wide commercial and retail development proposals for potential impact on the strength of downtown Salina.

Objective

Encourage the infill of vacant parcels and buildings in existing retail and commercial areas and resist annexation and development of new land unless designated for commercial use within the land-use plan.

Policies

- Insure that all newly annexed land can be adequately served with public facilities and services.
- Evaluate development proposals to insure reasonable, staged timing of commercial development commensurate with need and demand.
- Redevelopment around the intersections of the local street system and the interstate system should be designed and landscaped to protect and enhance the appearance of interstate entrances and points of major access to the City.

Objective

Encourage new highway commercial-oriented land-uses at major street intersections with the interstate highway system.

Policies

- Encourage annexation, the provision of utilities and urban services at highway intersection locations to encourage development.
- Evaluate development control ordinances, including the zoning ordinance, to ensure an appropriate and compatible range of highway-oriented uses.
- Development around interstate intersections with the local street system should be designed and landscaped to protect and enhance the appearance of the intersections.

Objective

Encourage corrective maintenance of older commercial properties including deteriorating commercial corridors.

Policy

- Develop a property maintenance code particularly suited to Salina's commercial areas which sets minimum standards for site maintenance and building improvements and actively enforces the new regulations.

Objective

Reinforce and improve off-street parking, circulation, signage and other general operational conditions within commercial corridors.

Policies

- Review access control policies which apply along major commercial street corridors and develop minimum standards.

- Encourage the use of frontage roads, shared access, and shared parking facilities wherever feasible.

Objective

Ensure compatible commercial and retail development with neighboring land-use areas.

Policies

- Provide protection in the form of land-use transition screening, particularly for service areas such as service drives and loading areas.
- To the greatest extent possible, direct traffic, lights, and general center activities away from sensitive adjoining land-uses.

Objective

Discourage additional strip commercial development within the City.

Policies

- Encourage the design of new commercial development to facilitate a pedestrian access system.
- Encourage coordinated development or redevelopment of obsolete sized, shaped, and platted parcels in a planned manner.
- Identify appropriate locations for new retail and commercial development areas that encourage planned clusters or groupings of commercial use areas, based upon whether they are intended to serve neighborhood, community, or regional markets.
- Encourage the locating of large commercial developments on major arterial streets.

IV. BUSINESS AND INDUSTRIAL DEVELOPMENT

GOAL

A strong employment base within the community which enhances the overall standard of living.

Objective

Encourage the orderly expansion of existing business and industrial areas and activities.

Policies

- Permit the expansion and development of new business and industrial land-use only when adequate municipal services and facilities are present to serve new land-uses.

- Continue to facilitate and encourage the development of Salina Municipal Airport as a key transportation mode for service and support to business, commerce and industry.
- In collaboration with business and industry, the City should continue to market Salina as a center for economic commerce and industry.
- Continued training and education to improve the overall skills of the local labor force through local educational institutions should be encouraged.
- Maintain and enhance local efforts for business and industrial retention, and facilitate the expansion and development plans of local industrialists.

Objective

Ensure compatible land-use relationships between industrial development and surrounding land-use areas.

Policies

- Require all land-uses, and industrial land-uses in particular, to meet performance standards for noise, vibration, air, water and other forms of environmental protection.
- Designate new, select industrial areas which are compatible with existing and future planned adjoining land-uses.

Objective

Promote the development of business park and office research development within the community.

Policies

- Designate select locations for new business park and office research land-uses.
- Amend the zoning ordinance to create a business park/office research zoning classification that establishes a compatible range of commercial, light industrial, research, light assembly and office activities in a low density, "campus"-like setting.

Objective

Focus local economic development incentives to reinforce the northern industrial area.

Policies

- Provide enterprise zone incentives for the northern industrial area and eliminate incentives for all other industrial areas.
- Consider other forms of possible economic development incentives, including tax increment financing.

- Continue and maintain state and federal economic development programs.
- Actively market and promote development and redevelopment of the northern industrial area.
- Develop a long-range plan for the area which considers the possibility of mixed land-use.

Objective

Seek development of areas within the community, represented by new public investment, where services and facilities already exist.

Policies

- Encourage new development which corrects platting and development deficiencies limiting the range of potential business and development activities.
- Offer incentives for development and redevelopment which encourage utilization of existing infrastructure improvements.

V. TRANSPORTATION

GOAL

A transportation system serving Salina which provides for safe and efficient movement of vehicles and pedestrians.

Objective

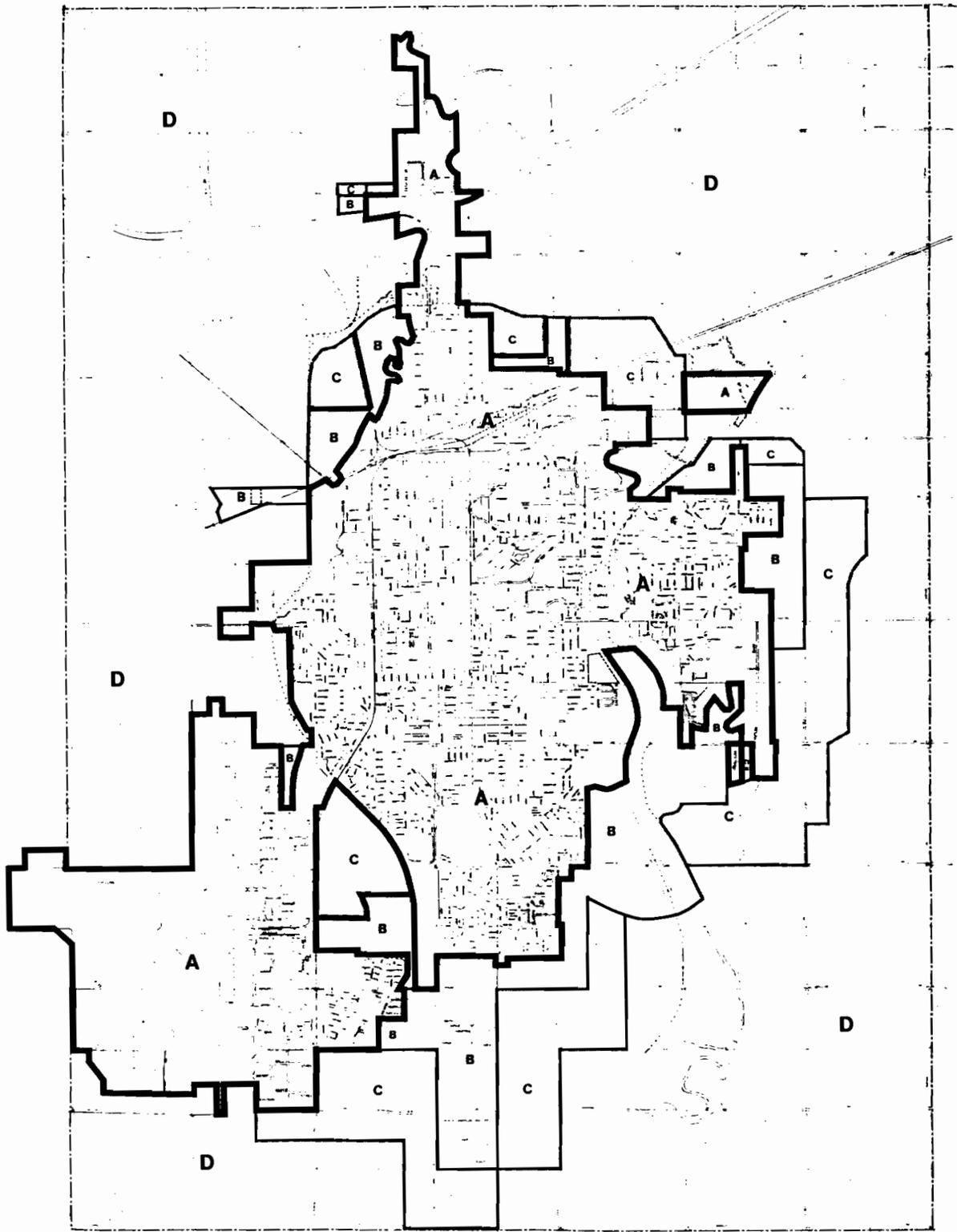
Coordinate land-use and transportation planning to maximize and direct land-use opportunities created by major transportation facilities within and around the City.

Policies

- Protect the function of the overall street hierarchy within the community through effective access control.
- Designate new growth areas where existing transportation facilities or planned facilities are of capacity to support new development.
- Ensure development of the major street system through the design and acquisition of sufficient right-of-way prior to large-scale development.

Objective

Improve the overall design and appearance of roadways within the community.



- LEGEND**
- A** EXISTING SERVICE AREA
 - B** PRIMARY SERVICE AREA
 - C** SECONDARY SERVICE AREA
 - D** RURAL SERVICE AREA

Figure 18
SALINA SERVICE AREAS
COMPREHENSIVE PLAN
 City of Salina, Kansas

Policies

- Continue to maintain and improve streets, curbs, gutters and sidewalks through the City's capital improvements program.
- Pursue recommended corridor and "gateway" improvements described under Community Design Goals, Objectives and Policies.

Objective

Provide for safe and convenient bicycle and pedestrian access throughout the community.

Policies

- Pedestrian and bicycle facilities should be established based on need criteria related to trip generators, such as schools, parks and other facilities.

Objective

Ensure that transportation facilities are designed and developed in harmony with the natural environment and adjacent land-uses.

Policies

- Ensure that new transportation improvements are designed in a manner which least impacts surrounding land-uses and environmentally sensitive areas including rivers, streams, wetlands, and floodways; this could be a part of the development review process.

Objective

Encourage growth and expansion of airport services and facilities.

Policies

- Maintain and update the airport master plan so that airport facilities and services adequately support future projected air traffic demands.
- Protect areas surrounding the airport from the development of incompatible land-uses.
- Review the City's development control ordinances and consider the adoption of airport zoning regulations as part of the zoning ordinance.
- Encourage business support facilities at the airport, such as rental services, to facilitate the needs and requirements of local business and industries.

GOAL

A public transportation system which serves the needs of the community.

Objective

Develop public transportation services for those local populations which require alternatives to the private automobile to meet daily needs.

Policies

- Inventory and assess transportation needs within the community to determine any service gaps.
- Determine feasible approaches to meet local transportation needs based upon anticipated costs.
- Seek assistance under the Urban Mass Transportation Act (UMTA) for planning and developing transportation programs.
- Based upon transportation needs identified, ascertain approaches to best meet transit demand.
- Evaluate alternative solutions to realize maximum fiscal benefits to the City, which could include a combination of public and private transportation providers.
- Seek alternative funding resources which can be leveraged with local resources.

IV. COMMUNITY FACILITIES AND SERVICES

GOAL

A system of community facilities which provides for the efficient and effective delivery of high quality services to Salina residents and businesses.

Objective

Provide and maintain adequate sites and facilities for municipal departments.

Policies

- Plan and provide for additional building space or land for facilities which have been identified as having inadequate space.
- Consider the potential and location for a new community recreational center.

- Plan for new sites for police, fire protection, recreation, schools and parks within future growth areas, where required.
- Ensure that new sites and buildings are designed as landmark locations that will enhance the overall life and quality of the community.
- Work with local school officials in the selection and development of new school facilities and sites.

Objective

Maintain and improve all existing community services including, but not limited to, police, fire, public works, library, museum and related services.

Policies

- Seek new sources of funding to maintain community services.
- Evaluate the land development process and determine if the City can require greater developer participation in maintaining existing service levels, especially where levels of service may be negatively impacted by new growth and development.
- Maintain the City's essential services including, but not limited to, police, fire, public works, library, museum and related services.

Objective

Provide high quality municipal water supply, waste water treatment and storm water management services to existing areas of the City as well as future growth areas.

Policies

- Continue to work toward utility services/connections to all areas within the City limits.
- Encourage the extension and connection of utilities in a manner which promotes orderly development with a full compliment of all community services.
- Determine future sources of raw water supply to meet the public water supply needs for the City in the future.
- Continue to implement storm water drainage and management plans, particularly for south Salina.
- Manage and dispose of, as provided by law, the increased stormwater runoff resulting from development.
- Include minimum storm water detention and retention standards as a requirement of the City's development codes.

- Provide for the maintenance of minor drainageways by owners of abutting property.

VII. PARKS AND RECREATION

GOAL

A park, recreational and open space system which satisfies the recreational and leisure time needs of local residents and enhances the unique quality and character of the City.

Objective

Maintain high standards for the type, quality and quantity of park and open space land within the community.

Policies

- Develop new parks and additional park facilities in residential areas with current park deficiencies.
- Ensure that adequate park and recreational facilities can be provided in connection with new development.
- Re-evaluate the need for a new community recreational center.
- Consider establishing parkland dedication requirements as part of the City's development control ordinances.
- Maintain and expand the local park system to serve all sections of the community.

Objective

Develop and improve park and recreational facilities which are sensitive to natural and human-made environmental features.

Policies

- Preserve natural areas, forested areas, wetlands, streams, and rivers as open space resources.
- Consider the use of the flood control levee for recreational uses, i.e., for walking, hiking and jogging, that would connect other recreational areas throughout the community.
- Encourage the preservation and protection of open space areas and environmental features on private property throughout the City.

- Consider landscaping programs for publicly-held open spaces, including select street rights-of-way, which add to the attractive character of the City.
- Ensure convenient access and off-street parking to public park sites and recreational areas.
- Consider open space as well as recreational and educational opportunities for the Smoky Hill and Saline Rivers.

VIII. HISTORIC RESOURCES

GOAL

Define, maintain and enhance Salina's historical values and resources as a means of preserving the community's history and character for future generations to enjoy.

Objective

Identify historic resources and values within the City of Salina.

Policies

- Continue to systematically identify and record sites, structures and areas of historical value to the community.
- Determine the relative value of all historical resources and establish priorities for preservation.

Objective

Identify alternative ways to protect, enhance and improve historic buildings and areas.

Policies

- Where practical, continue to utilize state and federal historic preservation programs to protect local historic resources.
- Work with the Chamber of Commerce and local developers to identify ways by which historic structures can be adaptively reused in an economical manner.
- Establish a low interest loan pool with incentives for building and facade rehabilitations which protect the architectural and historic integrity of such structures.

Objective

Identify alternative ways to protect, enhance and improve resources.

Policies

- Consider establishing additional historic preservation districts where appropriate.
- Encourage close cooperation between government, property owners and local organizations to work together to increase local awareness of historic preservation needs and projects.
- Consider a special local historical site and area identification program which, through unique public improvements, establishes appropriate character and identification of preservation areas.
- Continue public education programs concerning Salina's historical resources, such as the Heritage Commission Walking Tours.
- Encourage the continued designation of local, state, and nationally registered landmarks.

IX. NATURAL ENVIRONMENT

GOAL

A balance between the natural and human-made features of the community which preserves and protects key natural features while promoting quality new growth and development.

Objective

Protect important hydrologic features such as streams, ponds, flood plains and drainage ways, all of which affect other natural processes.

Policies

- Seek to protect and improve the quality of Salina's waterways through identification and control of indirect as well as direct sources of pollution. Particular attention should be given to improved land-use configurations and standards to control degradation of streams and waterways caused by storm water run-off in urban areas.
- Enhance and preserve the functional and aesthetic qualities of drainage courses and waterways in a manner compatible with a non-structural approach to flood control.
- Identify and protect aquifer and ground water recharge areas to the greatest extent possible, in order to preserve these resources. This applies with particular emphasis

to mineral and other resource extraction processes which may particularly degrade aquifers.

Objective

Integrate natural resource areas as part of the urban open space, park and recreation system.

Policies

- Maintain and improve the Smoky Hill and Saline River corridors as scenic amenities and, to the greatest extent possible, utilize the corridors for educational purposes.
- Integrate sand and gravel pits as part of the open space plan under the assumption that active sites and excavation operations will eventually cease.
- Make efforts to save trees in the development of new areas and the redevelopment and rehabilitation of older structures and neighborhoods. The continuation of the City's urban forestry throughout new development is important in maintaining the overall character of the City.

Objective

Manage growth and development in a manner which minimizes the threat of natural hazards to life and property.

Policies

- Continue to enforce local and Federal regulations for development proximate to the flood control levee system.
- Delineate hazardous areas which present danger to life and property from flood, steep slope or unstable soil, and limit or prohibit development. Such areas shall receive strong consideration for inclusion in the open space and recreation system.

X. GROWTH AND DEVELOPMENT

GOAL

A balance between the timing and location of the development of future growth areas which ensures maximum utilization of facilities and services and distinguishes between urban growth and preservation areas.

Objective

Establish urban service areas for future growth based on the ability of the City to provide services as well as community facilities for residential, commercial and industrial land-uses.

Policies

- Service areas should identify: 1) existing areas in the City which have adequate facilities and services to accommodate new development; 2) unincorporated areas in the planning area that will more than likely accommodate new urban development coincident with the availability of adequate facilities and services through annexation; and 3) remaining sections of the planning area for which development is not planned and which are of a primarily rural or agricultural character.
- Do not permit new development in the City and the extraterritorial planning area unless adequate urban facilities and services are available to serve the development.
- Amend the City subdivision regulations to apply to the unincorporated sections of the planning area.
- Define City Criteria and Standards for urban facilities and services to be provided with new development.
- Obtain fiscal impact studies for all completed non-residential developments and residential developments of more than 40 dwelling units or lots. Alternately, the City can develop its own fiscal analysis system and apply it on a consistent basis to all projects.

Objective

Establish reasonable standards for new developments to support the expense of facilities and services which they may reasonably require.

Policies

- Establish a working committee of appointed personnel to maintain rapport on issues of mutual and common concern.
- Encourage simultaneous and combined review of City of Salina and Saline County annual capital improvements programs.
- Consider coordinating any new development impact fees between the City of Salina and Saline County in unincorporated areas around the City's urban fringe.

Objective

Provide services within existing developed urban areas in the City, and make services and facilities available to growth areas as designated within the planning period, subject to the City's annexation policy and capital improvements program.

Policies

- Require annexation before adequate facilities and services are furnished.

- Offer annexation of existing substantially developed areas on terms and conditions reasonably required to accommodate existing land-use; the City will expect these areas to be brought to City standards where necessary for health and safety purposes.
- Do not permit annexations outside the City of Salina's planning area identified in the *Comprehensive Plan*.
- Provide adequate facilities and services to undeveloped areas subject to annexation.
- The City may impose terms and conditions to protect the public interest.

PART III:
Long-Range Plan



PART III - LONG-RANGE PLAN

INTRODUCTION

Part III presents the recommended Long-Range Plan for the City of Salina. It includes recommendations related to land-use, development, transportation, community facilities and growth and development. The Long-Range Plan is based on the background studies of Phase I of the Planning Program, community goals and objectives, previously prepared plans and policies, and the preparation and selection of a preferred concept from a number of growth and development alternatives.

The Long-Range Plan includes seven primary sections which are described below.

- **Planning Framework:** Reviews of several important factors and conditions which help shape the Long-Range Plan. These include: a) existing land-use; b) pending plans and projects; c) land-use forecasts; and d) environmental features.
- **Land-Use Plan:** Describes the overall recommended development pattern, as well as the plan and policy recommendations for residential, commercial, business and public land-uses.
- **Transportation Plan:** Identifies existing street capacity problems and future improvement needs, plus recommendations regarding street classification and functional design.
- **Community Facilities Plan:** Describes parks and recreation, schools, and municipal buildings and facilities, as well as recommendations for improvements.
- **Utilities Plan:** Discusses plans and recommendations related to municipal water, waste water, and storm water facilities.
- **Community Design:** Discusses the importance of community design and its relationship to sections to key street corridors, historical areas and community aesthetics in Salina.
- **Growth and Development:** Describes the growth management strategy to be utilized in implementation of the new Comprehensive Plan . It delineates areas within the community and unincorporated territories around the City for staged, priority growth and development, and establishes policies regarding the provision of adequate facilities and services prerequisite to new development.

LAND-USE PLAN FRAMEWORK

Several important features and conditions help establish a basic framework for the preliminary recommended Long-Range Plan. While nearly all these were presented in more detail in previous planning documents, they are briefly reintroduced here as a prelude to the Land-Use Plan. Sections include: existing land-use, preliminary plans and projects, land-use forecasts, and environmental features.

EXISTING LAND-USE

The existing form and structure of Salina is determined by the pattern of residential, commercial, industrial, public and semi-public land-uses in the community. This will significantly influence the new Comprehensive Plan.

In terms of existing land-use and development, the City has developed in a rather compact manner due to the presence of floodway, river floodplains and drainage ways. A complex storm water control levee system has been developed around most of the City, and has been and will continue to be a major organizational feature influencing land-use patterns and development. Most large tracts within levee areas have been developed.

Salina is predominantly a residential community, but functions as a regional center for commerce and industry. The City has a broad range of neighborhoods and housing. The older historic areas are located in the northern and central portions of the City, while newer residential areas lie to the south and east.

Salina's commercial areas focus on the downtown as a major community organizational feature. Other commercial areas are established along major corridors which include Broadway Boulevard, Crawford Street, Ohio Street, State Street, and Iron Avenue. South Ninth Street represents the City's fastest growing commercial area. South Ninth Street and Salina Municipal Airport are the location of the major industrial development areas; a third industrial area lies in the northern portion of the City.

The Land-Use Plan reinforces and strengthens the existing land-use patterns and structure of the City. It includes recommendations for protection and enhancement of existing land-use areas as well as select new locations for future development and growth.

Salina's corporate limits encompass approximately 12,000 acres of land, of which 1,600 acres are vacant. The City's extraterritorial planning area contains a total of 1,976 acres; 1,258 acres are vacant.

PLANS AND PROJECTS

Salina continues to grow at a moderate pace. Even though the analysis of existing land-use indicates the presence of significant amounts of vacant and undeveloped land, many vacant parcels are already either committed to new development, or are currently being considered for new projects.

The Background Studies presents a summary of pending plans, projects and proposals in four general categories: 1) approved plans and projects under development; 2) approved plats and plans - no development; 3) pending projects; and 4) development plans approved. In summary, if all pending plans and projects are eventually developed, they would produce a significant amount of new residential commercial, office and industrial construction. This is summarized below:

Land-Use	Square Footage	Acreage
Single-Family Residential	360 d.u.	90 acres
Multi-Family Residential	226 d.u.	28 acres
Commercial	436,975 sq. ft.	55 acres
Office	57,717 sq. ft.	27 acres
Industrial	3,310,560 sq. ft.	69 acres

These pending plans and projects are important considerations in preparing Salina's new Land-Use Plan. Even though the *Existing Land-Use* map (Figure 1) indicates the presence of a significant amount of vacant land within existing developed areas, much of this is already committed to new projects. There are, however, a few large vacant parcels remaining in this portion of the community where future land-use has not yet been determined.

Many of the proposed development plans and projects include "infill" development within existing land-use districts. These include office and retail development along Crawford Street, Ohio Street and Ninth Street, as well as new public, institutional and industrial uses within a number of industrial areas.

LAND-USE FORECASTS

The demographic and market overview analysis produced land-use forecasts for various market-related uses in the greater Salina area during the next 15-20 years. The analysis indicated continued, but moderate growth potential for new residential, commercial, office and industrial land-uses, as summarized below.

- *Residential Land-Use.* This forecast is based upon population projections to the year 2010 when residents could reach 46,700 persons. It also takes into consideration declining household size and vacancy rates. The projected demand in 2010 for new residential housing will reach a total of 2,374 units on 445 acres in 2010. The split between multiple family and single-family dwellings is expected to follow past trends.

- ***Retail Land-Use.*** The forecast of retail space by the year 2010 is 600,086 square feet, on 55 acres, based upon increased expendable income. This is due to population growth.
- ***Office and Commercial Service Land-use.*** The market analysis indicates the potential for an additional 226,919 square feet on 21 acres by the year 2010.
- ***Industrial Land-Use.*** There is the potential for 69 additional acres for manufacturing and distribution land-uses, based on projections for industrial jobs and net workers per acre. Of the 69 acres, distribution and warehouse uses should account for 27 acres.

These land-use forecasts provide important measurements of development scale for Salina's new Comprehensive Plan. They indicate, in general terms, the basic scale and extent of new development which could occur within the community during the planning period. It is important to note, however, projections have not accounted for existing building vacancies and the location and quality of space already available. Therefore the scale and pace of new development should be tempered against useable, available space during the planning period.

ENVIRONMENTAL FEATURES

Salina lies at the confluence of the Saline and Smoky Hill Rivers. Because of its location within the moderately sloped river valley, the community is impacted by extensive flood plains and floodways which virtually encircle the City. To protect the City from frequent floods, a flood control levee has been developed around most of the existing community with the exception of the far southern areas. The levee system is a major organization feature of the new plan, separating natural and human-made areas.

Soils conditions within the planning area are comprised essentially of alluvial plain material resulting in relatively flat, moist soils exceptionally suitable for crop land. Primarily because of extensive agricultural activities, there is little vegetation aside from the urban portions, where forestry programs have successfully reintroduced vegetation into the community.

Two important human-made environmental features are the Salina Municipal Airport and a number of oil wells and tank storage sites. These will influence or limit the compatibility and arrangement of a number of land-use types, and need to be carefully considered in the planning process.

Land-Use Plan



LAND-USE PLAN

The Land-Use Plan provides a general framework for improvement and development in Salina over the next ten to twenty years. It establishes long-term recommendations for key aspects of the City, consistent with the community's overall goals and objectives. It is specific enough to guide day-to-day development decisions, yet is flexible enough to allow modification and continuous refinement.

The Land-Use Plan is based in part, on the selection of a preferred Land-Use Concept described in detail in the Appendix. A key determinant in arriving at the Land-Use Plan was the determination of uses for vacant land within the existing community limits. These sites and the land-use selected for them are depicted in Figure 10, *Fixed and Infill Sites*. Fixed sites are parcels for which the land-use is fairly apparent due to the parcel size and surrounding conditions. Infill sites are parcels on which a range of potential land-uses may be acceptable.

This chapter describes the recommended Land-Use Plan for Salina. (See Figure 11, *Land-Use Plan*). It includes a general description of the overall long-range development pattern for the City, and a summary of recommended policies and actions for residential, commercial, industrial, and public land-use areas. The chapter refers to *Service Areas* which are described under the Growth and Development Strategy portion of the Plan.

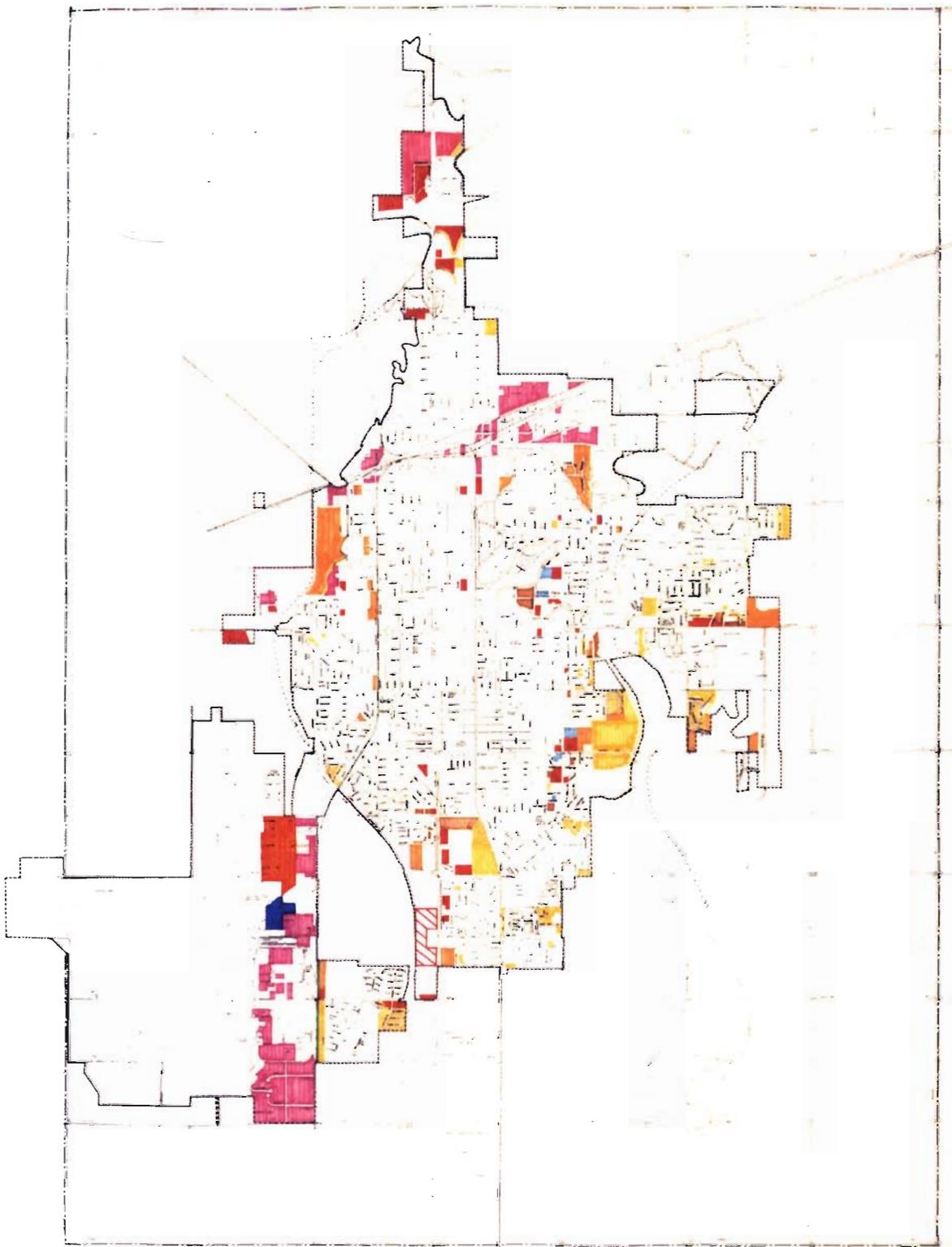
OVERALL DEVELOPMENT PATTERN

The Land-Use Plan provides a guide for future development decisions within the community. It also describes interrelationships between various land-use areas, and the types of projects and improvements desirable within each area.

Key features of the recommended Land-Use Plan are listed below.

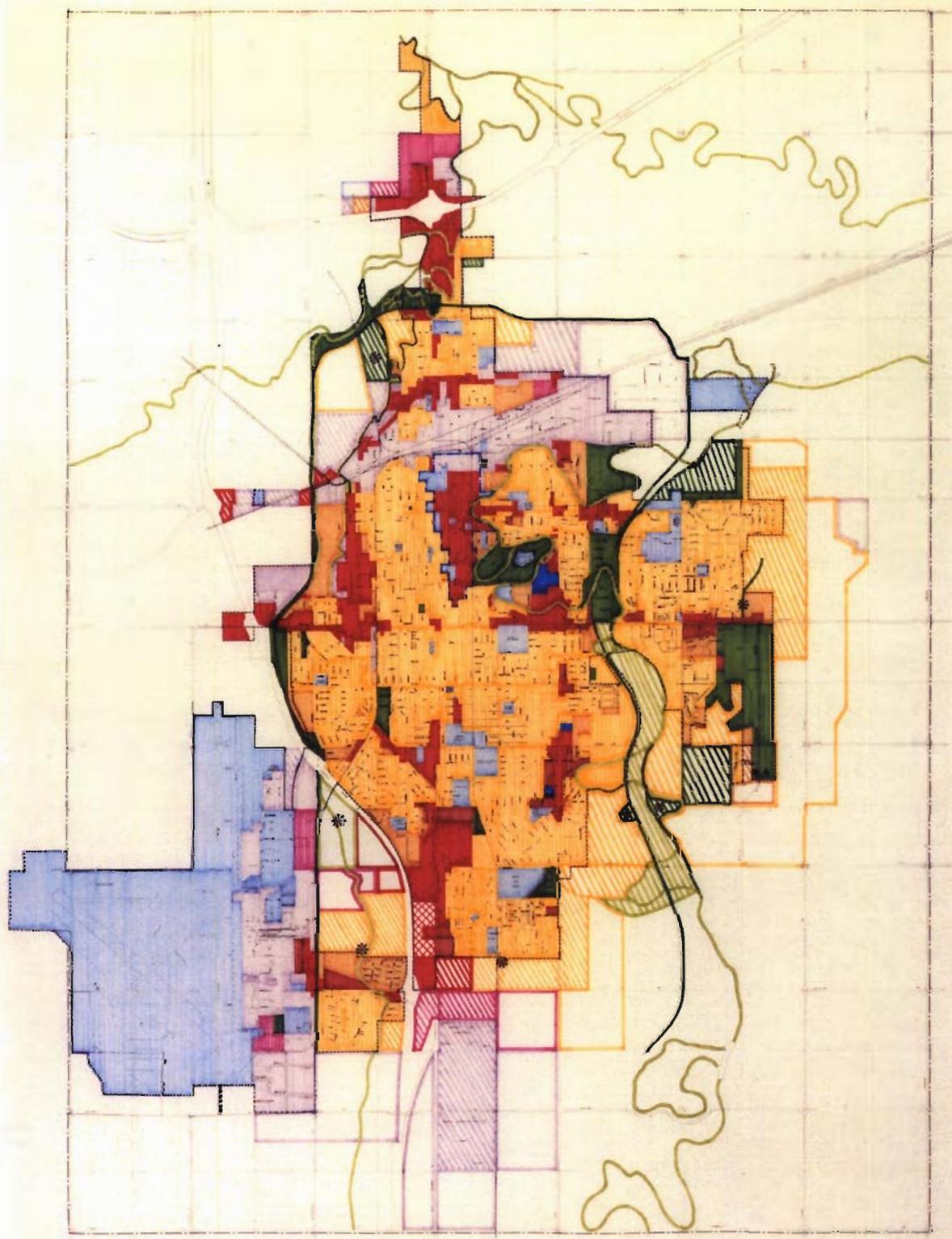
1. The Land-Use Plan recommends compatible new infill development throughout the City. (The infill areas are described in greater detail in the Appendix). It recommends a range of residential, commercial, office, industrial and public uses within these parcels, consistent and compatible with the established land-use pattern in surrounding areas.
2. The Land-Use Plan generally recognizes the large number of plans and projects that are either underway or proposed. These pending projects will have a major impact on land-use patterns in several parts of the community.
3. The Land-Use Plan promotes large-scale new development in the southern and eastern portions of the City. A wide array of residential, commercial, industrial and public uses are arranged and interrelated to create high-quality new living and working environments.

4. **The City's excellent regional accessibility from and to I-70 and I-135 would continue to be the catalyst for new industrial and commercial development. The Land-Use Plan recommends that remaining vacant land around key intersections be used for commercial, industrial and more intensive uses in the future.**
5. **With new high-intensity development located along the peripheral freeway system, the Land-Use Plan recommends that the major portion of Salina's future growth area be preserved for new high-quality, low-density residential development and rural and agricultural uses. Residential growth should occur in a system of well-defined and interconnected neighborhood areas, designed and located to take advantage of the many attractive environmental features which are spread throughout this area.**
6. **The Land-Use Plan recommends that important natural environmental features be preserved, protected and utilized as focal points in new development areas. The most important of these are the Smoky Hill River, Saline River, and Mulberry Creek. In particular, linear open space linkages should be developed within and between neighborhood areas, and between residential areas and nearby activity centers.**
7. **The new Land-Use Plan recommends protection and preservation of the extensive flood plain and floodways that encircle the City. Although portions of these natural areas may be subject to future development, other environmentally sensitive areas and sites identified within the plan represent more economically viable locations for new development.**
8. **The Land-Use Plan recognizes the potentials of the flood control levee as a new major recreational facility and community organizational feature. The flood control levee is already adjacent to many parks and community facilities and, if made accessible to the general public, could provide important linkages between the various neighborhoods within the City. It is also intended to serve as an important educational resource.**
9. **To the extent possible, the Land-Use Plan recommends that new parks, schools, public buildings and other institutions be located along or near the linear open space system created by existing environmental features, including the flood control levee. These features would not only provide an attractive setting for community facilities, but would also make them more easily accessible by bicyclists and pedestrians.**
10. **The Land-Use Plan indicates new medium-density and high-density residential development at selected locations around the periphery of the residential growth area. In general, these are located near major streets and high-intensity land-use areas, and in areas with attractive natural environments. Medium- and high-density housing is located to help achieve a transition in land-use and intensity levels, and to help avoid major or abrupt changes in density. High-density housing areas are also relatively small in size to avoid major concentrations of these land-uses.**
11. **The Land-Use Plan embraces the "urban service area concept." The areas immediately adjacent to the urbanized portion of the community, which can be most readily served by public facilities and services, would be scheduled for short-term development. Areas at greater distances from the urbanized portion or those not capable of economical services would not be scheduled for major new development in the near future. Ideally they would be developed only after contiguous areas would be developed.**



- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- VAPOUR USE
- OFFICE
- LOW INDUSTRIAL
- INDUSTRIAL
- UNIVERSITY
- PUBLIC SEMI-PUBLIC
- OPEN SPACE
- PARKS AND RECREATION

Figure 10
**FIXED AND INFILL
 DEVELOPMENT PARCELS**
COMPREHENSIVE PLAN
 City of Salina, Kansas



LEGEND

			LOW DENSITY RESIDENTIAL
			MEDIUM DENSITY RESIDENTIAL
			HIGH DENSITY RESIDENTIAL
			COMMERCIAL AND RETAIL
			COMMERCIAL MIXED USE
			OFFICE
			LIGHT INDUSTRIAL/BUSINESS PARK
			INDUSTRIAL
			PUBLIC AND QUASI-PUBLIC
			OPEN SPACE
			PARKS AND RECREATION
			FUTURE PARK SITE (General Location)
			POTENTIAL FIRE STATION (General Location)
			POTENTIAL SCHOOL SITE
			DOWNTOWN BOUNDARY

Figure 11
LAND USE PLAN
COMPREHENSIVE PLAN
 City of Salina, Kansas

12. The Land-Use Plan recommends that the City consider utilizing the planned unit development process for all major land development projects in the future. This would give the City maximum control over design and development, as well as offer potential developers incentives for creative and high-quality new development.

This overall development pattern provides the basic framework for the specific land-use recommendations which follow. Please note that wherever policies are recommended, they are intended to compliment and support the policies expressed in Part II Goals, Objectives and Policies.

RESIDENTIAL LAND-USE

Salina has traditionally been a strong and desirable residential community. The Land-Use Plan strives to strengthen and reinforce existing residential areas and promote quality new residential development. The Plan includes general principles and policies for guiding improvement and development within these areas, and specific recommendations for the type and location of new development.

Residential Development Policies

The following general policies should be used to guide improvement and development within residential areas:

- R1 ■ The existing visual and environmental character of Salina's various residential neighborhoods should be preserved and enhanced. The City is made up of several distinct neighborhoods, each with somewhat different physical characteristics, such as street configuration, topography, natural vegetation, landscaping, and lot sizes. Much of the City's overall image and identity is due to the unique character of its neighborhoods, and these distinguishing features should be enhanced in the future.
- R2 ■ Existing residential neighborhoods should be improved and upgraded as needed. Overall environmental and public service improvements should be undertaken where necessary. The negative impact of traffic should be minimized. The City should continue to provide the highest affordable level of municipal services to all residential areas. The City should also maintain a neighborhood atmosphere in which all residents feel secure.
- R3 ■ Small-scale "infill" residential development within or near existing neighborhood areas should be compatible and in character with surrounding existing residential development.
- R4 ■ Future residential growth should embrace the traditional "neighborhood unit" concept, updated to reflect current needs and desires. Neighborhoods should be self-contained areas designed primarily for residential use. Through-traffic should be routed around the neighborhood, with a limited number of collector streets penetrating it. Neighborhoods should have access to a small convenience shopping area, accessible by foot or bicycle. Each neighborhood should be adequately served by an elementary school. Safe pedestrian walkway systems should connect homes with schools and other neighborhood facilities. Where possible, multi-family housing should be located on the edge of residential neighborhoods and near other major traffic generators.

- R5 ■ New housing areas should be served by a safe and convenient circulation system with streets and roadways relating to and connecting with existing streets in adjacent areas. However, residential traffic should be separated from non-residential traffic wherever possible. New residential streets should generally follow the contour of the land and seek to highlight the natural features of the area. Access to residential properties should be limited to local streets wherever possible.
- R6 ■ Medium-density residential development should be promoted in locations between office/commercial areas and single-family neighborhoods. Abrupt changes in density should be avoided.
- R7 ■ Any significant new residential development should include a small new park site to serve new residents.
- R8 ■ Major new residential developments should be developed as planned unit developments (PUD) or as planned development districts (PDD). PUDs or PDDs give the City maximum control over residential area design and development, and also gives the potential developers flexibility and incentives for creative and high-quality projects.
- R9 ■ New medium- and high-density housing should be located in selected areas along major streets, adjacent to major activity areas such as commercial/office areas and large institutions, or adjoining similar existing multi-family development. New higher-density development would also be appropriate adjacent to public parks or other significant open space features.
- R10 ■ New medium and high-density areas should be developed as overall, planned residential environments. Within larger development areas, a range of housing types should be encouraged, with each area sharing a common character and unified environment.
- R11 ■ New higher-density residential development should include a distinctive landscaping and open space system as an integral part of overall site design.
- R12 ■ Landscaping or other buffering techniques should be used to screen residential areas from adjacent non-residential uses.
- R13 ■ Innovative planning and design techniques in both housing construction and land development should be actively encouraged as a means of conserving land and energy, improving the pattern and quality of residential environments, and reducing development and public service costs.
- R14 ■ No new residential development should be permitted until adequate water and sanitary sewer service are provided. Every effort should be made to discourage growth in locations where provision of these services are not available or planned as part of the City's future urban service growth areas.
- R15 ■ Natural environmental features within residential areas should be preserved and protected. Natural vegetation, developed wooded areas, and large mature trees in residential areas add greatly to the ambiance of the City as a whole and should be maintained. Changes to the natural topography should be minimal. Through public

policy and private cooperation, unique environmental features should be preserved for future generations.

- R16 ■ The City's Zoning Ordinance should be modified to reflect the policies and objectives of the new Land-Use Plan. In particular, zoning provisions related to densities, lot sizes, and zoning district classifications should be reassessed. Rezoning may be desirable in certain parts of the City.

Residential Land-Use Areas

The Land-Use Plan promotes a balanced mix of housing within the community and allows for a wide range of housing types and residential densities. The Plan includes three residential area designations. Each is briefly described below.

Low-Density Residential Development

Low-density residential development, reflecting a single-family density of 4.0 units per acre or less, would continue to be the predominant land-use within the community. While existing single-family neighborhoods are essentially built-up, several vacant parcels are scattered throughout the area where new low-density residential development should occur in the future. In general, new development should be of a scale and character similar to and compatible with existing homes in the immediate area.

Large-scale new low-density single-family residential development is recommended generally in the southern and eastern areas of the City. These new neighborhood areas, which should be developed according to the policies listed above, would be designed and located to preserve and enhance the stream corridors and environmental features existing within this area. In general, new low-density residential areas should not undergo major development until most of the land within the *Existing Service Areas* are developed first. Large area residential development should then follow the pattern described for *Primary Service Areas*. New low-density development could also be located on infill sites in the north and west.

In total, the Land-Use Plan indicates approximately 2686 acres of land for new low-density residential development. Of this total, 226 acres are within *Existing Service Areas* and 1150 acres are within *Primary Service Areas*.

Medium Density Residential Development

Medium-density residential development, reflecting an overall density of 4.0 to 8.0 units per acre, is recommended at selected locations along major roadways, near high-intensity activity areas, or adjacent to important natural amenities. In total, the Plan indicates approximately 445 acres for new medium-density development.

Medium-density residential areas are intended to promote a mix of housing types within planned and coordinated development areas. They should be encouraged to include a mix of single-family detached and attached homes, cluster homes, townhouses and similar housing types, designed and arranged to create compatible and attractive new residential environments. Extensive concentrations of the same housing type or development pattern should be avoided.

Most of the sites recommended for new medium-density development occupy transitional locations between single-family neighborhoods and office/commercial areas along major commercial corridors. In addition to providing attractive new housing options within the community, these areas are also seen as a transition between land-use intensity levels, and help avoid major and abrupt changes in density.

Existing medium-density residential development involves a variety of areas within the community. These primarily include south Ohio Street, east Crawford Street, and west Schilling Road. A number of new medium-density residential locations are recommended, with the majority located within the *Existing Service Area*. These include areas along west State Street at the flood control levee, in the northern industrial area, and a new site just west of Lakewood Park. The total acreage for *Existing Service Area* locations is approximately 330. Given this average amount in relation to future demand, only one new primary service area is designated as a transitional area. This is near the intersection of Schilling Road and south Ninth Street, and contains approximately 21 acres. Two secondary locations total 74 acres.

High-Density Residential Development

High-density residential development, reflecting an overall density of 8.0 to 16.0 units per acre, is recommended at selected locations near high-intensity activity areas or near existing high-density residential developments, such as east Crawford Street, south Ohio Street, and west Schilling Road.

The Land-Use Plan indicates several areas for new high-density residential development. These are: east Crawford Street west of Markley Road; Lakewood Terrace just west of Lakewood Park; a site just west of I-135 along Magnolia Road; and east of Front Street, north of the Union Pacific Railroad.

All new sites recommended for high-density residential development are relatively small, ranging in size from 15 to 30 acres. Large concentrations of high-density housing are not compatible with the overall character of the community, and should not be permitted. As with medium-density housing, a range of densities and housing types should be encouraged. The design and development of all new high-density residential development should be carefully controlled to ensure compatibility with surrounding uses, adequate screening and buffering, an attractive appearance from nearby roadways, and a high-quality living environment.

In general, the market analysis suggested the potential for less medium- and high-density residential development than is indicated in the Land-Use Plan. At the present time, the community prefers to emphasize and promote low-density residential development. The Plan recommends that the City maintain some flexibility in this regard, and consider proposals for low density residential development as an alternative to medium or high density residential on a case-by-case basis. Areas other than those shown in the Land-Use Plan might prove suitable for medium- and high-density development, provided they are characterized by creative and innovative site design and development.

Planned Residential Development

All major new residential developments of twenty acres or more, regardless of housing type or density, are encouraged to be handled as "planned residential areas." The planned unit development technique would give the City maximum control over the specific type of residential uses to be located in an area, as well as other aspects of design and development. Residential development areas should be guided by an overall site plan to ensure the coordination of land-use areas, building sites, access points, internal circulation, and open space systems. This technique can help encourage

creative approaches to residential site design and development. It can also help ensure that new residential development is compatible with and integrated into surrounding neighborhoods, is screened and buffered from nearby non-residential uses, and reinforces and enhances the overall quality of the community. This approach should be considered a requirement since it applies to the mixed-use option for the residential area south of and adjoining west Magnolia Road as well as the new location recommended east of Front Street, north of the Union Pacific Railroad.

COMMERCIAL LAND-USE

The Land-Use Plan strives to strengthen and reinforce the role and function of existing commercial areas within Salina and promote high-quality new commercial development in selected locations. Particular sensitivity is given to Downtown Salina as the community's primary retail, cultural and civic center.

Commercial Development Policies

The following general policies should be used to guide improvement and development within all commercial and office areas:

- C1 ■ Existing commercial and office areas should be improved and upgraded as required. Overall access, parking and environmental improvements should be undertaken where necessary. The negative impact of commercial areas on other land-uses should be minimized. Selected existing commercial areas may undergo growth and expansion, as called for in the Land-Use Plan.
- C2 ■ High-quality new commercial development should occur at selected locations in the future. While many commercial areas could include a mix of uses, the Land-Use Plan recommends that most new commercial areas be characterized by a dominant function, such as retail, office or service. New commercial areas should be sized and located to serve specific needs within the community. The amount of land reserved for commercial purposes should be based on projected market demand and consumer needs.
- C3 ■ In general, all new commercial and office development should occur in planned commercial areas. Further, "strip" commercial development should be discouraged. Wherever possible, new commercial uses should be clustered in small groupings with shared parking and common access drives, and should have a related design and appearance.
- C4 ■ Commercial and office development should occur only in locations served by transportation facilities capable of handling the traffic to be generated by new development. Commercial uses should not be allowed where street capacities will be exceeded by the additional traffic generated, or where significant problems in access or compatibility with adjacent uses are anticipated.
- C5 ■ Since most office and commercial areas are located along major thoroughfares, access to commercial properties should be carefully designed to minimize conflicts with through traffic movement. The consolidation of access drives for several individual

properties should be encouraged. Commercial areas should be designed so that no direct vehicular access is provided between them and abutting residential areas.

- C6 ■ Adequate off-street parking and loading facilities should be provided within all commercial and office areas. The consolidation of parking and loading facilities for two or more individual uses should be encouraged. "Shared parking" should be encouraged wherever possible, particularly within mixed-use development areas. New commercial and office development should occur only on sites with sufficient land to provide well-landscaped, easily accessible and conveniently located parking areas.
- C7 ■ The overall image and appearance of existing commercial and office areas should continue to be upgraded and improved. Much could be done to improve commercial area lighting, landscaping, signage, and pedestrian conveniences which would not only help upgrade property, but also unify the overall appearance of corridors.
- C8 ■ All new commercial and office areas should be characterized by the highest possible standards of design and construction. The design and appearance of buildings, site development, landscaping, signs and graphics, and street furniture should all be of special concern. New commercial construction should promote a distinct image and identity for individual areas.
- C9 ■ Open space features should be incorporated into major new commercial and office projects. These should include the preservation and enhancement of natural environmental features as well as the provision of new open areas, squares, plazas and courtyards as focal points for pedestrian activities.
- C10 ■ Commercial areas should not be allowed to adversely impact adjacent residential areas. Screening and buffering should be provided, including landscaped setbacks, earth berms and open space. Commercial operations, including traffic and parking, should not be allowed to affect neighborhood quality. Noise, safety, and overall maintenance of commercial properties should also be carefully controlled.
- C11 ■ "Planned" office and commercial development should be encouraged wherever possible to help ensure coordinated lot configuration, building design, access and parking, and overall environmental features as well as compatible relationships between new and existing development.
- C12 ■ Rezoning requests for new commercial developments must be carefully evaluated. If sufficient need cannot be determined or if commercial development policies cannot be met, then the rezoning request should not be approved.

Commercial Land-Use Areas

The preliminary Land-Use Plan includes recommendations for the improvement of existing commercial areas and the development of compatible new commercial areas. In total, the Plan indicates approximately 257 acres for new commercial development; 175 acres are located within the *Existing Service Area*.

Existing Commercial Areas

Salina currently has six main concentrations of commercial development: 1) Downtown Salina; 2) Ninth Street corridor with retail concentrations at the northern and southern sections of the City; 3) Broadway Boulevard corridor; 4) Ohio Street corridor with major retail concentrations in central Salina; 5) Crawford Street corridor with extensive commercial uses throughout the community; and 6) the Iron Avenue corridor, principally east of Downtown Salina to the Smoky Hill River.

Recommendations for existing commercial areas are presented below.

- **Downtown Salina.** The downtown should continue to be the focus of retail activity as well as civic and governmental uses. The Downtown "edge" should be clearly defined, and improvement programs be focused within this area. The geographic extent of the Downtown is indicated in the Land-Use Plan. The City should continue to work with local organizations to identify new land-use opportunities which support the overall mixed use nature of the Downtown. Early actions to fill key existing vacant buildings, including the old Sears store, the Fox Theater and the old Days Inn should be pursued. Possible locations for a new quality hotel, including rehabilitation of the old Days Inn, should be explored.

Key vacant properties should be developed as soon as possible, including the two blocks between Pine, Ash, Third and Fourth Streets. These two blocks form a strong north-east edge to the downtown and could include retail, institutional or public uses. The block north of Elm Street could be developed with industrial uses, although a commercial or retail use is preferred.

- **Ninth Street Corridor.** The Ninth Street corridor is both one of Salina's newest and oldest commercial corridors within the City. The older northern section is heavily impacted by flood hazard areas north of the flood control levee. The Land-Use Plan recommends little new commercial development in this area except for the interchange with I-70. This northern corridor is an important entryway to the community, and aesthetic and functional transportation improvements are encouraged.

South Ninth Street will continue to serve as a growing regional retail center for the community. Sites already zoned for commercial development should be priority development locations. Future projects within the area should coordinate access and circulation with adjoining properties. Furthermore, site development should coordinate site and architectural improvements in landscaped settings.

- **Broadway Boulevard.** The Broadway Boulevard corridor maintains a broad mix of commercial and retail, as well as a concentration of auto-related and hotel uses. Broadway Boulevard serves as a sub-regional shopping and commercial area. The Land-Use plan recommends maintaining and improving the overall existing pattern. Infill sites for commercial uses are recommended where strongly influenced by existing commercial development. In order to improve land-use transitions, particularly to areas to the east, new medium density multiple family residences are recommended at select locations.

The overall density of commercial development on Broadway Boulevard is relatively high compared to other areas of the community outside the Downtown. Coupled with

the fact that Broadway represents one of the City's oldest commercial corridors, there is a great need to improve the overall image and appearance of the street. Property maintenance as well as off-street parking, landscaping, and signage improvements would improve the visual quality of the corridor. Further, the installation of additional left-turn lanes in the barrier median in the street will improve overall access to individual properties. The wider section of the median may provide an opportunity to make modest landscaping improvements which can enhance the image of the street.

- **Ohio Street.** The Ohio Street corridor has two concentrations of retail activity. The first is the Edison Plaza area north of the Smoky Hill River. The Land-Use Plan recommends that remaining frontages along the west side of the street be developed commercially, while the rear portions of deeper blocks fronting Ohio Street be developed with office uses.

The second concentration of retail uses is located at the intersections of Cloud and Albert Streets with Ohio Street, where a number of vacant parcels with frontage on Ohio Street are recommended for commercial or office use. Although existing development is of significant physical scale, Ohio Street serves a community level of shopping and services. A major thrust of the Land-Use Plan is to prevent strip commercial development along Ohio Street and limit the range of automotive uses to maintain the office and retail nature of the corridor.

- **Crawford Street.** Crawford Street represents the City's only major east-west commercially oriented corridor. Even so, the street passes through a number of established residential neighborhoods with commercial activity focusing in nodes at major street intersections. These key intersections include: I-135, Broadway Boulevard, and Ohio Street. The Plan recommends maintenance and improvement of these areas, although no significant expansion is proposed.
- **Iron Avenue.** Iron Avenue is the least commercially intensive of all the corridors. Concentrations of commercial land-uses occur at Ohio Street and the area east of Indiana Avenue to the Smoky Hill River. This area currently functions as a neighborhood retail center, although it includes some important public, quasi-public and office uses.

New Commercial Areas

The Land-Use Plan includes recommendations for several types of new commercial development. These include new mixed-use development along south Ninth Street; new highway commercial locations; and new neighborhood-oriented retail along east Crawford Street. Emphasis is placed on the need to continue to support Downtown Salina.

- **Convenience and Neighborhood Shopping Areas.** The convenience shopping area provides for the sale of goods and personal services on the sub-neighborhood level. It typically requires a site of approximately one to five acres to accommodate buildings and parking areas. Its major tenant might include a small grocery store or drug store. The convenience shopping area should be located along a collector street, easily accessible to the area it is intended to serve. Generally, it will serve an area approximately one-half mile in radius.

The neighborhood shopping area provides for the sale of goods and services on the neighborhood level. It typically requires a site of approximately five to ten acres to accommodate buildings, parking and open space areas. Neighborhood shopping areas should be located at the intersection of collector streets, or at collector/minor arterial street intersections. Generally, they will serve an area approximately 1 to 1-1/2 miles in radius.

The Land-Use Plan recommends two new neighborhood shopping areas. The first is at the northeast corner of the intersection of Crawford Street and Marymount Road. The total size of the site at this location is approximately 20 acres. This location has easy access to existing development east of the Smoky Hill River as well as planned new locations further east. The second site is located on the north side of Schilling Road, west of and adjoining Foxboro Street. It is approximately four acres in size and is intended to serve both the immediate residential neighborhood and employment uses.

- Community Shopping Areas. The community shopping area provides goods and services to several different neighborhood and development areas. It typically requires a site of approximately twenty acres to thirty acres to accommodate buildings, parking, and associated open areas. In terms of building area, the community center can range from 100,000 to 250,000 square feet. While it may have a food or drug store, it also includes a range of retail and other uses, and is usually anchored by a small department store type tenant. Community shopping centers should be located at the intersection of arterial streets and be easily accessible from the surrounding community. Generally, the community shopping center will serve a two mile radius.

The Land-Use Plan indicates four new community shopping areas: the southwest quadrant of the Schilling Road interchange with I-135; the west side of the planned interchange at Magnolia Road and I-135; the south-west quadrant of the Crawford Street interchange with I-135; and the eastern side of I-135 at its interchange with State Street. All these sites essentially take advantage of the interstate highway system for both access and market opportunities. Obviously, the Magnolia Road and I-135 location is contingent upon completion of a planned highway interchange. Wherever possible, these new, highly visible locations should be developed in a planned manner.

- Regional Shopping Areas. The regional shopping area should provide the services of a community shopping center but have a greater variety and number of general merchandise, apparel, furniture, and other tenants. Although no new regional shopping areas are proposed *per se*, the Land-Use Plan encourages strengthening and capitalizing upon opportunities within two primary locations: Downtown and South Ninth Street. Two new major locations for commercial development are proposed along South Ninth Street. The first lies along the west side of Ninth Street at the intersection of Belmont Avenue extended. This site is approximately 50 acres and is designated as a mixed-use site. It is envisioned that the site could be developed with office and residential uses in combination with commercial land-uses. Mixed-use development should only occur through the planned unit development process which would permit the City to evaluate the appropriateness of overall land-use relationships, proposed densities, site amenities and development impacts.

The second site on south Ninth Street is located at the northeast corner of Schilling Road and south Ninth Street. It is approximately 40 acres in area and is intended to serve as a regional retail location. Proper access control through the use of a frontage road system is very important for the development of this site. The site has good access to I-135 to the west and will serve as the southern terminus for any further commercial development on Ninth Street.

The Land-Use Plan also recommends continuation of Downtown Salina as a major regional shopping "center" for the City and surrounding area. As mentioned above, the City should continue to work with local organizations interested in the Downtown to introduce new commercial activity wherever possible. Key vacant and underutilized sites should be targeted for early action. The City should attempt to attract a high quality hotel and give preference to the Downtown for new office development. Medical office and related health care uses should be advocated for the areas around both Asbury and St. John's Hospitals. Aggressive marketing efforts should continue to target specific commercial and retail opportunities. Wherever possible, strong consideration should be given to Downtown as the preferred location for new civic, institutional and public uses.

BUSINESS AND INDUSTRIAL LAND-USE

Salina has been a major regional center for business and industrial development within central Kansas, and this appears to remain the pattern for the planning period. Excellent rail and highway access, low property taxes, good schools and other amenities should help maintain the City's competitive position in the future. The Land-Use Plan recommends new business and industrial development within the community during the planning period. In total, the Plan designates approximately 2,334 acres for new business and industrial uses.

Business and Industrial Development Policies

The following policies should be used to guide all improvement and development within business and industrial areas.

- 11 ■ Development of vacant parcels within existing parks should be generally compatible with existing surrounding uses. Larger vacant parcels should be subdivided as needed to meet specific market requirements. In general, existing parks should be completed prior to large-scale development in the southern *Secondary Service Area* locations of the planning area.
- 12 ■ New industrial areas should be located along or near major expressways, particularly I-135. This not only maximizes access, visibility and exposure for new business and industrial uses, but also locates these uses around the periphery of the community and helps minimize industrial traffic within other parts of the City.
- 13 ■ New business and industrial development should be located in planned industrial/business parks to help ensure coordination of circulation systems, lot configuration, building design, parking and access facilities, and environmental amenities.

- I4 ■ **New light industrial and business park uses should strive to emphasize office/research development. Areas designated for office/research uses should be designed and developed as unified, well-landscaped "campus" environments, capable of attracting high-quality tenants. There is a national trend toward such developments within planned business environments, and Salina's locational assets suggest potential in this area. In particular, office/research uses should be promoted along the I-135 corridor.**
- I5 ■ **New business park development should only be permitted in areas that can be adequately served by public facilities in accordance with the Urban Service Standards contained within the Plan.**
- I6 ■ **New business parks should be designed and developed so that offices, showrooms, and similar uses occupy high-visibility locations around park peripheries. These peripheral locations should be subject to special building and site design controls to insure an attractive appearance from major roadways and surrounding development areas. Manufacturing and warehousing uses should be located within the interior portions of business parks.**
- I7 ■ **The present enterprise zone boundaries should continue to provide favorable differential incentives for the north industrial area. The Comprehensive Plan encourages strong development incentives in the north industrial area.**
- I8 ■ **Major entrances into industrial and business parks should be identified by attractive "gateway" features. Gateways should include special signage, landscaping and accent lighting, and/or a common sculptural feature. Retention ponds with aerators, and other environmental features can also provide attractive gateways.**
- I9 ■ **Access to individual building sites within business parks should be via an internal circulation system. Site access from peripheral arterial and collector streets should be limited to major entrances serving the overall development area. Industrial traffic and related conditions should not adversely affect other nearby land-use areas.**
- I10 ■ **Major entry roads and industrial collectors should be attractively designed and visually distinctive. These roadways should have street trees and street lighting, with accent landscaping at key access drives. This is particularly pertinent to access to Salina Municipal Airport.**
- I11 ■ **Adequately screened off-street parking and loading facilities should be provided within all business and industrial sites, and the consolidation of parking areas and driveways serving two or more uses should be encouraged.**
- I12 ■ **New business and industrial development areas should be designed to allow maximum flexibility, with larger land areas capable of being subdivided and developed according to specific market demand.**
- I13 ■ **Site improvements within business and industrial areas such as lighting, signage and landscaping should be well designed and coordinated in order to help create a positive identity and visual image throughout the development area.**

- I14 ■ Compatible building design and setbacks should be encouraged. Building materials or structures incompatible with the image of a high-quality development, such as chain-link fences, outdoor storage facilities, etc., should be avoided in areas visible from public streets or adjacent parcels.
- I15 ■ Overall industrial park design should also consider the needs of pedestrians and cyclists, even though business and industrial areas will be primarily oriented to vehicular traffic. It is also suggested that industrial collector streets have designated bicycle lanes.
- I16 ■ Particular attention should be given to screening and visual separation between business and industrial uses and other nearby land-uses. The periphery of industrial areas should be heavily landscaped and attractively designed. Where new industrial parks border commercial areas, residential neighborhoods or major roadways, earth berms should be considered as a buffer. This type of transitional treatment is particularly important in the northern and southern areas of the community.
- I17 ■ Uniform performance standards should be enforced to protect adjacent property and surrounding land-uses from noise, dust, odor, air and water pollution. Salina should encourage those industries which meet these performance standards or those which can eliminate objectionable negative impacts to locate in its business and industrial areas.

Business and Industrial Land-Use Areas

The Land-Use Plan designates several areas for future business and industrial development, located both east and west of I-135. These include the development of new business park areas along Schilling and Magnolia Roads.

Existing Industrial Areas

Salina currently has three primary industrial areas: 1) the north industrial area generally bounded by Elm Street to the south and Pacific Avenue to the north; 2) the Airport Industrial area which lies west of I-135; and 3) the south industrial area which lies east of I-135 and south of Schilling Road.

These existing industrial areas (*Existing Service Area*) still contain approximately 736 acres of undeveloped land. The Land-Use Plan recommends that these existing parks continue to be developed, consistent with established policies, and in accordance with the overall urban service standards and criteria for the City.

New and Expanded Industrial and Business Development Locations

The Land-Use Plan designates the existing three industrial areas for continued and new industrial business park projects. Two new office research/business park developments are also recommended. With the exception of the north industrial area, each area has excellent accessibility from the freeway system, is located around the periphery of the community, and is large enough to allow for considerable flexibility in terms of design and development.

Each of the five industrial and business park areas have somewhat different characteristics and potentials, and these are described below.

- **North Industrial Area.** The north industrial area represents the oldest of the industrial areas. Without the advantage of direct access to the expressway system it is not as desirable as the other industrial and business park locations within the planning area. However, the amount and scale of public and private investment in existing industrial facilities warrants protection and enhancement of the area.

The Land-Use Plan attempts to correct "edge" problems associated with more random land-use patterns through a clearer separation of different areas. It is also suggested, that because the remaining residential "enclave" surrounded by Forest Street, Fifth Street, Pacific Avenue and Front Street is rather small, an additional medium-density residential site be developed east of Front Street. This expanded location would provide new housing opportunities in the north end of the community and strengthen the existing residential areas.

- **Airport Industrial Area.** The Airport industrial area currently has two areas for future development: approximately 300 acres within the *Existing Service Area* and 370 acres in the *Secondary Service Area*. This location has excellent transportation facilities including Salina Municipal Airport and I-135. The development of the area will be influenced by the short-term development of the Kansas State University Technology Campus. It will be important for the City to monitor the projects on the campus to take full advantage of resulting private sector development opportunities. It is also important that new development on streets proximate to the campus be of high quality and reflective of the image and identity of a low-density campus setting.
- **South Industrial Area.** Continued growth and development of this area will require annexation to meet urban service standard policies of the Comprehensive Plan. There are a number of vacant sites within existing developed areas which are priority industrial development areas. A number of these sites can accommodate the scale of industrial development which is present today. The South Industrial area contains approximately 440 acres of land in *Primary Service Areas* and 780 acres in *Secondary Service Areas*. However, a number of restrictions apply to the business park and industrial *Secondary Service Areas* south of Schilling Road and east of the Union Pacific Railroad.
- **Magnolia Road Office/Research-Business Park.** This site takes advantage of both excellent visibility and access to I-135. It is approximately 75 acres and suitable for light industrial, business and office development in a "campus-like" setting. Due to its proximity to existing and planned residential areas, access to and from the park should be from Magnolia Road to avoid traffic conflicts in residential areas.

This development location is designated as a *Secondary Service Area*. A primary pre-requisite to development is the Magnolia Road and I-135 interchange. The absence of the interchange would result in a street capacity deficiency on Magnolia Road. In the absence of the planned interchange the site may alternatively accommodate a mixed medium- to low-density residential development. The Dry Creek tributary crosses portions of this area and sensitivity should be given to its proper protection and enhancement as a recreation opportunity

- **North Ninth Street and I-70.** This 55 acre area, already subdivided and within the City, is planned as a new business park location. It is highly suitable for transportation and distribution land-uses.

Transportation Plan



TRANSPORTATION PLAN

The transportation projects and strategies needed to support anticipated growth are described in this section. The recommendations were based upon previous findings regarding existing or projected traffic conditions. Described in the plan are:

- A map indicating projected traffic volumes for the recommended street system given the build-out of the Salina area;
- Design guidelines for each street functional classification;
- The future street functional classification system;
- Street improvements needed to maintain or improve existing traffic service levels as Salina continues to grow;
- Preliminary cost estimates of recommended street improvement projects; and
- A list of future transportation studies which could be prepared to further address issues identified in the Transportation Plan.

Forecast Traffic Volumes

The transportation model was used to analyze the traffic impacts of the future land use plan on the Salina area street system. The traffic projections indicated that higher traffic volumes would result on many Salina streets. The amount of traffic increase for a number of street locations is summarized in Table 34.

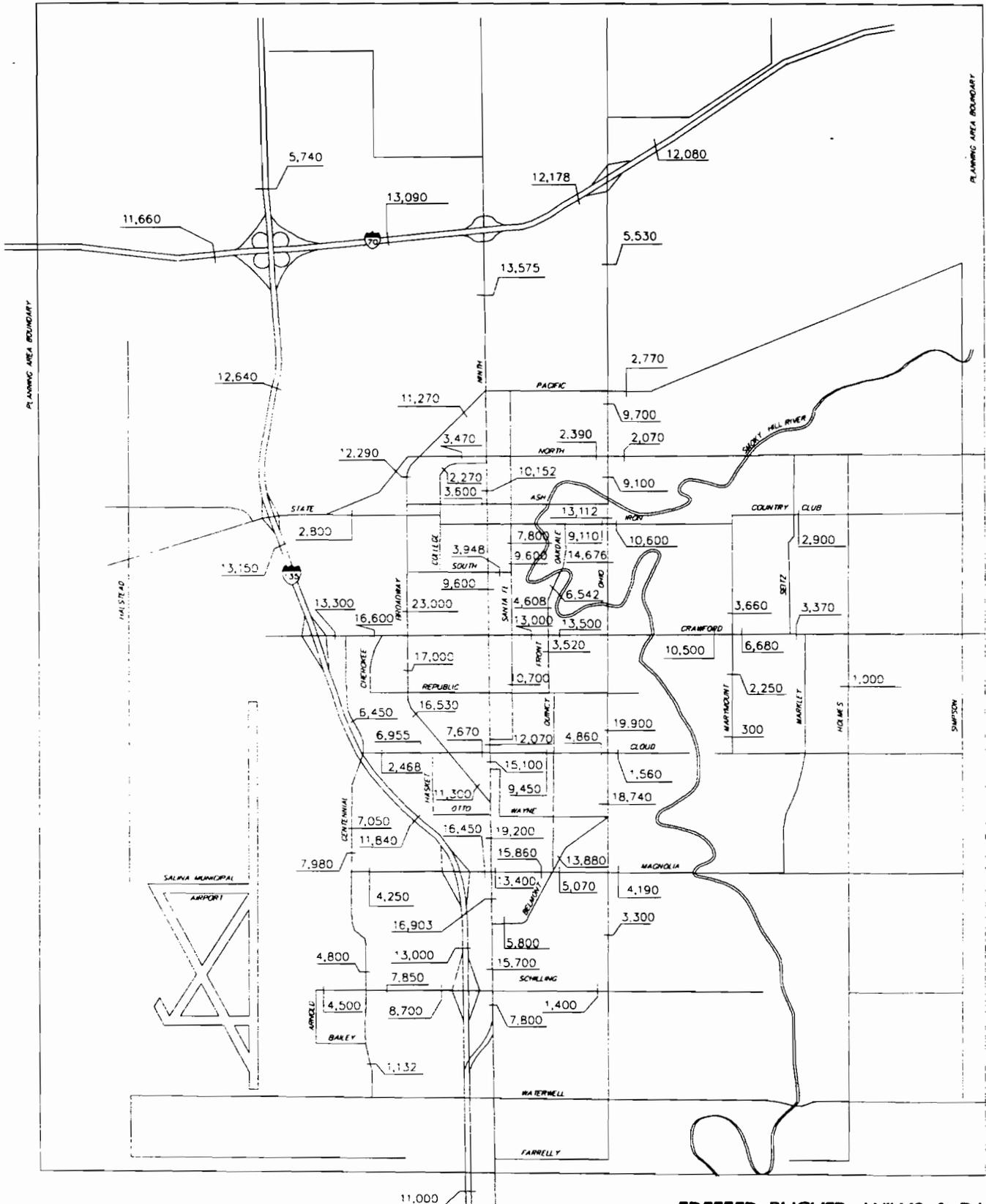
The projected traffic volumes reflect the impacts of potential future development. Commercial development typically results in the highest amount of tripmaking. Other developments such as anticipated industrial growth, the Kansas State University expansion, and to a lesser extent, anticipated residential expansion, also contribute to projected traffic increases.

The central area of Salina showed only a moderate increase in travel. Traffic growth is primarily anticipated in the northernmost area of Salina near I-70, near the Salina Municipal Airport and along Ohio. The decrease in traffic on Ninth Street north of Schilling Road resulted from a shift of traffic to the Magnolia interchange with I-135. The future year traffic volumes for the Salina area are shown in Figure 12.

**TABLE 34
PROJECTED TRAFFIC CHANGE**

Street	Location	1991 Count	Projected Traffic	Change
Ninth	North of Pacific	8,200	13,375	5,375
Ohio	North of Pacific	4,650	5,530	880
Broadway	North of North	9,050	11,270	2,220
Santa Fe	North of South	9,515	9,600	85
Ninth	North of Ash	8,235	10,152	1,915
Broadway	North of Crawford	22,600	23,000	400
Ohio	South of Iron	14,675	14,925	250
Crawford	West of Centennial	13,000	13,300	300
Crawford	East of Santa Fe	12,910	13,000	90
Crawford	West of Marymount	10,200	10,500	300
Centennial	South of I-135	5,400	7,050	1,650
Ninth	North of Schilling	18,215	15,700	-2,515
Belmont	North of Magnolia	10,790	13,880	3,090
Ohio	North of Wayne	15,700	18,740	3,040

PROJECTED FUTURE YEAR DAILY TRAFFIC



Salina, Kansas

Transportation Plan

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Figure 12

Street Design Standards

The purpose of this section is to describe a system of street functional classifications which can be used as a guide for both the upgrading of existing streets and the planning of future street and highway improvements. The following design standards can serve as a guide in the construction of new arterial, collector and local streets. The recommended functional design standards could be incorporated into future updates of subdivision and zoning regulations, as well as future revisions of street standards which would be more specific than the recommendations presented in this chapter.

Functional Classes Defined

All public street systems must serve two functions:

1. Move traffic smoothly and safely;
2. Provide access to abutting property.

Often these two functions are not always compatible with each other, particularly on streets which carry a high volume of traffic. The turning movements generated by vehicles entering and existing the street system increase the probability of accidents and reduce the traffic-carrying capacity of the street.

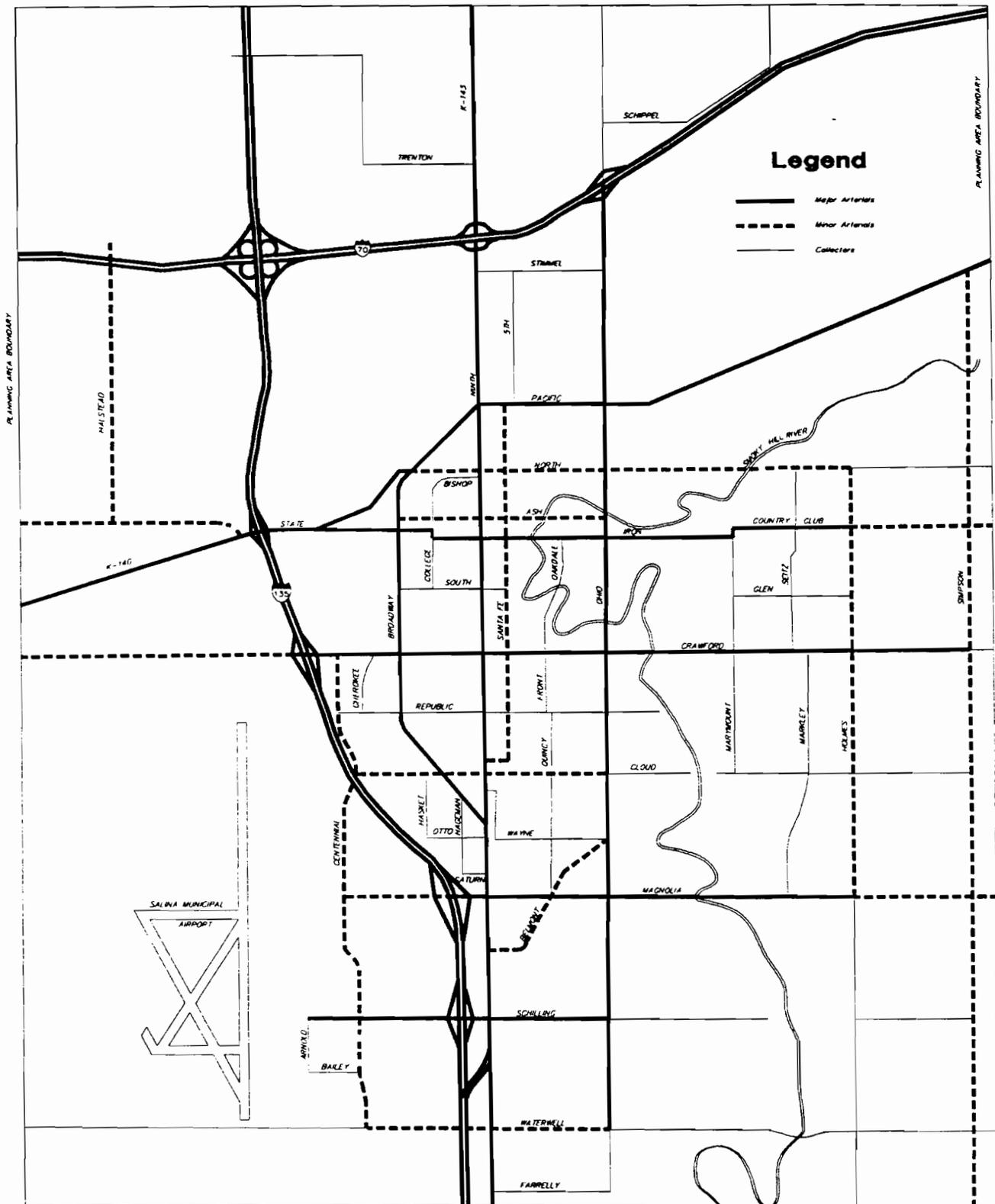
There are three street and highway classes -- major arterials, minor arterials and collectors -- where through traffic predominates, and a fourth class (local) where local traffic is predominant.

Major Arterial streets and highways contain the greatest proportion of through or long-distance travel. Generally, major state highways are designated as major arterials. Such facilities serve high-volume travel corridors that connect major generators of traffic. The selected routes provide an integrated system for complete circulation of traffic, including ties to the major rural highways entering the urban area. Generally, major arterials include all the higher traffic volume streets, except those serving short trips or those serving as alternatives to more direct facilities (i.e., interstates, freeways and expressways, and other principal arterials).

Minor Arterial streets and highways connect with all remaining arterial and collector roads that extend into the urban area. Minor arterial streets and highways serve less concentrated traffic-generating areas such as neighborhood shopping centers and schools. Minor arterial streets serve as boundaries to neighborhoods and collect traffic from collector streets. Although the predominant function of minor arterial streets is the movement of through traffic, they also provide for considerable local traffic that originates from or is destined to points along the corridor.

Collector streets provide direct services to residential areas, commercial areas, local parks, churches, etc. To preserve the amenities of neighborhoods, they are usually spaced at about half-mile intervals to collect traffic from local-access streets and convey it to major and minor arterial streets and highways. Collector streets are typically one-to-two miles in length. Collector streets often serve as local bus routes. Direct access to abutting land is essential. Parking and traffic controls are usually necessary to insure safe and efficient through movement of moderate to low traffic volumes.

FUTURE YEAR FUNCTIONAL STREET CLASSIFICATION



Salina, Kansas

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Figure 13

Local streets are those not selected for inclusion in the arterial or collector classification. They allow access to individual homes, shops, and similar traffic destinations. Direct access to abutting land is essential, for all traffic originates from or is designated to abutting land. Through traffic should be discouraged by using appropriate geometric designs and traffic control devices.

Future Street Functional Classification Map

The future street functional classification map developed for Salina is shown in Figure 13. The functional classification map is a representation of the future functions of the street system comprised of existing streets and future street projects. The functional classification map provides both a guide to the improvement or construction of streets and a vision of how the street network should ultimately function.

The future street functional classification map includes major arterials, minor arterials, and collectors. The distinction between major and minor arterials differs from the previous long range plan prepared in 1982, in which only one classification of arterials were described. This distinction provides a more refined description of each street's function. The current plan differs from the 1982 plan in that the Magnolia interchange with I-135 is included, changes in circulation near the Salina Municipal Airport are indicated, and Cloud Street is not shown to cross the Smoky Hill River. Magnolia is also shown as a major arterial in the current plan.

Functional Design Standards

The appropriate design standards for arterial and collector streets are not only dependent on function, but also on adjacent land use, and are often constrained by existing developments. These standards can be used for future construction or reconstruction projects. The standards are summarized in Table 35. Street cross sections are illustrated in Figure 14.

Five Lane Arterial -- This street section includes two 12 foot through lanes in each direction and a 12-foot center two-way left turn lane. This cross section type is often used to provide turning lanes at intersections or to provide a center turn lane to adjacent properties. New construction should include a 16-foot center lane, where possible. A 12-foot lane could be used if there are no plans to use medians in the future, such as on Ohio Street. Traffic volumes on this type of facility ideally should range between 12,000 and 28,000 vehicles per day. The center turn lane type street is appropriate because of frequent entrances into higher traffic generator land uses such as business parks and retail centers. Numerous turning movements, especially from commercial vehicles, are expected. Parking should be prohibited. For design speeds greater than 35 m.p.h., 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 approaching the curb cut.

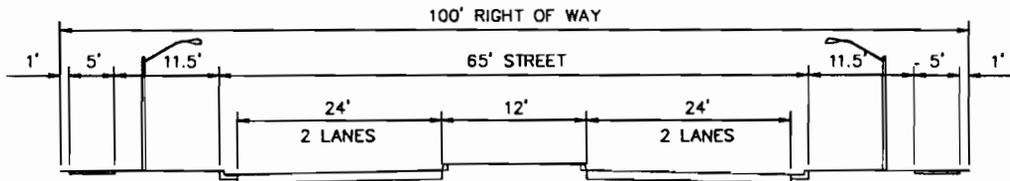
Four-Lane Arterial -- This street section includes four 12-foot through lanes and should provide an additional left turn bay at all signalized intersections. Only public streets should be allowed to access a four-lane arterial and street spacing should be related to design speed as per a five or six-lane roadway. The ideal traffic volume for a four-lane street should range between 12,000 and 20,000 vehicles per day. Four-lane arterials are appropriate for carrying traffic through primarily residential land use without directly accessing any of the properties. A street width of 53 feet and right-of-way width of 80 feet are recommended. Five-foot wide sidewalks should be provided on both sides of the street.

Two-Lane Rural Arterial -- This street section includes two 12 foot through lanes. The width of usable shoulder would be eight feet on roads where traffic demand exceeds 2,000 vehicles per day. Turn lanes should be provided at major intersections. Right-of-way will vary but should be wide enough to include pavement, shoulders, the remaining portion of a clear zone and any other right-of-way as required for drainage or other factors.

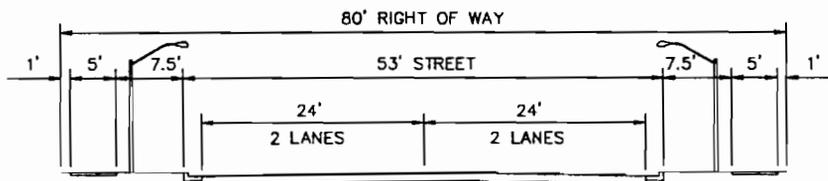
Collector (Three-Lane) -- This street section includes two 12-foot through lanes and one 12-foot center left turn lane. The three-lane roadway section is appropriate for a collector type facility in a commercial land use area, such as adjacent to a business park or shopping center where traffic demand is expected to range between 1,500 and 12,000 vehicles per day. The minimum recommended street width for a three-lane collector with a 12-foot center turn lane including curb and gutter is 41 feet, and right-of-width to allow for street, sidewalk and lighting should be 70 feet minimum. Five-foot wide sidewalks should be provided on both sides.

Collector (Two-Lane) -- This type of street is appropriate for a traffic collection function through a residential neighborhood. Because traffic volumes may range between 1,500 and 12,000 vehicles per day, properties abutting the collector may not be as desirable as those abutting only a local street. Parking and private access to the collector should be discouraged and parking should be allowed on one side only. The street width should accommodate two 16-foot lanes, and curb and gutter, the overall width of 37 feet. To accommodate the recommended sidewalk and street lighting, a right-of-way of 60 feet is required. Five-foot wide sidewalks should be provided on both sides.

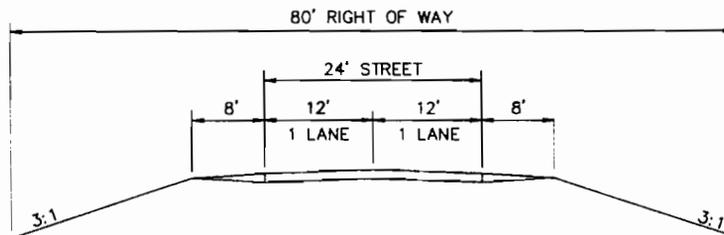
Two-Lane Local -- All other streets in the city not previously described classify as local streets. The ideal traffic volume for local streets is less than 1,500 vehicles per day. Local street should provide direct access to private property, and generally parking is permitted; however, in order to meet fire codes which require a 20-foot path for equipment, parking should be permitted on one side only. Recommended street width is a minimum 28 feet to back of curb, although 33 feet is often used in Salina. Four-foot wide sidewalks should be constructed on both sides. The recommended right-of-way is a minimum of 50 feet for a 28-foot street and 60 feet for a 33-foot street.



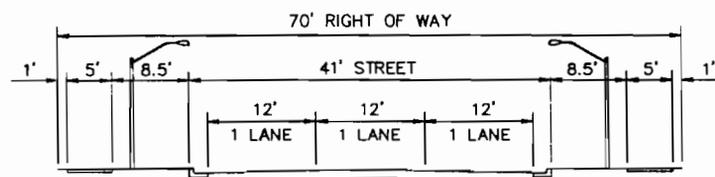
FIVE LANE ARTERIAL (MAJOR)



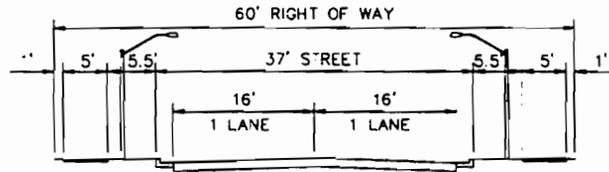
FOUR LANE ARTERIAL (MINOR)



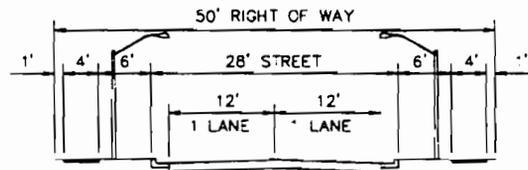
RURAL ARTERIAL



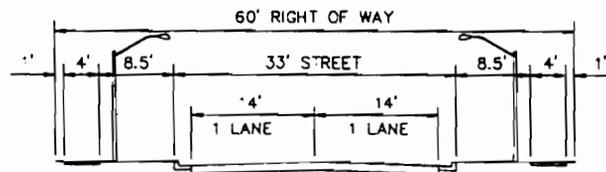
THREE LANE COLLECTOR



TWO LANE COLLECTOR



LOCAL



LOCAL

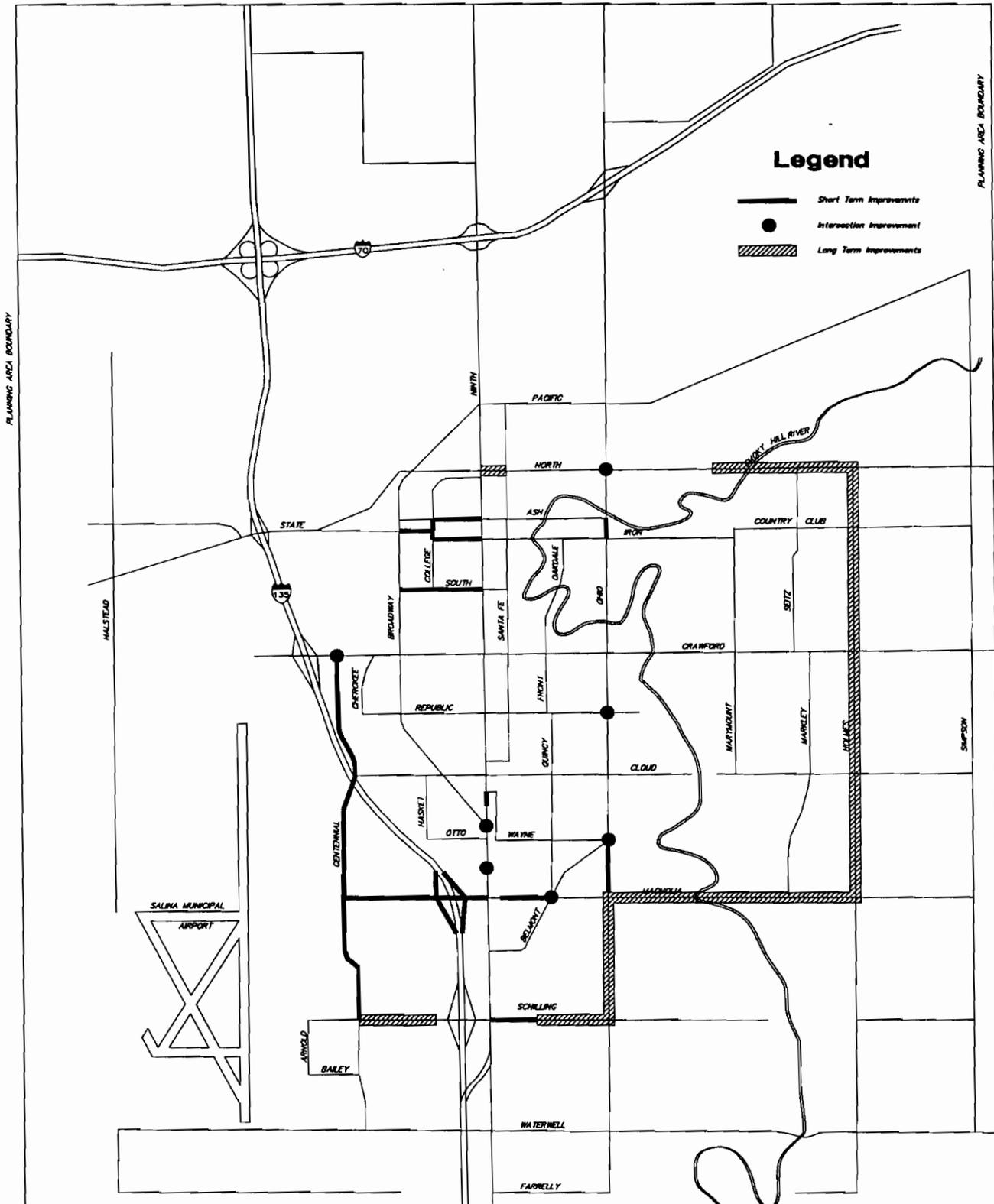
**TABLE 35
STREET DESIGN STANDARDS**

	Arterial 5-Lane	Arterial 4-Lane	Arterial 2-Lane	Collec- tor 3-lane	Collector 2-lane	Local 2-Lane
Right-of-Way Width (ft)	100	80	80	70	60	60/50
Street Width (Back-to-Back)	65	53	24	41	37	33/28
Design Volume (VPD) Range	12,000- 28,000	12,000- 24,000	2,000- 12,000	1,500- 12,000	1,500- 12,000	Less than 1,500
*Design Speed (MPH)	40-50	40-50	40-50	30-40	30-35	25-30
Maximum Grade	5%	5%	5%	5%	5%	5%
Minimum Grade	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%
Sidewalk (ft)	5-both sides	5-both side	None	5-both sides	5-both sides	4-both sides
Corner Clearance/ Unsignalized	300	300	300	200	one-per property	one-per property
Minimum Signal Spacing	660	660	1/4 mile	660	--	--
Minimum Median Lane Width (ft)	12	--	--	12	--	--
* Design Speed criteria for horizontal and vertical alignment should meet the requirements of the current edition of "A Policy of Geometric Design of Highways and Streets, AAS-HTO".						

Recommended Street Improvements

Lists of both recommended short-term and long-term projects were developed. Short-term projects are those which should be constructed in the next five to seven years. Long-term projects are those which should be constructed to accommodate future growth after seven years. The recommendations reflected the desire to plan for a street system which could adequately support growth as defined in the future land use plan. The recommended street projects include projects to relieve existing or future traffic composition problems and also additional projects identified through this analysis to serve traffic safety or other transportation concerns. The recommended projects are shown in Figure 15 and are described below.

FUTURE STREET CONSTRUCTION PROJECTS



Salina, Kansas

BWR BUCHER, WILLIS & RATLIFF
ENGINEERS ■ PLANNERS ■ ARCHITECTS

Transportation Plan

Figure 14

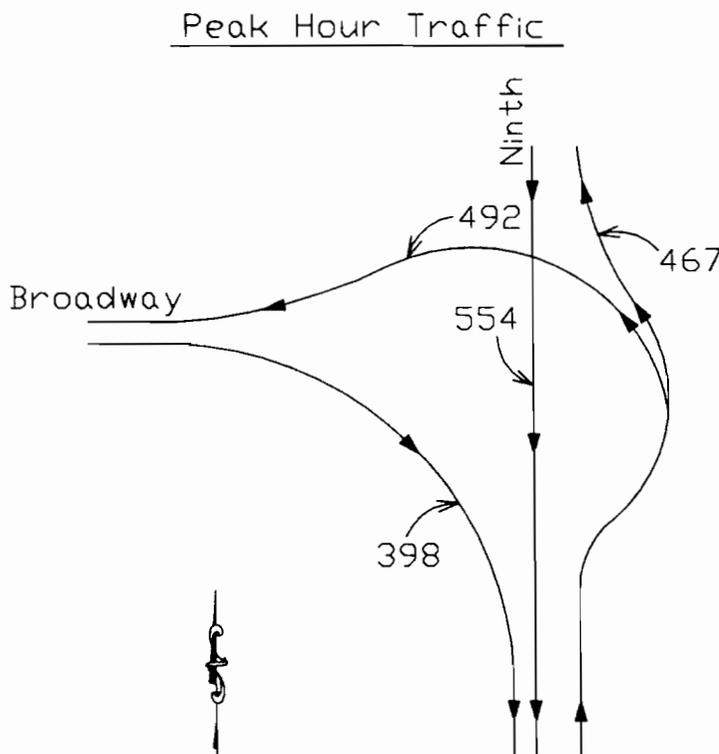
Detail has been provided for a number of the more complex projects and as such it is included in the following pages.

Short-term Projects (0-7 years)

Short-term projects include both projects needed to improve intersection safety or projected traffic congestion problems in the next seven years. The recommendations are for the major street system and do not include residential collector or local streets.

1. **Ninth and Broadway.** A p.m. peak hour turning movement count was taken to determine the need for capacity improvements. The results of the count are shown below.

Merge lanes currently exist for eastbound Broadway to southbound Ninth Street and where northbound Ninth Street becomes two-way with southbound Ninth. A traffic conflict exists between southbound Ninth street and the segment from northbound Ninth to westbound Broadway. This movement is stop controlled. During peak travel times, a queue forms on the link because of insufficient gaps on Ninth Street.



A second problem area is found on northbound Ninth Street when the northbound Ninth Street is no longer divided. From this merge point to Charlotte, Ninth Street has only one lane in each direction. Immediately north of this intersection Ninth widens to 2 lanes, and there is no transition between the two points.

It is recommended that a second lane be added to the link between northbound Ninth and westbound Broadway. Adding a second lane would provide more storage space and prevent vehicles from queuing back to the previous intersection. The second lane would be placed to the right of the existing one, and would tie into the outside northbound lane on Broadway and into the outside northbound lane on Ninth. Drivers on the outside lane on northbound Ninth Street would either drive forward and continue on Ninth Street, or turn left onto Broadway. Drivers on the inside lane of northbound Ninth Street would travel only to westbound Broadway.

The intersection of southbound Ninth Street and the westbound exit ramp is currently unsignalized with stop control on the ramp. It is recommended that this intersection be signalized in the long-term. The intersection currently passes the peak hour volume warrant and would likely in the future pass the minimum vehicular volume warrant, interruption of continuous traffic warrant, the four-hour volumes warrant, and the peak-hour delay warrant even after the roadway improvement.

An improvement should also be made to the north of the intersection area where the northbound and southbound lanes are not divided. The northbound lanes should be two-lanes wide between the merging point and the intersection with Charlotte.

2. ***Ohio and Republic.*** Daily traffic volumes over 17,000 on Ohio result in excessive delays for eastbound vehicles on Republic. Republic is a collector street which provides east-west traffic circulation. Future traffic forecasts indicate that volumes on Ohio would increase by 3,000 vehicles per day, given the build-out of anticipated comprehensive plan land uses.

Peak hour traffic counts were conducted for this intersection. The results indicate that a minimal amount of traffic is able to utilize Republic given high volumes on Ohio. High volumes on Ohio do not create sufficient gaps to permit traffic on Republic to enter or cross Ohio. An analysis of intersection capacity showed a poor level of service for traffic on Republic. It is recommended that the intersection be signalized. Turning bays will need to be indicated on Ohio. A minimum of 80 feet of storage should be provided. Likewise, left turn lanes should also be indicated on Republic to enable separation of left turns from the traffic stream. Parking should be prohibited on Republic within 80 feet of the intersection.

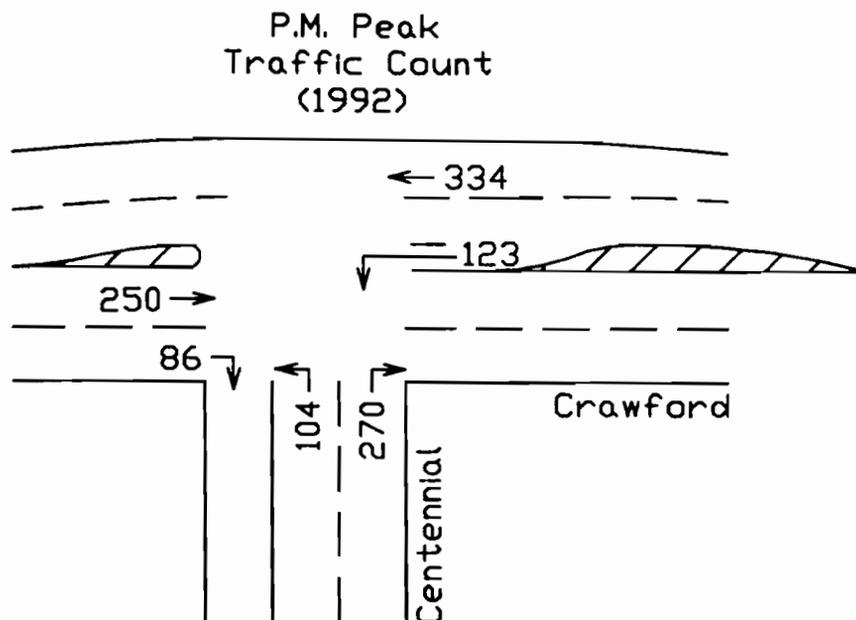
3. ***Ninth Street and Saturn.*** The intersection of Ninth Street and Saturn provides an entrance to both the Galaxy and Central Malls. This intersection is the highest accident location in Salina. The Saturn intersection is one of four closely-spaced access points to commercial development in this area. The three most northern entrances are signalized. The distance between the signals is 650 feet and 530 feet. The width of the left turn lanes are less than the standard width of 12 feet. One-hundred feet of vehicle storage is provided for the southbound left turn at Saturn.

The absolute minimum signal spacing is 460 feet. However, it is desirable to provide no less than 1/8 mile spacing (660 feet), with 1/4 mile signal spacing more desirable. Therefore, a signal would not need to be removed for safety reasons, but rather to improve travel time.

In order to improve traffic safety at Saturn and Ninth, the following measures should be taken. First, the existing left turn bay should be widened to 12 feet. Second, the turn bay should be lengthened to provide 150 feet of vehicle storage. Third, only protected left turns should be allowed. Fourth, the amount of intersection clearance time should be checked and increased if needed.

In order to improve on-site traffic circulation and safety at the Central Mall, a "canoe" should be constructed at the eastern end of the north access drive, similar to that constructed at the Saturn entrance. This improvement will better channel traffic on the ring road.

4. **Centennial Road and Crawford.** This intersection is currently unsignalized. A stop sign has been placed on the northbound Centennial approach. A turn lane is provided for the westbound left turn movement. Based upon the signal warrant criteria provided by the *Manual of Uniform Traffic Control Devices*, the intersection meets the peak hour signal warrant. Based upon the review of daily traffic counts and the pattern of traffic on Centennial, it is likely that the intersection would also meet other signal warrants. It is recommended that this intersection be signalized. Additionally, the west bound left turn lane should be lengthened to 250 feet of storage. The width of the turn lane should be a minimum of 12 feet. A conceptual engineering plan was prepared for the *I-135 and Southern Salina Study*. This report graphic is included in the report appendix.



5. **Signal Coordination.** Signal timings should be optimized along Broadway including the signalized intersections of South, Crawford, Republic and Cloud.

Street Improvements

1. ***Centennial from Crawford to Schilling.*** Centennial currently has a width between 23 and 24 feet. This road would be improved by reconstructing portions of the pavement and adding shoulders. This roadway would accommodate increased industrial development and Kansas State University-Salina expansion near the airport. Review of the traffic model indicated future traffic volumes of nearly 8,000 average daily vehicles. This amount of traffic can be accommodated by a well built two-lane roadway. It is recommended that Centennial Road be improved to a two lane street with a design speed of 45-55 miles per hour. Access should be limited to major intersections such as Crawford Street, Cloud Street, Magnolia Road, North Boundary Road, South Boundary Road and Schilling Road. Turning lanes should be provided at all major intersections or modifications made to existing turning bays.
2. ***Magnolia and I-135 Interchange.*** This project would provide direct access to I-135 from Magnolia. It would increase the attractiveness of potential development in the interchange vicinity, improve access to KSU-Salina and industrial development adjacent to the Salina Airport and improve access to commercial activity on Ninth Street. Traffic forecasts provided by the traffic simulation model indicate that a two lane plus turning lanes cross section for Magnolia would be sufficient to accommodate projected traffic volumes. A more detailed study will need to be performed in order to receive permission from the Federal Highway Administration to construct the interchange and to address specific design issues such as the need to replace the existing bridge over I-135. Construction of this project was shown as the most effective strategy to reduce traffic volumes on Ninth Street between Magnolia and Schilling. The project will also reduce the need to widen Schilling Road to four lanes west of I-135.
3. ***Magnolia from Centennial to Belmont.*** Based upon projected traffic volumes from the build-out scenario of the comprehensive plan, it is recommended that Magnolia Road be improved as a two lane road from Centennial to I-135 and as a four-lane road from Rockhurst to Belmont. For safety and capacity considerations, Magnolia Road should be constructed as a 45 m.p.h. design speed with a 53 foot width between back of curbs. Intersection improvements should be made at Belmont and Centennial Road to include left turn lanes and improved right turn radii.
4. ***CBD Traffic Circulation Changes.*** Based upon a review of CBD traffic operation and parking, it was determined that three circulation changes could be made to three roadway segments. Three existing one-way streets segments would be converted to two-way traffic. These segments would include: 1) Fifth Street, between Ash Street and Iron Street; 2) Fifth Street from Mulberry to Prescott; 3) Seventh Street from Mulberry to South. Each of these changes represents a low-cost improvement. Signal modification would be minor at Ash and Iron and Ash and Fifth. Modifications to the other locations would include changes only in signage and in street striping.
5. ***State-Ash-Iron Street Connection.***

State Street is an arterial carrying traffic to and from the western parts of Salina. State Street does not connect to destination points in eastern Salina. Traffic must

therefore shift to alternative routes of Ash and Iron. Congestion, increased delay and driver inconvenience occur with the traffic shift.

Two types of improvements can be made to help relieve congestion when traffic shifts from State Street to either Ash or Iron. The first type of improvement would be to make a link that would directly connect the routes.

The use of merge lanes in this type of improvement would eliminate conflict movements and traffic would be able to shift from one link to the other without delay.

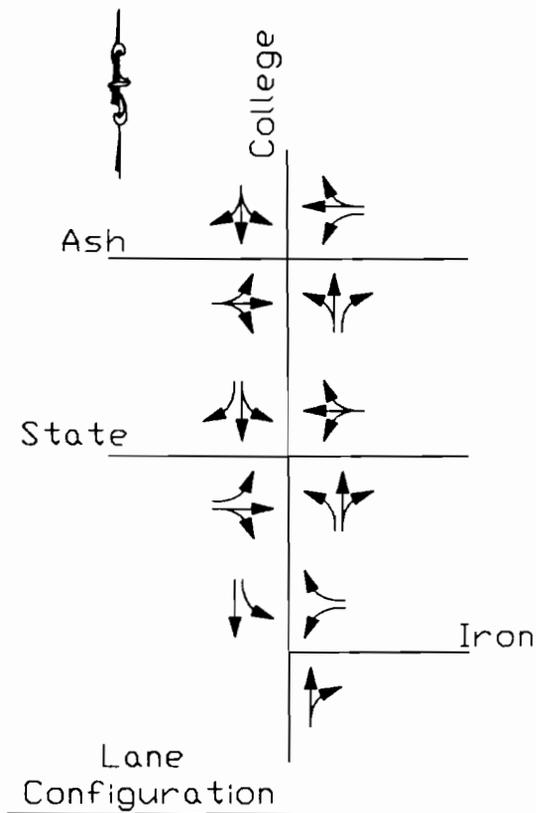
The possibility of using a reverse curve was investigated for a shift from State to Iron and from State to Ash. A design speed of 35 m.p.h. and a maximum super-elevation rate of 4 percent was used. A transition length of approximately 800 feet would be required for the State/Iron link and 830 feet would be required for the State/Ash link.

The advantage of using such a link is that the link shift would be a continuous movement with little delay. The level-of-service for this type of improvement would likely be higher than any other type of improvement that could be made.

There are several disadvantages of using a reverse curve at these particular locations. The most significant disadvantage is that the area is highly residential, and locating the link would require the removal of at least seven houses. Additionally, any location of the link would result in intersection with other north-south links at sharp angles. This would create a potential safety problem on both the reverse curve link and the residential street, and it would increase the delay on the residential streets. Finally, implementing such an improvement has been previously estimated at \$3 million.

The second type of improvement that can be made is to reduce delay and congestion by upgrading the intersection where traffic conflicts are high.

Ash, Iron State and College all are between 34 and 40 feet wide, provide two through lanes for traffic and have parking on both sides of the street.



Congestion at the intersections could be reduced by restricting parking near corners and by providing lane channelization. Some amount of right-of-way might be required where the lane widths are not wide enough, but it appears that there is adequate space to avoid impacting residences.

Recommended lane channelization is shown above. Left or right turn lanes would be provided as appropriate for the south and east approaches to the intersection of Ash and College, on all four approaches to the intersection of State and College, and on the north and east approaches to the intersection of Iron and College. Parking would be restricted from 80-100 feet away from the corners on channelized approaches. Each of the intersections would remain at stop controlled on the minor streets.

6. ***South Street Improvement.*** South Street would be improved from Broadway to Ninth Street. Improvements would include a new pavement overlay, removal of on-street parking within 30 feet of the intersection curb return and improvement of the railroad crossing.
7. ***Ohio Street, from Iron to Smoky Hill River.*** Ohio Street is five lanes wide south of Iron. Currently this segment carries over 13,000 vehicles per day. Future traffic growth is not expected to increase significantly. However, the existing traffic volumes do exceed the guidelines of 12,000 vehicles per day on a two-lane street. The widening of this segment would provide four through lanes of traffic past Elm Street and would provide an alternative to Iron for east-west traffic circulation.
8. ***Ohio Street, Belmont to Magnolia.*** In order to support future development in southeast Salina, Ohio Street would be widened to four through lanes. This project will help relieve projected traffic demands on Belmont, between Magnolia and Ohio.
9. ***Schilling Road, Ninth to Ray.*** This project will serve potential and proposed commercial development in the northeast portion of the intersection of Ninth and Schilling. Schilling Road would be widened to a minimum of three lanes and would be constructed to urban standards. Sufficient turn bay storage should be provided to serve adjacent commercial land uses.

In addition to the improvements described above, there are a number of local concerns which can be addressed. These include changes in posted speeds such as decreasing the speed on Claflin to 20 m.p.h. between Santa Fe and Ninth. It would also include considerations of removing traffic signals such as the signal at Walnut and Phillips and Osborne and Cloud. Other comments received from the public included increasing the size of overhead street signs at major intersections and improving signal coordination on major arterials.

Long-Term Projects

Street improvement projects needed to support the anticipated build-out of the Salina area were identified through use of the transportation model. Again, the recommendations noted below are for the major street system and do not include residential collectors or local streets. This analysis has focused on maintaining and preserving corridors for future expansion.

Intersections

1. ***Belmont Boulevard and Ohio Street.*** This intersection also includes Wayne Avenue. The intersection is unconventional in that Wayne Avenue, Belmont

Boulevard and Ohio Street coverage at one point. The intersection does not have sufficient capacity to accommodate future year traffic volumes. The intersection could be improved by relocating southbound Belmont Boulevard to intersect with Ohio Street at a 90 degree angle. Wayne Avenue would also be relocated to connect with Belmont Boulevard at the current location of Oxford Drive. The intersection of Ohio and Belmont would be signalized. Conceptual engineering plans were prepared as part of the I-135 and Southern Salina Study. The plans are included in the report appendix.

2. ***Belmont Boulevard and Magnolia Road.*** This intersection would be improved as part of a widening of Magnolia to four lanes. Magnolia would serve as a major arterial and would accommodate higher traffic flows. Future year traffic will warrant signalization of this intersection. Railroad-auto conflicts currently result from the location of a railroad line which crosses through the middle of the intersection. Future improvements would include signal gates on all four intersection approaches. Left turn lanes would also be provided on all four approaches. Conceptual engineering plans were prepared as part of the I-135 and Southern Salina Study. The plans are included in the report appendix.

Street Improvements

1. ***Schilling Road, Virginia to Centennial.*** This section of Schilling is a two-lane paved roadway with no paved shoulders. The roadway is in poor to fair condition. This roadway should be widened to include shoulders and the pavement should be rehabilitated. The bridge over Dry Creek is also in need of replacement. The project would begin at Virginia, which is the terminus of the Schilling Road interchange project. However, if the Magnolia interchange is not constructed, traffic forecasts indicate a need to ultimately widen Schilling to four lanes.
2. ***Ohio Street, Magnolia to Schilling.*** As a long-term improvement, Ohio Street will be upgraded as a two-lane roadway. This project would improve traffic circulation in south Salina. This roadway would be constructed as a two-lane rural arterial.
3. ***Schilling Road, from Ray to Ohio.*** This section of Schilling Road should be reconstructed as a two lane roadway. A more urban street would ultimately be constructed to include two through lanes, a left-turn lane at Ohio, and curb and gutter.
4. ***Magnolia, from Ohio to Holmes.*** This long-term project would be constructed to accommodate future development. Magnolia would be improved to Holmes as a two-lane roadway with shoulders which could accommodate higher traffic volumes.
5. ***Holmes Road, North to Magnolia.*** This roadway would be paved as a two-lane road. It would be constructed to arterial street standards and would provide longer distance north-south traffic movement. This roadway with Magnolia,

Ohio and Schilling would form an outer loop in eastern Salina. This roadway would roughly define the area containing urban development.

6. *North Street, Lee to Holmes.* This roadway would be paved as a two-lane with shoulders to arterial street standards.
7. *North Street, Santa Fe to Ninth.* This section of North Street would be resurfaced and upgraded as possible given the severe right-of-way restrictions caused by the existing grain elevator and railroad tracks.

Street Cost Estimates

Preliminary estimates of probable costs were developed. Short-range projects are defined as projects which would be constructed within seven years. These projects and the cost estimates are listed in Table 37. Long-term projects include those expected to be needed within 20 years are listed in Table 38. The costs are calculated in 1992 dollars. These cost estimates are for planning purposes. More refined cost estimates would be provided at the conceptual engineering or preliminary phases. In many cases, the cost estimates do not include costs for complete removal of existing pavement. In general, it was assumed that 20 percent of existing pavement would need replacement. If total pavement replacement is required in the future, costs would increase. Replacement for modification of structures were included in the cost estimates, however actual costs will vary, as will costs for drainage and right-of-way acquisition.

Further Study

The Transportation Plan has provided a broad overview of the Salina transportation system. Because of the comprehensive nature of the Transportation Plan, no one issue was analyzed in great detail. Additionally, problem areas were identified that require more thorough analysis before any recommendations can be made. As this project was completed, specific studies were identified as needed to further analyze specific transportation issues or problems in greater detail. The studies are part of the implementation of the plan and should be prioritized as the land use studies will be. These studies are listed below.

- *Magnolia Interchange with I-135.* A break in access study and conceptual engineering study should be conducted in order to determine the costs and feasibility of this project.
- *Salina Transit Study.* A transit study should be conducted which would specifically address the need for fixed-route and/or special service transportation.
- *Specific intersection signal warrant and road design studies* as outlined in this report.
- *Signal coordination studies* should be conducted to minimize traffic delays on major arterials such as Broadway, Ninth, Santa Fe and Crawford.

**TABLE 36
COST ESTIMATES
SHORT-RANGE PROJECTS**

Name	From/To	Description	Length	Cost
Ninth/Broadway		Add lane capacity to northbound Broadway connection, add capacity to northbound	-	\$125,000
Ohio/Republic		Signalize intersection, re-stripe lane geometry	-	\$90,000
Ninth/Saturn		Widen and lengthen turn-bay, re-time signal	-	\$15,000
Centennial/Crawford		Signalize and improve left turn storage	-	\$220,000
Broadway	State/Cloud	Improve signal coordination along corridor	2.0	\$30,000
Centennial	Crawford/Schilling	Improve roadway, 2 lane with shoulders. Improve major intersections. Modifications only Dry Creek Bridge	3.5 **	\$3,200,000
Magnolia/I-135		Construct new interchange	-	\$5,600,000
Magnolia	Centennial/Ninth	Reconstruct 2 lane, improve structure at Dry Creek	1.0 **	\$900,000
Magnolia	Rockhurst/Belmont	Widen to 4 lanes	0.2	\$200,000
CBD Traffic 5th 7th 5th	Mulberry/Prescott Mulberry/South Ash/Iron	Convert from one-way to two-way operation	0.3 0.1 0.15	\$50,000
State/Iron/Ash	Broadway/Ninth	Overlay pavement, re-stripe intersection at College, remove parking and improve rail roadway.	0.75	\$75,000

**TABLE 36
COST ESTIMATES
SHORT-RANGE PROJECTS**

Name	From/To	Description	Length	Cost
South	College/Ninth	Overlay Pavement, re-stripe intersection at College, remove parking and improve rail roadway.	0.45	\$55,000
Ohio	Iron/Smoky Hill River	Widen to 4 lanes	0.4	\$390,000
Ohio	Belmont/Magnolia	Widen to 4 lanes	0.5	\$590,000
Schilling	Ninth/Ray	Widen to 3 lanes	0.3	\$300,000
Total Estimated Short-range costs			9.65	\$11,840,000

* Costs are generalized planning estimates and do not include engineering, inspection or contingencies. Costs will also vary based on right-of-way costs. Costs are in 1992 dollars.

** Major portions currently located outside Salina city limits: Project planning, design and financing should be coordinated with Saline County.

**TABLE 37
COST ESTIMATES
LONG-RANGE PROJECTS**

Name	From/To	Description	Length	Estimated Cost
Belmont	Ohio	Reconfigure intersection and signalize	-	\$300,000
Belmont	Magnolia	Reconfigure intersection and signalize	-	\$275,000
Schilling	Virginia/ Centennial	Improve as 2-lane with shoulder, replace Dry Creek Bridge	0.6	\$860,000
Ohio	Magnolia/ Schilling	Improve as 2-lane	1.0	\$840,000
Schilling	Ray/Ohio	Improve as 2-lane	0.7 **	\$590,000
Magnolia	Ohio/Holmes	Improve as 2-lane	2.0 **	\$1,680,000
Holmes	North/Magnolia	Improve as 2-lane	3.5 **	\$2,900,000
North	Lee/Homes	Improve as 2-lane	1.2 **	\$1,050,000
North	Santa Fe/Ninth	Improve as 2-lane	0.2	\$20,000
Total Estimated Long-Range Costs			7.2	\$8,545,000

- * Costs are generalized planning estimates and do not include engineering, inspection or contingencies. Costs will also vary based on right-of-way costs. Costs are in 1992 dollars.
- ** Major portions currently located outside Salina city limits: Project planning, design and financing should be coordinated with Saline County.

Community Facilities Plan



COMMUNITY FACILITIES PLAN

Community facilities and services are important parts of the Salina community. They provide for the day-to-day needs of residents and businesses, and help define the quality of community life. They include activities traditionally provided by local government: education, public recreation, sewer and water facilities, police and fire protection, and libraries. In addition, they also include several special activities that fall outside the scope of traditional public facilities such as universities and colleges. Some public facilities and services are absolutely necessary, while others are highly desirable. In either case, it is essential that the City make plans for their provision in the future.

This section summarizes future needs and long-range recommendations for the following facilities: parks and recreation, elementary and secondary schools, fire department, police department, library, municipal offices, public works and cultural facilities. Key recommendations are presented in Figure 15: *Community Facilities Plan*. While the Plan focuses on physical facilities, such as land and buildings, the analysis also documents several manpower, equipment and service delivery needs as identified by respective agencies and organizations.

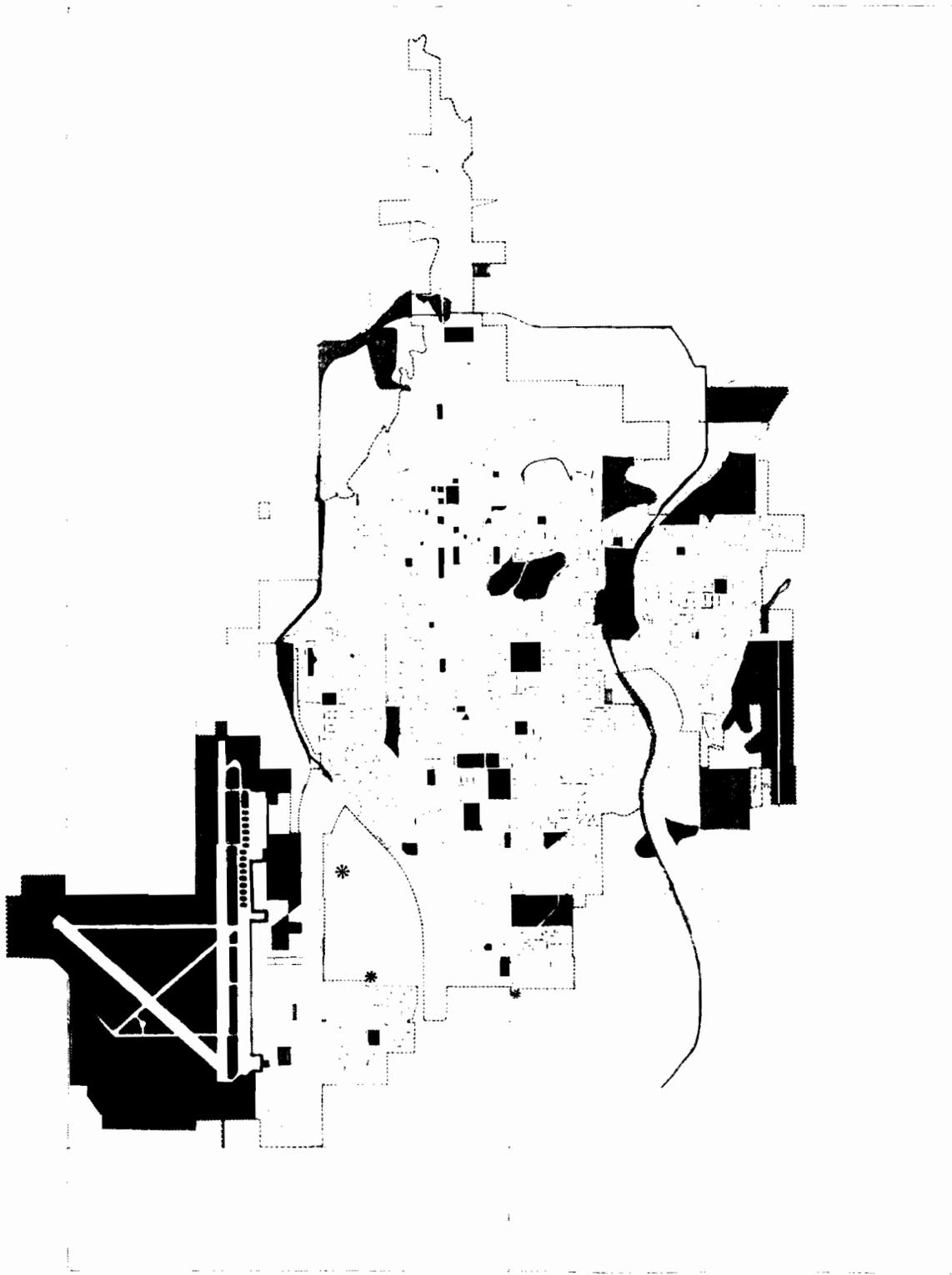
It is important to emphasize that the Comprehensive Plan presents general policies and guidelines for community facilities throughout Salina's planning jurisdiction. It is not intended to pre-empt or substitute for the more detailed planning and programming which should be undertaken in the future by various municipal departments and other public agencies and organizations. For example, even though the Plan sets forth general guidelines for the quantity and distribution of park land within the community, it does not preclude the need for the more detailed planning, programming and site selection process which falls within the purview of the Parks and Recreation Department. The same holds true for schools, police and fire facilities, public works sites and buildings, and other community facilities.

OVERVIEW OF COMMUNITY FACILITIES IN SALINA

As a prelude to discussing the needs and requirements of specific community facilities within Salina, the following overall policies and guidelines are recommended as a framework for community facilities planning in the future.

- CF1 ■ Existing community facilities should be used efficiently and effectively. For example, since opportunities for acquiring new park sites in the northwestern portions of the City will be limited, existing park sites should be used more effectively. Some parks could undergo more intense development, while new facilities could be added at selected sites, and recreational programs and services could be expanded at existing locations.

- CF2 ■ Existing community facilities should be repaired and upgraded as required. These include schools, municipal buildings and other institutions. Maintenance should be undertaken in a timely manner before significant problems arise. Replacement facilities should be constructed for existing facilities which become inadequate or obsolete. Special care should be taken to ensure that these new facilities are well located and compatible with surrounding areas.
- CF3 ■ Important natural environmental features should be preserved, protected, and utilized as focal points for new development areas. While the most important of these are the Saline and Smoky Hill River corridors, a number of other attractive natural features are scattered throughout the community. These permanent open space corridors should provide an overall focal point for community facilities. To the extent possible, new parks, schools, public buildings and other institutions should be located along or near the linear open space system created by existing environmental features. These features not only provide an attractive setting for community facilities, but make them more easily accessible to bicyclists and pedestrians.
- CF4 ■ Wherever possible, new public buildings and other community facilities should be located within the Downtown to reinforce Downtown as the "civic center" of the community.
- CF5 ■ Special attention should be focused on the needs and requirements of facilities and services which will help retain existing residents and attract new families in the future. These include schools, parks and cultural facilities, fire and police protection and other community services. It is essential that these facilities and services be of the highest quality if Salina is to sustain its reputation as a desirable residential community.
- CF6 ■ The City should be attuned to the changing needs and requirements of various neighborhoods and geographic subareas. For example, as lots or parcels become available in neighborhoods with park land deficiencies, new tot-lots could be developed. As semi-rural areas are more intensely developed, community facility and service needs will change dramatically.
- CF7 ■ The City should promote cooperation and interaction between various agencies and organizations within and around Salina in the provision of community facilities and services.
- CF8 ■ The City should keep abreast of the plans, policies and projects of other agencies and organizations that may affect or influence conditions in Salina. For example, the Unified School District serving Salina is contemplating building or expansion programs. These facilities are important components of the community, and their location, design and development should be of special concern to the City.
- CF9 ■ The City should consider the provision of new facilities and services which respond to the special needs and desires of local residents and businesses. These will continue to change in the years ahead. For example, the increasing number of older residents may lead to new facilities and services for the elderly. Additional services might also be considered for young children, the physically disabled or other special needs



- LEGEND
-  POTENTIAL SCHOOL SITE
 -  POTENTIAL FIRE STATION
 -  POTENTIAL PARK SITE
 -  POTENTIAL SCHOOL SITE
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Figure 15
COMMUNITY FACILITIES PLAN
COMPREHENSIVE PLAN
 City of Salina, Kansas

groups. The City should continue to explore the future need for and interest in new public buildings and facilities not currently available in the community.

- CF10 ■ The City should capitalize on the visual and image potentials which are presented by community facilities. Salina's overall image and identity can be significantly enhanced by its system of public sites and buildings. At a minimum, all facilities should be in good repair and be located on attractively landscaped sites. New public buildings represent unique opportunities to develop civic landmarks and focal points, opportunities which are rare in many communities.

PARKS AND RECREATION

The parks and recreation system consists of sites, facilities, and programs which perform several important functions within the Salina community. The most basic function is the provision of recreational services to local residents. An effective system can create opportunities for a wide range of leisure time experiences. The system can also help protect sensitive environmental resources, define and delineate neighborhood areas, and be an important visual feature in the community. An effective parks and recreation system is particularly important in a traditionally strong residential community like Salina.

The existing park and open space system is described in detail in *Part I* of the Comprehensive Plan.

Parks and Open Space Standards and Guidelines

Basic minimum standards have been established by various public agencies to help communities measure their local recreational system. These standards establish guidelines for the number of acres of park land per capita, the type and number of facilities for different kinds of parks, desirable service areas, and other system components. Salina has traditionally not used such standards as an "absolute" measure of service levels. However, because the new Comprehensive Plan establishes urban service criteria and standards relating to new development, basic minimum park and recreational land standards should be developed. They are:

<u>Type of Park</u>	<u>Acres per 1,000 Pop.</u>	<u>Min. Size (acres)</u>	<u>Service Area</u>
Playground	1.5	0-4	One Neighborhood
Neighborhood	2.9	5-14	One Neighborhood
Sub-Community	2.5	15-49	Several Neighborhoods
Community	<u>4.0</u>	50-99	Several Neighborhoods
	10.9		

Plan Recommendations

The Comprehensive Plan recommends the following policies and guidelines regarding parks and recreation within the community.

1. Additional neighborhood and community park sites should be located within the *Existing Service Areas* of the community, wherever possible. The City of Salina is currently meeting the overall park land recreation standard of 10 gross acres of park and recreational land per 1,000 population. Including the municipal golf course, the City maintains 612 acres of park land, or 10.6 acres per 1,000 population. However, considering this standard for playground, neighborhood and community parks alone - totaling 118 acres- the City is lacking 302 acres of parkland. Almost 500 acres of the community's existing recreation system is devoted to special use facilities such as the golf course, natural areas and ball fields.
2. A range of new park and recreational facilities will be required as the City continues to grow and develop in Primary Service Area locations. For the year 2010, population is projected at 46,700, which suggests the need for a total of 467 acres of parkland by that target date. An additional 320 acres would be needed to meet the local standard.
3. Future parks and open space areas should be distributed throughout the community to adequately serve the needs of the local population. New park sites will be needed in both *Existing and Primary Service Areas* over the planning period. However, vacant land suitable for new parks within the existing service area is limited, and the City should strive to meet recommended standards by targeting key undeveloped tracts which are not yet committed to new building development. Several new park sites are shown in Figure 16. Other opportunities for acquiring new neighborhood parks and tot-lots should be considered as other sites become available.
4. The existing park system should be used effectively, since there is little remaining vacant land within the *Existing Service Area* suitable and appropriate for new parks. Several existing parks could be developed more intensely in the future. New facilities could also be developed on certain existing park sites. Additionally, program offerings could be expanded and diversified. The condition and appearance of all existing park sites should be adequately maintained.
5. Specific tracts of land which have special interest or potential for future park and recreational use should be preserved and protected in the future. These are indicated in the *Community Facilities Plan* map. However, most new park sites are shown as general locations reflective of the area intended to be served. Specific sites will depend upon future land development patterns, the distribution of new residential growth, and topographic and environmental conditions. These are shown as symbols in the Plan to remind the City, land owners and developers that adequate park and recreation facilities are an essential prerequisite to new growth and development.
6. The flood control levee system should be included as part of the community-wide open space system. The Plan recommends the levee system be improved with a bicycle and pedestrian trail system which will become a linear link to many existing and planned parks and open

spaces. New park site locations illustrated within the *Community Facilities Plan* are intended to interconnect with this overall system.

7. Alternatives should be explored by the City for obtaining park and recreational areas in the future. This might include acquisition of properties, donations, endowments, and development restrictions on environmentally sensitive areas. Large-scale new private developments should be required to provide appropriate sites for new park facilities. Where smaller sites are proposed for residential development, a fee in lieu of dedication could be taken. The fee would apply to acquisition of land or development of facilities in the same service area in the future. In addition to standards for obtaining recreational land, the City should also explore alternative financing techniques for developing, operating and maintaining recreational areas in the future.
8. Alternative locations for a major recreational attraction should be identified. The *Community Facilities Plan* shows two such locations. The first site is in the northwest portion of the community; the second is in the southwest area north of Magnolia Road. These could be developed with a par-three golf course, a natural trail system, or large active and passive recreational areas.
9. Additional indoor public recreational facilities should be developed in the future. If the community decides to build a new free-standing facility, the most desirable location for the facility would be in the Downtown/Kenwood Park area. A central location within the community would both make the new facility accessible and support the image and function of the Downtown as the City center.
10. Natural areas, watersheds, ponds, forest lands, floodplain, steep or excessive slopes and areas of scenic beauty should be considered for public open space in the future. In particular, the City should continue to work toward the preservation of natural features, such as streams and woodland corridors, to provide a connected system of recreational facilities, especially in the Smoky Hill River, Saline River, Mulberry Creek and Dry Creek corridors. Several of these are included in the *Community Facilities Plan* map, although other areas should be considered for preservation as well.
11. Major new private developments and public improvement projects should also be considered as part of the community's overall park and open space system. In addition to the provision of new park sites, special requirements for landscaping, screening and buffering, entryway areas, and signage and graphics could help articulate the public open space system. Boulevard treatments, landscaped parkways and other public rights-of-way can also supplement the park and open space system and help give the community a special image and identity.
12. Historic buildings, sites and points of interest should be identified. Many of these may have recreational or open space potential and should be considered as part of the community-wide system. These are described in detail in *Part I* of the Plan, and several are highlighted in the *Community Facilities Plan* map.
13. Policies and guidelines for improving opportunities for pedestrian and bicycle circulation within the community should be developed. In particular, trail systems which interconnect neighborhoods, parks, schools and other key activity areas should be considered.

14. The future park and recreational system should respond to the needs and desires of local residents. The recreation program should utilize parks, open space, and facilities to maximize the learning and leisure time opportunities of all groups in the community.

PUBLIC SCHOOLS

Schools and educational facilities are among the most important community facilities, especially in predominantly residential communities such as Salina. They not only provide educational services, but also play important cultural, recreational and social roles as well. Quality public schools are among the most frequently mentioned assets in the community. Salina is served by Unified School District #305. The community also includes several private and parochial schools, the Salina campus of Kansas State University, and Kansas Wesleyan University. Existing school facilities are described in Part I of this plan document.

Plan Recommendations

Virtually all public school buildings attended by Salina students are in good condition. No schools are scheduled for closure. Periodic maintenance and improvement projects are undertaken on an ongoing basis within each district. The school district serving Salina is experiencing an increase in enrollment which is projected to continue, at least during the next few years.

The Comprehensive Plan recommends the following guidelines regarding public schools in Salina:

1. Enrollment figures should be evaluated on a regular basis. Projections indicate a slow but steady growth in district-wide enrollment over the next five-year period. Studies indicate that the Meadowlark Ridge, Heusner and Stewart Elementary Schools areas are experiencing an increase in young families and housing construction, and will likely require additional classrooms in the future.
2. The need for new school facilities should be monitored on an ongoing basis. Even though no new school facilities are planned at this time, additional growth and development may require new facilities in the future. The Community Facilities map indicates a site on Markley Road on City-owned property. The USD #305 maintains an option to utilize the site through the year 1997. Emphasis in the Land-Use Plan has been to focus new residential development to the north of Crawford Avenue to fully maximize the Meadowlark School site. School district officials are currently evaluating facilities needs and indicate that the Markley Road site may yet be required, contingent upon re-structuring of existing schools.
3. The City should keep abreast of developments within USD #305, and work closely with the district to ensure continued high quality educational services in the future. In addition, local school sites and facilities play important roles in satisfying future community needs for recreational and cultural services, and continued cooperation and support is encouraged.

HIGHER EDUCATION INSTITUTIONS

The City of Salina is the location of three important higher education institutions: 1) Kansas State University-Salina 2) Kansas Wesleyan University; and 3) Saint Johns Military School. While the institutions continue to see increased enrollments in the future, only Kansas State University-Salina anticipates greater land needs to accommodate the development of their Technology Campus in the Municipal Airport area. The University's expansion program anticipates the addition of another 400 students in the next few years. The Community Facilities map indicates the planned boundary of the campus.

The Comprehensive Plan recommends the following policies regarding higher education institutions in Salina:

1. The City should work cooperatively with Kansas State University officials to facilitate the University's growth and development plans in Salina. The City should also seek to capitalize upon local employment and economic development opportunities which may result from campus expansion and improvements.
2. The City should keep abreast of all activities of these higher education institutions, as they not only provide local educational opportunities but serve as cultural and technical resources. The preservation and enhancement of these institutions are important to Salina's overall identity and economy.

MUNICIPAL BUILDINGS AND FACILITIES

In addition to schools, parks and recreational facilities, Salina has several other public buildings and facilities which are essential to the day-to-day operations of the community. These include: 1) fire stations; 2) police facilities; 3) the Library; 4) City-County Building; 5) Department of General Services; and 6) Cultural Facilities. Existing public buildings and facilities are discussed in Part I of the Plan document.

Plan Recommendations

The Comprehensive Plan recommends the following policies and guidelines with regard to municipal facilities:

1. As Salina continues to grow, there may be the need to relocate Fire Sta. #4 on Markley Road at approximately Cloud Street. The need for this facility is based upon whether development occurs south of the current municipal limits along Markley Road. Should development be contained to existing and primary service areas, a new station is not likely to be needed. Fire department officials have indicated however, that continued growth in eastern Salina will require additional equipment and expansion of Fire Station #4.
2. Additional land to the west of the existing law enforcement center on Elm Street should be considered for jail expansion. A portion of the block lying west of Eleventh Street between Park and Elm Streets would be required to meet anticipated space needs. That portion of the Eleventh Street right-of-way between Park and Elm Streets would be vacated. In addition,

Park Street between Ninth and Tenth Streets could be vacated to provide additional parking for public uses in the area. However, this would require the acquisition of some privately-owned land.

3. The need for additional space at the Public Library to serve the needs of its growing children's department, plus other library operations, may be needed. It is anticipated that the basement level of the Library would be improved to serve these needs. However, as Salina continues to grow and expand, the City should consider a new system of branch libraries, mobile library service or other techniques to serve the community in the future.
4. Additional space needs of the City-County Building should be monitored. The building is in good structural condition and an important focal point within the community. However, it is becoming too small to serve the full range of City, County, Court and School Board functions. Several alternatives to this space shortage are currently being considered, the most likely of which would entail relocation of selected departments or agencies to another location. However, this would probably include reuse of existing space rather than new construction.
5. The improvement and upgrading of the 412 East Ash Street public works site will probably be necessary in the future. This would include the replacement and/or expansion of several existing structures. Improvement of the complex may require the acquisition of additional land to the north. However, the relocation of the central fueling facility to a newly-acquired site at Third and Elm may alleviate some space congestion at the main facility.

CULTURAL FACILITIES

Existing Facilities

Salina is a community with a long tradition of support for, and participation in, cultural activities. Its cultural organizations and activities range from community theater, musical performances, and the visual arts to historical research and programs for the humanities. There is also a long-standing tradition of public and private financial support for culture. A strong participatory emphasis has assisted in the growth of substantial institutions and a nationally-recognized local arts agency -- the Salina Arts and Humanities Commission.

The most significant existing performing and visual arts facilities in Salina are described in Part I of the Plan document.

Plan Recommendations

The new Comprehensive Plan recommends the following policies and guidelines regarding cultural facilities:

1. The City should continue its efforts to improve and expand cultural facilities and services available to local residents. Several short-term needs are important: a) improvement and enhancement of the Bicentennial Center; b) maintenance and enhancement of the Community Theatre, the Salina Art Center, and Smoky Hill Museum; and c) provision of a performing arts facility in Salina, which might entail public use of the Marymount Fine Arts Theatre, the adaptive reuse of the Fox Theater to a multi-purpose space, and/or other suitable facilities.

2. The City should explore opportunities for extending cooperation and interaction between various agencies and organizations in the provision of community facilities and services. For example, the Parks Department, the School District, YMCA, YWCA and the library all provide recreational and leisure services which should be complementary and mutually supportive.
3. For the future, it is anticipated that physical facility needs for cultural facilities will be met, except as previously noted. The community must, however, continue to evaluate programs to ensure community needs are met.
4. The City, through the Salina Arts and Humanities Commission, should work toward attracting a greater number of tourists to local events. For instance, key cultural and entertainment events might coincide with other programs of the Bicentennial Center.
5. The City should consider the provision of new facilities and services which respond to the special needs and desires of local residents and businesses. These will continue to change in the years ahead. For example, the increasing number of older residents may lead to new facilities and services for the elderly. New services might also be considered for young children, the physically disabled, or other special needs groups.
6. The City should capitalize on the visual and image potentials which are presented by community facilities. Salina's overall image and identity can be significantly enhanced by its system of public sites and buildings. At a minimum, all facilities should be in good repair and be located on attractively landscaped sites. New public buildings represent unique opportunities to develop new civic landmarks and focal points, opportunities which are rare within any community.

Utilities Plan



UTILITIES PLAN

This section presents the Public Utility Plan for the City of Salina. It focuses on future needs for the water, sanitary sewer and storm water systems and the implications for future growth and development. The *Utility Plan* is depicted in Figure 16. Existing public utilities are discussed in Part I of this Plan document.

Plan Recommendations

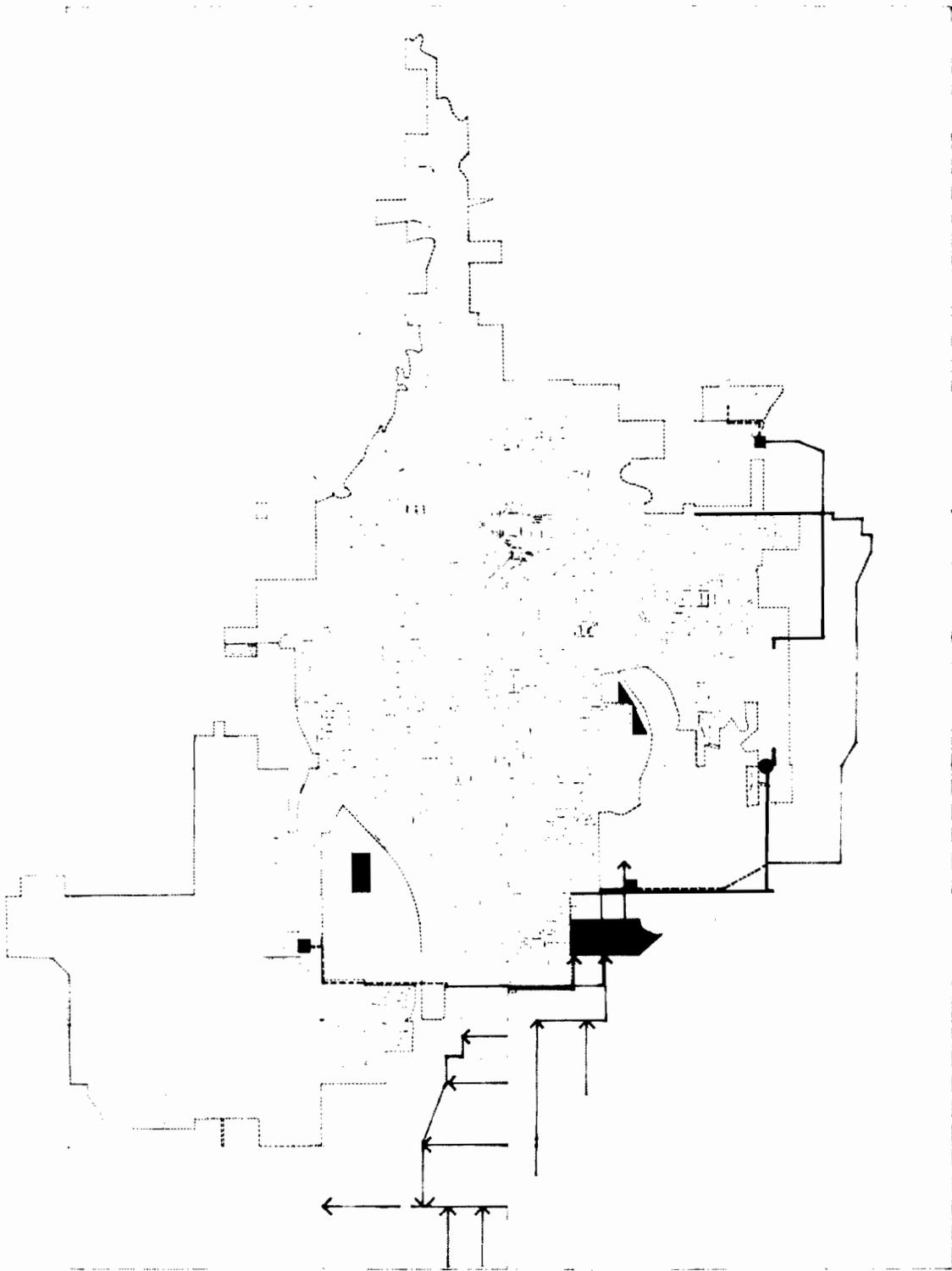
The Comprehensive Plan recommends the following policies and guidelines regarding public utilities:

- U1 ■ The City is well served by existing water, wastewater, and storm water systems. The City must actively maintain and improve these systems in order to provide the levels of service currently experienced today.
- U2 ■ Although the majority of the existing service area of the community is adequately served with water and wastewater treatment, and collection and distribution facilities, a few isolated areas remain. However, most of these locations are undeveloped tracts where service can be provided upon development in the future.
- U3 ■ New major water and sanitary sewer improvements are proposed for the southern and eastern areas of the community. Because these improvements will run through extensive unincorporated areas of Saline County, it is critical that the urban service standards and land-use plan be carefully implemented to ensure cost effective utilization of these public improvements.
- U4 ■ The City should consider special service area financing and other techniques to recapture the public investment made in new water, wastewater treatment and distribution/collection facilities.
- U5 ■ Adequate water pressure is maintained in most water lines to serve emergency fire suppression needs. However, there are a number of isolated areas in the northern and southeastern parts of the community where improved fire hydrant pressure is needed. The City should undertake improvements to bring these areas into compliance with the urban service standards, where practical.
- U6 ■ The extension of, and connection to, any water or wastewater facilities within unincorporated areas of the planning area should meet the annexation requirements contained in the *Growth and Development Plan*.

- U7 ■ The need to maintain raw water sources is critically important to the community. The preferred solution to the problem is to obtain additional water rights to the Kanopolis Reservoir. If this choice is not available, the remaining options include additional groundwater wells south of the city or the Public Wholesale Water Supply District #10 being formed to obtain water from Milford Lake.
- U8 ■ The proposed drainage improvement system for south Salina, principally consisting of open ditches, must be protected in the development process. The *Utility Plan* indicates the key drainage corridor areas which should be preserved and protected.
- U9 ■ The City should continue requiring on-site storm water detention and retention improvements for new development. The *Utility Plan* indicates key off-site storm water detention areas which must be considered as part of the overall capital improvements program.

Community Design Plan





- EXISTING WATER MAINS
- PROPOSED WATER MAINS
- EXISTING SEWER MAINS
- PROPOSED SEWER MAINS
- WATER TREATMENT PLANT
- SEWER TREATMENT PLANT
- WATER SERVICE CONNECTION
- SEWER SERVICE CONNECTION
- WATER SERVICE CONNECTION
- SEWER SERVICE CONNECTION

Figure 16
MAJOR UTILITY SERVICE IMPROVEMENTS
COMPREHENSIVE PLAN
 City of Salina, Kansas

COMMUNITY DESIGN PLAN

There are a number of natural and human-made characteristics of Salina which should be considered in the Comprehensive Planning Program. Existing features and conditions are described in Part I of this Plan document. Since most design issues focus on corridor development, the Plan contains special corridor development guidelines. Key recommendations are summarized in Figure 17, *Community Design Plan*.

Plan Recommendations

The Comprehensive Plan recommends the following policies and guidelines regarding Community Design.

CD1 *General Corridor Improvement Guidelines*

A number of general policies and recommendations should be used to guide improvements, development and redevelopment within each of the nine major transportation corridors within Salina. These include Ninth Street, Broadway Boulevard, Ohio Street, Schilling Road, Pacific Avenue, State Street, Crawford Street, and Iron Avenue. Magnolia Road will also become a major corridor upon opening of the I-135 Interchange. These corridor improvement guidelines are divided into eight categories: 1) role and function; 2) land-use; 3) traffic and access; 4) parking; 5) public right-of-way; 6) gateway areas; 7) pedestrian facilities; and 8) site and building development. They address future projects and improvements to be undertaken by both the City, private property owners and developers along the corridors.

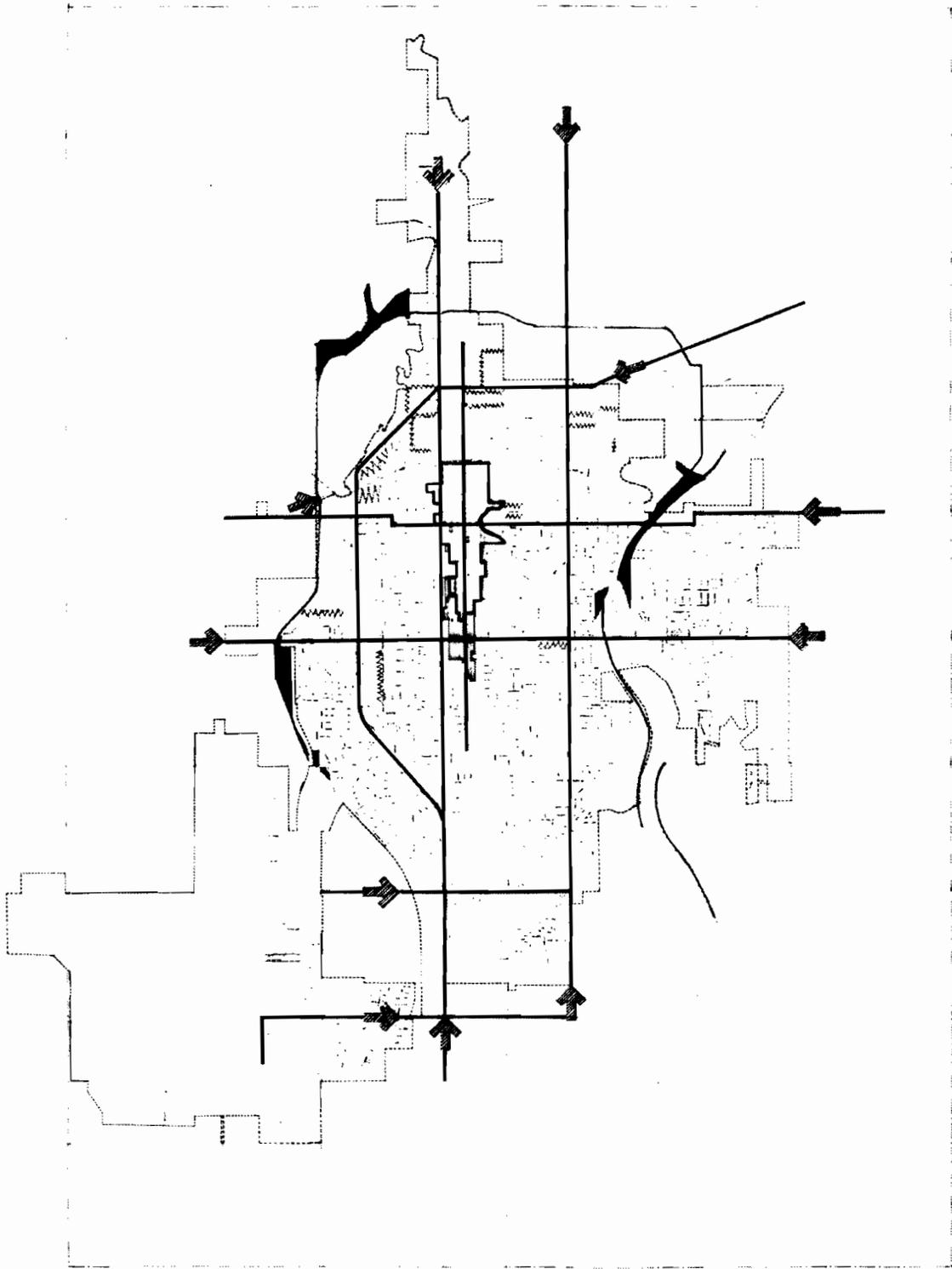
A. Role and Function

- *City image and identity.* The nine corridors are crucial in terms of Salina's overall community image and identity. Because of their role as major traffic carriers, the corridors are the most highly visible parts of the City to residents, visitors and passing motorists. The image most people have of the Salina community will be determined by their experiences along the corridors. As Salina aspires to become a truly unique living and working environment within the region, it must give special attention to improving and enhancing the corridors in the community.

- ***Competing roles and interests.*** The improvement program must strive to create a balance between the divergent roles and competing interests along the corridors. While each will continue to be a major traffic route, development along each corridor will intensify, with a wide range of land-uses, many of which have differing needs and requirements. Development sites along the corridors must accommodate auto access and internal traffic circulation, but pedestrian movement must also be considered and even receive priority in certain locations. The objective of improving appearances must also be balanced with the needs and requirements of individual businesses and developers.
- ***Shared features and characteristics.*** The corridor improvement program should strive to visually unify all major corridors as they pass through the community. It should be possible for a motorist to clearly realize that he or she is passing through Salina. Even though each corridor will also travel through adjacent communities, the portion within Salina should have a clear identity. Certain projects and improvements, such as street trees, street lighting, gateway features, banners and graphics, and public signage should be consistent for all major corridors passing through Salina.
- ***Basic identity for each corridor.*** Even though the nine corridors share a number of similar features and characteristics, each is also characterized by a distinct development pattern, and each performs a somewhat different function within the community. A unique identity should be established for each corridor as a basis for the improvement program. While certain projects and improvements should be the same or similar for all corridors, other projects should clarify and enhance the special identity and functional role of each corridor.
- ***Barrier Effect.*** Even though the nine corridors perform essential transportation and land development functions, the roadways also represent physical and psychological barriers which tend to separate and subdivide major parts of the community. To the greatest extent possible, the "barrier effect" of the corridors should be reduced in the future. New crosswalks and pedestrian facilities can help make it more safe and pleasant for pedestrians to move along and across the roadways. New street trees and landscaped medians can help reduce the visual expanse of the roadway, and help reduce the perceived width of the right-of-way. In addition, site and building development which relates to and connects with public improvements along the right-of-way can also help.
- ***Public and Private Cooperation.*** In order to be effective, the corridor improvement program must entail the cooperative efforts of both the public and private sectors. The City should take the initiative in implementing roadway and right-of-way improvements as well as other public investments. Individual property owners, business persons and developers must also share the City's vision for the corridors, conform to the improvement guidelines, and ensure that site and building development complements and reinforces overall corridor improvement objectives.

B. Land-Use

- ***Mix of land-uses.*** To a certain extent, each of the corridors is characterized by a wide mix of land-uses, including retail, commercial, office, business park, public, institutional and residential. While this mixed-use character should be encouraged, it is important that the allocation be clearly defined for each corridor, and that uses



- MAJOR TRANSPORTATION CORRIDORS
- LOCAL TRANSPORTATION CORRIDORS
- WATER FEATURES (LAKE, RIVER, CREEK, STREAM)
- FLOOD ZONE
- DOWNTOWN
- KEY PLAN

Figure 17
**COMMUNITY DESIGN
 COMPREHENSIVE PLAN**
 City of Salina, Kansas

be carefully distributed and located. Each use will have somewhat different needs and requirements, and these should be considered in the corridor improvement program.

- ***Functional land-use subareas.*** Even though each corridor should continue to accommodate a wide range of uses, some concentration of similar and supporting land-uses should be encouraged. While major reorganization or relocation of existing uses is neither realistic nor desirable, some functional differentiation will be possible. Ideally, similar or supporting businesses should be located in close proximity.
- ***Vacant land areas.*** With the exception of northern and southern portions of Ninth Street, each corridor is essentially developed or committed to development. However, several vacant parcels of various sizes are still scattered along the length of each corridor. These should be developed generally in accordance with Land-Use Plan recommendations.
- ***Marginal and underutilized properties.*** While most existing uses along each corridor are viable and most existing buildings are in good condition, several older commercial and residential areas exist along certain corridors that may be subject to redevelopment in the future. This includes sites in the State Street and Broadway Avenue corridors. Those parcels where redevelopment is either likely or desirable should be identified, and future use guidelines established.
- ***Relationship between commercial and residential areas.*** The relationship between the commercial areas and adjacent residential areas should be reinforced. The residential areas could provide a strong base of support for many existing stores and businesses along the corridors. In return, the commercial areas could provide for many of the day-to-day needs of nearby residents. Pedestrian connections should be reinforced between commercial and residential areas. However, commercial and business activities cannot be allowed to adversely affect adjacent residential areas.

C. Traffic and Access

- ***Traffic role and function.*** Each of the corridors functions as a primary arterial street. Each currently carries high volumes of traffic, and these volumes will increase significantly in the future. The improvement program must recognize the traffic carrying function of each corridor, and strive to achieve a balance between traffic movement and adjacent land development.
- ***Future roadway improvements.*** Even though traffic volumes will continue to be high, a range of improvements should be undertaken to help traffic move more efficiently and effectively along the corridors in the future. Improvement projects should be undertaken as required, including the installation of new signals or controls, intersection improvements, signal coordination, the addition of new lanes in selected locations, and the reduction of conflicts between through traffic and site access maneuvers. One such opportunity exists along either side of south Ninth Street and the new Magnolia Road and I-135 Interchange.
- ***Site access and circulation.*** Site access and internal circulation systems within major commercial, business and residential areas along the corridors must be designed to be compatible with the surrounding public street system. Their design must consider the

direction of traffic flow to the site, the capacity of surrounding roadways, and any external improvements required to adequately serve vehicles entering or leaving the development area.

- **Site access locations.** A prime objective in the design of access and circulation systems for commercial and business developments along the corridors should be that the traffic entering and leaving the site not result in congestion on the adjacent arterial street. The prevention of congestion on adjacent roadways will require the following:
 - Minimizing the number of access points
 - The provision of an internal circulation system that can quickly absorb incoming traffic and provide stacking space for outgoing traffic
 - The ability to restrict land-use intensity or activity in order to minimize traffic impact
- **Internal site circulation.** For large commercial or business developments, a peripheral circulation road should be provided. This road should be continuous and well related to parking areas and major building entrances. This peripheral circulation road should be clearly delineated. Use of traffic islands and/or curbs requires the elimination of sharp bends and sudden changes of direction that would cause the peripheral road to have the appearance of an intersecting access road or parking aisle. The peripheral circulation road should be located sufficiently far away from the adjacent public roadway to prevent a backup of entering traffic from spilling over into the adjacent arterial street.
- **Relation to parking.** The internal circulation system should provide easy and efficient movements into, around, and between parking areas. Maneuvers within and around the site should not require use of the arterial street. Where possible, there should be a clear separation between customer and truck service traffic and between access roads and parking stalls.
- **Design of access roads.** A straight driving lane free of intersecting aisles or roads should be provided at all major entries to large commercial or business centers. This will allow arriving drivers to avoid turns which would delay entering or departing traffic. The straight lanes can also serve as stacking lanes for cars leaving the site. Exits should parallel entrances wherever possible. For major entrances, the separation of exit and entrance lanes by medians is desirable.

D. Parking

- **Visual prominence of parking lots.** In many ways, parking areas are the most visually prominent features within the nine corridors, and their overall design and appearance should be of primary concern. All off-street parking lots should be paved, striped and adequately maintained. All lots should have surfaces in good repair. All lots should be designed to allow for proper drainage.
- **Parking lot exteriors.** The exterior appearance of parking lots should be of special concern. The principal technique for parking lot beautification should be landscaping.

A planting strip should be provided around the periphery of parking lots. This would allow screening with trees, shrubs, flowers and/or ground cover. Size and species should be carefully selected to avoid potential damage to vehicles, facilitate easy maintenance and be compatible with climate characteristics in the region. Earth berms can be used quite effectively to screen parking areas along adjoining use areas. Various architectural elements, such as walls and fences, may also be used to screen, buffer and beautify parking and service areas. The use of chain link or other industrial fencing around parking lots should not be permitted along any of the corridors.

- *Parking lot interiors.* The appearance of parking lot interiors should also be of concern. In addition to surfaces in good repair, interior landscaped islands edged with permanent curbing should be used to improve the appearance of larger off-street lots. The use of shade trees in the islands should be a key design element.
- *Parking lot lighting.* Parking lots should be adequately lighted to deter crime and encourage nighttime usage. The type of lighting fixtures and lighting sources should be uniform to establish overall visual continuity. Specific standards should be developed and applied along the corridors for purposes of regulating the location, intensity and frequency of lighting in close proximity to public right-of-ways.
- *Consolidation of parking areas.* Where possible, several smaller, separate parking lots located within the same block should be combined and redesigned as a single unit. This will typically increase parking efficiency and capacity and also facilitate overall appearance, improvements and beautification.
- *Access to parking areas.* In conjunction with the consolidation of parking lots, parking access drives should be combined to reduce the number of curb cuts along the arterial streets. The consolidation of access drives will help reduce traffic circulation conflicts between through-traffic and cars entering and exiting parking areas, and will allow for more continuous landscaping and design improvements along the corridors. In addition, the City should encourage merchants and businesses to consolidate commercial signage at these key access points, rather than having signage scattered along the full length of the roadway.
- *Parking lot layout.* Parking lot layout should be simple and direct to allow ease of parking maneuvers. Within sites requiring large numbers of spaces, parking areas should be subdivided into clearly identifiable sections. The sections should be separated from main access drives. Patrons should be able to move confidently and conveniently within and between parking areas. Parking for persons with disabilities should be conveniently located and accessible to the buildings.
- *Pedestrianways in parking lots.* Large parking areas should have well defined pedestrian pathways which lead to major building entrances. While special sidewalks will not normally be necessary within parking areas, parking aisles should be arranged to allow safe and convenient pedestrian movements within the site.
- *Loading and service.* Loading and service areas should be easily accessible from the corridors. Service access and egress should cause minimum disruption to traffic flow and pedestrian movement. Loading and service areas should be screened and buffered

through the use of walls, landscaping or elevation changes. The shared use of loading docks and service courts are encouraged.

E. Right-of-Way Improvements

- **Public right-of-way.** Design projects within the public right-of-way can be the most effective techniques for improving the overall appearance of the nine corridors and for visually unifying these corridors as they pass through Salina. It is recommended that a consistent system of public right-of-way improvements be implemented along all major corridors, including grass seeding, street trees, street lights, median treatment, sidewalks, curbs and gutters, public signage and graphics, and overhead utility line improvements.
- **Street trees.** Regularly-spaced street trees should be provided along both sides of the corridors to emphasize the linear quality of the roadway. These should be high-branched, high-crowned trees, of a size that will not interfere with traffic movement or traffic control devices. It is recommended that street trees be planted along the parkway in order to visually define the roadway corridor, and provide a buffer between traffic and pedestrians. If this is not possible, trees should be planted as close to the right-of-way as possible. In general, street trees should be planted in an area at least four feet by four feet and protected by a grill if planted in paved areas. They should not be planted in pots. It is recommended that a detailed master street tree plan be adopted for each corridor, and be continued outward as streets are constructed in those areas.
- **Tree types.** Street trees should be used to identify and differentiate between functional land-use areas along the corridors. Three basic street tree treatments are recommended: 1) street trees within residential areas should be placed at 35 to 40 foot intervals, and be characterized by dense foliage; and 2) Street trees within commercial areas and business parks should be placed at 40 foot intervals. The inclusion of a variety of tree types to avoid a "mono-culture" is critically important. For effective screening, street trees within business park areas can be supplemented by a second row of smaller evergreens placed on private property, spaced at approximately 20 foot intervals. Species selected should be carefully reviewed for appropriateness during development of each master street tree plan.
- **Accent landscaping.** Additional accent landscaping should be provided at key locations along the corridors, where space permits, to signify special features and to add visual interest to the corridors. This could include additional rows of parkway trees, groupings of smaller trees, flowers, shrubs and other plantings. In particular, accent landscaping should be used to emphasize access points to major development sites, around the periphery of parking lots, along railroad corridors, and adjacent to interstate highway interchanges.
- **Street lights.** Special street lights should be located along the corridors. A unique low maintenance color or fixture should be used to give special character to the corridors. As along all arterials, lights should optimize vehicular safety, and have a high and continuous level of illumination. Lights should have cut-off fixtures to reduce glare. Mounting height should be approximately 35 to 40 feet above the roadway, with standards spaced three to four times the mounting height. Lighting that provides

better coloration characteristics, such as metal halide, should be considered for use in the future as these lighting technologies become more cost effective.

- ***Street light systems.*** Since street lights represent a major investment, it is recommended that a lighting system be used which can also help achieve other design improvements. Street lights should provide an overall framework for traffic signals, directional signage, crosswalk signals, banners, and other streetscape features. For example, traffic signals at intersections could provide support for street lights, street names and directional signs, which could be cantilevered out over the intersection. Light standards at mid-block locations could include accent or pedestrian lighting fixtures and other features. The overall objective should be to consolidate a range of streetscape features into an overall, coordinated system which can reduce visual clutter along the corridors. Street lighting can also help illuminate adjacent parking areas and pedestrianways, and improve the overall feeling of safety and security within the corridors.
- ***Banners and graphics.*** Banners and graphics should be considered along the corridors. Banners could be seasonal, or be used to signify special community events, celebrations or promotional activities. Civic and cultural organizations as well as other local institutions might participate in the banner program. Bold colors and graphic designs can add a sense of life and vitality as well as help visually unify the area.
- ***Crosswalks*** In some locations, it is currently difficult for pedestrians to cross each of the six corridors, and improved crosswalks are recommended. This is important not only for the convenience of shoppers and patrons of the commercial areas, but for the safety of children and other residents moving between neighborhoods and different parts of the community. Crosswalks should be designated by special paving markings and be limited to signalized intersections to increase pedestrian safety and vehicular efficiency.
- ***Overhead utility line system.*** Along most portions of the corridors, utility lines presently border the roadway. Ideally, overhead utility lines should be buried along the parkway.
- ***Curbs and gutters.*** A few undeveloped segments of the corridors do not currently have curbs and gutters. Curbs and gutters should be extended throughout the length of the corridors and be maintained in good condition.

F. Gateway Area Projects

- ***Gateway locations.*** Several special "gateway" locations have been identified along the nine corridors where they actually enter Salina's corporate limits, special districts, or subareas. A range of design and appearance improvements should be undertaken at each gateway location. Special community signage should be considered along the Interstate routes serving Salina announcing the presence of the community and its attractions. While such signage already exists, it could be coordinated between public and private interests to present Salina in a more understandable manner.
- ***Gateway landscaping.*** New accent landscaping should be provided at each gateway location. This should include a grouping of trees, perhaps evergreens, as well as

flowers and other seasonal plantings. Plantings and landscape designs should be distinctive, and different from those in other locations within the City.

- **Gateway medians.** When possible, new landscaping should be provided along a median strip for approximately one block immediately east and west of each gateway area. This could include a row of trees and/or small-scale plantings.
- **Gateway signage.** New signage should be provided at each gateway location to welcome the motorist to the community or special subarea. Signage should be distinctive, but also compatible with and similar to other new public signage to be used along the corridors.
- **Gateway lighting.** New lighting fixtures should be provided to highlight and accent the new gateway features. While fixtures should be compatible with other roadway lighting, special bulbs or color should distinguish the gateway areas.
- **Other gateway features.** Selected gateway areas should also include a new architectural or sculptural feature. This might include a statue, fountain, colonnade, or archway. The City might consider a design competition, perhaps in conjunction with local schools or organizations, for new gateway design features.

G. Pedestrian Improvements

- **Auto orientation.** The nine corridors have developed as auto-oriented mixed-use areas, rather than as pedestrian environments. Because of the existing pattern of development and heavy traffic movements, this is unlikely to change. However, within a relatively limited framework, there are several pedestrian-related improvements that should be undertaken within the public right-of-way of each corridor and in selected development areas.
- **Sidewalks.** With a number of exceptions, sidewalks should be provided along both sides of all corridors. In general, sidewalks should be set back from the curb lines as far as possible. While sidewalk widths could vary according to their function and importance, a minimum of 3 to 5 feet is recommended. All sidewalks should have curb cuts or ramps for the elderly and physically disabled. Location considerations should also take into account potential future mass transit needs.
- **Pedestrian subareas.** Even though the corridors will still be oriented to vehicular traffic, several selected subareas should be improved as pedestrian environments. These include clusterings of commercial centers, the Mall area, and other locations. To the extent possible, corridor improvements should make it more convenient and pleasant for pedestrians to move within and through these areas.
- **Sidewalk surfaces.** Special sidewalk materials should be used to define and articulate key pedestrian subareas. A wide range of special materials and textures are possible. Surfaces should be smooth enough to prevent tripping and allow ease of movement, particularly near intersections, yet varied enough to prevent slipping due to rain, ice, or snow. Different surface treatments should also be considered to distinguish and give character to major activity areas.

- ***Street furniture.*** A limited amount of new street furniture, including benches, planters, and trash receptacles, should be provided in selected locations along certain corridors where space permits. Because of limited sidewalk areas, some of these might be placed on adjacent private properties. They should be sheltered or screened, if possible, and not too close to vehicular traffic. They should provide places for commercial area patrons and employees to rest, converse, eat, or simply watch nearby activities.
- ***Pedestrian lighting.*** New vandal resistant, low maintenance pedestrian lighting should be provided in selected locations. A wide range of fixture designs and lighting characteristics will be possible in pedestrian areas, and lighting should change in relation to different land-use activities. In general, pedestrian lighting can be most effective if mounted 10 to 15 feet in the air, with fixtures placed so that light overlaps at a height of approximately seven feet. Fixtures should be carefully placed so that they do not conflict with pedestrian movement. Lighting that provides better coloration characteristics, such as metal halide spectra, should be considered for use in the future as these lighting technologies become more cost effective.

H. Site and Building Development

- ***Quality site and building design.*** While high quality building and site design is an important objective throughout the Salina community, it is essential within the nine corridors. Buildings and site development should create visual interest and excitement, and reflect the special role and function of each corridor. This should include exterior building and site features as well as interior shopping and business environments.
- ***Views from the road.*** Because most properties within the nine corridors are highly visible to passing motorists, views into commercial and business centers should be of special concern. Buildings should be designed and located so that major buildings and other key features are visible, particularly from important approach routes. The placement of outbuildings, parking facilities, service areas and other auxiliary facilities should not obstruct prime views into a development area. Views from adjacent interstate highways are particularly important. Further, development and redevelopment of key obsolete and deteriorated areas, such as Pacific Avenue, are critical to the overall image and appearance of the City, and set the "tone" for adjoining neighborhood areas.
- ***Commercial development.*** Much of Salina's retail and commercial development will continue to be located along and near the nine corridors in the future. However, a continuous commercial "ribbon" pattern of development should be avoided along all corridors. Retail and commercial centers should be limited to strategic specific locations along a corridor, compatible with and supportive of surrounding nearby development.
- ***Pad sites.*** Pad sites are appropriate for many types of commercial development, including restaurants, gas stations, etc. However, the number of pad sites within commercial centers should be limited. The public right-of-way in front of retail and commercial centers should not be over-built with free-standing commercial structures. Pad sites should not detract from the overall image and appearance of the corridors.

- **Site landscaping.** All commercial and business centers should be located on attractive and well-landscaped sites. Minimum standards should be developed for building foundation, site perimeter, transitional yards and ground signs to effectively screen frontyard parking from the street and adjoining uses as well as improve and complement the overall appearance of the site.
- **Compatible buildings.** Commercial and business centers and cluster buildings on the same site should have a consistent visual image and appearance. The design of individual structures should contribute to the overall image and identity of the larger development area. While this should not discourage individuality and creative design, the overall appearance of an area should be unified and visually cohesive.
- **Screening and buffering.** In locations where commercial or business areas abut residential areas, adequate transitional screening and buffering should be provided between the land-uses. This might include high dense foliage, earth berms, masonry walls or other screening devices.
- **Residential developments.** Residential neighborhoods already border the corridors in several areas, and new residential development is recommended in a few additional locations. In general, residential areas should be oriented away from the arterial streets, with access limited to major neighborhood entryways. Residential areas should be extensively screened and buffered through the use of berms, landscaping and attractively designed fences.
- **Private signage.** Commercial and business signage should also be an integral part of the corridor improvement program. Existing sign regulations should be reviewed in terms of permitted height, size, location, number, and design. Roof and large free-standing signs are particularly objectionable along Salina's corridors. Sign improvements could result from cooperative efforts among business owners so that wasteful competition is eliminated and all signs perform more meaningful functions. Signage within commercial and business centers should be generally consistent in scale, size and placement. Signage should contribute to the overall image and identity of a development area.
- **Auto-oriented signage.** Special efforts should be made to improve commercial and public signage which is directed to the motorist. The City should undertake a comprehensive review of traffic-related signs, controls and signals to determine which could be consolidated and which eliminated in conformance with federal standards. Where possible, public signage should be coordinated, perhaps in conjunction with street light fixtures.
- **Outdoor storage.** The condition and maintenance of outdoor storage areas should be improved, where needed, within the corridors. Outdoor storage areas should be screened and buffered from views along major arterials and pedestrian routes. This could include berms, landscaping, or attractive walls or fences. Generally, outdoor storage areas should not be located between the front of buildings and adjacent streets.
- **Building repairs.** Most existing buildings within the nine corridors are in good structural condition. However, several scattered structures have been identified which are either deteriorated or characterized by deferred maintenance. All deficient

buildings should be repaired and rehabilitated as required. Areas where continued deterioration is a concern includes State Street, Pacific Avenue and a portion of the Broadway Boulevard corridors.

- *"Housekeeping" along the corridors.* The overall level of site maintenance and "housekeeping" should be a matter of concern along all nine corridors. This should include routine maintenance of commercial buildings; repair, resurfacing and/or restriping of parking lots; regular maintenance and upkeep of existing landscaping; the cleaning up of trash and debris; and the screening of trash receptacle areas.
- CD2 To improve the overall image, appearance and function of non-residential land-use areas, particularly in commercial and business areas, the City should review development plans and proposals at the site planning level to ensure proper overall building orientation, access and circulation, coordinated site improvements, effective landscaping and screening, storm water management, and other site characteristics.
- CD3 Special landscaping and site design standards which encompass many of the corridor guidelines should be developed for community-wide application. This would include procedures and standards for both site plan and landscape plan approval for multi-family, commercial and industrial developments. Landscape standards should specify species and sizes of plant material acceptable. These standards could include provisions unique to the corridors which improve land-use relationships where edge problems exist or may develop.
- CD4 Historic areas within the community should be protected and enhanced. The historic survey and inventory should be completed to document all areas of potential significance. The inclusion of any additional geographic areas of special concern should be included in this Plan, by amendment.
- CD5 Historic areas should be maintained and improved, building upon the special character of each area. Public improvements should be considered for each area including street furniture, signage, and special right-of-way improvements complimentary to the period of original development.
- CD6 The City should continue to encourage coordination among various local agencies influential in preservation matters, such as the Chamber of Commerce and Downtown Salina Inc., to work toward meeting needs in a manner which permits reasonable economic return on properties.
- CD7 The City should seek ways to capitalize on the development potential along the Smoky Hill River Corridor. The block between Iron Street and Walnut Street along the east side of Fourth Street represents one redevelopment opportunity to reorient new development to the Riverfront.

Growth and Development Strategy



GROWTH AND DEVELOPMENT STRATEGY

Urban Service Areas and Standards

A key element of the new *Comprehensive Plan* is the introduction of urban service areas and policies pertaining to future growth and development. The urban service approach to guiding growth and development relies on establishing future areas where municipal facilities can be adequately provided. Standards for defining "adequate" municipal facilities and services are included. These standards are in addition to the land-use planning considerations discussed in previous sections of this report.

The overall area that is ultimately determined suitable to receive new growth and development is divided into priority subareas based upon proximity to existing facilities and services and the City's overall ability to economically extend such services and facilities in the future. The Salina planning area has been divided into four service areas, three of which are urban and one rural:

- *Existing Service Areas* are located within the current City limits. These areas either already maintain adequate services and facilities or are readily serviceable. These facilities and services for urban development are expected to continue in the future.
- *Primary and Secondary Service Areas* are those areas within unincorporated Saline County which are expected to receive urban development in the future, coincident with the provision of adequate public facilities and services. *Primary Service Areas* are the preferred locations for initial urban development due to their close proximity to the *Existing Service Area*, the ability to economically extend and provide community facilities and services, and the extension of municipal boundaries in a controlled, logical manner. *Primary Service Areas* include a few locations which already maintain urban development where urban services are desired to be provided in the future. *Secondary Service Areas* may receive urban development only when the *Primary Service Area* has been substantially completed. *Secondary Areas* also require the provision of adequate community facilities and services and annexation to the City.
- *Rural Service Areas* include the remainder of the planning area which is not planned to receive urban development based on the following reasons: 1) adequate urban facilities and services are not planned to be extended into these areas; 2) the presence of significant environmental constraints, primarily flood hazard areas, preclude or severely limit the economic feasibility of urban development; 3) the areas designated to receive urban development (*Existing, Primary and Secondary Areas*) provide more than adequate land projected to meet future growth needs during the planning period.

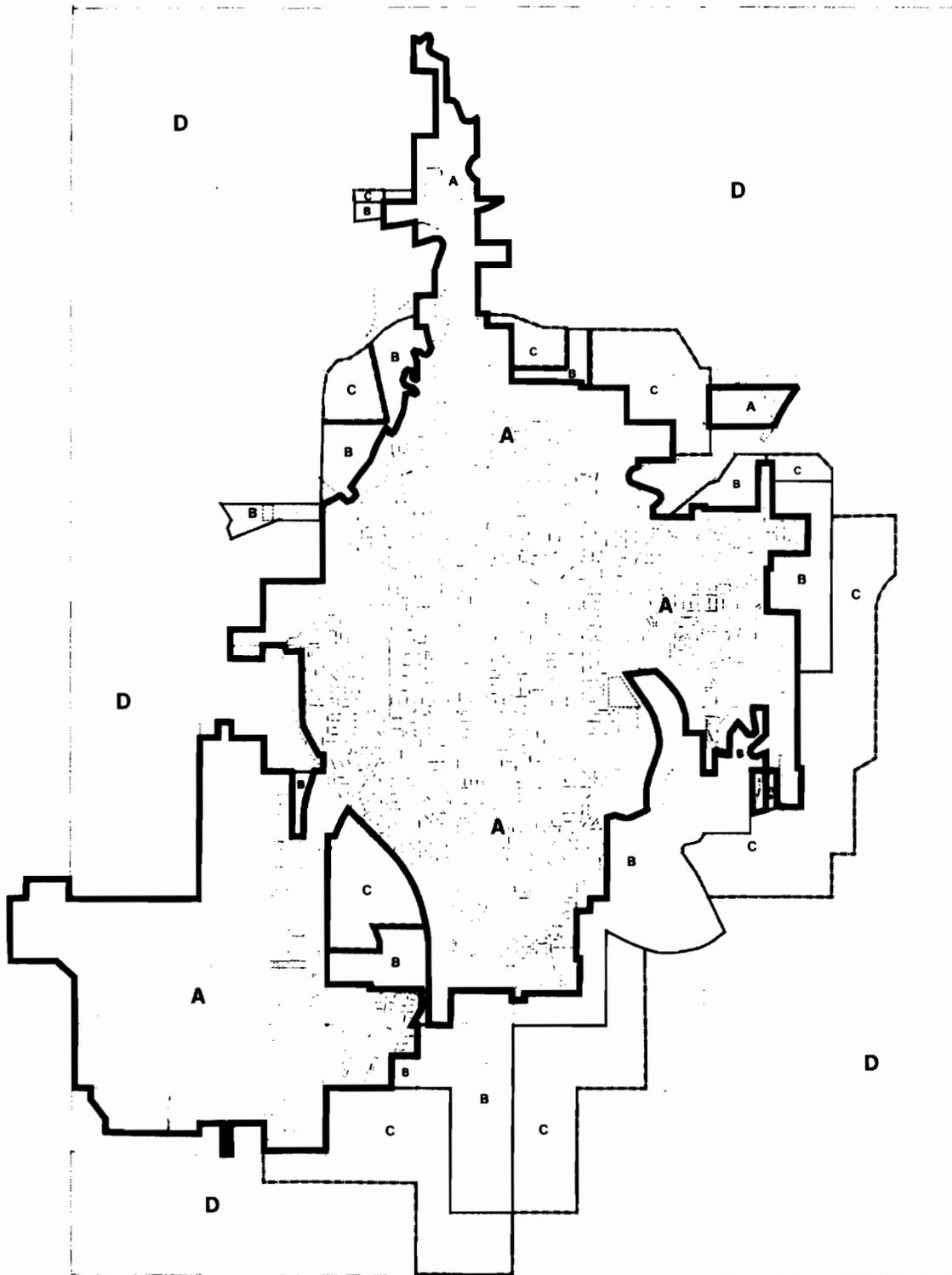
The geographic locations of these four service areas are depicted in Figure 18, *Salina Service Areas*. It is important to note that the large *Secondary Service Area* industrial sector south of Schilling Road, east of the Union Pacific Railroad and west of Ohio Street is designated for large industrial users only. This is intended to provide a compatible transition buffer between industry and the future

expansion of the residential neighborhoods north of Schilling Road. When no other areas of the community are capable of accommodating large scale industry, then this area may be considered. Opening the location to any new development will be permitted at the discretion of the Planning Commission and Board of City Commissioners, subject to the following minimum standards:

1. The project requires a minimum site size of 40 acres to accommodate the proposed use.
2. The gross floor area of the project is greater than or equal to 250,000 square feet.
3. The project results in the creation of substantial new employment opportunities and will result in minimal displacement of existing jobs.
4. The development will have a positive net fiscal impact upon the community.
5. All other urban service standards cited under the *Growth and Development* chapter have been or will be satisfied.

In addition to the identification of future growth areas, it is also important to define adequate facilities and services in a meaningful, consistent way. Urban service standards set basic parameters on minimum levels of public services to meet the needs of the City. They assume that future development will be compact and urban in nature, and therefore reflect service requirements for concentrated populations. They apply to: water service, sewer service, fire protection, police protection, transportation and parks and recreation. All of these service categories apply to residential development; and, in the case of commercial and industrial development, parks and recreation are excluded. The standards are expressed in terms of: 1) public service requirements; 2) operational standards; and 3) adequacy of facilities and equipment. Each of these three criteria relate to the basic community and governmental interests described below.

- **Public Service Requirements.** As providers of public services, municipalities must often choose between the types and levels of services to be provided to its residents due to finite resources. Based upon social, demographic, economic and other forces, these priorities will vary from community to community. A resort community for instance, will have far greater demands upon urban police protection than a suburban "bedroom" community. Therefore, this section identifies basic service levels for each municipal service for purposes of establishing operational needs.
- **Operational Standards.** Based upon the public service requirements, operational standards set forth the basis of how to accomplish the public service requirements. For example, if property maintenance is an important public service need, operational standards should suggest the types of regulations, procedures, and enforcement policies which would apply. Operational standards also reflect the efficiency by which services can be provided through criteria and standards which maximize the use of current and future resources.
- **Adequacy of Equipment and Facilities** A variety of measures have been developed to determine whether facilities and services are adequate to serve basic needs. This section sets forth essential performance standards for specific facilities upon which to determine whether the existing facilities are of capacity to accept development or whether new facilities can be provided to meet needs.



- LEGEND
- A** EXISTING SERVICE AREA
 - B** PRIMARY SERVICE AREA
 - C** SECONDARY SERVICE AREA
 - D** RURAL SERVICE AREA

Figure 18
SALINA SERVICE AREAS
COMPREHENSIVE PLAN
 City of Salina, Kansas

The standards assume that the allocation of resources and levels of service will be set through the annual budget process which considers the personnel, equipment, facilities, and capital improvement needs of the community. The following paragraphs provide recommended service standards.

A. Public Water.

1. Public Service Requirements

- a. Provide sufficient raw water, treated water and distribution system capacity to meet the demands of the population 24 hours per day.
- b. Provide full-time personnel 24 hours per day at the water treatment plant to monitor equipment and make emergency repairs.
- c. Have personnel available 24 hours per day for water service emergencies.

2. Operational Requirement

- a. Use annual budget for personnel, equipment and facilities.
- b. Meet standard specifications established by the City Engineering and Utilities Department for water main construction.
- c. The following standards are to be used in the design criteria for the water system improvements
 - i. The water main and looping must provide a minimum residual pressure of 20 pounds per square inch under maximum day demand conditions. Fire flow of 1,000 gallons per minute shall be maintained at any one fire hydrant, and a total fire flow of 1,500 gallons per minute at any combination of two fire hydrants for at least 10 minutes in the area. A minimum of 40 pounds per square inch residual pressure must be maintained under normal peak hour conditions without fire flow.
 - ii. The system must be looped and valved, such that a break in any single length of main will result in no more than 600 feet of main nor more than two fire hydrants out of service while maintaining adequate minimum service in the remainder of the water system (once the break is isolated). This does not include valves on major transmission mains where longer spacing will be allowed. All distribution mains connecting to larger supply mains must be valved at the connection. Valves generally shall be located at street intersections.
 - iii. No public water main shall be less than 6 inches in diameter.
 - iv. Dead-end mains shall be avoided wherever possible and shall not exceed 600 feet.

- v. Water mains shall be separated at least 10 feet horizontally from any existing or proposed sewer main.
- vi. The minimum depth of cover for water mains shall be 4.5 feet below the final grade of the surface. Where final grades have not been established, mains shall be installed to a depth great enough to insure 4.5 feet of cover below future grade, based on the best information available.
- vii. When a water main crosses over a sewer main, the water main shall be laid at such an elevation that the bottom of the water main is at least 24 inches above the top of the sewer. When the water main cannot be as high as 24 inches above the sewer, the sewer shall be constructed of material designed to pressure conduit standards for a minimum distance of 10 feet on either side of the water main.
- viii. All fire hydrant installations must be on dedicated easements or public rights-of-way.

3. Location and Adequacy of Equipment and Facilities

- a. Existing storage reservoirs should be capable of providing treated water to maximum day demand conditions.
- b. Have existing treatment plant capacity with planned expansions which will be capable of serving the projected population of the service area.
- c. In single family residential areas, fire hydrant spacing shall be no greater than 500 feet. No hydrant shall be located further than 250 feet from the property being served, measured to the front setback line at the center of the lot.
- d. In multiple family, industrial, business or commercial areas, fire hydrant spacing shall not be greater than 350 feet. Fire hydrants shall be no more than 175 feet from the property being served measured to the required front setback at the center of the lot.

B. Public Sewer

1. Public Service Requirements

- a. Provide full-time personnel 24 hours per day at the wastewater treatment plant to monitor equipment and make emergency repairs on equipment and facilities.
- b. Have personnel available 24 hours per day for wastewater service emergencies.

2. Operational Requirements

- a. Meet standard specifications established by governmental agencies for sanitary sewer and storm sewer construction.

b. The following are standards for wastewater design criteria for the City of Salina.

- i. Quantity of Flow. Sewage flow parameters shall be based on recognized regional guidelines to determine estimated flows generated from the various types of land-use.
- ii. No public sanitary sewer shall be less than 8 inches in diameter.

3. Adequacy of Equipment and Facilities.

- a. Have treatment plant capacity with planned expansion capable of serving the projected population of the service area.
- b. Design a central collection system for present and future growth.
- c. Provide easily accessible repair and replacement equipment for emergency use.

C. Fire Protection

1. Public Service Requirements.

- a. Provide fire protection 24 hours per day with full-time, trained personnel.
- b. Have response time to the location of the emergency within five minutes from the time the call is received by the dispatch center.
- c. Have the ability to respond with a minimum of three firefighters per pumper.
- d. Respond with firefighters trained in first aid for emergency medical assistance in a broad range of needs.

2. Operational Requirements

- a. Adopt, administer, and enforce Life Safety and Fire Prevention Codes.
- b. Inspect building plans to insure they meet the Life Safety Fire Prevention and Uniform Building Codes.
- c. Inspect commercial and industrial structures approximately once a year.
- d. Provide a voluntary home inspection program for potential fire hazards.
- e. Maintain an inventory of industrial hazardous material storage.
- f. Review the design of land development in relation to provision of fire protection.

3. Location and Adequacy of Equipment and Facilities

- a. Locate fire stations so that they are within a five-minute response time.

D. Police Protection

1. Public Service Requirements

- a. Provide police protection 24 hours a day with full-time trained personnel.
- b. Have initial time to arrival at location of an emergency normally within three minutes from the time the call is received by the dispatch center.
- c. Provide for crime prevention, deterrence, apprehension, traffic control and enforcement, and recovery of stolen property.

2. Operational Requirements

- a. Enforce local and state criminal and traffic codes by means of warnings, citation, or arrest.
- b. Direct and control pedestrian and vehicular traffic.
- c. Routinely patrol residential, business and industrial areas.

3. Location and Adequacy of Equipment and Facilities

- a. Have police patrol routes located so that they are within approximately a three-minute emergency response time of all properties 24 hours per day.

E. Transportation

1. Public Service Requirements

- a. Monitor traffic movement and make changes necessary to relieve congestion and dangerous conditions.
- b. Install and maintain appropriate traffic control devices to meet increasing demand and provide 24-hour emergency traffic signal maintenance.

2. Operational Requirements

- a. Must meet standard specifications for new street construction.
- b. Overlay or chip and seal all paved streets approximately every 10 to 15 years, or as required.
- c. Have the ability to remove snow or sand streets as required.
- d. Have regular street maintenance and repair to an urban standard by full-time personnel with emergency repair usually performed within one day.

3. Adequacy of Equipment and Facilities

- a. Have a variety of vehicles and equipment for urban street maintenance, snow removal and sanding, traffic control, and other functions as assigned.

F. Parks and Recreation

1. Public Service Requirements

- a. Provide full and part-time personnel for design, construction, maintenance, operations, and programming of parks and recreation facilities and programs.

2. Operational Requirements

- a. Manage the annual budget for efficient use of personnel, equipment, and facilities.
- b. Provide parks and recreation services by using appropriate equipment and trained personnel on a continuing basis.

3. Adequacy of Equipment and Facilities

- a. Provide park and recreational land at a ratio of 10 acres per 1,000 estimated population.
- b. Provide for the dedication of park land in residential developments where the Land-Use Plan indicates the need for a site or where a neighborhood is deficient in park land based on standards established in the Community Facilities Plan.
- c. At the discretion of the City, where developments are small or are inappropriately located to provide for reasonably accessible park land locations, the City may accept a fee in lieu of land dedication according to the estimated demand for park land based upon development population, as established by Ordinance.

Annexation Policies

In anticipation that portions or all of the *Primary Service Area* will be annexed during the planning period, annexation policies should be considered as part of the *Comprehensive Plan*. This section identifies general policies which should be applied in connection with the urban service standards.

- A1 ■ Annexation should be pursued in accordance with the requirements of Kansas State law.
- A2 ■ Annexation will be required before facilities and services are provided to any site.
- A3 ■ Annexation of substantially undeveloped areas not already served with municipal facilities and services, will be offered in a manner and on terms and conditions which respect existing conditions and densities. The City may require these areas to be brought into conformance with City standards, where necessary, to protect the health and safety of the residents of the annexation area and/or the City.
- A4 ■ For annexation of substantially developed areas for which the City provides a portion or all of its services and facilities, the City Commission shall determine the terms, conditions and

time tables for eventual annexation of the area(s). However, any property within unincorporated territory which receives municipal services and which seeks to expand the use of such services by reason of building additions or other site improvements shall at that time be required to annex to the City of Salina. In order to provide for the orderly expansion of the community, it is the City's policy to aggressively seek annexation of these areas.

- A5 ■ There will be no annexation beyond the *Primary or Secondary Service Area* for the duration of the planning period. *Secondary Service Areas* will be subject to annexation upon substantial annexation and development of *Primary Service Areas*. However, publicly owned land within the planning area may be annexed to the City if the property requires less than a full range of urban services or requires inclusion under City jurisdiction for health, welfare, and safety reasons.
- A6 ■ While county zoning classifications will be considered in annexation, the appropriate classification under the City's zoning regulations must be determined and applied.
- A7 ■ The City will assist property owners and developers in *Primary Service Areas* in taking positive steps toward annexation under the presumption that annexation is in the best interest to property owners as well as to Salina as a community. Assistance includes, but is not limited to, dissemination of City plans and information regarding annexation and making available City staff resources to assist in the coordination of annexation matters.

PART IV:
Implementation



PART IV - IMPLEMENTATION

INTRODUCTION

The planning process in Salina has just begun. In many ways, formal adoption of the Comprehensive Plan is the first step, not the last. Without continuing action to implement and update the plan, City efforts up to this point will have little lasting impact.

The Comprehensive Plan sets forth an agreed-upon "road map" for the next ten to fifteen years. It is the product of considerable effort on the part of the City Planning Commission, City Commission, Staff and citizens of the City of Salina. The final plan represents the consensus of all involved. For the most part, the plan presents a strategy for retaining and enhancing those characteristics seen most important to the community, including sound neighborhoods, a quality park and recreational system, continued economic development, good schools and a strong, positive physical identity. The plan also addresses an important local need of responsible growth and development to protect the City's investment in high quality community facilities and services.

This section presents an array of key actions which the City should undertake to implement the Comprehensive Plan. It should be noted that no attempt was made to document all actions that might be undertaken to implement the Plan. Since the community, by its very nature, is not static and it is expected that local conditions will change over time, it is useful to delineate only those implementation strategies discussed in earlier chapters which focus on carrying out critical components of the plan. It is anticipated, therefore, that the Plan will be amended over time to respond to changes in the local community, public policy, and citizen attitudes and intentions.

The implementation section also describes the procedures to amend the Plan. Establishing procedures promotes consideration of the implications presented by amendments as well as establishes guidelines under which amendments should be considered.

FOLLOW-UP STUDIES AND PROJECTS

Although the new Comprehensive Plan is fairly complete in scope and coverage, there are certain subject areas where the City could benefit from more in-depth study. This section provides an overview of key projects which could significantly augment the planning program.

- *Commercial Corridor Studies.* Throughout the Comprehensive Plan process many concerns and improvement needs of the community have been raised which, directly or indirectly, relate to key land-use and transportation corridors. The corridor guidelines for the nine corridors in Salina could be built upon to provide a much more specific improvement program, uniquely tailored to each corridor. The plan would more specifically address environmental conditions, traffic circulation improvements, parking improvements, gateway areas, pedestrian and open space improvements, site and building development and urban design.

- **Historic Resource Survey.** Although this program is already underway, the Comprehensive Plan reinforces the importance of completion of this effort to document resources and formulate policy before any further features are lost.
- **Community Facilities.** Additional work regarding future space needs for the City-County building offices, the Law Enforcement Center and the community recreational center should be undertaken. Further, alternative improvement potentials for a bicycle and/or pedestrian path on the City's flood control levee system could be explored. The plan could establish the framework for specific improvements to interconnect existing and planned community facilities and parks and recreation sites.
- **Northern Industrial Redevelopment Area Incentives.** A follow-up study should comprehensively evaluate potential financial incentives intended to induce development and redevelopment of northern Salina. They could include revolving loan pools, increasing the municipal share of public improvement special assessments and many others. A comprehensive evaluation is needed to consider the variety of resources and techniques against the City's overall fiscal condition and capacities to most effectively leverage local resources.
- **Downtown Salina.** The last comprehensive study for Downtown Salina was completed in 1984. Many physical improvements and programs have been completed or initiated since the study. Most importantly, Downtown Salina, Inc. has continued to work to identify and actively market opportunities for the Downtown. A limited update of the plan, establishing opportunities and priorities with relation to the new Comprehensive plan, may be useful.
- **City-County Planning Program Consolidation.** In order to achieve efficiency in program administration, coordinate planning efforts, and maintain a greater degree of consistency in County-wide planning activities, a study should be undertaken to determine if a combined City-County Planning Office is desirable.
- **Transportation.**

Magnolia Interchange with I-135. A break-in access study and conceptual engineering study should be conducted in order to determine the costs and feasibility of this project.

Salina Transit Study. A transit study should be conducted which would specifically address the need for fixed-route and/or special service transportation.

Specific intersection signal warrant and road design studies should be undertaken as outlined in this report.

Signal coordination studies should be conducted to minimize traffic delays on major arterials such as Broadway, Ninth and Crawford.

DEVELOPMENT CONTROLS UPDATE

The City Department of Planning and Community Development actively undertakes routine amendments to The City's development control regulations. The Comprehensive Planning program has resulted in a need to review the City's system of development controls. The City should consider eventually compiling all separate codes and ordinances relating to development into a single unified code. This could include regulations regarding subdivision, zoning, building, traffic and access and other codes. At a minimum, however, all existing codes should be reviewed under the new plan and policies. In addition, the following key amendments should be considered in the review process:

1. Throughout the Planning process, public comment has sought improved landscaping and site development requirements, particularly in commercial areas of the City. Site development plan as well as landscape plan and approval, procedures and standards should be developed and incorporated into the Zoning regulations. Site landscaping standards should establish minimum standards for landscaped areas including off-street parking facilities, building foundations, site perimeters, and transition yards. Site plan requirements should encompass all site development features and improvements, and require site designs to demonstrate proper access and circulation, pedestrian access, and relationship to buildings and adjoining sites. The standards should apply to all commercial, industrial and multiple family zoning districts.
2. In general, the structure of the current zoning districts should be reviewed to reflect the general intent of the land-use plan. For example, the Plan calls for the creation of a business park district of a low density "campus-like" setting. The Plan also calls for the creation of some form of airport zoning.
3. The City should evaluate and consider the use of impact fees with respect to public water supply and distribution, sanitary sewer collection and treatment facilities, and parkland. A critical issue throughout the plan process was the fiscal implications of new development, and the need for new development to "pay its way".
4. Amend the planned unit development standards and procedures to clarify development plan requirements, update development standards, and streamline procedures.
5. The City should review and update its off-street parking requirements for multiple family residential, commercial and industrial land-uses.
6. Over time, vacant land should be rezoned to achieve consistency with the land-use plan. The Planning Commission should initiate cases where downzoning is needed.
7. The City should consider the adoption of a minimum property maintenance code for residential, commercial and industrial areas of the City.
8. The City should extend its building code for one and two family dwellings to one mile beyond the City limits to coincide with the jurisdiction of the subdivision regulations.
9. For large developments, a fiscal impact analysis should be required. The City could develop a tailor-made analysis model and require it be uniformly applied to all developments.

10. State law provides that where a City has adopted a Comprehensive Plan which includes a major street plan, an "Official Map" may be adopted which indicates building setback lines on major streets and highways. The map can be enforced through both zoning and subdivision regulations.
11. The subdivision regulations should be reviewed to include new standards recommended as part of the Transportation Plan.
12. The City should consider amending the subdivision regulations to provide for a minor plat approval process for simple land divisions and lot splits.
13. The City should consider amendments to both the zoning and subdivision regulations to provide for flexible standards and review procedures for new business parks.

CAPITAL IMPROVEMENTS PROGRAM

The City's Capital Improvements Program (CIP) is a critically important mechanism to implement key aspects of the Plan. Salina's fiscal resources will always be limited, and public dollars must be spent wisely. A variety of capital improvements possibilities have been identified under the Plan which should be considered in the normal cycle and prioritization under the current CIP. Key improvements, which would be the responsibility of the City to complete, include:

- The south and eastern sanitary sewer bypass and water system improvements.
- Transportation system improvements as prioritized under the Transportation Plan.
- The acquisition of approximately seven park and recreation sites and flood control levee system recreational improvements. The Plan also suggests consideration of a new recreational center.
- A variety of major storm water drainage improvements in the southern portions of the community are anticipated.
- There may be a need to relocate Fire Station No.4 depending upon the outcome of future growth patterns.

The Planning Commission is authorized under current State Law to review and determine whether public facilities, improvements and utilities embraced by the Plan are consistent with and conform to it. Once each year, prior to formal adoption of the annual budget and capital improvements program, the Planning Commission should review scheduled improvements for that year and make its report to the City Commission, in accordance with State law.

REVIEW AND AMENDMENT PROCESS

The Comprehensive Plan is not a static document; the planning process must be continuous. The Plan should be monitored and updated on a regular basis. The need for plan amendments are the result of many community influences. Most frequently these are brought about by changes in attitude or emerging needs not foreseen at the time of plan adoption. The following paragraphs describe the procedures which apply to any amendment of the Comprehensive Plan.

Timing of Plan Review

Although a proposal to amend the Plan can be brought forth by petition at any time, the City should undertake a systematic review of the plan. Therefore, in accordance with current state law, the plan shall be reviewed at least once each fiscal year. Ideally, the review would coincide with the annual review of the City's capital improvement program. Any subsequent amendments shall follow State law.

Plan Amendment Procedures and Criteria

A. Amendments, Generally.

All proposed amendments shall be subject to public hearing by the Planning Commission and approved by the City Commission.

B. Map Amendments.

Although the Comprehensive Plan includes a variety of maps, the standards and criteria set forth in this section principally apply to the Land-Use Plan Map and the Salina Service Area Map. Amendments to other maps are not viewed as critical, although it may be prudent to amend any of the remaining maps as a result of a contemplated change in land-use or service areas. Amendments to these other maps shall be considered on their merits.

In the case of a proposed zoning map amendment for which the proposed land-use classification does not relate to the intended use under the Comprehensive Plan Land-Use Plan, the Land-Use plan shall be amended prior to granting any such zoning change.

1. Land-Use Plan Map Amendments.

Subject to formal public hearing, review and recommendation of the Planning Commission, the City Commission may adopt proposed amendments to the Land-Use Plan Map upon findings that each of the following criteria are met:

- a. The proposed change is consistent with the Goals, Objectives and Policies and the overall Comprehensive Plan;
- b. The proposed amendment does not affect the adequacy of existing or planned facilities and services of the City or service area generally;
- c. The proposed change results in reasonably compatible land-use relationships;

- d. The proposed action would not materially alter the planned capital improvements;
- e. The proposed action does not alter the implications of the land-use and growth projections which are an essential basis for arriving at the Plan.

2. Service Area Map Amendments.

The Boundaries between the *Primary/Secondary Service Areas* and the *Rural Service area* may be amended, subject to public hearing, as a result of the following:

- a. *Primary/Secondary Service Areas* may be extended into the *Rural Service Area* if:
 - i. There is demonstrated need for new developable land within the planning area based upon the general lack of reasonably suited land within *Primary/Secondary Service Areas*; and
 - ii. Any technical studies and reports to be prepared for transportation, utilities, fiscal impact, and environment do not indicate any negative impacts; and
 - iii. The proposed change demonstrates substantial public benefit in terms of increased employment potential or net positive fiscal impacts, or support and diversification of the local economy
- b. *Rural Service Area* boundaries may be extended into the *Primary/Secondary Service Areas* subject to the following criteria:

Changed conditions indicate that the development of the area is no longer in the public interest, or that such area called into question has been purchased by a public agency and restricted to use as a recreational or open space area.

The *Rural Service Area* boundary, which principally coincides with the planning area boundary, shall not be altered with the exception of a comprehensive update to this Plan.