

## CHAPTER 8

### LAND USE PLAN

The term “land use” refers to the type of activity or development on a given parcel of land. A community’s land use plan provides information concerning the distribution patterns and interrelationships of existing land uses and the potential of the city and its surrounding area for future development. Because other elements of a comprehensive community development plan are directly dependent upon the findings and recommendations of the land use element, it is considered to be a basic and critical component of the planning process.

In addition to its function of guiding and coordinating the other elements, much coordination is necessary within the land use element itself. Development patterns should consider and strive for compatibility with an area’s physiographic conditions as well as between the various types of land use.

A land use plan itself serves the purpose of being an influencing factor in guiding development. When prepared as part of a comprehensive plan, it also provides the necessary legal foundation for the implementation tools of zoning and subdivision regulations.

#### Existing Land Use . . .

Although the use of land does change and can be changed over the years, it can often be a very slow process. Therefore, existing land use patterns should be recognized and accepted as a basis for the realistic projection of future land usage. To achieve an inventory of existing land use, a field survey classifying each parcel of land by its type of use was conducted in the city and its surrounding Planning Area in November 1996. The survey internal to the city limits was conducted by city Planning and Public Works department staff. Areas surveyed external to the city limits were completed by David Foster of Jones · Rice · Foster, P.A. That survey has been reviewed and updated in this plan revision through the extensive use of modern aerial photography.

#### Land Use Classifications . . .

The following land use categories were used in the survey to classify the land in the McPherson Area:

AGRICULTURAL AND VACANT - Undeveloped land that is available for development and land used for agricultural purposes, i.e., growing crops or raising livestock.

SINGLE or 2-FAMILY RESIDENTIAL - Land devoted to residences occupied by one family and possibly other related individuals in single family or two family structures.

MANUFACTURED HOME PARK - Land upon which two or more manufactured homes (a.k.a. ‘mobile’ homes) serving as residential units are located.

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MULTIPLE-FAMILY RESIDENTIAL - Land devoted to multiple occupancy dwellings containing three or more individual residential units.

PUBLIC AND SEMI-PUBLIC - Land devoted to schools, parks and other governmental uses such as public administration buildings, and institutional or fraternal uses such as cemeteries, lodge halls, and service organizations.

CHURCHES - Land devoted to church activity including church buildings and their accessory uses such as parking or recreational fields.

GENERAL COMMERCIAL - Land and buildings wherein commercial activities of either a merchandising or service oriented nature are conducted for profit. Includes business and professional offices and financial institutions.

INDUSTRIAL - Land and buildings used for manufacturing, processing, storage, or other similar uses which may create either major or minor detrimental environmental problems such as noise, vibration, water and air pollution, heavy traffic, etc.

### **Survey Results**

The land use patterns observed by the survey are illustrated for the city and surrounding "Urban Area" in Figure 8-A and for the rest of the Planning Area in Figure 8-B. The total acreage for each land use category has been calculated for that part of the area within the city limits only and is presented in Table 8-A. This table shows a total of about 4,769.5 acres within the existing city limits. Note that this figure is for the city limits in effect on December 31, 2014.

### **Existing Land Use Inside the City . . .**

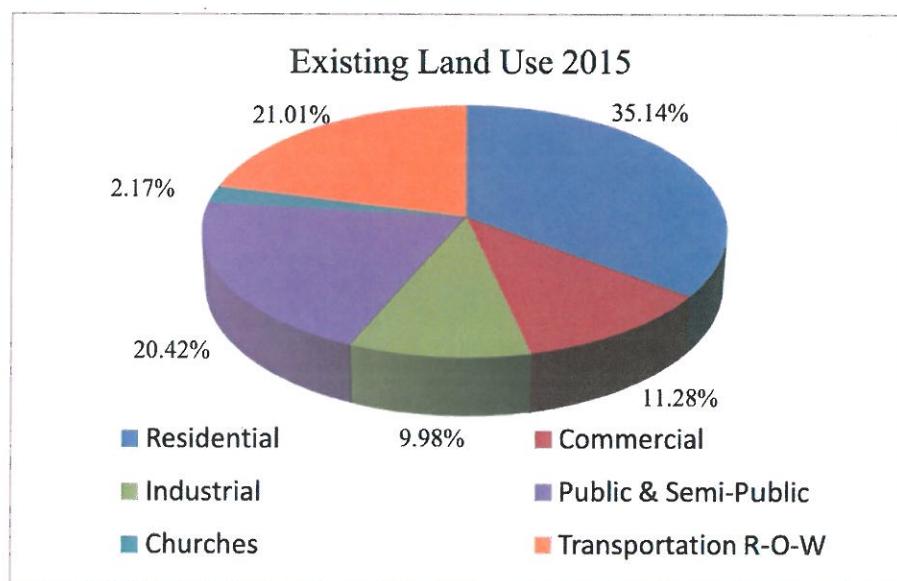
#### **Residential Land Use**

Residential land uses in McPherson occupy 1,616.7 acres, approximately 35.14% of the developed land in the city. Single-family and two-family dwellings account for 1,367.19 of these residential acres. Manufactured home dwellings, which are all single-family dwellings, make up 96.16 additional acres, and the remaining 124.6 acres are occupied by multiple-family dwellings.

**TABLE 8-A. EXISTING LAND USE FOR McPHERSON: 2015**

	<u>Acres</u>	% of Developed Area	% of Total Area
RESIDENTIAL (Single or 2-Family - 1,367.19) (Multiple-Family – 153.35) (Manufactured Home Park – 96.16)	1,616.7	35.14	33.9
COMMERCIAL	518.88	11.28	10.88
INDUSTRIAL	459.3	9.98	9.63
PUBLIC & SEMI-PUBLIC	939.27	20.42	19.69
CHURCHES	100.03	2.17	2.10
TRANSPORTATION R-O-W	<u>966.55</u>	<u>21.01</u>	<u>20.27</u>
TOTAL DEVELOPED LAND	4,600.73	100.0	96.46
AGRICULTURAL & VACANT	168.77		<u>3.54</u>
TOTAL CITY AREA (Acres)	<u>4,769.50</u>		<u>100.0</u>

Source: Field survey conducted and acreage computer generated by City Public Works Department from GIS data.



The majority of multiple-family housing is concentrated in a few specific areas. However many two and three-family dwellings are scattered among the single-family residential neighborhoods. In some cases, these are older single-family houses which have been converted to apartments. There are also several larger apartment complexes in the city, the largest of which are 100-units in size. There are six of these larger complexes at present: Lakeside Plaza located in the northeast part of town along First Street; North Main Place and The First Place located on North Main Street; Northview Apartments located at the intersection of North Main Street and Northview Road, Northridge Crossing Apartments located north of Northview Road between Grimes and Sonora Streets, and Park Ridge Apartments located on the West side of North Main Street opposite the Udie Grant Sports Complex. Most of the remaining complexes are much smaller. The newest multi-family developments are in the Southeast part of town and are a combination of duplex, triplex, and quadplex structures.

Manufactured (mobile) homes are only permitted in manufactured home parks in McPherson unless they meet the criteria established under State law for a “residentially-designed manufactured home” (RDMH). Currently, there are six RDMH units situated on residentially zoned lots in the city. As of December 2014, there were six manufactured home parks in the city having a combined total of 505 home sites. Some of these sites were for manufactured homes while others were more temporary for recreational vehicles. The locations of these parks are shown in Figure 8-A. The largest of these parks is located in the extreme east part of town on First Street and includes over half of the total manufactured home sites. All of the other parks are located on the west side of town near Kansas Avenue. There are no remaining manufactured homes outside of permitted sites.

The majority of the city’s recent residential growth has occurred in places other than those forecast by the previous Comprehensive Plan. While some development has occurred in the Northwest and Northeast parts of town, the majority of current residential growth has been concentrated along East Avenue A, near the McPherson Cemetery. Foxfire Addition, Foxfire Second, Deerfield Estates, Barnstormer’s Field, Barnstormer’s West Field, Terra Nova, and Prairie Pointe developments continue to provide desirable building lots for homes in the low to midrange of current costs. Several new infrastructure improvements have occurred in these developments in the last few years. This trend is limited, however, by some of the physical development influences noted in Chapter 7. (see page 7-8)

### **Public and Semi-Public Uses**

Public and semi-public land uses occupy a total of 939.27 acres or 20.42% of the city’s developed land. Figure 8-A shows that this relatively high percentage is mainly due to the presence of a few large area land uses in this category, e.g., the McPherson City/County Airport, McPherson Cemetery, McPherson High School, Grant Sports Complex, 4-H Fairgrounds, and various parks along Dry Turkey Creek. Other public and semi-public land uses illustrated in Figure 8-A include McPherson College, Central Christian College, Municipal, County and State administrative and public works facilities, the wastewater treatment plant, BPU Power Plant, Memorial Hospital, U.S.D. 418 school facilities, Turkey Creek Golf Course, and all of the various smaller parks situated throughout the city.

A more detailed description of many of these land uses, specifically parks and schools is presented in Chapter 11 - Community Facilities.

## **Commercial Land Uses**

Commercial land uses in McPherson occupy about 518.88 acres or 11.28% of the city's developed land. The commercial activity is predominantly located in or near the Central Business District (CBD) or along one of the four main corridors extending from the CBD, i.e., Main Street to the north and south, and Kansas Avenue (U.S. 56 Highway) to the east and west.

New commercial development along Kansas Avenue is mainly at the extreme eastern end where the city abuts Interstate 135. Some smaller developments and one large one have occurred on the east side of I-135 and this site seems poised for more growth in the near future. The majority of commercial uses on the west end of Kansas Avenue are located between old 81 Bypass (County Road 1961) and the Missouri Pacific/Union Pacific railroad crossing. This location contains many of the older businesses in the city which located here due to the location of Highway 81 Bypass. New commercial development in this area was seriously curtailed when Highway 81 was replaced by the construction of I-135 on the opposite side of town.

Commercial uses along Main Street are interspersed with residential uses both to the north and south of the CBD. A secondary community shopping district has developed along the east side of Main Street between Hulse Street and Oak Park Drive. This site has now expanded to fill the available undeveloped land in the area and cannot expand further without the removal of some of the existing neighboring residences.

The location and extent of new commercial development and the potential for large fringe commercial development has focused renewed interest in further defining the role of the Central Business District. The city supports a strong Central Business District which is recognized as the main shopping district in the city. The downtown business owners along with other interested parties formed the McPherson City Center organization to work on promoting this area. The city has now been designated as an official Kansas Main Street city and the group has changed its name to McPherson Main Street, Inc. Several studies have been completed as of this date and some of their research is contained in this Comprehensive Plan. References and supporting statements to this program are to be found throughout this document.

## **Industrial Land Use**

Industrial land uses in the city account for 459.3 acres which is only 9.98% of the city's developed land. However, this figure gives an erroneous impression of the amount of industrial activity in the McPherson Area since most of the largest industries in the area are located just outside of the city Limits.

Industrial uses are divided between light and heavy industries with the light uses normally to be found closer to residential uses. The majority of light industrial uses can be found in an area bounded by old 81 Bypass, First Street, the Central Kansas Railroad, and the Missouri Pacific/Union Pacific railroad. Smaller areas of light industrial use can be found scattered throughout the southwest quarter of McPherson as well as at the east end of First Street.

Heavy industrial uses within the city can be found in three locations, the first being north of First Street between old 81 Bypass and the Missouri Pacific/Union Pacific railroad. This site contains some industrially developable property to the north which is currently only partially within the city limits. The second site occupies approximately one block width on either side of vacated Euclid Street beginning at old 81 Bypass and extending East to the Missouri Pacific/Union Pacific railroad. The site contains some undeveloped land but is bounded on all sides by other developments. The final site is located just to the East side of the airport and may end up being occupied by just one industry. It is not known if any of the surrounding property will be developable in the future. The majority of the surrounding property has been purchased by CENEX HARVEST STATES for possible future expansion and to serve as a buffer area between their facilities and the city.

### **Transportation Rights-of-Way**

A total of 966.55 acres, or 21.01% of the total developed land in the city, serves as rights-of-way for streets, alleys, and railroads. When one considers that modern residential areas are often designed with 25% of the land in streets, the proportion of land used in transportation is comparatively low in McPherson.

Much of the city, especially its older parts, has been platted on a gridiron street system with relatively short blocks, i.e., 300 feet square. Such a system has many disadvantages with respect both to traffic safety and efficient land use. The newer parts of the city, however, are mostly platted with modern street design concepts, e.g., longer blocks and curvilinear streets. Such design requires considerably less land devoted to transportation than does a gridiron system, thus promoting a more efficient overall land use pattern. However, the gridiron design is usually more walkable.

### **Vacant and Agricultural**

A total of 168.77 acres in the city is either vacant or used for agricultural purposes. This represents 3.54% of the total land area. Such a proportion of undeveloped land is not relatively large since it is not unusual for a city to have as much as one-fourth vacant land. This indicates that overall development of the city has occurred in a very efficient and compact manner. Annexation generally has occurred concurrently with land development. Also, land in this category includes currently platted but, as yet, un-built areas. The majority of these sites are zoned and platted for residential use although some are of commercial or industrial zoning. This category also includes large areas of unbuildable floodplain which do not show as public or semi-public use since they are not in maintained park areas. Notably, some of the sites shown as vacant located in residentially zoned districts are large single ownership properties of sufficient size to split and construct a second structure. These examples are to be found scattered throughout the residential portions of the city, although in recent years local home contractors have sought these sites out for single-family and duplex in-fill construction.

## **Existing Land Use Outside the City . . .**

The land use patterns surveyed outside of the city limits are depicted in Figures 8-A & 8-B. Land use outside the city is characterized by open areas of agricultural crop land. Few land uses occur along the major drainage ways of Bull Creek, Dry Turkey Creek and Turkey Creek which provide added visual character of open space. Single-family residential uses are generally located along mile line roads, most often in groups in close proximity to each other. In outlying portions of the Planning Area, farms and non-farm single-family dwelling units occur in a more scattered pattern. The most concentrated area of single-family units occurs just west of the city along U.S. 56 then north along 12th Avenue where a rural subdivision exists. This is one of few subdivisions in the unincorporated area having interior streets. This subdivision is mostly filled. A breakdown of residential uses shows 224 single-family dwelling units of which 47 appeared to be farms and 177 were non-farm units. Of the 19 manufactured/mobile homes noted during the field survey, 15 were non-farm of which 7 were double-wide and 4 were associated with farming operations of which one was double-wide. There were only three manufactured/mobile homes near the city within the urban map area. Such homes represent 7.8% of the 243 dwelling units.

A mix of industrial and commercial land uses exists adjacent to the city limits. Just south of the city, the CHS Refinery plant dominates using approximately one full section of land, and is in a constant state of growth. Other major industrial uses such as the nearby Kaneb Pipeline Company, Hospira, various industries in the BPU Industrial Park, and Viega Industries, on the west side of I-135, plus Prairieland Partners, and John's Manville which are located on the east side of I-135, have a significant visual impact upon the surrounding area. Additional industrial uses include a salvage yard; trucking company; sand, gravel and asphalt supply and manufacturing companies. There are a total of 22 industrial uses.

Twenty-one commercial uses were also noted in the Planning Area. Beyond those mentioned, these included a painting company, electric company, dairy and meat sales, storage units, recreational vehicle sales, farm equipment sales, radio tower and veterinary hospital. One home occupation, a golf club repair shop, was noted.

Of 15 public and semi-public uses, most are associated with utility distribution and supply or government services. These include three electric substations, two water towers, a police training range, the McPherson Recycling Center and Landfill and an asphalt stockpile yard. Others included two churches.

## **Future Land Use . . .**

The purpose of the Future Land Use Plan is to project an efficient and compatible arrangement of land uses for the future development of the Planning Area. In the projection of future land use patterns, there are several important factors which should be considered, including existing land use patterns and physical development influences, both of which have already been described in this chapter. Other influencing factors include population projections, economic trends, transportation facilities, utility lines and service potentials, and community attitudes on growth.

These and other variables have been studied and utilized in determining McPherson's proposed future urban development pattern as described herein and illustrated in Figure 8-C.

While such graphic illustrations appear to be absolute in dimensions, there is a need to maintain some built-in flexibility to a Future Land Use Plan. For this reason, the Planning Commission may, from time to time, make adjustments in the delineated boundaries based on more detailed current data, but in keeping with the overall concepts for the development of the particular area. It should also be noted that designation of an area for a certain type of land use does not necessarily mean that the area be developed exclusively for that use. It should instead be considered as a designation of land use character and predominant type. For example, some commercial uses might be completely compatible with the character in an industrial area.

### **Residential**

According to the population projection described in Chapter 5, the city's population should be about 14,588 in 2023. This represents an increase of 1,433 over the 2010 census estimate of 13,155. Using the city's present average family size of 2.35 persons, then the projected population growth would require approximately 610 dwelling units. Assuming an average lot size of 12,500 square feet for these additional units as single-family houses, then 175 acres of land will be needed to accommodate this residential development. An additional 44 acres will be needed for streets, assuming they occupy 25% of the total area. The total land needed, therefore, for the city's residential growth during the Planning Period should be about 219 acres.

It should be noted, however, that this projection does not specifically account for the amount of population growth which can be accommodated by the existing housing supply, nor does it attempt to project a ratio for multiple-family housing development. It should be considered, therefore, as a general projection meant only to provide an estimate of the total space needed for future residential development. Since the projection is based on a single-family residential density standard, then it should be more than sufficient to accommodate whatever higher density multiple-family development that occurs.

As previously noted, nearly 168.8 acres of land within the city limits is either vacant or used agriculturally. Much of this land is either physically undesirable for residential development or more suited for some other type of development. Except for the newly developing residential neighborhoods in the North and South parts of town, there are very few vacant developable lots in the city's existing residential areas. These cannot, therefore, be depended upon to absorb much of the future residential growth. Those vacant lots which do exist and are physically suitable for development, however, should be developed in order to increase the efficiency of use of existing streets and utility lines. It is also important that these vacant lots be filled in before a significant span of time discourages the construction of newer dwellings among older types.

In recent years, much of the city's residential growth has been to the North although significant growth in the Southeast quarter has also taken place. These two areas seem to provide the greatest potential for residential development with the northern areas providing the greatest area for expansion. The main potential growth areas are: 1) north of Northview Road between Main Street on the west side and Maxwell Street on the east side. A new elementary school, a new recreational

facility, a new collector sanitary sewer, and the high potential for major interchange related improvements along the North line of this section will tend to drive development in this area. The remaining developable land within this section is about 515 acres which, by itself, could accommodate the anticipated residential growth during the Planning Period; 2) south of Avenue A between Maxwell Street and the one-half mile line east of Maxwell and the one-half mile line south of Avenue A. This quarter section of land has the advantage of being completely out of the regulatory floodplain, is bounded on two sides by paved roads, is easily accessible to a deep sanitary sewer trunk line, and is near to recent residential development located on the west side of Maxwell. Major disadvantages to this site include distance from existing schools, and the relative narrowness of the pavement on both Avenue A and Maxwell Streets. The site provides approximately 162 developable acres, out of which 85.5 are already platted and approximately 34 acres already have public infrastructure in place. Plans are well advanced to increase the amount of infrastructure in place to support additional home construction in this area.

In order to achieve a more efficient and compact overall development pattern, residential growth should generally not be encouraged beyond this described area until there is a reasonable need for additional space. In other words, growth should be encouraged to occur in a basically contiguous manner. Assuming additional space beyond the described area does become needed, periodic reviews of the available surroundings should be made and included in the updates to this plan.

The two areas described thus far provide the residential acreage projected as needed during the Planning Period. However, there are also other sites in and around the city which could be compatibly developed for residential uses. These areas are shown on the accompanying Figure 8-C. Some of these areas are generally described as follows: 1) Between Centennial Road and I-135 just south and north of the commercial developments along U.S. 56 highway; 2) south of Northview Road between the floodplain bordering Maxwell Street and the large industrial tract owned by Hospira; 3) north of Northview Road between Maxwell Street and I-135; 4) north of Northview Road between Main Street and old Highway 81 Bypass (County Road 1961); 5) north of the west First Street industrial tracts between old Highway 81 Bypass and the vacated Missouri Pacific/Union Pacific Railroad tracks.

As previously noted, most types of manufactured or mobile homes in the city are only permitted in manufactured home parks. These types of homes remain popular as a means of providing lower cost housing either for personal ownership or for rental units. The existing manufactured home parks, however, have reached the limits of their expansion on their existing sites and additional development space is needed. Although no other specific areas for manufactured homes park development are delineated by this Plan, some guidelines for additional locations can be offered. They should be located on the edge of, rather than within, single-family residential areas. Often one or more sides can be adjacent to non-residential uses. Because of their heavier density and resulting traffic, it is desirable to locate them on or near collector or arterial streets.

A guiding policy often advocated in determining locations for multiple-family residential uses is that they be developed in residential areas around the central business district or other commercial areas. Such locations can often serve as a buffer between single-family residences and commercial uses, and the streets around commercial areas are usually more capable of handling the

increased traffic associated with multiple-family dwellings than are the residential streets in a more remote neighborhood. Another advantage of locations near commercial areas is that it promotes easy access to shopping facilities for the elderly who often reside in such units. Alternately, such developments should occur in residential developments along collector or arterial streets which are capable of handling the increased traffic loading. Such proposals should carefully consider the present availability of needed services such as sanitary sewer capacity or be willing to help finance general city improvements that would be needed to make such adequate services available.

### **Public and Semi-Public**

Most of the existing public and semi-public land uses in the city should remain about the same in terms of land occupied throughout the Planning Period. There are, however, several additions or other changes which could or should occur. Chapter 11 on Community Facilities contains more detailed information concerning the land use additions and changes described in this section.

Expansion of parks and recreation areas could add to the city's public land use acreage. No large expansions are planned in the immediate future. This is especially true since the very recent acquisition and development of the "Udie" Grant Sports Complex. Additional neighborhood parks in future residential developments are always a possibility as are additional parks developed in flood prone areas which need to be kept out of active developments.

No new schools are anticipated to be built or land acquired for these uses within the Planning Period. However, major improvements to Lincoln, Washington, & Roosevelt Elementary Schools have recently been accomplished.

The existing City Street Maintenance Building is located in what is otherwise basically a residential area with the exception of the property to the east which is a contractor's yard. Future expansion possibilities on this property are very limited due to the surroundings. The use will probably remain in this location for the foreseeable future, however, due to the convenience of the central location and the fact that the neighborhood is already adapted to its effects.

The City Park Department inherited what used to be the Army National Guard building at the Southwest corner of First and Mulberry Streets. The remainder of this large tract of land is occupied by the McPherson Fair Grounds and the McPherson County Extension Office. Several smaller buildings including a large greenhouse have been erected on this site which should prove to meet the Park Department's needs for many years to come.

Chapter 11 notes that the existing space at the McPherson Cemetery should be sufficient to serve throughout the Planning Period. The permanency of this use, however, suggests that property set aside for expansion be a consideration now rather than later. The City of McPherson currently owns the remainder of the property north of the current cemetery and south of the Union Pacific Railroad right-of-way. This property is set aside for future cemetery expansion and should remain so.

## Commercial

McPherson's Central Business District (CBD) is now and should continue to be the focal point of the Area's commercial activity. The CBD area designated in Figure 8-C (Future Land Use Plan) includes some space for the future development of CBD-type businesses. However, it also recognizes the principle that a CBD with a compact shape offers many advantages, e.g., cumulative attraction and one-stop shopping, for both business and the shopping community. The CBD, therefore, should basically retain in the future its approximate present shape. In keeping with this concept, future CBD development efforts should emphasize internal improvements with modest supportive perimeter growth. The city would consider efforts to expand the CBD through zoning district modifications.

This Comprehensive Plan recognizes the past, current, and future efforts of the McPherson Main Street program in the development of policies and proposals for the preservation and development of the CBD. The organization is currently working under the guidance of a report prepared by HyettPalma, consultants from Alexandria, Virginia, entitled "Economic Enhancement Strategy 1997: Downtown McPherson" which provides detailed surveys, market inventories, and goals for the future development of the area. The importance of the CBD to the city's overall health should be recognized. Competing commercial interests make it vital that the CBD continue to strive to maintain an attractive, viable, modern appearance and functional convenience to local shoppers and a lure to bring shoppers in from other areas. A part of this effort that has been implemented is the creation of a CBD overlay zoning district (i.e. B-3a Main Street district) which provides special zoning provisions for the core area of the Central Business District. The core area that was utilized may be seen graphically in the HyettPalma report and on the official City of McPherson Zoning Map.

Although the CBD should continue to be the main commercial area, there are several other areas which should also be recognized for potential commercial development. One such area is along west Kansas Avenue between the western city limit and the Missouri Pacific / Union Pacific Railroad tracks. This area has been developed with a mixture of land use types, including commercial uses, light industrial uses, and mobile home parks. Figure 8-C designates this area for future commercial development. Efforts to change the basic character of the area from industrial to commercial should be encouraged. The area seems to be especially suitable for the development of service-type commercial uses. Recent improvements to West Kansas Avenue have resulted in a shrinking of the parking areas in front of these uses. This has been seen as a trial by many of the business owners along the strip. It should be seen as an opportunity for improvement. It would be beneficial if the owners would form a neighborhood action committee similar to the CBD to work on such items as shared parking areas, improved off-street traffic circulation, and uniform attractive signage.

Extending further north from the core area of the CBD, along Main Street, is considerable strip commercial development. South of First Street the uses are varied including banks, professional offices, fitness center, drive-in restaurants, automotive service stores, and retail stores. From First Street north this is generally of light commercial types, such as professional offices, intermixed with residential uses. From Hulse Street, north to Oak Park Drive, a neighborhood retail center has formed including such uses as strip retail, a bank, a large grocery store, and a medium-sized discount variety/farm store. Surrounding properties have already developed in a residential character limiting

any future expansion of this shopping center. Although very limited undeveloped space remains along North Main Street, the expanded residential development to the north will provide an incentive for commercial development along this major travel route. In order to minimize the potential negative effects such development might have on the surrounding residential uses and, indirectly, on the CBD, future commercial growth along North Main should be limited in its extent as illustrated on the map of Future Land Use.

Much of the city's recent commercial development has been along East Kansas Avenue near the I-135 interchange. This area has been developed mainly with highway service businesses, and its future development should continue to be of this same character. Both the north and south sides of Kansas Avenue west of the I-135 interchange have now been substantially developed. However, the East side of the interchange has been ripe for development for several years and is only now starting to see that development occur. It is expected that the demand for interchange types of business locations will drive additional development on the east side of the interchange during the Planning Period.

Another highway commercial area is designated along the old U.S. 81 Bypass route at the west edge of the city. Much of this area is already developed with highway service businesses, but the transfer of north-south through traffic to I-135 has greatly decreased the attraction of this area for further development of such businesses. The viability of the sites along this stretch of roadway will be vastly improved if the North Interchange project is successful and Mohawk Road is improved from that interchange back to 14<sup>th</sup> Avenue. Additional detrimental aspects of this general area, however, add to the expense of creating developments. The strongest of these detrimental aspects is the 1% chance floodplain which borders the road from the Central Kansas Railroad south to approximately the Avenue A intersection. Lack of availability of sanitary sewer lines of sufficient size to permit expanded use is another problem that would have to be addressed.

Projected residential growth to the north and northeast suggests a potential need in that area for some convenience-type neighborhood shopping facilities. In general, however, this portion of town has avoided such intrusions of commercial use which would likely be impractical except in conjunction with the imminent I-135 interchange. A small commercial area has been created at the intersection of First and Maxwell streets and some area in the immediate vicinity remains that could contain some similar uses.

Other relatively small strip commercial areas are shown in Figure 8-C along Kansas Avenue and South Main Street. These are, for the most part, already developed to the limits illustrated and, thus, have only limited potential for future commercial growth.

### **Mixed Use Areas:**

Many areas where the uses are somewhat mixed may be found scattered throughout the city. Some of these represent areas where the Plan anticipates a future change in use resulting in zoning districts inhabited by "legal non-conforming uses." However, this is not always the case. Small strip commercial areas noted above are, for the most part, surrounded by residential uses that make use of

the commercial services that are provided nearby. Some mixed use areas are planned and are anticipated by both historic and new concept planning practice. A good example of this is the Central Business District where commercial uses are found on the ground levels and residential uses may be found in the upper levels. New subdivisions may also be planned around a mixture of residential and commercial uses to great advantage.

### **Industrial**

The McPherson Area has, in recent years, experienced considerable industrial growth. This development has occurred in the northwest, southwest, and northeast parts of the city and has been a mixture of light and heavy industrial uses. There is still some space for further industrial development in the northwest between the old U.S. 81 Bypass and the Missouri Pacific/Union Pacific railroad tracks. Some land also remains for industrial expansion adjacent to the Airport on the east side of Kansas Highway 153 (old 81 Bypass) although currently growth sites in this area are limited due to ownership by CHS (formerly N.C.R.A.) which is maintaining them as a buffer area and its own expansion needs. The largest growth area for future industrial development, however, is to the northeast. Assuming the three large existing industrial uses (Hospira, Viega, and Johns-Manville) provide the core areas for this growth, there is still sufficient space to accommodate substantial future industrial development. Much of the land in this growth area, which is shown in Figure 8-C, is already owned by industrial concerns or by the McPherson Industrial Development Corporation.

As previously shown in the Existing Land Use maps (Figures 8-A & 8-B), much of the land adjacent to railroad lines in the city has already been developed industrially. Because of the advantages of railroad frontage, this land will likely continue to be used for industrial uses. While these existing uses may not be completely compatible with surrounding residential uses, the only feasible method for improving the situation is, in most cases, buffering efforts by the affected land owners. However, where tracks have been removed and rights-of-way vacated, i.e. South Oak Street, a conversion into residential development is desirable and is occurring.

## Open Space

As shown in Figure 8-C, those parts of the Planning Area along Bull Creek and Dry Turkey Creek with their tributaries should not be developed but instead left in a natural state as open space. The preservation of open space not only serves passive recreation purposes, but also can benefit overall land use development patterns. It can give form and character to land use patterns, serve as a buffer between different land use types, and provide visual relief from consistent urban development or continuous cropland.

It should be noted that the open space areas designated in Figure 8-C are not exactly identical to the “regulatory floodplain” areas previously described. The basic reason they differ is because some land in the designated flood hazard areas, especially in the floodway fringe, is still suitable for development as long as such development accounts for the flooding conditions present. Most of the floodplain area, however, should be kept clear of development in order to minimize potential flooding effects. Methods by which development in these areas can be restricted or controlled include floodplain zoning, purchase of development rights, major drainage easements, private restrictive covenants, public dedication, actual land purchase, and the overall affects of the Federal Flood Insurance Program to financially discourage development in floodable areas.

## Future Land Use Outside the City . . .

As shown on the Future Land Use map, (Figure 8-C), it is the intention that most of the remainder of the land outside of the areas shown for development should continue to be retained predominantly for agricultural purposes. Some commercial and industrial development and some nonfarm residential development has already occurred in this rural area and will likely continue to occur in the areas around the city. These rural residences are mainly large-lot, suburban-type developments. As a minimum, such rural residential lots should be large enough to accommodate on-site sewage disposal and water supply in a sanitary manner with the expectation that urban-type public facilities would not be available in the foreseeable future. This concept should enable the city to use its water and sewer facilities in an efficient manner without having to stretch its resources to accommodate scattered or isolated development.

Examples of non-farm uses already existing in the areas surrounding the city include: CHS Refinery, Kaneb pipeline terminal, McPherson County asphalt plant, McPherson City/County Airport, Industrial Electric, Piping Technology, Aero Transportation Products, LCM Turbo, Hospira, Inc., Ferguson Industries, Viega, Inc., Johns Manville, BPU power plant #3, McPherson Concrete Products, Heartland Auto Supply, and numerous scattered residential developments.