



# COMPREHENSIVE PLAN

Maize, KS

April 2019



# Comprehensive Plan

April 2019

## WELCOME

During 2017 and 2018, the City of Maize conducted a planning process to update the Comprehensive Plan for the community. The 2019 Comprehensive Plan is a result of that process. The plan defines the vision, goals, policies and strategies for implementation. The data included in the Comprehensive Plan is supported by the information and analysis found in the Community Profile.

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A special thank you to the numerous citizens that participated in the community survey and public open house for your participation in shaping this document.

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## ADOPTED

Planning Commission – ??/??/2018  
City Council - ??/??/2018







*Maize is recognized as a desirable and safe residential community characterized by a strong school district and peaceful quality of life, all conveniently located within the full-service Wichita Metropolitan area. The maintenance of these attributes is desired by the community and this Comprehensive Plan lays out the game plan to protect those community assets and values. The plan also provides the ability to address the current and future challenges that the city faces or may incur.*

## INTRODUCTION



*Hampton Lakes Neighborhood*

## INTENT OF THE PLAN

The Maize Comprehensive Plan is the primary source that defines the city's course for the future. The intent of the plan document is to influence the decisions made that will move the community forward in pursuit of its vision. Users of the plan include city staff, elected officials and the boards and committees that are responsible for the future of Maize. They will apply the goals, policies, and principles provided in the document towards shaping the decisions they make for the community's future. Community topics such as growth, development, connectivity and character will be guided by this plan in pursuit of the vision.

The plan is prepared in response to existing opportunities and challenges and the future needs of the community, while supporting the prosperity of Maize citizens. The plan is a "living" and dynamic document that should be responsive and amended as needed to accommodate the future aspirations and preferences of the community as they change.

The Comprehensive Plan is designed to guide the day-to-day activities within the context of a long-range community vision. A well-designed comprehensive plan includes the following characteristics:

- *Forward Focus* - The plan has a long-range time frame. The plan focuses on how decisions made today can have long-term effects 50 to 100 years from now.
- *General* - The plan does not analyze issues in specific detail but does highlight the most relevant issues, whether they are present or anticipated. It provides the strategies for managing known issues and a framework for addressing unanticipated issues that could arise in the future.
- *Complete* - The plan is comprehensive in scope. It covers all aspects of the community that contribute to the quality of life residents enjoy, including physical elements and social and economic factors.

The plan was prepared in accordance with the Kansas State Statutes, K.S.A. 12-747, which regulates the Planning Commission's authority to oversee the preparation of a Comprehensive Plan. The Maize Planning Commission annually reviews the Comprehensive Plan, as prescribed by state statute. The last Comprehensive Plan for Maize was prepared in 2006 and has not had a substantial update since that time.

## PLANNING PROCESS

The Comprehensive Plan for Maize was created through a public process that engaged the Planning Commission and encouraged the participation of residents, property owners and businesses to help define and plan for the future of the community. The plan provides the vision, goals, principles and policies, as well as necessary actions to enhance the quality and character of development and improve the quality of life enjoyed by its residents and businesses. Participation within the process has directly contributed to the community vision, frameworks and elements of the new comprehensive plan.

The community engagement process was highlighted by the participation of the Planning Commission as an Advisory Committee, a community survey and a public open house.

The Advisory Committee was a working committee that met 4 times during the process to review information and ideas, identify issues and opportunities and provide community guidance to the creation of the plan. The Advisory Committee was representative of different viewpoints from across the city, and as the Planning Commissions had specific insights in to the development challenges the City of Maize is facing.

A community survey provided the opportunity for the community to participate in the planning process. The survey allowed participants to assist in the identification of the current issues and opportunities and define details to address previously identified community issues. The public provided an overwhelming response to the surveys with more than 270 individuals participating in the survey.

The public open house provided an additional opportunity for citizens to offer input to the plan content and direction of the community. The open house focused on the review of the draft Comprehensive Plan. The public open house comments were considered during the editing of the plan prior to adoption.

The final opportunity for public input and dialogue came during the adoption process before the Planning Commission.

## USE OF THE PLAN

The Comprehensive Plan for Maize is intended to accomplish two primary objectives: establish a common vision for the future of the community and provide a better decision-making tool in pursuit of that vision. As such, the plan should be consulted in making decisions regarding physical changes to the city, both in public investments and private development. The plan provides the goals, frameworks, principles and policies for elected and appointed officials, business, property owners and residents to make decisions that will have positive impacts on Maize, both now and in the future. The goals provide the long-range targets that the community is aiming for to implement the vision. The frameworks, expressed through the principles and policies, provide the general guidance that convey the values of the community. Each of these layers of guidance will help the community implement its vision.



*This chapter of the Comprehensive Plan provides an abbreviated snapshot of the current state of Maize. The analysis of the demographic make-up, housing stock, employment, economics, transportation, community facilities and physical characteristics provides an overview of the people and places that define the community. An understanding of the community provides the necessary foundation to support the future change and evolution of the city.*

*To support the technical analysis of the community, an anecdotal review of the community was provided by an online survey administered during the process. The survey elicited the values of the community as well as the issues and opportunities that are currently being experienced.*

*A full review and analysis, both technical and anecdotal, can be found in the community profile document.*

**DID YOU KNOW?**



## COMMUNITY PROFILE

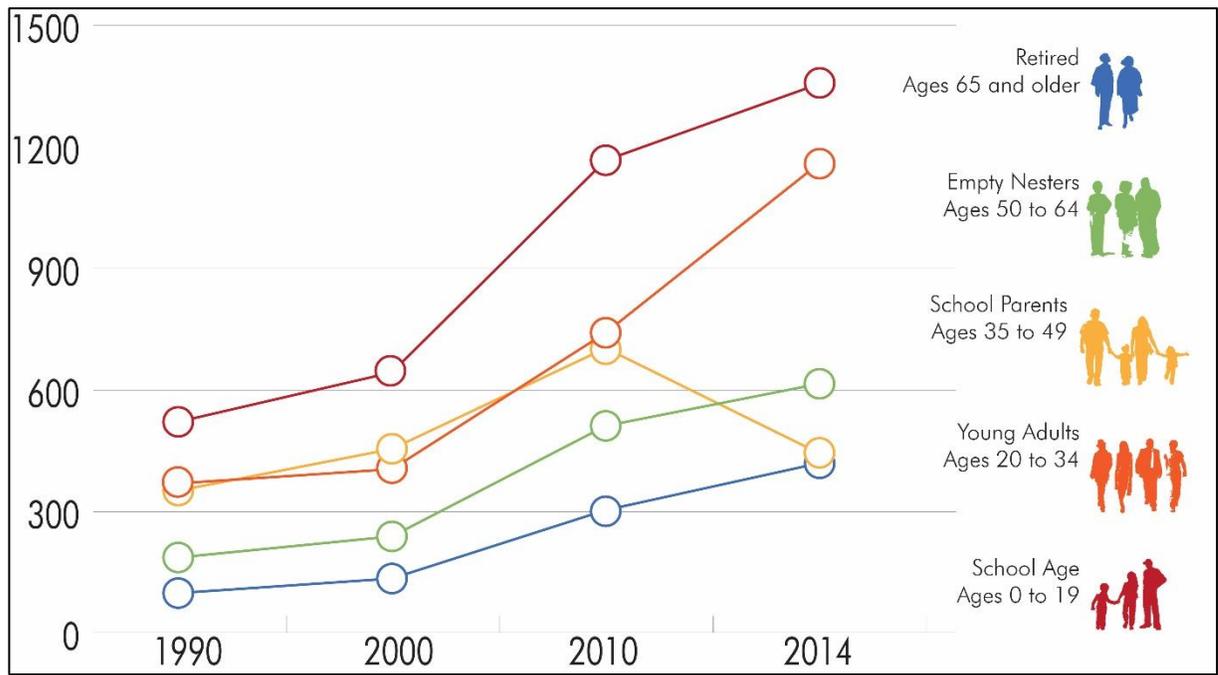


Figure 1: Population Cohort Trend, 1990 to 2014

### YOUNG, GROWING POPULATION:

The City of Maize has seen significant, steady growth over the past 60+ years. More recently, most of this growth has come from younger families, including young parents with school age-children. These two groups now make up the majority of the Maize population.

## COMMUNITY PROFILE

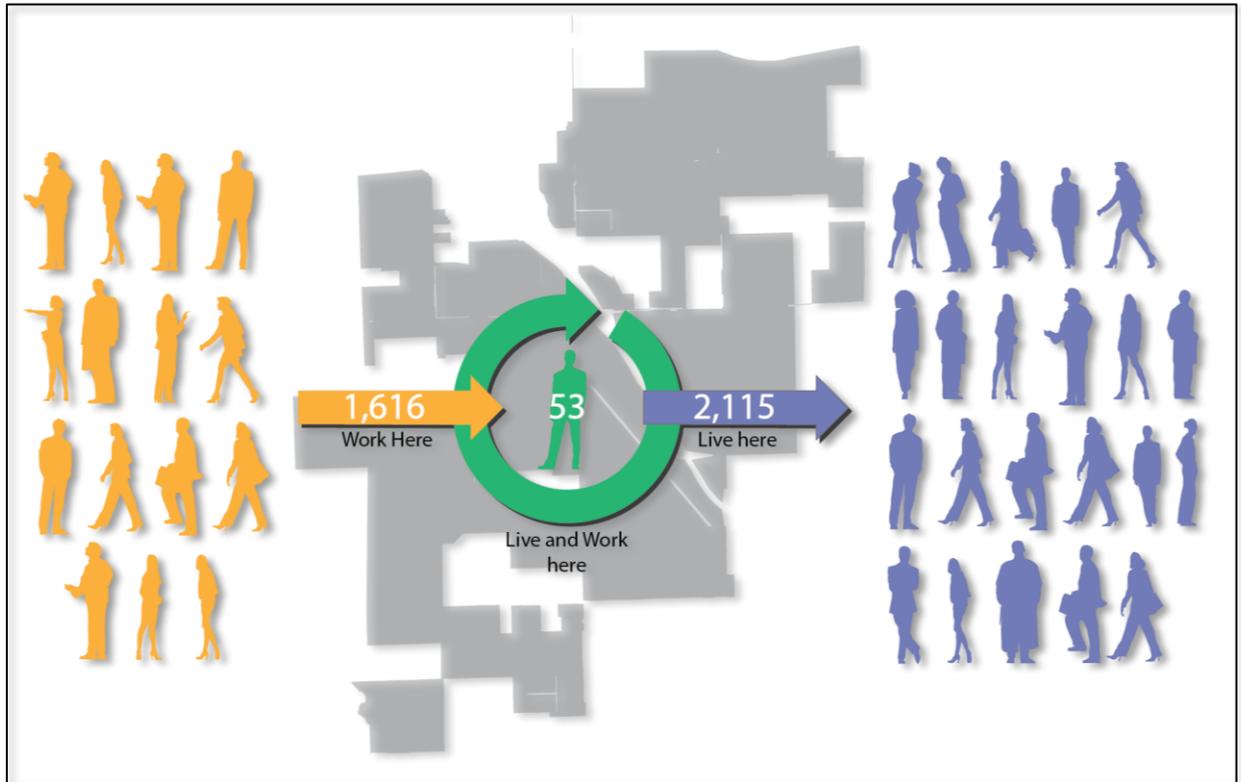


Figure 2: Job Inflow / Outflow, 2014

### LIVE / WORK BALANCE:

Maize provides a good live / work balance for its residents by providing a significant number of jobs within the community. More than 1,600 residents of Maize work within the city, with the largest employer being the Maize School District. More than 2,000 residents work outside of Maize, with many commuting to the greater Wichita metropolitan area.

## COMMUNITY PROFILE

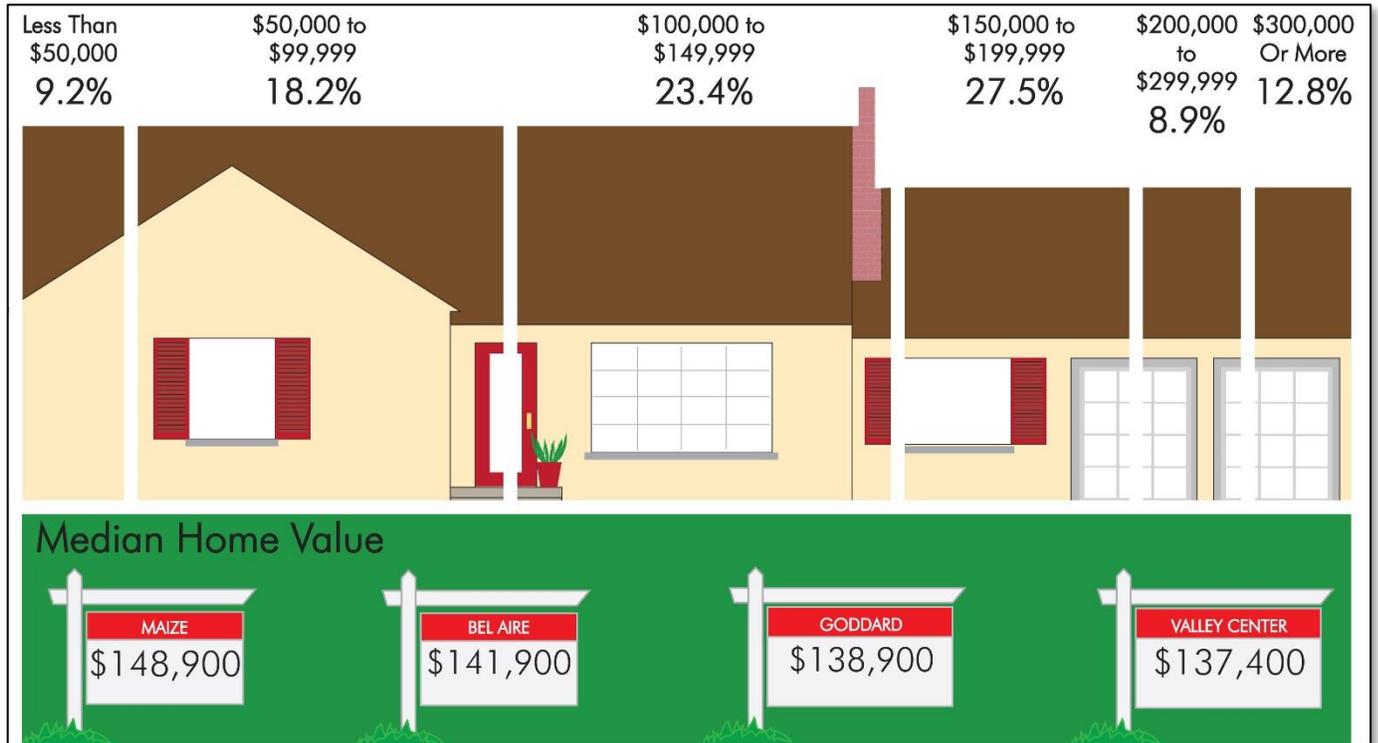


Figure 3: Median Housing Value, 2016

### LIFECYCLE COMMUNITY:

Maize has a younger, affordable housing stock, with most of homes built after 1970. While much of the housing stock is single-family residential (82%), there are a range of home values that provide flexibility within the local housing market, allowing residents to stay in the community as their needs change.

## COMMUNITY PROFILE

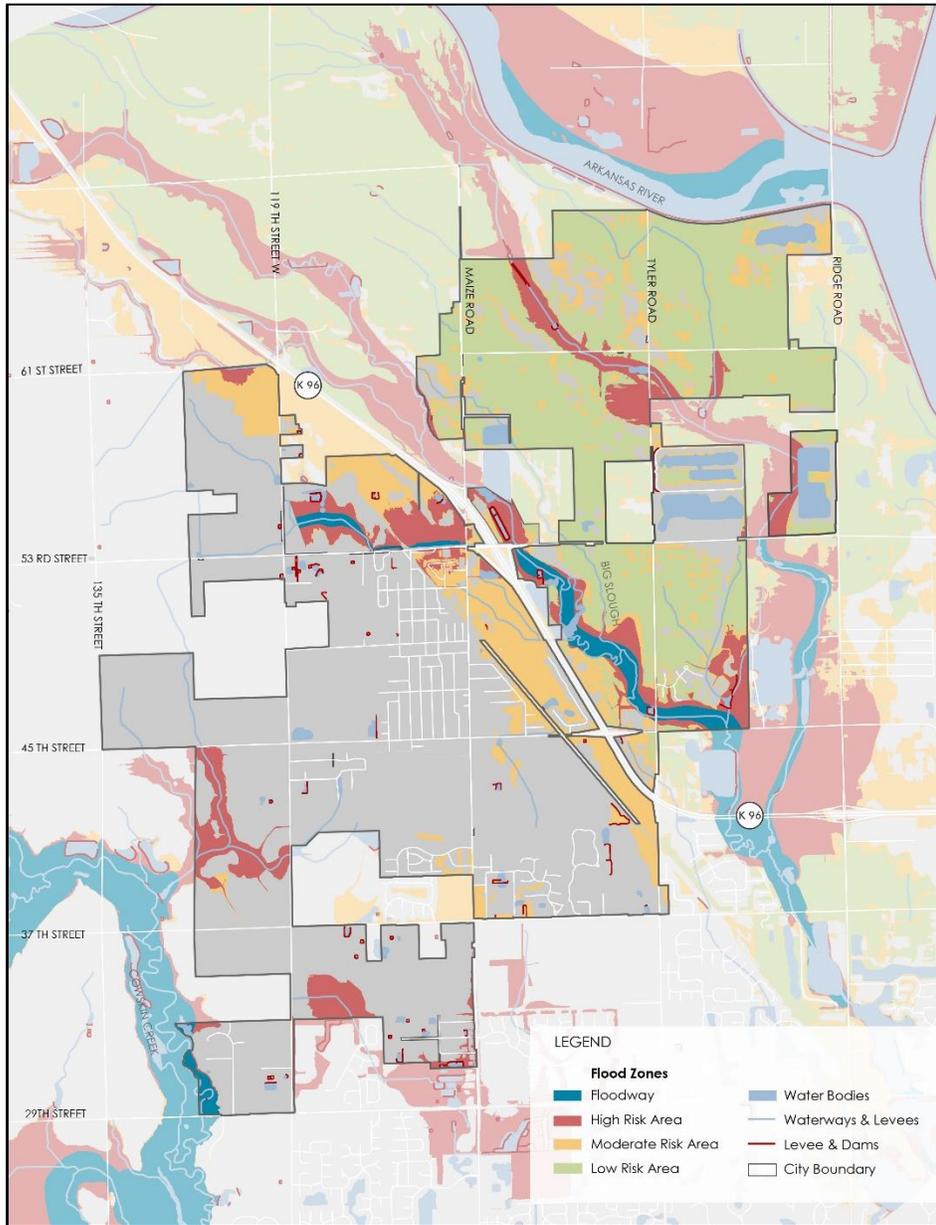


Figure 4: Natural Features

### SUBURBAN / RURAL BALANCE:

Maize benefits from its balance between a suburban and rural environment by appealing to residents that desire either setting. The Arkansas River to the northeast of Maize, its associated floodplain and the Big Slough will ensure a rural environment in the northeast section of Maize. Future growth will be in the western and southwestern areas of the city.

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The City of Maize is a growing community within South Central Kansas that attracts families to its easy quality of life within the context of a larger metropolitan area. The community is defined by its suburban/rural balance, quality school district and family atmosphere. The planning process allowed the public to engage in defining the future of Maize. Overwhelmingly, the residents expressed enjoyment in the current state of the community while also identifying a few challenges that the city is currently facing and opportunities for improvement. The vision is built upon this input with the intent of preserving those features that people enjoy and addressing those issues that can affect the community's quality of life. The vision provides an aspiration for the community to strive for and a starting point for the evaluation of change within the community.



## VISION

**VISION STATEMENT:**

THE CITY OF MAIZE IS A UNIQUE DESTINATION THAT WILL REMAIN A DESIRABLE FULL-SERVICE COMMUNITY THROUGH ITS FOCUS ON QUALITY DEVELOPMENT, EDUCATION, COMMUNITY AMENITIES AND ITS CITY CENTER. WE VALUE THE CONTRIBUTIONS THAT NEIGHBORHOODS, COMMERCIAL CENTERS, THE SCHOOL SYSTEM, PARKS AND RECREATIONAL AMENITIES, CONNECTIVITY AND ACCESSIBILITY PROVIDE TO ENABLE THE QUALITY OF LIFE DESIRED BY OUR RESIDENTS. WE ARE COMMITTED TO PRESERVING THESE VALUES FOR OUR FUTURE, OUR KIDS AND OUR COMMUNITY AS THE STEWARDS OF OUR RESOURCES.

## **GOALS:**

In addition to the vision, the goals serve as long-range targets to better assist the community in addressing current threats and leveraging opportunities. The goals for Maize include:

**Goal #1:** Growth – The efficient and fiscally responsible growth of Maize.

**Goal #2:** Development – the quality development that enhances the character of the community.

**Goal #3:** Amenity - Create first-class amenities and recreational assets that promote and active lifestyle for residents and support community development.

**Goal #4:** Mobility - Create a physically well-connected community through implementation of a multi-modal transportation network.

**Goal #5:** Identity - Create a city brand that is uniquely Maize, using the key attributes of the City - small-town character, family and community.

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The planning process identified four Community Frameworks for the future of Maize, that are intended to address the important issues that will define the future change within the community. The frameworks are intended to inform conversations regarding ongoing and emerging issues and assist the community in making appropriate long-term decisions about the future. The community frameworks are implemented by the principles and policies defined within this section. Principles are outcome-oriented statements about what the community wants to achieve. They address foundational elements essential to the vision of Maize. Policies are criteria for action that identify what should be done and how decisions should be made. Policies express at least one possible path to the goals and vision. Those frameworks include: develop, amenity, mobility and identity.

## COMMUNITY FRAMEWORKS



*Recent Multifamily Development in Maize*

**DEVELOP:**

Maize is continuing to experience growth. Growth, while providing many benefits to a community, can also create significant costs. The infrastructure, including the street network, are public assets that are needed to serve development, residents and businesses. To remain sustainable and desirable, Maize must efficiently accommodate growth to create productive places that support the long-term viability and quality of the community.

**Goal #1:** Growth – The efficient and fiscally responsible growth of Maize.

**Goal #2:** Development – Quality development that enhances the character of the community.

*PRINCIPLES & POLICIES -*

D1: Development will occur in an efficient pattern that is connected to the City.

D1.a – Development should occur adjacent to existing development. Target future growth and infill development to identified areas within this plan.

D1.b – New development should be connected to public services, and those services should be provided “just in time” with development.

D1.c - New growth should balance the productivity of agricultural lands with the need for development.

D1.d - Community growth and change should be supported with quality infrastructure, water, sewer and storm water improvements, as they provide the foundation for quality development.

D1.e – Infill and redevelopment within Maize is encouraged to take advantage of existing infrastructure and public investments.

D1.f – Secure future water needs to serve the anticipated growth of Maize.

D1.g – Limit infrastructure investments for development to the east of the K-96 Corridor and within the Big Slough and Arkansas River floodplains. Future development should expect rural infrastructure Improvements including gravel roads, well-water (or rural water) and septic systems.

D2: Encourage development that reinforces the character and quality of the community contributing to the identity of the Maize.

D2.a – Development shall convey a quality that establishes Maize as a community of choice in the region.



**Community Gathering**

D3: Create destinations within Maize for people and provide goods and services as well as gathering or community spaces.

D3.a – Provide a diversity of activity within destinations to allow for one-stop convenience.

D3.b – Provide walkable development destinations that encourage a “park-once” experience for customers.

D3.c - Incorporate public and/or semi-private (patios, plazas, etc.) open space for people as a development amenity.

D4: Maintain a diversity of housing types to allow people and families to live in Maize throughout their life.

D4.a – Provide strong neighborhoods that support families.

D4.b – Maintain a quality stock of residential housing.

D4.c – Allow an appropriate mix of residential uses to create varied living environments within neighborhoods.

Maize lacks a downtown or city center that is identifiable within the city. Most cities of varying shapes and sizes have a location that is identified as the center of public life in the community. Maize would benefit from such a place. The area

surrounding and including City Park provides a destination that, with improvement, could be the public activity center for the City of Maize and its residents. The location should be created as a gathering place that reflects the values of the community.



*City Park Playground / Splash park*

**AMENITY:**

The community amenities within Maize are a defining element of daily life and should be expanded and enhanced as the city continues to grow. The park and recreational facilities provide green space and recreational amenities, both active and passive, within the city for its residents and visitors. In addition to leisure activities, the school district and its educational and extracurricular activities are a draw to the community. Its impact on the community is very positive and should be maintained as community growth occurs. One piece that is missing from the community is a central gathering space that the residents identify as the heart of the community. Additional amenities that provide for the residents and visitors to Maize should be pursued to enhance the quality of life and provide an attraction to the community.

**Goal #3:** Create first-class amenities and recreational assets that promote an active lifestyle for residents and support community development.

*PRINCIPLES & POLICIES -*

A1: Establish a central public destination, or city Center, that provides a heart for the community.

A1.a – Reposition City Park to expand the gathering space and encourage community activities.

A1.b – Use City Center for community festivals, gatherings and celebrations.

A1.c – Promote City Center as part of the small-town, family-oriented, community brand of Maize.

A2: Expand and improve the parks and recreational offerings in the community.

A2.a – Create a Citywide Parks and Recreation Master Plan.

A2.b – Expand the active recreational offerings to provide healthy activities for residents.

A2.c – Explore the opportunity for shared-use recreational facilities between the City of Maize and the Maize School District.

A2.d – Connect parks and recreational spaces with an expanded multiuse trail network.

A3: Pursue the improvement of the Academy Arts District connecting the City Center to the Maize Road Corridor.

A3.a – Create a pedestrian-oriented corridor through improved pedestrian connectivity and amenities.

A3.b – Encourage a mix of neighborhood-scale residential, commercial and mixed-use



*Park and Amenities*

development that aligns with the arts theme of the corridor.

A4: Assist in maintaining a high-quality, regionally-significant school district as a community asset.

A4.a – Assist the district in identifying future growth opportunities and school sites.

A4.b – Ensure that future school sites are well-integrated and maintain safe pedestrian and cycling connections to their surrounding neighborhoods.



*Multiuse Path along 45<sup>th</sup> Street North*

**MOBILITY:**

A physically well-connected community has many benefits to its residents. A multi-modal transportation system of automobiles, bicycles, pedestrians and transit can provide many benefits to the population of Maize. In addition to better connecting the elderly and the youth throughout the community, it can provide better access within Maize and to and from destinations within the region. Additionally, focusing on the character of the transportation system can encourage its use, while also enhancing the setting for development and contributing to the character of the community destinations.

**Goal #4:** Create a physically well-connected community through the implementation of a multi-modal transportation network.

*PRINCIPLES & POLICIES -*

M1: Ensure that the community is conveniently connected through all modes of transportation to provide access throughout the community and to future growth areas.

M1.a – Implement “complete street” design principles for all modes of transportation in Maize, focusing on better accommodation, connectivity and accessibility for pedestrians and cyclists.

M1.b - Design 119th Street in a manner that connects the existing community to future growth areas through all modes of transportation, focusing on the crossing of 119th for pedestrians and bicycles.

M1.c – Development in a manner that major community destinations are accessible by transit in the future.

M2: Focus future connectivity on community destinations that connect people to places and activities.

M2.a – Enhance pedestrian connectivity throughout the city with a focus on the sidewalk network, specifically those that connect neighborhoods to destinations.

M2.b – Implement street standards that support the development context desired in different areas of the community.

M2.c - Expand the multiuse trail network throughout the community to provide recreational connections and access to destinations within Maize.

M2.d - Minimize the impact of the Northwest Bypass on the local connectivity within Maize.



### *Maize Corridor Commercial Development*

#### **IDENTITY:**

Maize is known for its quality of life. The natural setting, family-friendly, small-town character, quality development and school district are defining factors of the city's place within the region. These attributes provide the community with its personality and are important to supporting the future growth and development of Maize. Conveying this identity will help distinguish Maize as a quality community for living, working, learning and recreation.

**Goal #5:** Create a city brand that is uniquely Maize, using the key attributes of the city - small-town character, family and community.

#### *PRINCIPLES & POLICIES -*

ID1: The physical development of the community should exhibit the values of the Maize.

ID 1.a – Ensure that the character of development reflects the Maize brand.

ID 1.b – Future public improvements, including street design, should reflect the brand of Maize to create an inviting environment and support quality development.

ID 2: Incorporate community gateways at the primary entryways to the community.

ID 2.a – Delineate the boundaries of Maize from adjacent communities using markers or signage.

ID 2.b – Use gateways as wayfinding element to identify community destinations and amenities.

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*The Comprehensive Plan is intended to be a city-wide guide to address change within Maize considering the vision defined for the community. The previous sections of the plan provide the necessary background, vision, goals, principles and policies to make the daily decisions necessary to guide the community. This section of the plan provides more direct recommendations to help make decisions and specific changes to the physical development environment of the community in pursuit of the vision. While some of the recommendations will require further detailed study and design, the direction provided should be considered as changes to the community are defined and implemented.*



## FUTURE LAND USE

The Future Land Use Plan defines the pattern of uses that create the city. The plan map, Figure 5, is intended to convey the patterns and relationships between patterns and uses that create the sense of community for Maize. The land use definitions prepared in this plan represent a change from the general development patterns defined in the past as refined-use types and relationships that will create the places desired by the community.

The land use categories are specific but intentionally flexible to allow development to respond to market conditions that may evolve over the course of this plan, provided that the future land uses and development are consistent with the vision, principles and policies of the plan. The categories of land use indicated on the future land use map are defined by their *primary uses*: those land uses that most reflect the character and intensity of the category and which are generally acceptable throughout the area; and *secondary uses*: those land uses that are supportive of the primary uses and, with appropriate limitations, location considerations, and development conditions, can reflect the intensity and character of the category as well.

The Future Land Use Plan provides the necessary guidance to make decisions regarding the continued growth, development and redevelopment of the city.

**I. LAND USE DEFINITIONS**

The land use definitions for Maize include:

CATEGORY: Agriculture		
<p><i>Description:</i></p> <p>The Conservation land use category represents those areas on the edge of Maize and the adjacent unincorporated Sedgwick County in which development should not occur, in the foreseeable future. Development should not be encouraged for numerous reasons, most notably, to protect natural resources or environmental elements and / or because of the lack of infrastructure availability now or in the future. The extension of infrastructure including water, sewer and streets can be expensive to these areas and development will not to occur in an urban form.</p> <p>In keeping with the goals of the plan, the land and natural features of the Arkansas River and its tributaries, as well as the Big Slough, should be protected. Rivers and drainageways can have a dramatic impact on a community during storm events. Thus, the floodplain areas, which make up the majority of designated conservation land, should not be developed.</p>		<p><i>Example:</i></p> 
APPROPRIATE LAND USES:		
<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>• Agriculture</li> <li>• Open Space</li> <li>• Natural Space / Recreation Area</li> <li>• Trails</li> </ul>		
<b>Secondary Uses:</b>	<b>Location Criteria:</b>	<b>Development Criteria:</b>
<ul style="list-style-type: none"> <li>• Single Family Residential</li> <li>• Cluster development (see description in Rural Residential definition) opportunities may exist and should be evaluated on a case-by-case basis.</li> <li>• Institutional uses – places of worship or schools.</li> <li>• Accessory Uses – see development criteria.</li> </ul>	<ul style="list-style-type: none"> <li>• Location in areas where City services (water and sanitary sewer) will be difficult and/or costly to provide.</li> <li>• Location in areas determined to have unique or sensitive natural areas, including stream corridors, tree stands, wetlands, and natural habitat areas. The larger lots allow for greater potential to preserve nature through the use of conservation easements and common open space.</li> <li>• Development should occur in areas out of the floodplain, away from prime agricultural lands, and otherwise more accessible to road network.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum lot size of 60 acres</li> <li>• A rural level of public service should be expected including water, sewer, gravel roads and public safety services.</li> <li>• Development that is currently within the floodplain will be allowed to remain, however as redevelopment occurs those uses should be removed from the floodplain.</li> </ul>

**CATEGORY: Rural Residential**

*Description:*  
**Rural Residential** land use provides for large-lot and estate residential development where a full range of municipal services may not be available. This category is intended to allow flexibility of choice for individuals preferring a rural environment. Typical residential densities range from 20+ acres per unit. There should be no expectation of municipal infrastructure to these areas, including roads, unless located near or adjacent to existing or planned municipal services or until an urban development pattern is established. The rural development pattern is intended to retain a rural character, and in areas close to urban services should not hinder the future growth and development of the city at greater intensities.

*Example:*



**APPROPRIATE LAND USES:**

- Primary Uses:*
- Agriculture
  - Natural Space / Recreation Area
  - Residential – minimum lot size of 20 acres

**Secondary Uses:**

- Cluster development (see description in Rural Residential definition) opportunities may exist and should be evaluated on a case-by-case basis.

**Location Criteria:**

- Portions of the areas out of flood plain, away from prime agricultural lands, and otherwise more accessible to roads

**Development Criteria:**

- Gross densities of 1 to 5 unit(s) / acre may be clustered on the site with net densities remaining from 20+ acres per unit
- Low-impact design strategies should be used for design and construction to minimize building and site development impact on hydrology, topography and other natural features.

**CATEGORY: Neighborhood Residential**

*Description:*  
**Suburban Residential** represents a prevailing development standard in housing and neighborhood design. Suburban residential land uses typically accommodate low to medium density residential development, including single-family patterns of 2 to 5 units per acre. Medium-density development may be appropriate in certain situations. Townhome, walk-up, flat and single-family attached development of condominium (ownership) or apartment (rental) type and higher-density single-family of a 4 to 10 unit per net acre density may be appropriate along primary transportation corridors or adjacent to mixed-use centers. Suburban residential development is typically served by City infrastructure and should also accommodate appropriately scaled uses such as churches, schools, parks and other neighborhood and community services. Similar to rural residential, cluster development is an opportunity to preserve land and capitalize on associated infrastructure costs, by increasing net densities.

*Example:*



**APPROPRIATE LAND USES:**

*Primary Uses:*

- Single Family Residential – 2 to 5 units per acre

<i>Secondary Uses:</i>	<i>Location Criteria:</i>	<i>Development Criteria:</i>
<ul style="list-style-type: none"> <li>• Single-family Residential - 1 to 5 acre lots</li> </ul>	<ul style="list-style-type: none"> <li>• Limited to small percentage of lots within neighborhoods or smaller subdivisions where local transportation connections are difficult due to location or topography and consistent with the goals and objective of the Comprehensive Plan; <b>OR</b></li> </ul>	<ul style="list-style-type: none"> <li>• Buildings, access points and parking areas should have a similar relation to neighborhood streetscapes as the primary single-family uses.</li> </ul>
<ul style="list-style-type: none"> <li>• Single-family Residential, duplexes, townhouses and apartments - 4 to 10 units per acre</li> </ul>	<ul style="list-style-type: none"> <li>• At edges of defined neighborhoods along arterials and minor arterials; <b>AND</b></li> <li>• As transitions to adjacent mixed-use centers or institutional uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Development should reflect a similar scale to single-family uses. Where adjacent buildings are more than 150% of the height or building footprint of single-family uses, additional setbacks, buffers and usable open spaces should facilitate transitions.</li> </ul>
<ul style="list-style-type: none"> <li>• Civic and institutional uses such as community center/club house, churches, school, or other neighborhood support uses.</li> </ul>	<ul style="list-style-type: none"> <li>• As focal point and central to a neighborhood associated with the intersection of Collector Streets or higher classification; <b>OR</b></li> <li>• At edges of defined neighborhoods along arterials and minor arterials</li> </ul>	<ul style="list-style-type: none"> <li>• Development of secondary uses should not result in a negative impact to surrounding uses and neighborhoods, including utility systems and traffic.</li> <li>• The design of secondary uses should strive to complement and enhance the existing character of surrounding uses and neighborhoods.</li> </ul>

**CATEGORY: Urban Residential**

**Description:**

The **Urban Residential** land use allows for a greater density of residential development, typically in the range of 5 to 8 units per acre, in forms such as small-lot single-family homes, duplexes, townhomes and multiple-family residential housing. Urban residential housing incorporates a mix of housing types in a neighborhood setting. Urban residential formats should also be integrated into the neighborhood and community centers in Maize. Similar to other residential land uses, appropriately scaled uses such as churches, schools, parks and other neighborhood and community services should also be accommodated within the urban residential land use category.

Appropriately scaled office, retail and services are allowed in the urban residential land use category. To be effective, the scale, design, and transitions between uses should enhance and protect the existing fabric of the adjacent uses and neighborhoods. These uses are allowed as secondary uses and should adhere to the location and development criteria below.

**Example:**



**APPROPRIATE LAND USES:**

**Primary Uses:**

- Single Family and Multi-family Residential – 5 to 8 units per acre

**Secondary Uses:**

- Residential - duplexes, townhouses and apartments - 8 to 20 units per acre
- Civic and institutional uses such as parks, community center/club house, churches, school, or other neighborhood support uses.
- Convenience Retail / Service, Office and Mixed-use

**Location Criteria:**

- At edges of defined neighborhoods along arterials and minor arterials; **OR**
- As transitions to adjacent mixed-use centers or institutional uses.
- As focal points and central to a neighborhood associated with the intersection of Collector Streets or higher classification; **OR**
- At edges of defined neighborhoods along arterials and minor arterials
- Concentrated at nodes – intersections of collector street classifications or higher; in areas that are supportive of and complementary to the neighborhood scale.
- No closer than 1/2 mile from similar non-residential centers; serving market area of approximately 1 mile or less

**Development Criteria:**

- Buildings, access points and parking areas should have a similar relation to neighborhood streetscapes as the primary single-family uses.
- Buildings should reflect a similar scale to primary single-family uses; Where adjacent buildings are more than 150% of the height or building footprint of primary single-family uses, additional setbacks, buffers and usable open spaces should facilitate transitions.
- Open spaces should be located in prominent locations along prominent streets or in front of prominent buildings).
- No greater than 5 acres in area total – may be shifted to one quadrant or centered on 4 quadrants of intersections;
- No more than 30,000 square feet of non-residential space total; average tenant space of 1,500 to 3,000 square feet; 1 anchor up to 10,000 square feet.
- Contains pedestrian amenities: plazas, wide sidewalks, on-street parking; limited and well-screened on-site parking; street-front buildings; limited vehicle access and circulation points
- Buildings should reflect a similar scale to residential uses; where adjacent buildings are more than 150% of the height or building footprint of primary single-family uses, additional setbacks, buffers and usable open spaces should facilitate transitions.
- Transitions between secondary and primary uses that minimize the impacts of noise, light, traffic, operations and intensity of development should be incorporated in the site design of secondary uses.

**CATEGORY: Community Center**

*Description:*  
 A **Community Center** is a moderately scaled mixed-use center that provides a general merchandising destination for residents of the city. Community centers can have an even wider market draw from rural residents that travel to these centers for weekly goods and services. The center can include a wide range of commercial services, including grocery stores with associated uses such as bakery, bank, pharmacy, restaurants (fast food and dine-in), hardware store, financial and office. Like all mixed-use centers, higher-density housing, institutional uses, and parks and recreational spaces create full service places that serve the population.

Community centers are typically 70,000 to 120,000 square feet in size and serve multiple neighborhoods within a 3 to 5-mile radius of the center. Depending on their size, community centers need the support of 6,000 to 9,000 households or an average population of 14,000 to 21,000 people, typical suburban densities. To promote the compact, walkable centers, much of that population should be accommodated within ½ mile of the center. These centers many times are dependent on a large anchor (45,000 to 60,000 square feet), such as a grocery store, for success, as many of the support retail and services rely on the anchor for drawing customers.

*Example:*



**APPROPRIATE LAND USES:**

<b>Primary Uses:</b>	<b>Location Criteria:</b>	<b>Development Criteria:</b>
<ul style="list-style-type: none"> <li>• Mixed-use</li> <li>• Retail / Service</li> <li>• Office</li> <li>• Public / Ssemi-public</li> </ul>	<ul style="list-style-type: none"> <li>• Located 3 to 5 miles apart from similar centers. (may be closer together in areas with greater residential density.)</li> <li>• Approximate size of centers should be 15 to 25 acres before transitions to supporting neighborhoods.</li> <li>• Preferred locations are at the intersection of two arterial streets, an arterial and a highway, or two highways.</li> <li>• It is preferred that new Community Centers be located on one corner of the intersection and that the commercial frontage of the center along any roadway, not exceed 1,320 ft., or ¼ of a mile. If the center is located on two or more corners, the maximum frontage is 660 feet per corner in any direction.</li> <li>• Existing commercial areas should be used as the basis for the establishment of mixed-use centers, within the existing community, as defined on the Future Land Use map.</li> </ul>	<ul style="list-style-type: none"> <li>• Community Centers should have identifiable centers and edges to protect existing and developing neighborhoods from potential negative impacts.</li> <li>• The scale and style of development should be compatible with that of the surrounding neighborhood.</li> <li>• Development should include amenities such as public focal points / spaces.</li> <li>• Streetscape and site design standards should be pedestrian- oriented, both among uses and between uses and neighborhoods.</li> <li>• Public streets and/or internal circulation systems should segment the center into small, walkable blocks; typically between 250' to 400'.</li> <li>• Pedestrian accessibility and circulation between all sites should be incorporated into all development.</li> <li>• On-street parking, internal to the development, should be a priority to minimize parking lots and improve the pedestrian circulation system.</li> <li>• Space for multiple tenants and uses in nonresidential buildings should be provided.</li> <li>• Quality design and materials should be used for all development to encourage long-term commitment to a location.</li> <li>• Development should have a comprehensive urban design scheme.</li> <li>• Transitions / buffers between centers and less intense adjacent uses should minimize the impacts of noise, light, traffic, operations and intensity of the center.</li> </ul>

**CATEGORY: Community Center Cont.**

<b>Secondary Uses:</b>	<b>Location Criteria:</b>	<b>Development Criteria:</b>
<ul style="list-style-type: none"> <li>• Residential townhouses and apartments – 12 to 20 dwelling units per acre</li> <li>• Civic and institutional uses such as parks, public safety, churches, school, or other neighborhood support uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Upper levels of mixed use buildings (ground floor office or retail)</li> <li>• Principal (ground floor) use on perimeter blocks of mixed use center.</li> <li>• Central locations of the mixed-use center serving as a focal point; <b>OR</b></li> <li>• On edges of mixed-use center serving as transitions to neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>• Urban character buildings with small setbacks and oriented to street.</li> <li>• Pedestrian-oriented streetscapes with wide sidewalks, internal on-street parking and site circulations and limited curb-cuts (alley access may be necessary)</li> <li>• Smaller-scale urban open spaces frequently located; plazas, courtyards or pocket-parks should be located on every block.</li> <li>• Small, well-connected blocks; typical length 400' to 600'.</li> <li>• Transitions between secondary and primary uses that minimize the impacts of noise, light, traffic, operations and intensity of development should be incorporated in the site design of secondary uses. Acceptable buffering can include fencing (stone, wood, masonry), solid plantings, berming or other methods that complement the development character.</li> </ul>

**CATEGORY: Neighborhood Center**

*Description:*

A **Neighborhood Center** is a smaller mixed-use node that consists of locally focused services that can include a residential component. Convenience goods, such as smaller specialty grocery stores, personal services (dry cleaning, beauty salon, bank), restaurants, gas stations and small office uses, are the primary commodities and services that are provided within neighborhood centers. Smaller, appropriately scaled institutional uses such as churches, libraries or schools are also appropriate for these centers.

Neighborhood centers are typically in the range of 30,000 to 70,000 square feet in size, serve the immediately adjacent neighborhoods and strive to offer a limited balance of food, personal service and local office space. Depending on their size, neighborhood centers need the support of 2,000 to 4,000 households or an average population of 4,700 to 9,400 people. To ensure a compact, walkable center most of that population should be accommodated within ½ mile of the center which requires urban development densities in proximity to the center.

*Example:*



**APPROPRIATE LAND USES:**

<p><b>Primary Uses:</b></p> <ul style="list-style-type: none"> <li>• Mixed-use</li> <li>• Commercial</li> <li>• Residential</li> </ul>	<p><b>Development Criteria:</b></p> <ul style="list-style-type: none"> <li>• Ensure that Neighborhood Centers have identifiable centers and edges; protect existing and developing neighborhoods from intrusion of incompatible land uses.</li> <li>• Ensure that the scale and style of development is compatible with that of the surrounding neighborhood.</li> <li>• Promote the inclusion of amenities such as public focal points / spaces.</li> <li>• Provide internal circulation and parking system for the entire development.</li> <li>• Ensure ease of pedestrian accessibility and circulation.</li> <li>• Encourage connections of streets, sidewalks, and other modes of transportation.</li> <li>• Provide space for multiple tenants and uses in nonresidential buildings.</li> <li>• Ensure that the highest quality of design and materials is used for all development.</li> </ul>	<p><b>Location Criteria:</b></p> <ul style="list-style-type: none"> <li>• Neighborhood Centers should be located 2 to 3 miles apart, based on an average density of 641 residential units per square mile and an average household size of 2.56 persons.</li> <li>• Neighborhood Centers may be closer together in areas with greater residential density.</li> <li>• Neighborhood Centers can be located within the market trade area of Community and Regional Centers but not within the market trade area of another Neighborhood Center (overlapping of Neighborhood Center trade areas is not desirable).</li> <li>• Preferred locations are at the intersections of two arterials, an arterial and a collector, or two collectors for all future centers.</li> <li>• It is preferred that the Neighborhood Center be located on one corner of the intersection and that the commercial frontage of the center, along any roadway, not exceed 880ft. If the center is located on two or more corners, the maximum frontage is 440 feet per corner in any direction.</li> </ul>
<p><b>Secondary Uses:</b></p> <ul style="list-style-type: none"> <li>• Public / Semi-public</li> <li>• Parks</li> </ul>	<p><b>Location Criteria:</b></p> <ul style="list-style-type: none"> <li>• Integrated into center.</li> </ul>	<p><b>Development Criteria:</b></p> <ul style="list-style-type: none"> <li>• Maintain design and character of the center.</li> </ul>

**CATEGORY: Industrial - Employment**

*Description:*  
 Industrial, warehousing and office parks provide **Industrial - Employment** (light and heavy industrial and associated office) opportunities and are generally considered the most intensive use of land because of operational impacts or functions. Light industrial uses include those uses that are typically related to warehousing, distribution, fabrication and parts assembly and rely on large land areas and large single-story buildings. Heavy industrial uses are typically those uses that are production or manufacturing- related, such as assembly plants and more intense manufacturing uses, including animal slaughtering, grain processing, ethanol production and bio-diesel plants.

*Example:*



**APPROPRIATE LAND USES:**

**Primary Uses:**

- Light Industrial / Warehousing
- Heavy Industrial / Manufacturing / Processing
- Office
- Educational Facilities / Campuses
- Airport
- Rail and Support Facilities
- Public Work Facilities

**Locational Criteria:**

*Office:*

- Office uses should generally be located adjacent to arterial streets.
- Medium to large-scale office developments should be encouraged to locate in downtown.
- Local, service-oriented offices should be incorporated within or adjacent to neighborhood and community mixed-use centers.
- Low-density office uses can serve as a transitional land use between residential uses and uses of a higher intensity.

*Industrial:*

- Industrial areas should be located in proximity to support services with good ample access to major arterials, truck routes, belt highways, utility trunk lines, along railroad spurs, near airports, and as extensions of existing industrial uses.
- Traffic from this category of land use should not feed directly onto local streets in residential areas.
- Industrial uses should be generally located away from existing or planned residential areas, and sited so as not to travel through less intensive land uses.
- Industrial development should have required site design features which limit noise, lighting, and other activity so as to notto avoid adversely adverse impact on adjacent uses.

**Secondary Uses:**

- Commercial (support)

**Location Criteria:**

- At the edge of industrial use zones; preferably along the arterial or collector road network.

**Development Criteria:**

- Directly connected from within the industrial- use zone, by automobile and pedestrian for accessibility.

**CATEGORY: Public - Employment**

*Description:*

The **Public - Employment** land use category consists of those institutional land uses including government centers and facilities, educational facilities, and other public or semi-public uses and places such aslike "places of worship", hospitals, private schools, libraries and cemeteries. Public safety uses, including fire and police, are also allowed in this district. New development in this category should be integrated with residential neighborhoods or as part of neighborhood or community mixed-use centers at a scale appropriate to the context in which they are developed.

*Example:*



**APPROPRIATE LAND USES:**

**Primary Uses:**

- Government Uses
- Medical Facilities
- Schools
- Libraries
- Places of Worship
- Public Safety Facilities (Fire and Police)

**Development Criteria:**

- Public facilities such as branch libraries, post offices, and schools that serve residential areas should be grouped together with neighborhood centers, and located near parks or linear park system when possible.
- Libraries, parks, and fire, police and EMS stations should be located according to population and distance and response time standards as established in adopted facility plans.
- Public and semi-public facilities should have convenient access to arterials, public transportation, and major utility trunk lines.
- The scale of development should respond to surrounding neighborhood development or provide transitional buffering to reduce visual impact on surrounding properties.
- Large- scale facilities, including high schools, hospitals, central libraries, and large worship buildings should be located on an arterial street and situated as such to discourage traffic in surrounding neighborhoods.

**CATEGORY: Public Space**

*Description:*

The **Public Space** category includes public park land and publicly -owned open space. These areas may be used for recreational purposes (active and passive) or may be land held for future public use. Privately held recreational land, like private golf courses, are included in this category. In some ways the public portions of the conservation areas defined previously are passive park and recreational areas as well.

*Example:*



**APPROPRIATE LAND USES:**

**Primary Uses:**

- Parks (Active and Passive)
- Linear Parks
- Open Space

**Development Criteria:**

- Should be in proximity to neighborhoods and residential population.
- Neighborhood Parks should be integrated in the neighborhood and provide a focal / gathering point and activities for residents and activities.
- Park and recreation opportunities should be included in all levels of mixed-use centers.
- Linear parks should provide connections throughout and between neighborhoods and connections to the overall park system.
- Open space should be preserved where natural features, including floodplains and slopes, need protection and make development difficult and to protect natural resources.

**Secondary Uses:**

- Public Safety Facilities
  - (Fire, and Police)

**Location Criteria:**

- Within or a part of public uses, including parks.

**Development Criteria:**

- Public Safety facilities and their automobile access within parks should be buffered from the primary parks space.

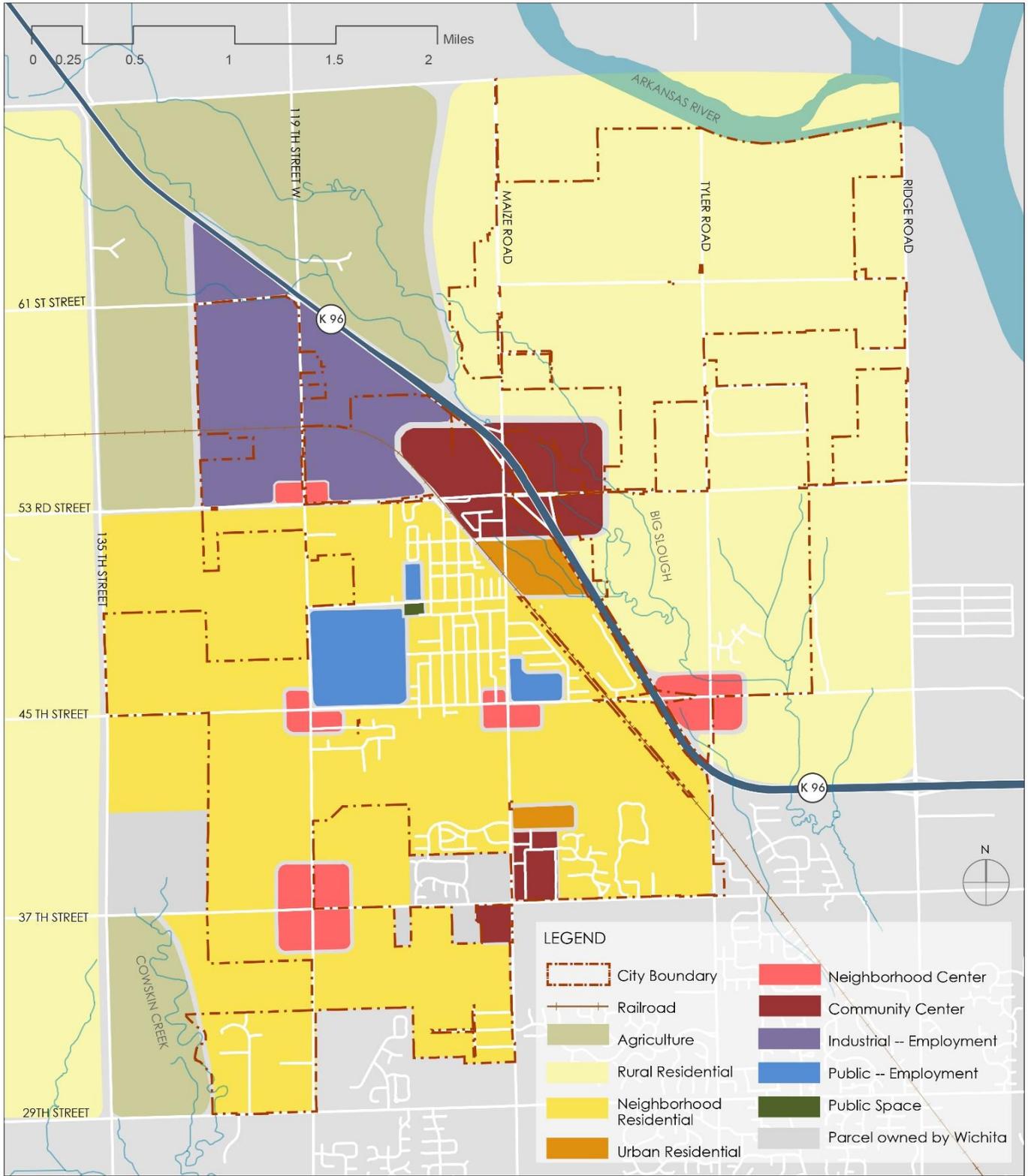


Figure 5: Future Land Use Map



**Community Activities**

*City Center*

The City Center Concept is derived from the absence of a discernable community destination or Downtown. As Maize has grown, the small rural community has evolved into a full-service community focused on providing a higher quality of life to its residents. To add to the quality of life and to create community, a gathering place is necessary to allow people to come together. The ability to celebrate community accomplishments and publicly honor community members helps to create a sense of community among residents. The intention of creating Maize City Center is to create this type of community space.

City Center should build upon its current assets as an active park space for kids

and teenagers, as well as its relationship to the school district campus and future Academy Arts Corridor. Further activation of the existing spaces with a performance venue and passive park space will complete City Center and provide a place for all residents to use. A coordinated design of the spaces and their relationship to one another is needed to encourage increased use



**City Center Concept**

Courtesy of RDG Planning & Design

and connectivity to the community. As a community destination, City Center should support the surrounding areas and neighborhoods with appropriate uses. Similarly, City Center should be well connected through future sidewalk and trail connections to support future use and activity.

City Center has the potential to transform the city of Maize, become the heart of the community, create an identity from which to build future aspects of the community and to create a place for the community. A defined community place within Maize could support community functions and celebrations to help build community.



**City Center Concept**

Courtesy of RDG Planning & Design

## MOBILITY

### STREET NETWORK

#### *Street Classification*

Maize, like most communities, has classified their street according to the freeway, arterial, collector and local street typologies. The classifications are generally based on engineering standards that measure the capacity of the roadway to move traffic, measured in volumes or number of cars. Arterials are the highest volume streets, reducing in capacity to collectors and local streets carrying less traffic. This type of designation also provides the guidance for the street use. For example, freeways typically provide regional connections across greater distances; arterials provide communitywide connections; collectors provide connections between neighborhoods; and local streets provide internal neighborhood connectivity and access to property. The Maize street network can be seen in Figure 6.

K-96 is an established freeway with limited access to Maize and providing connections between Wichita and Hutchinson within the region. Within the city, only Maize Road is designated as a Minor Arterial roadway providing significant capacity for automobiles travelling north to south and to the surrounding areas. Most of the street network is comprised of Major and Minor Collectors that provide connectivity through the

city and between destinations and neighborhoods.

These classifications also provide the necessary documentation on which roadway funding, particularly at the state and federal level, is allocated. Under most programs only designated freeways, arterials and collector streets are eligible for funding.

To provide for a greater level of accommodation for different modes of transportation and contribution to the connectivity and accessibility for the community through the transportation network, street design standards have been prepared, Figure 7. The intent of the design standards is to provide a baseline for the design and each standard should be evaluated based on the specific context and community needs of the roadway.

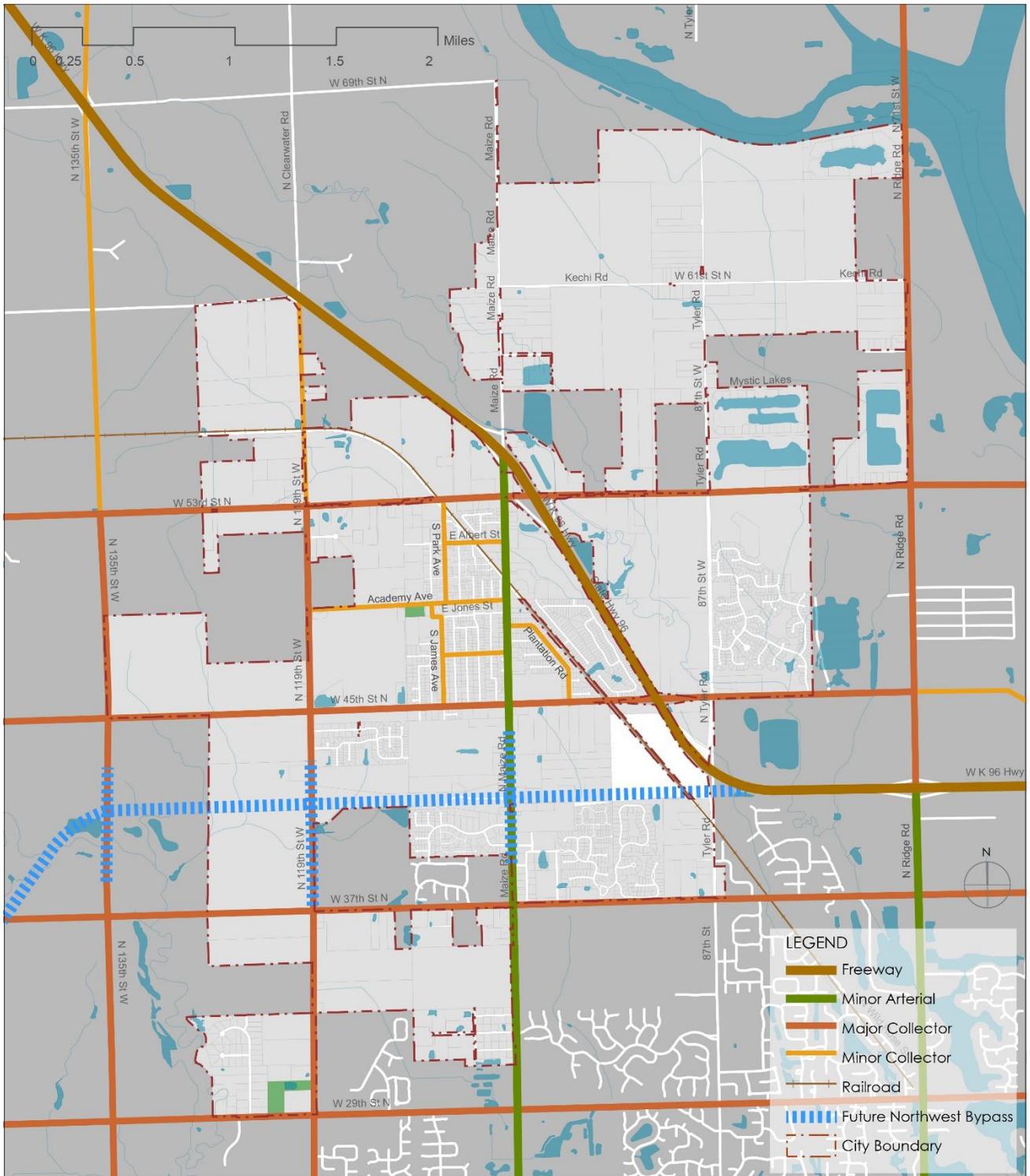


Figure 6: Functional Street Classification Map

	Minor Arterial	Major Collector	Minor Collector	Local (Neighborhood)
# of Through Traffic Lanes	3-5	2-4	2-3	2
Width of Lanes (excludes curb and gutter)	10' – 12'	10' – 12'	10' – 11'	10'
# of Parking Lanes	0-2	0-2	0-2	0-2
Parking Lane Width	8'	8'	8'	7'
Width of Median (includes curb and gutter)	0-16' (turn lane no wider than 12')	0-10'	0'	0'
Min. R/W Width	80'	60'	60'	50'
Bike Facility	5' lane (min.)	5' lane (min.)	5' lane (min.)	Share the road
Pedestrian Facility	2 (1 multi-use path + 1 sidewalk preferred)	2	2	1-2
Sidewalk Width (Min. / dependent on street type)	5' – 10'	5' – 10'	5' – 10'	4' to 8'

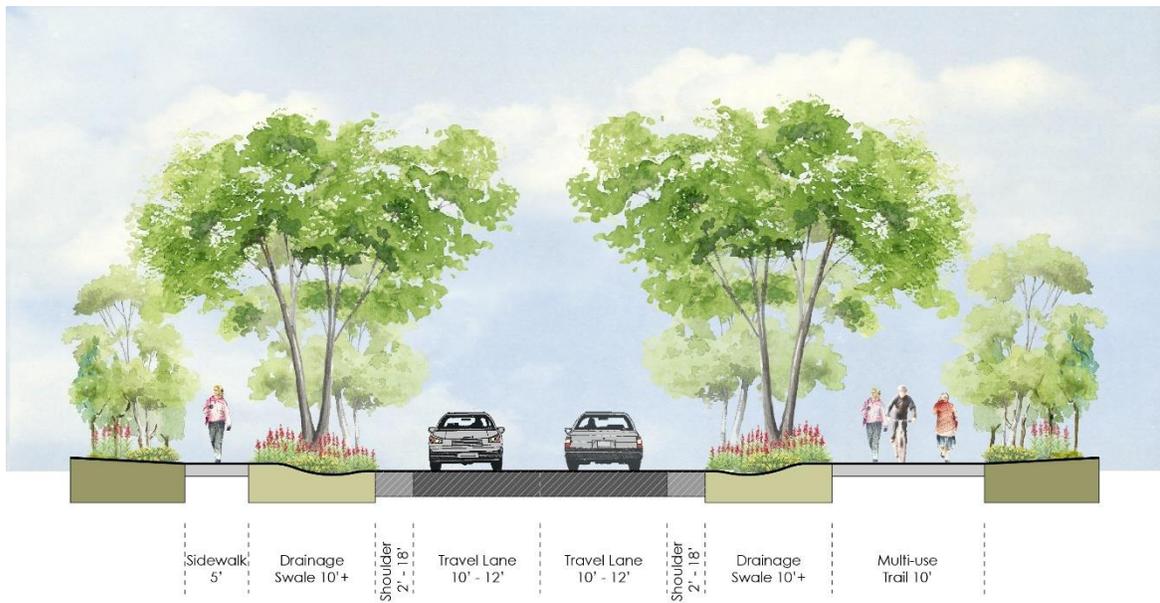
**Figure 7: Functional Classifications of Streets Standards.**

*Street Character*

While the roadway capacity and leveraging future funding opportunities are important for the maintenance and improvement of the road network, the Maize street system provides a greater benefit to the community. In addition to currently serving as the primary connectivity network within Maize for automobiles, bicycles, pedestrians and transit, the street rights-of-way represent the largest amount of public land in the city through a large connected network of public space that is the face of the community. The quality and character of the public space provide the first impression of the community for visitors while also shaping the daily experiences of residents and users. The design and character of the streets in Maize matters.

The development patterns within and surrounding Maize range from rural/undeveloped properties and farmland to suburban residential developments, with some urban development patterns. Understanding land use context helps in the determination of transportation mode priority. Street types serve a variety of functions that can

result in a travel corridor that ranges from automobile oriented to pedestrian oriented. This point is illustrated in Figure 2. The discussion of street character in this plan is used to identify context-sensitive solutions for different functionally classified roads. The applicable character types in Maize include Natural, Community, Activity and Standard. Each are further described below. Their application is outlined in Figure 12.



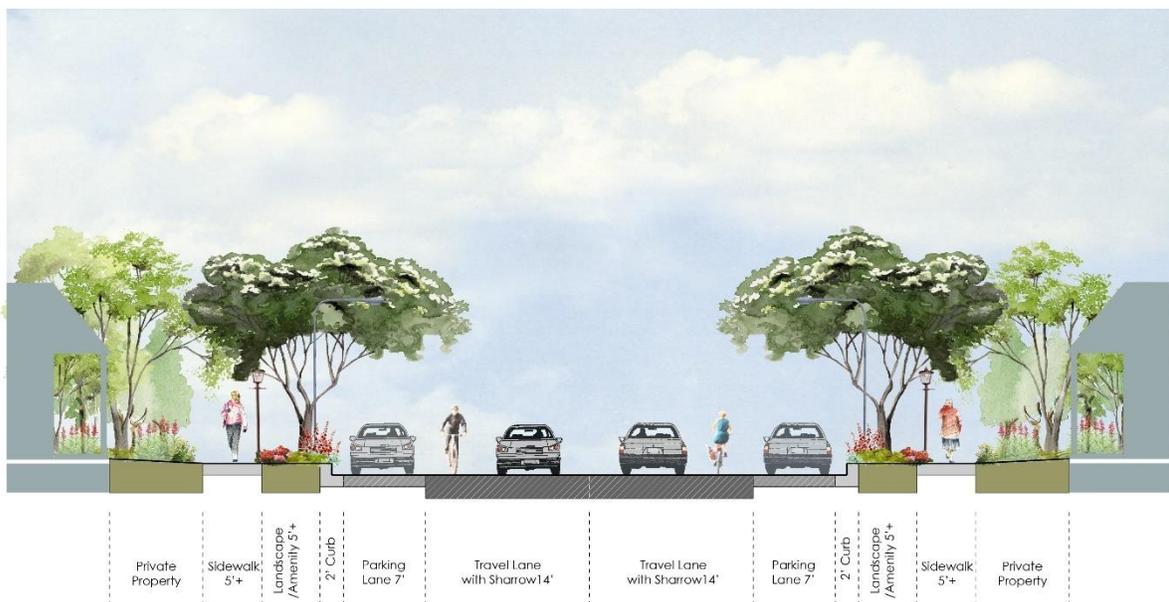
**Figure 8: Natural - Character Street Section**

**Natural**

Natural streets are appropriate for areas that feature natural landscape or enhanced landscape design. The flexibility in cross-section design allows incorporation of natural features and promotion of environmentally sensitive cross-section design that creates or contributes to the character of the area. The northeast section of Maize, which is imbedded in the city's rural character, would be an appropriate use of natural design.

**Community**

Community streets are appropriate to serve the residential neighborhoods throughout the city through improved street and connectivity design. They are typically designed for slower automobile traffic and prioritize pedestrian mobility through sidewalks and trails with streetscapes that establish the neighborhood character and create desirable frontages for housing.



**Figure 9: Community - Character Street Section**

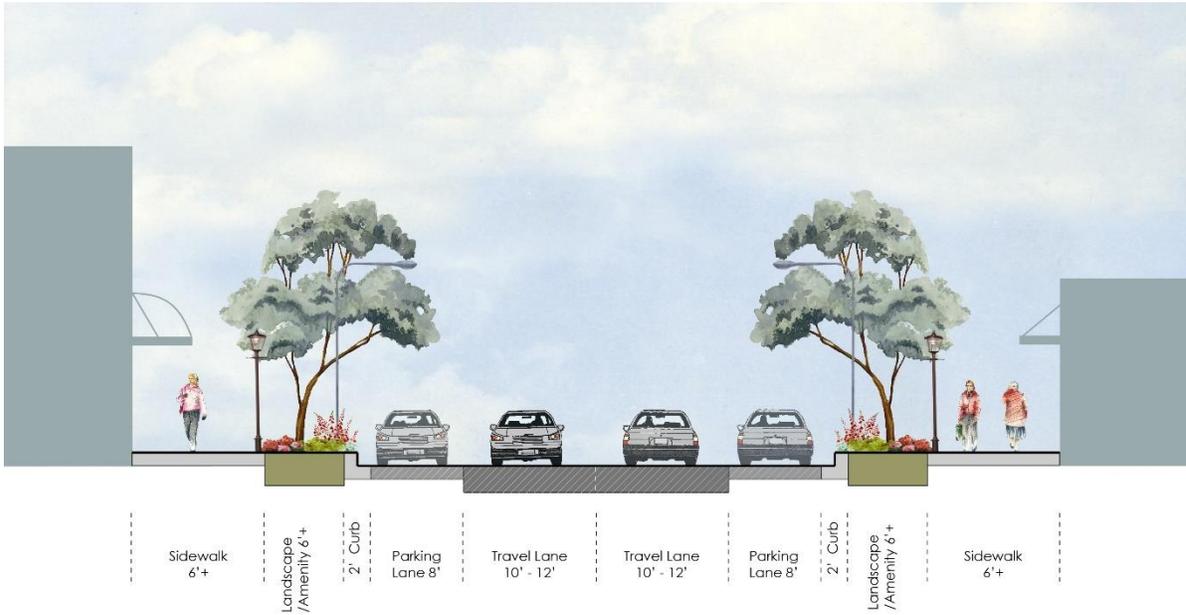


Figure 10: Activity - Character Street Section

**Activity**  
 Activity streets are appropriate for areas where there is, or is a desire to be, a significant amount of pedestrian activity. They typically prioritize on-street parking, pedestrian movement and amenities, and visibility and access for businesses fronting these streets. The increased connectivity within the area is a result of the interaction of pedestrians and slow-moving cars that create an active environment.

**Standard**  
 Standard street designs are appropriate where no development or urban design character warrants other street design considerations.

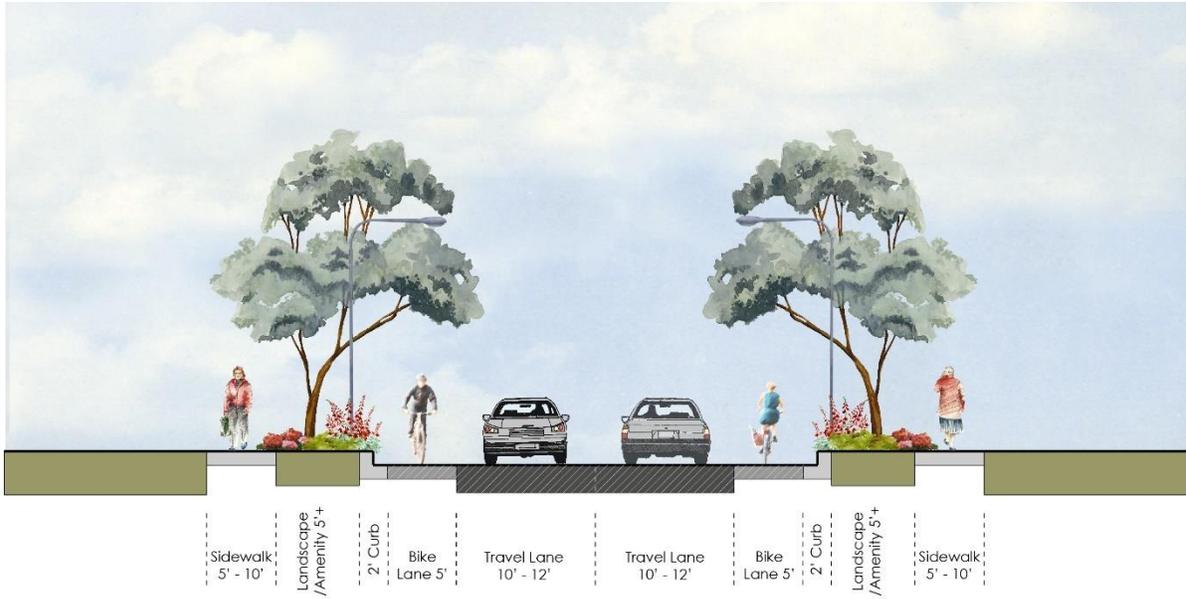


Figure 11: Standard - Character Street Section

FUNCTIONAL CLASS	NATURAL	COMMUNITY	ACTIVITY	STANDARD
Arterial (minor)	■		■	■
Collector (major & minor)	■	■	■	■
Local	■	■	■	■

Figure 12: Character Street Application

### MOBILITY NETWORK

The primary mode of transportation within Maize is the automobile. However, there have been investments in other modes of transportation including walking, biking and development of transit opportunities. These modes can provide the necessary mobility and access for groups that don't or can't use an automobile. In particular, these alternative modes, shown in Figure 13, can increase the mobility of kids and the elderly and can be preferred by millennials.

Acknowledging that we have adequately accommodated the automobile, and that it is most likely to remain the transportation mode of choice, will allow us to focus on the other modes and their much-needed improvements that encourage their use. Having a well-connected community for all modes is the key to providing desired connections and accessibility throughout the community.

#### *Pedestrian and Bicycle Networks*

To date, much of the investment in bicycle and pedestrian connectivity has been made through the construction of multi-use pathways that can accommodate both cyclists and pedestrians. These investments have been made along Maize Road, south of 53<sup>rd</sup> Street and along 37<sup>th</sup> Street east of Maize road, through off-street pathways. These pathways separate bicycle and pedestrian

traffic from automobile traffic along these arterial and collector roadways providing a safer facility for use by pedestrians and cyclists. Additional on-street bicycle facility investments have been made within the neighborhoods in the vicinity of City Park and the school campus. Sidewalks can be found on most of the collector streets and in some of the newer residential subdivisions. In most of the older neighborhoods, sidewalks are not present and the pedestrian activity is within the street. Improvements to the connectivity and accessibility for residents that is afforded through a complete sidewalk and bicycle network should be encouraged.

Currently the City of Maize is undertaking the creation of a Master Pedestrian and Bicycle Plan to define future improvements to each network. The findings and recommendations of that planning effort should become the policies, strategies and actions that guide the implementation of a comprehensive bicycle and pedestrian network within Maize.

To further support the creation of a useable, connected bicycle and pedestrian network, a design change to the character of streets could assist in improving the networks. Details about the desired character of streets is further discussed later in this section of the comprehensive plan.

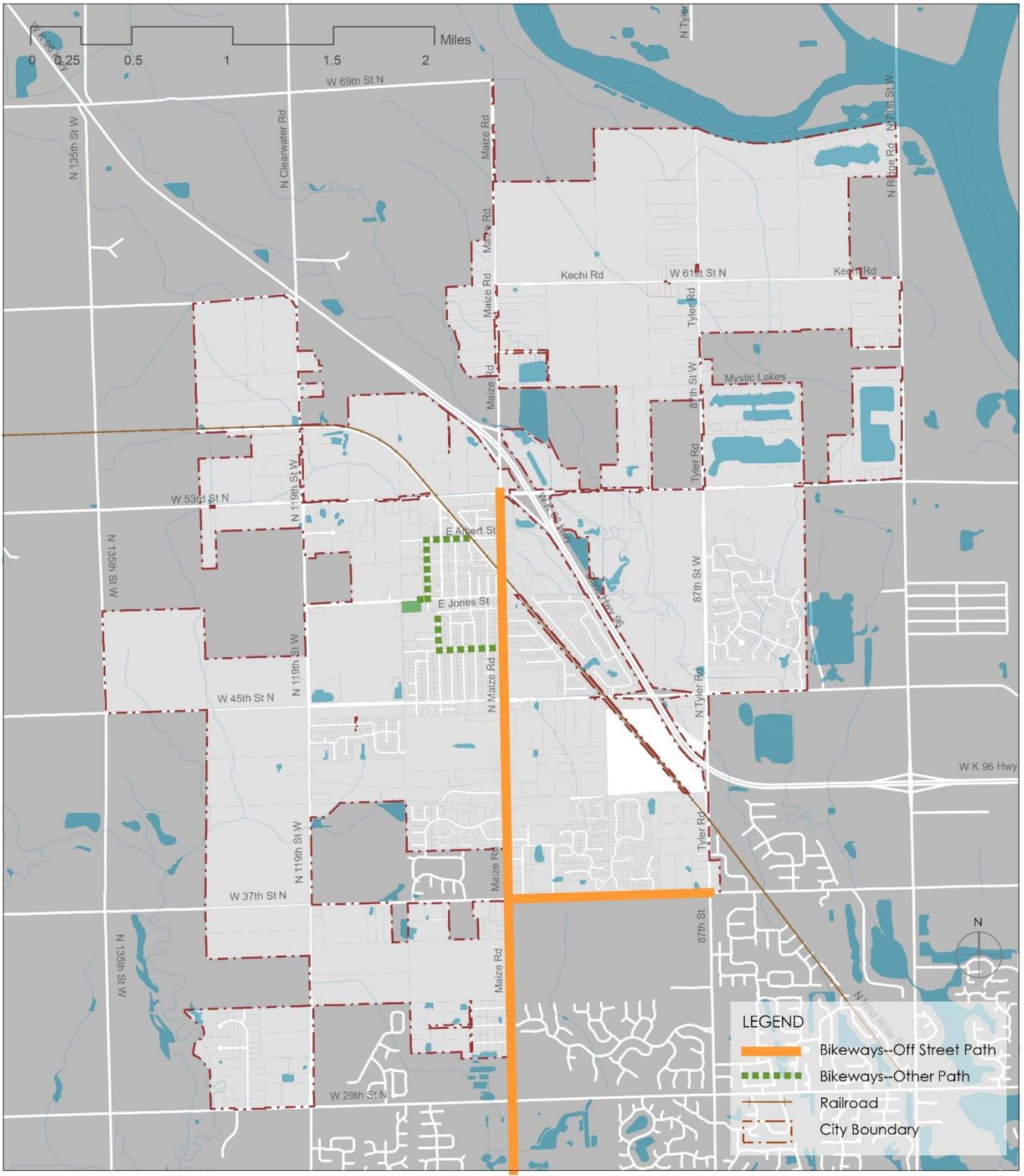


Figure 13: Multi-modal Network

#### *Transit Network*

There is currently no direct transit service within the City of Maize, however, it is not far for the community. Two existing Wichita Transit lines serve the northwest Wichita region, with service on Maize Road terminating near 21<sup>st</sup> Street North. While accessible to Maize residents, an extension of one or both lines would improve accessibility to Wichita for Maize residents and improve access to Maize for others in the region. A future transit stop should be incorporated as part of the mixed-use Community Center node near 3<sup>rd</sup> and Maize Road as defined by the future land use plan.

#### *Complete Streets*

“Complete Streets” is an important concept for the City of Maize’s future transportation system and development. This concept considers all modes of travel equally in the planning and design of transportation networks. A Complete Streets policy should prioritize the ability to connect people to the community at the network scale, whether on foot, on bicycles, in cars or through transit. To achieve this, the Complete Streets policy should be applied according to context and in a manner by which each street segment may serve a specific function in a larger network. This avoids one-size-fits-all “complete streets” that generically accommodate all modes. The Complete Streets Design Guide (Figure 14)

provides the necessary guidance to implement the complete street concept, by character street.

#### Complete Streets Policy

The City of Maize will develop a safe, connected transportation system that accommodates all modes, including motorists, pedestrians, bicyclists, and transit riders, and is accessible to all users regardless of age or ability. To implement a complete streets network throughout Maize, the city will require the design and construction of appropriate complete street elements with each road way project undertaken. All projects including incremental changes – resurfacing, restoration and rehabilitation, transformative – reconstruction, and new construction will be evaluated for their ability to incorporate complete streets elements that improve the transportation network and bring value to abutting development. Maize will benefit from the implementation of a completes streets network through the

- promotion of public health
- improvement public realm
- enhancement of economic development
- reduction of transportation costs
- enhancement of community connectivity
- improvement of environmental sustainability
- creation of a more livable community

COMPLETE STREETS DESIGN GUIDE				
DESIGN TYPE	STANDARD	NEIGHBORHOOD	ACTIVITY	NATURAL
Lanes / Lane Widths	The number of lanes and lane widths for any street section should be based upon the anticipated capacity, the desired vehicle speed, AND balanced with the need to accommodate other critical elements of "complete streets" within the ROW. Each Street Design Type has different emphasis on priorities that best support the context. In general, "lane widths between 10' and 12' are sufficient for rural and urban arterials," where 10' to 11' lanes are <b>preferred</b> for most urban and rural arterials with multi-modal priorities; 12' lanes should <b>only</b> be used on principal arterials where "higher-speed, free flowing" traffic is the only priority. Lanes less than 10' can also work for low-volume or slow-speed streets, where frequent truck traffic is not anticipated, and under other unique conditions.			
Sidewalks	Most streets need sidewalks on both sides (except extremely low-density areas, extremely high-traffic/high-vehicle oriented contexts, or where alternate facilities like a multi-use path are provided.) Typically, wider is better – 5' is the minimum for two individuals to walk comfortably side by side; 8' is the minimum to support economic activity by pedestrians; 12' is the minimum to support social spaces along our streets. Sidewalks should be buffered from moving vehicle lanes by tree lawns, furniture/amenity areas, on-street parking or a combination of all of these.		8' minimum; 12' preferred (including paving between tree wells); 16' + ideal - recommended to support social spaces along streets at key locations.	Multi-use path preferred on arterials; 4'-5' min. on one side for collectors or local, or omitted as natural conditions warrant.
Bicycle Facility	Multi-use path preferred on arterial and major collectors; Bike-lane or sharrow preferred on minor collectors; acceptable on major collectors.		Shared lane markings (Sharrows) acceptable; bicycle facilities can be omitted on limited segments where design speed is below 20 mph and bicycles comfortably mix with vehicles and/or where alternative parallel routes are located within 600'.	Multi-use path preferred on arterial; Bike-lane or sharrow acceptable on collectors.
Landscape / Amenity Area	Small or large shade trees in tree lawn; Trees within a landscape easement are acceptable as an alternative; At least 35% tree canopy over ROW; Tree lawn width 4' -6' for trees under 30' tall; 6' – 8' for trees 30' to 50' tall; 8'+ for trees over 50' tall.	Large shade trees in tree lawn; 70% to 100% tree canopy over ROW; Tree lawn width 4' -6' for trees under 30' tall; 6' – 8' for trees 30' to 50' tall; 8'+ for trees over 50' tall.	Small or large shade trees in tree wells; 24' s.f. min for tree wells. (36' s.f. + recommended); At least 50% tree canopy over ROW.	More dense, irregular and natural plantings of trees and shrubs; coordinated with sidewalks and/or bicycle facilities and drainage relating to the land forms; 70% to 100% tree canopy over ROW.
Street Furniture / Amenity Area	None; unless in or abutting park, civic spaces or commercial area.		Located in 6' + zone abutting curb and between tree-wells where on-street parking is provided; and/or located in first 6' along building frontage provided at least 6' clear zone for pedestrians provided.	None
Parking	Permitted with engineering review.	7' parallel permitted. (includes curb & gutter)	8' parallel required; 18' angled permitted on local or some collector applications. (includes curb & gutter)	None
Drainage	2' curb and gutter; or "green infrastructure" drainage (i.e. rain gardens and perforated curbs) with engineering review.			10' + natural swale; or "green infrastructure" drainage (i.e. rain gardens and perforated curbs) with special engineering review.

Figure 14: Complete Street Design Guide

## URBAN DESIGN

Public spaces are a defining element of any community. As the primary spaces by which people experience the community, design of public spaces is important to their use and the livability of the city. In Maize, the primary public spaces are comprised of the street network, including the entire right-of-way, the parks and the open spaces and natural areas. These areas have the capacity to convey the values of Maize through their design and can affect the quality and usability of development, including that within commercial areas and residential neighborhoods.

The design of the public rights-of-way and street network are addressed in the Mobility section. The character of the street will add to the usability for all modes of transportation and provide a framework for quality development within the City of Maize.

Maize is a community known for its amenities, including schools, services, open spaces and natural settings. These qualities will continue to contribute to the future quality of life in Maize. As such, special attention should be paid to the incorporation of these elements in to community life.

## PARKS

The amount of public park land and facilities is currently inadequate to serve a community the size of Maize. As the community continues to grow, the situation will worsen. The incorporation of public parkland in Maize should be a priority, as outlined in the policies and principles. Such parkland should be distributed throughout Maize to serve the entire population. Additionally, any future parkland should be connected to its surroundings, most importantly, the adjacent neighborhoods, for ease of access and use.

The creation of a City Center as a community destination, as previously discussed, should set the tone and attitude for the community to incorporate additional park and open spaces for recreation and gathering. City Center should be the primary community gathering space and should be supported by other parks that support their surroundings. It is important that a variety of parks spaces and types, both passive and active, natural and programmed spaces be available to the community. The land use plan defines future uses that include opportunities for parks and civic /public spaces within development throughout Maize. These types of spaces can also support the parks network to provide gathering spaces for residents and visitors.

#### **OPEN SPACES AND NATURAL AREAS**

One of the biggest assets to Maize is its inclusion of both developed and undeveloped, or rural, areas. Because these rural areas are located on the edge of the metropolitan areas, they provide different living environments that attract different people to Maize. To ensure that this remains the case, special attention should be paid to the preservation of open spaces and natural areas, in some cases farmland, as it contributes to the character and development environment that benefits Maize. Natural assets like the Big Slough and the Arkansas River their and surroundings, as well as the agricultural land that the area is known for, provide the opportunity to include a rural character or feel in future development that relates to the natural environment. Special attention should be taken to ensure that these qualities are respected and incorporated where appropriate.

#### **GATEWAYS**

The design and use of gateways throughout the community is a way to both convey the quality and values of the community and identify the major destinations within the community. In Maize, these areas would include City Park, the future Avenue Arts District, the School District campus, the civic campus (City Hall, WSU campus, etc.) and other areas special to Maize. Community gateways should be established at the primary entry points of the city and added to Maize as it continues to grow. Community gateways along Maize Road at K-96 and at 37<sup>th</sup> Street, and along 119<sup>th</sup> Street at the northern railroad tracks and at 29<sup>th</sup> Street, should clearly establish the community in the growing region. Figure 15 identifies potential locations for needed gateways and future gateways as westward growth continues.

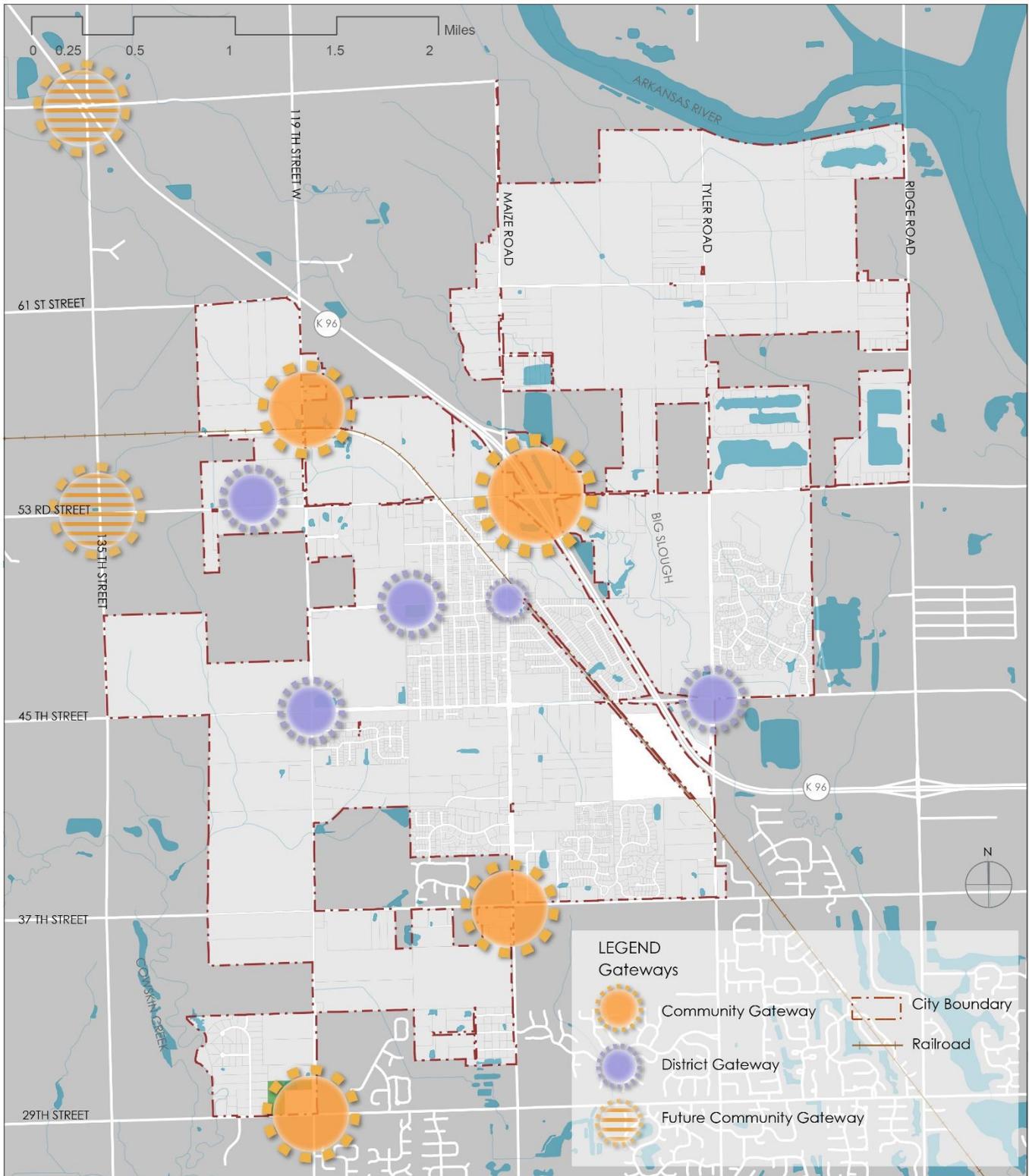


Figure 15: Gateways