

## Appendix A

# Downtown Hutch Today: Existing Conditions

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# Community History

Hutchinson was founded in 1871 by Clinton Carter (C.C.) Hutchinson and has a rich and colorful history that is known for important industries including salt mining, oil, manufacturing, railroads, and grain storage. Hutchinson did not become a city until 1872.

The railroad arrived in 1872 which aided in the development of Hutchinson. In 1872, C.C. Hutchinson organized a private bank located at the current site of First National Bank in Downtown Hutchinson. In 1873, the first public school in Downtown Hutchinson was constructed, the Sherman Public School.

The appearance of Downtown initial development was important. In 1874, an ordinance was established requiring all building construction to be of brick or stone between the railroad and the courthouse.

In 1874, the Reno County Fair came to Hutchinson which planted the seed for the Kansas State Fair which came to town in 1913.

Development in the Downtown district progressed through the early 1880's. Native limestone was used in the development of Main Street in Downtown Hutchinson. In the mid-1880's, came public service.

In the late 1800's, sidewalks began appearing and in 1879, the first saloon license was approved. Between 1880 and 1890, Hutchinson experienced significant growth through the discovery of salt mines.

In 1900, the City Hall was constructed, followed by the courthouse and an opera house Downtown.

When the age of the automobile arrived in Hutchinson in 1902, visions of tourism began to unfold. Devastating flood waters damaged Downtown buildings in 1903 which led to the development of a canal in 1905.

In 1908 a firetruck was purchased for Fire Station #2 located on West 5th which was the first such motorized vehicle in Kansas.

Increases in area grain production led to the formation of the Hutchinson Board of Trade in 1910 which was housed in the Hoke building located Downtown. By 1913, Hutchinson's Main Street began to resemble a metropolitan appearance.

In 1914, Emerson Carey signed an agreement allowing cross-country cars to enter Hutchinson.


Hutchinson businessmen first organized the Commercial Club which then led to the formation of the Chamber of Commerce was organized in 1919.

As growth continued in Hutchinson, so did production agriculture, which led to the need for a milling operation. By the 1920's, vegetable and fruit production became a vital component of the Hutchinson economy. The ending of the war led to growth in the community.

A gift of 200 acres in 1921 from Emerson Carey to the City of Hutchinson led to the development of Carey Park located on south Main Street.

Growth increased in the late 1920's when 262 acres was purchased and nearly 200 homes were constructed.

From 1930-1940 Hutchinson continued to experience growth and older homes on East Sherman, 1st and Avenue A were converted into apartments for additional housing units.



Downtown Hutchinson is the center for community events, unique shops and services, and casual and upscale dining and entertainment. Downtown has one of the state's largest owner-operated antique districts as well as locally owned shops and restaurants, many of which are housed in buildings with architecture dating back to the late 1800's. It is home to working artists, musicians, dancers and venues featuring local and nationally known artists and murals. With a rich history and community desire to preserve and cultivate this history into current and future endeavors, Hutchinson has a unique foundation from which to build its future social and physical fabric.

In 1931, the Fox Theatre opened. Amidst the Great Depression in the 1930's, Hutchinson was gifted its first radio station, KWBG.

The current airport was constructed in the 1940's because of the Naval Air Station located near Hutchinson.

As the 1940's began, the Post Office located at 128 East First Street was constructed.

The city continued to experience growth through the 1950's with construction of the Hutchinson Public Library, Plaza Towers, four elementary schools (McCandless, Morgan, Wiley, and Graber) Hutchinson Sports Arena, and other major construction projects.

In 1961, the Reno County Historical Society was formed. In 1969, the Board of Trade closed after operating from the Wiley Building. Amtrak began passenger service in Downtown Hutchinson in 1970.

Hutchinson has experienced steady growth, especially in earlier years to the increases of labor needs across multiple industries.

Downtown Hutchinson has a history of being a thriving and vibrant district along with offering a retail mixture of various goods. However, when the building of the Hutchinson Mall was completed in 1986, businesses moved away from the Downtown area. In 1992, Main Street was hit hard once again when city officials faced having to repair and/or replace six bridges found structurally deficient. Many of these bridges were under current streets and buildings.

The story about how the building of Avenue A Park by the City of Hutchinson in 1997 inspired others to believe, act, and invest, bringing our community back to Downtown Hutchinson. Around them, thousands of people traveled up and down Main Street, going into shops, talking to vendors, watching bikers, seeing friends, making new friends, and enjoying the latest Third Thursday. Avenue A Park not only was built but also became the heart of downtown, pumping lifeblood into its surrounding area. Without a doubt, magic was in the air, but that was nothing out of the ordinary for many of the events that take place in Downtown Hutchinson, today.

The Downtown Hutchinson District has experienced significant building renovations and revitalizations to an array of businesses over the years especially from 2004 to 2019. In 2021 work began on improving the streetscape of Main south of Downtown towards Carey Park which will be completed by 2025. This work and investment have significantly improved the look and use of the Downtown buildings while boosting the local economy and extending the Historic Legacy and the life of Downtown's Built Environment.

In 2008 a catalyst couple Jennifer Randall and Dan Brizendine moved to Hutchinson from California and started to invest new capital and renovate buildings, inspiring others to act and appreciate how the arts & culture can energize a community. After purchasing and renovating the corner building at B & Main which became the epicenter to downtown's most favorite community event Third Thursday each month, they took on several other buildings to the North using Jennifer's Gallery space to stimulate interest and inspire new uses at each location. Their efforts have significantly impacted bringing old buildings back to life.

The Avenue A Park has inspired what is known as Third Thursday an active community activity held each month. With stores staying open late, restaurants full of people, artists and local musicians performing and local organizations gathering to interact with the community, downtown is full of visitors and families enjoying a beautiful evening in Downtown Hutchinson.

A beautiful mural painted by famed muralist David Lowenstein transformed the large wall facing the east side of the Avenue A Park, complimenting the large grasshopper art piece commissioned as part of the park project, beginning an arts movement downtown.

Downtown currently is home to over 400 residents from market rate to affordable households, we hope to double that in the next five years. In 2017, 16 units of workforce and market rate town homes were built on an adjacent gateway corridor into downtown. Four of the five featured neighborhoods that the community has worked hard to fix up and revitalize are adjacent to Downtown Hutchinson. On a Main Street that is four lanes wide and over 50 blocks from north to south, Hutchinson is currently developing a series of unique districts. Downtown housing was a key strategy in rebuilding density in downtown and creating a 24 / 7 environment needed for a vital and active downtown.

Today while visiting Downtown Hutchinson, you will enjoy a year-long Sculpture Walk, June Art Walk, A Mile Walk in Avenue A Park, historic building plaques and pavers, beautiful landscaping, and streetscape elements, all adding to the park's beauty and enhancing visitors' downtown experience.

By leveraging local public dollars the City of Hutchinson partnered with state and federal entities to create an environment of public improvements and green spaces that led to over three times the public investment by private investors who then greatly improved buildings and built businesses that better utilized their space and bred a growing synergy of other like businesses around the Park creating an exciting sense of place for commerce, events, workers, visitors and residents to use and enjoy.

Over the years, Hutchinson has developed a revitalization momentum to eventually create a toolbox of resources including grants, architectural services, no interest loan programs, rebate programs and establishing Historic Districts to better support historic tax credit applications to foster development and reward private investment.

Following the Kansas Main Street Design and Historic Preservation Principals have made Downtown Hutchinson what it is today.

# Existing Character

Downtown Hutchinson is a classic historic downtown with colorful commercial storefronts and streetscaping along Main Street running north to south through the downtown district. Main Street is a four-lane road with pull-in parking along both sides, bulb-outs at intersections with stop lights, painted crosswalks, and black metal streetlights. There is public art along Main Street including statues and murals that add to the personality of downtown.

The brick and limestone buildings along Main Street house small businesses and large businesses alike. Many of the buildings in downtown are one or two stories high, with some exceptions located throughout the district. Downtown Hutchinson has unique destinations that add to its character, including the Historic Hutchinson Fox Theatre, Avenue A Park, George Pyle Park, local restaurants, local breweries, and local businesses.

## Land Use and Building Stock

### Existing Land Use

Currently, Downtown Hutchinson supports a variety of land uses, as shown in **Figure A.1, Existing Land Use**. There is a mix of light industrial uses (including utilities and communications infrastructure), offices, civic facilities, and commercial spaces throughout the Planning Area. There are two parks—Avenue A Park at 100 South Main Street and George Pyle Park at 100 East Avenue B. Downtown Hutchinson also supports three hotels along West/East 4th Avenue.

Two nationally recognized historic districts and a substantial collection of historic buildings are significant assets that create downtown’s distinctive identity. The Downtown Core South Historic District is situated at C Avenue, the alleyway south of Sherman, Washington, and Poplar streets, and is roughly bordered by the BNSF railroad tracks, 1st Avenue, the west side of North Main Street, and Poplar Street. The North and South Historic Districts in the Downtown Core have the potential to promote heritage tourism.

The Planning Area is located mostly along Main Street, which spans ten city blocks from Avenue D in the north to approximately 6th Avenue. The most prevalent property uses along Main Street are commercial centers, offices, and light industrial areas. Main Street’s high traffic volume provides companies with tremendous visibility and exposure. Two civic facilities are located on South Main Street between East Avenue B and East Avenue C. The Antique District, Wiley District, and Smith’s Market are in the same section of Main Street between Second Street and Avenue C, which is the center of the Planning Area’s retail core.

A small number of single-family detached homes are scattered across the Planning Area, while only one parcel is designated for multifamily housing. Existing land uses in the downtown area of Hutchinson are primarily light industrial in character, with commercial centers on Main Street and civic facilities and special uses situated one or two blocks to the east and west of Main Street.

FIGURE A.1 EXISTING LAND USE



0' 300' 600' 900' 1200'  
1-inch NORTH  
Data sources: City of Hutchinson, UrbanFootprint, and Glison Studio

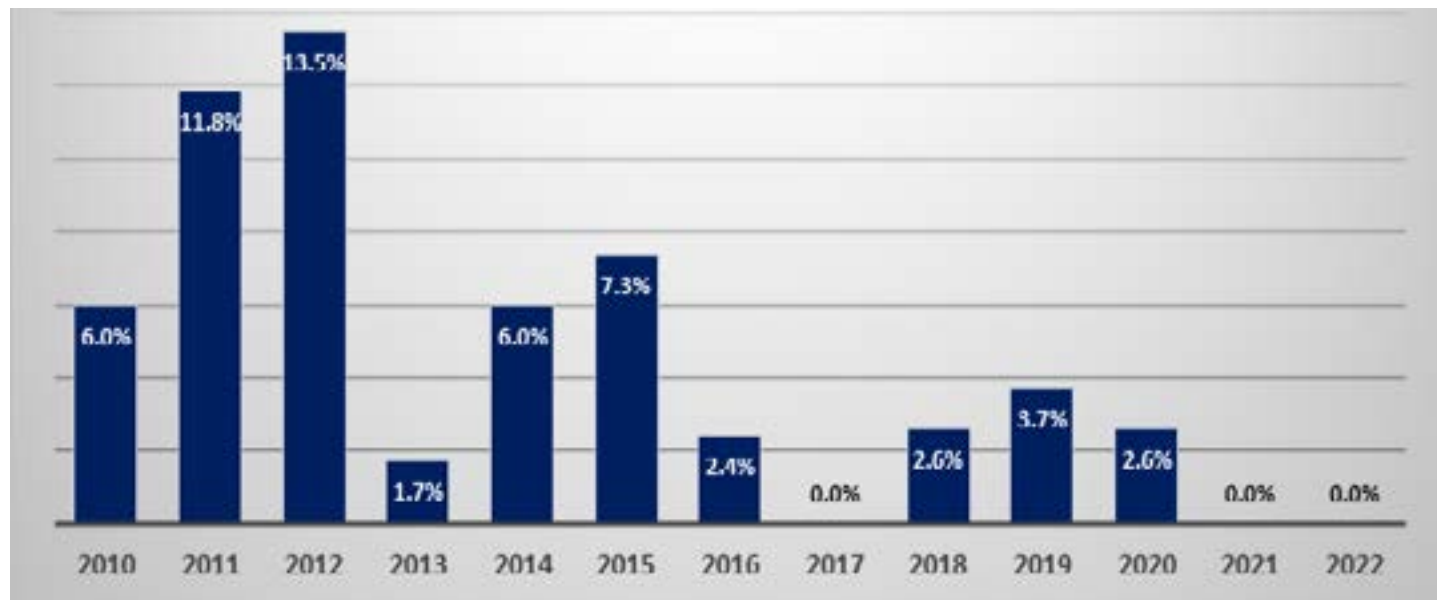
# Existing Property Values and Vacancies

The map in **Figure A.3, Existing Vacant Parcels**, shows parcels that are currently vacant and undeveloped in Downtown Hutchinson. One undeveloped parcel is located on the North/South Main Street corridor, while the remaining undeveloped parcels are located on adjacent streets. The highest concentration of commercial and light industrial vacancies is in the southern portion of the downtown Planning Area, south of West/East Avenue B.

Downtown Hutchinson contains 49 retail establishments with 550,619 square feet of commercial space, making up 15.2 percent of the city's stock. By the end of 2022, all the retail space in the Planning Area was occupied to capacity, and no new commercial space was being built. The retail space inventory in the Planning Area has been operating at a vacancy rate significantly below market equilibrium since 2016. The difficulty in finding retail space that can be occupied right away is a deterrent to attracting new businesses to Hutchinson's downtown.

Due to negative space absorption, the Downtown Hutchinson retail area experienced high vacancy rates from 2011 to 2015, peaking at 13.5 percent in 2012. The overall annualized vacancy rate in Downtown Hutchinson fluctuated from 0.0 percent to 3.7 percent from 2016 to 2022 because of increased retail space demand and a lack of new supply additions. Downtown Hutch also boasts 12 eating and drinking establishments, including four restaurants and two breweries. According to Canyon Research's market study (**Appendix D**), it has been reported that several vacant buildings in Downtown possess restaurant improvements making reopening more cost effective. An efficient business mix can exist to attract additional eating and drinking places while supporting the low vacancy rate.

**FIGURE A.2 DOWNTOWN HUTCHINSON PLANNING AREA RETAIL VACANCY RATE TRENDS**



**FIGURE A.3 EXISTING VACANT PARCELS**



# Existing Zoning and Overlays

The City of Hutchinson has 22 zoning districts and four overlay districts. **Figure A.4, Existing Zoning**, illustrates the zoning and overlay districts included in the Planning Area, which are as follows:

- C1 - Office Commercial District
- C4 - Special Commercial District
- C5 - Downtown District
- I1 - Light Industrial District
- I2 - Industrial District
- I3 - Heavy Industrial District
- P/I - Public and Institutional District
- R6 - Infill Residential District
- GATE - Gateway Corridor Overlay District

Most of the Planning Area is designated as C5 - Downtown District. Parcels zoned C5 are generally located along N/S Main Street and W/E 1st Avenue. The intent of this district is to encourage a mix of adaptive reuses in downtown buildings that especially cater to pedestrian traffic to create a lively, attractive destination. Residential uses are allowed on upper stories of buildings and by conditional use permit on the rear half of the ground floor, provided the front half is used for commercial purposes.

Surrounding land uses support the downtown core and provide a transitional buffer. The C1 - Office Commercial District specifically limits commercial development to low-intensity professional and administrative offices that are compatible with residential districts to provide a buffer for neighborhoods. The C4 - Special Commercial District is meant to provide neighborhood commercial activity while minimizing adverse effects on surrounding parcels. Residential uses are only allowed in C4 in some cases with a special use permit. The R6 - Infill Residential District allows for a mix of medium to high-density dwelling units in areas that either pre-date or do not follow traditional suburban residential patterns. P/I - Public and Institutional District areas include civic facilities such as city/county department offices and parks. Each of the three industrial districts are included in the downtown planning area, the intensity of which increases from north to south.

The GATE - Gateway Corridor Overlay District designation is used to indicate key entry corridors into the city, including right-of-way and any immediately adjacent lots, by applying specific design criteria to promote visual appeal. Areas in the downtown Planning Area with GATE designation include S Main Street south of W Avenue C, W Avenue A from Woody Seat Boulevard to S Washington Street, and S Adam Street from W Sherman Street to W Avenue A.

FIGURE A.4 EXISTING ZONING



# Existing Downtown Streetscape

While there have been recent improvements in some areas of the Planning Area, there are not consistent streetscape treatments throughout the entire area. West Avenue A from South Adams Street to South Main Street has recently been improved with new pavement and sidewalks that align with Avenue A Park. Bump outs and a landscaped median were added to the intersection of South Main Street and West/East Avenue A.

The North/South Main Street corridor has consistent streetscape elements from West/East 5th Avenue to West/East Avenue C. There is angled parking on both sides of the street and landscaped curb bump outs at each intersection. Street trees are present, but only from East 3rd Avenue to West/East Avenue C.

West/East 1st Avenue has some consistent streetscape elements from North Washington Street to North Poplar Street. The wide corridor has angled parking on both sides of the street and in the middle of both travel lanes. In the noted section, there are several landscaped areas along both sides of the street with trees and plantings, as well as a landscaped median at the East 1st Street and North Walnut Street intersection.

2nd Avenue and Avenue B are east-west streets in the Planning Area that possess considerable right-of-way that could be utilized to widen sidewalks and increase pedestrian activity. As pedestrians follow the roads away from Main Street, the quality of the sidewalks and streetscape declines. Examples like the intersection of East 2nd Avenue/North Poplar Street and East Avenue B/South Poplar Street demonstrate the need for added ADA compliant ramps and crosswalk pavement markings. Just east of George Pyle Park begins another landscaped median on East Avenue B with well-shaded sidewalks provided on both sides of the street.

# Existing Parks and Public Space

Two city parks exist downtown: Avenue A Park and George Pyle Park. Three additional parks are near downtown, including Shadduck Park to the west, Ashmeade Park to the west, and Elmdale Park to the southeast.

Avenue A Park is located at 100 South Main Street and is classified as a Special Use Facility by the Healthy Community Parks and Recreation Master Plan (2019). This park's enhancement—completed in 1997—began as a bridge improvement project, as the city needed to replace a series of structurally deficient bridges that ran beneath Avenue A. The project adapted and was constructed to include an open channel with multiple park amenities. Avenue A Park now features an enclosed shelter, a public stage/gazebo, a greenspace/natural area, an open shelter, restrooms, a walkway along the open channel, a footbridge over the channel, a pocket park featuring a limestone sculpted grasshopper, and a splash pad.

George Pyle Park is located at 100 East Avenue B and features a greenspace/natural area, open shelter, playground, and walking loop. This park is classified as a Neighborhood Park by the Healthy Community Parks and Recreation Master Plan (2019). Each Neighborhood Park's functional quality, based on its elements, was evaluated in the Healthy Community Parks and Recreation Master Plan and was scored proportionally to that of the highest-ranking park: Memorial Park. George Pyle Park scored a 48, meaning its existing quality is at the low-end of the top-third performing Neighborhood Parks in Hutchinson—leaving room for improvement. The Healthy Community Parks and Recreation Master Plan (2019) recommends removal of the graffiti at this park.

A public greenspace is located at the northeast corner of 2nd Avenue and Main Street and includes a gazebo and shaded seating area with multiple benches. Outside of Avenue A Park, George Pyle Park, and the public greenspace at 2nd Avenue and Main Street, public gathering spaces and greenspace are limited in number downtown.

# Existing Programming

Many regularly occurring events take place in downtown Hutchinson, the most frequent of which is Third Thursday. Hutch Rec turns downtown into a celebration of local art, music, and community, encouraging people to stroll downtown's streets, take in the local music and art scene, shop, dine, and enjoy each month's events.

Third Thursday can have a variety of themes and events, including:

- Hutch Happenings
- Downtown Hutch Art Tour
- Street Art
- Bike. Walk. Hutch.
- Smallville Festival
- Arts & Eats
- Dog Days of Summer
- All Things Kansas
- Salt City Music Showcase
- Holiday Lights
- Shop Hutch for the Holidays

Outside of Third Thursday, multiple annual events take place, including:

- Farmers' Market. Located at the corner of 2nd Avenue and Washington Street, the market's hours are 7:30 a.m. to 12:30 p.m. on Saturdays beginning May 16, and 10:00 a.m. to 1:00 p.m. on Wednesdays beginning mid-June. The market offers a variety of fruit, veggies, jams and jellies, baked goods, crafts, and much more—all from local vendors.
- Fourth of July Parade. An event sponsored by Eagle Communications, this parade takes place downtown starting at Avenue B and Main Street.
- Rod Run and Classic Car Show. This event draws approximately 25,000 visitors to downtown during the first weekend of October. The event includes a Show & Shine of 400+ hot rods, classic and antique cars, trucks and motorcycles, a Friday welcome happy hour followed by a Main Street Cruise, a Burnout show, and vendor demonstrations.
- Chili and Soup Festival. This event is a family-friendly event and draws the greater community.

Downtown is also home to many destinations, including Hutchinson's historic Fox Theatre, Stage 9, and the Family Community Theater, all of which draw residents and visitors alike throughout the year.

# Existing Transportation and Connectivity

This section provides a short overview of the transportation network and level of connectivity in Downtown Hutchinson and the surrounding area. Major aspects and elements of vehicular, bike, and pedestrian infrastructure are briefly described.

## Regional Roadway Network

Downtown Hutchinson is connected to South Hutchinson and the surrounding region through a network of city streets, county roads, and state highways. Prominent highways include KS61, KS14/US96, and US50 with access points outside of the downtown core. 4th Avenue provides an access point from downtown to KS14/US96 to the east and KS61 to the west. US50 can be accessed by heading south on either KS14/US96 or KS61. It can also be accessed through South Hutchinson by crossing the Arkansas River via Kansas Avenue or North Main Street.

## Downtown Roadway Network

The roadway network in the downtown core is characterized by a grid system of east-west and north-south roads. The gridded framework is composed of collector and local streets, with Woodie Seat Freeway located southwest and immediately outside of the designated boundary. The north-south collector streets are Adams Street, Main Street, and a portion of Washington Street. The prominent east-west collector streets are 5th Avenue, 4th Avenue, 2nd Avenue, and Avenue A. All other roadways within the downtown core are classified as local streets. Main Street serves as the anchor of Downtown Hutchinson with 4th Avenue, 1st Avenue and Avenue A serving as major east-west connectors across the downtown core. This is illustrated in **Figure A.5, Vehicular Transportation**.

## Downtown Parking

Parking is available throughout Downtown Hutchinson. There are angled parking spaces available to residents and visitors, with 2-hour free parking from 8:00 a.m. to 5:00 p.m. along Main Street. First and Second Avenue feature additional parking spaces, forming a median from North Poplar Street to North Adams Street. Additional private and parking lots are located throughout the downtown core.

FIGURE A.5 EXISTING VEHICULAR TRANSPORTATION

**LEGEND**

- Downtown Planning Area
- Existing Building
- Park
- Rail Line

**ROADWAY CLASSIFICATION**

- Freeway/Highway
- Collector
- Local
- Other



Data Sources: City of Hutchinson, UrbanFootprint, and Clifton Studio



# Active Transportation

Downtown Hutchinson provides parking spaces for residents and visitors alike. However, transportation alternatives are important to provide for residents who are unable to or do not wish to drive. This may include the availability of public transportation resources and active transportation options such as biking and walking. These active transportation alternatives may also provide recreational opportunities and health benefits. The network is shown in **Figure A.6, Existing Active Transportation**.

## Sidewalks and Pedestrian Facilities

Most of the network within the downtown boundary has either an attached or detached sidewalk present on both sides of the street. The sidewalks were designed to meet American Disability Association requirements, though some segments have fallen into disrepair. However, most of the sidewalks were in relatively good condition without an immediate need of repair at the time of the 2015 Bike and Pedestrian Plan.

## Trails and Bike Facilities

According to the 2015 Bike and Pedestrian Plan, the bike system within Downtown Hutchinson, while not complete, features a locally signed route along Main Street and Third Avenue. While these routes allow for bikes to share the street with automobiles, they may not be entirely comfortable for bike users. At the time of the 2015 plan, there was only one designated bike lane, which was located along Avenue A. This bike lane also connects to the Jim P. Martinez-Sunflower Trail, the only designated trail with nearby access to the downtown core.

## Walkability

The National Walkability Index is a program developed by the Environmental Protection Agency (EPA) to measure the relative walkability of communities across the nation. Each census block group is assigned a score from one to 20 based on intersection density, proximity to transit stops and diversity of land uses.

Scores are then categorized as the following:

- Least Walkable
- Below Average Walkability
- Average Walkability
- Above Average Walkability

The National Walkability Index classifies each parcel within the Planning Area into its appropriate National Walkability Index. The census block groups within the downtown boundary score at the highest level, indicating an Above Average level of walkability. There is only a small, slight portion at the southern tip of the downtown area that scores a lower score, indicating an Average level of walkability.

**FIGURE A.6 EXISTING ACTIVE TRANSPORTATION**



## Public Transportation

The City of Hutchinson is serviced by RCAT, the Reno County Area Transit. RCAT provides service to Hutchinson, South Hutchinson, and parts of Reno County, providing residents an opportunity to travel throughout the city. Every fixed route has a stop near Downtown Hutchinson or passes through the north or south end of the area. Route 1 Blue runs along Avenue A, north on Main Street until it reaches 30th Avenue where it turns east. Typical hours of operation for the fixed routes are 8:00 a.m. to 5:00 p.m., Monday through Friday. The general fare for this service is \$1.00 with discounted rates for adults with a disability, seniors, children, and students. Service on Saturdays is classified as a door to door, demand-response service. This allows riders to call the RCAT office and schedule a pick-up at their location. Riders will then be dropped off at their destination. The fare for this type of service is \$2.00 per trip. Paratransit riders may use this demand-response service throughout the week, Monday through Friday, by following the same protocol.

In addition to local public transportation, Hutchinson has access to Amtrak with a station located in Downtown Hutchinson. Amtrak connects Hutchinson residents and visitors to a national network of passenger trains. Amtrak's Southwest Chief Line provides direct connectivity to other destinations in Kansas including Kansas City, Topeka, Newton, Garden City, and Dodge City. The same line also provides connectivity to destinations in Colorado, New Mexico, Arizona, California, Missouri, Iowa, and Illinois. Service hours and fares vary by destination.

## Railroads

The north side of Downtown Hutchinson is bifurcated by a rail line, running northwest from Poplar Street to Adams Street. The rail line extends in both directions beyond the downtown boundary. The Hutchinson Amtrak station is located at North Walnut Street and East Third Avenue. There are also existing rail lines at the southern tip of the downtown core, located at the intersections of Main and Avenue C and Main and Avenue D. Hutchinson's connectivity with the railroad network provides connectivity to a national network of railways.

## Hutchinson Regional Airport

The Hutchinson Regional Airport is located within three miles from Downtown and provides easy access to Hutchinson's business districts. The airport is considered a Class IV FAA airport, offering complete aviation services throughout South-Central Kansas, and features a 7,003' x 100' all-weather runway, a 4,400' x 100' cross wind runway, and a 4,012' x 75' cross wind runway. Daily operations are funded through leases and contracts with tenants and businesses subsidized by the City's general fund.

# Existing Natural Features

This section of the Plan briefly describes the natural features in and surrounding downtown Hutchinson and existing risks and opportunities associated with the natural landscape of the area. Natural features, including topography, waterbodies, floodways, and vegetation, are illustrated in **Figure A.7, Existing Natural Features**.

## Topography

Downtown Hutchinson sits approximately 1,542 feet in elevation throughout the Planning Area, with the lowest points in elevation along the southern side of downtown near Avenue D, and higher points of elevation across the central and northern parts of downtown. The topography of downtown is fairly level, sloping gradually downward to the east.

## Waterbodies and Waterways

Water resources, including waterbodies and waterways, are dispersed throughout Hutchinson. The waterbody within downtown Hutchinson includes a small portion of the Cow Creek tributary, a 112-mile-long stream that flows through Rice and Reno counties, Kansas into the Arkansas River.

The Cow Creek tributary runs through the downtown area along the southwestern portion to the southeast. Most of this waterbody is located underground except for a small portion crossing the parcel at Adams Street and W Ave A and opening back up again at Avenue B and Poplar Street.

## Floodways and Floodplains

Flood risk has been mapped throughout the city through the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program. FEMA typically identifies flood-prone areas through detailed hydrologic and hydraulic modeling and occasionally through approximate methods to assist with the planning, management, and risk assessment within watersheds.

Based on FEMA's assessment, downtown resides mostly within an area of reduced flood risk due to the levee as shown in **Figure A.7, Existing Natural Features**. The southern portion of downtown is in the 500-year floodplain in the 0.2 percent chance of flooding.

## Vegetation and Landscaping

The vegetation in Hutchinson reflects the strengths and restrictions of its climate. Hutchinson's summers are hot, humid, and mostly clear and winters are very cold, snowy, windy, and partly cloudy. Temperatures range from 22 degrees to 94 degrees; it is typically rare to have temperatures below 7 degrees and above 103. Plant species such as maples, redbuds, crabapple, oaks, hydrangeas, weigela, witch hazel and more grow well in central Kansas. Streetscaping in downtown is limited to landscaped intersections with streets trees and ground level planters. To the south, larger open space park areas include Avenue A Park and George Pyle Park. Each of these parks are a block wide and contain lush vegetation and trees with trails.

FIGURE A.7 EXISTING NATURAL FEATURES

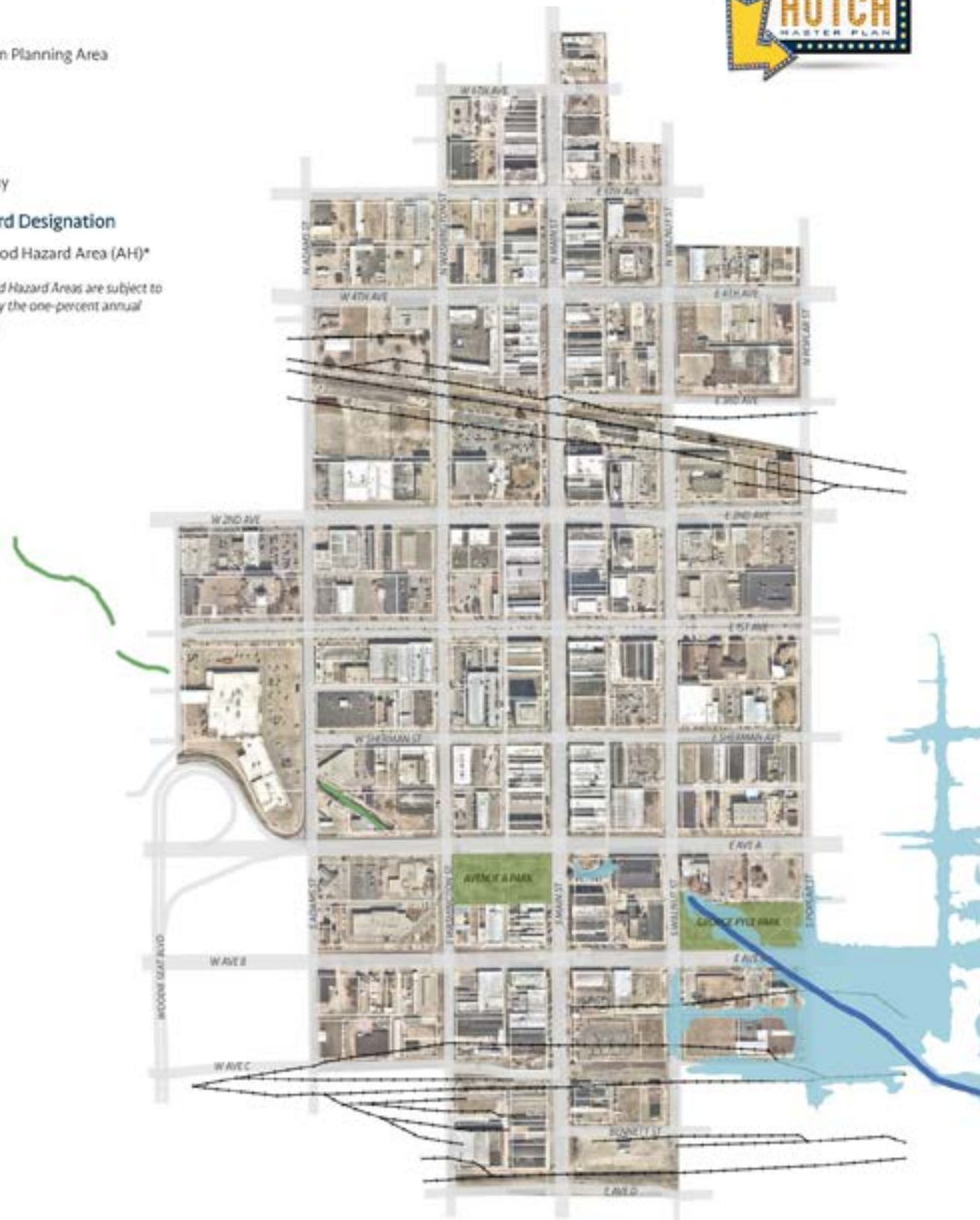
**LEGEND**

- Downtown Planning Area
- Park
- Rail Line
- Wetland
- Streamway

**FEMA Flood Hazard Designation**

- Special Flood Hazard Area (AH)\*

\*Special Flood Hazard Areas are subject to inundation by the one-percent annual chance flood



Data Sources: City of Hutchinson, UrbanFootprint, and Olsson Studio

# Existing Utilities

The City of Hutchinson operates and maintains the City's existing utilities, which are in varying conditions. The city also conducts and oversees the planning efforts that anticipate the growth and management of these operations over time. This section provides brief overviews of the City's utilities.

## Water Distribution and Sanitary Collection

The Water Distribution and Sewer Collection system is maintained by the City of Hutchinson. The infrastructure in the downtown area is in good condition and the water line on Main Street in the downtown area was replaced between 2004 and 2019 as part of the streetscape improvements.

## Stormwater Management

The City has a Stormwater Master Plan that funds three different types of projects. The plan has eight flood reduction or mitigation projects listed inside of it. Engineering has a Maintenance reserve account that is to repair and replace failing infrastructure. Public Works has a Stormwater maintenance crew that maintains the stormwater infrastructure and cleans the storm sewer lines.

## Water Conservation

The City has a Water Conservation Plan, the primary objectives of which are to develop long-term water conservation plans and short-term water emergency plans to assure the city customers of an adequate water supply to meet their needs. The City of Hutchinson has implemented 3 conservation practices: 1) Educating water users and providing information, 2) Responsible management of water use including metering of flow and monitoring well output, and 3) Regulation Practices (reduce lawn watering when drought conditions are persistent).

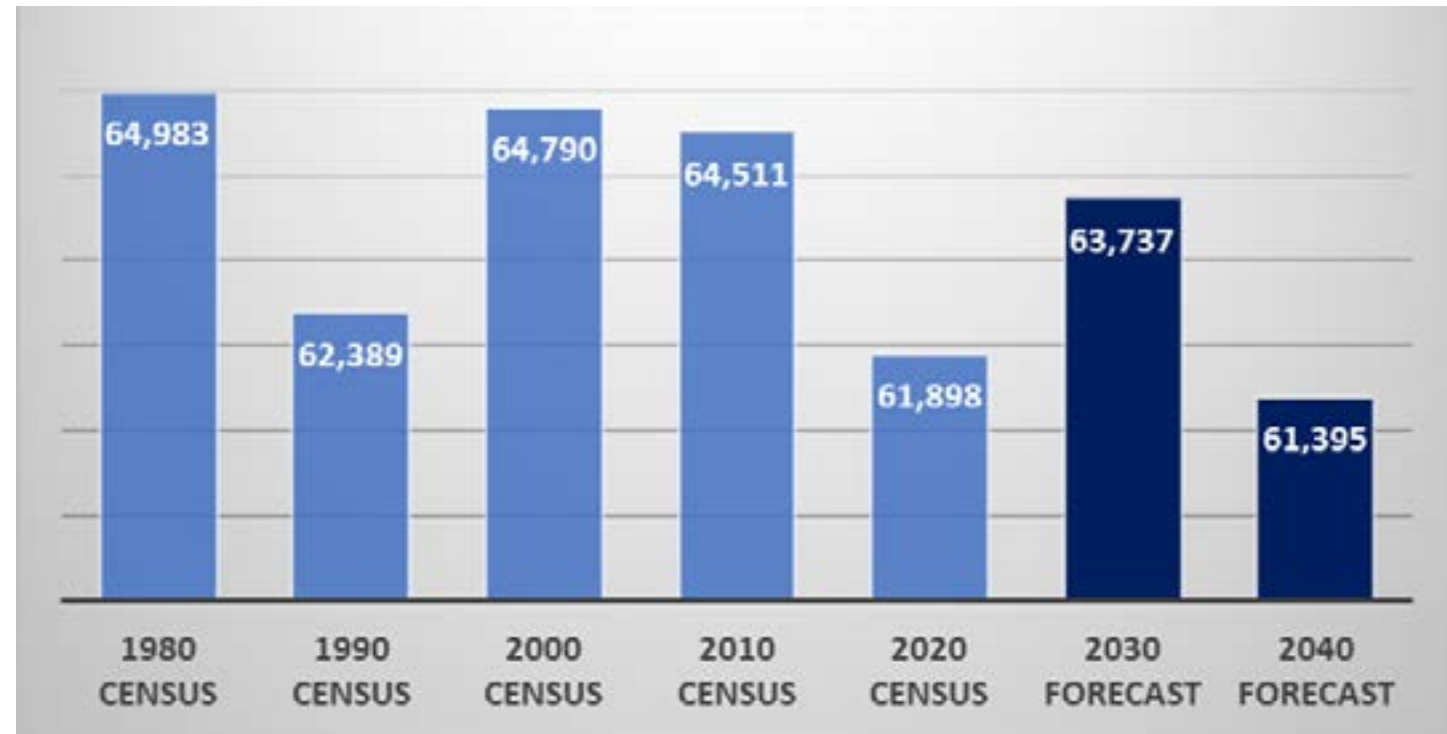
# Existing Demographics, Workforce, and Housing

According to U.S. Census, in 2022 Hutchinson had an estimate of 39,950 people. The city serves as a regional hub for commerce, industry, and healthcare in central Kansas. Hutchinson has a diverse economy with various industries, including manufacturing, agriculture, healthcare, and education. Major employers in the area include Tyson Foods, Hutchinson Regional Health System, Dillons, and Hutchinson Community College. There is a large range of housing options in Hutchinson, from single-family homes to apartments and condominiums. The median home value in Hutchinson is around the national average, making it an affordable place to live compared to some larger cities.

## Population Growth

Hutchinson’s population has been stable for the last 40 years, ranging between 39,000 and 40,000 people. During the 1970s, the city’s population expanded by 9.2 percent to 40,284 people. **Figure A.8** shows that the population fell by 2.4 percent in the 1980s before rebounding with growth rates of 3.8 percent in the 1990s and 3.2 percent in the 2000s. Hutchinson’s population fell by 4.9 percent between 2010 and 2020, to 40,006 people. Hutchinson is Reno County’s population center, and as of 2020, 65 percent of Reno County citizens were Hutchinson residents (U.S. Census Bureau).

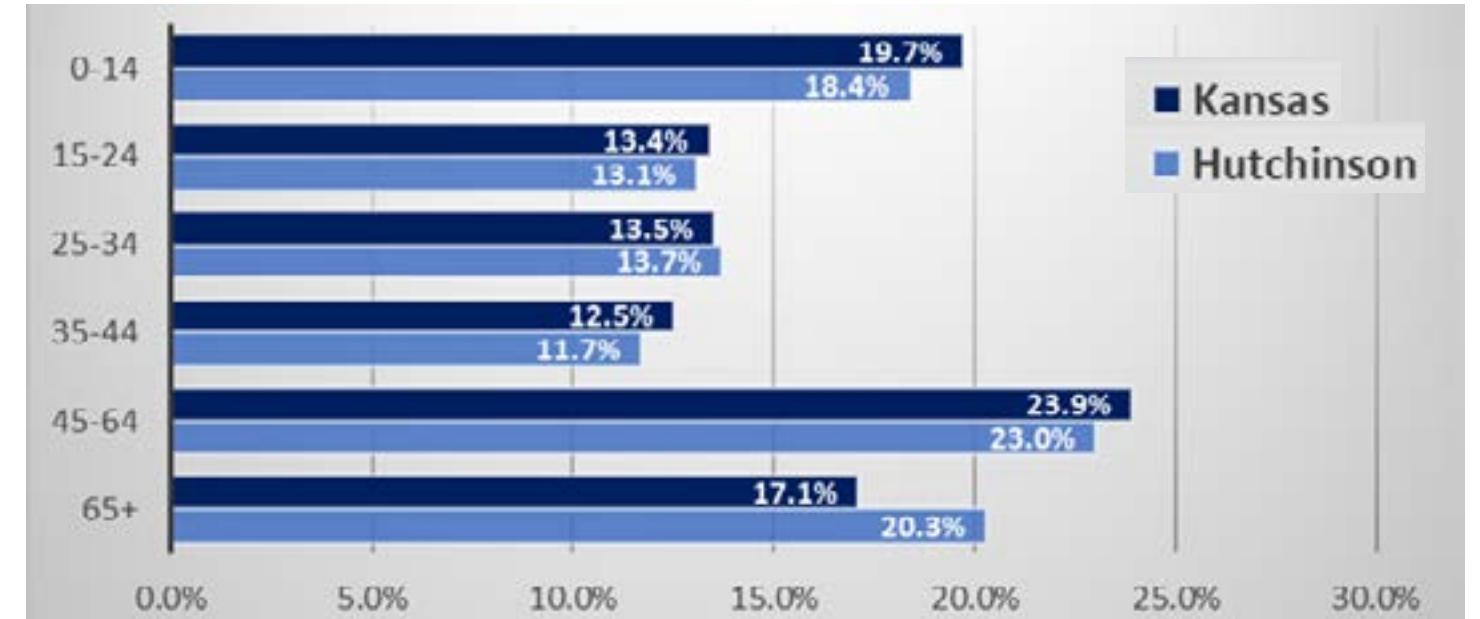
**FIGURE A.8 POPULATION GROWTH**



## Population Age

Age is an important indicator of a community’s consumption patterns, housing and personal needs, as well as its financial context. Hutchinson’s population primarily consists of children in the 0-14 age range, and adults in the 45-64 and 65+ age ranges, as shown in **Figure A.9**. Compared to statewide averages, Hutchinson supports an older population with a large senior population aging in place. The adolescent to young adult population ages ranges 0-14 and 15-24 respectively, are lower than the statewide percentages. The number of adults aged 35-44 and 45-64 years are also lower than the statewide percentages.

**FIGURE A.9 POPULATION AGE**



**TABLE A.1 CITY OF HUTCHINSON HOUSEHOLDS BY TYPE; 2022**

Household Type	City of Hutchinson	State of Kansas
Total Households	16,613	1,153,738
Family Households	61.2%	66.0%
Married Couple Households	44.3%	51.1%
With Related Children	17.1%	22.5%
Other Family (No Spouse Present)	16.8%	14.9%
With Children Present	11.8%	11.8%
Householder Living Alone	32.9%	27.8%
Householder Living Alone 65+ Years Old	4.3%	3.7%
All Households with Children	29.4%	33.2%
Average Household Size	2.27	2.49
Average Family Size	2.93	3.07

Source: Esri Business Analyst.

## Household Composition

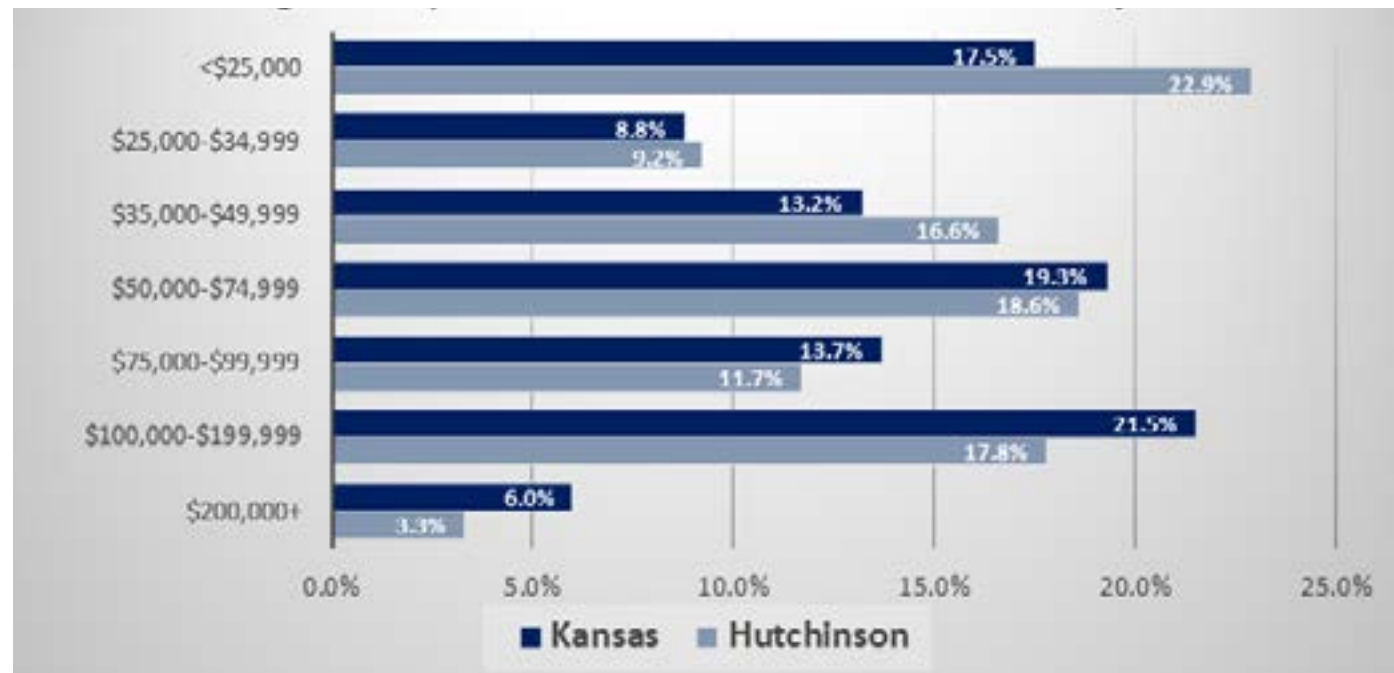
Hutchinson has a lower than state average rate of family households, as shown in Table A.1. The average household size in Hutchinson is 2.27 people, which is also lower than the state average of 2.49 people per home. The percentage of people living alone in Hutchinson is 32.9 percent, which is much higher than the statewide average of 27.8 percent. The greater incidence of individuals living alone is backed by a lower than state average Households with Married Couples (44.3 percent), which is approximately seven percent lower than the State of Kansas.

## Household Income

The impact of a community on retail expenditures, housing requirements and values, and residential rents is defined by household income levels. Hutchinson's median household income of \$51,229 contrasts Kansas' median household income of \$61,084, with a substantially higher rate of low-income families earning less than \$25,000 and a much lower rate of high-income households making \$100,000 or more. Hutchinson families earn less than \$25,000 per year, compared to 17.5 percent statewide, indicating a need for affordable and income-based housing. The rent for properties receiving Low-Income Housing Tax Credit funding is 30% of the tenant's income (\$7,500 if earned \$25,000 per year). Hutchinson's well-below-average household income limits attainable retail sales, home values, and residential rents.

Renters with incomes of \$35,000 or less are more likely to qualify for any type of housing assistance. Households earning between \$35,000 and \$49,999 and \$50,000 to \$74,999 can qualify for for-sale housing valued between \$100,000 and \$199,999, according to standard lending norms. An estimated 16.6% of Hutchinson households earn between \$35,000 and \$49,999, compared to 13.2% statewide, and 18.6% make between \$50,000 and \$74,999, compared to 19.3% statewide, as shown in **Figure A.10**.

**FIGURE A.10 HOUSEHOLD INCOME DISTRIBUTION COMPARISON**

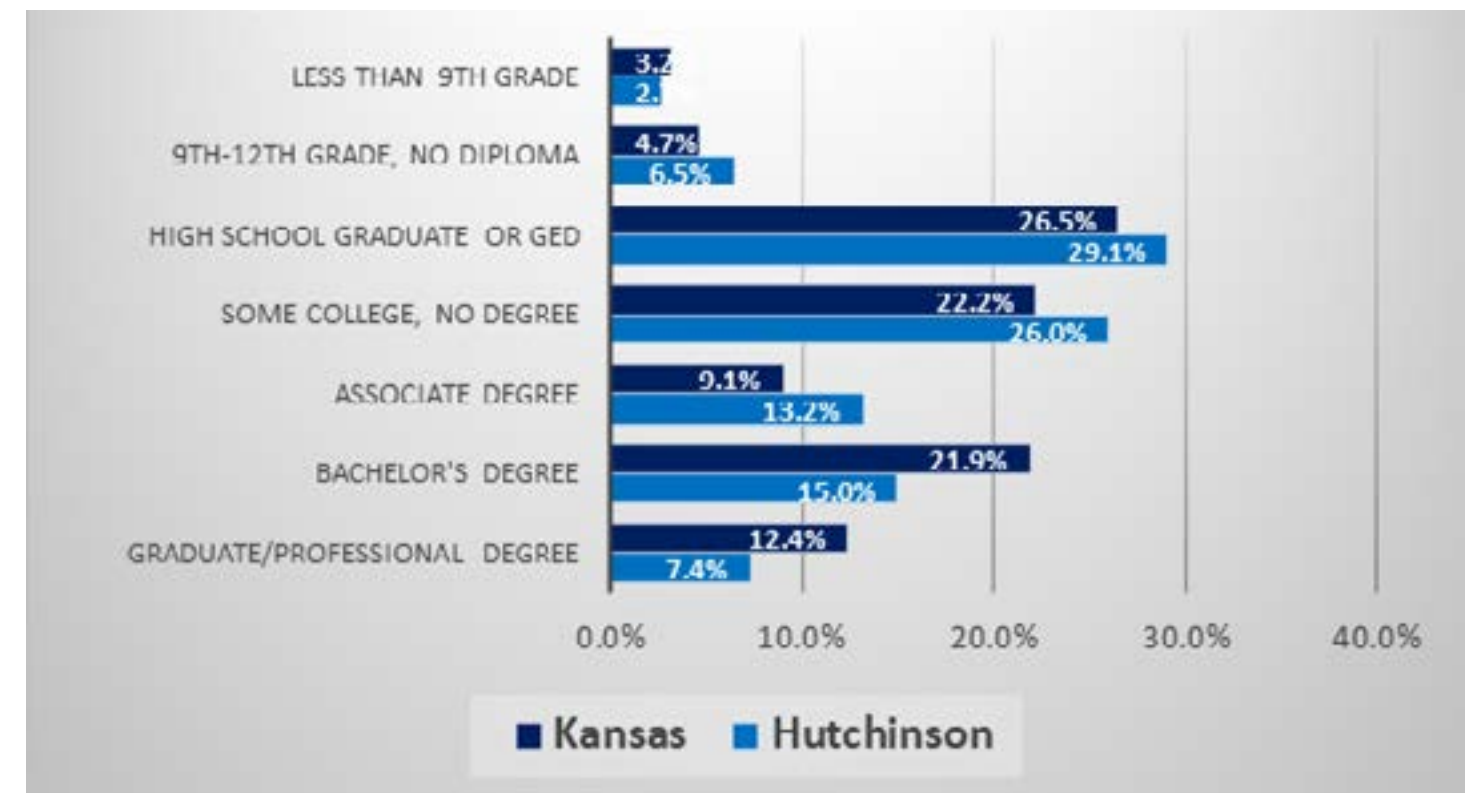


## Educational Attainment

Educational attainment evaluates labor skill levels in a market and is becoming increasingly crucial in attracting and retaining knowledge-based companies as well as supporting above-average earnings. Educational attainment has a direct impact on achievable income levels, retail spending patterns, home values, and commercial space demand.

Hutchinson's adult population is slightly less educated than the general Kansas population, as seen in **Figure A.11**, with 35.6 percent achieving an Associate Degree or above compared to 43.4 percent statewide. Almost 38% of Hutchinson people, on the other hand, had a high school diploma or less, compared to 34.4 percent of the statewide population. The educational attainment levels of the Hutchinson adult population are appropriate for targeting industries such as manufacturing, retail commerce, and professional and business services.

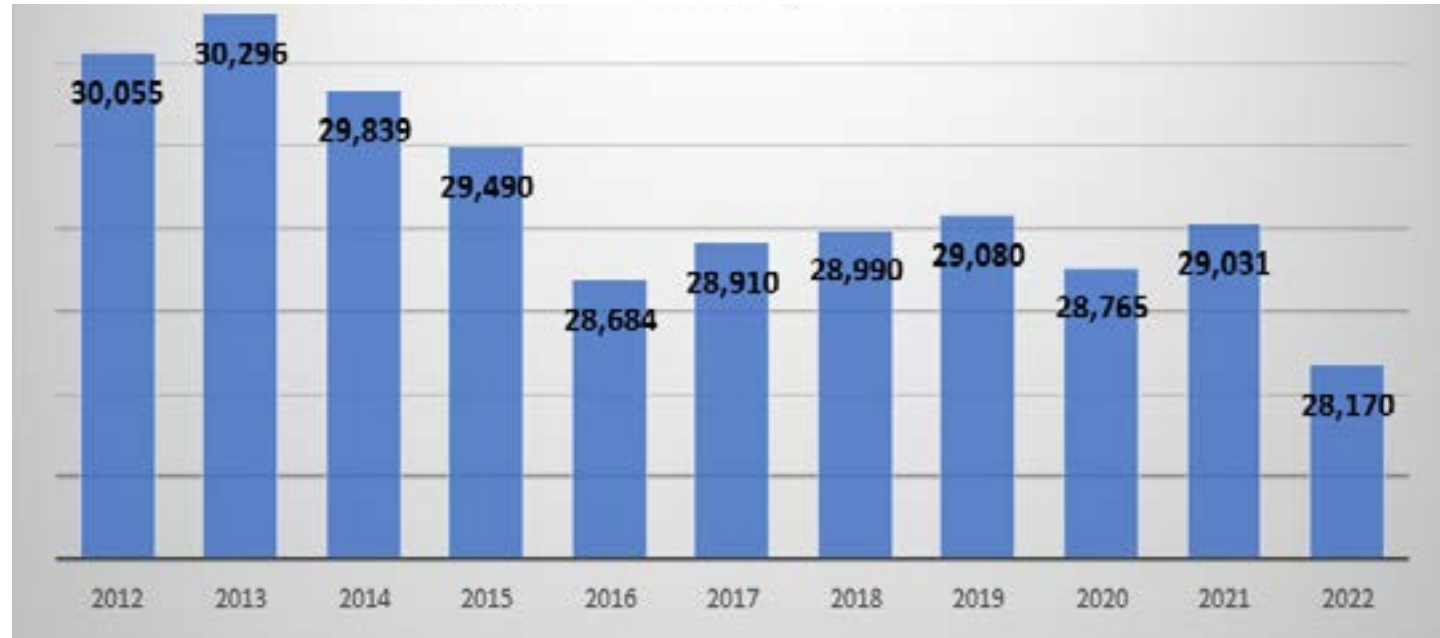
**FIGURE A.11 EDUCATIONAL ATTAINMENT LEVELS**



## Existing Employment Conditions

Hutchinson has a diverse employment landscape with various industries contributing to the local economy. Some key sectors of employment in Hutchinson includes manufacturing, healthcare, education, and finance & insurance. Hutchinson has a robust healthcare sector with the Hutchinson Regional Healthcare System being one of the major employers in the area. Education is another significant employment sector in Hutchinson, with Hutchinson Community College being a prominent institution in the area.

**FIGURE A.12 RENO COUNTY EMPLOYMENT TRENDS**



**Employment Trends**

Job growth is an excellent indication of general economic circumstances and the need for housing, commercial and industrial space when it feeds the expansion of a community’s population, income, and retail expenditures. Hutchinson is in Reno County, Kansas, which is just outside the four-county Wichita MSA and has a population of 648,000 people and 311,700 jobs.

Reno County and the Wichita MSA have experienced varying growth during 2012, as illustrated in **Figure A.12**. Employment fell from a high of 30,296 jobs in 2013 to a low of 28,684 jobs in 2016. Reno County experienced steady job growth during the next three years, gaining 396 positions. Although employment increased by 265 jobs in 2021, it decreased by 861 jobs in 2022.

**Existing Real Estate Market**

As the largest city in Reno County, Hutchinson serves as the principal shopping destination supporting a pull factor of 1.19, indicating it captures retail sales at a rate 19 percent above the statewide average. Along with the retail market, the Hutchinson office market totals 972,903 square feet of space, as Downtown, and North Main Street and Missouri 61 Highway serving as the prominent office districts. With Downtown Hutchinson being an important destination for the city, four hotels operate in the area totaling 199 guest rooms. Soon the historic Hoke building will be converted into a 23-room boutique hotel that will add a new lodging product to the Downtown real estate market.

**FIGURE A.13 DOWNTOWN HUTCHINSON PLANNING AREA RETAIL MARKET TRENDS**

Year	# of Properties	Inventory Sq. Ft.	Vacant Space	Vacancy Rate	Net Absorption
2010	49	550,619	32,945	6.0%	0
2011	49	550,619	65,179	11.8%	-32,234
2012	49	550,619	74,147	13.5%	-8,968
2013	49	550,619	9,400	1.7%	64,747
2014	49	550,619	32,925	6.0%	-23,525
2015	49	550,619	40,425	7.3%	-7,500
2016	49	550,619	13,434	2.4%	26,991
2017	49	550,619	0	0.0%	13,434
2018	49	550,619	14,500	2.6%	-14,500
2019	49	550,619	20,500	3.7%	-6,000
2020	49	550,619	14,500	2.6%	6,000
2021	49	550,619	0	0.0%	14,500
2022	49	550,619	0	0.0%	0

Source: CoStar.

**Commercial/Retail Space**

The Downtown Hutchinson Planning Area is centered on Main Street and extends nine city blocks north from Avenue C to 6th Avenue. The Planning Area has two economic activity centers. The retail business core is located at the south end of Main Street between 3rd Street and Avenue C, while the remainder of Main Street from 3rd Street north to 6th Street is comprised of lower density commercial buildings. As shown in **Figure A.13**, downtown Hutchinson has 49 retail properties totaling 550,619 square feet of commercial space, accounting for 15.2 percent of the citywide inventory.

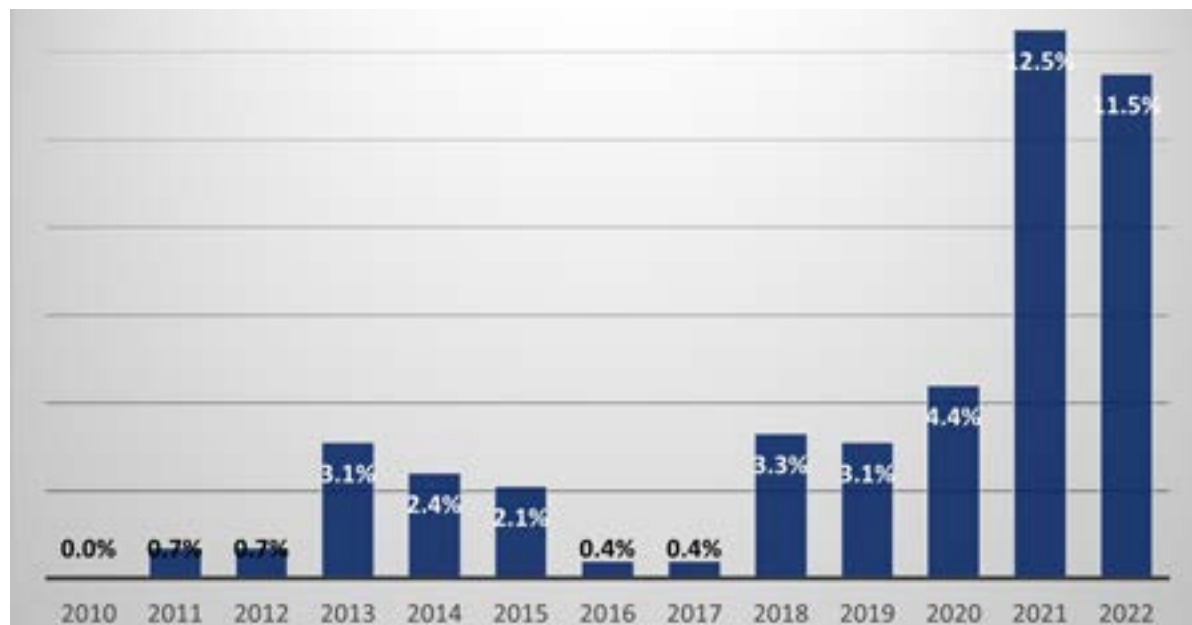
Downtown has 77 retail establishments, with notable concentrations of home décor and furniture (15 establishments) and antiques (11 establishments). The planning area’s retail inventory was fully occupied as of the end of 2022, and no new commercial was under development at the time. Since 2016, the planning area’s retail space inventory has had a vacancy rate that is much lower than market equilibrium. A lack of available retail space for immediate occupancy is a hurdle to luring prospective businesses to downtown Hutchinson.

**Office Space**

Downtown Hutchinson is home to 24 properties totaling 330,928 square feet, accounting for 43.0 percent of the city’s office inventory. While there are a few office buildings along Main Street, there is no large concentration of buildings. The Planning Area is home to 135 personal and professional service firms. Home care, insurance, accountants, attorneys, and employment agencies are the most common professional business types.

Downtown Hutchinson has suffered from negative absorption of 27,751 square feet over the last three years. The total outcome, as indicated in **Figure A.14**, was an increase in the overall vacancy rate from 3.1 percent in 2019 to 12.5 percent by the end of 2021. In 2022, little net space absorption resulted in a minor fall in the vacancy rate to 11.5 percent.

**FIGURE A.14 OFFICE VACANCY RATE**

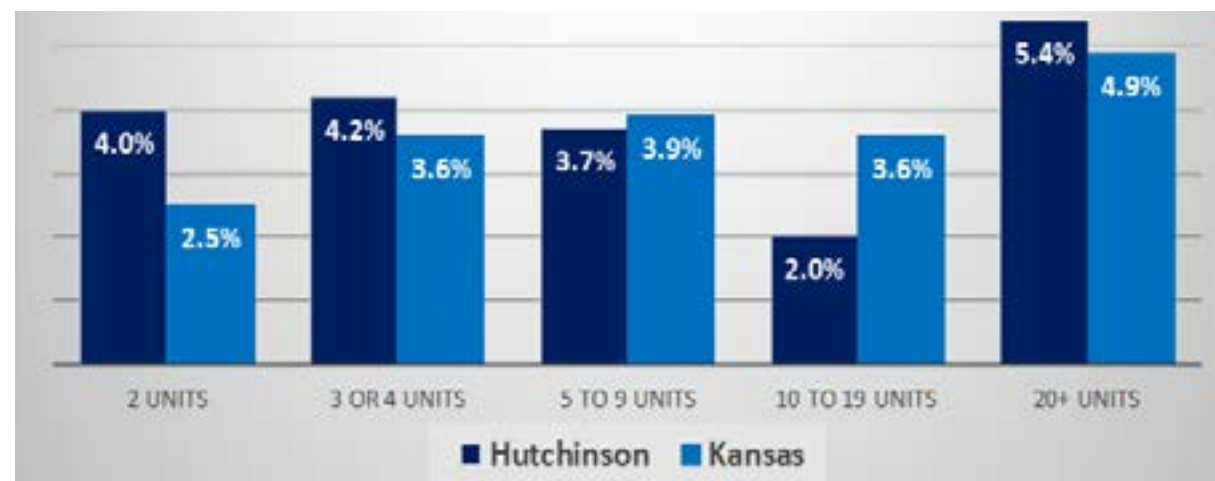


**Residential and Rental Housing**

Hutchinson’s residential housing stock was 18,048 dwelling units in 2021, with 15,909 residential housing units occupied, for an overall occupancy rate of 88.1 percent. There were 10,391 owner-occupied units (65.3%) and 5,518 renter-occupied units (34.7%) in the occupied housing stock. There was a total of 2,139 unoccupied housing units reported. Hutchinson’s outdated housing stock may be to blame for the high vacancy rate, with more than half of all dwelling units built before 1960.

In 2021, Hutchinson’s inventory of multi-family housing totaled 3,497 dwelling units, accounting for 19.3 percent of the city’s total housing stock. In comparison, multi-family housing accounts for 18.5 percent of the housing stock in Kansas. Large-scale apartment facilities with 20 or more units account for most of the multi-family housing in Hutchinson, accounting for 983 dwelling units, or 5.4 percent of total housing stock, compared to 4.9 percent statewide as shown in **Figure A.15**. Duplexes and houses with three to four dwelling units account for 8.2 percent of Hutchinson’s housing stock, accounting for 1,483 living units.

**FIGURE A.15 COMPARISON OF MULTI-FAMILY HOUSING STOCK  
City of Hutchinson vs. State of Kansas, 2021**



**Housing Market**

The existing market-rate and income-based rental apartments in Downtown, are operating at or near full occupancy, suggesting strong market need and the potential to support additional market-rate and income-based rental units. Through population growth and achieving a balanced housing market, new housing need from 2023 through 2040 in Hutchinson is estimated at 1,030 to 1,750 dwelling units. The housing demand is estimated to be segmented 65 percent owner-occupied and 35 percent renter occupied.

**Apartment Market**

Downtown Hutchinson includes eight apartment buildings with a total of 192 residential units. The buildings are strewn about downtown, with the greatest concentration near the intersection of 2nd Avenue and Main Street. Five market-rate apartment properties totaling 135 dwelling units, and three income-based properties totaling 57 dwelling units.

Because of strong demand and falling vacancies, the Hutchinson apartment market has seen significant rent growth in recent years. As the total vacancy rate stabilized, the average rent increased by 0.8 percent in 2018 and 2.5 percent in 2019, reaching \$542 by 2019. As the overall vacancy rate fell over the last three years, the average rent jumped 1.5 percent in 2020, 4.5 percent in 2021, and 2.3 percent in 2022. By the end of 2022, the average apartment rent was \$588 per month as shown in Table A.2.

**TABLE A.2 HUTCHINSON, KANSAS APARTMENT MARKET TRENDS**

Year	# of Properties	# of Units	Vacant Units	Vacancy Rate	Net Absorption	Average Rent/Mo.
2010	26	1,125	80	7.1%	1	\$468
2011	26	1,125	72	6.4%	8	\$472
2012	26	1,125	69	6.1%	3	\$482
2013	26	1,125	69	6.1%	0	\$509
2014	26	1,125	65	5.8%	4	\$515
2015	26	1,125	62	5.5%	3	\$510
2016	26	1,125	68	6.0%	-6	\$512
2017	26	1,125	82	7.3%	-14	\$525
2018	26	1,125	66	5.9%	16	\$529
2019	27	1,154	69	6.0%	26	\$542
2020	27	1,154	58	5.0%	11	\$550
2021	27	1,154	50	4.3%	8	\$575
2022	27	1,154	47	4.1%	3	\$588

Source: CoStar.