



Wichita 2035 Growth & Community Investment Scenarios Summary Sheet

(Revised February 18, 2014)

Scenario #1 – Current Trends

Scenario Vision Elements -

Wichita will experience a population and employment growth rate and development pattern (suburban and downtown) typical of the last several decades, but with a slightly higher percentage of Wichita area population growth being captured by surrounding smaller cities. The historic trend of one-fourth of Wichita's total dwelling units being multi-family will continue.

Wichita's infrastructure system investment will continue to focus on accommodating suburban growth that reflects continued housing market demand in suburban school districts and downtown redevelopment. Future suburban growth and development within the surrounding rural water district service areas will not be cost-prohibitive from a water service delivery standpoint. Substantial investments will continue to be made in expanding and improving the Kellogg freeway system, and in designing and constructing both the Northwest Bypass freeway and the South Area Parkway bypass route south of Wichita.

Wichita will continue its practice of under-investment in maintaining its existing infrastructure. Public transit will continue to be an insignificant infrastructure investment and transportation mode.

Pattern of future growth:

- Future residential growth predominately located in suburban West-Northwest Wichita and suburban East-Southeast-Northeast Wichita (about 75% of suburban infill areas existing in 2012 will be developed by 2035).
- Future employment growth within existing, established commercial and industrial areas/corridors and along emerging suburban corridors in west and east Wichita. Continued employment growth and residential redevelopment in the Downtown.
- Northwest Bypass will be a catalyst for concentrations of future new employment growth.
- Wichita's city limits will expand by **10%** from **162.8 sq. mi.** to **178.8 sq. mi.** supporting a **17%** growth in total population.
- Wichita's overall population density will increase slightly: **2,359 people/sq. mi.** in 2012: **2,506 people/sq. mi.** in 2035.

Future Wichita Job & Housing Growth - 2012 to 2035 (2012 is the base-year for the long-term forecasts)

Wichita population growth forecast (mid-range growth forecast):

64,000 additional people - 2035 total population of **448,000** (growth rate of **0.8% per year**)

49,900 additional dwelling units - total of 205,000 dwelling units in 2035 (overall city average of **2.25 people/ dwelling unit** in 2035)

Wichita employment growth forecast:

31,200 additional jobs - total of 224,400 jobs in 2035 (new job growth rate of **0.87% per year**)

Future Wichita Infrastructure Investments - 2013 to 2035

Long-term investment categories (includes existing 'needs' and 'wants' projects) and planning-level cost & revenue estimates (2011 dollars)

Investment Category #1

Bringing existing deficient Wichita infrastructure up to standard - additional **\$45-55 million** needed annually **\$1.0 billion cost est.**
(Majority of these costs are to replace one-third of Wichita's aging sewer lines and one quarter of aging water lines and to improve existing local neighborhood roads to a 'good' condition) **- \$0 revenue allocation**
\$1.0 billion gap

Investment Category #2

Ongoing Wichita infrastructure depreciation/replacement costs - **\$180 million** needed annually; current annual spending is approx. **\$78 million** (Annual maintenance/repair costs required to keep all existing infrastructure assets at or near current conditions - maintains a continued state of deterioration for some assets) **\$3.9 billion cost est.**
\$1.7 billion revenue allocation
\$2.2 billion gap

Transportation	\$102 million annually
Water/Sewer/Stormwater	\$57 million annually
Arts/Culture/Recreation	\$19 million annually
Public Safety	\$2 million annually

Investment Category #3

Expanding existing infrastructure system to support future Wichita growth (2013-2035) **\$2.3 billion*cost est.**
\$1.1 billion revenue allocation
\$1.2 billion gap

	Major new capital system expansions	
Transportation (\$864 million*)	401 miles of streets	\$350 million
	42 miles of arterials	\$173 million
	New 25 th Street bridge crossing	\$50 million
Water/Sewer/Stormwater (\$1.2 billion*)	42 miles of stormwater arterials	\$50 million
	403 miles of stormwater lines/detention	\$365 million
	42 miles of sewer mains	\$15 million
	403 miles of sewer lines	\$145 million
	42 miles of water mains	\$8 million
	403 miles of water lines	\$91 million
	7.1 mg/day additional sewer treatment capacity	\$96 million
Arts/Culture/Recreation (\$161 million*)	15 additional parks	\$56 million
	2 additional regional libraries	\$13 million
	12 new neighborhood centers	\$25 million
	5 new swimming pools	\$13 million
Public Safety (\$38 million*)	2 additional fire stations	\$4 million
	Patrol North and South police facility renovations	\$4 million
	2 additional EMS posts	\$2 million

*Total includes capital and aggregated maintenance/operation costs

Investment Category #4

Securing/enhancing existing facilities to improve community quality of life (2013-2035)

\$7.1 billion*cost est.
\$1.2 billion revenue allocation
\$5.9 billion gap

	Major planned/proposed capital enhancements	
Transportation (<i>\$4.2 billion*</i>)	Kellogg/I-235/I-135/K-254 freeway expansion	\$946 million
	NW Bypass - design/construction	\$453 million
	South Area Parkway - design/construction	\$345 million
	Arterial street capacity enhancement	\$641 million
	Elevated rail corridor improvements	\$242 million
	Transit bus fleet replacement	\$45 million
	Bike-Ped facilities	\$25 million
	All other projects	\$85 million
Water/Sewer/Stormwater (<i>\$1.6 billion*</i>)	Wastewater treatment plant nutrient removal	\$146 million
	Sewer backup mitigation	\$500 million
	Sewer main improvements	\$34 million
	Water main improvements	\$26 million
	Long-term water supply	\$230 million
	Stormwater improvements	\$112 million
Arts/Culture/Recreation: (<i>\$1.2 billion*</i>)	Existing park enhancements	\$260 million
	Convention Center expansion	\$173 million
	Century II & Kennedy Plaza renovations	\$17 million
	New Crystal Prairie Lake Park	\$150 million
	Refurbish existing recreation centers	\$85 million
	New Central library & NW regional library	\$40 million
	All other projects	\$47 million
Public Safety (<i>\$57 million*</i>)	New Patrol West and East substations	\$5 million
	Central and Bristol fire station	\$2 million
	City Hall police remodel & new helicopter	\$6 million
	New EMS Post	\$1 million

*Total includes capital and aggregated maintenance/operation costs

Total cost estimates \$14.3 billion

Total revenue estimates to fund infrastructure investments \$4.0 billion

Cost/revenue gap estimate (\$10.3 billion)

Investment analysis:

- The gap between our future infrastructure needs & wants and our forecasted revenues is estimated at **\$10.3 billion**.
- This scenario is not fiscally constrained ... current revenue forecasts over the next 22 years are insufficient to maintain Wichita's existing infrastructure assets (Investment Categories #1 and #2) let alone enhance or expand our system of assets.
- Different service delivery models and creative ways of providing public infrastructure need to be considered. Substantial new revenues or a combination of new revenues and/or cost reductions (through project elimination or project scope adjustments/reductions) will be necessary.

The Community Investment Plan Guiding Principles:

1. *Maximizing the return on every public dollar invested in public infrastructure and facilities.*
2. *Minimizing economic, health, safety and environmental risks to our community when making these investments.*



Wichita 2035 Growth & Community Investment Scenarios Summary Sheet

(Revised February 14, 2014)

Scenario #2 – Constrained Suburban Growth

Scenario Vision Elements-

Wichita will experience a population and employment growth rate typical of the last several decades, but with a slightly higher percentage of Wichita area population growth being captured by surrounding smaller cities. Continued residential and employment growth will occur in downtown, but the pattern of future suburban growth and development is constrained by **two influencing factors**: prohibitive land development costs associated with water service delivery within rural water district service areas; and, deferred construction of the Northwest Bypass freeway beyond 2035 (due to lack of funds). Suburban growth and development patterns within surrounding rural water district service areas will be constrained. Future employment growth originally anticipated to concentrate along the Northwest Bypass over the next 20 years will relocate to other established areas in west and northwest Wichita. The historic trend of one-fourth of Wichita's total dwelling units being multi-family will continue.

Wichita's infrastructure system investment will continue to accommodate suburban growth that reflects continued housing market demand in suburban school districts and downtown redevelopment. Substantial investments will continue to be made in expanding and improving the Kellogg freeway system. The South Area Parkway bypass route will be constructed around south Wichita.

Wichita will continue its practice of under-investment in maintaining its existing infrastructure. Public transit will continue to be an insignificant infrastructure investment and transportation mode.

Pattern of future growth:

- Future residential growth predominately located in suburban West-Northwest Wichita and to significantly lesser degrees in suburban East-Southeast-Northeast Wichita (about 75% of suburban infill areas existing in 2012 will be developed by 2035).
- Future employment growth within existing, established commercial and industrial areas/corridors and along emerging suburban corridors in west and east Wichita. Continued employment growth and residential redevelopment in the Downtown.
- Concentrations of future new employment growth originally anticipated with the future Northwest Bypass have relocated to areas in West Wichita along N. Maize Road, N. Ridge Road and the West Kellogg freeway.
- Wichita's city limits will expand by **8%** from **162.8 sq. mi.** to **176.0 sq. mi.** supporting a **17%** growth in total population.
- Wichita's overall population density will increase slightly: **2,359 people/sq. mi.** in 2012: **2,524 people/sq. mi.** in 2035.

Future Wichita Job & Housing Growth - 2012 to 2035 (2012 is the base-year for the long-term forecasts)

Wichita population growth forecast (mid-range growth forecast):

64,000 additional people - 2035 total population of **448,000** (growth rate of **0.8% per year**)

49,900 additional dwelling units - total of 205,000 dwelling units in 2035 (overall city average of **2.25 people/ dwelling unit** in 2035)

Wichita employment growth forecast:

31,200 additional jobs - total of 224,400 jobs in 2035 (new job growth rate of **0.87% per year**)

Future Wichita Infrastructure Investments - 2013 to 2035

Long-term investment categories (includes existing 'needs' and 'wants' projects) and planning-level cost & revenue estimates (2011 dollars)

Investment Category #1

Bringing existing deficient Wichita infrastructure up to standard - additional **\$45-55 million** needed annually **\$1.0 billion cost est.**
(Majority of these costs are to replace one-third of Wichita's aging sewer lines and one quarter of aging water lines and to improve existing local neighborhood roads to a 'good' condition) **- \$0 revenue allocation**
\$1.0 billion gap

Investment Category #2

Ongoing Wichita infrastructure depreciation/replacement costs - **\$180 million** needed annually; current annual spending is approx. **\$78 million** (Annual maintenance and repair costs required to keep all existing infrastructure assets at or near current conditions - maintains a continued state of deterioration for some assets) **\$3.9 billion cost est.**
- \$1.7 billion revenue allocation
\$2.2 billion gap

Transportation	\$102 million annually
Water/Sewer/Stormwater	\$57 million annually
Arts/Culture/Recreation	\$19 million annually
Public Safety	\$2 million annually

Investment Category #3

Expanding existing infrastructure system to support future Wichita growth (2013-2035) **\$2.1 billion*cost est.**
\$1.0 billion revenue allocation
\$1.1 billion gap

	Major new capital system expansions	
Transportation (\$791 million*)	401 miles of streets	\$350 million
	30 miles of arterials	\$125 million
	New 25 th Street bridge crossing	\$50 million
Water/Sewer/Stormwater (\$1.1 billion*)	30 miles of stormwater arterials	\$36 million
	403 miles of stormwater lines/detention	\$365 million
	30 miles of sewer mains	\$12 million
	403 miles of sewer lines	\$145 million
	30 miles of water mains	\$6 million
	403 miles of water lines	\$91 million
	7.1 mg/day additional sewer treatment capacity	\$96 million
Arts/Culture/Recreation (\$161 million*)	15 additional parks	\$56 million
	2 additional regional libraries	\$13 million
	12 new neighborhood centers	\$25 million
	5 new swimming pools	\$13 million
Public Safety (\$38 million*)	2 additional fire stations	\$4 million
	Patrol North and South police facility renovations	\$4 million
	2 additional EMS posts	\$2 million

*Total includes capital and aggregated maintenance/operation costs

Investment Category #4

Securing/enhancing existing facilities to improve community quality of life (2013-2035)

\$6.4 billion*cost est.
\$1.2 billion revenue allocation
\$5.2 billion gap

	Major planned/proposed capital enhancements	
Transportation (<i>\$3.5 billion*</i>)	Kellogg/I-235/I-135/K-254 freeway expansion	\$946 million
	South Area Parkway - design/construction	\$345 million
	Arterial street capacity enhancement	\$641 million
	Elevated rail corridor improvements	\$242 million
	Transit bus fleet replacement	\$45 million
	Bike-Ped facilities	\$25 million
	All other projects	\$85 million
Water/Sewer/Stormwater (<i>\$1.6 billion*</i>)	Wastewater treatment plant nutrient removal	\$146 million
	Sewer backup mitigation	\$500 million
	Sewer main improvements	\$34 million
	Water main improvements	\$26 million
	Long-term water supply	\$230 million
	Stormwater improvements	\$112 million
Arts/Culture/Recreation (<i>\$1.2 billion*</i>)	Existing park enhancements	\$260 million
	Convention Center expansion	\$173 million
	Century II & Kennedy Plaza renovations	\$17 million
	New Crystal Prairie Lake Park	\$150 million
	Refurbish existing recreation centers	\$85 million
	New Central library & NW regional library	\$40 million
	All other projects	\$47 million
Public Safety (<i>\$57 million*</i>)	New Patrol West and East substations	\$5 million
	Central and Bristol fire station	\$2 million
	City Hall police remodel & new helicopter	\$6 million
	New EMS Post	\$1 million

*Total includes capital and aggregated maintenance/operation costs

Total cost estimates	\$13.4 billion
Total revenue estimates to fund infrastructure investments	\$3.9 billion
Cost/revenue gap estimate	(\$9.5 billion)

Investment analysis:

- The gap between our future infrastructure needs & wants and our forecasted revenues is estimated at **\$9.5 billion**.
- This scenario’s constrained suburban growth pattern reduces the Category #3 and #4 infrastructure gap costs associated with *Scenario #1- Current Trends* by approximately **\$0.8 billion**.
- This scenario is not fiscally constrained ... current revenue forecasts over the next 22 years are insufficient to maintain Wichita’s existing infrastructure assets (Investment Categories #1 and #2) let alone enhance or expand our system of assets.
- Different service delivery models and creative ways of providing public infrastructure need to be considered. Substantial new revenues or a combination of new revenues and/or cost reductions (through project elimination or project scope adjustments/reductions) will be necessary.

The Community Investment Plan Guiding Principles:

1. *Maximizing the return on every public dollar invested in public infrastructure and facilities.*
2. *Minimizing economic, health, safety and environmental risks to our community when making these investments*



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Scenario #3 – Suburban and Infill Growth Mix

Scenario Vision Elements -

Wichita will experience a population/employment growth rate typical of the last several decades, but with a slightly higher percentage of Wichita area population growth being captured by surrounding smaller cities. Continued residential and employment growth will occur in downtown, but the pattern of future suburban growth is constrained by **three influencing factors** - prohibitive land development costs associated with water service delivery within rural water district service areas; deferred construction of the Northwest Bypass and the South Area Parkway bypass beyond 2035 (due to lack of funding); and, notably increased levels of infill and redevelopment throughout the established central city area. Suburban growth and development patterns within surrounding rural water district service areas will be constrained. Future employment growth originally anticipated to concentrate along the Northwest Bypass over the next 20 years will relocate to other established areas in west and northwest Wichita. The historic trend of one-fourth of Wichita's total dwelling units being multi-family will continue.

Wichita's infrastructure system will continue to expand to accommodate suburban growth that reflects continued housing market demand in suburban school districts. Substantial investments will continue to be made in expanding and improving the Kellogg freeway system. However, this scenario creates the least amount of new infrastructure to maintain and replace in the future.

Wichita will increase investment levels in maintaining its existing infrastructure. Public transit will become an improved and expanded infrastructure investment/transportation mode (Wichita Transit Vision Proposal 2013) that supports increased levels of infill and redevelopment throughout the established central city area, improves cross-town and regional connections, and provides neighborhood feeders in areas of low ridership.

Pattern of future growth:

- The established central city area constitutes the central statistical development area bounded by Pawnee on the south, Woodlawn on the east, 21st Street on the north and the Wichita/Valley Center floodway on the west; supplemented by an area extending one mile beyond the perimeter of the central statistical development area.
- Increased levels of infill/redevelopment throughout the established central city area will represent 12% of total new dwelling units forecasted for Wichita by 2035 (of which 75% will likely be multi-family units).
- Future residential growth predominately located in suburban West-Northwest Wichita and to significantly lesser degrees in suburban East-Southeast-Northeast Wichita (about 75% of suburban infill areas existing in 2012 will be developed by 2035).
- Future employment growth within existing, established commercial and industrial areas/corridors and along emerging suburban corridors in west and east Wichita. Continued employment growth and residential redevelopment in the Downtown.
- Northwest Bypass will not be a catalyst for concentrations of future new employment growth.
- Wichita's city limits will expand by 7% from **162.8 sq. mi.** to **173.8 sq. mi.** supporting a **17%** growth in total population.
- Wichita's overall population density will increase slightly: **2,359 people/sq. mi.** in 2012: **2,578 people/sq. mi.** in 2035.

Future Wichita Job & Housing Growth - 2012 to 2035 (2012 is the base-year for the long-term forecasts)

Wichita population growth forecast (mid-range growth forecast):

64,000 additional people - 2035 total population of **448,000** (growth rate of **0.8% per year**)

49,900 additional dwelling units - total of 205,000 dwelling units in 2035 (overall city average of **2.25 people/ dwelling unit** in 2035)

Wichita employment growth forecast:

31,200 additional jobs - total of 224,400 jobs in 2035 (new job growth rate of **0.87% per year**)

Future Wichita Infrastructure Investments - 2013 to 2035

Long-term investment categories (includes existing 'needs' and 'wants' projects) and planning-level cost & revenue estimates (2011 dollars)

Investment Category #1

Bringing existing deficient Wichita infrastructure up to standard- additional **\$45-55 million** needed annually **\$1.0 billion cost est.**
(Majority of these costs are to replace one-third of Wichita's aging sewer lines and one quarter of aging water lines and to improve existing local neighborhood roads to a 'good' condition) **- \$0 revenue allocation**
\$1.0 billion gap

Investment Category #2

Ongoing Wichita infrastructure depreciation/replacement costs - **\$180 million** needed annually; current annual spending is approx. **\$78 million** (Annual maintenance and repair costs required to keep all existing infrastructure assets at or near current conditions - maintains a continued state of deterioration for some assets) **\$3.9 billion cost est.**
- \$2.1 billion revenue allocation
\$1.8 billion gap

Transportation	\$102 million annually
Water/Sewer/Stormwater	\$57 million annually
Arts/Culture/Recreation	\$19 million annually
Public Safety	\$2 million annually

Investment Category #3

Expanding existing infrastructure system to support future Wichita growth (2013-2035) **\$2.0 billion* cost est.**
- \$0.9 billion revenue allocation
\$1.1 billion gap

	Major new capital system expansions	
Transportation (\$720 million*)	369 miles of streets	\$319 million
	26 miles of arterials	\$108 million
	New 25 th Street bridge crossing	\$50 million
Water/Sewer/Stormwater (\$1.1 billion*)	26 miles of stormwater arterials	\$31 million
	368 miles of stormwater lines/detention	\$336 million
	26 miles of sewer mains	\$10 million
	369 miles of sewer lines	\$132 million
	26 miles of water mains	\$5 million
	369 miles of water lines	\$83 million
	7.1 mg/day additional sewer treatment capacity	\$96 million

*Total includes capital and aggregated maintenance/operation costs

Arts/Culture/Recreation (\$161 million*)	15 additional parks	\$56 million
	2 additional regional libraries	\$13 million
	12 new neighborhood centers	\$25 million
	5 new swimming pools	\$13 million
Public Safety (\$38 million*)	2 additional fire stations	\$4 million
	Patrol North and South police facility renovations	\$4 million
	2 additional EMS posts	\$2 million

Investment Category #4

Securing/enhancing existing facilities to improve community quality of life (2013-2035)

\$6.1 billion* cost est.
- \$0.8 billion revenue allocation
\$5.3 billion gap

Major planned/proposed capital enhancements		
Transportation (\$3.2 billion*)	Kellogg/I-235/I-135/K-254 freeway expansion	\$946 million
	Arterial street capacity enhancement	\$641 million
	Elevated rail corridor improvements	\$242 million
	Wichita Transit Vision Plan 2013 improvements	\$200 million
	Bike-Ped facilities	\$25 million
	All other projects	\$85 million
Water/Sewer/Stormwater (\$1.6 billion*)	Wastewater treatment plant nutrient removal	\$146 million
	Sewer backup mitigation	\$500 million
	Sewer main improvements	\$34 million
	Water main improvements	\$26 million
	Long-term water supply	\$230 million
	Stormwater improvements	\$112 million
Arts/Culture/Recreation (\$1.2 billion*)	Existing park enhancements	\$260 million
	Convention Center expansion	\$173 million
	Century II & Kennedy Plaza renovations	\$17 million
	New Crystal Prairie Lake Park	\$150 million
	Refurbish existing recreation centers	\$85 million
	New Central library & NW regional library	\$40 million
	All other projects	\$47 million
Public Safety (\$57 million*)	New Patrol West and East substations	\$5 million
	Central and Bristol fire station	\$2 million
	City Hall police remodel & new helicopter	\$6 million
	New EMS Post	\$1 million

*Total includes capital and aggregated maintenance/operation costs

Total cost estimates	\$13.0 billion
Total revenue estimates to fund infrastructure investments	\$3.8 billion

Cost/revenue gap estimate (\$9.2 billion)

Investment analysis:

- The gap between our future infrastructure needs & wants and our forecasted revenues is estimated at **\$9.2 billion**.
- This scenario's constrained suburban and infill growth pattern reduces the Category #3 and #4 infrastructure gap costs associated with *Scenario #1 - Current Trends* by approximately **\$0.7 billion** and the Category #2 infrastructure gap costs by approximately **\$0.4 billion**.
- This scenario is not fiscally constrained ... current revenue forecasts are insufficient to maintain Wichita's existing infrastructure assets let alone enhance or expand our system of assets.
- Different service delivery models and creative ways of providing public infrastructure need to be considered. Substantial new revenues or a combination of new revenues and/or cost reductions (through project elimination or project scope adjustments/reductions) will be necessary.

The Community Investment Plan Guiding Principles:

1. Maximizing the return on every public dollar invested in public infrastructure and facilities.
2. Minimizing economic, health, safety and environmental risks to our community when making these investments