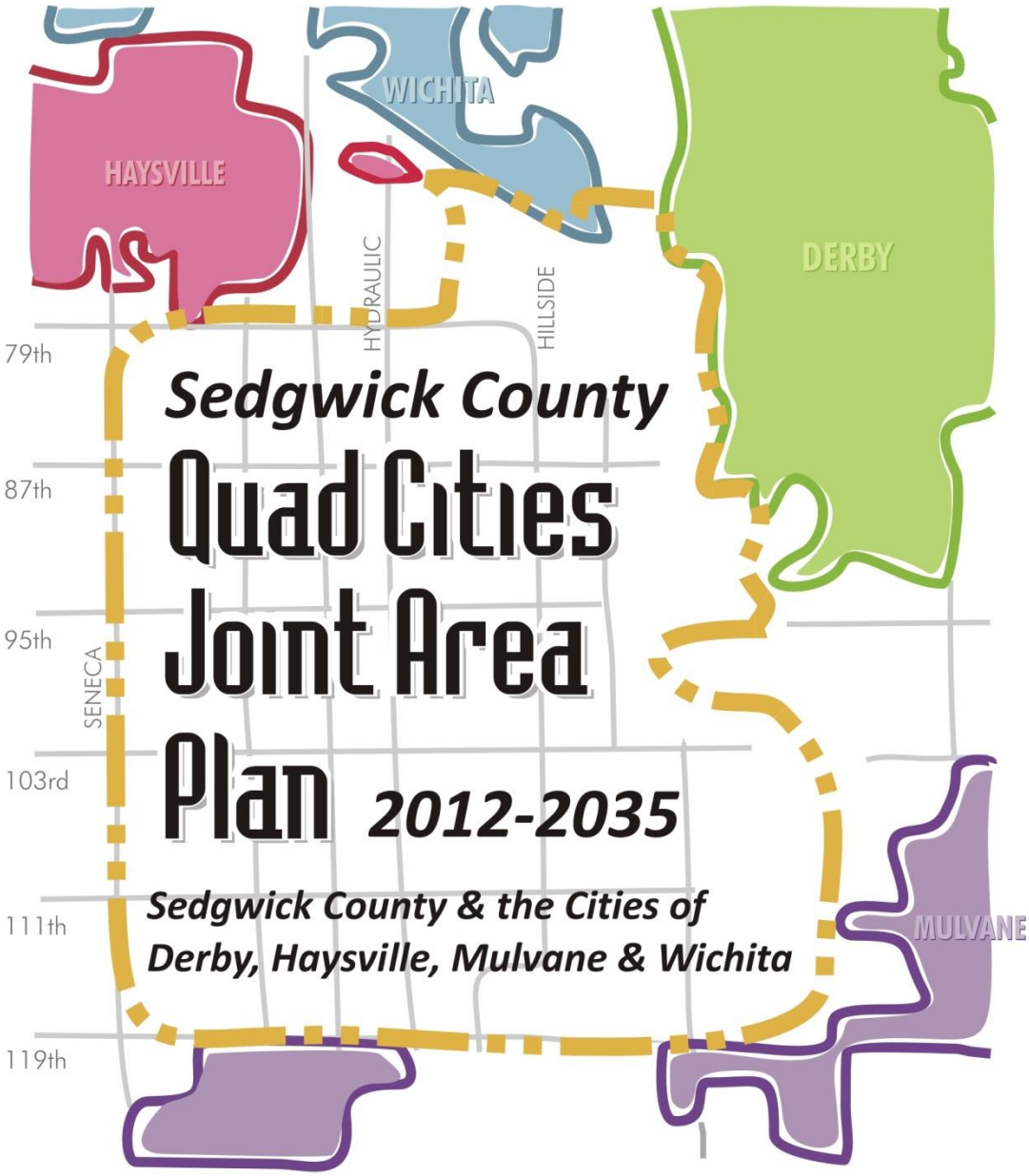

Sedgwick County Quad Cities Joint Area Plan 2012-2035

Sedgwick County & the Cities of Derby, Haysville, Mulvane & Wichita

Working Final Draft Plan - October 29, 2013

Yellow highlights indicate items for PSC/TAC review & discussion

Acknowledgements

Steering Committee

A Steering Committee representing the five municipal jurisdictions within the plan area was created to guide the development of the Sedgwick County Quad Cities Joint Area Plan. The Steering Committee was comprised of the following municipal representatives:

Jim Skelton, Chair	Sedgwick County Board of Commissioners - 5th District
Tim Norton	Sedgwick County Board of Commissioners - 2nd District
Ron Holt	Sedgwick County Manager's Office
Randy White	Derby City Council Member
Kelly Farber	Derby Planning Commission
Keith Volz	Derby Planning Commission
Kathy Sexton	Derby City Manager
Ken Hampton/Bruce Armstrong	Haysville City Mayor
Bob Wethington	Haysville Planning Commission
Tim Aziere	Haysville Planning Commission
Carol Neugent/Will Black	Haysville Governmental Services Director/Haysville Chief Administrative Officer
Joe Johnson	Mulvane City Council Member
Jay Patterson	Mulvane Planning Commission
Lyle Blue	Mulvane Planning Commission
Kent Hixson	Mulvane City Administrator
James Clendenin	Wichita City Council Member- District III
Megan Buckmaster	Wichita City Manager's Office
Shawn Farney	Wichita-Sedgwick County Metropolitan Area Planning Commission
Darrell Downing	Wichita-Sedgwick County Metropolitan Area Planning Commission
John McKay	Wichita-Sedgwick County Metropolitan Area Planning Commission - alternate

Technical Advisory Committee

A Technical Advisory Committee was assembled to provide technical analysis and administrative support to the Steering Committee during the development of the Sedgwick County Quad Cities Joint Area Plan. The Technical Advisory Committee was comprised of the following representatives:

Jim Weber	Sedgwick County Deputy Director of Public Works
Susan Erlenwein	Sedgwick County Director of Environmental Resources
Irene Hart	Sedgwick County Director of Community Development
Kelly Dixon	Sedgwick County Building Codes
Robert Mendoza	Derby Public Works Director
Charlie Brown/Dan Squires	Derby Community Development Director/Derby City Engineer
Frank Seitz	Derby Recreation Commission Superintendent
Bud Newberry/Cody Bird	Derby City Planner
Tom Snodgrass	Derby USD 260 Operations Director
Randal Dorner	Haysville Public Works Director
Jeana Morgan	Haysville Planning Coordinator
Georgie Carter	Haysville Recreation Director
Brad Modlin	Mulvane Distribution Director
Ray Fleming	Mulvane City Planner
Joanie Storck/Clement Dickerson	Salem Township

Jon Bristor	Sumner County Planning Director
Mike Jacobs/Paul Gunzelman	Wichita Public Works & Utilities Special Projects Engineer/Wichita Assistant City Engineer
Doug Kupper	Wichita Park and Recreation Director
John Schlegel	Wichita-Sedgwick County Metropolitan Area Planning Department Director
Bill Christian	Wichita Area Metropolitan Planning Organization Principal Planner
Mike Moriarty	Kansas Department of Transportation Highway Access Manager

Project Management Team

A Project Management Team was created to oversee the planning process, provide administrative support, coordinate community outreach initiatives and draft the elements of the plan document. The Project Management Team was comprised of the following representatives:

Dave Barber	Wichita-Sedgwick County MAPD, Advanced Plans Manager
Stephen Banks	Wichita-Sedgwick County MAPD, Senior Planner
Scott Wadle	Wichita-Sedgwick County MAPD, Senior Planner
Ashley Jones	Wichita-Sedgwick County MAPD, Planning Aide/Graphic Design

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Executive Summary

Plan Purpose and Process

In early 2011, the cities of Derby, Haysville, Mulvane and Wichita partnered with Sedgwick County to develop a multi-jurisdictional, joint area plan to address key long-term land use issues of mutual interest in the unincorporated area of Sedgwick County located north of the Kansas Star Casino (in Sumner County). This plan provides policy direction out to the year 2035 on future recreation, flooding/groundwater, transportation, and future growth and development issues within a 23-square mile area generally bounded by: Seneca Street on the west; 119th Street South (K-53) on the south; the Arkansas River on the east; and 79th Street/71st Street South on the north.

A 20-member plan steering committee comprised of elected officials, senior administrators and planning commissioners from the four cities and the county was appointed to guide and make recommendation on the development of this joint area plan. The plan steering committee received support from a 21-member technical advisory committee comprised of staff from the five participating municipalities, a local school district, and Sumner County.

Two local community open house meetings were held during the development of the plan to inform area property owners and stakeholders and to provide opportunity for comments on the content of the working draft plan. Briefings and presentations on the working draft plan were also given to the planning commissions of all the participating municipalities.

Plan Goal Statements & Plan Policies/Strategic Initiatives

The six plan goal statements listed below represent long-term vision and guidance in addressing the four key plan issue areas. A total of 17 policies/strategic initiatives (summarized below in bold type) have been developed to help achieve the plan goal statements.

Recreation -

- Identify and implement future recreational facilities/improvements within or adjacent to the plan area that would appropriately meet the regional recreation needs of south Sedgwick County residents.

  POLICIES/STATEGIC INITIATIVES:

  PRK1 **Develop a Park and Recreation Design Concept Plan for the Joint Plan Area.**

  PRK2 **Develop a Feasibility and Design Concept Plan for a Possible Equestrian Trail along the West Bank of the Arkansas River: K-53 to Hydraulic *(done in conjunction with Policies TBP2 & TBP3)*.**

Stormwater Flooding/Drainage and High Groundwater -

- Realize long-term land use and development policies that ensure development appropriate to underlying stormwater flooding, drainage and high water table development constraints prevalent within the plan area.

- Develop and implement long-term strategic improvements to lessen the negative impacts of stormwater flooding, drainage and high water table conditions on existing land uses and developments.

POLICIES/STATEGIC INITIATIVES:

SW1 **Undertake a Long-term (10 yr.) Groundwater Table Monitoring Study.**
SW2 **Initiate Interim Sedgwick County Code Amendments for Slab-on-Grade Construction.**
SW3 **Initiate Sedgwick County Code Amendments for Lowest Building Floor Elevation.**
SW4 **Re-establish an Ongoing Flooded Residential Property Voluntary Buy-out Program.**

Transportation -

- Identify and implement appropriate future vehicular and bicycle transportation infrastructure, South Area Parkway System (95th St. South) and Arkansas River bridge improvements, and South Broadway/US-81 and K-53 corridor improvements within the plan area.

POLICIES/STATEGIC INITIATIVES:

TBP1 **Develop Bicycle Roadway Shoulder Improvements - 79th St. South/Hillside/83rd St. South.**
TBP2 **Develop a Feasibility and Design Concept Plan for Possible Arkansas River Corridor Bicycle/Pathway Improvements *(done in conjunction with Policies PRK2 & TBP3)*.**
TBP3 **Develop a Feasibility and Design Concept Plan for a Possible 71st St. South Arkansas River Pedestrian Bridge *(done in conjunction with Policies PRK2 & TBP2)*.**
TR1 **Request Federal Reclassification of 95th St. South.**
TR2 **Develop the Mulvane K-15/K-53 Alternative Access Route.**
TR3 **Develop the South Area Parkway and Arkansas River Bridge Crossing along 95th St. South**
TR4 **Develop Strategic Transportation System Enhancements to the US 81/K-53 Corridors**

Future Growth and Development -

- Establish mutually agreeable, cost-effective future municipal growth/urban services areas and future corporate limits for the cities of Derby, Haysville, Mulvane and Wichita within the plan area.

- Achieve consensus on appropriate concepts and principles to guide future land use and development in the plan area.

POLICIES/STATEGIC INITIATIVES:

FGD1 **Maintain Current Subdivision and Development Notification Practices with Salem Township.**
FGD2 **Adopt a Mutually Agreeable 2035 Future Land Use Concept Guide.**
FGD3 **Formalize an Agreement on Anticipated 2035 Municipal Boundaries within the Plan Area.**
FGD4 **Request Expansion of Mulvane's Zoning Area of Influence (ZAOI) and Extra-Territorial Subdivision Jurisdiction (ETSJ) Areas.**

Plan Implementation

The Plan outlines key implementation action steps for each of the 17 Plan policies/strategic initiatives along with possible funding sources and order of magnitude cost estimates (where possible). The relative priority of each policy/strategic initiative has been identified in terms of 'near-term', 'mid-term' and 'long term' timeframes. Lead responsibility and advocacy roles have also been proposed.

Note: **No funding has been committed by Sedgwick County or the cities of Derby, Haysville, Mulvane or Wichita to implement any of the proposed policies or strategic initiatives contained in this Plan. Furthermore, any future endorsement or adoption of this Plan and the recommended policies and strategic initiatives contained therein does not obligate future funding commitments on the part of Sedgwick County or the cities of Derby, Haysville, Mulvane or Wichita.**

1. Plan Genesis

1.1 Need for a Plan

In early 2011, the cities of Derby, Haysville, Mulvane and Wichita agreed to work in partnership with Sedgwick County to develop an issue-focused multi-jurisdictional joint area plan to address certain land use planning issues of mutual interest and concern for the area described below (see Map 1). Sumner County was also invited to participate in the development of this plan.

Plan Boundaries - The west boundary shall be Seneca Street; the south boundary shall coincide with the Sedgwick County line; the east boundary shall generally follow the Arkansas River, except that it shall extend east of the river to coincide with the Derby city limit except in the area between Derby and Mulvane where it shall coincide with K-15; the north boundary shall generally follow 79th Street east from Seneca to Grove, then extend north to 71st Street excluding residentially developed areas but including South Arkansas River Greenway Park.

A joint area plan will deliver the following outcomes to guide future land and development over the planning time period from 2012 to 2035:

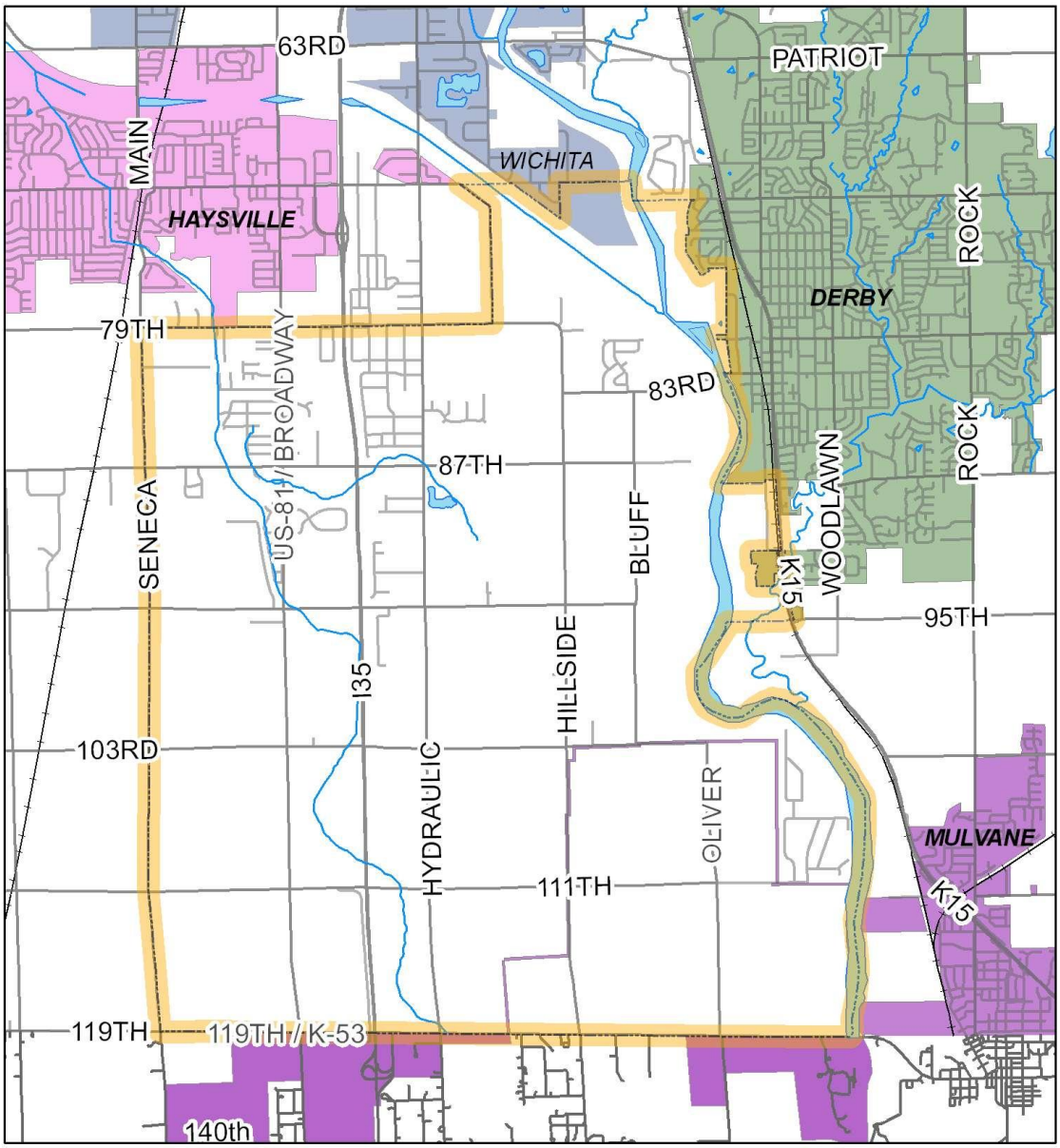
- Provide Sedgwick County with policy guidance on recreational opportunities associated with a possible regional park to service this area of the County and on future recreation/greenway opportunities associated with the Arkansas River corridor;
- Evaluate and redefine the current zoning areas of influence for the cities of Derby, Haysville and Mulvane;
- Evaluate and identify future urban growth areas and future municipal corporate limits for the cities of Derby, Haysville, Mulvane and Wichita as they pertain to the plan area;
- Assess and address the municipal servicing and future land use impacts associated with the recently approved Kansas Star Casino, Hotel and Event Center;
- Evaluate the land use implications of high water table, drainage and flooding issues in portions of the plan area;
- Address existing and future transportation issues in the plan area, including the need for pedestrian/bicycle transportation infrastructure, and the appropriateness of future Arkansas River bridge crossings;
- Develop a recommended future land use concept plan for the plan area.

Additional benefits associated with this joint area planning initiative include improved communication and coordination among local governments; increased understanding of the benefits of long-term land use planning; and long-term financial savings resulting from the efficient and effective provision of municipal services and infrastructure within the plan area. It is anticipated that Sedgwick County and the cities of Derby, Haysville, Mulvane and Wichita will adopt the final joint area plan as an element of their respective comprehensive plans.

Map 1

Sedgwick County Quad Cities Joint Area Plan 2012-2035

Plan Boundary



1.2 Plan Issues

The Plan is issue-focused and strategic in nature, and specifically addresses the following four planning issue areas:

Plan Issue Area - Recreation

Policy direction/strategic initiatives needed to:

1. Guide the possible development of a regional park to serve the area.
2. Guide the future development of recreation/greenway opportunities associated with the Arkansas River corridor.

Plan Issue Area - Stormwater Flooding/Drainage and High Groundwater

Policy direction/strategic initiatives needed to:

1. Guide the development of long-term strategies to mitigate the negative impacts of stormwater flooding and/or groundwater on existing land uses within the plan area.
2. Guide future land uses in floodplain areas and areas prone to stormwater flooding and/or high groundwater.

Plan Issue Area - Transportation

Policy direction/strategic initiatives needed to:

1. Guide the development of future bicycle infrastructure within the plan area.
2. Guide the development of future road infrastructure within the plan area.
3. Determine the appropriateness of future Arkansas River bridge crossings (71st St. South and 95th St. South).

Plan Issue Area - Future Growth and Development

Policy direction/strategic initiatives needed to:

1. Determine the future municipal corporate limits and urban growth/municipal service areas for the cities of Derby, Haysville, Mulvane and Wichita.
2. Determine appropriate zoning area of influence boundaries for Derby, Haysville and Mulvane.
3. Develop a 2035 future land use concept guide for the plan area.

1.3 Developing the Plan

A 20-member plan steering committee comprised of elected officials, senior administrators and planning commissioners from the four cities and the county was appointed in early 2011 to guide and make recommendation on the development of the joint area plan. This committee met several times over a period of two years to direct the development of a recommended plan document. The plan steering committee received support from a 21-member technical advisory committee consisting of assigned staff from the five participating municipalities, the Derby USD 260 operations director, and invited staff representatives from Sumner County.

The development of plan policies reflected the following 2035 population and employment projections for the plan area as prepared by Wichita-Sedgwick County MAPD staff:

- **170** total new housing units within the plan area (**100** of which will likely be located within the area bounded by 79th St. South, Seneca, 87th St. South, and KTA-35).
- Up to **137** new housing units outside the plan area within and/or near the City of Mulvane (east of the Arkansas River).
- **140** new jobs within the plan area (**100** of which will be located along north side of K-53).
- **622** new jobs at the Kansas Star Casino site outside the plan area in Sumner County.
- Up to **1,700** additional 'casino spin-off jobs' generated within the Wichita metropolitan region.

Over a hundred people attended each of the two local community open house meetings held (August 30, 2011 and May 15, 2012) to inform area property owners and stakeholders, and to provide opportunity for comments on the content of the working draft plan. Briefings and presentations on the working draft plan were also given to the planning commissions of all the participating municipalities in August 2011 and in April-May of 2012.

1.4 Concurrent Planning Initiatives

Since the commencement of work on the Sedgwick County Quad Cities Joint Area Plan in January 2011, the following three plans/studies have been initiated that affect portions of the joint plan area (see Map 2). Efforts have been made to ensure that there is close coordination and integration amongst these planning initiatives to avoid duplication of work and ensure continuity and compatibility of future plan policy development.

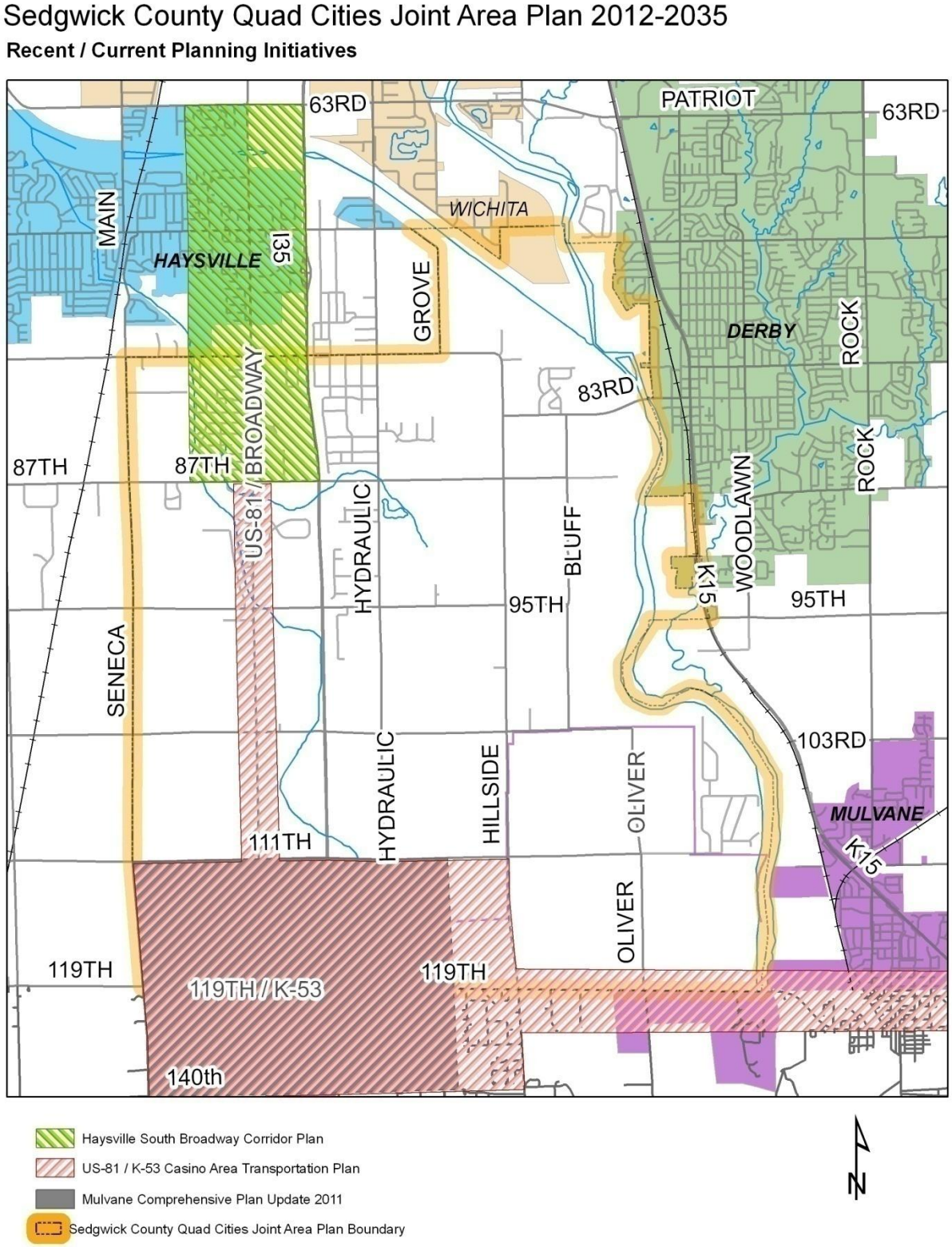
- *Mulvane West Area Plan Comprehensive Plan Amendment* - Initiated and funded in February 2011 by the City of Mulvane to include the newly annexed Kansas Star Casino and adjoining properties in both Sedgwick and Sumner Counties within the purview of the City of Mulvane's Comprehensive Plan (finalized in December 2011).

- *Haysville South Broadway Corridor Plan* - Initiated in April 2011 by the City of Haysville utilizing funding from the Wichita Area Metropolitan Planning Organization (WAMPO) to evaluate future South Broadway/US-81 transportation improvements and corridor development/zoning needs within ½ mile of South Broadway between 63rd St. South and 87th St. South (finalized in March 2012).

- *US-81/K-53 Casino Area Transportation Plan* - Funded in August 2011 by the Kansas Department of Transportation (KDOT) to evaluate capacity/congestion issues associated with existing and future casino-related developments along the US-81/K-53 corridors, and identify future appropriate transportation access and capacity enhancements (finalized in August 2013).

- *City of Mulvane Comprehensive Plan Update* - Initiated in 2012 by the City of Mulvane, this update modifies the city's future land use guide map (finalized in November 2013).

Map 2


Sedgwick County Quad Cities Joint Area Plan 2012-2035
Recent / Current Planning Initiatives
63RD
PATRIOT
63RD
MAIN
WICHITA
HAYSVILLE
135
GROVE
DERBY
ROCK
83RD
87TH
87TH
BROADWAY
US-81
HYDRAULIC
BLUFF
WOODLAWN
ROCK
K-15
95TH
95TH
SENECA
103RD
HYDRAULIC
HILLSIDE
OLIVER
MULVANE
K-15
111TH
OLIVER
119TH
119TH / K-53
119TH
140th
Haysville South Broadway Corridor Plan
US-81 / K-53 Casino Area Transportation Plan
Mulvane Comprehensive Plan Update 2011
Sedgwick County Quad Cities Joint Area Plan Boundary
N

2. Plan Goals, Policies and Strategies

2.1 Plan Goal Statements

The following goal statements have been established for each of the plan's four issue-focused areas. These statements are intended to describe the long-term direction and outcomes which the policies and strategies contained in this plan will help realize.

Recreation

- Identify and implement future recreational facilities/improvements within or adjacent to the plan area that would appropriately meet the regional recreation needs of south Sedgwick County residents.

Stormwater Flooding/Drainage and High Groundwater

- Realize long-term land use and development policies that ensure development appropriate to underlying stormwater flooding, drainage and high water table development constraints prevalent within the plan area.

- Develop and implement long-term strategic improvements to lessen the negative impacts of stormwater flooding, drainage and high water table conditions on existing land uses and developments.

Transportation

- Identify and implement appropriate future vehicular and bicycle transportation infrastructure, South Area Parkway System (95th St. South) and Arkansas River bridge improvements, and South Broadway/US-81 and K-53 corridor improvements within the plan area.

Future Growth and Development

- Establish mutually agreeable, cost-effective future municipal growth/urban services areas and future corporate limits for the cities of Derby, Haysville, Mulvane and Wichita within the plan area.

- Achieve consensus on appropriate concepts and principles to guide future land use and development in the plan area.

2.1 Plan Policies/Strategic Initiatives

2.2.1 Recreation

Technical Analysis and Findings (refer to Section 4.1 for more detailed information)

Regional Park

- All of the municipal jurisdictions participating in this planning initiative currently have adopted plans that recommend future parks within or adjacent to the plan area. Accordingly, there is an identified need for a future regional park(s) within the plan area.
- The provision of area-serving recreation resources through a regional partnership can help prevent fragmentation and duplication of services and facilities. A regional approach provides economies of scale benefits allowing for the creation of a shared system larger than might be developed by the participating communities on an individual basis.
- Each of the participating cities has specifically identified a need for additional active and passive recreation spaces.

Arkansas River Corridor

- Public access to the Arkansas River for regional recreational purposes is a priority for the participating communities, as documented in the *Visioneering Wichita Plan* and the *Arkansas River Corridor Access Plan*.
- Development of a regional park(s) and bicycle/pathway improvements within the 1:100 year (1% annual flood chance) and 1:500 year (0.2% annual flood chance) flood event areas in proximity to the Arkansas River would be conceptually appropriate forms of development within these flood-prone areas (assuming private property issues can be addressed).
- No linear, destination-oriented public equestrian recreation trail currently exists in Sedgwick County (Wichita's Pawnee Prairie Park does include equestrian trail loops). Future partnerships with other equestrian recreation providers should be explored to identify opportunities to promote and increase usage of the equestrian trail. Equestrian user group interest in development of such a trail has yet to be verified.
- A future recreational equestrian trail could be sited in parallel alignments with any future regional bicycle/pedestrian transportation infrastructure improvements that are developed along the Arkansas River.

Policies/Strategic Initiatives - *Recreation*

PRK1 Develop a Park and Recreation Design Concept Plan for the Joint Plan Area.
Initiate and develop a park and recreation design concept plan that specially identifies appropriate future public park and recreation facilities within the Sedgwick County Quad Cities Joint Area Plan area. Sedgwick County should lead this initiative in partnership with the cities of Derby, Haysville, Mulvane and Wichita. In addition to active and passive recreational uses, development of the park and recreation design concept plan should recognize/reflect future recommended bicycle, pedestrian and equestrian infrastructure improvements adjacent to the Arkansas River. The future role and function of Wichita's existing South Arkansas River Greenway Park should be evaluated and included as part of this design concept plan initiative **(Inter-related Policies/Initiatives: PRK2, TBP2, TBP3, TR3)**

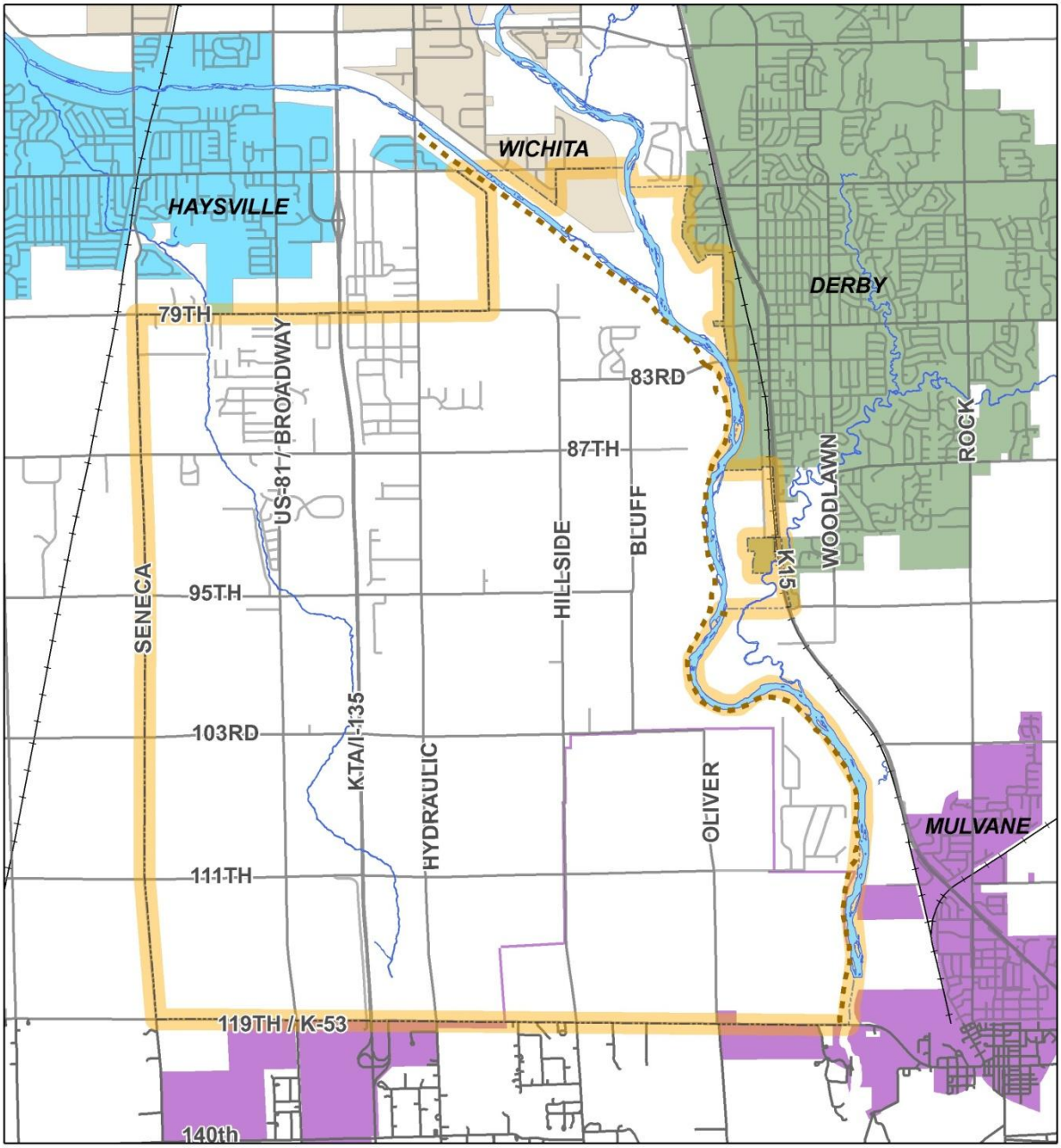
PRK2 Develop a Feasibility and Design Concept Plan for a Possible Equestrian Trail along the West Bank of the Arkansas River: K-53 to Hydraulic *(done in conjunction with Policies TBP2 & TBP3)*.
Initiate and develop a feasibility and design concept plan for a possible equestrian recreation trail along the west bank of the Arkansas River from 119th St. South/K-53 to 83rd St. South, as depicted on Map 3. Any proposed equestrian trail alignment north of 83rd St. South will be subject to resolution of any legal issues related to possible use of the Wichita-Valley Center Floodway right-of-way (including requisite approvals from the U.S. Army Corps of Engineers).

NOTE: This work would be done in conjunction with feasibility and design concept planning work recommended for the possible Arkansas River corridor bicycle/pathway improvements, and the possible 71st St. South Arkansas River pedestrian bridge. Integration of this work is critical due to the interrelated nature of these possible improvements. Feasibility and planning work would focus on such issues as market-demand and economic viability of the proposed improvements as well as design issues, preferred route alignments, phasing of possible improvements, and private landowner and property acquisition issues. Sedgwick County should lead this initiative in consultation with the cities of Derby, Haysville, Mulvane and Wichita. **(Inter-related Policies/Initiatives: PRK1, TBP2, TBP3, TR3)**

Map 3

Sedgwick County Quad Cities Joint Area Plan 2012-2035

Possible Equestrian Trail



Possible Equestrian Trail Sedgwick County Quad Cities Joint Area Plan Boundary

Note: The location identified on this map for a recommended recreation equestrian trail is of a generalized nature only. Final site selection and future trail development will be determined based upon a willing seller and a willing buyer of property; completion of conceptual and final design planning; and the availability of funding.

Recreation Policies/Strategic Initiatives: Implementation Actions & Costs

RECREATION Policies/Strategic Initiatives (listed in order of priority)		**Key Implementation Actions/Steps** (in sequential order) Refer also to: Section 3.1 Lead Roles and Priorities Section 3.2 Advocacy and Support Roles	**Order of Magnitude Cost Estimates** (in $2012)	**Possible Funding Sources**
PRK1	**Develop a Park and Recreation Design Concept Plan for the Joint Plan Area.**	1. Develop an agreement between the participating cities and the County specifying how the design concept planning process will be funded, undertaken and managed. 2. Request program funding from the participating organizations in their respective C.I.P. prioritization processes. 3. Undertake and complete the design concept plan.	***$250,000*** design concept plan	▪ County ▪ Corporate partners ▪ Private partners ▪ Derby ▪ Wichita ▪ Mulvane ▪ Haysville
PRK2	**Develop a Feasibility Study and Design Concept Plan for a Possible Equestrian Trail along the West Bank of the Arkansas River: K-53 to Hydraulic *(done in conjunction with Policies TBP2 and TBP3)*.**	1. Request program funding for feasibility study and design concept planning in the County's C.I.P. prioritization process. NOTE: This work would be integrated with and done in conjunction with feasibility study and design concept plan work on the possible Arkansas River corridor bicycle/pathway improvements and the possible 71st St. South Arkansas River Pedestrian Bridge. 2. Undertake and complete a feasibility study and design concept plan.	***TBD*** feasibility study and design concept	▪ County ▪ Private & public partners (including Kansas Star Casino)

2.2.2 Stormwater Flooding/Drainage and High Groundwater

Technical Analysis and Findings (refer to Section 4.2 for more detailed information)

- "Draw-down" pumping (an experiment using the City of Derby water wells) has not proven to be a practical or cost-effective strategy for addressing long-term, high groundwater problems on an area-wide basis.
- "Ant-hill" development (slab-on-grade or elevated basements/structures) is a possible building option in areas of high groundwater table.
- Insufficient data currently exists to accurately identify and establish within the plan area, long-term ground water table depths within the broader context of seasonal and cyclical fluctuations.
- Sedgwick County's recent storm sewer project (completed in 2012) at the 103rd St. South and Hillside intersection will divert localized stormwater from this flood-prone area eastward into the Arkansas River. The long-term effectiveness of this stormwater flooding mitigation initiative will be monitored by Sedgwick County.
- Sedgwick County codes currently require the lowest building floor elevation of new development to be 2 feet above the base flood elevation within the studied 1:100 year floodplain and 3 feet above the base flood elevation within the unstudied floodplain. No on-site wastewater systems are allowed within the mapped 1:100 year floodplain.

Policies/Strategic Initiatives - ***Stormwater Flooding/Drainage and High Groundwater***

SW1 Undertake a Long-term (10 yr.) Groundwater Table Monitoring Study.
Initiate and complete a 10-year groundwater table monitoring study throughout the plan area in order to accurately identify/establish long-term groundwater table depths within the broader context of seasonal fluctuations and historic cycles over the last 100 years. This study should include the drilling and installation of 2-inch monitoring wells every square mile and a soil 'wet/dry' analysis of all drilling core materials. This study needs to also evaluate the temporary impacts (saturation rates and soil buffering capacity) associated with the more frequent 1 to 4-year rainfall events.

SW2 Initiate Interim Sedgwick County Code Amendments for Slab-on-Grade Construction.
Amend Sedgwick County codes on an interim basis to require all new building development within the plan area to use slab-on-grade construction (this would include footings and crawl spaces at ground level) until such time as historic, long-term groundwater table depths within the plan area are accurately established. An exception to this requirement will be made where site specific geotechnical analysis confirms the absence of both seasonal and long-term high groundwater table problems.

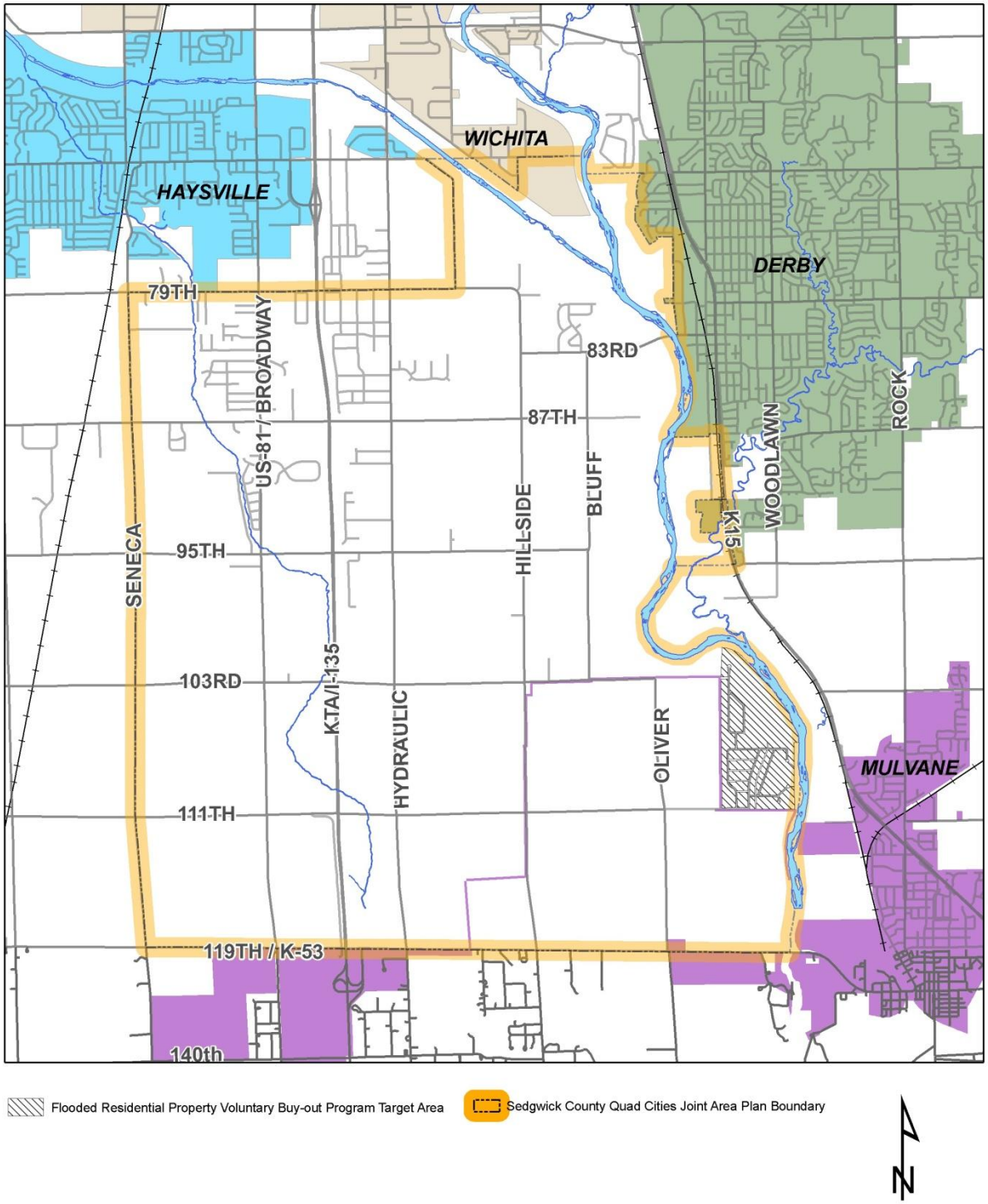
SW3 Initiate Sedgwick County Code Amendments for Lowest Building Floor Elevation.
Following the accurate establishment of historic groundwater table depths within the plan area, amend Sedgwick County codes to require the lowest building floor elevation of new development to be a specified distance (to be determined) above the established long-term ground water table depth. This specified distance separation would be a 'buffer zone' that sufficiently accommodates temporary periods of high ground water tables elevated above the long-term norm. The appropriate buffering distance would be calculated and established based upon findings contained in the recommended 10-year groundwater table monitoring study. Finally, create a map depicting areas where slab-on-grade construction would be required (unless exempted by a substantiated site specific geotechnical analysis).

SW4 Re-establish an Ongoing Flooded Residential Property Voluntary Buy-out Program.
Re-establish the use of a residential property voluntary buy-out program as a means of mitigating the flooding impacts associated with chronically-flooded residential development located with the 1:100 year floodplain (see Map 4). The long-term success of this program will be subject to available funding and the frequency of purchase opportunities.

Map 4

Sedgwick County Quad Cities Joint Area Plan 2012-2035

Target Areas for Flooded Residential Property Voluntary Buy-out Program



Stormwater Flooding/Drainage & High Groundwater Policies/Strategic Initiatives:
Implementation Actions & Costs

STORMWATER FLOODING/DRAINAGE & HIGH GROUNDWATER Policies/Strategic Initiatives (listed in order of priority)		**Key Implementation Actions/Steps** (in sequential order) Refer also to: Section 3.1 Lead Roles and Priorities Section 3.2 Advocacy and Support Roles	**Order of Magnitude Cost Estimates** (in $2012)	**Possible Funding Sources**
SW1	**Undertake a Long-term (10 yr.) Groundwater Table Monitoring Study.**	1. Determine KDHE interest & possible funding support for initiative. 2. Develop a well monitoring site plan in partnership with local property owners & area stakeholders. 3. Request project funding commitments in the County's C.I.P. prioritization process. 4. Install and maintain the well monitoring system. 5. Research historical data, evaluate soil profiles, and review monitoring well levels to accurately establish seasonal and long-term groundwater table depths.	***TBD*** monitoring wells	▪ County ▪ KDHE
SW2	**Initiate Interim Sedgwick County Code Amendments for Slab-on-Grade Construction.**	1. Initiate the Sedgwick County code amendment process. 2. Seek community feedback. 3. Recommend code amendment to the Board of County Commissioners.	N/A	N/A
SW3	**Initiate Sedgwick County Code Amendments for Lowest Building Floor Elevation.**	1. Review well monitoring results and seasonal/long-term groundwater table depths. 2. Create a long-term groundwater table elevation map to be used in the determination of slab-on-grade construction requirements. 3. Initiate the Sedgwick County code amendment process. 4. Seek community feedback. 5. Recommend code amendment to the Board of County Commissioners.	N/A	N/A
SW4	**Re-establish an Ongoing Flooded Residential Property Voluntary Buy-out Program.**	1. Identify and prioritize properties for buy-out. 2. Verify and monitor ongoing funding availabilities. 3. Request program property acquisition funding in the County's C.I.P. prioritization process. 4. Make opportunity purchases when they arise.	***$5-10 million*** target area properties	▪ FEMA ▪ SMAB ▪ County

2.2.3 Transportation

Technical Analysis and Findings (refer to Section 4.3 for more detailed information)

Bicycle/Pedestrian Infrastructure

- There is multi-modal transportation justification and municipal/regional support (Wichita Area Metropolitan Planning Organization) for the future development of regional bicycle transportation infrastructure traversing the plan area, along the 79th St. South/83rd St. South corridor and within the Arkansas River corridor, as part of a more extensive regional bicycle transportation system (*WAMPO Regional Pathway System Plan 2007* as amended).

- Future regional bicycle/pedestrian infrastructure improvements along the Broadway/US-81 and K-53 corridors were not recommended in KDOT's recently completed *US-81/K-53 Casino Area Transportation Plan*. This is due to the commercial nature of the US-81 corridor and certain safety challenges with some intersections along the K-53 corridor.

- Future bicycle/pedestrian infrastructure improvements were not specifically identified or evaluated as an element of the South Area Parkway System (95th St. South) in the *South Area Transportation Study, April 2008*. These improvements should be considered in the future design and development of the South Area Parkway System (95th St. South).

- The installation of pedestrian sidewalks along Broadway/US-81 between 79th St. South and 87th St. is recommended in the *Haysville South Broadway Corridor Plan*.

- Future regional horse/equestrian recreational trail development within the plan area should be contingent upon local area horse club support. Future recreational horse trails could be sited in parallel alignments with any future bicycle/pedestrian infrastructure improvements along the Arkansas River corridor.

Road Transportation Infrastructure

- The segment of 95th St. South from Meridian to K-15 is an important east-west corridor within the plan area that needs to qualify for future federal funding opportunities. This segment of 95th St. South warrants submission to the Wichita Area Metropolitan Planning Organization for consideration in future updates to the Federal Functional Classification Map.

- The *Haysville South Broadway Corridor Plan* recommends future Broadway/US-81 road improvements between 79th St South and 87th St. South (3-lane section; right/left turn lanes at 79th St. South; left turn lanes or possible roundabout pending further analysis at 87th St. South).

- The County has plans for concrete-treated sub-grade improvements/chip-seal treatments to Hillside south of 95th St. South.

- There is transportation/land use planning justification and municipal/regional support (Wichita Area Metropolitan Planning Organization) for the future development of a regional parkway (a.k.a. South Area Parkway) along 95th St. South, traversing the plan area from Meridian to K-15. This parkway will require a 150-foot right-of-way (ROW) and contain two 13-foot travel lanes in each direction separated by a 40-foot median. Accordingly, increased building setbacks and ROW will be required associated with future developments adjacent to 95th St. South via the City of Haysville (land platting authority) and Sedgwick County (building permitting authority).

- Transportation analysis done as part of the *US-81/K-53 Casino Area Transportation Plan* revealed no current or future highway capacity deficiencies and only minimal safety concerns.

- Mulvane's recent annexations and municipal services extensions west of the Arkansas River are factors supporting the study, design and future construction of a Mulvane alternate access route (K-15 to K-53) immediately east of the plan area. Alternate access would alleviate frequent and lengthy rail traffic blockages and potential life/safety issues for east-west vehicular traffic along K-53. This improvement has been addressed in this plan due to its adjacency to and influence/interface with the K-53 corridor.

Arkansas River Bridge Crossings

- Currently within the plan area, there are vehicular bridges crossing the Arkansas River at 83rd St. South and 119th St. South/K-53.

- A future vehicular bridge crossing the floodway and the Arkansas River near 71st St. South is problematic due to excessive land acquisition costs and possible eminent domain issues, development site constraints, lack of regionally significant connections associated with this alignment, and adequate existing bridge crossings in close proximity at 63rd St. South and 83rd St. South.

- There is interest in a future bicycle/pedestrian bridge crossing the Arkansas River near 71st St. South. However, regional support via a Wichita Area Metropolitan Planning Organization Metropolitan Transportation Plan (MTP) amendment would be required to obtain possible future federal funding via the annual WAMPO Transportation Improvement Project programming process. This bridge would be developed as part of a broader system of future regional bicycle/pedestrian improvements, and would provide Derby-area residents with convenient access to the South Arkansas River Greenway Park area. Presently, neither Derby nor Sedgwick County has developed bicycle/pedestrian infrastructure along the Arkansas River east bank in proximity to a future 71st St. South bicycle/pedestrian bridge crossing alignment. The South Arkansas River Greenway Park site could be accessible to Haysville-area residents by bicycle/pedestrian travel modes if a future pathway connection is developed adjacent to the Wichita-Valley Center Floodway.

- There is transportation planning justification and municipal/regional support (WAMPO MTP) for a future four-lane bridge crossing the Arkansas River (and a BNSF railroad crossing east of the Arkansas River) and accommodating vehicular, bicycle/pedestrian traffic modes at 95th St. South. This crossing would be part of the future proposed regional South Area Parkway system along 95th St. South traversing the plan area from Meridian to K-53.

Policies/Strategic Initiatives - *Transportation*

Bicycle/Pedestrian Infrastructure (see Map 5)

TBP1 Develop Bicycle Roadway Shoulder Improvements - 79th St. South/Hillside/83rd St. South.
Design, fund and construct paved roadway shoulder improvements: along 79th St. South from Seneca to Hillside; along South Hillside to 83rd St. South; and, along 83rd St. South from Hillside to the Arkansas River Bridge crossing in order to safely accommodate bicycle travel between Haysville and Derby.

TBP2 Develop a Feasibility and Design Concept Plan for Possible Arkansas River Corridor Bicycle/Pathway Improvements *(done in conjunction with Policies PRK2 & TBP3)*.
Initiate and develop a feasibility and design concept plan for possible phased development of bicycle/pedestrian infrastructure improvements along the east and west banks of the Arkansas (see possible phasing concept on Map 5).

NOTE: This work would be done in conjunction with feasibility and design concept planning work recommended for the possible equestrian trail along the west bank of the Arkansas River: K-53 to Hydraulic, and the possible 71st St. South Arkansas River pedestrian bridge. Integration of this work is critical due to the interrelated nature of these possible improvements. Feasibility and planning work would focus on such issues as market-demand and economic viability of the proposed improvements as well as design issues, preferred route alignments, phasing of possible improvements, and private landowner and property acquisition issues. Sedgwick County should lead this initiative in consultation with the cities of Derby, Haysville, Mulvane and Wichita. **(Inter-related Policies/ Initiatives: TR3, TBP3, PRK1, PRK2)**

TBP3 Develop a Feasibility and Design Concept Plan for a Possible 71st St. South Arkansas River Pedestrian Bridge *(done in conjunction with Policies PRK2 & TBP2)*.
Initiate and develop a feasibility and design concept plan for a possible new bicycle/pedestrian bridge crossing the Arkansas River near 71st St. South as part of a broader system of possible future regional bicycle/pedestrian improvements along the Arkansas River corridor.

NOTE: This work would be done in conjunction with feasibility and design concept planning work recommended for the possible Arkansas River corridor bicycle/pathway improvements, and the possible equestrian trail along the west bank of the Arkansas River: K-53 to Hydraulic. Integration of this work is critical due to the interrelated nature of these possible improvements. Feasibility and planning work would focus on such issues as market-demand and economic viability of the proposed improvements as well as design issues, preferred route alignments, phasing of possible improvements, and private landowner and property acquisition issues. Sedgwick County should lead

this initiative in consultation with the cities of Derby, Haysville, Mulvane and Wichita. **(Inter-related Policies/Initiatives: PRK1, PRK2, TBP2)**

Road Transportation Infrastructure (see Map 6)

TR1 Request Federal Reclassification of 95th St. South.
Submit the segment of 95th St. South between Meridian and K-15 to the WAMPO for inclusion as part of future updates to the Federal Functional Classification Map. This reclassification is consistent with recommendations contained in the *South Area Transportation Study, April 2008*, and is an important step in securing future funding necessary to design and construct the recommended South Area Parkway. **(Inter-related Policies/Initiatives: TR3)**

TR2 Develop a Mulvane K-15/K-53 Alternate Access Route.
Study/evaluate, and if deemed necessary, design, fund, acquire right-of-way and construct a Mulvane K-15/K-53 alternate access route.

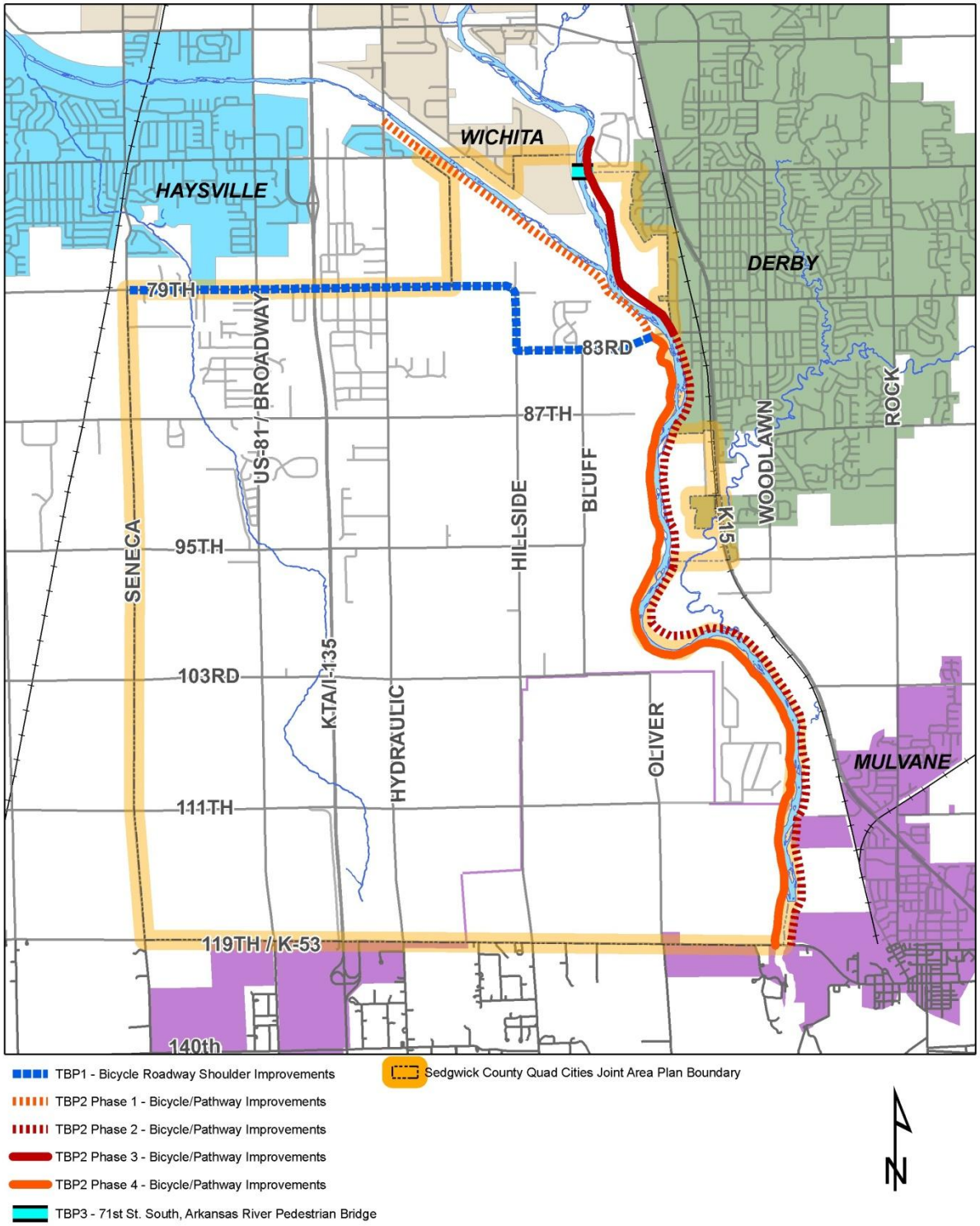
TR3 Develop the South Area Parkway and Arkansas River Bridge Crossing along 95th St. South.
Design, fund, acquire right-of-way and construct that portion of the regional South Area Parkway (150 foot right-of-way containing two 13-foot travel lanes and accommodating bicycle/pedestrian travel modes in each direction separated by a 40-foot median) from Meridian to K-15 along 95th St. South, consistent with recommendations contained in the WAMPO *South Area Transportation Study, April 2008*. The Parkway includes the construction of a bridge (accommodating vehicular/bicycle/pedestrian travel modes) crossing the Arkansas River as well as a BNSF railroad crossing east of the Arkansas River as part of the recommended South Area Parkway from Meridian to K-15 along 95th St. South. **(Inter-related Policies/Initiatives: TR1, PRK1, PRK2)**

TR4 Develop Strategic Transportation System Enhancements to the US 81/K-53 Corridors.
Design, fund and construct transportation system improvements (particularly related to intersection capacity and operations) along the US 81/K-53 corridors as recommended in the *US 81/K-53 Casino Area Transportation Plan, August 2013,* if warranted and dictated by future changes/deficiencies in traffic volumes and conditions.

Map 5

Sedgwick County Quad Cities Joint Area Plan 2012-2035

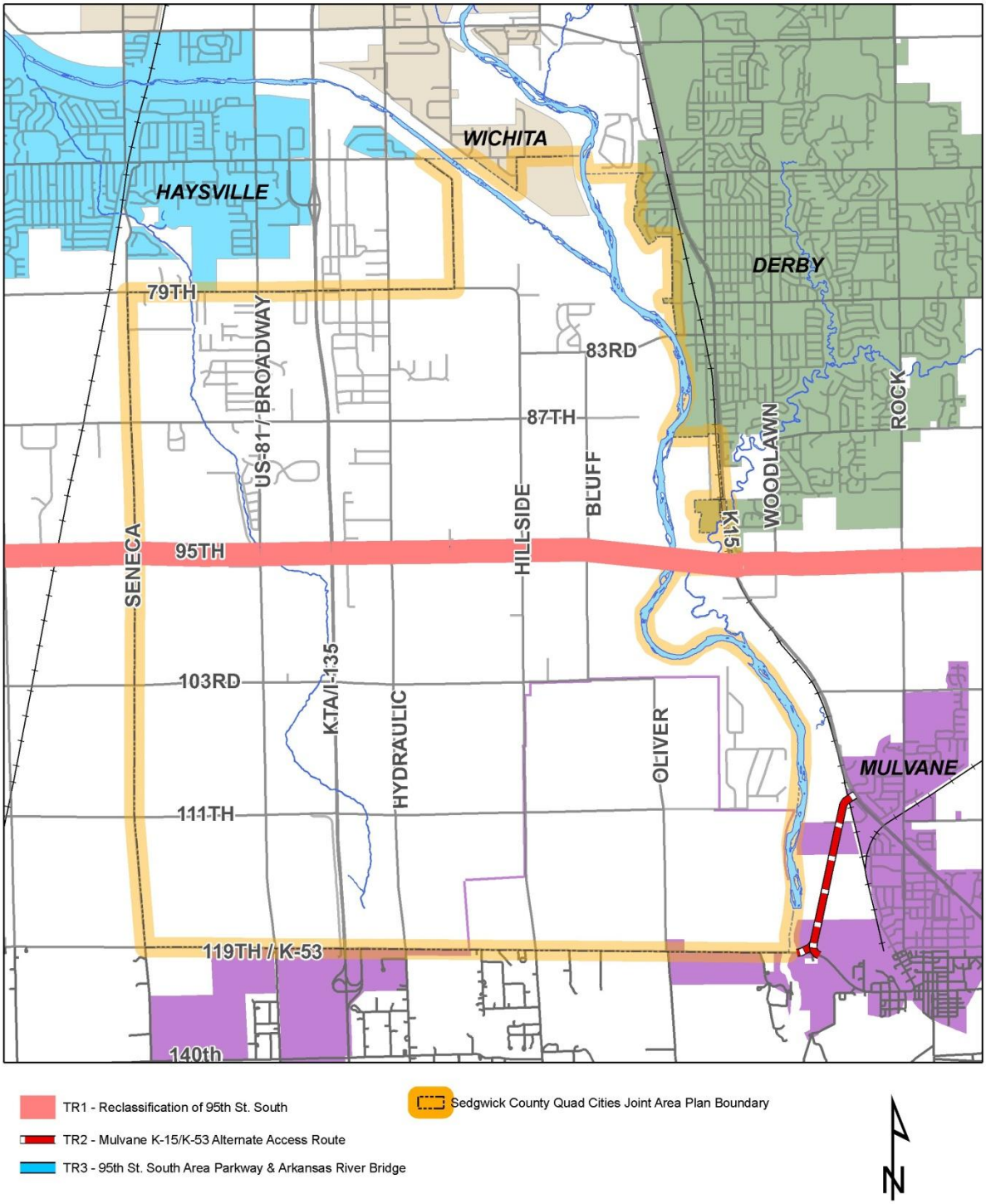
Possible Bicycle/Pedestrian Improvements



Map 6

Sedgwick County Quad Cities Joint Area Plan 2012-2035

Recommended Road Transportation Infrastructure



Transportation Policies/Strategic Initiatives: Implementation Actions & Costs

TRANSPORTATION Policies/Strategic Initiatives (listed in order of priority)		**Key Implementation Actions/Steps** (listed in sequential order) Refer also to: Section 3.1 Lead Roles and Priorities Section 3.2 Advocacy and Support Roles	**Order of Magnitude Cost Estimates** (in $2012)	**Possible Funding Sources**
		Bicycle/Pedestrian Infrastructure		
TBP1	**Develop Bicycle Roadway Shoulder Improvements - 79th St. South/Hillside/83rd St. South.**	1. Request program funding of project design and construction in the County's C.I.P. prioritization process. 2. Complete design concept/final design construction plans. 3. Establish project's T.I.P. local sponsors. 4. Request WAMPO to program this project in the T.I.P. for future federal funding. Await project obligation and letting. 5. Initiate and complete shoulder paving/striping.	***TBD*** design concept ***TBD*** final design ***TBD*** construction	▪ County ▪ WAMPO
TBP2	**Develop a Feasibility and Design Concept Plan for Possible Arkansas River Corridor Bicycle/Pathway Improvements *(done in conjunction with Policies PRK2 and TBP3)*.**	1. Request program funding for feasibility study and design concept planning in the County's C.I.P. prioritization process. NOTE: This work would be integrated with and done in conjunction with feasibility study and design concept plan work on the possible equestrian trail along the west bank of the Arkansas River: K53 to Hydraulic and the possible 71st St. South Arkansas River Pedestrian Bridge. 2. Undertake and complete a feasibility study and design concept plan.	***TBD*** feasibility and design concept	▪ County ▪ WAMPO ▪ Derby ▪ Wichita ▪ Mulvane ▪ Haysville
TBP3	**Develop a Feasibility and Design Concept Plan for a Possible 71st St. South Arkansas River Pedestrian Bridge *(done in conjunction with Policies PRK2 and TBP2)*.** .	1. Request program funding for feasibility study and design concept planning in the County's C.I.P. prioritization process. NOTE: This work would be integrated with and done in conjunction with feasibility study and design concept plan work on the possible equestrian trail along the west bank of the Arkansas River: K53 to Hydraulic and the possible Arkansas River corridor bicycle/pathway improvements. 2. Undertake and complete a feasibility study and design concept plan.	***TBD*** feasibility and design concept	▪ County ▪ WAMPO ▪ Derby ▪ Wichita

TRANSPORTATION Policies/Strategic Initiatives (listed in order of priority)		**Key Implementation Actions/Steps** (listed in sequential order) Refer also to: Section 3.1 Lead Roles and Priorities Section 3.2 Advocacy and Support Roles	**Order of Magnitude Cost Estimates** (in $2012)	**Possible Funding Sources**
		Road Transportation Infrastructure		
TR1	**Request Federal Reclassification of 95th St. South.**	1. Prepare reclassification justification materials. 2. Submit reclassification request to the WAMPO.	N/A	N/A
TR2	**Develop a Mulvane K-15/K-53 Alternate Access Route.**	1. Request program funding of project design concept in the County and City of Mulvane C.I.P. prioritization processes. 2. Complete 30-50% design concept plans. 3. Request program funding of right-of-way acquisition and final design construction plans in the County and City of Mulvane C.I.P. prioritization processes. 4. Acquire necessary right-of-way. 5. Complete final design construction plans. 6. Request program funding of bridge construction in the County and City of Mulvane C.I.P. prioritization processes. 7. Establish project's T.I.P. local sponsors. 8. Request WAMPO to program this project in the T.I.P. for future federal funding. Await project obligation and letting. 9. Initiate and complete bypass construction.	***$800,000*** design concept* ***$2,000,000*** final design* ***TBD*** right-of-way* ***$20 million*** construction* *cost estimates in ***$2010***	▪ County ▪ Mulvane ▪ WAMPO ▪ KDOT
TR3	**Develop the South Area Parkway and Arkansas River Bridge Crossing along 95th St. South .**	1. Request program funding of project design concept in the County's C.I.P. prioritization process. 2. Amend the County and City of Haysville Subdivision Regulations and/or County Unified Zoning Code as necessary in relation to the future South Area Parkway alignment to secure appropriate dedications of right-of-way during the platting process; and prevent future building encroachments from compromising necessary right-of-way acquisitions. 3. Complete 30-50% design concept plans. 4. Request program funding of right-of-way acquisition and final design construction plans in the County's C.I.P. prioritization process. 5. Acquire road right-of-way. 6. Complete final design construction plans. 7. Request program funding of parkway construction in the County's C.I.P. prioritization process. 8. Establish project's T.I.P. local sponsors. 9. Request WAMPO to program this project in the T.I.P. for future federal funding. Await project obligation and letting. 10. Initiate and complete parkway construction.	***TBD*** design concept ***TBD*** acquire right-of-way ***TBD*** final design ***$43,210,000*** road construction* ***$31,870,000*** bridge construction* *cost estimate in ***$2010***	▪ County ▪ WAMPO
TR4	**Develop Strategic Transportation System Enhancements to the US 81/K-53 Corridors.**	1. Request program funding of project design as appropriate or needed in the future.	***TBD*** **-** planning level cost estimates available in the US 81/K-53 Casino Transportation Plan	▪ KDOT ▪ County ▪ WAMPO

2.2.4 Future Growth and Development

Technical Analysis and Findings (refer to Sections 4.4 and 4.5 for more detailed information)

Municipal Growth and Future Urban Service Areas

- Coinciding zoning area of influence and extra-territorial subdivision jurisdiction limits for the cities of Derby, Haysville and Mulvane provide a logical basis for the establishment of initial, long-term municipal corporate boundaries within the plan area.

- The cities of Derby, Haysville and Mulvane have demonstrated their capacity and/or future capability to extend a full range of municipal urban services (including water, sanitary and storm sewer) into their respective zoning areas of influence and extra-territorial subdivision jurisdiction areas located within the plan area. Wichita has not expressed interest in extending its municipal jurisdiction south of the Wichita-Valley Center Floodway.

- Final decisions on future extensions of municipal services in the plan area will ultimately reflect market-based negotiations/financial agreements between a municipality and a private sector investor proposing development (including 'willingness to pay' and 'timeliness of service delivery' considerations).

- Future municipal servicing policies should recognize the impact of a market-driven approach on the final determination of future urban service delivery within the plan area). To some extent, the timing and urgency of landowner/developer requests will drive decisions regarding which municipality (Derby, Haysville or Mulvane) is best able at that time to deliver desired future municipal services and infrastructure in the most cost effective manner.

- There is merit in developing a policy approach similar to that taken in the recently adopted *Derby-Mulvane Joint Area Plan 2009-2030* whereby the cities of Derby, Haysville, Mulvane and Wichita would enter into an agreement (subject to specified review/revision opportunities) that identifies mutually approved future municipal boundaries within the plan area. This would foster good working relationships among the municipalities and help facilitate the future delivery of efficient and high quality municipal services.

Zoning Areas of Influence and Extra-Territorial Subdivision Jurisdiction Areas

- Within the plan area, the respective zoning area of influence and extra-territorial subdivision jurisdiction areas for the cities of Derby, Haysville and Mulvane are identical.

- The cities of Derby and Mulvane have water well fields located within their respective zoning area of influence areas west of the Arkansas River. The zoning area of influence designation provides the planning commissions of both cities the opportunity to have input on any zoning and conditional use proposals that might possibly compromise the long-term integrity of these water well fields.

- State statute requires the cities of Derby, Haysville and Mulvane to have two residents within their respective extra-territorial subdivision jurisdiction areas serving on their respective planning commissions.
- Salem Township representatives have stated a desire for greater input on decisions made by Derby, Haysville, Mulvane and Sedgwick County on platting, zoning and conditional use permit cases within their township, even though a township has no legal decision-making authority or role in these types of cases.
- Currently, the cities of Derby, Haysville and Mulvane and the Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) notify Salem Township (the Township Clerk or Trustee) of all platting cases that fall within their respective subdivision jurisdiction areas within Salem Township. The Wichita-Sedgwick County MAPD also notifies Salem Township of all zoning and conditional use permit cases falling within the unincorporated areas of Salem Township. Salem Township has the opportunity to file comments and recommendations to the aforementioned jurisdictions on these cases, and also has the opportunity to file comments and/or recommendations directly to the Board of Sedgwick County Commissioners.
- Mulvane desires to expand both its current zoning area of influence and extra-territorial subdivision jurisdiction areas located west of the Arkansas River to reflect Mulvane's recent annexation of property south of 119th St. South (K-53) and west of the Arkansas River in Sumner County.
- Mulvane has the capacity and capability to extend a full range of municipal urban services (including water, sanitary and storm sewer) into their proposed expanded zoning area of influence area and extra-territorial subdivision jurisdiction area. Mulvane currently has water and sanitary sewer mains along the K-53 corridor from the Arkansas River to the Kansas Star Casino site.

Future 2035 Land Use Concept Guide

- A shared vision of future land use within the plan area is necessary to foster cooperation and prevent disagreements among the local governments with jurisdictional interests in the plan area.
- Future land use policy direction contained in current planning documents effective in the plan area (see Section 4. Plan Framework/Existing Conditions Analysis) provide appropriate guidance for development of a future 2035 land use concept guide map.
- A future 2035 land use concept guide map developed for the plan area may need amendment to reflect any relevant recommendations forthcoming from the US-81/K-53 Casino Area Transportation Plan initiative scheduled for completion in 2013.

Policies/Strategic Initiatives - *Future Growth and Development*

FGD1 Maintain Current Subdivision and Development Notification Practices with Salem Township.
Consistent with current practices and legal decision-making authority, the cities of Derby, Haysville, Mulvane and the Wichita-Sedgwick County MAPD shall maintain their current notification practices with Salem Township regarding platting, zoning and conditional use permit cases pertaining to their respective jurisdictional authority within the unincorporated areas of Salem Township.

FGD2 Adopt a Mutually Agreeable 2035 Future Land Use Concept Guide.
A future land use concept guide has been developed for the plan area and is depicted on Map 7. This map serves only as a guide for future land use decisions for those municipalities with jurisdictional interests in the plan area. Listed below are the descriptions for each of the 2035 future land use concept categories:

Agricultural
Land areas principally in use for agricultural production and may include farming, crops, pasture, agribusiness ventures such as growing and marketing of products; and, also includes a number of farmstead/homestead acreage parcels.

Residential Acreage - Large Lot
Land areas predominately developed with single-family dwellings and may include ancillary agricultural production on lots at least 2 acres in size but less than 20 acres in size, typically served by on-site private sanitary sewer/septic systems. The cities of Derby, Haysville and Mulvane would not be expected to extend municipal water and sanitary sewer services to properties within this land use category.

Residential Acreage - Small Lot
Land areas predominately developed with single-family dwellings on lots generally less than 2 acres but larger than ½ acre in size, typically served by on-site private sanitary sewer/septic systems.

Urban Density Residential
Land areas predominately developed with urban-density residential units with municipal water and sewer services at densities up to 6 dwelling units per acre. Developments would include single-family detached dwellings, townhomes, or multi-family apartments.

Mixed Residential Use
Land areas predominately developed with a mix of urban-density residential units and small-scale commercial and institutional uses serving the needs of the surrounding community, but not including drive-thru businesses like banks, restaurants or car washes.

Commercial
Land areas predominately developed with a broad variety of local community and/or regional-serving commercial-type uses including office, retail, personal services and general business uses.

Industrial
Land areas predominately developed with a variety of heavy and light industrial uses including resource extraction, processing of raw materials, manufacturing, fabrication, and warehousing.

Institutional
Land areas predominately developed with educational, cultural or religious uses, utility uses, and governmental uses (e.g. post offices, hospitals, police stations, EMS/fire stations, libraries, water/sewer treatment plants, cemeteries, etc.).

Recreation
Land areas predominately developed for active and passive recreation spaces and facilities.

Open Space
Undeveloped land areas prone to flooding and not principally used for agricultural production.

Flooded Residential Property Voluntary Buy-out Program Area Overlay
Land areas predominately targeted over the long-term for a residential property voluntary buy-out program as a means of mitigating the flooding impacts associated with chronically-flooded residential development located with the 1:100 year floodplain.

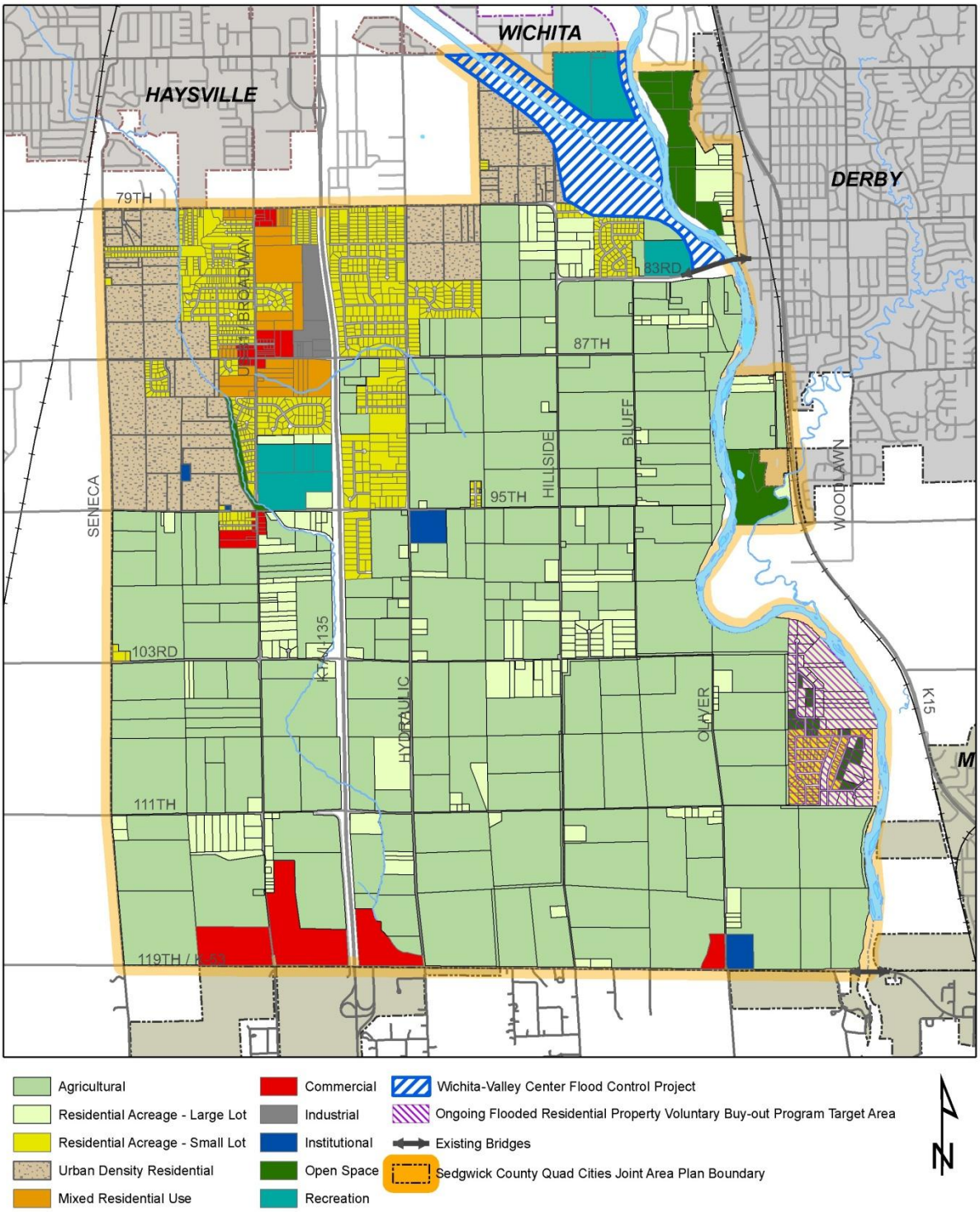
FGD3 Formalize an Agreement on Anticipated 2035 Municipal Boundaries within the Plan Area.
The cities of Derby, Haysville, Mulvane and Wichita shall jointly develop and endorse an agreement that identifies their respective anticipated 2035 municipal boundaries within the plan area. This agreement should be for a limited duration of time after which the four municipalities would need to consult and agree to extend or revise the agreement accordingly, based upon appropriate considerations at that time. This agreement should acknowledge that in the event each city is requested to annex or intends to provide any services beyond the agreed-upon municipal boundaries, notice of such request shall be promptly provided to the other cities. The cities shall enter into good faith discussions regarding whether the request should be granted, considering the cost, timing and feasibility of providing services by each city (including costs and benefits to the property owner and the best interests of the respective cities).

FGD4 Request Expansion of Mulvane's Zoning Area of Influence (ZAOI) and Extra-Territorial Subdivision Jurisdiction (ETSJ) Areas.
In response to Mulvane's recent extension of water and sanitary sewer services to city-annexed property south of 119th St. South (K-53) and west of the Arkansas River in Sumner County, an expansion is requested of Mulvane's zoning area of influence and extra-territorial subdivision jurisdiction areas west of Hillside and north of 119th St. South (K-53) as depicted on Map 8. These expansion requests are subject to the outcomes of any future county-wide zoning area of influence re-assessment initiative, and would require the approval of the Board of Sedgwick County Commissioners to be effective.

Map 7

Sedgwick County Quad Cities Joint Area Plan 2012-2035

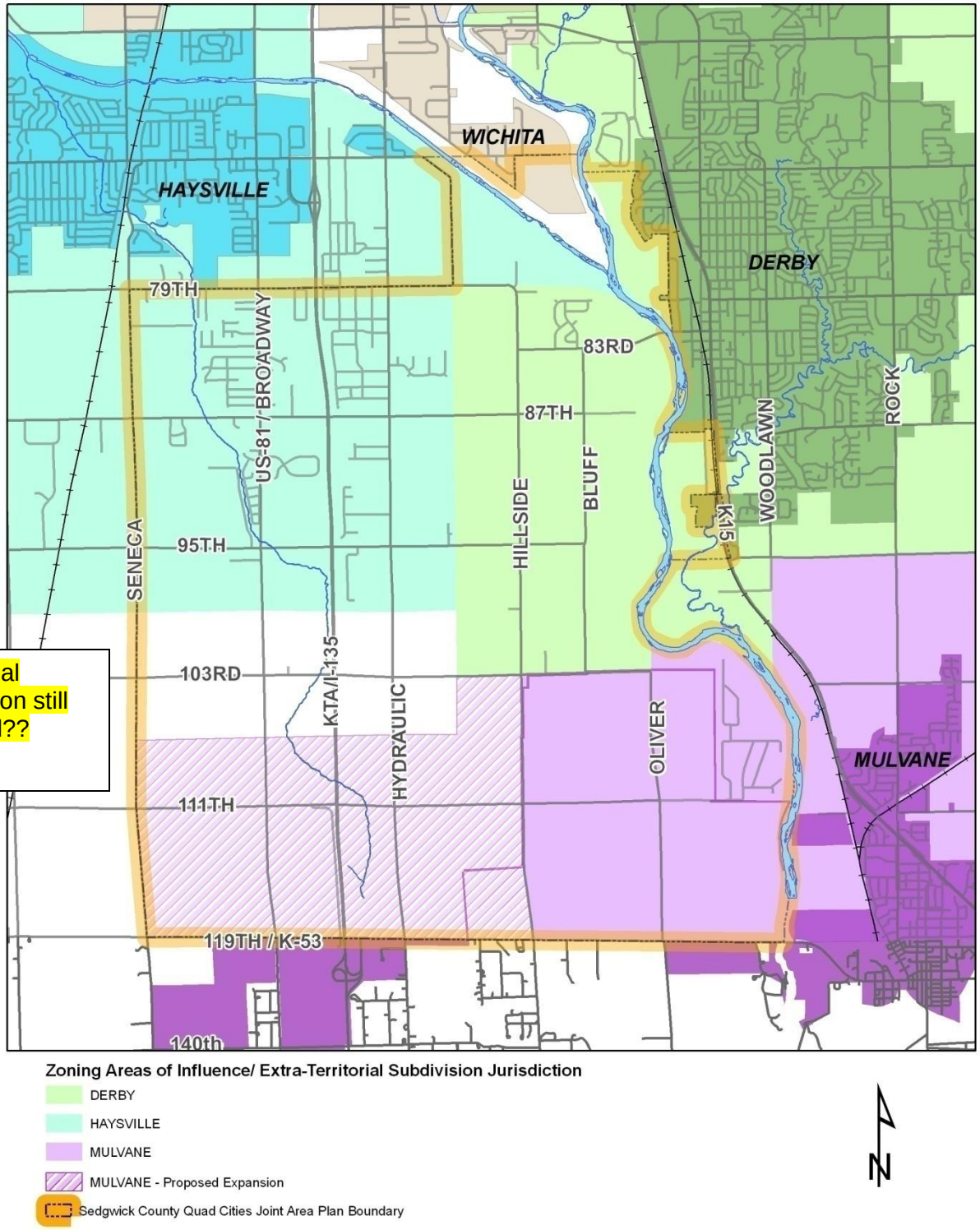
2035 Future Land Use Concept Guide



Map 8

Sedgwick County Quad Cities Joint Area Plan 2012-2035

Zoning Areas of Influence and Extra-Territorial Subdivision Jurisdiction



Additional discussion still required??

Future Growth and Development Policies/Strategic Initiatives:
Implementation Actions & Costs

FUTURE GROWTH AND DEVELOPMENT Policies/Strategic Initiatives (listed in order of priority)		**Key Implementation Actions/Steps** (in sequential order) Refer also to: Section 3.1 Lead Roles and Priorities Section 3.2 Advocacy and Support Role	**Order of Magnitude Cost Estimates** (in $2012)	**Possible Funding Sources**
FGD1	**Maintain Current Subdivision and Development Notification Practices with Salem Township.**	1. No implementation actions required.	N/A	N/A
FGD2	**Adopt a Mutually Agreeable 2035 Future Land Use Concept Guide.**	1. Derby, Haysville, Mulvane, Wichita and Sedgwick County adopt the Sedgwick County Quad Cities Joint Area Plan and the 2035 Future Land Use Concept Guide contained therein as an element of their respective comprehensive plans.	N/A	N/A
FGD3	**Formalize an Agreement on Anticipated 2035 Municipal Boundaries Within the Plan Area.**	1. Meet to discuss and develop a mutual agreement among the cities of Derby, Haysville, Mulvane and Wichita regarding anticipated 2035 municipal boundaries. 2. Each city will enter into a mutual agreement.	N/A	N/A
FGD4	**Request Expansion of Mulvane's Zoning Area of Influence (ZAOI) and Extra-Territorial Subdivision Jurisdiction (ETSJ) Areas.**	1. Initiate the amendment process to expand Mulvane's ZAOI and ETSJ. 2. Seek recommendation of the Wichita-Sedgwick County Metropolitan Area Planning Commission. 3. Submit recommended expansion of Mulvane's ZAOI and ETSJ to the Board of Sedgwick County Commissioners for approval.	N/A	N/A

3. Plan Implementation

3.1 Lead Roles and Priorities

The table below identifies the *relative importance* of the policies/initiatives recommended in this Plan. This table does not propose specific years or timing of actions associated with policies/initiatives, nor does it sequentially establish the inter-related actions that exist between some of the policies/initiatives. It is important to note that from a policy/initiative coordination perspective, a mid-term priority or long-term priority initiative could require a relatively early initiation of design concept planning as a near-term priority even though final design and construction may be programmed many years into the future. Detailed implementation action steps will need to be developed as policies/initiatives are initiated (see example in Appendix B). **Plan implementation is a dynamic process - these policies should be reviewed, modified, and re-prioritized as necessary at least every five years.**

LEAD ROLE	Near-Term Priority Policies/Initiatives 2014-2020	Mid-Term Priority Policies/Initiatives 2021-2030	Long-Term Priority Policies/Initiatives Beyond 2030
Sedgwick County	***2014-2020* Prioritization** **TR1** Federal Reclassification of 95th St. South *(impacts TR3). Pg. 28* **SW1** Long-term Groundwater Table Monitoring Study. *Pg. 21* **SW2** Interim Sedgwick County Code Amendments for Slab-on-Grade Construction. *Pg. 21* **TR3** South Area Parkway and Arkansas River Bridge along 95th St. South *(impacts TR1, PRK1, PRK2). Pg. 28* **TBP1** Bicycle Roadway Shoulder Improvements - 79th St. South/Hillside/83rd St. South. *Pg. 27* **PRK1** Sedgwick County Regional Park and Recreation Design Concept Plan *(impacts PRK2, TR3, TBP2, TPB3). Pg. 18* ***Ongoing*** **SW4** Flooded Residential Property Voluntary Buy-out Program.	***2021-2030* Prioritization** **SW3** Sedgwick County Code Amendments for Lowest Building Floor Elevation. *Pg. 22* **PRK2** Feasibility and Design Concept Plan for Equestrian Trail Along West Bank of the Arkansas River - K-53 to Hydraulic *(impacts PRK1, TR3, TBP3). Pg. 18* **TBP2** Feasibility and Design Concept Plan for Arkansas River Corridor Bicycle/Pathway Improvements *(impacts PRK1, PRK2, TBP3). Pg. 27* **TBP3** Feasibility and Design Concept Plan for 71st St. South Arkansas River Pedestrian Bridge *(impacts PRK1, PRK2, TPB2). Pg. 27* ***Ongoing*** **SW4** Flooded Residential Property Voluntary Buy-out Program.	***Beyond 2030* Prioritization** TBD ***Ongoing*** **SW4** Flooded Residential Property Voluntary Buy-out Program.

LEAD ROLE	Near-Term Priority Policies/Initiatives 2014-2020	Mid-Term Priority Policies/Initiatives 2021-2030	Long-Term Priority Policies/Initiatives Beyond 2030
City of Derby	***2014-2020 Prioritization*** **FGD3** Agreement on Anticipated 2035 Municipal Boundaries Within the Plan Area. *Pg. 36*		
City of Haysville	***2014-20120 Prioritization*** **FGD3** Agreement on Anticipated 2035 Municipal Boundaries Within the Plan Area. *Pg. 36*		
City of Mulvane	***2014-2020 Prioritization*** **TR2** Mulvane K-15/K-53 Alternate Access Route. *Pg. 28* **FGD3** Agreement on Anticipated 2035 Municipal Boundaries Within the Plan Area. *Pg. 36* **FGD4** Expansion of Mulvane's Zoning Area of Influence (ZAOI) and Extra-Territorial Subdivision Jurisdiction (ETSJ) Area. *Pg. 36*		
City of Wichita	***2014-2020 Prioritization*** **FGD3** Agreement on Anticipated 2035 Municipal Boundaries Within the Plan Area. *Pg. 36*		
MAPD	***2014-2020 Prioritization*** **FGD2** Mutually Agreeable 2035 Future Land Use Concept Guide. *Pg. 35*		
KDOT		***2021-2030 Prioritization*** **TR4** Strategic Transportation Enhancements to US 81/K-53 Corridors. *Pg. 28*	

3.2 Advocacy and Support Roles

Recognizing that Sedgwick County has lead responsibility for initiating action on virtually all of the policies/initiatives recommended in this Plan, the table below identifies the key support/ advocacy roles that the municipal partners of this Plan must play in order to help Sedgwick County accomplish the policies/initiatives contained in this Plan.

INTER-MUNICIPAL ADVOCACY & SUPPORT ROLES	**Near-Term Priority Policies/Initiatives** 2014-2020	**Mid-Term Priority Policies/Initiatives** 2021-2030	**Long-Term Priority Policies/Initiatives** Beyond 2030
City of Derby	***2014-2020*** *Prioritization* **TR1** Support County reclassification request to WAMPO. *Pg. 28* **TR2** Support program funding in County's C.I.P. *Pg. 28* **TR3, TBP1** Support program funding in County's C.I.P.; and T.I.P. project submissions to WAMPO. *Pgs. 27 & 28* **FGD2** Adopt a Mutually Agreeable 2035 Future Land Use Concept Guide. *Pg. 35* **FGD4** Support expansion of Mulvane's Zoning Area of Influence (ZAOI) and Extra-Territorial Subdivision Jurisdiction (ETSJ) Area. *Pg. 36* **PRK1** Enter into an agreement between Sedgwick County and other participating communities regarding the funding and management of the design concept plan. - Support program funding in County's C.I.P. and Derby's C.I.P. - Amendments as appropriate to the City of Derby Comprehensive Plan, and Park System and Open Space Plan. *Pg. 18*	***2021-2030*** *Prioritization* **PRK2** Support program funding in County's C.I.P. *Pg. 18* **TBP2** Support program funding in County's C.I.P. *Pg. 27* **TBP3** Support program funding in County's C.I.P. *Pg. 27*	***Beyond 2030*** *Prioritization* TBD

INTER-MUNICIPAL ADVOCACY & SUPPORT ROLES	**Near-Term Priority Policies/Initiatives** 2014-2020	**Mid-Term Priority Policies/Initiatives** 2021-2030	**Long-Term Priority Policies/Initiatives** Beyond 2030
City of Haysville	***2014-2020*** *Prioritization* **TR1** Support County reclassification request to WAMPO. *Pg. 28* **TR3** Haysville Subdivision Regulation amendments as required. *Pg. 28* **TR2** Support program funding in County's C.I.P. *Pg. 28* **TR3, TBP1** Support program funding in County's C.I.P. and T.I.P. project submissions to WAMPO. *Pgs. 27 & 28* **FGD3** Adopt a Mutually Agreeable 2035 Future Land Use Concept Guide. *Pg. 36* **FGD4** Support expansion of Mulvane's Zoning Area of Influence (ZAOI) and Extra-Territorial Subdivision Jurisdiction (ETSJ) Area. *Pg. 36* **PRK1** Enter into an agreement between Sedgwick County and other participating communities regarding the funding and management of the design concept plan. - Support program funding in County's C.I.P. and Haysville's C.I.P. - City of Haysville Comprehensive Plan amendments as appropriate. *Pg. 18*	***2021-2030*** *Prioritization* **PRK2** Support program funding in County's C.I.P. *Pg. 18* **TBP2** Support program funding in County's C.I.P. *Pg. 27* **TBP3** Support program funding in County's C.I.P. *Pg. 27*	***Beyond 2030*** *Prioritization* TBD

INTER-MUNICIPAL ADVOCACY & SUPPORT ROLES	**Near-Term Priority Policies/Initiatives** 2014-2020	**Mid-Term Priority Policies/Initiatives** 2021-2030	**Long-Term Priority Policies/Initiatives** Beyond 2030
City of Mulvane	***2014-2020*** *Prioritization* **TR1** Support County reclassification request to WAMPO *Pg. 28* **TBP1** Provide guidance/input; support future program funding as appropriate. *Pg. 27* **TR3, TBP1** Support program funding in County's C.I.P.; and T.I.P. project submissions to WAMPO. *Pgs. 27 & 28* **FGD2** Adopt a Mutually Agreeable 2035 Future Land Use Concept Guide. *Pg. 36* **PRK1** Enter into an agreement between Sedgwick County and other participating communities regarding the funding and management of the design concept plan. - Support program funding in County's C.I.P. and Mulvane's C.I.P. - Amendments as appropriate to the City of Mulvane Comprehensive Plan, and Park System and Open Space Plan. *Pg. 18*	***2021-2030*** *Prioritization* **PRK2** Support program funding in County's C.I.P. *Pg. 18* **TBP2** Support program funding in County's C.I.P. *Pg. 27* **TBP3** Support program funding in County's C.I.P. *Pg. 27*	***Beyond 2030*** *Prioritization* TBD . .

INTER-MUNICIPAL ADVOCACY & SUPPORT ROLES	**Near-Term Priority Policies/Initiatives** 2014-2020	**Mid-Term Priority Policies/Initiatives** 2021-2030	**Long-Term Priority Policies/Initiatives** Beyond 2030
City of Wichita	***2014-2020 Prioritization*** **TR1** Support County reclassification request to WAMPO. *Pg. 28* **TR3, TBP1** Support program funding in County's C.I.P.; and T.I.P. project submissions to WAMPO. *Pgs. 27 & 28* **FGD2** Adopt a Mutually Agreeable 2035 Future Land Use Concept Guide. *Pg. 35* **PRK1** Enter into an agreement between Sedgwick County and other participating communities regarding the funding and management of the design concept plan. - Support program funding in County's C.I.P. and Wichita's C.I.P. - City of Wichita PROS Plan amendments as appropriate. *Pg. 18*	***2021-2030 Prioritization*** **PRK2** Support program funding in County's C.I.P. *Pg. 18* **TBP2** Support program funding in County's C.I.P. *Pg. 27* **TBP3** Support program funding in County's C.I.P. *Pg. 27*	***Beyond 2030 Prioritization*** TBD
Wichita-Sedgwick County MAPD	***2014-2020 Prioritization*** **PRK1** Wichita-Sedgwick County Comprehensive Plan amendments as appropriate. *Pg. 18* **TR3** County Unified Zoning Code and/or Subdivision Regulation amendments as required. *Pg. 28*	***2021-2030 Prioritization***	***Beyond 2030 Prioritization***

4. Plan Framework/Existing Conditions Analysis

4.1 Recreation

The following analysis was completed in order to provide a framework for the development of new policy direction and strategic initiatives pertaining to:

1. Possible development of a regional park to serve area residents.
2. Future development of recreation/greenway opportunities associated with the Arkansas River corridor.

Regional Park

Existing Plan Policy Context:

- A future regional park has been recommended within the plan area (specific location to be determined) along the Arkansas River between 71st St. South and 103rd St. South (*Derby Comprehensive Plan 2006*).

- Two possible regional park sites have been designated adjacent to the plan area:
  1. A site southwest of K-15 and 95th St. South on the east bank of the Arkansas River (*Derby-Mulvane Joint Area Plan 2010-2030*);
  2. A site west of Mulvane and south of 111th St. South on the east bank of the Arkansas River (*Mulvane Park System and Open Space Plan 2003*).

- Wichita's South Arkansas River Greenway Park located within the plan area at the confluence of the Arkansas River and the Wichita-Sedgwick County Floodway Control Structure south of 71st St. South has been designated and developed as a natural area park, not a regional park (*Wichita Parks, Recreation and Open Space Plan 2008*).

Current Situation/Conditions:

- There is a lack of consistent and commonly-shared standards for the development of regional parks (in terms of size, service area, location/access, and other required or optional elements) amongst the municipalities participating in this joint area plan.

- A detailed site suitability analysis has not been undertaken to support the development of a future regional park at specific locations within or adjacent to the plan area.

- None of the municipal partners participating in this planning initiative currently have adopted capital improvements programs that identify future funding for the development of a regional park within or adjacent to the plan area.

Arkansas River Corridor

Existing Plan Policy Context:

- The development of a greenway along the Arkansas River within the plan area is recommended in four plans (*Sedgwick County Parks and Pathways Plan 1996; Mulvane Park System and Open Space Plan 2003; Wichita-Sedgwick County Comprehensive Plan, May 2005; Derby Comprehensive Plan 2006*).

- The specific development of a bicycle/pedestrian pathway system along the Arkansas River corridor within the plan area is currently recommended in four plans (*Mulvane Park System and Open Space Plan 2003; Derby Comprehensive Plan 2006; WAMPO Regional Pathway System Plan 2007; Derby-Mulvane Joint Area Plan 2010-2030*).

- The identification and development of two public river access points along the Arkansas River within the plan area and one access point immediately south is recommended (*Arkansas River Corridor Access Plan-ARCAP, 2008)*.

Current Situation/Condition:

- The appropriate elements of a 'comprehensive greenway system' along the Arkansas River corridor within the plan area have yet to be clearly or uniformly defined.

- None of the municipal partners participating in this planning initiative currently have adopted capital improvements programs that identify future funding for the acquisition and/or development of elements of a 'comprehensive greenway system' along the Arkansas River within the plan area.

- Two public access points along the river within the plan area have been established by the cities of Derby and Wichita consistent with the recommendations of the *Arkansas River Corridor Access Plan (ARCAP) 2008*:
    1. A 'primary' access point (*Mile 751*) located in Wichita north of 71st St. South within the South Arkansas River Greenway Park on the west bank of the Arkansas River (designed, constructed and operational);
    2. A 'primitive' access point (*Mile 750*) located in Derby immediately south of 79th St. South on the east bank of the Arkansas River (under design).

  A 'primary' public access point (*Mile 743*) is also proposed in Mulvane immediately south of K-53/119th St. South and the plan area along the east bank of the Arkansas River on 100 acres of property owned by the City of Mulvane. The City currently has no plans to design or construct this access point.

4.2 Stormwater Flooding/Drainage and High Groundwater

The following analysis was completed in order to provide a framework for the development of new policy direction and strategic initiatives pertaining to future land uses in floodplain areas and areas prone to stormwater flooding and/or high groundwater.

Existing Plan Policy Context:

- Sedgwick County adopted the *Sedgwick County Stormwater Technical Guidance Manual 2011* to require best management practices to mitigate stormwater impacts associated with any new development in unincorporated Sedgwick County.

- Sedgwick County completed the *Southern Sedgwick County Drainage Study Report - January 2000* that identified stormwater drainage/flooding problem areas, potential

solutions for the high priority problem areas, and capital cost estimates for mitigation improvements.

Current Situation/Conditions:

- Since the early 1990's, both Sedgwick County and Salem Township have been engaged in long-term initiatives to mitigate chronic, longstanding stormwater drainage/flooding and high groundwater problems within portions of the plan area. Mitigation efforts have included:
    1. The voluntary buy-out (FEMA funds) of approximately 20 flood-prone residential properties in the River Vista subdivision located within the 1:100 yr. floodplain (1% annual flood chance) east of Oliver St. East and 111th St. South.
    2. The construction of culvert and drainage system improvements at the intersection of 103rd St. South and Hillside to alleviate chronic road and intersection flooding at that location, and reduce infiltration into the local groundwater table.
    3. The temporary pumping of two of Derby's reserve municipal water wells (740 GPM) located near the intersection of 95th St. South and Hillside into the Arkansas River for approximately 46 days over a four-month period (June through November) in 2008. This test pumping was done under an agreement with Sedgwick County, Derby and KDHE in order to measure the drawdown impact on high groundwater table conditions around the well site area. Prior to testing, the water tables at the well sites ranged from 5.7 feet and 7.3 feet. During pumping, drawdown would start at 1.5 feet and increase to 4.5 feet at the end of the test periods. However, once pumping stopped, groundwater levels at the well sites would rebound to normal levels within one to two days.

- Based on well record data collected between 1971 and 2008 from the City of Derby's nine groundwater wells generally located along Bluff Street between 83rd St. South and 95th St. South, average groundwater table depths in this area range between 14.9 feet and 21.4 feet. Water table levels dropped fairly uniformly in 1981, 1992 and 1994. Historical changes between high and low levels over the last 35 years have varied between 6.4 feet and 9.9 feet.

- High groundwater conditions in several established rural residential acreage developments (e.g. west of Hydraulic and north of 87th St. South) have resulted in flooded basements, hydrostatic pressure damage to basement foundations, and compromised septic field longevity.

- High groundwater conditions have forced some rural residential acreage owners to construct above-ground basements and elevated residences (e.g. east of Broadway/US-81 and north of 103rd St. South).

- The *Sedgwick County 2014-18 Capital Improvement Program* identifies miscellaneous drainage project funding in each year through 2018 that could be used to address

longstanding stormwater drainage/flooding and high groundwater problems within the plan area.

4.3 Transportation

The following analysis was completed in order to provide a framework for the development of new policy direction and strategic initiatives pertaining to the provision of future bicycle travel and road transportation infrastructure within the plan area; and, to determine the appropriateness of future Arkansas River bridge crossings at 71st St. South and 95th St. South.

Bicycle/Pedestrian Infrastructure

Existing Plan Policy Context:

- Two future rural pathway corridors, primary linkages within a broader regional pathway system plan, are designated within the plan area (*WAMPO Regional Pathway System Plan, September 2007)*:
  1. The proposed 'Oz Rural Loop Corridor A' segment along 79th St. South from Haysville to Derby is part of a more extensive 100 mile regional bicycle loop system designated around the City of Wichita. Policy direction encourages the future upgrading of 79th St. South/Hillside/83rd St. South with paved roadway shoulders and installation of 'share-the-road' signage;
  2. The proposed 'Arkansas River Path Corridor J' segment along the west side of the Arkansas River from 71st St. South to 79th St. South in Derby is part of a much longer, partially completed, multi-use pathway system extending northward along the Arkansas River to I-235 and Broadway. Policy direction encourages land acquisition, design and construction of 10 ft. wide, improved and signed multi-use (bicycle and pedestrian) pathway.

- Future bicycle/pedestrian corridor projects within the plan area would be eligible to receive federal funding consistent with the *WAMPO Metropolitan Transportation Plan 2035.*

Current Situation/Conditions:

- The December 13, 2011 update to the *WAMPO Regional Pathway System Plan, September 2007* recommends that the 'Arkansas River Path Corridor J' segment be extended south of 83rd St. South along both sides of the Arkansas River to the Sumner County line. This is a long-term recommendation that encourages the southerly extension of existing pathways located along the Arkansas River and reflects a vision to extend the regional pathway system along regional waterways. This recommendation supports north-south system continuity in a loop configuration and provides access to high density populations located in proximity to both the east and west banks of the Arkansas River. The ability to gain access and easements along the Arkansas River may prove costly and/or problematic.

- None of the *WAMPO Regional Pathway System Plan* recommended improvements associated with the proposed 'Oz Rural Loop Corridor A' or 'Arkansas River Path Corridor J' have been initiated within the plan area.

- None of the municipal partners participating in this planning initiative have adopted capital improvements programs that identify future funding for the development of future rural pathway corridors or bicycle/pedestrian infrastructure within the plan area.

Road Transportation Infrastructure

Existing Plan Policy Context:

- The following long-term road transportation system improvements/projects have been recommended within the plan area in order to manage traffic growth, ease congestion and improve traffic safety:
  1. Paving and/or widening shoulders of the 79th St. South/83rd St. South from Seneca to the Arkansas River *(South Area Transportation Study, April 2008)*.
  2. The construction of an arterial loop parkway (South Area Parkway System) along 95th St. South from the Arkansas River to Seneca *(South Area Transportation Study, April 2008; Derby-Mulvane Joint Area Plan 2020-2030).*
  3. There is minimal transportation justification for a new south freeway bypass through this area based on long-term traffic and population projections *(South Area Transportation Study, April 2008)*.

- Future bicycle/pedestrian infrastructure improvements were not specifically identified or evaluated as an element of the South Area Parkway System (95th St. South) in the *South Area Transportation Study, April 2008*.

- The design and construction of a Mulvane alternate access route (K-15 to K-53) immediately east of the plan area has been long advocated by the City of Mulvane in order to alleviate frequent and lengthy rail traffic blockages (and associated life/safety issues) for east-west vehicular traffic along K-53.

- The following long-term road transportation system improvements (and associated cost estimates in ***$2010***) have been identified within/adjacent to the plan area and are eligible to receive federal funding (*WAMPO Metropolitan Transportation Plan 2035, Appendix 4)*:
  - 95th St. South: Meridian to Broadway/US-81 - arterial loop parkway, ***$21,070,000*** - 2020 to 2029
  - 95th St. South: Broadway/US-81 to Hillside - arterial loop parkway, ***$21,070,000*** -2020 to 2029
    (Hillside to K-15 - arterial loop parkway is included as part of a bridge project in the MTP)
  - 95th St. South: K-15 to Greenwich - arterial loop parkway, ***$31,605,000*** - 2020 to 2029
  - Mulvane Bypass (K-15 to K-53/119th St. South), ***$13,250,000**** - 2014 to 2019
    *This estimate has been revised to ***$20,000,000*** by the City of Mulvane

Current Situation/Conditions:

- None of the recommended long-term transportation system improvements have been initiated within the plan area.
- No funds have been programmed in the City of Mulvane's Capital improvement Plan for the design and development of the Mulvane Bypass (K-15 to K-53/119th St. South).
- The *Sedgwick County 2014-18 Capital Improvement Program* identifies funding (***$500,000***) in 2015 to contract engineering services to undertake a preliminary design study for a portion of the proposed South Area Parkway System along 95th St. South from Broadway/US-81 to Greenwich, including a new Arkansas River bridge crossing.
- In October 2013, KDOT finalized the *US-81/K-53 Casino Area Transportation Plan* that includes the plan area and portions of Sumner County. This plan recommends future road improvements along the US81/K-53 corridors if warranted and dictated by future changes/deficiencies in traffic volumes and conditions.
- In March 2012, the City of Haysville adopted the *Haysville South Broadway Corridor Plan*. This plan recommends future Broadway/US-81 road improvements within the plan area between 79th St South and 87th St. South (3-lane section; right/left turn lanes at 79th St. South; left turn lanes at 87th St. South; sidewalks). Jurisdictional control transfer of Broadway/US-81 to Haysville and Sedgwick County is also recommended.
- The City of Wichita completed a road improvement project in 2011-12 which was not of a parkway design standard on the segment of Greenwich between Kellogg and Harry.

<u>Arkansas River Bridge Crossings</u>

Existing Plan Policy Context:

- A new bridge over the Arkansas River somewhere between 83rd St. South and K-53/119th St. South and more specifically at 95th St. South is recommended in two plans as a means to improve connectivity and reduce current and forecast future congestions *(South Area Transportation Study, April 2008; Derby-Mulvane Joint Area Plan 2020-2030)***.**
- There is currently no plan policy supporting the development of an Arkansas River bridge crossing (vehicular or pedestrian) at 71st St. South.
- The following future Arkansas River bridge projects (and associated cost estimates) have been identified as being eligible to receive federal funding (*WAMPO Metropolitan Transportation Plan 2035*, *Appendix 4)*:
    - Arkansas River vehicular traffic bridge at 95th St. South, including the development of the arterial loop parkway segment from K-15 to Hillside, Phase 1, ***$31,870,000*** - 2014 to 2019
    - Arkansas River vehicular traffic bridge at 71st St. South, ***$32,000,000 plus*** - 2030 to 2035 **(note: no local project sponsor or plan policy support)**

Current Situation/Conditions:

- No future new Arkansas River bridge projects have been initiated within the plan area.
- The *Sedgwick County 2014-18 Capital Improvement Program* identifies funding (***$500,000***) in 2015 to contract engineering services to undertake a preliminary design study for a portion of the proposed South Area Parkway System along 95th St. South from Broadway/US-81 to Greenwich, including a future four-lane bridge crossing the Arkansas River (and a BNSF railroad crossing east of the Arkansas River).

4.4 Future Growth and Development

The following analysis was completed in order to provide a framework for the development of new policy direction and strategic initiatives pertaining to: establishing future municipal corporate limits and urban growth/municipal service areas for the cities of Derby, Haysville, Mulvane and Wichita, including the delivery of municipal services to support future land use development associated with the Kansas Star Casino, Hotel and Event Center; defining appropriate 'areas of zoning influence' boundaries for Derby, Haysville and Mulvane; and, developing a 2030 future land use concept guide for the plan area.

Municipal Growth and Future Urban Service Areas

Existing Plan Policy Context:

- The current comprehensive plans for Derby, Haysville and Mulvane identify respective future urban growth, land use and municipal services expansion into various portions of the plan area. There is no overlap of urban growth areas amongst these comprehensive plans (*Derby Comprehensive Plan 2006; Haysville Comprehensive Plan 2009; Mulvane Comprehensive Plan 2002, amended December 19, 2011*).
- The current *Wichita-Sedgwick County Comprehensive Plan (*amended May 2005) identifies future 'Small City 2030 Urban Growth Areas' for Derby, Haysville and Mulvane within the plan area. These areas do not currently align with the future growth areas depicted in the Derby, Haysville and Mulvane comprehensive plans.

Current Situation/Conditions:

- Existing land uses within the plan area are predominately agricultural, with significant concentrations of rural residential acreage development occurring in the north central, northwest and southeast portions of the plan area. According to the 2010 Census, the current population residing within the plan area is **3,252** with a total of **1,360** dwelling units.
- Sedgwick County currently provides fire, EMS and sheriff services to the plan area. County services are delivered from facilities in Haysville at 3914 W. 71st Street (Fire Station 34) and 6401 S. Mabel Street (EMS Post); in Wichita at 5055 S. Oliver (Fire Station 36) and in Derby at 1401 N. Rock Road (EMS Post). Derby provides fire service from Station 81 located at 128 W. Market.

- None of the three unified school districts (USD 260, 261 and 263) that encompass the plan area currently have facility expansion plans within in the area.

- Current capacity/plans of **Derby** to extend municipal services into the plan area:
  - Water and sewer:
    - Although Derby is currently receiving water from the City of Wichita, the city still owns several water wells (near Hillside and 95th St. South; and, along Bluff between 83rd St. South and 95th St. South) that have a combined domestic use appropriation of approximately 650 MGY which could be utilized in some fashion to supply future urban growth within the plan area should an opportunity arise. This is enough water to provide average daily service to about 6,400 households, or a population of approximately 17,800.
    - At this time Derby does not have any sewer service or capacity within the plan area but would consider extending service into this area should future urban growth require such extension of services. Derby's Wastewater Treatment facility presently functions at approximately 80% of its rated capacity. While improvements at the treatment plant are anticipated in the next few years to address effluent quality, major improvements to increase capacity from its present KDHE rating of 2.5 MGD will not be required for several more years. The treatment plant is designed to ultimately handle 5.0 MGD, or the equivalent population of near 50,000. Sewer service could be extended under the Arkansas River with the installation of one lift station west of the treatment plant.
  - Fire, police and EMS:
    - The capacity of the current Derby police services will need to be increased in order to respond to future anticipated Derby growth within the plan area. Additional equipment and staffing needs will driven by population growth rates.
    - Derby has a combined paid and volunteer fire service capacity as well as a first-responder agreement with Sedgwick County (Fire Station 36 at 5055 S. Oliver Street) and at Derby Station 81 at 128 W. Market. Additional equipment and staffing needs will driven by population growth rates. EMS services are provided by Sedgwick County from the facility at 1401 N. Rock Road.
  - Roads and other services:
    - Provision of Derby road construction, road upgrade and maintenance services is driven by redevelopment demands and property owner petitions for services.

- Current capacity/plans of **Haysville** to extend municipal services into the plan area:
  - Water and sewer:
    - Haysville's current water well fields and water allocation rights are sufficient to exceed a projected 2040 population of 16,432 (2010 population is 10,826). Improvements to the City's water system capacity and distribution network will be required to increase supply rates and distribution into anticipated future urban growth areas.
    - Improvements to Haysville's wastewater treatment plant and sewer main system have been planned to accommodate a projected 2025 total service area population of 11,884. Within the plan area, this includes sewer services south to a point ½ mile south of 79th St. South and east to Cowskin Creek; and, sewer services north of 79th St. South between the KTA and Hydraulic. The extension of future sanitary sewer mains into the plan area will require lift stations/pumps due to high ground water table conditions and lower elevations.

- Fire, police and EMS:
  - Haysville EMS services are provided by Sedgwick County from the County facility at 6401 S. Mabel Street. Fire services are provided from County Fire Station 34 located at 3914 W. 71st Street. The capacity of the current Haysville police services will need to be increased in order to respond to future anticipated Haysville growth within the plan area. Additional equipment and staffing needs will driven by population growth rates.
- Roads and other services:
  - Provision of Haysville road construction, road upgrade and maintenance services is driven by redevelopment demands and property owner petitions for services.

- Current capacity/plans of **Mulvane** to extend municipal services into the plan area:
  - Water and sewer:
    - A current water supply (Augusta) capacity of 200 MGY year plus water rights and five water wells west of Mulvane (northeast corner of Oliver and K-53) meets Mulvane's current and future water demand needs through year 2025, inclusive of the casino and related development. An emergency water supply option from Derby is being explored. Improvements to Mulvane's water pumping and distribution system are necessary to accommodate projected 2025 demand.
    - Mulvane has extended water service to the Kansas Star Casino development via a 14 inch and 16 inch (Oliver to the casino site) water main.
    - Mulvane's wastewater treatment plant/system has a current capacity to accommodate a total population of 9,100 (2010 population is 6,100; the EKAY 'casino-influenced' 2025 projection is 8,247; the WAMPO 2035 projection is 7,908). Improvements to Mulvane's wastewater treatment and distribution system are necessary to accommodate projected 2025 demand.
    - Mulvane has extended sanitary sewer service to the Kansas Star Casino development via 6 inch and 10 inch forced sewer mains.
  - Electrical:
    - Electrical power demand projections by Mulvane assume the same customer demand as the water demand projections, including the casino development and 35 acres of additional commercial development. Total demand estimate is 29,040 kW in 2025. Through a franchise agreement from Mulvane, Westar Energy has extended commercial power to the casino development site.
  - Fire, police and EMS:
    - Mulvane currently has the capacity to deliver necessary fire, police and EMS services to the casino development area.
  - Roads and other services:
    - Provision of Mulvane road construction, road upgrade and maintenance services is driven by redevelopment demands and property owner petitions for services. No Mulvane road maintenance services will be required to service the casino development (roads within the development will be private and maintained by the casino).

- Current capacity/plans of **Wichita** to extend municipal services into those portions of the plan area within Wichita's city limits:
  - Water and sewer:
    - A Wichita water main runs adjacent to the Park at E. 71st St. South and S. Rutan St. Provision of Wichita water and sanitary services is driven by redevelopment demands and property owner petitions for services.

- No Wichita sanitary sewer mains are located near the South Arkansas River Greenway Park - the closest sewer main is located at 63rd St. South and S. Jade Avenue. Wichita has the capacity to extend sanitary sewer services to the Park.

➢ Fire, police and EMS:

- Wichita currently delivers fire, EMS and police services to the South Arkansas River Greenway Park.

➢ Roads and other services:

- A paved two-lane road with grass ditches currently provides access to the Park. Provision of Wichita road construction, road upgrade and maintenance services is driven by redevelopment demands and property owner petitions for services.

▪ The Kansas Star Casino, Hotel and Event Center: Phase 1 of this new development located immediately south of 119th St. South (K-53) in Sumner County consists of: 1,350 slot machines; 32 table games; a five table poker room; a 50 seat snack bar and kiosks; a 40 seat food court; a 250 seat buffet; a 115 seat steakhouse; a 100,000 sq. ft. indoor events arena with seating for 3,000 … up to 4,200 for certain events; and, a 150 room hotel. Phase 2 elements will include: 500 additional slot machines; 10 additional gaming tables; a sports bar; an additional 150 hotel rooms; and, a 24 acre event center complex (22,000 sq. ft. of enclosed event space, 20,000 sq. ft. outdoor event area, an RV Park/Trailer Parking with 60 serviced hook-ups). The City of Mulvane is anticipating that an additional 35 acres of land surrounding the casino development within Mulvane's city limits will be eventually developed for additional commercial uses. The City has also projected an additional 137 new households over the next few years that are directly associated with the casino development.

Zoning Areas of Influence and Extra-Territorial Subdivision Jurisdiction Areas

Explanation:

▪ In 1985, when Sedgwick County adopted countywide zoning, all of the cities of the second and third class (except the City of Eastborough) were granted authority through the creation of individualized zoning areas of influence (ZAOI) to review and comment on county zoning applications located within close proximity to their respective municipal boundaries. When a zoning or conditional use application is filed within a city's zoning area of influence, that city's planning commission is given the opportunity to review and comment on the application. This recommendation is then forwarded to the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC) for consideration as they make a recommendation on the application to the Board of Sedgwick County Commissioners. If the city's planning commission recommends denial, then a unanimous vote of approval by the Board of County Commissioners is required to override the city planning commission's recommendation of denial.

▪ The unanimous vote requirement of the Board of Sedgwick County Commissioners is a significant hurdle to overcome. Since 1987, there have been only a few cases where the Board of Sedgwick County Commissioners approved an application after a city had recommended denial.

- A small city zoning areas of influence does not entitle a small city to taxation privileges within their zoning area of influence - there is no issue of taxation without representation.

- The Wichita-Sedgwick County Planning Department (MAPD) requires notification signs to be posted on all properties for which a zoning or conditional use application has been filed. All residents and property owners within a small city zoning area of influence have the opportunity to appear before the small city planning commission as well as the Wichita-Sedgwick County Metropolitan Area Planning Commission to speak on zoning or conditional use applications submitted on property located within that zoning area of influence. These people can also contact the County Commissioner who represents their district and share their comments or concerns about any zoning or conditional use application. In addition, residents and property owners can appear before the Board of Sedgwick County Commissioners to express comments or concerns on any zoning or conditional use application within a zoning area of influence area.

Existing Plan Policy Context:

- Within the joint plan area, the extra-territorial subdivision jurisdiction areas (ETSJ) of Derby, Haysville and Mulvane happen to coincide with their respective zoning areas of influence boundaries. These municipalities have authority within their respective ETSJ areas to approve the subdivision and platting of land in accordance with the requirements of their respective subdivision regulations. Any subdivision plat approved within the unincorporated areas of Sedgwick County must be submitted to the Board of Sedgwick County Commissioners for acceptance of public rights-of-way and easements.

- State statute requires the cities of Derby, Haysville and Mulvane to have two residents within their respective extra-territorial subdivision jurisdiction areas serving on their respective planning commissions.

- The cities of Derby, Haysville and Mulvane and the Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) notify Salem Township (the Township Clerk or Trustee) of all platting cases that fall within their respective subdivision jurisdiction areas within Salem Township. The Wichita-Sedgwick County MAPD also notifies Salem Township of all zoning and conditional use permit cases falling within the unincorporated areas of Salem Township. Salem Township has the opportunity to file comments and recommendations to the aforementioned jurisdictions on these cases, and also has the opportunity to file comments and/or recommendations directly to the Board of Sedgwick County Commissioners.

Current Situation/Conditions:

- Sedgwick County's Zoning Area of Influence Map was last amended on July 11, 2007. Amendments to the map have been infrequent, and only minor adjustments have been made to the original 1985 zoning areas of influence boundaries for Derby and Haysville. Within the plan area, the zoning areas of influence boundaries designated for Derby and Haysville coincide with their respective future growth areas as designated in their

official comprehensive plans. Mulvane's zoning area of influence boundary has remained unchanged since 1985 and is not consistent with Mulvane's future growth area as presently designated in their official comprehensive plan.

Future 2035 Land Use Concept Guide

Existing Plan Policy Context:

- The *Wichita-Sedgwick County Comprehensive Plan* has jurisdiction over the plan area. Areas identified in this Plan as future growth areas for Derby, Haysville and Mulvane are designated "Small City 2030 Urban Growth Area" while the remaining portions of the plan area are currently designated as "Rural Functional".

- The current comprehensive plans for Derby, Haysville and Mulvane respectively identify future land use concepts for portions of the plan area associated with each municipality's long-term future growth. There is no overlap of the future land use concepts depicted in these comprehensive plans (*Derby Comprehensive Plan 2006; Haysville Comprehensive Plan 2009; Mulvane Comprehensive Plan 2002, amended December 19, 2011*).

Current Situation/Conditions:

- The "Rural Functional" land use designation is intended to accommodate agricultural uses; rural based uses that are no more offensive than those agricultural uses commonly found in Sedgwick County; and, large lot (2 or more acres) rural residential subdivisions (*Wichita-Sedgwick County Comprehensive Plan*).

- The "Small City 2030 Urban Growth Area" land use designation indicates those areas that reflect the reasonable direction and magnitude of growth that these small cities can expect to experience through to the year 2030. The actual determination of growth direction and amount is based upon political considerations, anticipated population growth, efficient patterns of growth, and current/future infrastructure capacities and cost effective considerations (*Wichita-Sedgwick County Comprehensive Plan*).

- The City of Haysville has recently completed the *South Broadway Corridor Plan* that includes portions of Broadway/US-81 within the plan area from 79th St. South to 87th St. South. This plan recommends development design standards, zoning controls and future land uses that support economic/land use redevelopment along the Broadway/US-81 corridor.

4.5 Future Population and Employment Growth Projections - 2035

Pre-Casino Assessment

In order to project future population growth and housing development within the plan area boundary, MAPD revisited the 2035 forecast developed in 2008 for the WAMPO Metropolitan Transportation Plan as well as the finalized 2010 housing inventory sent to the U.S. Census Bureau for the Local Update of Census Addresses (LUCA) and New Construction Programs.

HOUSING - A total of **1,418** existing housing units were identified throughout the 26 square mile plan area in 2010 (Source: 2010 Local Update of Census Addresses housing inventory). However, **864** (61%) of these homes were concentrated in the northwestern corner of the plan area within a two square mile area bounded by 79th St. South, Seneca, 87th St. South, and Hydraulic.

For the development of the Metropolitan Area Transportation Plan in 2008, MAPD's 2035 projection for new housing within the entirety of the plan area was estimated at **170** additional new housing units. The majority of these new units (about **100**) are expected to be located within that portion of the plan area bounded by 79th St. South, Seneca, 87th St. South, and KTA-35 (within Haysville's planned urban growth area).* These would most likely be on larger 3-5 acre lots.

*Housing Assessment Rationale: The area bounded by 79th St. South, Seneca, 87th St. South, and KTA-35 is part of a larger 3 square mile transportation analysis zone (TAZ) that encompasses an area bounded by 79th St. South, KTA-35, 85th St. South, and Meridian. In the 2035 housing forecast for the MTP, there were a total of 717 new housing units allocated to this TAZ. MAPD staff is of the opinion that most (approx. 617) of the 717 new housing units will be developed in that portion of the TAZ located west of the plan area closer to Meridian (due to better proximity to Haysville schools and fewer high water table and storm water drainage mitigation issues). Housing density in this area is expected to be similar (2.5 dwelling units/acre) to other urban single-family subdivisions.

EMPLOYMENT - As of 2008, total existing employment within the plan area was **213** (Source: MAPD adjusted, 2009 InfoUSA employment database). Fifty-five employees were in retail jobs. The remaining **158** were non-retail jobs. There were six firms employing more than ten employees within the plan area. These six firms employed a total of **104** employees.

Future employment growth within the plan area is expected to be limited. For the development of the Metropolitan Area Transportation Plan in 2008, MAPD's 2035 projection for new employment within the entirety of the plan area was estimated at **40** new jobs. All of these new jobs were expected to be located within that portion of the plan area bounded by 79th St. South, Seneca, 87th St. South, and Hydraulic (within Haysville's planned urban growth area). Other areas within the plan boundary were not expected to see noticeable increases in employment.

Casino Impact/Assessment

HOUSING - The approved Kansas Star Casino, Hotel and Event Center development does not include a residential housing component. An unsuccessful, competing casino proposal for the Mulvane/Kansas Turnpike area did include the development of an adjacent new residential subdivision within Sumner County. However, the 2010 EKAY Economic Consultants report to the State of Kansas on the Kansas Star's Casino development impact has estimated the need for an additional **137** new households in Mulvane over the next few years, specifically due to casino-related development. There may be existing vacant housing supply in Mulvane that can accommodate some of these projected new households, but new housing construction will be needed in Mulvane.

Recent Kansas Star Casino information (January 2012) indicates approximately 44% of Casino employees reside in Wichita. It is also interesting to note that the number of current casino employees residing in the cities of Derby, Haysville and Mulvane are fairly equally distributed (5%, 6%, and 7% respectively). About 58% of Casino employees live in Sedgwick County and another 18% live in Sumner County. Approximately 12% live in other parts of Kansas and an additional 12 % live out-of-state.

EMPLOYMENT - The Kansas Star development proposal states that it will create **622** jobs directly at the casino, and that it anticipates generating an additional **1,700** jobs in the region. The proposal gives no indication as to whether the 1,700 additional jobs are temporary or permanent in nature. There is also no indication as to how many of these additional jobs would be based within Sedgwick County. Aside from some on-going support servicing and supply needs, the Casino development project is essentially self-contained.

According to recent employment information provided by the Kansas Star Casino, approximately 50% of casino employees live in Sedgwick County, 35% live in Sumner County, and the remaining 15% reside elsewhere.

The City of Mulvane is anticipating that an additional 35 acres of non-residential development will occur adjacent to the Casino within the current Mulvane city limits over the long term (at this time, Mulvane has not developed future employment estimates in association with this redevelopment area). MAPD anticipates an additional **100** jobs along the north side of K-53 (near the Casino) associated with possible future truck stop and commercial service developments.

Much of the literature that has evaluated the impact of similar-type casino development projects in other parts of the country reveals that there is little impact in terms of new residential and commercial developments. The possibility of future spin-off developments in the plan area will depend upon how the market gains synergy from the Kansas Star Casino project. Successful projects will reflect markets that benefit by being in proximity (including the U.S. 81 corridor) to a major destination draw located near a major metropolitan area.

Final Assessment/Summary

NEW HOUSING FORECAST THROUGH 2035

- **170** total new housing units within the plan area (**100** of which will likely be located within the area bounded by 79th St. South, Seneca, 87th St. South, and KTA-35).
- Up to **137** new housing units outside the plan area within and/or near the City of Mulvane (east of the Arkansas River).

NEW EMPLOYMENT FORECAST THROUGH 2035

- **140** new jobs within the plan area (**100** of which will be located along north side of K-53).
- **622** new jobs at the Kansas Star Casino site outside the plan area in Sumner County.
- Up to **1,700** additional 'casino spin-off jobs' generated within the Wichita metropolitan region.