

# W A M P O

Wichita Area Metropolitan Planning Organization

## *Development & Transportation Trends Report 2011*

*(based upon 2010 data) July 2011*



This document was prepared with financial assistance from the Federal Highway Administration and Federal Transit Administration of the United States Department of Transportation.

# *2011 Development and Transportation Trends Report*

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# Introduction

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able to better work together to connect housing to jobs, foster local innovation, help to build a clean energy economy, and improve the livability and sustainability of the region.

The data in this document has been compiled and used over many years to develop projections and do analysis for transportation purposes including development of transportation plans such as the (MTP) and the South Area Transportation Study (SATS).

New Sedgwick County Appraiser's data is in the process of being developed and documented, particularly for the analysis of commercial building activity. It may take some time before an in-depth trend analysis of commercial building activity can be completed. This information can help link transportation investments to economic development.

Also, better geographic information system (GIS) data needs to be obtained for the portions of Butler County and Sumner County within the WAMPO region.

In the future, other transportation trend data may be collected (such as vehicle miles traveled and commute times). WAMPO will be conducting studies to obtain more geographically precise data for the entire region to improve its modeling and analysis abilities and help with the Congestion Management Process (CMP).

Furthermore, federal regulations state that the WAMPO shall validate data utilized in preparing other existing modal plans for providing input to the transportation plan. In updating the long range transportation plan (MTP), WAMPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MTP shall, at a minimum, include the projected transportation demand of persons and goods in the metropolitan planning area over the planning period of the transportation plan, as well as the existing and proposed transportation facili-

ties. This annual report provides the baseline data to achieve these objectives.

WAMPO has some work items on the horizon that will aid in identifying travel information, such as regional travel trends, travel times, etc. WAMPO also produces a congestion report as part of the CMP. The Household Origin and Destination Study and the Travel Time Study have been recently completed. This information, along with the topics already addressed in this report, will hopefully provide the public with a more comprehensive view of the complex interactions between transportation and land use/development.

This will be the last edition of this report due to time and financial constraints. In the future, the data contained in the charts, tables and maps of this report will be updated and posted on the MAPD and WAMPO websites at:

<http://www.wichita.gov/CityOffices/Planning/AP/Comprehensive/> and,

<http://www.wampoks.org/Publications/Development+Trends+Report.htm>

# Introduction

## Purpose of this Document

The Development and Transportation Trends report is designed to be a one stop look at development activity within the Wichita Area Metropolitan Planning Organization (WAMPO) region and the impact of that activity upon the transportation system within the region.

The data within this report feeds into projections of future growth for the region and the distribution of that growth. These projections are used in developing the regional travel demand model. This model uses travel trends as well as changes in population and employment to determine future demand on the transportation system. The results are used in developing the Metropolitan Transportation Plan. The key data for developing the projections, which are covered in this report are:

- Demographics: update to population estimates, overall residential sales, annexation activity
- Subdivision Activity
- Buildable Vacant Lot Activity
- Building Permit Activity

WAMPO hopes this report can create a better understanding of the ongoing impacts of land use and development activity on transportation and transportation issues within the region.

## Area Covered

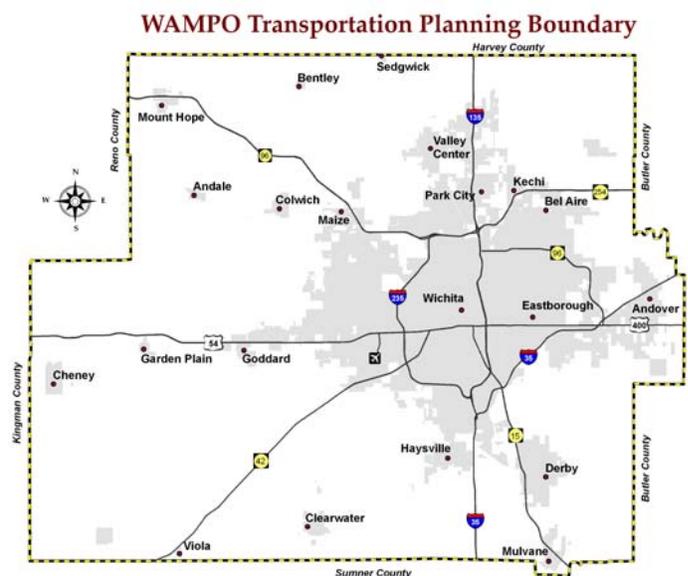
The WAMPO region includes all of Sedgwick County plus the city of Andover and its environs within Butler County and the Sumner County portion of the city of Mulvane and its surrounding area. The region encompasses approximately 1,036 square miles; 1,008 in Sedgwick County, 25 in Butler County, and 2.5 in Sumner County.

## The Inter-relationship of Land Use, Development and Transportation

Development activity is a reflection of population growth and economic development resulting in employment. Population and employment have direct impacts on the use of the transportation system. Households generate trips to work as well as trips to patronize businesses. Work places also generate business to business trips in order to distribute goods and services to each other. These trips contribute to increases in demand on the transportation system, which can lead to congestion. The travel demand model attempts to predict where and when this congestion will take place.

This report focuses on the relationship of land use and development to roads, since the primary mode of transportation in the WAMPO region is automobiles. However, land use and development relate to other modes of transportation such as public transit, bicycles, pedestrian, and others. All of these relationships can be evaluated with the information provided.

By putting development activity together with an analysis of its transportation impacts, it is hoped that developers and community leaders will be



# Introduction

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# Demographics

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## 2010 Demographic Highlights

1. Wichita's population as of the 2010 Census is estimated at 382,368, an increase of 38,084 since 2000. Sedgwick County has experienced an increase of 45,496 since 2000, for a 2010 population of 498,365. The total WAMPO region has increased by 50,576 since 2000 to reach a 2010 population of 511,146.
2. The Wichita Area Association of Realtors figures show 6,037 homes totaling \$856 million sold in Sedgwick County in 2010. This is down 10 percent from homes sold in 2009, and is 27% lower than the five-year average.
3. The average price for homes sold in Sedgwick County in 2010 was approximately \$141,830. This is 0.5% higher than 2009 figures.
4. Wichita's incorporated area grew to 163.1 square miles in 2010. This results in an average density of approximately 2,344 persons per square mile which represents a 5% increase in density from 2009 estimates.
5. All other cities in Sedgwick County grew to a total of 68.4 square miles. Andover, in Butler County, has 10.2 square miles within its city limits.

# Demographics

## POPULATION TRENDS AND PROJECTIONS

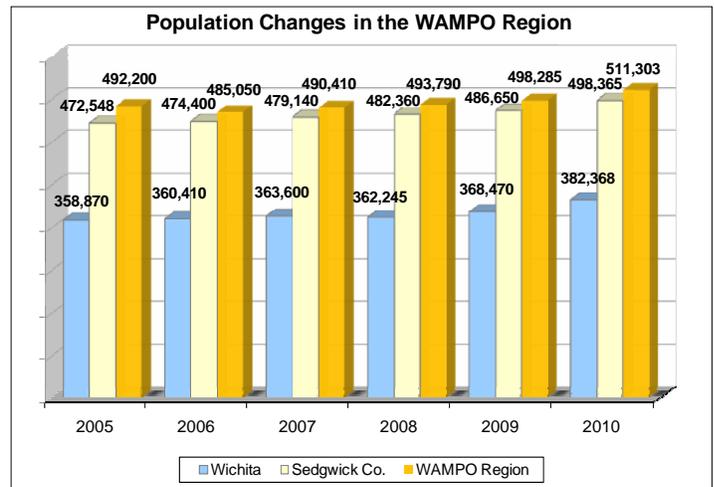
**Table 1** presents 2000, 2008 and 2010 Census numbers along with 2035 projections for all cities in Sedgwick County plus the city of Andover in Butler County. The 2035 projections are the same projections used for the Metropolitan Transportation Plan (MTP) 2035. The projections anticipate moderate growth for the region through 2035, with over half of the new growth occurring by 2020. Growth rates are also shown in Table 1 for the estimates and projections with 2000 Census numbers as the starting point.

Normally, population growth estimates are calculated using residential building permit data. Household size and owner occupancy data are obtained from 2000 Census figures for each jurisdiction within the WAMPO region and used along with the building permit data to estimate population growth. The majority of population growth in the region occurred in the urbanizing fringe portions of Sedgwick County adjacent to cities. As a result of cities' continuing annexations, the unincorporated areas of Sedgwick County continue to experience a net decline in population.

This year, 2010 Census data is being used in place of the estimates. Beginning next year growth estimates will be made using the above method but with 2010 Census data as the basis.

Total WAMPO region 2010 population is estimated at 511,146. Wichita's population for 2010 is estimated at 382,368, and Sedgwick County's population is estimated at 498,365. The Census estimates are slightly higher than the MTP trend expected from earlier 2005 and 2010 projections by approximately 2 percent. Time will tell if a loss of the small increase in population in late 2008 before the current recession took effect in the region during 2010 (after the Census was taken) will bring the numbers back in line with the MTP projections or if the MTP projections will have to be adjusted.

Figure 1



**Figure 1** illustrates the overall stable population growth trend of Wichita, Sedgwick County, and the WAMPO region for the past six years.

For the near future, Wichita's predominantly east-west growth pattern is expected to continue. According to the Wichita-Sedgwick County Comprehensive Plan, western Wichita (northwest and southwest growth areas) is projected to experience a population increase of approximately 31,000 persons from 2005 to 2030. If current development densities continue, about 8.4 square miles of undeveloped land will be converted into urban use. In eastern Wichita (northeast and southeast Wichita growth areas), population is expected to increase by 20,000 persons from 2005 to 2030. This means that about 5.4 square miles of undeveloped land would be converted to urban uses based on current development densities.

While the fringe urbanized areas of Sedgwick County have been experiencing steady growth since 1990, the older central area of Wichita has not grown much. Based on data from the last decade and current trends and revitalization efforts called for in the Comprehensive Plan, it is estimated that central Wichita will gain 3,000 people between 2005 and 2030. However, there have been some recent developments and proposed projects in the downtown and other central Wichita neighborhoods that may exceed these anticipated future growth rates.

# Demographics

Table 1

WAMPO Region Population Projection							
CITY	2000 Census Population	July 2008 Census Estimate	8.5 Yr. Annual Growth Rate (Census data)	2010 Census Population	10 Yr. Annual Growth Rate (Permit Data)	WAMPO 2035 Population Projection	Projected 35 Yr. Annual Growth Rate
Andale	766	907	2.01%	928	1.94%	1,160	1.19%
Bel Aire	5,836	6,873	1.94%	6,769	1.49%	13,230	2.37%
Bentley	368	526	4.29%	530	3.72%	690	1.81%
Cheney	1,783	2,084	1.85%	2,094	1.62%	2,650	1.14%
Clearwater	2,178	2,437	1.33%	2,481	1.31%	3,590	1.44%
Colwich	1,229	1,429	1.79%	1,327	0.77%	1,880	1.22%
Derby	17,807	22,923	3.02%	22,158	2.21%	33,740	1.84%
Eastborough	826	811	-0.22%	773	-0.66%	880	0.18%
Garden Plain	797	868	1.01%	849	0.63%	1,000	0.65%
Goddard	2,037	4,048	8.41%	4,344	7.87%	5,560	2.91%
Haysville	8,502	10,496	2.51%	10,826	2.45%	16,700	1.95%
Kechi	1,038	1,753	6.36%	1,909	6.28%	2,800	2.88%
Maize	1,868	3,346	7.10%	3,420	6.23%	4,580	2.60%
Mount Hope	830	872	0.58%	813	-0.21%	1,010	0.56%
Mulvane*	4,154	NA	NA	5,121	2.11%	6,790	1.41%
Park City	5,814	8,029	3.87%	7,297	2.30%	13,650	2.47%
Sedgwick*	211	NA	NA	192	-0.94%	520	2.61%
Valley Center	4,883	6,638	3.68%	6,822	3.40%	9,330	1.87%
Viola	211	208	-0.17%	130	-4.73%	290	0.91%
Wichita	344,284	372,186	0.92%	382,368	1.05%	429,380	0.63%
Unincorp. Sedg. Co	47,447	39,170	-2.23%	37,214	-2.40%	32,570	-1.07%
<b>Sedgwick Co. Totals</b>	<b>452,869</b>	<b>490,864</b>	0.95%	<b>498,365</b>	<b>0.96%</b>	<b>582,000</b>	0.72%
Andover	6,698	10,581	5.53%	11,791	5.82%	17,870	2.84%
Sumner Co pt Mulvane	1,001			990	-0.11%	1,118	0.32%
<b>WAMPO Region Totals</b>	<b>460,570</b>			<b>511,146</b>	<b>1.05%</b>	<b>601,260</b>	<b>0.76%</b>

\*Intercensal estimates of the Sedgwick County portions of Mulvane and Sedgwick are no longer available from the Census Bureau.

# Demographics

## URBANIZED AREA

After each decennial census the Census Bureau establishes urbanized area boundaries and population counts based upon population densities where urban development exists. The United States Department of Transportation uses the Census Bureau's urbanized area population counts and population estimates for funding apportionment.

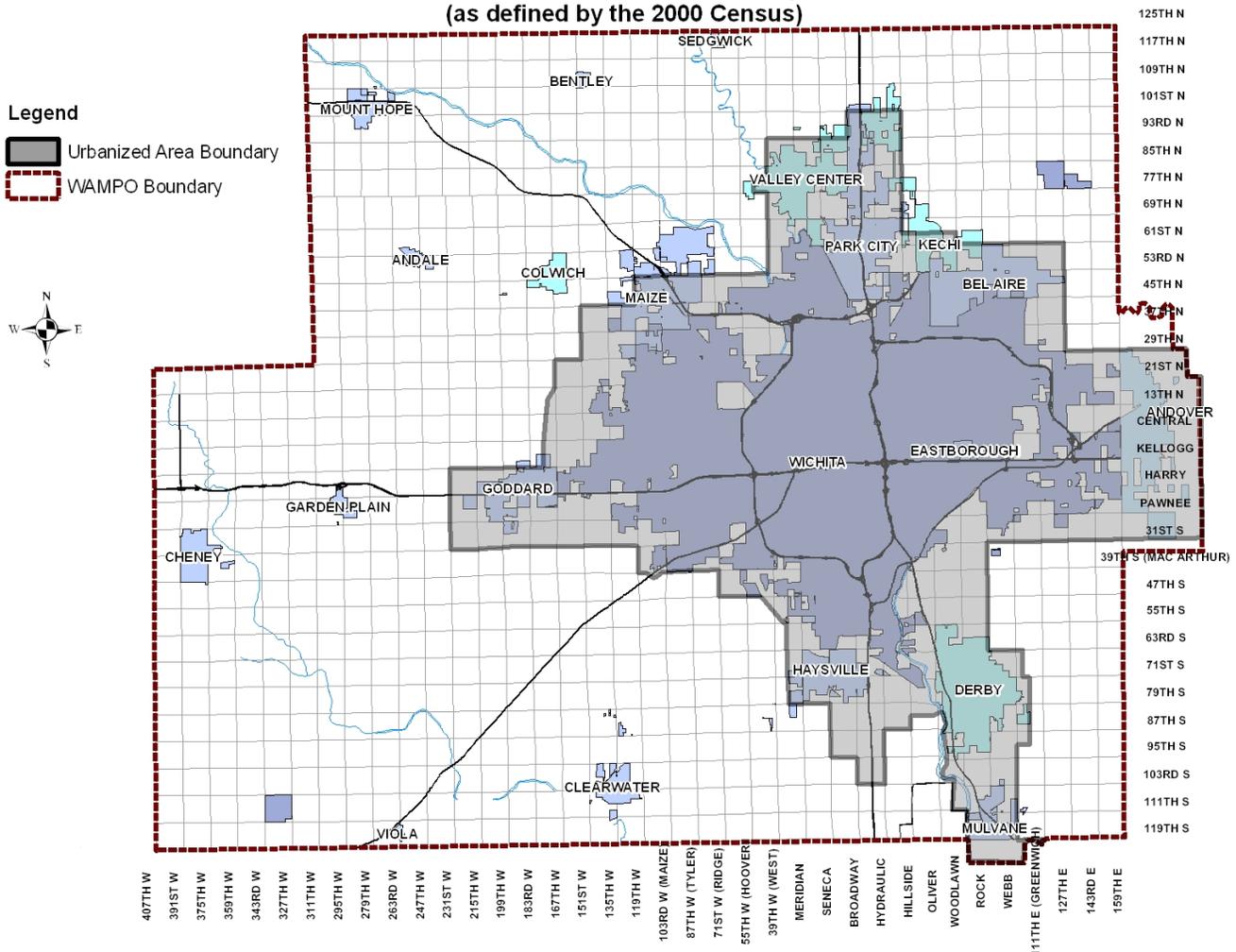
The federal regulations for an MPO planning area boundary at a minimum must include the Census Bureau's Urbanized Area. In addition, it should include the area that is expected to become urbanized in the next 20 years.

**Figure 2** illustrates the WAMPO region along with the portion that is the urbanized area. The 2000 Census estimate of population for the urbanized area was 422,300. This has grown to approximately 482,200 as of the 2010 Census. The boundary for this area will likely change in 2012 when the Census reviews the Urbanized Areas with 2010 Census data.

## POPULATION IMPACTS ON TRANSPORTATION

Overall, the region appears to be on track with the WAMPO MTP 2035 population projections shown in Table 1. The distribution of population and its relation to the urbanized area is used to determine the functional classification of roads as urban or rural. In addition the associated popula-

**Figure 2**  
Urbanized Area of the WAMPO Region  
(as defined by the 2000 Census)

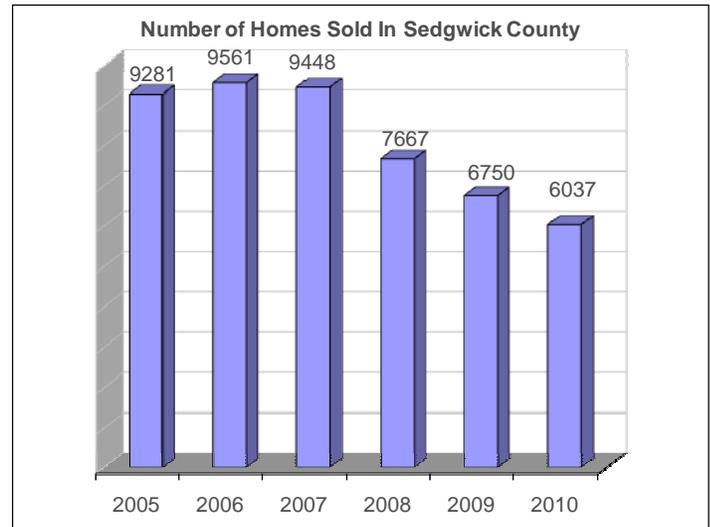


# Demographics

tion densities impact travel trends.

As an example, population in Sedgwick County grew from 452,869 people in 2000 to about 482,360 in 2008 (an additional 29,490 persons). As a result of this and associated economic activity, daily vehicle miles travelled grew from 10,369,300 to 12,441,800 (or an additional 2,072,500 daily vehicle miles) during the same period. (No new vehicle miles traveled data is available for 2010.) This may show the need for new roads and other infrastructure for alternative modes of transportation to get to and from new homes and businesses and to improve existing infrastructure to accommodate new traffic.

**Figure 3**



## RESIDENTIAL PROPERTY SALES

Home sales serve as a barometer of economic health within the region. The price of homes can signal shifts in income levels and the type of homes being bought within the region. Also, home sales give an indication of population shifts within the region that just tracking permits for new homes might miss. These factors can help produce better modeling for the MTP.

Wichita Area Association of Realtors (WAAR) sales geography does not match the WAMPO

region precisely. However, WAAR data on Sedgwick County makes up the bulk of the WAMPO region.

**Table 2A** shows total units sold, average home prices and total valuations during 2010 in nine zones in Sedgwick County, as well as total units sold in Butler County as reported by the WAAR. The year 2010 saw the sale of 6,037 single-family homes and condominiums in Sedgwick County. This number is down by 11 percent from 2009 and has fallen 29% below the five

**Table 2A**

2010 Sedgwick County Area Residential Sales				
Zone	Total Sold	Average Price	Total Valuation	Percent of Homes Sold*
Zone 100	1,219	\$175,111	\$213,460,453	20%
Zone 200	512	\$70,012	\$35,846,032	8%
Zone 300	662	\$92,062	\$60,945,148	11%
Zone 400	1,267	\$192,781	\$244,254,015	21%
Zone 500	966	\$97,256	\$93,949,742	16%
Zone 600	375	\$134,021	\$50,257,810	6%
Zone 700	254	\$159,441	\$40,498,087	4%
Zone 800	221	\$147,660	\$32,632,862	4%
Zone 900	561	\$150,437	\$84,395,030	9%
<b>Sedgwick County Total</b>	<b>6,037</b>	<b>\$141,832</b>	<b>\$856,239,179</b>	<b>100%</b>
<b>Butler County</b>	776	\$146,608	\$113,767,629	--

Based on information from the Wichita Area Association of Realtors for the Period January 1, 2010 through December 31, 2010

\*Percent of total sold for zones in Sedgwick County only.

# Demographics

Table 2B

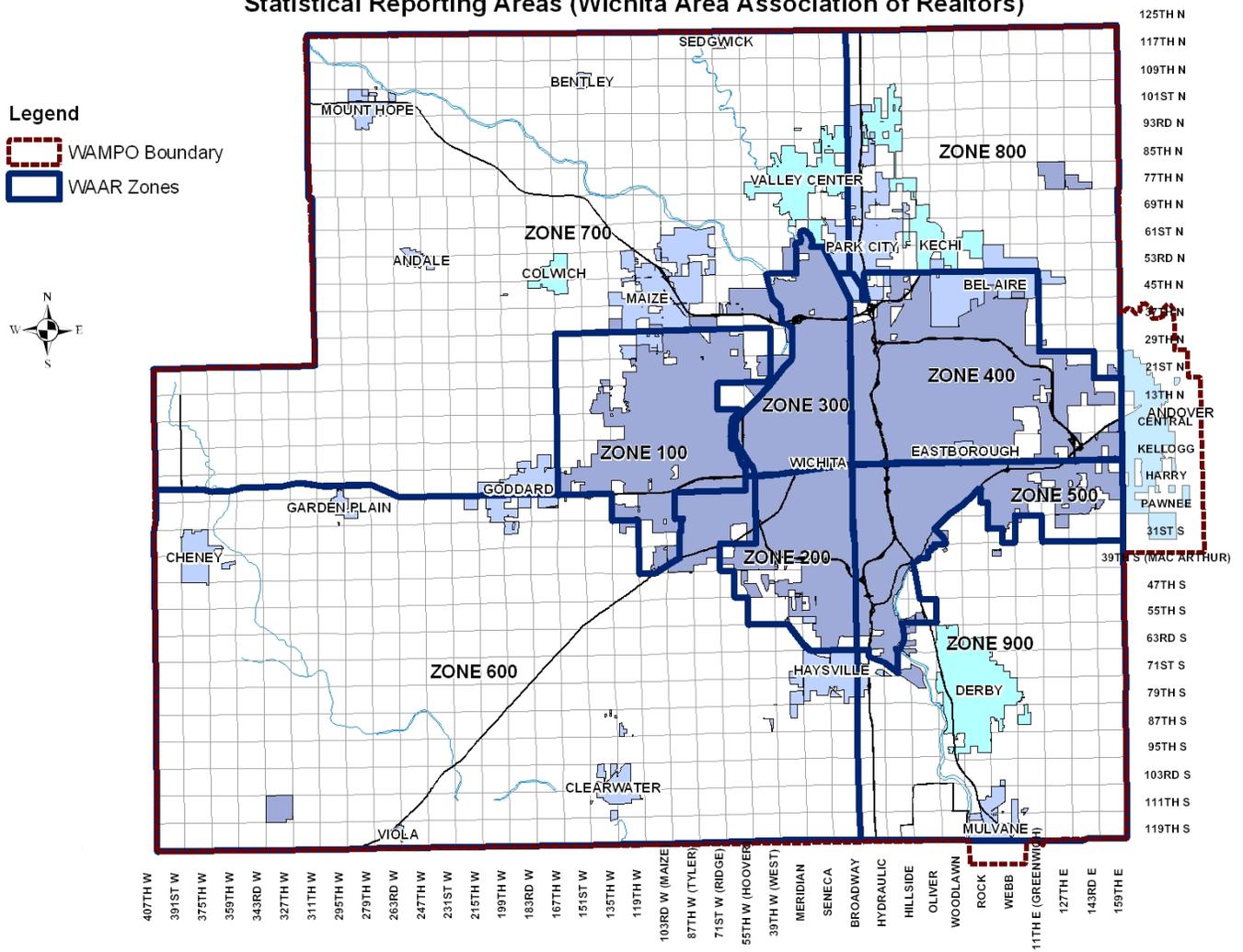
## 2005-2009 Sedgwick County Area Average Residential Sales

Zone	Average Sold	Average Price	5-Year Average Valuation	Percent of Homes Sold*
Zone 100	1,723	\$167,882	289,327,969	20%
Zone 200	744	\$74,134	\$55,185,055	9%
Zone 300	941	\$93,539	\$88,001,485	11%
Zone 400	1,844	\$185,736	\$342,534,347	22%
Zone 500	1,525	\$98,583	\$150,358,050	18%
Zone 600	522	\$126,013	\$65,728,351	6%
Zone 700	316	\$145,779	\$46,007,724	4%
Zone 800	232	\$128,963	\$29,893,678	3%
Zone 900	694	\$142,985	\$99,288,881	8%
<b>Sedgwick County Total</b>	<b>8,541</b>	<b>\$136,550</b>	<b>\$1,166,325,538</b>	<b>100%</b>
<b>Butler County</b>	<b>1,052</b>	<b>\$142,274</b>	<b>\$149,729,179</b>	

Based on information from the Wichita Area Association of Realtors for the Period January 1, 2005 through December 31, 2009

\*Percent of total sold for zones in Sedgwick County only.

Figure 4  
Statistical Reporting Areas (Wichita Area Association of Realtors)



# Demographics

year average of 8,541 sales, as shown in **Table 2B**.

**Figure 3** illustrates the trend in Sedgwick County home sales from 2005 to 2010. **Table 2B** shows average homes sold, average home prices and average valuations for the nine real estate zones in Sedgwick County from 2005 to 2009 for comparison purposes. The real estate zones are illustrated in **Figure 4**.

## ANNEXATIONS

Annexations are a visible indicator of the extent of urbanization occurring within the WAMPO region. As urbanization continues, reclassification of roads will likely be necessary.

As a result of subdivision and other development activity at the fringe of Wichita, the City of Wichita has tried to accommodate this growth and the subsequent provision of services through annexations. At the end of 2010 Wichita’s area is 163.1 square miles with an average density of approximately 2,344 persons per square mile. This density is down less than one percent from what it was in 2000.

In 2010, Wichita annexed 77.0 acres or 0.12 square miles. These annexations were due to property owner requests associated with new development. In 2010, no residents were added through annexation. No population was added to Wichita’s population by annexation in 2009 either.

Wichita’s single 2010 annexation was for land anticipated to develop in the near future.

Many of the smaller cities in the WAMPO region have also grown through annexation activity. Topping the list in acres annexed during 2010 were Maize, Goddard and Mulvane (Sedgwick County portion only). **Table 3** shows annexation activity for each of the cities in Sedgwick County for 2010 along with total square miles for 2000 and 2010.

Annexations to each of the cities throughout the WAMPO region have occurred in several school districts and are an indicator of future enrollment patterns for them. School districts serving the cities in Sedgwick County along with current city limits are depicted in **Figure 5**.

**Table 3**

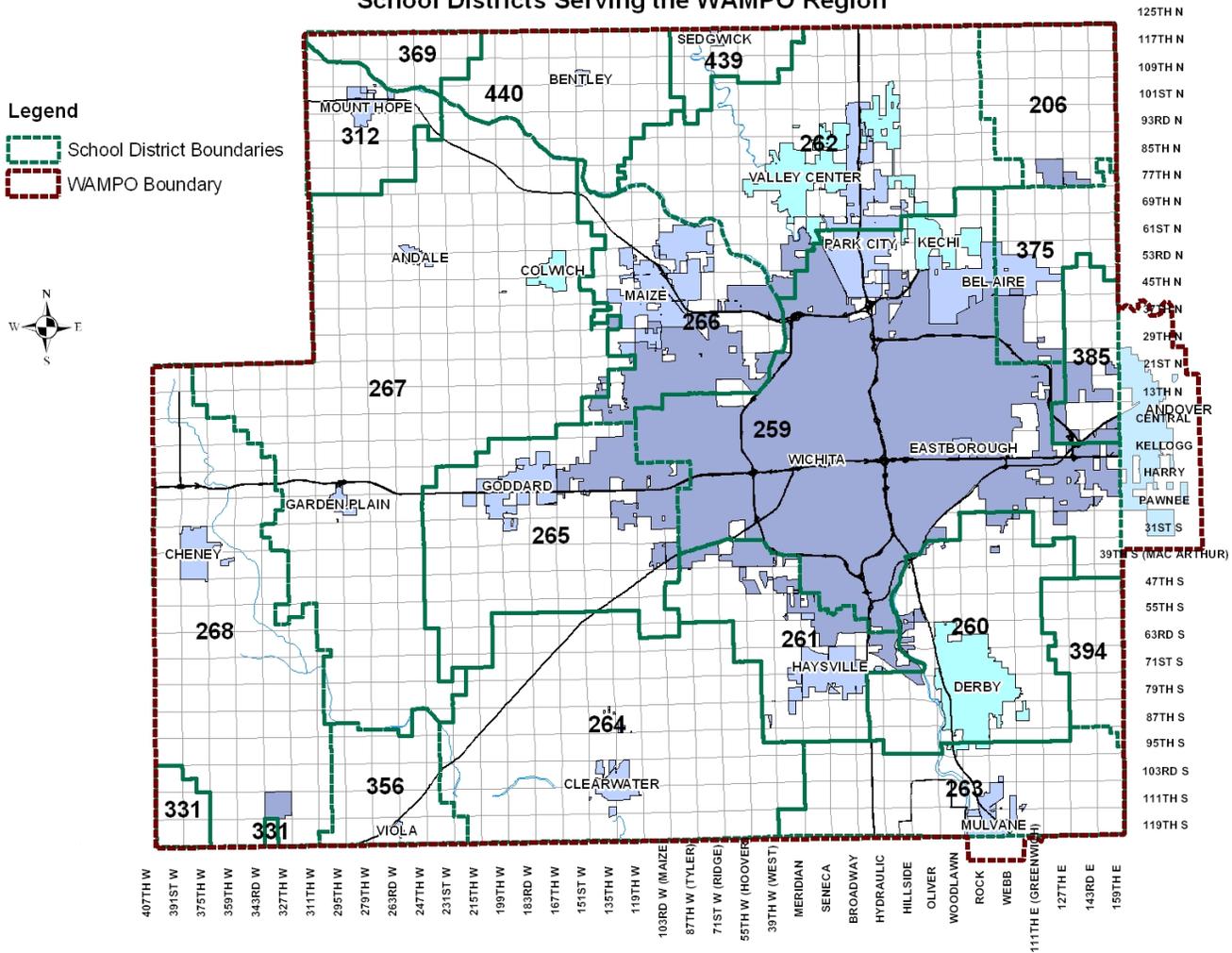
WAMPO Region Annexation Activity			
CITY	2000 Total Square Miles	2010 Acres Annexed	2010 Total Square Miles*
Andale	0.5	-	0.6
Bel Aire	2.2	13.7	6.9
Bentley	0.2	-	0.3
Cheney	1.4	74.5	2.1
Clearwater	1.1	-	1.9
Colwich	0.9	-	1.3
Derby	7.3	53.9	9.6
Eastborough	0.4	-	0.4
Garden Plain	0.4	-	0.6
Goddard	2.2	56.0	4.6
Haysville	3.4	40.0	4.5
Kechi	1.4	-	6.0
Maize	0.9	164.5	9.0
Mount Hope	1.0	-	1.5
Mulvane*	1.6	2.0	2.2
Park City	5.4	54.0	9.6
Sedgwick*	0.2	-	0.3
Valley Center	3.2	22.0	6.9
Viola	0.2	-	0.2
Wichita	140.0	77.0	163.1
Andover	9.7	0.0	10.2

Source: Sedgwick County Geographic Information Systems and Small City Survey

\*Totals reflect city area within Sedgwick County

# Demographics

Figure 5  
School Districts Serving the WAMPO Region



School District	District Name	Primary City
USD 206	Remington-Whitewater	Whitewater
USD 259	Wichita	Wichita
USD 260	Derby	Derby
USD 261	Haysville	Haysville
USD 262	Valley Center	Valley Center
USD 263	Mulvane	Mulvane
USD 264	Clearwater	Clearwater
USD 265	Goddard	Goddard
USD 266	Maize	Maize
USD 267	Renwick	Colwich
USD 268	Cheney	Cheney
USD 312	Haven	Bentley
USD 331	Kingman	Kingman
USD 356	Conway Springs	Conway Springs
USD 369	Burton	Burton
USD 375	Circle	Towanda
USD 385	Andover	Andover
USD 394	Rose Hill	Rose Hill
USD 439	Sedgwick	Sedgwick
USD 440	Halstead	Bentley

# Subdivision Activity

## 2010 Subdivision Highlights

1. Approximately 58 subdivision plats were recorded last year with the Sedgwick County Register of Deeds. Of these, 38 plats (66 percent) were located in Wichita or the unincorporated portions of Sedgwick County and the remaining 20 plats (34 percent) were in the County's smaller cities.
2. Of the residential lots created by platting in Sedgwick County in 2010, 41 percent were located in Wichita or in its 2030 Urban Growth Area, as identified by the Wichita-Sedgwick County Comprehensive Plan. This is down 45 percent from 2009.
3. Last year 651 new residential lots were platted or split. On these lots, there is the potential to build 672 residential units across the county. The number of lots is down 17 percent and potential units are also down 16 percent from 2009.
4. Derby recorded the greatest share of platting activity in 2010 with 17 percent of all potential dwelling units in the county. This was followed by Goddard with 15 percent and Southeast Wichita with 14 percent.
5. A total of 297 residential lots were platted in USD 259, Wichita, with the potential for 306 dwelling units in 2010. USD 260, Derby, had the second largest number of potential dwelling units with 118 units on 118 lots. USD 265, Goddard, platted 117 lots with 117 potential residential units.
6. Commercial/office platting and lot split activity in Sedgwick County accounted for 75 new lots, and industrial platting accounted for 17 new lots. These figures are down 62 percent and 32 percent respectively from 2009.
7. Northeast Wichita saw the greatest amount of non-residential subdivision activity with 11 commercial/office lots and 13 industrial lots. This was followed by Northwest Wichita with 15 commercial/office lots and no industrial lots.

# Subdivision Activity

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## WHY SUBDIVISION ACTIVITY IS IMPORTANT FOR TRANSPORTATION PLANNING

Subdivision activity represents geographic areas of population and employment growth that impacts the future transportation system. Depending on the size of a residential subdivision, build out will typically occur within one to ten years. Larger subdivisions will typically be carried out in phases. Commercial subdivision activity will typically be carried out in one to five years, but commercial subdivision will typically follow residential activity with a five-year lag after residential construction occurs. Therefore, commercial subdivisions often represent a new level of intensification for the transportation system in a given area.

Because subdivision activity has a time lag into the future, it can be a better gage of the geographic areas and direction of future development for trend analysis than building permits by themselves. This aids in developing projections in population and employment growth and the distribution of that growth for transportation modeling.

## PLATTING AND LOT SPLITS

Approximately 59 subdivision plats were recorded in Sedgwick County and Andover during 2010. This is 33 percent fewer than the 88 new plats recorded in 2009. Of the 2010 total, 38 plats (64 percent) were located in Wichita or the unincorporated portions of Sedgwick County and 21 plats (36 percent) were located in the Sedgwick County's smaller cities and Andover. Andover recorded 1 plat during 2010. Also, of the 2010 total, approximately 13 (22 percent) were replats.

Lot splits, a division of one subdivided lot into 2 to 4 developable lots, produced about 21 residential lots, 17 commercial lots, and 15 industrial lots within the WAMPO region.

Figures 6 and 7 illustrate the residential and commercial subdivision activity recorded by the Butler County and Sedgwick County Register of Deeds Offices during 2010. They also show the extent of subdivision activity during the previous five years (2005-2009). There has not been any significant subdivision activity for the past several years in the Sumner County portion of Mulvane of the WAMPO region. This area will be monitored and the tables and figures modified to show any activity when it occurs.

Table 4 indicates that there were 693 residential lots platted or split last year, with the potential for a total of 714 residential units distributed across Sedgwick County and Andover. This is 88 percent of the number of lots in 2009 (787 lots) and 89 percent of the potential units of 2009 (801 units).

Commercial/office platting and lot split activity in Sedgwick County and Andover accounted for 78 new lots in 2010 (down 60 percent from 2009's 193 lots), and new industrial lots numbered 17 in 2010 (down 32 percent from 2009's 25 lots).

Platting totals were determined by aggregating data from the Metropolitan Area Planning Department's Recorded Plat Reports, Sedgwick County GIS data and a platting activity survey of each of the smaller cities in the WAMPO region.

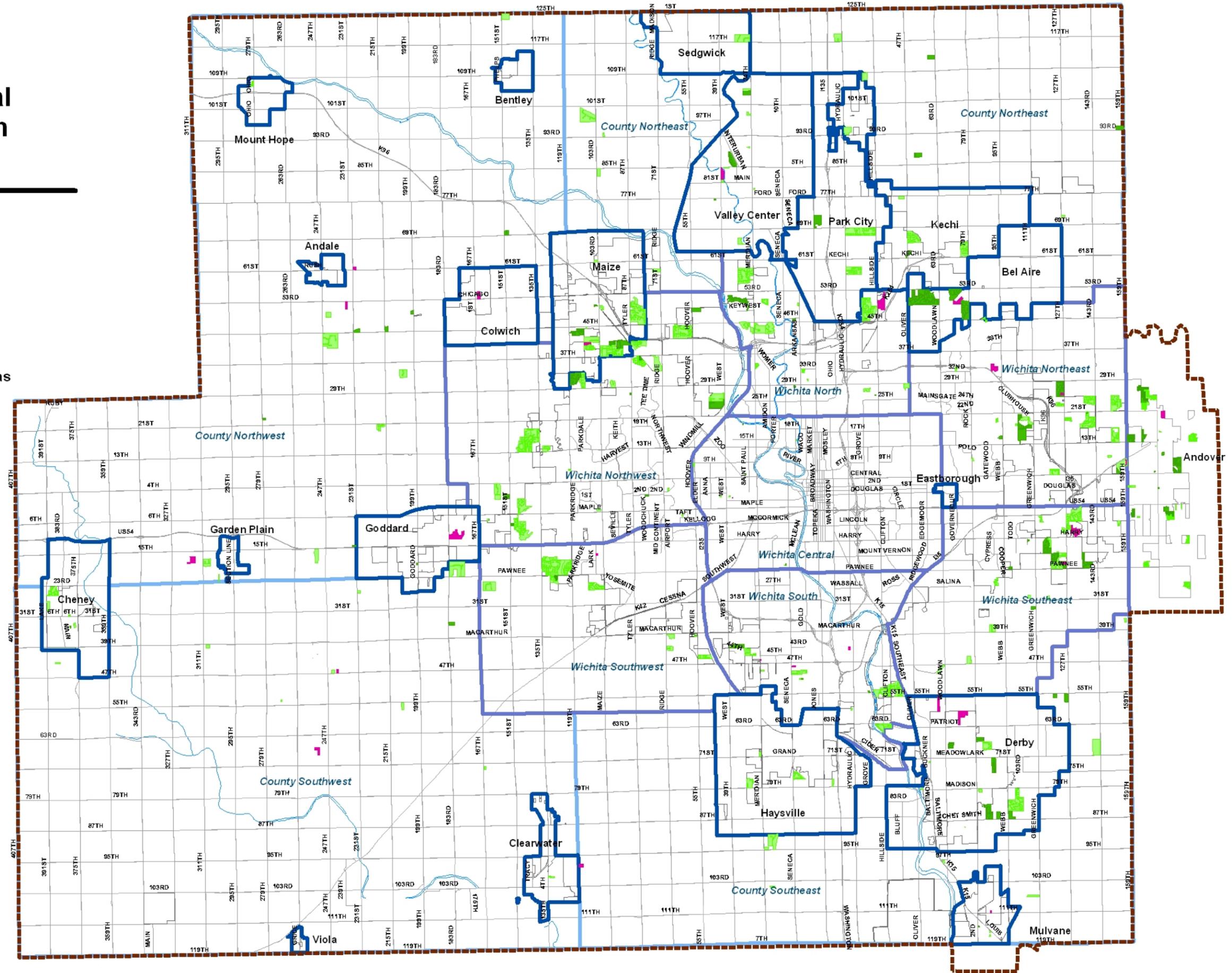
## Subdivision Activity by Wichita-Sedgwick County Comprehensive Plan Growth Areas

The Wichita and Small Cities 2030 Urban Growth Areas map (Figure 8) was created as a tool to provide a sense of expected directions for future urban and suburban development in the county. It serves only as a reasonable indication as to where the future efficient extension of public municipal services and corporate limits could occur by the year 2030. The map is based on the direction of growth due to market conditions, the availability of public services/facilities, the cost of providing public infrastructure in the future,

**FIGURE 6**

**2005 - 2010 Residential Subdivision Activity in the WAMPO Region**

- 2010
- 2009; 2008
- 2007; 2006; 2005
- WAMPO Boundary
- Small City 2030 Urban Growth Areas
- Wichita 2030 Urban Growth Sub-Areas
- County Sub-areas



**FIGURE 7**

**2005- 2010 Commercial Subdivision Activity in the WAMPO Region**

- 2010
- 2009; 2008
- 2007; 2006; 2005
- WAMPO Boundary
- Small City 2030 Urban Growth Areas
- Wichita 2030 Urban Growth Sub-Areas
- County Sub-areas

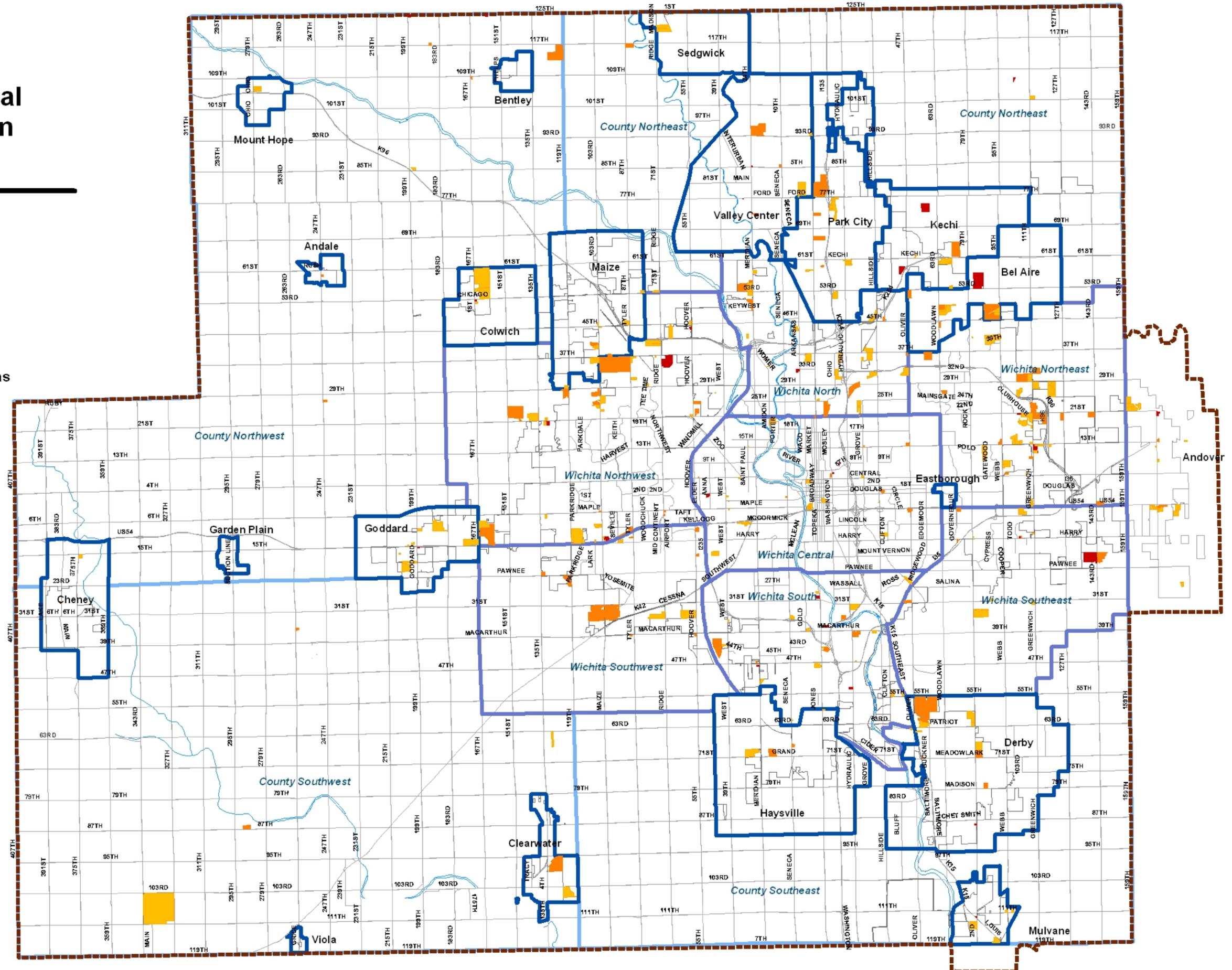
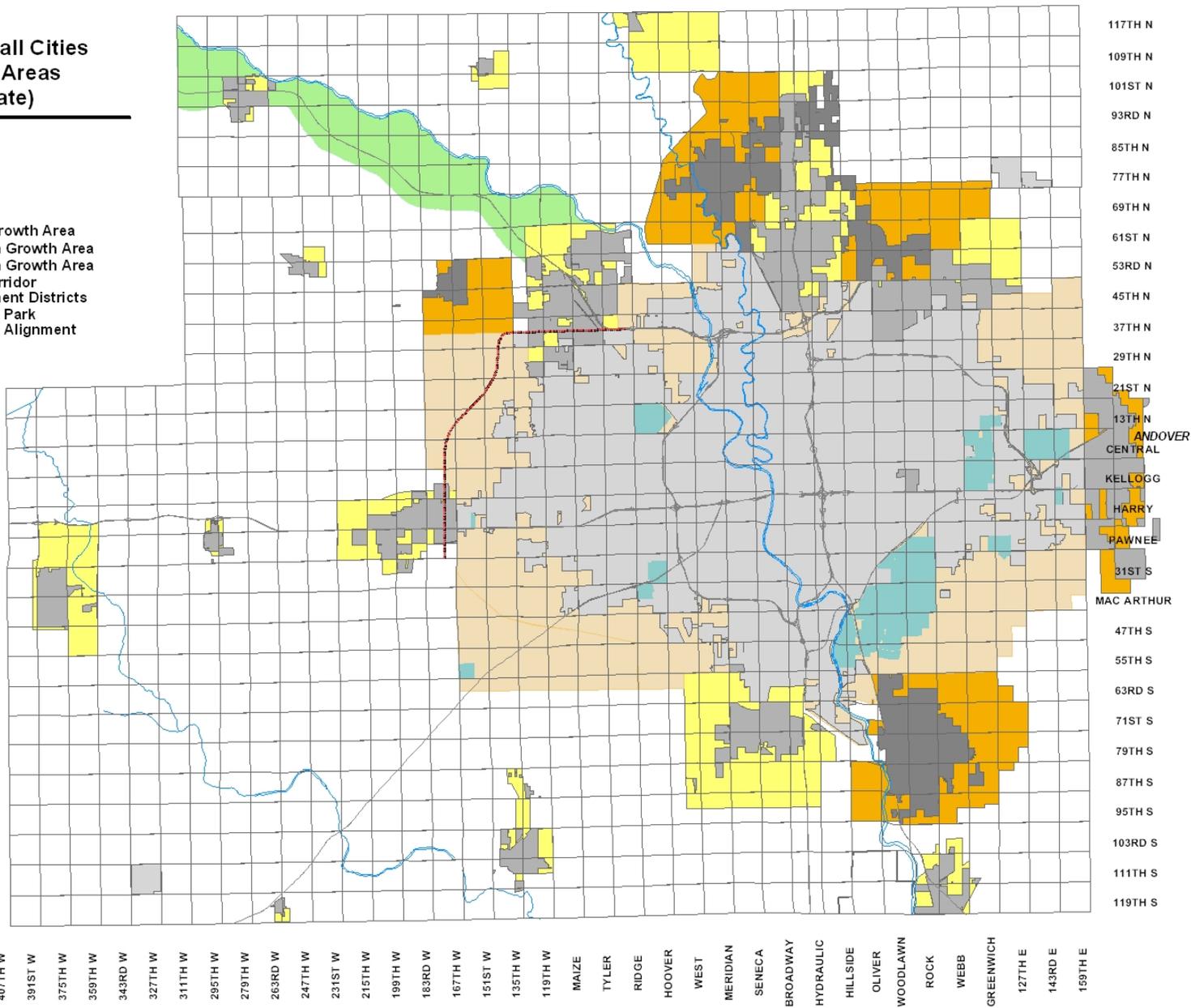
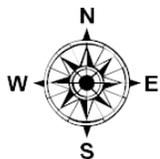


Figure 8

## Wichita and Small Cities 2030 Growth Areas (2005 Update)

- Wichita
- Small Cities
- Small Cities
- Rural Areas
- Wichita 2030 Urban Growth Area
- Small City 2030 Urban Growth Area
- Small City 2030 Urban Growth Area
- K-96 Special Uses Corridor
- Industrial & Improvement Districts and Sedgwick County Park
- Proposed NW Bypass Alignment



# Subdivision Activity

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and other issues identified in the 2005 Update of Wichita-Sedgwick County Comprehensive Plan and the comprehensive plans of individual small cities. It is also important to note that the 2030 urban growth areas depicted are not prescriptive or binding in nature. The Wichita and Small Cities 2030 Urban Growth Areas Map identifies several key areas of development:

**Small City 2030 Urban Growth Area:** The designated small cities' urban growth areas are generally located adjacent to their existing municipal boundaries, and indicates the reasonable direction and magnitude of growth these communities can expect to experience out to the year 2030. Determination of growth direction and amount is based upon municipal political considerations, anticipated municipal population growth, efficient patterns of municipal growth, current infrastructure limitations, cost-effective delivery of future municipal services and environmental factors.

**Wichita 2030 Urban Growth Area:** This category identifies Wichita's urban fringe areas that are presently undeveloped but have the potential to be developed by the year 2030, based upon Wichita population growth projections and current market trends. This is the area in which City expansion and extension of municipal services and infrastructure should be focused during the period from 2005 to 2030. Determination of growth direction and amount is based upon municipal political considerations, anticipated municipal population growth, efficient patterns of municipal growth, current infrastructure limitations, cost-effective delivery of future municipal services and environmental factors.

**Rural Areas:** This category encompasses land outside the 2030 urban growth areas for Wichita and the small cities. This category is intended to accommodate agricultural uses, rural based uses that are no more offensive than those agricultural uses commonly found

in Sedgwick County, and predominately larger lot residential exurban subdivisions (normally with lot sizes of 2 acres or more) with provisions for individual, or community water and sewer services.

**K-96 Special Uses Corridor:** This category encompasses areas of land identified in the K-96 Corridor Economic Development Plan, completed by Sedgwick County in 2005, that require special land use controls in order to ensure appropriate patterns of commercial redevelopment within the K-96 corridor over the next 25 years. The K-96 Corridor Economic Development Plan should be consulted for more specific future land use direction.

In addition, the rural sections of Sedgwick County outside of the 2030 Urban Growth Areas have been divided into four sub-areas. Wichita, within its 2030 Urban Growth Area, has been divided into seven sub-areas. All of these sub-areas are shown in **Figures 6 and 7**.

Statistics have been compiled according to the Wichita and Small Cities 2030 Urban Growth Areas contained in the 2005 Update of the Wichita – Sedgwick County Comprehensive Plan shown in **Figure 8**.

# Subdivision Activity

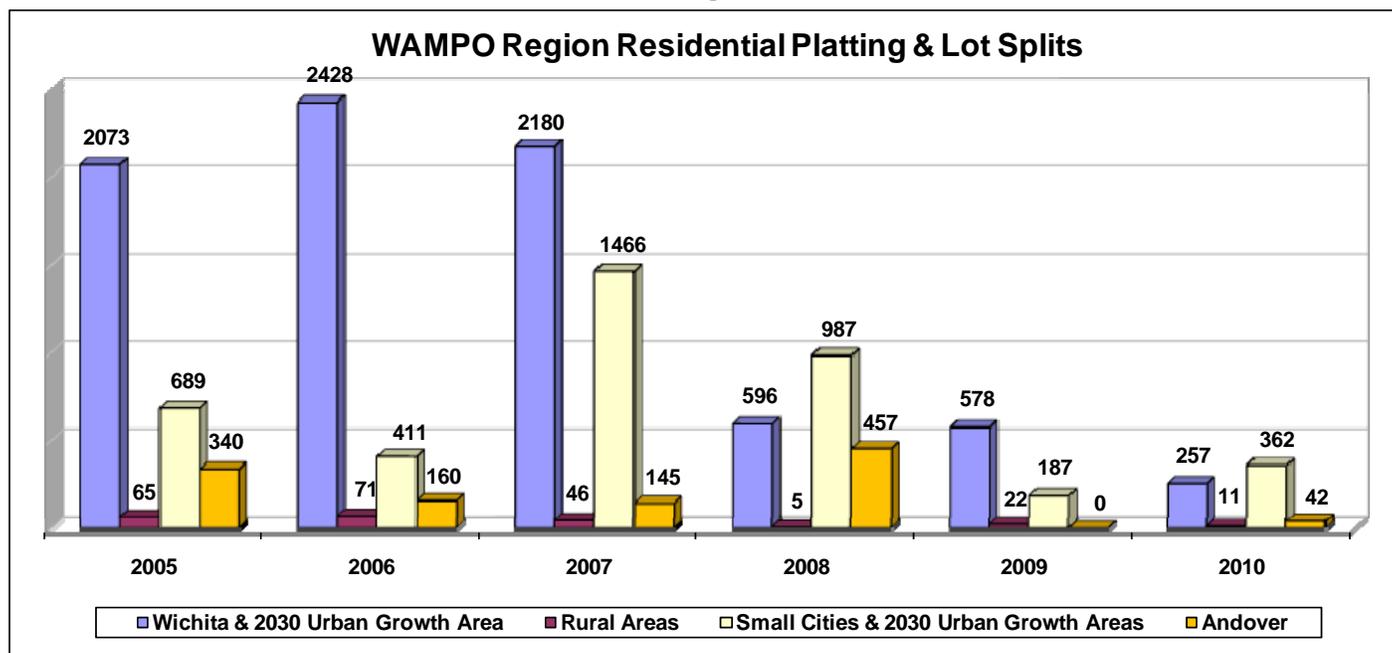
Tables 4 lists the number of residential lots plat-  
ted or split in 2010 by growth area along with  
averages for the years 2005 through 2009.

Figures 9 illustrates the trend for the individual  
years used in the five-year averages along with  
the 2010 totals.

Table 4

WAMPO Region Residential Platting and Lot Split Activity (*May not include all Wichita Multi-Family Residential Unit Counts)						
Growth Areas	2010 Residential Lots Platted	2010 Potential Residential Units	2010 Percent of Total Dwelling Units	2005-2009 Average Residential Lots Platted	2005-2009 Average Potential Residential Units	2005-2009 Percent of Total Dwelling Units
<b>City of Wichita &amp; 2030 Urban Growth Area</b> (Sub-areas)						
Wichita Central	3	4	0.6%	15	28	1.0%
Wichita Northeast	33	49	6.9%	252	342	12.1%
Wichita North	99	99	13.9%	233	277	9.8%
Wichita Northwest	2	2	0.3%	461	464	16.5%
Wichita Southeast	102	102	14.3%	258	273	9.7%
Wichita South	23	27	3.8%	148	155	5.5%
Wichita Southwest	6	6	0.8%	204	204	7.2%
<b>Wichita 2030 Urban Growth Area Subtotal</b>	<b>268</b>	<b>289</b>	<b>40.5%</b>	<b>1571</b>	<b>1742</b>	<b>61.9%</b>
<b>Rural Areas</b> (Includes County Northeast, Southeast, Northwest and Southwest sub-areas)	<b>11</b>	<b>11</b>	<b>1.5%</b>	<b>42</b>	<b>42</b>	<b>1.5%</b>
<b>Small City &amp; 2030 Urban Growth Areas</b>						
Andale	0	0	0.0%	0	0	0.0%
Bel Aire	62	62	8.7%	132	135	4.8%
Bentley	0	0	0.0%	0	0	0.0%
Cheney	0	0	0.0%	4	9	0.3%
Clearwater	0	0	0.0%	0	0	0.0%
Colwich	31	31	4.3%	2	2	0.1%
Derby	118	118	16.5%	159	170	6.0%
Eastborough	0	0	0.0%	0	0	0.0%
Garden Plain	0	0	0.0%	0	0	0.0%
Goddard	109	109	15.3%	0	3	0.1%
Haysville	0	0	0.0%	17	17	0.6%
Kechi	3	3	0.4%	36	36	1.3%
Maize	38	38	5.3%	218	257	9.1%
Mount Hope	0	0	0.0%	9	9	0.3%
Mulvane	2	2	0.3%	1	2	0.1%
Park City	0	0	0.0%	160	160	5.7%
Sedgwick	0	0	0.0%	3	3	0.1%
Valley Center	9	9	1.3%	6	6	0.2%
Viola	0	0	0.0%	0	0	0.0%
<b>Small Cities &amp; 2030 Urban Growth Areas Subtotal</b>	<b>372</b>	<b>372</b>	<b>52.1%</b>	<b>748</b>	<b>811</b>	<b>28.8%</b>
<b>Sedgwick Co. Total</b>	<b>651</b>	<b>672</b>	<b>94%</b>	<b>2361</b>	<b>2595</b>	<b>92%</b>
Andover	42	42	5.9%	218	220	7.8%
<b>WAMPO Region Total</b>	<b>693</b>	<b>714</b>	<b>100.0%</b>	<b>2579</b>	<b>2815</b>	<b>100.0%</b>

Figure 9



# Subdivision Activity

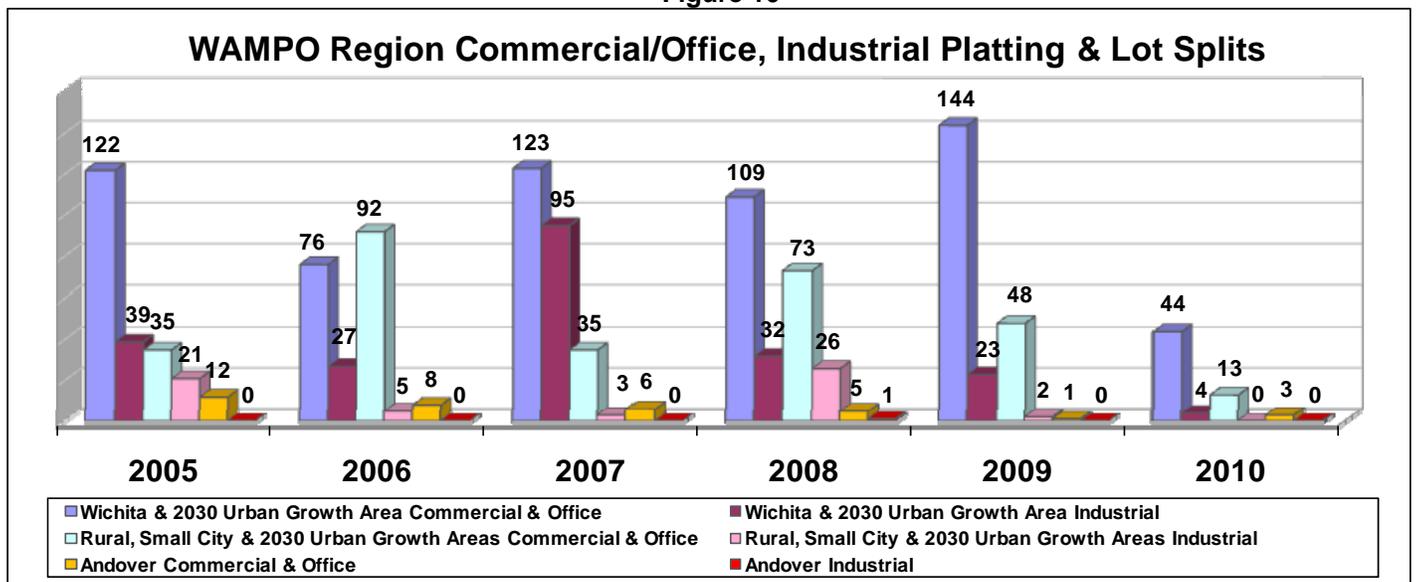
**Table 5** gives commercial/office and industrial subdivision and lot split activity for 2010 along with averages for the years 2005 through 2009.

**Figure 10** illustrates the trend for the individual years 2005 through 2010 for commercial/office and industrial activity.

**Table 5**

WAMPO Region Commercial/Office and Industrial Platting and Lot Split Activity by Comprehensive Plan 2030 Urban Growth Area				
Growth Areas	2010 Commercial & Office Lots	2010 Industrial Lots	2005-2009 Average Commercial & Office Lots	2005-2009 Average Industrial Lots
<b>City of Wichita &amp; 2030 Urban Growth Area</b>				
(Sub-areas)				
Wichita Central	9	3	9	7
Wichita Northeast	11	13	29	27
Wichita North	1	0	12	4
Wichita Northwest	15	0	42	9
Wichita Southeast	3	0	8	1
Wichita South	11	1	9	5
Wichita Southwest	0	0	8	4
<b>Wichita 2030 Urban Growth Area Subtotal</b>	<b>50</b>	<b>17</b>	<b>118</b>	<b>56</b>
<b>Rural Areas</b>	3	0	3	0
(Includes County Northeast, Southeast, Northwest and Southwest sub-areas)				
<b>Small City &amp; 2030 Urban Growth Areas</b>				
Andale	0	0	0	0
Bel Aire	2	0	4	1
Bentley	0	0	0	0
Cheney	1	0	0	0
Clearwater	0	0	0	0
Colwich	1	0	0	0
Derby	2	0	15	0
Eastborough	0	0	0	0
Garden Plain	0	0	0	0
Goddard	4	0	1	0
Haysville	4	0	2	0
Kechi	2	0	1	0
Maize	0	0	15	0
Mount Hope	0	0	2	0
Mulvane	1	0	1	0
Park City	2	0	4	4
Sedgwick	0	0	0	0
Valley Center	3	0	0	0
Viola	0	0	0	0
<b>Small Cities &amp; 2030 Urban Growth Areas Subtotal</b>	<b>22</b>	<b>0</b>	<b>46</b>	<b>6</b>
<b>Sedgwick Co. Total</b>	<b>75</b>	<b>17</b>	<b>167</b>	<b>63</b>
<b>Andover</b>	3	0	7	0
<b>WAMPO Region Total</b>	<b>78</b>	<b>17</b>	<b>173</b>	<b>63</b>

**Figure 10**



# Subdivision Activity

For the year 2010, residential subdivision activity within Sedgwick County saw a 73 percent decrease in lots created compared to the 2005 to 2009 five-year average and a 12 percent decrease from 2009. New residential lots in rural Sedgwick County fell 50 percent from 2009 totals and fell 74 percent from the five-year average. Andover saw a 81 percent decrease in activity over its five-year average of residential lots.

Meanwhile, the number of commercial/office lots created in Sedgwick County saw a decrease of 55 percent compared to the five-year average, and industrial lots created saw a 73 percent decrease from the five-year average. The number of lots created for commercial/office decreased 61 percent and industrial lots decreased 32 percent from 2009 activity levels. Andover's overall commercial subdivision activity fell 57 percent from its five-year average.

## Platting by School District

For school districts, an important indicator of potential new students is the amount of residential development activity occurring within school district boundaries. While construction may not occur immediately after a subdivision is approved, platting activity levels are good indicators where new construction may occur in the future. Barring other local factors that influence school attendance, area school districts may generally expect enrollment trends to be impacted by the level of residential platting and building permit activity within their district.

**Table 6** shows residential platting activity in school districts serving Sedgwick County and Andover in 2010. Residential subdivision activity in the Wichita School District accounted for 43 percent of 2010 potential dwelling units. Derby district activity accounted for 17 percent, and Goddard district activity accounted for another 16 percent.

**Table 6**

Residential Platting and Lot Split Activity by School District (*May not include all Wichita Multi-Family Residential Unit Counts)							
School District	Primary City	2010 Residential Lots Platted	2010 Potential Residential Units	2010 Percent of Total of Dwelling Units	2005-2009 Average Residential Lots Platted	2005-2009 Average Potential Residential Units	2005-2009 Percent of Total of Dwelling Units
USD 206	Whitewater	0	0	0.0%	1	1	0.0%
USD 259	Wichita	297	306	42.9%	831	977	34.7%
USD 260	Derby	118	118	16.5%	275	286	10.2%
USD 261	Haysville	0	0	0.0%	61	61	2.2%
USD 262	Valley Center	9	9	1.3%	87	87	3.1%
USD 263	Mulvane	2	2	0.3%	2	2	0.1%
USD 264	Clearwater	2	2	0.3%	1	1	0.0%
USD 265	Goddard	117	117	16.4%	269	272	9.7%
USD 266	Maize	39	39	5.5%	550	589	20.9%
USD 267	Colwich	38	38	5.3%	70	71	2.5%
USD 268	Cheney	0	0	0.0%	4	10	0.3%
USD 312	Haven	0	0	0.0%	9	9	0.3%
USD 331	Kingman	0	0	0.0%	0	0	0.0%
USD 356	Conway Springs	0	0	0.0%	0	0	0.0%
USD 369	Burton	0	0	0.0%	0	0	0.0%
USD 375	Towanda	19	19	2.7%	2	4	0.1%
USD 385	Andover*	52	64	9.0%	405	433	15.4%
USD 394	Rose Hill	0	0	0.0%	3	3	0.1%
USD 439	Sedgwick	0	0	0.0%	3	3	0.1%
USD 440	Bentley	0	0	0.0%	5	5	0.2%
<b>TOTAL</b>		<b>693</b>	<b>714</b>	<b>100.0%</b>	<b>2579</b>	<b>2815</b>	<b>100.0%</b>

# Subdivision Activity

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## SUBDIVISION ACTIVITY IMPACTS ON TRANSPORTATION

An analysis of residential and commercial platting activity over the last six years (2005 to 2010) was done in computer mapping software. Individual new lots were plotted and the number of those lots most proximate to major road segments was calculated. This was done separately for residential and then commercial subdivision activity. The result can be seen in **Figure 11**.

While the economic downturn has slowed subdivision activity, the WAMPO region continues with limited and more scattered growth as follows:

- Some of the highest levels of residential subdivision activity occurred along Pawnee between 119th and 135th Street West (810 lots) and East 53rd Street North between Oliver and Rock in Bel Aire (650 lots).
- Other areas of high residential activity included West 13th Street North between 135th Street and 151st Street West (550 Lots); Webb Road in Derby between Madison and Chet Smith (390 lots); and Tyler Road in Maize between 45th and 53rd Street North (370 lots).
- Some of the highest levels of commercial subdivision activity occurred along Greenwich Road between 9th and K-96 (75 lots), and around the intersection of 53rd Street North and Meridian (42 lots) and Maize Road between 29th Street and 45th Street North (40 lots).

**FIGURE 11**

**2005- 2010 Commercial and Residential Subdivision Activity and Major Road Impacts**

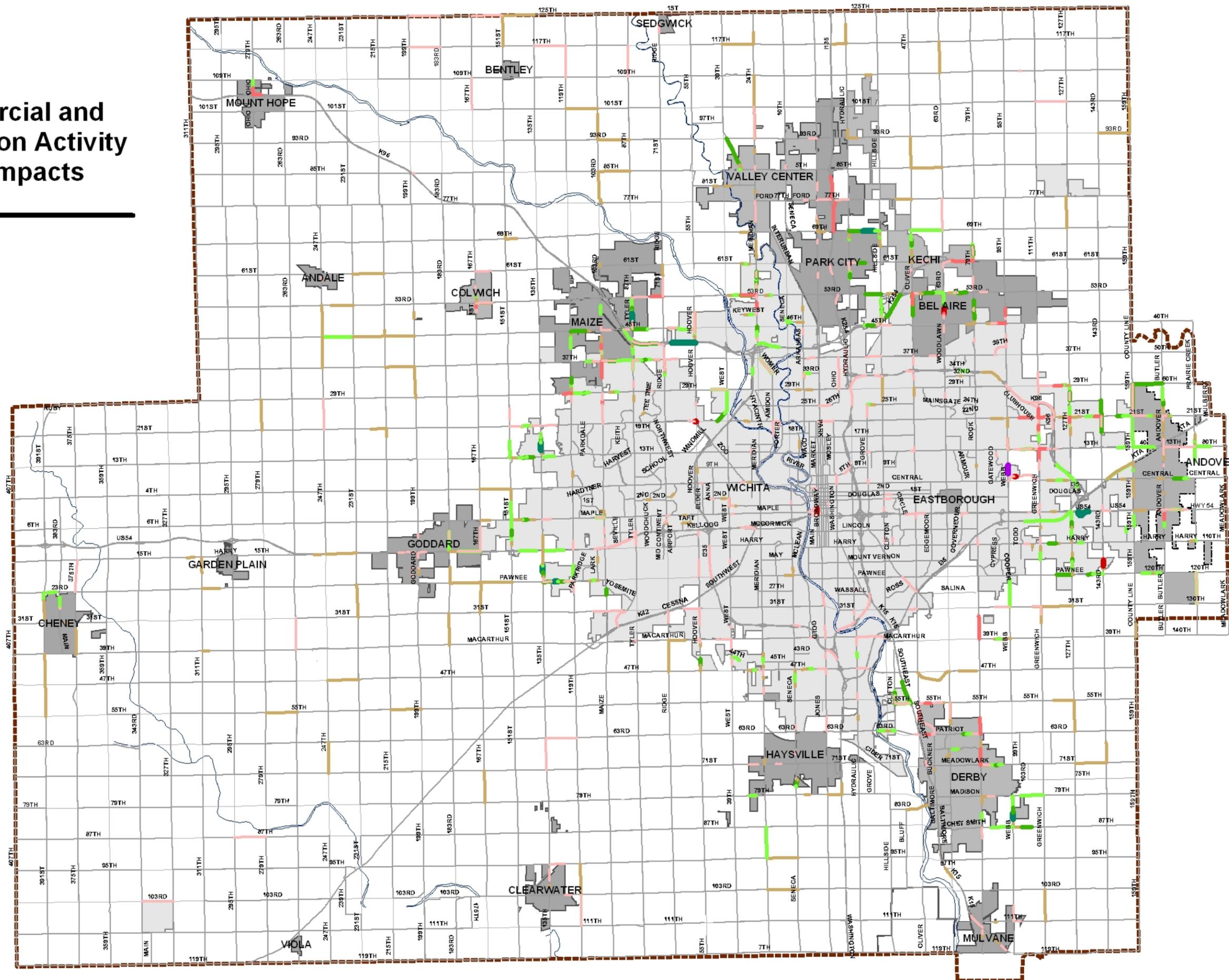
**Number of Commercial Lots**

- 1 - 5
- 6 - 20
- 21 - 40
- 41 - 75

**Number of Residential Lots**

- 0
- 1 - 10
- 11 - 50
- 51 - 100
- 101 - 150
- 151 - 270

WAMPO Boundary



# Buildable Vacant Lot Activity

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## 2010 Buildable Vacant Lot Highlights

1. There were 144 buildable, single-family lots in and around Wichita added to the base inventory and 527 building permits issued during 2010. This resulted in a net decrease of approximately 371 lots to the area's total supply during 2010.
2. The cumulative supply of single-family building lots in the seven growth areas in and around Wichita decreased during 2010 to 2,655.
3. Despite the above decreases, the rate of consumption of vacant buildable lots with construction of new homes decreased even more.
4. Including the activity of the last 12 months, the Wichita urbanized area currently has a 6.0-year supply of vacant residential building lots, which equal to the previous twelve-month period (6.0 years). This means there could be a 6-year lag before homes on these lots begin to effect the transportation system.
5. The seven urbanized growth sub-areas have a supply of lots ranging from 4.0 years in the Central area to 9.0 years in the North area. This means that the lag on the transportation system within the Wichita area is variable which merits additional study as future projections are developed.
6. The largest net increase in full service lots was 59 added in the Northwest growth area followed by 51 added in the South area.

# Buildable Vacant Lot Activity

## DEFINITION AND METHODOLOGY

Between the process of subdividing land for new homes and the issuing of a permit to build a home, comes the task of extending services to a residential lot. The services that need to be extended include water, sewer, and roads. **Full service single-family building lots are defined as those lots which are subdivided zoned for single-family residential use and have the following municipal services: public water, public sewer and paved streets in place.** Once these services are in place the lot becomes buildable. In other words, the permit to build the house can be obtained.

The Buildable Vacant Lot Activity section of Development and Transportation Trends looks at single-family residential development within Wichita and the Wichita 2030 Urban Growth Area at the point that land has been zoned, subdivided, and services extended. It does not address infill development due to the difficulty of determining the availability of vacant lots in older core area subdivisions, but tracks the supply of and demand for “full service, single-family building lots” in the major growth areas. Also, it does not address vacant buildable lots in the

small cities or rural areas due to inconsistency of data.

The change in available buildable lots is determined by adding to the number of existing buildable lots (at the end of the previous year) the number of new residential lots that have had sewer, water, and streets built during the twelve-month reporting period. Then, subtracted from that number are the number of building permits for single-family homes on similar lots that were issued during the same time period. This is done because these lots have been “used up” and, hence, are removed from the total remaining inventory of available lots. A simplified formula would be:

$$\textit{Previous Year Existing Buildable Lots} + \textit{New Buildable Lots} - \textit{Single Family Building Permits} = \textit{Available Buildable Lots}$$

The information on municipal services available to vacant residential lots is provided by the Public Works Department, Engineering Division, of the City of Wichita. Information on the number of single-family building permits issued is provided by the City’s Office of Central Inspection and Sedgwick County Code Enforcement.

An inventory of buildable vacant lots was first developed in 1985 for areas of Wichita that were seeing rapid development activity. The inventory did not take into account older parts of Wichita that may have had vacant lots in older established neighborhoods due mainly to ownership issues. However, some areas have been added over time when a new subdivision with contiguous lots for new homes is developed. No other city within the WAMPO region has created and maintained a baseline of vacant buildable lots.

Tracking buildable vacant lots does have some value for transportation planning. First, these lots represent a direct expansion of transportation

infrastructure. While the roads are nearly always local roads that would not qualify for federal funding, these developments can impact major arterials with the need to add turn lanes, traffic signals, road widening or other improvements either directly or as a result of several developments increasing traffic over time.

Second, given the rate of building activity, the available lots give a timeline for build-out in active subdivisions in different parts of Wichita. This helps with making population projections for the Metropolitan Transportation Plan.

# Buildable Vacant Lot Activity

## BUILDING LOT INVENTORY

The map, charts, and tables in this section present data on available residential building lots in the Wichita urbanizing, fringe area. Data are displayed geographically at two levels: by each square mile or map section number and the larger aggregated Wichita growth sub-areas (i.e., the North, Northeast, Southeast, South, Southwest, Northwest and Central growth areas of Wichita). Growth (or planning) sub-areas are divisions of Wichita and its 2030 Urban Growth Area which

correspond to the data collection geography used in the Wichita-Sedgwick County Comprehensive Plan (2005 Update).

Tables 7 through 9 give the numerical totals by growth sub-area for 2009 and 2010 plus a five-year average for the years 2005 to 2009. The tables also show the percent change in each growth area for the three variables: lots added, permits issued, and the resulting number of buildable lots at the end of 2010.

TABLE 7

Residential Buildable Lots Added by 2030 Urban Growth Sub-Area				
AREA	2009	2010	% Change	2005-2009
	Jan. - Dec.	Jan. - Dec.	2009 to 2010	5-Year Averages
WICHITA CENTRAL	0	0	0.0%	0
WICHITA NORTHEAST	39	0	-100.0%	241
WICHITA NORTH	0	0	0.0%	100
WICHITA NORTHWEST	29	59	103.4%	423
WICHITA SOUTHEAST	114	28	-75.4%	181
WICHITA SOUTH	20	51	155.0%	101
WICHITA SOUTHWEST	0	6	600.0%	127
<b>TOTAL</b>	<b>202</b>	<b>144</b>	<b>-28.7%</b>	<b>1174</b>

TABLE 8

Residential Building Permits Issued by 2030 Urban Growth Sub-Area				
AREA	2009	2010	% Change	2005-2009
	Jan. - Dec.	Jan. - Dec.	2009 to 2010	5-Year Averages
WICHITA CENTRAL	0	1	100.0%	8
WICHITA NORTHEAST	102	102	0.0%	274
WICHITA NORTH	71	42	-40.8%	84
WICHITA NORTHWEST	234	162	-30.8%	427
WICHITA SOUTHEAST	115	107	-7.0%	203
WICHITA SOUTH	25	57	128.0%	71
WICHITA SOUTHWEST	53	56	5.7%	112
<b>TOTAL</b>	<b>600</b>	<b>527</b>	<b>-12.2%</b>	<b>1178</b>

TABLE 9

Residential Buildable Lots Available by 2030 Urban Growth Sub-Area				
AREA	2009	2010	% Change	2005-2009
	Jan. - Dec.	Jan. - Dec.	2009 to 2010	5-Year Averages
WICHITA CENTRAL	4	3	-25.0%	13
WICHITA NORTHEAST	615	521	-15.3%	718
WICHITA NORTH	376	334	-11.2%	354
WICHITA NORTHWEST	1001	901	-10.0%	1124
WICHITA SOUTHEAST	450	371	-17.6%	485
WICHITA SOUTH	328	322	-1.8%	318
WICHITA SOUTHWEST	252	203	-19.4%	285
<b>TOTAL</b>	<b>3026</b>	<b>2655</b>	<b>-12.3%</b>	<b>3297</b>

# Buildable Vacant Lot Activity

**Table 10** describes the buildable lot supply for each of the Wichita urbanized growth sub-areas. The buildable lot supply is determined by adding to the base (carried over from the previous reporting period), the number of new lots created, then subtracting the number of building permits issued. The supply of lots for all growth areas is 6.04, meaning that if platting and building trends experienced between January 1, 2010 and December 31, 2010 continue at the same rate, then a 6.04-year supply of vacant, developable lots exists in the Wichita urbanized area. This unchanged from the total supply in 2009, but the

amount of supply has shifted between the growth areas.

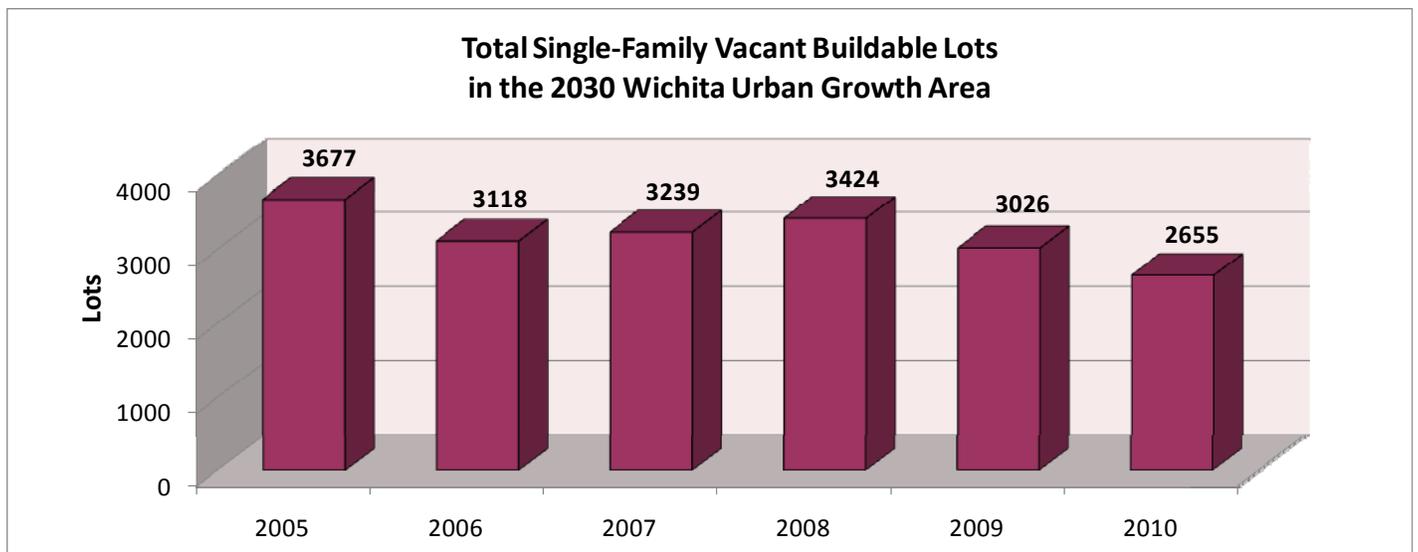
**Figure 12** illustrates the number of single-family buildable lots from 2005 to 2010.

Changes in the amount of building activity, by Wichita urbanized growth sub-area, are portrayed in **Figure 13**. This figure shows the number of new lots created, the number of building permits issued and the resulting number of available lots over the past three years.

**TABLE 10**

2010 Single-Family Residential Buildable Lot Supply by 2030 Wichita Urban Growth Sub-Area							
	SINGLE-FAMILY BUILDABLE LOTS AS OF 12-31-09	SINGLE-FAMILY BUILDING PERMITS 1-1-10 TO 12-31-10	SINGLE-FAMILY BUILDABLE LOTS ADDED 1-1-10 TO 12-31-10	SINGLE-FAMILY BUILDABLE LOTS AS OF 12-31-10	GROWTH AREA ANNUAL SUPPLY RATE (in Years) 12-31-09 TO 12-31-10	GROWTH AREA ANNUAL SUPPLY RATE (in Years) 12-31-08 TO 12-31-09	%CHANGE SUPPLY RATE 12-31-09 TO 12-31-10 COMPARED TO 12-31-08 TO 12-31-09
WICHITA CENTRAL	4	1	0	3	4.00	0.00	400.00%
WICHITA NORTHEAST	623	102	0	521	6.11	7.03	-13.12%
WICHITA NORTH	376	42	0	334	8.95	6.30	42.10%
WICHITA NORTHWEST	1004	162	59	901	6.56	5.28	24.28%
WICHITA SOUTHEAST	450	107	28	371	4.47	4.91	-9.02%
WICHITA SOUTH	328	57	51	322	6.65	14.12	-52.91%
WICHITA SOUTHWEST	253	56	6	203	4.63	5.75	-19.57%
<b>TOTAL</b>	<b>3038</b>	<b>527</b>	<b>144</b>	<b>2655</b>	<b>6.04</b>	<b>6.04</b>	<b>-0.03%</b>

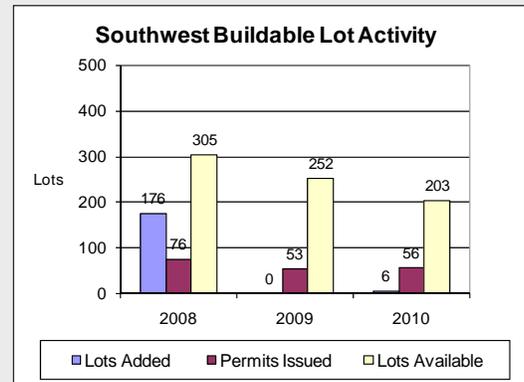
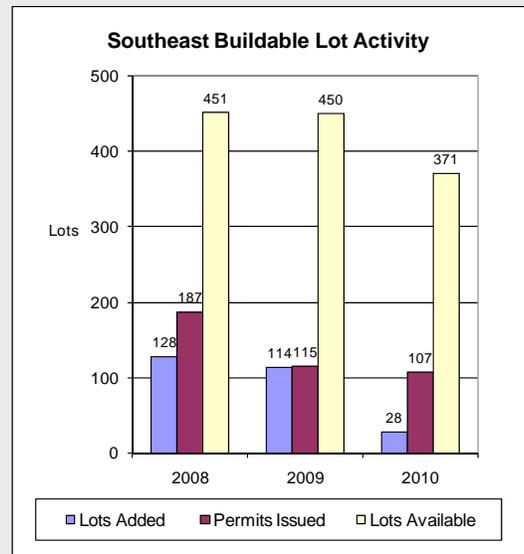
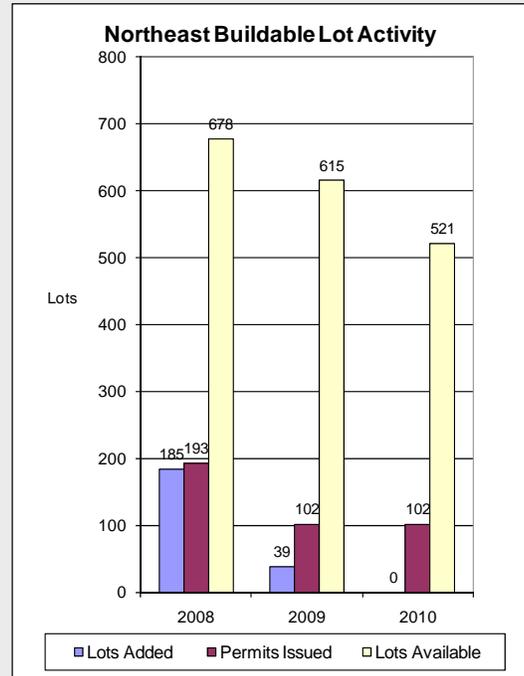
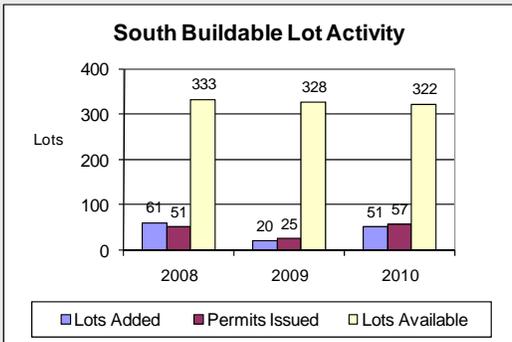
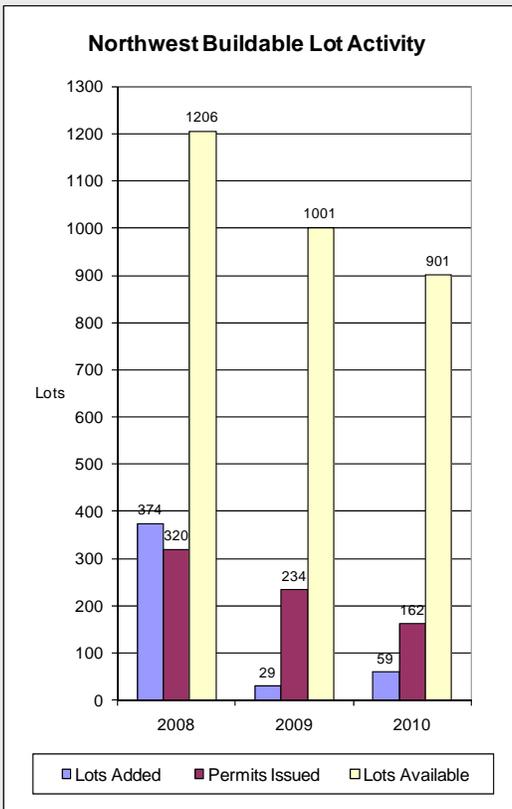
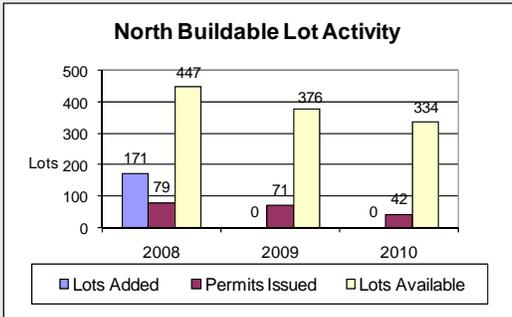
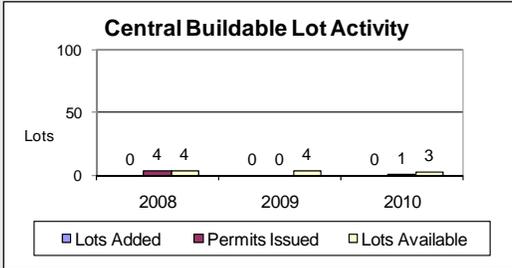
**Figure 12**



# Buildable Vacant Lot Activity

Figure 13

Vacant Buildable Lot Activity by 2030 Wichita Urban Growth Sub-area



# Buildable Vacant Lot Activity

Map section numbers are 4 digit numbers assigned to each square mile in Sedgwick County. The developing sections surveyed for this report cover 88 square miles of Wichita's 163.7 total square miles. No new sections were added in 2010 due to the reduced demand for housing during the present economic downturn and resulting tightening of credit.

**Table 11** shows residential lot changes for the surveyed sections during 2010. The table lists the number of building permits issued and the number of lots added to, or subtracted from, the inventory during the survey period. The table also depicts the percent change in the inventory

of buildable lots during the past year. Columns have been highlighted to make it easier to see the available buildable lots with the section numbers. Rows are highlighted to make it easier to compare this table with the summary tables (**Tables 7-10**).

**Figure 14** shows map sections with available vacant single-family residential lots. A section with available lots can be identified by following the sequence of section numbers in the areas outside of the Wichita 2030 Urban Growth Area. The first two numbers in each section are the east/west coordinate. The second two numbers are the north/south coordinate of the section.

**TABLE 11**

2010 VACANT SINGLE-FAMILY RESIDENTIAL LOT ACTIVITY  
BY WICHITA 2030 URBAN GROWTH SUB-AREA

WICHITA 2030 URBAN GROWTH SUB-AREA	MAP SECTION	SINGLE-FAMILY BUILDABLE LOTS AS OF 12-31-09	SINGLE-FAMILY BUILDING PERMITS		SINGLE-FAMILY BUILDABLE LOTS ADDED 1-1-10 TO 12-31-10	SINGLE-FAMILY BUILDABLE LOTS AS OF 12-31-10	% CHANGE		SINGLE-FAMILY BUILDABLE LOTS AS OF 12-31-08
			1-1-10 TO 12-31-10				12-31-09 TO 12-31-10	12-31-08 TO 12-31-09	
CENTRAL	5148	3	1		2	-33%	0%	3	
	5849	1			1	0%	0%	1	
	<b>Central Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>-25%</b>	<b>0%</b>	<b>4</b>	
NORTHEAST	5850	17			17	0%	0%	17	
	5851	1			1	0%	0%	1	
	5950	0			0	0%	0%	0	
	5951	14			14	0%	0%	14	
	5952	9			9	0%	0%	9	
	6049	3	2		1	-67%	-50%	6	
	6050	5			5	0%	0%	5	
	6052	7	3		4	-43%	0%	7	
	6053	54	12		42	-22%	-14%	63	
	6149	4	4		0	0%	0%	0	
	6247	0			0	0%	0%	0	
	6248	41	8		33	-20%	-11%	46	
	6249	11	4		7	-36%	-27%	15	
	6250	53	16		37	-30%	-35%	82	
	6347	0			0	0%	0%	0	
	6348	3			3	0%	0%	3	
	6349	169	7		162	-4%	-6%	179	
6350	87	5		82	-6%	-3%	90		
6447	61	3		58	-5%	-6%	65		
6448	4	4		0	0%	0%	0		
6449	29	10		19	-34%	-19%	36		
6450	51	24		27	0%	28%	40		
<b>Northeast Total</b>	<b>623</b>	<b>102</b>	<b>0</b>	<b>521</b>	<b>-16%</b>	<b>-8%</b>	<b>678</b>		
NORTH	5253	55	1		54	-2%	-7%	59	
	5254	40	2		38	0%	-5%	42	
	5255	60	5		55	-8%	0%	60	
	5351	40	25		15	-63%	-5%	42	
	5352	28	1		27	-4%	-3%	29	
	5353	55	1		54	-2%	-5%	58	
	5450	0			0	0%	0%	0	
	5451	14	7		7	-50%	-50%	28	
	5650	13			13	0%	-24%	17	
	5653	68			68	0%	-38%	109	
	5751	3			3	0%	0%	3	
	5752	0			0	0%	0%	0	
<b>North Total</b>	<b>376</b>	<b>42</b>	<b>0</b>	<b>334</b>	<b>-11%</b>	<b>-16%</b>	<b>447</b>		

Continued on next page

# Buildable Vacant Lot Activity

TABLE 11

2010 VACANT SINGLE-FAMILY RESIDENTIAL LOT ACTIVITY  
BY WICHITA 2030 URBAN GROWTH SUB-AREA

WICHITA 2030 URBAN GROWTH SUB-AREA	MAP SECTION	SINGLE-FAMILY BUILDABLE LOTS AS OF 12-31-09	SINGLE-FAMILY BUILDING PERMITS 1-1-10 TO 12-31-10	SINGLE-FAMILY BUILDABLE LOTS ADDED 1-1-10 TO 12-31-10	SINGLE-FAMILY BUILDABLE LOTS AS OF 12-31-10	% CHANGE BUILDABLE LOTS 12-31-09 TO 12-31-10	% CHANGE BUILDABLE LOTS 12-31-08 TO 12-31-09	SINGLE-FAMILY BUILDABLE LOTS AS OF 12-31-08
NORTHWEST	4446	1			1	0%	0%	1
	4546	158	18		140	-11%	-13%	182
	4547	63	18		45	-29%	-17%	76
	4548	9			9	0%	0%	9
	4549	94	18		76	-19%	-46%	173
	4646	0			0	0%	0%	0
	4647	28	2		26	0%	75%	16
	4648	52	11	13	54	4%	-10%	58
	4649	59	7		52	0%	-12%	67
	4746	3			3	0%	0%	3
	4750	3	3		0	0%	-57%	7
	4751	75	5	46	116	55%	-7%	81
	4752	25	6		19	-24%	-55%	56
	4850	2	1		1	-50%	0%	2
	4851	68	17		51	-25%	-23%	88
	4949	3			3	0%	0%	3
	4950	16	5		11	-31%	0%	16
	4951	138	11		127	-8%	-11%	155
	4952	20	11		9	-55%	-33%	30
	5047	22	10		12	-45%	-15%	26
5050	1	1		0	0%	0%	1	
5051	3	2		1	-67%	0%	3	
5052	117	9		108	-8%	-3%	121	
5150	44	7		37	-16%	38%	32	
<b>Northwest Total</b>		<b>1004</b>	<b>162</b>	<b>59</b>	<b>901</b>	<b>-10%</b>	<b>-17%</b>	<b>1206</b>
SOUTHEAST	6044	0			0	0%	0%	0
	6145	61	27		34	-44%	-22%	78
	6146	21	16		5	-76%	-30%	30
	6245	76	26	28	78	3%	23%	62
	6246	41	2		39	-5%	-18%	50
	6345	55	14		41	-25%	12%	49
	6346	117	17		100	-15%	21%	97
	6445	79	5		74	-6%	-5%	83
	6446	0			0	0%	-100%	2
	<b>Southeast Total</b>		<b>450</b>	<b>107</b>	<b>28</b>	<b>371</b>	<b>-18%</b>	<b>0%</b>
SOUTH	5143	22			22	0%	0%	22
	5241	2			2	0%	0%	2
	5242	42	31	38	49	17%	-9%	46
	5341	21			21	0%	0%	21
	5440	0			0	0%	0%	0
	5441	22		3	25	14%	0%	22
	5541	91	1		90	-1%	-7%	98
	5542	22	12	10	20	-9%	1000%	2
	5639	58			58	0%	-2%	59
	5741	48	13		35	-27%	-21%	61
<b>South Total</b>		<b>328</b>	<b>57</b>	<b>51</b>	<b>322</b>	<b>-2%</b>	<b>-2%</b>	<b>333</b>
SOUTHWEST	4644	31	1		30	0%	-6%	33
	4645	35	17		18	-49%	-45%	64
	4743	60	7		53	-12%	-8%	65
	4744	93	12		81	-13%	-7%	100
	4745	0		6	6	600%	--	NEW
	4844	0			0	0%	0%	0
	4845	0			0	0%	0%	0
	5042	6	6		0	-100%	-57%	14
	5043	0			0	0%	0%	0
	5142	28	13		15	-46%	-3%	29
<b>Southwest Total</b>		<b>253</b>	<b>56</b>	<b>6</b>	<b>203</b>	<b>-20%</b>	<b>-17%</b>	<b>305</b>
<b>GRAND TOTAL</b>		<b>3038</b>	<b>527</b>	<b>144</b>	<b>2655</b>	<b>-13%</b>	<b>-11%</b>	<b>3424</b>

Full service building lots are defined as single residential lots which have the following municipal services available: public water, public sewer, and paved streets; and are zoned to allow for construction of single-family homes.



# Building Activity

## 2010 Building Activity Highlights

1. The fastest growing areas of the WAMPO region for new residential units in 2010 were the Wichita Northwest and Southeast growth areas. They together represent 30 percent of the new dwelling units for the region as well as a similar percentage of the new transportation impacts for the residential development to the transportation system in terms of usage and local streets added.
2. Building permits were issued for a net total of 805 new residential units in Sedgwick County. This is down fifteen percent from 952 in 2009. Another 68 net residential units were built within Andover in Butler County.
3. 2010 saw 161 residential demolitions occur in Sedgwick County. About 70 percent of all demolitions occurred in Wichita's Central growth area.
4. Of the 614 new residential units permitted in the Wichita growth areas, the Northwest and Southwest accounted for 223 new units or 36 percent of the new unit activity in the Wichita urbanized area. The Northeast and Southeast areas accounted for 219 new units or 36 percent. These areas continue to see some of the largest percentages of new arterial streets or lanes in the WAMPO region along with resulting impacts to the highway system.
5. About 59 percent of the permits for new residential units issued in the WAMPO region were located in Wichita during 2010. This is up three percent from 2009.
6. In 2010, nearly 1.5 million square feet of new commercial buildings and additions were built in Sedgwick County and Andover.
7. The Centre for Aviation Training topped the list of largest commercial projects in 2010. It has the potential to be classified as a special generator in the transportation model.
8. About 35 percent of new commercial building square footage was for industrial and warehouse projects during 2010.
9. The Wichita Central area saw the largest number of commercial projects (15), but Wichita Northeast saw the most commercial square footage built (656,871).

# Building Activity

## RESIDENTIAL BUILDING PERMITS

Residential construction activity forms the backbone of WAMPO's data for housing unit data that is fed into its projections and modeling. While subdivision data provides a glimpse of future trends, it is the actual units on the ground that form the baseline data and provide an actual growth pattern over time.

The mix of housing types is another indicator provided by residential construction data. One hundred residential units in a high rise will impact the transportation system differently than one hundred units spread out on individual one acre tracts.

As with the other sections of this document, data is broken down geographically according to the

Wichita-Sedgwick County Comprehensive Plan's identified growth areas. This is the first level of analysis for doing projections for the Metropolitan Transportation Plan once region wide control totals or targets are set for future population growth. The second level of analysis takes place when projections are further broken down at the traffic analysis zone level.

A third level of analysis may take place with the designation of special generators, but this is done mostly for larger commercial projects.

Construction permit data provides concrete patterns of what is happening in this region. This allows for the development of alternative scenarios by providing examples from within the community for impact analysis and application to new areas.

### Methodology

Net residential unit change was calculated by first determining the total number of new residential units as reported by building permit data. From this total, the number of units demolished was subtracted, yielding net residential change. Figures for Sedgwick County were determined by building permit data supplied by the Sedg-

wick County Appraiser's Office and additional demolition data provided by local jurisdictions. Building permit data for Andover in Butler County and the portion of Mulvane in Sumner County were provide by Andover and Mulvane.

Data for all jurisdictions have been geo-coded with parcel data of projects to show more precisely where activity is occurring.

### Permits by Wichita-Sedgwick County Comprehensive Plan Growth Area

Residential construction activity across the WAMPO region decreased in 2010 according to the number of building permits recorded. The distribution of this activity is illustrated in **Figure 15**. **Table 12** shows WAMPO region net residential unit totals for 2010 for each city in Sedgwick County and their growth areas, rural Sedgwick County and Andover. It also includes average annual data for the period 2005 through 2009.

A total of 1,034 new residential units were permitted in all of Sedgwick County, with 161 units being demolished throughout the county. Central Wichita saw 112 of these demolitions. When demolitions are subtracted from the number of new units, a net 873 residential units were added countywide in 2010. Additionally, 68 residential units were constructed with no residential demolitions in Andover during 2010.

**Figure 16** shows net residential totals for each year from 2005 through 2010 for the WAMPO region. It reveals a noticeable downward trend since 2005.

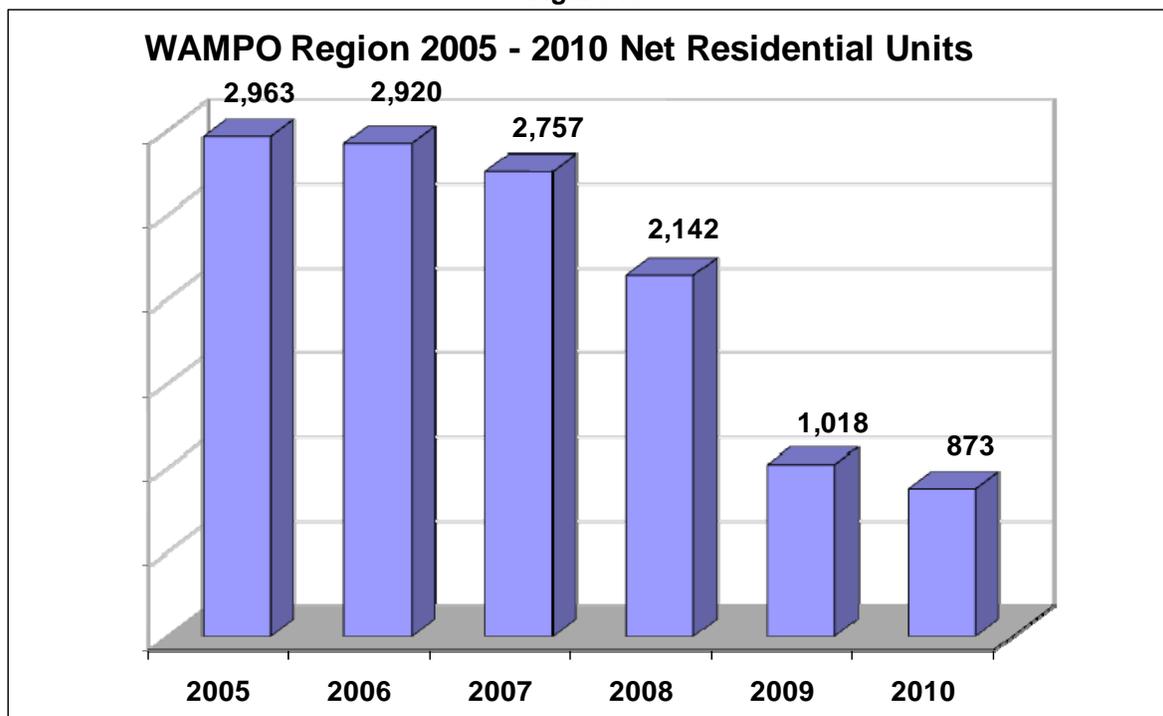


# Building Activity

Table 12

WAMPO Region Residential Building Activity by Comprehensive Plan Growth Area						
Growth Areas	2010 New Units	2010 Demolitions	2010 Net Units Added	2010 Percent of Units Added	2005 - 2009 Average Net Units Added	2005 - 2009 Percent of Net Units Added
<b>City of Wichita &amp; 2030 Urban Growth Area</b> (Sub-areas)						
Wichita Central	45	112	(67)	-7.7%	66	2.8%
Wichita Northeast	106	1	105	12.0%	443	18.8%
Wichita North	59	14	45	5.2%	129	5.5%
Wichita Northwest	159	5	154	17.6%	494	20.9%
Wichita Southeast	113	1	112	12.8%	214	9.1%
Wichita South	68	16	52	6.0%	98	4.1%
Wichita Southwest	64	-	64	7.3%	117	5.0%
<b>Wichita 2030 Urban Growth Area Subtotal</b>	<b>614</b>	<b>149</b>	<b>465</b>	<b>53.3%</b>	<b>1,560</b>	<b>66.1%</b>
<b>Rural Areas</b> (Includes County Northeast, Southeast, Northwest and Southwest sub-areas)	<b>56</b>	<b>1</b>	<b>55</b>	<b>6.3%</b>	<b>69</b>	<b>2.9%</b>
<b>Small City &amp; 2030 Urban Growth Areas</b>						
Andale	6	-	6	0.7%	7	0.3%
Bel Aire	11	2	9	1.0%	23	1.0%
Bentley	2	1	1	0.1%	7	0.3%
Cheney	4	1	3	0.3%	17	0.7%
Clearwater	2	1	1	0.1%	13	0.5%
Colwich	1	-	1	0.1%	6	0.3%
Derby	97	-	97	11.1%	141	6.0%
Eastborough	-	-	-	0.0%	1	0.0%
Garden Plain	2	-	2	0.2%	2	0.1%
Goddard	18	-	18	2.1%	60	2.5%
Haysville	21	1	20	2.3%	69	2.9%
Kechi	5	-	5	0.6%	13	0.5%
Maize	56	1	55	6.3%	86	3.6%
Mount Hope	2	-	2	0.2%	2	0.1%
Mulvane	4	3	1	0.1%	20	0.8%
Park City	33	-	33	3.8%	71	3.0%
Sedgwick	1	-	1	0.1%	3	0.1%
Valley Center	31	1	30	3.4%	45	1.9%
Viola	-	-	-	0.0%	1	0.0%
<b>Small Cities &amp; 2030 Urban Growth Areas Subtotal</b>	<b>296</b>	<b>11</b>	<b>285</b>	<b>32.6%</b>	<b>585</b>	<b>24.8%</b>
<b>Sedgwick Co. Total</b>	<b>966</b>	<b>161</b>	<b>805</b>	<b>92.2%</b>	<b>2,214</b>	<b>93.8%</b>
Mulvane in Sumner Co	1	-	1	0.1%	3	0.1%
Andover	68	-	68	7.8%	146	6.2%
<b>WAMPO Region Totals</b>	<b>1,034</b>	<b>161</b>	<b>873</b>	<b>100.0%</b>	<b>2,360</b>	<b>100.0%</b>

Figure 16



# Building Activity

In 2010, the 74 net residential units added in the unincorporated areas of Sedgwick County accounted for 8 percent of residential units built countywide. **Table 13** illustrates the number of 2010 net residential units permitted in the unincorporated areas of Sedgwick County by growth area as outlined in the Wichita-Sedgwick County Comprehensive Plan. The table indicates that approximately 34 percent of the unincorporated area activity was located in the Wichita-Sedgwick County Comprehensive Plan's identified urban growth areas.

About 94 percent of the net residential units built across Sedgwick County were located in either incorporated cities or in areas identified as Wichita or small city urban growth areas.

**Figure 17** illustrates Wichita's new residential unit trends for housing types since 2005. Also, **Table 14** provides a summary of Wichita's new residential building permits by type for the year 2010 plus the five-year annual averages for the years 2005-2009. Approximately 85 percent of new units built in 2010 were single-family homes. This is 20 percent more than the average for single-family units built from 2005 to 2009.

**Table 14** shows new residential building permits by type for the entire WAMPO region in 2010 and 2009. This will be expanded in future years to be comparable to the Wichita data with five year comparisons.

**Table 13**

2010 Net Residential Units Added in Unincorporated Areas by Comprehensive Plan Growth Area				
Growth Areas	2010 Unincorp. Area Net Units Added	% of 2010 Unincorp. ArDa Units AddDd	2005 - 2009 Average Net Unincorp. Units Added	% of 2005 - 2009 Net Unincorp. Units Added
<b>City of Wichita &amp; 2030 Urban Growth Area*</b> (Sub-areas)				
Wichita Central	0	0.0%	0	0.0%
Wichita Northeast	2	2.7%	8	7.6%
Wichita North	0	0.0%	0	-0.2%
Wichita Northwest	2	2.7%	7	6.3%
Wichita Southeast	4	5.4%	7	6.7%
Wichita South	2	2.7%	0	0.4%
Wichita Southwest	2	2.7%	4	3.8%
<b>Wichita 2030 Urban Growth Area Subtotal</b>	<b>12</b>	<b>16.2%</b>	<b>27</b>	<b>24.6%</b>
<b>Rural Areas</b> (Includes County Northeast, Southeast, Northwest and Southwest sub-areas)	<b>56</b>	<b>75.7%</b>	<b>68</b>	<b>62.0%</b>
<b>Small City &amp; 2030 Urban Growth Areas</b>		0.0%		
Andale	0	0.0%	0	0.0%
Bel Aire	-1	-1.4%	0	0.2%
Bentley	2	2.7%	1	0.9%
Cheney	0	0.0%	0	-0.2%
Clearwater	0	0.0%	0	0.2%
Colwich	0	0.0%	0	0.2%
Derby	2	2.7%	2	2.0%
Eastborough	0	0.0%	0	0.0%
Garden Plain	0	0.0%	0	0.0%
Goddard	0	0.0%	0	-0.2%
Haysville	1	1.4%	3	2.9%
Kechi	0	0.0%	1	0.9%
Maize	0	0.0%	2	2.0%
Mount Hope	0	0.0%	0	0.0%
Mulvane	0	0.0%	0	0.0%
Park City	1	1.4%	0	0.0%
Sedgwick	1	1.4%	3	2.9%
Valley Center	0	0.0%	2	1.6%
Viola	0	0.0%	0	0.0%
<b>Small Cities &amp; 2030 Urban Growth Areas Subtotal</b>	<b>6</b>	<b>8.1%</b>	<b>15</b>	<b>13.4%</b>
<b>Unincorporated Sedgwick Co. Total</b>	<b>74</b>	<b>100.0%</b>	<b>110</b>	<b>100.0%</b>

\*Units built in Wichita's 2030 Urban Growth Area may be urban development with City services and agreements to be annexed into Wichita once they are eligible.

# Building Activity

Figure 17

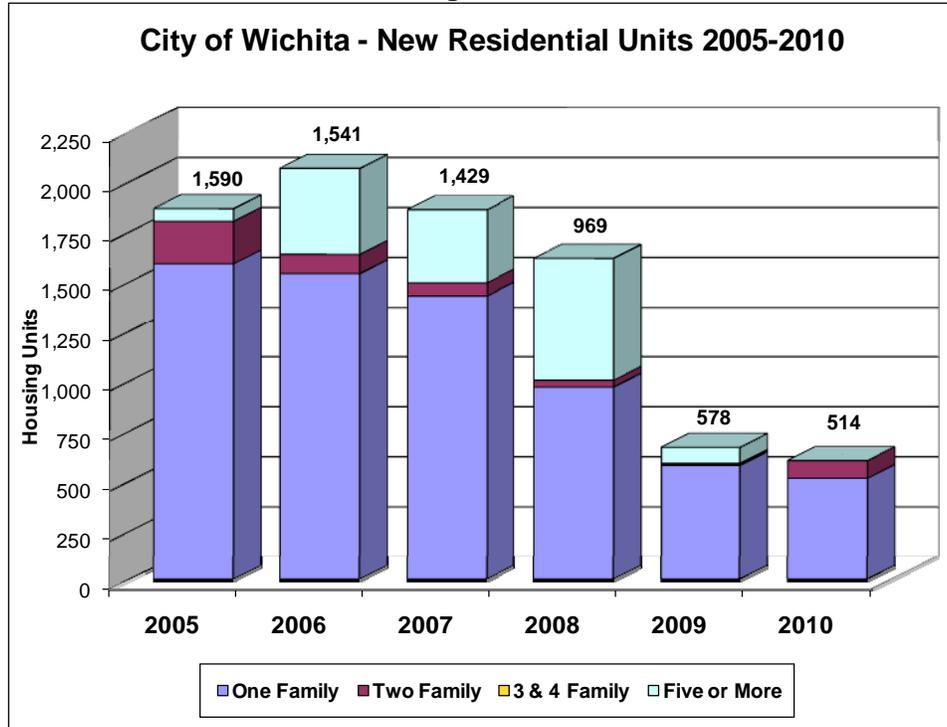


Table 14

Wichita New Residential Building Permits by Type 2010			
New Residential BuildingType	Permits	Units	Valuation
One Family	514	514	\$117,692,410
Two Family	34	88	\$389,690
3 & 4 Family	0	0	\$348,550
Five or More	0	0	\$6,205,250
<b>TOTAL</b>	<b>548</b>	<b>602</b>	<b>\$124,635,900</b>

2005 - 2009 Five Year Average			
New Residential BuildingType	Permits	Units	Valuation
One Family	1,221	1,221	\$139,765,146
Two Family	41	83	\$5,526,537
3 & 4 Family	0	1	\$69,710
Five or More	20	310	\$21,803,385
<b>TOTAL</b>	<b>1,622</b>	<b>1,891</b>	<b>\$170,426,769</b>

WAMPO Region New Residential Building Permits by Type 2010			
New Residential Buildings	Permits	Units	Valuation
One Family	889	889	\$184,906,700
Two Family	54	128	\$10,645,900
3 & 4 Family	3	9	\$902,400
Five or More	2	8	\$749,800
<b>TOTAL</b>	<b>948</b>	<b>1,034</b>	<b>\$197,204,800</b>

WAMPO Region New Residential Building Permits by Type 2009			
New Residential Buildings	Permits	Units	Valuation
One Family	993	993	\$195,743,250
Two Family	7	14	\$1,476,600
3 & 4 Family	1	4	\$348,550
Five or More	2	80	\$6,205,250
<b>TOTAL</b>	<b>1,003</b>	<b>1,091</b>	<b>\$203,773,650</b>

# Building Activity

In 2010, the fastest growing area of Sedgwick County for new homes was the Wichita Northwest with 159 dwelling units added. The Wichita Southeast growth area was the second fastest growing with 113 units. Of the 966 residential units permitted in all growth areas in Sedgwick County, the Wichita Northwest growth area accounted for 17 percent of the new unit activity.

A total of 45 new units were permitted last year in the Wichita Central area, which is down 52 percent from 2009.

## Residential Activity by School District

As with many metropolitan areas, school districts are a driving force in the decision on where to buy a house and where other development will follow. The following data helps WAMPO track this phenomenon within the region. Also, as the population continues to grow in Wichita's suburban areas, so does the need for school facilities to serve growing school enrollments in other school districts. These facilities often produce a large

impact on these communities and their road network. If a school facility becomes large enough, it will often become a special generator within the WAMPO transportation model. Special generators function similarly to traffic analysis zones, but can take into account traffic impacts that are more intensive or create unusual circumstances compared to other surrounding land uses.

**Table 15** illustrates the number of 2010 net residential units added in the Sedgwick County portion of school districts serving Sedgwick County and Andover residents (refer to **Figure 4** for Sedgwick County's school district boundaries). Please note that districts serving students in more than one county reflect net residential additions in the WAMPO region only. **Table 15** also shows average annual net units and corresponding percentages for the years 2005 through 2009.

Generally, new residential structures built across Sedgwick County are being occupied by families with school-age children. While new housing is not exclusively constructed for families with chil-

**Table 15**

2010 Net Residential Units Added (For School Districts Serving the WAMPO Region)*					
School District	Primary City	2010 Net Units Added	Percent of Net Units Added	2005 - 2009 Average Net Units Added	2005 - 2009 Percent of Net Units Added
USD 206	Whitewater	0	0.0%	1	0.0%
USD 259	Wichita	142	16.3%	821	34.8%
USD 260	Derby	119	13.6%	160	6.8%
USD 261	Haysville	74	8.5%	119	5.0%
USD 262	Valley Center	65	7.4%	103	4.4%
USD 263	Mulvane	2	0.2%	27	1.1%
USD 264	Clearwater	11	1.3%	22	0.9%
USD 265	Goddard	99	11.3%	278	11.8%
USD 266	Maize	154	17.6%	413	17.5%
USD 267	Colwich	46	5.3%	54	2.3%
USD 268	Cheney	5	0.6%	19	0.8%
USD 312	Haven	2	0.2%	2	0.1%
USD 331	Kingman	0	0.0%	0	0.0%
USD 356	Conway Springs	1	0.1%	1	0.0%
USD 369	Burton	0	0.0%	0	0.0%
USD 375	Towanda	19	2.2%	17	0.7%
USD 385	Andover*	128	14.7%	312	13.2%
USD 394	Rose Hill	2	0.2%	3	0.1%
USD 439	Sedgwick	1	0.1%	3	0.1%
USD 440	Bentley	3	0.3%	7	0.3%
<b>TOTAL</b>		<b>873</b>	<b>100.0%</b>	<b>2,360</b>	<b>100.0%</b>

# Building Activity

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dren, it is reasonable to assume that districts experiencing a net increase in residential units foreshadow a corresponding increase in school enrollment figures.

Following this presumption, the Maize School District (USD 266) experienced the most significant growth in net residential units with the addition of 154 net units. The Wichita School District (USD 259) was next with 142 net residential units and Andover School District (USD 385) followed with 128 net units.

## Downtown and Old Town Residential Development

While Central Wichita has seen very slow and even nonexistent growth over the years, the Downtown and Old Town areas are a notable exception. From 2000 to 2009 there were 677 residential units made available thru conversion and remodeling of pre-existing structures and new construction. Most of these have been warehouses, factories or other commercial structures that were converted to residential occupancy. Sixty four new units came online from these efforts in 2008, and several purchases by developers in the downtown and Old Town areas will continue contributing to this trend. There were no new units built in 2010 within the Appraiser's data.

With the Downtown Revitalization Master Plan being developed and Intrust Bank Arena completed and Waterwalk underway, there has been increased interest in the potential for more residential development in the downtown area. The Downtown Revitalization Master Plan, indicates a likely potential for 1,000 new dwelling units to be absorbed within the next five to seven years in the Downtown Study Area.

## RESIDENTIAL PERMIT ACTIVITY IMPACTS ON TRANSPORTATION

An analysis of residential permit activity over the last six years (2005 to 2010) was done in com-

puter mapping software. Individual new housing units were plotted and the number of those units most proximate to major road segments was calculated. The result can be seen in **Figure 18**.

While there are limitations to this method and the permit data used, this effort does represent a progression in our Metropolitan Transportation Plan monitoring and its associated future projection activities. Over the next few years improvements in the data will occur as a result of more accessible information through the Butler and Sedgwick County Appraisers Offices and other municipal entities. Additional improvements will be implemented in GIS over time that will better standardize the results of the exercises involved in this analysis to give more reliable and meaningful data.

Because of the economic downturn, residential permit activity is more widely dispersed than it has been in the last two decades. The highest level of activity during 2005 through 2010 occurred along 21st Street North between 127th and 143rd Street East with 490 units. The second highest level of activity occurred along East 29th Street North between Rock and Webb with 425 residential units from 2005 to 2010.

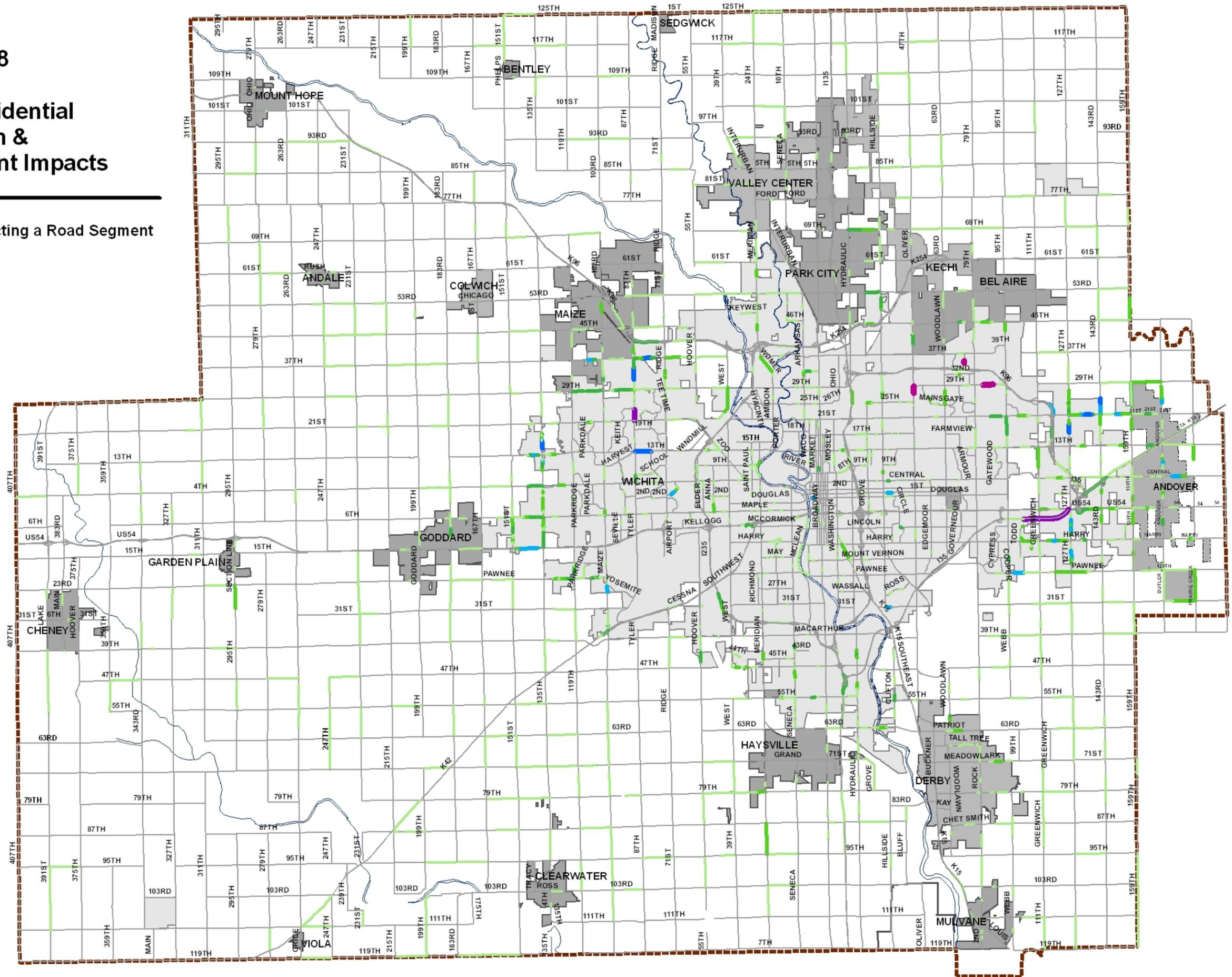
The third highest area is along Tyler Road between 21st and 37th Street North with 330 units. This is followed by the northwest quadrant of the intersection of Rock and K-96 with 270 units for the same time period.

**FIGURE 18**

**2005 - 2010 Residential Construction & Major Road Segment Impacts**

Number of Residential Units Impacting a Road Segment

- 0
- 1 - 10
- 11 - 25
- 26 - 50
- 51 - 75
- 76 - 100
- 101 - 150
- 151 - 430
- WAMPO Boundary



# Building Activity

## COMMERCIAL BUILDING PERMITS

Commercial construction activity forms the backbone of WAMPO's data for commercial data that is fed into its projections and modeling. While subdivision data provides a glimpse of future trends, it is the actual square footage of commercial construction on the ground that forms the baseline data and provide an actual growth pattern over time.

The mix of commercial types is another indicator provided by commercial construction data. A regional shopping center will impact the transportation system differently than a warehouse or manufacturing facility.

As with the other sections of this document, data is broken down geographically according to the

Wichita-Sedgwick County Comprehensive Plan's identified growth areas. This is the first level of analysis for doing projections for the Metropolitan Transportation Plan once region wide control totals or targets are set for future population growth. The second level of analysis takes place when projections are further broken down at the traffic analysis zone level.

A third level of analysis may take place with the designation of special generators, but this is done mostly for larger commercial projects.

Construction permit data provides concrete patterns of what is happening in this region. This allows for the development of alternative scenarios by providing examples from within the community for impact analysis and application to new areas.

### Methodology

For analysis of commercial and industrial activity across the WAMPO region, new building and addition permits were aggregated for ease in reporting purposes. For this report new data sources have been used from the Sedgwick County Appraiser's Office, the City of Andover in Butler County, and the City of Mulvane for projects in the Sumner County portion of Mulvane. This data allows activity to be measured in terms of building square footage. Square footage is the standard of comparison for commercial construction, and it also gives better data for transportation modeling purposes.

The commercial classification used includes all uses that are not classified as either residential or

agricultural. Therefore, commercial statistics include all structural types such as churches, institutional buildings, public buildings, amusement and recreation, parking garages, service stations, office buildings, banks, professional buildings, stores and mercantile buildings, hotels and motels, and restaurants.

Data for all jurisdictions have been geo-coded with parcel data of building projects to show more precisely where activity is occurring throughout the WAMPO region. This will also provide more accurate data for transportation modeling.

**Five-year commercial square footage comparison data is not yet available. This will be compiled over the next five years.**

In 2010, nearly 1.5 million square feet in 76 new building and addition commercial projects were built in the WAMPO region. This is 79 percent of the square footage and 66 percent of the number of commercial new building and addition projects built in the WAMPO region for 2009.

With 48 new building and addition commercial projects for 2010, over 1.3 million square feet were added within Wichita and its 2030 Urban Growth Area. This slightly above the number of similar projects for Wichita and its 2030 Urban Growth Area in 2009.

# Building Activity

The square footage for commercial projects built in the smaller cities and their growth areas in the WAMPO region in 2010 totals nearly 96,000 square feet for 17 projects. This is 46 percent of the number of commercial new building and addition projects for these communities compared to 2009 and 17 percent of the square footage of 2009.

These projects and their distribution are illustrated in **Figure 19**. A series of symbol sizes and colors are used to illustrate construction project size.

As **Figure 19** demonstrates, 2010 investments in commercial projects were primarily concentrated

within Wichita or on the city's immediate fringe areas. The Wichita Central area had the largest number of projects with 15 projects totaling 224,200 square feet. But the Northeast had the most square footage built with 656,900 square feet in 10 projects. **Table 16** shows this along with other commercial building activity across the WAMPO region by growth area for 2010.

Twenty five of the 76 new building and addition projects built within the WAMPO region during 2010 had more than 10,000 square feet. The top 10 largest construction projects in 2010 are shown in **Table 17**.

The Centre for Aviation Training topped the list

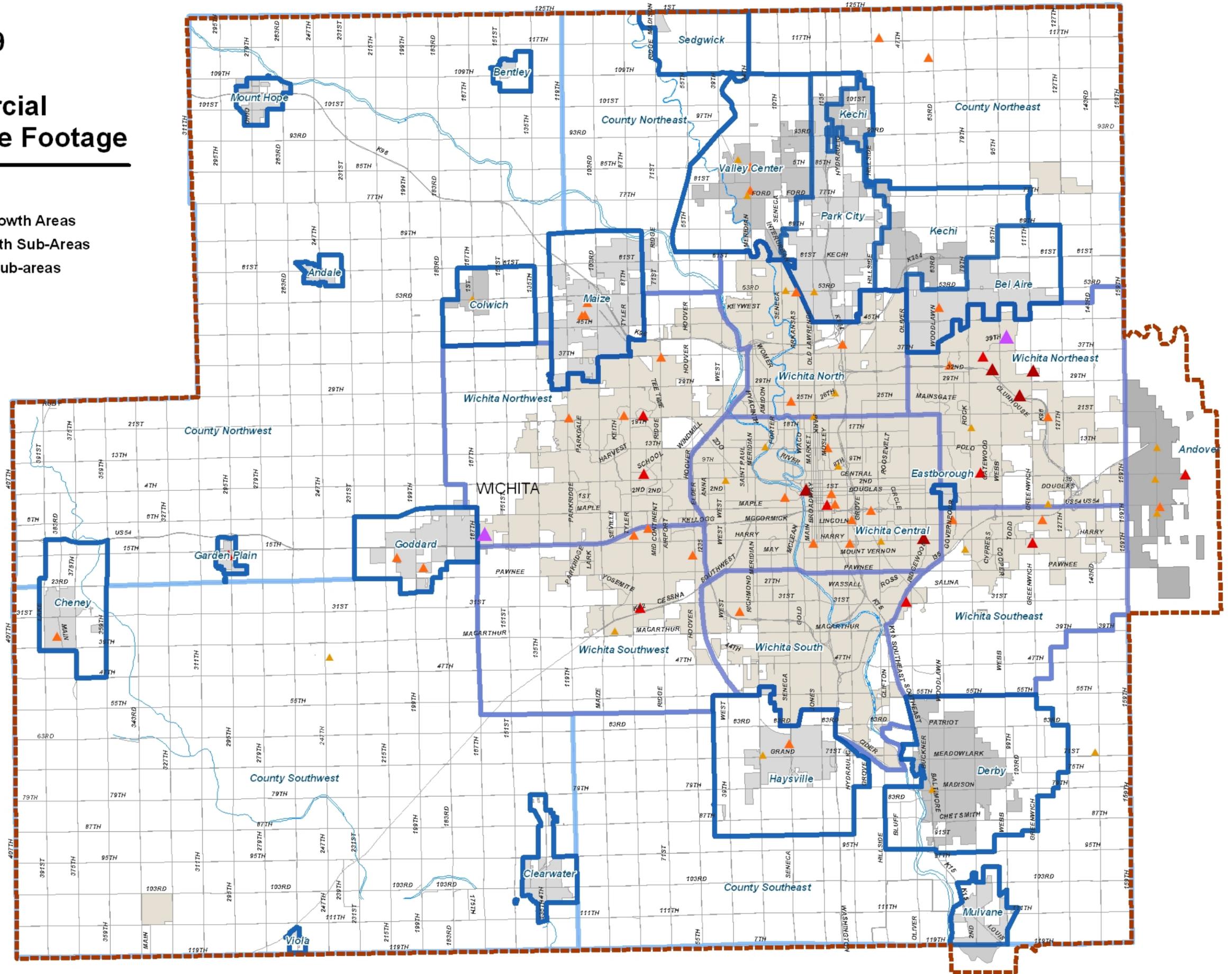
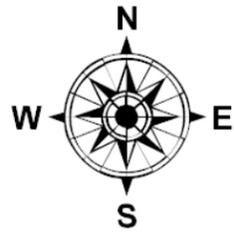
**Table 16**

WAMPO Region 2010 & 2009 Commercial Projects by Comprehensive Plan Growth Area				
Growth Areas	2010 Permits	2010 Square Footage	2009 Permits	2009 Square Footage
<b>City of Wichita &amp; 2030 Urban Growth Area</b> (Sub-areas)				
Wichita Central	15	224,219	20	572,129
Wichita Northeast	10	656,871	14	122,508
Wichita North	6	18,069	6	42,761
Wichita Northwest	6	309,505	17	339,033
Wichita Southeast	5	73,295	5	28,200
Wichita South	1	3,554	9	45,105
Wichita Southwest	5	62,730	6	141,078
<b>Wichita 2030 Urban Growth Area Subtotal</b>	<b>48</b>	<b>1,348,243</b>	<b>77</b>	<b>1,290,814</b>
<b>Rural Areas</b> (Includes County Northeast, Southeast, Northwest and Southwest sub-areas)	<b>4</b>	<b>9,360</b>	<b>2</b>	<b>22,027</b>
<b>Small City &amp; 2030 Urban Growth Areas</b>				
Andale	0	-	1	17,711
Bel Aire	1	9,184	2	13,497
Bentley	0	-	0	-
Cheney	1	2,142	3	9,678
Clearwater	0	-	0	-
Colwich	1	350	1	4,916
Derby	1	1,400	6	104,101
Eastborough	0	-	0	-
Garden Plain	1	26,768	0	-
Goddard	2	12,915	2	2,827
Haysville	2	6,444	0	-
Kechi	0	-	1	2,634
Maize	3	25,479	1	29,184
Mount Hope	0	-	0	-
Mulvane	0	-	0	-
Park City	1	912	5	307,116
Sedgwick	0	-	0	-
Valley Center	4	10,331	8	67,613
Viola	0	-	0	-
<b>Small Cities &amp; 2030 Urban Growth Areas Subtotal</b>	<b>17</b>	<b>95,925</b>	<b>30</b>	<b>559,277</b>
<b>Sedgwick Co. Total</b>	<b>69</b>	<b>1,453,528</b>	<b>109</b>	<b>1,872,118</b>
Mulvane in Sumner Co	1	1,000	3	10,408
Andover	6	33,642	4	13,532
<b>WAMPO Region Total</b>	<b>76</b>	<b>1,488,170</b>	<b>116</b>	<b>1,896,058</b>

**FIGURE 19**

**2010 Commercial Construction Square Footage**

- WAMPO Boundary
  - Small City 2030 Urban Growth Areas
  - Wichita 2030 Urban Growth Sub-Areas
  - Rural Sedgwick County Sub-areas
- Commercial Square Footage**
- Up to 2,000 Sq Ft
  - 2,001 - 20,000 Sq Ft
  - 20,001 - 50,000 Sq Ft
  - 50,001 - 200,000 Sq Ft
  - 200,001 - 250,000 Sq Ft



# Building Activity

Table 17

The 10 Largest Building Projects of 2010 in the WAMPO Region		
	Project - Location	Square Footage
A	<b>CENTRE FOR AVIATION TRAINING</b> 4004 N WEBB RD, WICHITA, KS 67226	248,049
B	<b>MENARD'S</b> 3660 N Maize Rd, Wichita, KS 67205	165,426
C	<b>EISENHOWER MIDDLE SCHOOL</b> 1230 S 167TH ST W, WICHITA, KS 67052	131,397
D	<b>LDF COMPANIES</b> 10610 E 26TH CT N, WICHITA, KS 67226	88,460
E	<b>APOLLO ELEMENTARY</b> 1230 S 167TH ST W, WICHITA, KS 67052	87,874
F	<b>DILLONS MARKET PLACE</b> 5500 E HARRY ST, WICHITA, KS 67218	75,744
G	<b>CARGILL INNOVATION CENTER</b> 300 W 1ST ST N, WICHITA, KS 67202	73,566
H	<b>1-GREENWICH ELEMENTARY</b> 3250 N GREENWICH RD, WICHITA, KS 67226	53,536
I	<b>KAPAUN MT. CARMEL SCHOOL ADDITION</b> 8506 E CENTRAL AVE, WICHITA, KS 67206	46,273
J	<b>1-GENESIS HEALTH CLUB</b> 854 N SOCORA ST, WICHITA, KS 67212	34,506

Source: Sedgwick County Appraiser's Office

of largest commercial projects in 2010. It has the potential to be classified as a special generator in the transportation model.

The impacts of individual commercial projects are hard to gauge when they are first built as the impacts of individual projects can be highly variable. However, data will be gathered over time on these locations so that they can be represented in their respective traffic analysis zones for traffic modeling.

**Tables 18, 19, 20, and 21** illustrate new building and addition projects for industrial/warehouse, retail, institutional, and office/other commercial space within WAMPO region communities.

- For this analysis, the retail subset includes: amusement and recreation, parking garages, service stations, stores and mercantile buildings, hotels and motels, and restaurants, but not office space.
- The institutional subset includes schools, hospitals, government facilities and churches. This is a category that has grown in significance as school districts address the problems of increasing enrollment and more private schools are built. Also, hospitals and churches have grown in importance as elements of commercial investment and have been seeing their way to the top of high-dollar projects over the years.
- The office/other commercial subset includes

# Building Activity

Table 18

2010 Industrial, Warehouse Building Projects					2009 Industrial & Warehouse Projects			
2030 Urban Growth Sub-Area	Number of Permits	Square Feet Built	% of Permits	% Square Footage	Number of Permits	Square Feet Built	% of Permits	% Square Footage
<b>City of Wichita &amp; 2030 Urban Growth Area (Sub-areas)</b>								
Wichita Central	6	113,578	23%	22%	7	55,224	23%	8%
Wichita Northeast	4	288,048	15%	56%	1	18,502	3%	3%
Wichita North	3	4,559	12%	1%	4	38,576	13%	6%
Wichita Northwest	1	3,075	4%	1%	3	69,637	10%	11%
Wichita Southeast	2	31,511	8%	6%	2	17,056	7%	3%
Wichita South			--	--	4	20,294	13%	3%
Wichita Southwest	4	59,530	15%	11%	5	137,562	17%	21%
<b>Wichita 2030 Urban Growth Area Subtotal</b>	<b>20</b>	<b>500,301</b>	<b>77%</b>	<b>97%</b>	<b>26</b>	<b>356,851</b>	<b>87%</b>	<b>54%</b>
<b>Rural Areas (Incl. Co. Northeast, Southeast, Northwest and Southwest)</b>								
	1	1,170	4%	0%			--	--
<b>Small City &amp; 2030 Urban Growth Areas</b>								
Andale			--	--			--	--
Bel Aire			--	--			--	--
Bentley			--	--			--	--
Cheney	1	2,142	4%	0%			--	--
Clearwater			--	--			--	--
Colwich			--	--			--	--
Derby			--	--			--	--
Eastborough			--	--			--	--
Garden Plain			--	--			--	--
Goddard	1	8,400	4%	2%			--	--
Haysville			--	--			--	--
Kechi			--	--			--	--
Maize	1	4,200	4%	1%			--	--
Mount Hope			--	--			--	--
Mulvane			--	--			--	--
Park City			--	--	3	296,239	10%	45%
Sedgwick			--	--			--	--
Valley Center	1	700	4%	0%			--	--
Viola			--	--			--	--
<b>Small Cities &amp; 2030 Urban Growth Areas Subtotal</b>	<b>4</b>	<b>15,442</b>	<b>15%</b>	<b>3%</b>	<b>3</b>	<b>296,239</b>	<b>10%</b>	<b>45%</b>
<b>Sedgwick Co. Total</b>								
Mulvane in Sumner Co Andover	1	1,000	4%	0%	1	2,400	3%	0%
			--	--			--	--
<b>WAMPO Region Total</b>	<b>26</b>	<b>517,913</b>	<b>100%</b>	<b>100%</b>	<b>30</b>	<b>655,490</b>	<b>100%</b>	<b>100%</b>

Table 19

2010 Retail Building Projects					2009 Retail Projects			
2030 Urban Growth Sub-Area	Number of Permits	Square Feet Built	% of Permits	% Square Footage	Number of Permits	Square Feet Built	% of Permits	% Square Footage
<b>City of Wichita &amp; 2030 Urban Growth Area (Sub-areas)</b>								
Wichita Central	3	80,706	17%	64%	6	13,005	21%	8%
Wichita Northeast			--	--	5	44,594	18%	28%
Wichita North	2	6,600	11%	5%	1	900	4%	1%
Wichita Northwest	2	17,258	11%	14%	4	44,653	14%	28%
Wichita Southeast			--	--	1	2,196	4%	1%
Wichita South			--	--	3	9,136	11%	6%
Wichita Southwest	1	3,200	6%	3%	1	3,516	4%	2%
<b>Wichita 2030 Urban Growth Area Subtotal</b>	<b>8</b>	<b>107,764</b>	<b>44%</b>	<b>86%</b>	<b>21</b>	<b>118,000</b>	<b>75%</b>	<b>74%</b>
<b>Rural Areas (Incl. Co. Northeast, Southeast, Northwest and Southwest)</b>								
	0		--	--			--	--
<b>Small City &amp; 2030 Urban Growth Areas</b>								
Andale			--	--			--	--
Bel Aire			--	--			--	--
Bentley			--	--			--	--
Cheney			--	--	2	2,196	7%	1%
Clearwater			--	--			--	--
Colwich	1	350	6%	0%			--	--
Derby	1	1,400	6%	1%	1	17,020	4%	11%
Eastborough			--	--			--	--
Garden Plain			--	--			--	--
Goddard			--	--			--	--
Haysville			--	--			--	--
Kechi			--	--			--	--
Maize			--	--			--	--
Mount Hope			--	--			--	--
Mulvane			--	--			--	--
Park City	1	912	6%	1%	2	10,877	7%	7%
Sedgwick			--	--			--	--
Valley Center	2	8,247	11%	7%	1	9,585	4%	6%
Viola			--	--			--	--
<b>Small Cities &amp; 2030 Urban Growth Areas Subtotal</b>	<b>5</b>	<b>10,909</b>	<b>28%</b>	<b>9%</b>	<b>6</b>	<b>39,678</b>	<b>21%</b>	<b>25%</b>
<b>Sedgwick Co. Total</b>								
Mulvane in Sumner Co Andover	5	7,264	28%	6%	1	2,462	4%	2%
			--	--			--	--
<b>WAMPO Region Total</b>	<b>18</b>	<b>125,937</b>	<b>100%</b>	<b>100%</b>	<b>28</b>	<b>160,140</b>	<b>100%</b>	<b>100%</b>

# Building Activity

Table 20

2010 Institutional Building Projects					2009 Institutional Projects			
2030 Urban Growth Sub-Area	Number of Permits	Square Feet Built	% of Permits	% Square Footage	Number of Permits	Square Feet Built	% of Permits	% Square Footage
<b>City of Wichita &amp; 2030 Urban Growth Area</b>								
(Sub-areas) Wichita Central	4	28,057	17%	4%	6	37,714	18%	8%
Wichita Northeast	4	358,130	17%	46%	5	37,557	15%	8%
Wichita North	1	6,910	4%	1%	1	3,285	3%	1%
Wichita Northwest	2	254,666	9%	32%	3	189,451	9%	41%
Wichita Southeast	3	41,784	13%	5%	1	5,198	3%	1%
Wichita South	1	3,554	4%	0%	2	15,675	6%	3%
Wichita Southwest			--	--			--	--
Wichita 2030 Urban Growth Area Subtotal	15	693,101	65%	88%	18	288,880	55%	63%
<b>Rural Areas</b>								
(Incl. Co. Northeast, Southeast, Northwest and Southwest)	0	-	--	--	2	22,027	6%	5%
<b>Small City &amp; 2030 Urban Growth Areas</b>								
Andale			--	--	1	17,711	3%	4%
Bel Aire	1	9,184	4%	1%	1	7,947	3%	2%
Bentley			--	--			--	--
Cheney			--	--			--	--
Clearwater			--	--			--	--
Colwich			--	--	1	4,916	3%	1%
Derby			--	--	3	44,729	9%	10%
Eastborough			--	--			--	--
Garden Plain	1	26,768	4%	3%			--	--
Goddard	1	4,515	4%	1%	1	99	3%	0%
Haysville	1	1,824	4%	0%			--	--
Kechi			--	--			--	--
Maize	2	21,279	9%	3%	1	29,184	3%	6%
Mount Hope			--	--	5	42,942	15%	9%
Mulvane			--	--			--	--
Park City			--	--			--	--
Sedgwick			--	--			--	--
Valley Center	1	1,384	4%	0%			--	--
Viola			--	--			--	--
Small Cities & 2030 Urban Growth Areas Subtotal	7	64,954	30%	8%	13	147,528	39%	32%
<b>Sedgwick Co. Total</b>								
	22	758,055	96%	97%	33	458,435	100%	100%
Mulvane in Sumner Co	0		--	--	0		--	--
Andover	1	26,378	4%	3%	0		--	--
<b>WAMPO Region Total</b>								
	23	784,433	100%	100%	33	458,435	100%	100%

Table 21

2010 Office & Other Commercial Building Projects					2009 Office & Oth Cmrc Projects			
2030 Urban Growth Sub-Area	Number of Permits	Square Feet Built	% of Permits	% Square Footage	Number of Permits	Square Feet Built	% of Permits	% Square Footage
<b>City of Wichita &amp; 2030 Urban Growth Area</b>								
(Sub-areas) Wichita Central	2	1,878	25%	3%	1	466,186	4%	75%
Wichita Northeast	2	10,693	25%	19%	3	21,855	12%	4%
Wichita North			--	--			--	--
Wichita Northwest	1	34,506	13%	62%	7	35,292	28%	6%
Wichita Southeast			--	--	1	3,750	4%	1%
Wichita South			--	--			--	--
Wichita Southwest			--	--			--	--
Wichita 2030 Urban Growth Area Subtotal	5	47,077	63%	85%	12	527,083	48%	85%
<b>Rural Areas</b>								
(Incl. Co. Northeast, Southeast, Northwest and Southwest)	2	3,640	25%	7%			--	--
<b>Small City &amp; 2030 Urban Growth Areas</b>								
Andale			--	--			--	--
Bel Aire			--	--	1	5,550	4%	1%
Bentley			--	--			--	--
Cheney			--	--	1	7,482	4%	1%
Clearwater			--	--			--	--
Colwich			--	--			--	--
Derby			--	--	2	42,352	8%	7%
Eastborough			--	--			--	--
Garden Plain			--	--			--	--
Goddard			--	--	1	2,728	4%	0%
Haysville	1	4,620	13%	8%			--	--
Kechi			--	--	1	2,634	4%	0%
Maize			--	--			--	--
Mount Hope			--	--			--	--
Mulvane			--	--			--	--
Park City			--	--			--	--
Sedgwick			--	--			--	--
Valley Center			--	--	2	15,086	8%	2%
Viola			--	--			--	--
Small Cities & 2030 Urban Growth Areas Subtotal	1	4,620	13%	8%	8	75,832	32%	12%
<b>Sedgwick Co. Total</b>								
	8	55,337	100%	100%	20	602,915	80%	97%
Mulvane in Sumner Co			--	--	2	8,008	8%	1%
Andover			--	--	3	11,070	12%	2%
<b>WAMPO Region Total</b>								
	8	55,337	100%	100%	25	621,993	100%	100%

# Building Activity

offices and other miscellaneous projects not included in the other subsets.

## Commercial Development by School District

As with most metropolitan areas, school districts are a driving force in the decision on where to buy a house and where other development will follow. The following data helps WAMPO track this effect on commercial development within the region. **Table 22** illustrates commercial building

activity by school district. In order to better assess the amount of commercial building activity that is contributing to the school district's tax base and other community resources outside of the school district, the amount of investment into schools is shown separately. The population of individual schools is monitored to make adjustments to the WAMPO transportation model, such as designating a special generator when a school begins to have larger traffic impacts. This data helps with spotting these changes.

Table 22

2010 Commercial Projects by School District (For School Districts Serving the WAMPO Region)								
School District	Primary City	2010 Number of Permits	2010 Square Feet	2010 % of Sq. Ft.	2010 School Projects	% of Sq. Ft. in School Projects	2009 Number of Permits	2009 Square Feet
USD 206	Whitewater	0	-				0	-
USD 259	Wichita	40	526,069	35%	379,942	72%	63	1,138,515
USD 260	Derby	1	1,400	0%			8	115,580
USD 261	Haysville	2	6,444	0%			2	123,031
USD 262	Valley Center	6	17,881	1%	1,384	8%	8	67,613
USD 263	Mulvane	1	1,000	0%			3	10,408
USD 264	Clearwater	0	-				0	-
USD 265	Goddard	5	245,066	16%	4,515	2%	6	25,978
USD 266	Maize	7	70,767	5%	21,279	30%	14	345,441
USD 267	Colwich	2	27,118	2%	26,768	99%	4	44,654
USD 268	Cheney	1	2,142	0%			3	9,678
USD 312	Haven	0	-				0	-
USD 331	Kingman	0	-				0	-
USD 356	Conway Springs	0	-				0	-
USD 369	Burton	0	-				0	-
USD 375	Towanda	4	555,471	37%			1	1,628
USD 385	Andover	6	33,642	2%			4	13,532
USD 394	Rose Hill	1	1,170	0%			0	-
USD 439	Sedgwick	0	-				0	-
USD 440	Bentley	0	-				0	-
<b>TOTAL</b>		<b>76</b>	<b>1,488,170</b>	<b>100%</b>	<b>433,888</b>	<b>29%</b>	<b>116</b>	<b>1,896,058</b>

# Building Activity

## COMMERCIAL PERMIT ACTIVITY IMPACTS ON TRANSPORTATION

An analysis of commercial permit activity over the last six years (2005 to 2010) was done in computer mapping software. Individual new construction projects were plotted and the number of those projects most proximate to major road segments was calculated. By tracking at this level, a snapshot is provided of when and where activity is occurring. The result can be seen in **Figure 20**.

Starting in 2009, commercial building activity impacts on transportation are being evaluated using commercial square footage. This will give better results in gauging development activity as well as more direct inputs for WAMPO's transportation modeling program. For instance, it will give a means of calculating employment levels to feed into the model, and help with gathering data on density and floor area ratios (building square footage compared to land area) that could not be calculated using valuation data that was supplied in the past. A new system just implemented by the Sedgwick County Appraiser's Office will give this level of information for all new commercial projects from 2009 forward. However, two year's worth of data in the current economic downturn is insufficient to develop any conclusions from. While the number of projects is not the best way to analyze commercial activity, it is the most consistent measure available at the moment.

While commercial building permit activity continued to occur in 2010, it has been negatively impacted by the current economic downturn. Activity is much more spotty than in the past.

The area along Webb Road between Central and 21st Street North saw the highest activity with 34 permits from 2005 through 2010. The area around Rock Road and K-96 saw the next greatest number with 22 commercial permits, and it was followed by North Maize Road between 21st Street and 29th Street North with 20 permits for

the same time period. The fourth highest level of activity occurred at East Central and 127th Street East with 16 permits.

Two areas that saw several industrial and warehouse permits from 2005 through 2010 were Ohio Street between 29th Street and 37th Street North and Hoover between 31st Street South and MacArthur.

## CUMULATIVE PERMIT AND SUBDIVISION SNAPSHOT AND TRANSPORTATION SYSTEM MAPS

**Figure 21** shows the cumulative result of subdivision and building permit data for both residential and commercial activity from 2005 through 2010. Permit data does overlap subdivision data where a project was built after land was subdivided. Also, some permit points may overlap each other on commercial properties when more than one building was built on the same parcel of land. The map gives a general impression of where building has occurred and the directions it will be going as existing subdivisions are completed.

The following maps are provided for reference. They will be used more extensively in future editions of this report along with new data on commute times, vehicle miles traveled and other transportation trend data. **Figure 22** shows Butler County and Sedgwick County maintained roads that are paved and not paved. Most of these would have to be upgraded to include curb and gutter and accommodate storm sewers as urban development increases along them. Other rural area roads are maintained by townships and are predominantly unpaved. This information is not currently available in GIS format for Sumner County. **Figure 23** shows Wichita Transit routes and dedicated bicycle facilities in Sedgwick County and **Figure 24** shows the railroad network.

# Building Activity

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The end product of the analysis that is derived from the data in this report can be seen in **Figures 25 and 26** which show where growth is expected to occur through the year 2035 for both residential and commercial development. Each time this report is done, it provides a basis to monitor and adjust the expected growth scenario illustrated in these maps. It also provides historical information and helps to identify trends that feed into transportation modeling and the Metropolitan Transportation Plan.

FIGURE 20

2005 - 2010 Commercial Construction Activity & Major Road Segment Impacts

Number of Commercial Projects Impacting a Road Segment

- █ 14 - 55
- █ 7 - 13
- █ 3 - 6
- █ 1 - 2
- WAMPO Boundary

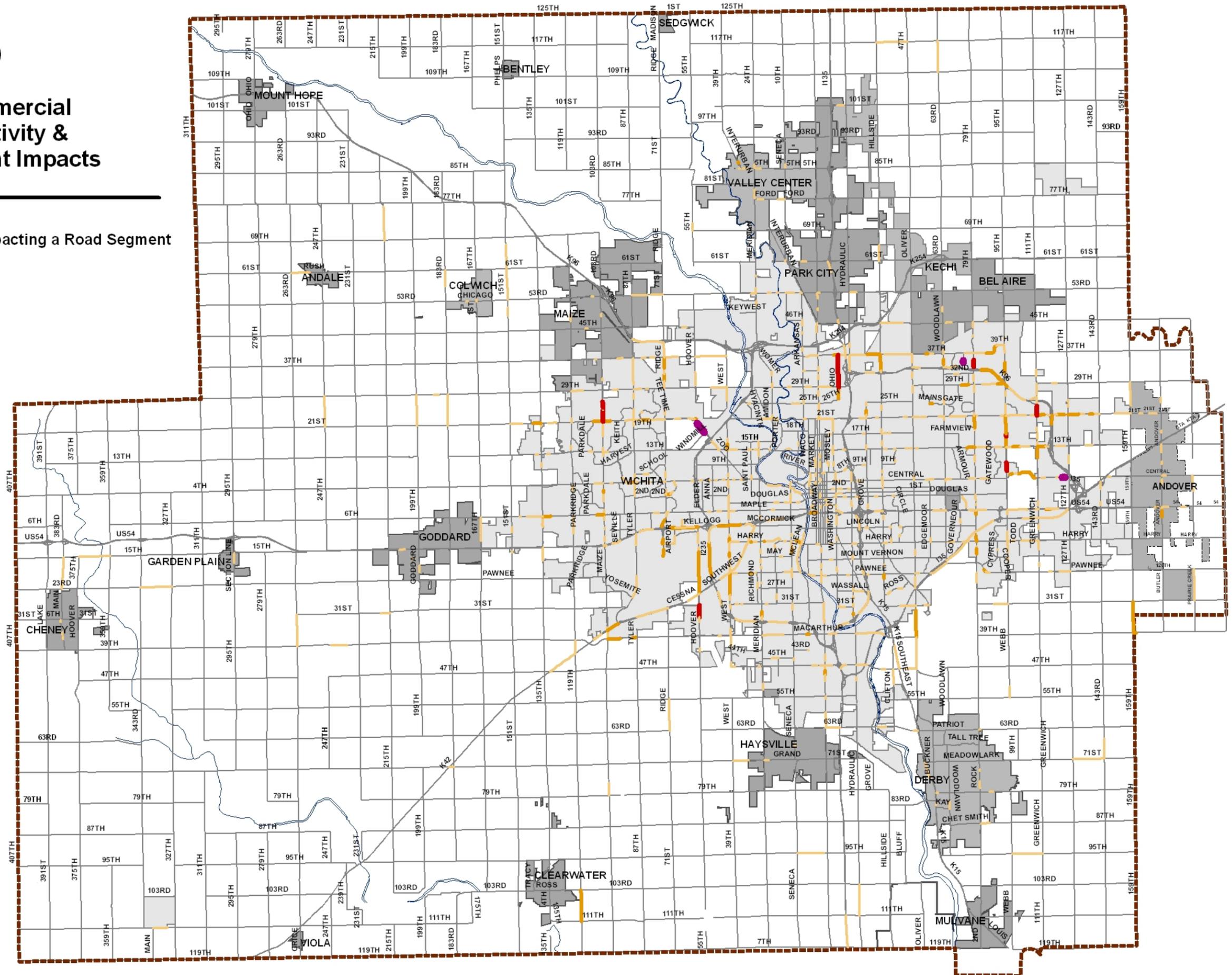
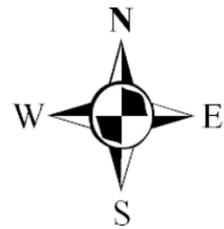
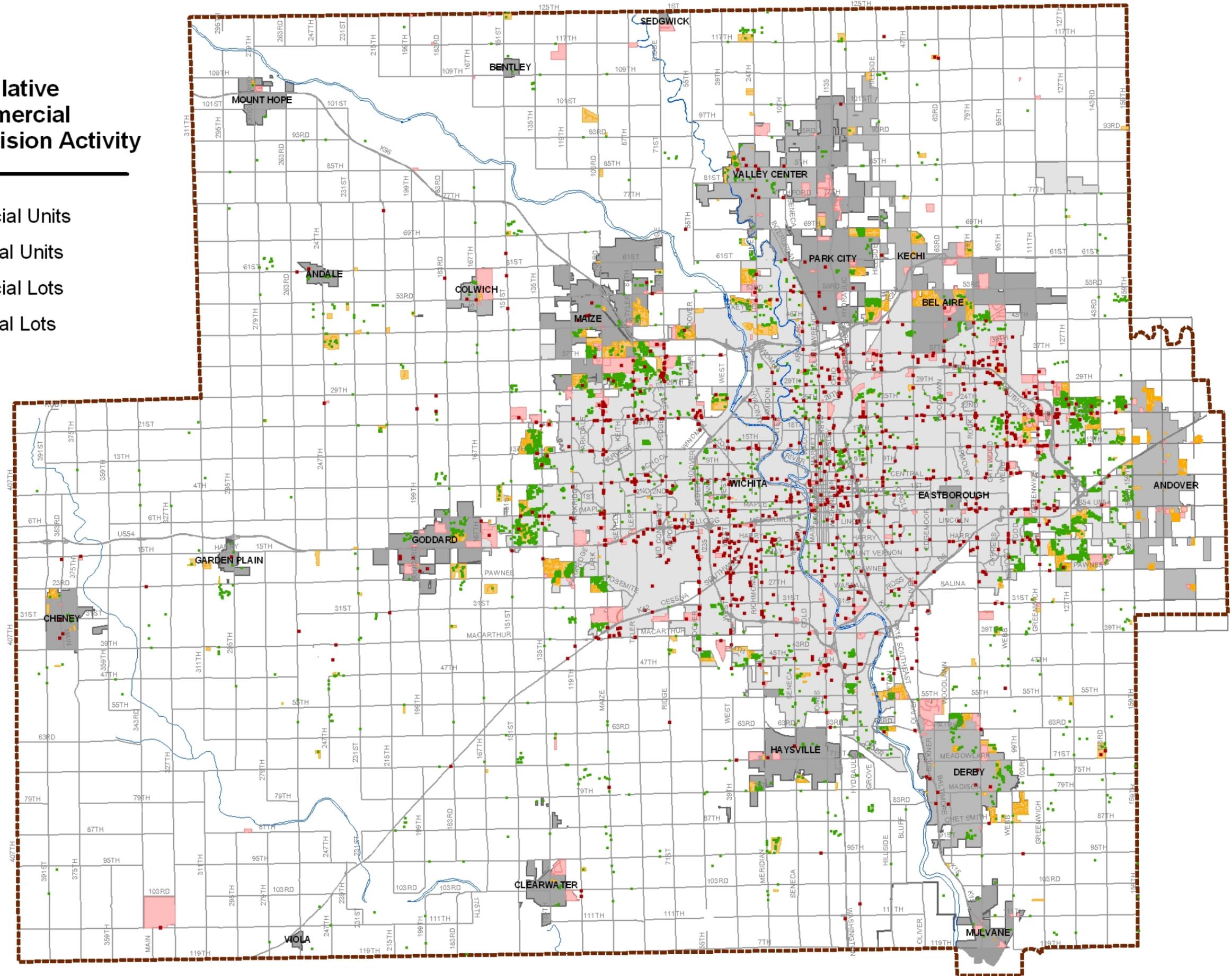


FIGURE 21

### 2005 - 2010 Cumulative Residential & Commercial Building Permit & Subdivision Activity

- 2005-2010 Commercial Units
- 2005-2010 Residential Units
- 2005-2010 Commercial Lots
- 2005-2010 Residential Lots
- ▭ WAMPO Boundary



**FIGURE 22**

**Current Sedgwick County & Butler County Maintained Road Network**

-  WAMPO Boundary
-  County Maintained Sand Roads
-  County Maintained Paved Roads

Source:  
[http://www.sedgwickcounty.org/Public\\_Works/Highway\\_Department.html](http://www.sedgwickcounty.org/Public_Works/Highway_Department.html)

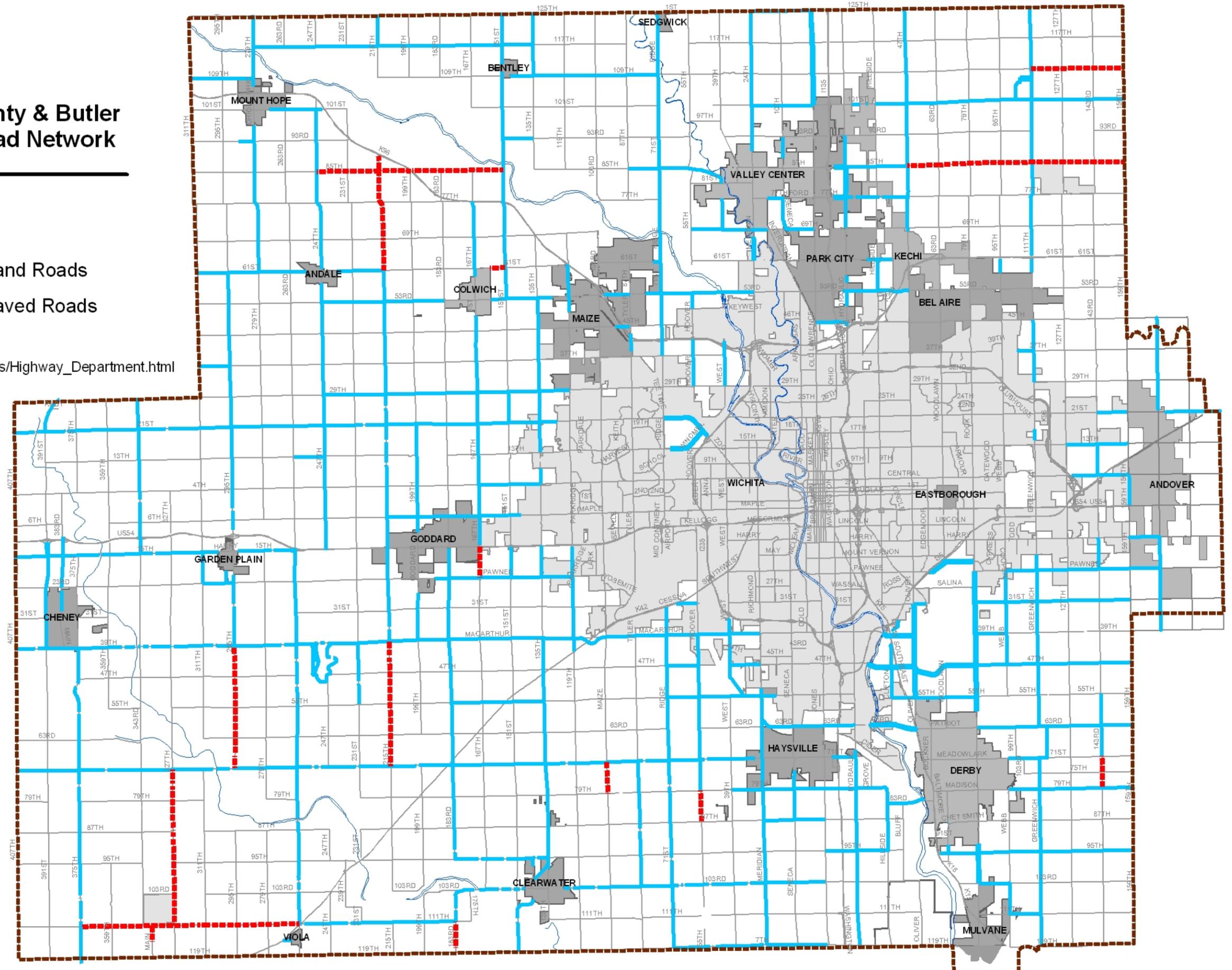


FIGURE 23

### Current Wichita Transit Routes & Dedicated Bicycle Facilities

-  WAMPO Boundary
-  Bike Paths
-  Bus Routes

Transit Route Source:  
[http://www.wichita.gov/CityOffices/Transit/BusRoutes/system\\_map.htm](http://www.wichita.gov/CityOffices/Transit/BusRoutes/system_map.htm)

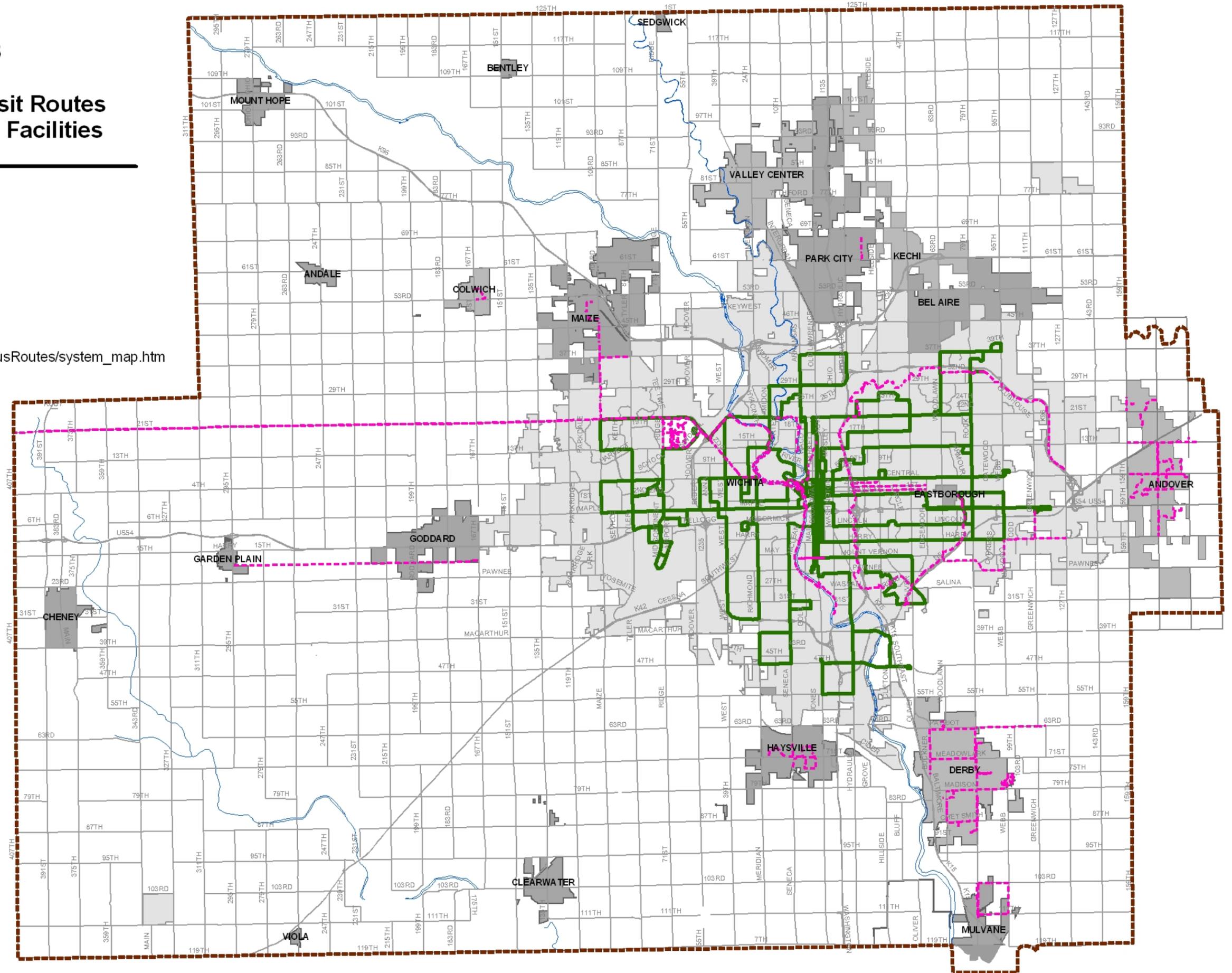
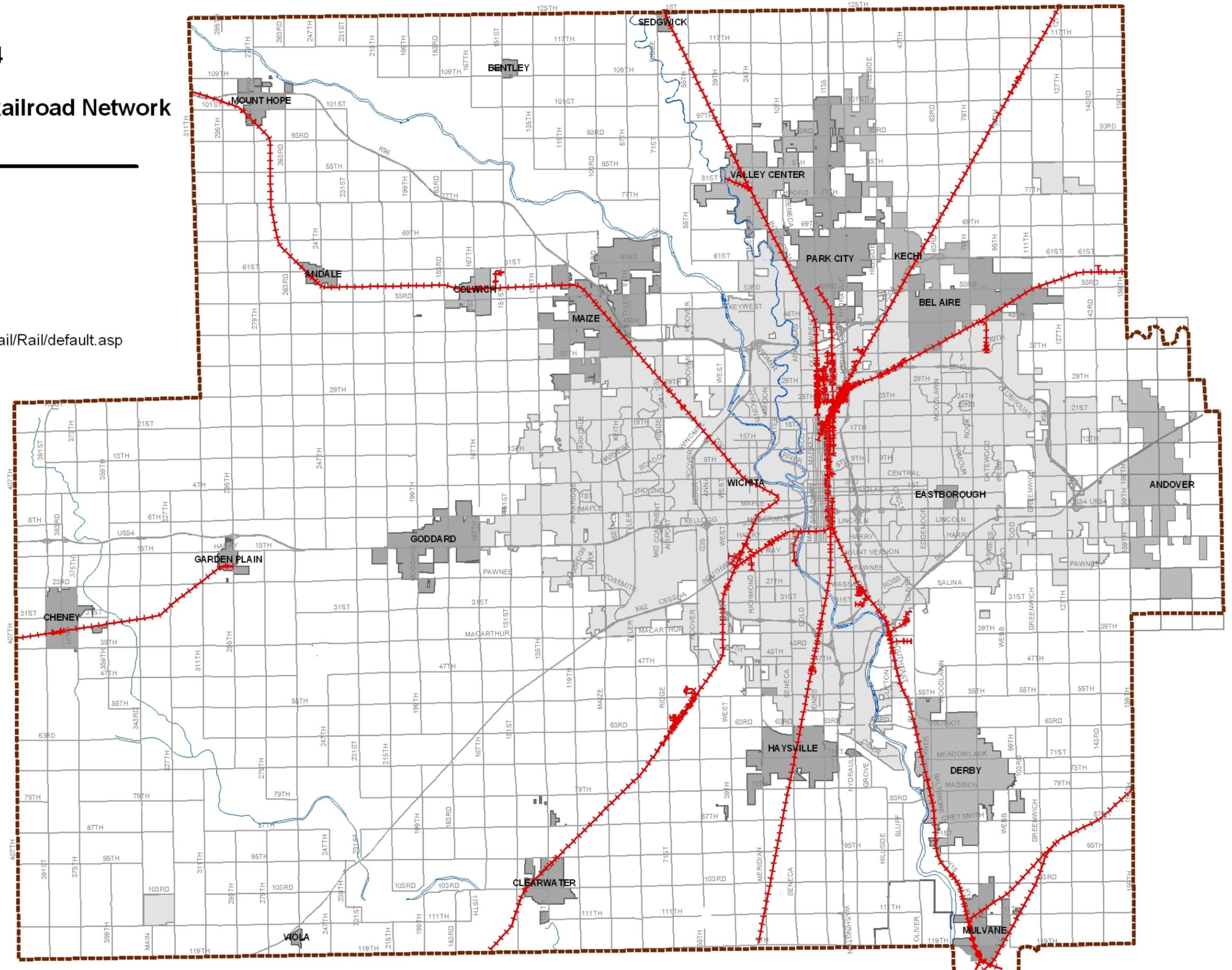


FIGURE 24

Current WAMPO Region Railroad Network

- WAMPO Boundary
- Railroads

Source: <http://www.ksdot.org/burRail/Rail/default.asp>



# FIGURE 25

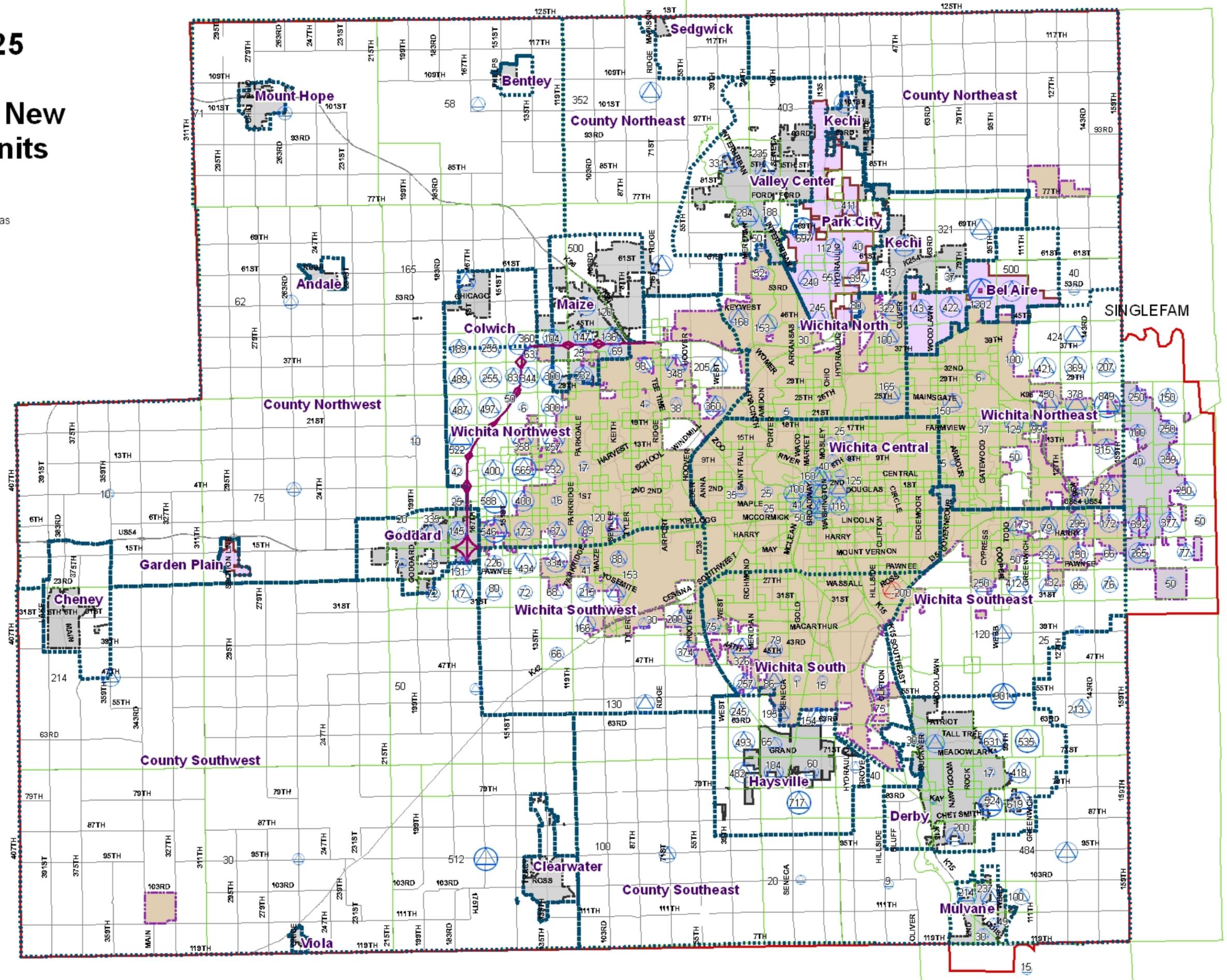
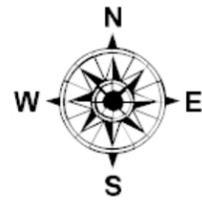
## 2008 to 2035 New Dwelling Units

### Legend

-  Statistical Development Areas
-  WAMPO Planning Area
-  Traffic Analysis Zones
-  Northwest Bypass

### Number of New Dwelling Units

-  -200 - 0
-  1 - 5
-  6 - 25
-  26 - 50
-  51 - 75
-  76 - 100
-  101 - 250
-  251 - 500
-  501 - 750
-  751 - 1202



# FIGURE 26

## 2008 to 2035 New Employment

### Legend

Total New Employment 2008-2035



NW35RET

NW35NRT

WAMPO Planning Area

Statistical Development Areas

Traffic Analysis Zones

Northwest Bypass

