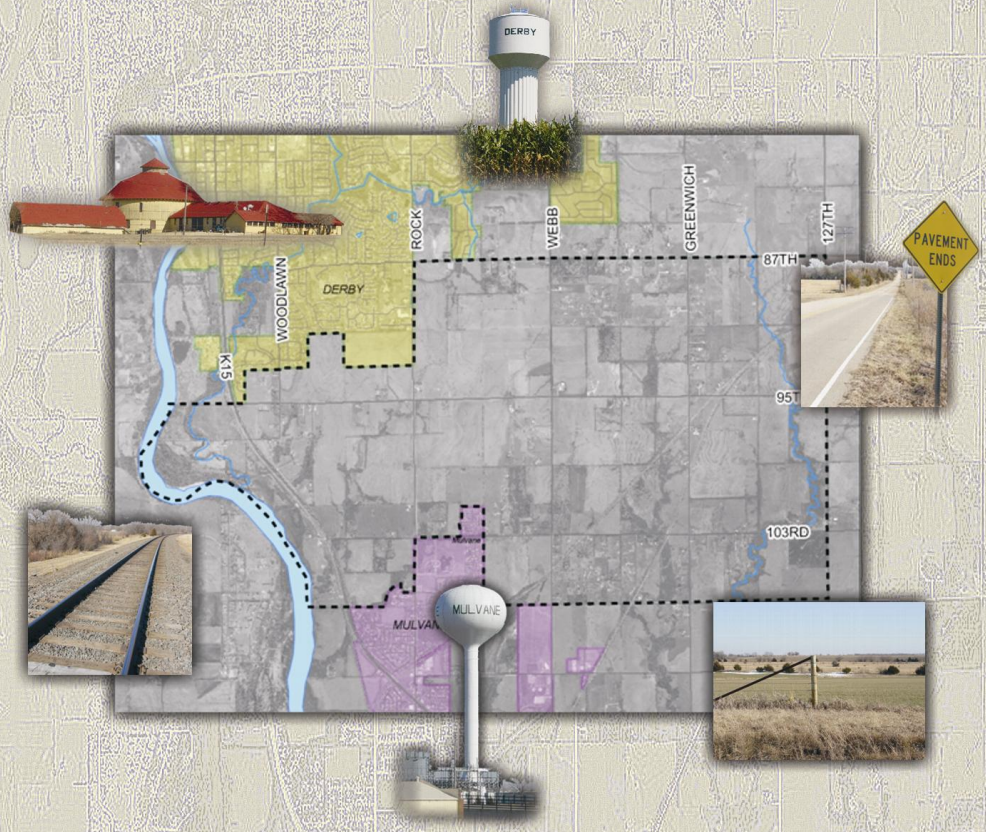
Derby-Mulvane Joint Area Plan

2010-2030



June 2010

Acknowledgements

Steering Committee

The Steering Committee guided the development of the Derby-Mulvane Joint Area Plan, ensuring that the plan document meets the needs of our communities and future residents. The Steering Committee was comprised of the following stakeholders.

Cheryl Bannon	Derby City Council Member
Lyle Blue	Mulvane Planning Commissioner
Darrell Downing	Wichita-Sedgwick County Planning Commissioner
Jim Ford	Mulvane City Mayor
Kent Hixson	Mulvane City Administrator
Jay Patterson	Mulvane Planning Commissioner
Dolan Pelley	Derby Planning Commissioner
Kathy Sexton	Derby City Manager
Keith Volz	Derby Planning Commissioner
Gwen Welshimer	Sedgwick County Commissioner

Technical Advisory Committee

The Technical Advisory Committee assisted the Steering Committee by providing technical expertise and information during the development of the plan. The Technical Advisory Committee was comprised of the following representatives.

Jeff Adams	Vice President of Operations, Butler Rural Electric Co-op
Donna Augustine -Shaw	Superintendant, USD 263 Mulvane
Kevin Baker	Street Supervisor, City of Mulvane
Stephen Banks	Senior Planner, Wichita-Sedgwick County MAPD
Dave Barber, AICP	Advanced Plans Division Manager, Wichita-Sedgwick County MAPD
Charlie Brown	Director of Community Development, City of Derby
Suzanne Coin	Westar Energy
Galen Cummins	Utility Production Director, Mulvane Utilities
Ray Fleming	City Inspector, City of Mulvane
Kent Hixson	City of Mulvane Administrator
Ashley Jones	Planning Aide/Graphic Design, Wichita-Sedgwick County MAPD
Bob Lamkey	Director of Public Safety, Sedgwick County
Keith Lane	Kansas Gas Service
Robert Mendoza	Director of Public Works, City of Derby
Brad Modlin	Utility Distribution Director, Mulvane Utilities
Bud Newberry	City Planner, City of Derby
Frank Parker	Technician, Sedgwick County Rural Water District #3
Bill Pater	Deputy Fire Chief, City of Derby
Jimmy Queen	Police Patrol Division Commander, City of Derby
Kathy Sexton	City Manager, City of Derby
Jean Shuler	Business Manager, Westar Energy
Tom Snodgrass	Operations, USD 260 Derby
Scott Wadle, AICP	Senior Planner, Wichita-Sedgwick County MAPD
Kendra Walls	Parks Superintendent, City of Mulvane
Barbara Williams	Southern Star Central Gas Pipeline
Dave Williams	Police Chief, City of Mulvane

Ordinance No. **2034**

AN ORDINANCE ADOPTING THE *DERBY-MULVANE JOINT AREA PLAN, 2010-2030* BY REFERENCE AS AN AMENDMENT TO THE *COMPREHENSIVE DEVELOPMENT PLAN 2005-2030 FOR THE CITY OF DERBY, KANSAS.*

WHEREAS, pursuant to the authority granted by K.S.A. 12-747 *et seq.*, the City of Derby, Kansas ("City") developed a Comprehensive Plan ("Plan"), the most recent iteration of which was adopted by the Governing Body of the City on December 12, 2006 and became effective upon publication December 20, 2006; and

WHEREAS, the Plan may be amended from time to time to ensure that it reflects timely and relevant information and the needs of the community; and

WHEREAS, the City, in collaboration with the City of Mulvane and Sedgwick County, initiated and developed the *Derby-Mulvane Joint Area Plan, 2010-2030* ("Joint Area Plan") to address issues related to the possible future extension of water, sewer and other public improvements into portions of the plan area, and coordinate the long term 2030 urban growth areas for the cities of Derby and Mulvane; and

WHEREAS, before the adoption of any comprehensive plan or amendment thereto, the Derby Planning Commission is required by K.S.A. 12-747 *et seq.* to hold a public hearing; and

WHEREAS, the Derby Planning Commission did give notice by publication in the official City and County newspaper on July 14, 2010, of a public hearing on said area plan; and

WHEREAS, the Derby Planning Commission, on August 5, 2010, held a public hearing at which a quorum was present, and heard all comments and testimony relating to said area plan; and

WHEREAS, following the conclusion of such public hearing the Derby Planning Commission approved the Joint Area Plan and recommended its approval by the Governing Body of the City;

NOW THEREFORE, be it ordained by the Governing Body of the City of Derby, Kansas:

Section 1. The City of Derby, Kansas, hereby adopts the *Derby-Mulvane Joint Area Plan, 2010-2030*, as an amendment to the *Comprehensive Development Plan 2005-2030 For the City of Derby, Kansas* as heretofore approved, adopted and amended by the City.

Section 2. Notice of this action shall be transmitted to the City of Mulvane, the Board of Commissioners of Sedgwick County and, upon request, to all other taxing subdivisions in the City's planning area.

Section 3. This ordinance shall become effective and be in force from and after October 1, 2010, and publication once in the official City newspaper.

ADOPTED BY THE GOVERNING BODY this 24th day of August, 2010.

Dion P. Avello, Mayor

ATTEST:

Jean Epperson, City Clerk

Approved as to form:

Philip H. Alexander, City Attorney

(Published in The Mulvane News on Sept. 23, 2010.)

ORDINANCE NO. 1355

AN ORDINANCE APPROVING THE DERBY-MULVANE JOINT AREA PLAN AS AN ELEMENT OF THE COMPREHENSIVE PLAN FOR THE MULVANE AREA: 2010-2030.

WHEREAS, pursuant to K.S.A. 12-747, et seq. , the Mulvane City Planning Commission is authorized to make and amend a Comprehensive Plan for the Mulvane Planning Area: and

WHEREAS, pursuant to Ordinance No. 1166 dated December 16, 2002 the Governing Body approved the Comprehensive Development Plan for the Mulvane Area, Kansas: 2000-2012 dated December 12,2002 and subsequently an amendment has been prepared as an Element of the Comprehensive Plan entitled, Derby –Mulvane Joint Area Plan : and

WHEREAS , pursuant to provisions of K.S.A. 12-747(b) , the Planning Commission did give notice by publication in the official City newspaper on July 22, 2010 and hold a public hearing on August 12th, 2010 to consider the adoption of the Plan Amendment:

WHEREAS, On August 12 , 2010 the Planning Commission approved a resolution adopting the Derby-Mulvane Joint Area Plan as an Element of the comprehensive plan, and said resolution and a certified copy of the Plan Amendment document was submitted to the governing body of the City for consideration.

NOW THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF MULVANE, KANSAS:

Section 1. Plan Amendment Approval. The Derby- Mulvane Joint Area Plan dated October 1, 2010 as an Element of and, amendment to the amended Comprehensive Development Plan for the Mulvane Area, Kansas: 2000-2012 dated December 12, 2002 which is on file in the City Clerk's office, is hereby approved as the official amendment to the comprehensive plan for the City of Mulvane.

Section 2. Annual Review At least once a year, the Planning Commission shall review or reconsider the Plan Amendment thereof and may propose amendments, extensions or additions which shall be adopted in the same manner as the original comprehensive plan as required by K.S.A. 12-747 (d) .

Section 3. Effective Date. This Ordinance shall be effective October 1, 2010 after its passage and publication once in the official city news paper.

(Page 1 of 2)

PASSED BY THE CITY COUNCIL this 20th day of Sept., 2010

APPROVED BY THE MAYOR this 20th day of Sept., 2010

James P. Ford

James P. Ford, Mayor

CITY OF MULVANE SEAL MULVANE, KANSAS

(SEAL)

ATTEST:

Patty Gerwick

Patty Gerwick, City Clerk

(Page 2 of 2)

150004 Published in the Wichita Eagle on _____

RESOLUTION NO. 155-10

A RESOLUTION ADOPTING THE *DERBY-MULVANE JOINT AREA PLAN* AS AN AMENDMENT TO THE *WICHITA-SEDGWICK COUNTY COMPREHENSIVE PLAN*

WHEREAS, pursuant to the authority granted by the statutes of the State of Kansas, in K.S.A. 12-747 *et seq.*, the Wichita-Sedgwick County Metropolitan Area Planning Commission developed a Comprehensive Plan, adopted by the City of Wichita and Sedgwick County in 1993, and amended in 1996, 2000, 2002, 2005, 2006, 2007, 2008, and 2009; and

WHEREAS, the Comprehensive Plan may be amended, as needed, to ensure it reflects timely and relevant information and the needs of the community; and

WHEREAS, Sedgwick County in collaboration with the City of Derby, and City of Mulvane, did initiate the development of the *Derby-Mulvane Joint Area Plan, 2010-2030* to document an agreed upon future land use concept plan for the plan area, coordinate delivery of future municipal and county services to the plan area, and define anticipated future corporate limits for the cities of Derby and Mulvane; and

WHEREAS, before the adoption of any comprehensive Plan or amendment thereto, the Wichita-Sedgwick County Metropolitan Area Planning Commission is required by K.S.A. 12-747 to hold a public hearing; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official City and County newspaper on July 23, 2010, of a public hearing on said area plan; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on August 19, 2010, did hold a public hearing at which a quorum was present, and did hear all comments and testimony relating to said area plan, and approved a resolution adopting the *Derby-Mulvane Joint Area Plan, 2010-2030*, as an amendment to the *Wichita-Sedgwick County Comprehensive Plan*, effective October 1, 2010;

NOW, BE IT THEREFORE RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF SEDGWICK COUNTY, KANSAS:

SECTION I. That after receiving a recommendation from the Wichita-Sedgwick County Metropolitan Area Planning Commission, and after said Planning Commission has given proper notice and held a public hearing as provided by law, under the authority granted in K.S.A. 12-747, the Sedgwick County Board of County Commissioners hereby adopts the *Derby-Mulvane Joint Area Plan, 2010-2030*, as an official amendment to the *Wichita-Sedgwick County Comprehensive Plan*, effective October 1, 2010; and

SECTION II. That upon taking effect, a notation of this amendment to the Comprehensive Plan shall be entered in the official Comprehensive Plan records in the offices of the Metropolitan Area Planning Department.

BOCC Agenda September 8, 2010 Legistar # 10-0394

SECTION III. Notice of this action shall be transmitted to the Wichita City Council, and to all other taxing subdivisions in the planning area which request a copy of the plan.

SECTION IV. This resolution shall become effective upon its passage and publication once in the Official County Newspaper.

Commissioners present and voting were:

KARL PETERJOHN	Aye
DAVID M. UNRUH	Aye
TIM R. NORTON	Aye
KELLY PARKS	Aye
GWEN WELSHIMER	Aye

DATED this 8th day of September, 2010.

BOARD OF COUNTY COMMISSIONERS
OF SEDGWICK COUNTY, KANSAS

ATTEST:

KELLY B. ARNOLD, County Clerk

KARL PETERJOHN, CHAIRMAN
Third District

DAVID M. UNRUH, Commissioner
First District

TIM R. NORTON, Commissioner
Second District

APPROVED AS TO FORM:

ROBERT W. PARNACOTT,
Assistant County Counselor

KELLY PARKS, Commissioner
Fourth District

GWEN WELSHIMER, Commissioner
Fifth District

BOCC Agenda September 8, 2010 Legistar # 10-0394

OCA150005 BID # CID #

Published in the Wichita Eagle on 9-24-10

ORDINANCE NO. 48-832

AN ORDINANCE ADOPTING THE *DERBY-MULVANE JOINT AREA PLAN* AS AN AMENDMENT TO THE *WICHITA-SEDGWICK COUNTY COMPREHENSIVE PLAN.*

WHEREAS, pursuant to the authority granted by the statutes of the State of Kansas, in K.S.A. 12-747 *et seq.*, the Wichita-Sedgwick County Metropolitan Area Planning Commission developed a Comprehensive Plan, adopted by the City of Wichita and Sedgwick County in 1993, and amended in 1996, 2000, 2002, 2005, 2006, 2007; 2008, and 2009, and

WHEREAS, the Comprehensive Plan may be amended, as needed, to ensure it reflects timely and relevant information and the needs of the community; and

WHEREAS, Sedgwick County in collaboration with the City of Derby, and the City of Mulvane, undertook the development of the *Derby-Mulvane Joint Area Plan, 2010-2030* to document an agreed upon future land use concept plan for the plan area, coordinate delivery of future municipal and county services to the plan area, and define anticipated future corporate limits for the cities of Derby and Mulvane; and

WHEREAS, before the adoption of any Comprehensive Plan or amendment thereto, the Wichita-Sedgwick County Metropolitan Area Planning Commission is required by K.S.A. 12-747 to hold a public hearing; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official City and County newspaper on July 29, 2010, of a public hearing on said plan area; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on August 19, 2010, did hold a public hearing at which a quorum was present, and did hear all comments and testimony relating to said plan area, and approved a resolution adopting the *Derby-Mulvane Joint Area Plan, 2010-2030*, as an amendment to the *Wichita-Sedgwick County Comprehensive Plan.*

NOW THEREFORE BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

SECTION 1. The City of Wichita hereby adopts the *Derby-Mulvane Joint Area Plan, 2010-2030*, as an amendment to the *Wichita-Sedgwick County Comprehensive Plan*; and

SECTION 2. Notice of this action shall be transmitted to the Sedgwick County Board of County Commissioners and to all other taxing subdivisions in the planning area that request a copy of the plan.

SECTION 3. This ordinance shall become effective and be in force from and after its adoption and publication once in the official City newspaper.

ADOPTED at Wichita, Kansas, this September 21, 2010.

Carl Brewer, Mayor

ATTEST:

Karen Sublett, MMC

Karen Sublett, City Clerk

Approved as to form:

Gary E. Rebenstorf

Gary E. Rebenstorf, Director of Law By SD

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Executive Summary

The Derby-Mulvane Joint Area Plan is a plan for the area located between the City of Derby and City of Mulvane, bounded by the Derby City limits and 87th Street to the north; 127th Street to the east; a half mile south of 103rd Street and the Mulvane City limits; and the Arkansas River to the west. The plan helps to coordinate area stakeholders helping to ensure that residents of the area will have a high quality of life and access to efficient services. In order to achieve this, the plan presents a recommended vision of the area by the year 2030 and the actions necessary to achieve the vision. The goals are listed below.

- Goal I. Ensure and enhance the ability of Derby and Mulvane to provide the most efficient and effective services to areas of future expansion
- Goal II. Maintain and enhance transportation within and through the plan area
- Goal III. Strive to ensure a safe environment
- Goal IV. Retain and enhance recreation, open space, and historic areas

A total of 16 strategies are identified to implement the plan. These strategies identify the lead organization, estimated costs, and estimated duration to accomplish them. They are organized according to the objective and goals that they help to accomplish.

Chapter 1: Introduction

Need for a Plan

In 2008 representatives from the City of Derby and City of Mulvane agreed on the need to coordinate the multiple jurisdictions that currently operate and are likely to operate within the plan area.

Plan Purpose

The City of Derby, City of Mulvane, and Sedgwick County agreed that the purpose of the plan is to:

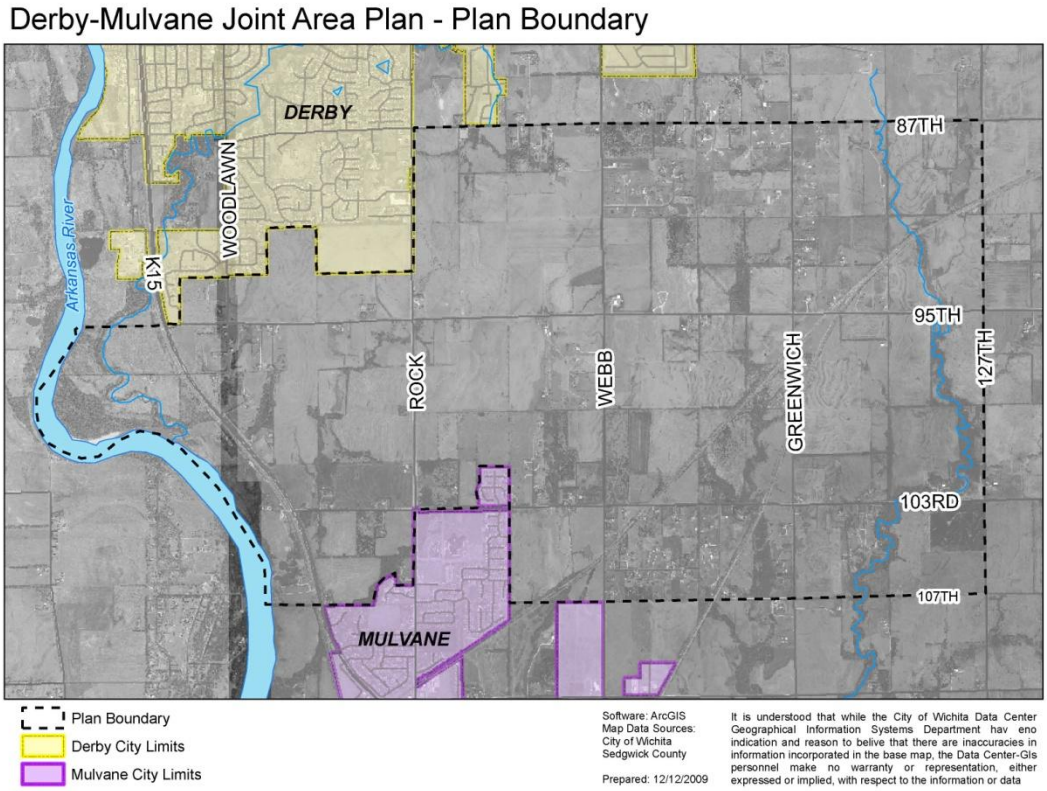
- document an agreed-upon future land use concept plan for the plan area;
- coordinate delivery of future municipal and county services to the plan area; and
- define anticipated future corporate limits for the cities of Derby and Mulvane.

Plan Time Horizon and Boundaries

Time: the time horizon for this plan spans to the year 2030.

Geography: the plan area is located between the City of Derby and City of Mulvane (see the map below). The plan boundaries are the Derby City limits and 87th Street to the north; 127th Street to the east; a half mile south of 103rd Street and the Mulvane City limits; and the Arkansas River to the west.

Map 1: Plan Boundary



Plan Development Process

This plan was developed by the Derby-Mulvane Joint Area Plan Steering Committee during a 18 month process. While developing the plan document, the Steering Committee received input from a Technical Advisory Committee made up of representatives of area stakeholders and service providers. The process included the development of three supplemental documents: an inventory of the existing conditions; a review of anticipated future population and job growth; and a review of existing regulation of large-lot residential developments in unincorporated parts of Sedgwick County. These documents are available in the appendices of this plan.

Existing Conditions Analysis Summary

Multiple streams and their tributaries travel through the plan area, generally flowing in a southerly direction. The topography in the area is varied, with relatively well defined stream corridors. However, flooding is a concern. Approximately 15 percent of the plan area lands are within the F.E.M.A. identified 100 year floodplain.

The plan area, including the Arkansas River, may provide habitat for four different threatened animal species. A majority of lands in the plan area are also well suited for agricultural activity. Most are in agricultural use, with clusters of unincorporated large-lot residential properties scattered throughout the plan area. The residential users are primarily located near edges of Derby and Mulvane, in the north and south portions of the plan area. The eastern half of the area is not well suited for septic systems.

The plan area is served by paramedic, medical transport, fire, and law enforcement services. Less than half of the plan area is within a storm siren coverage area. Water, electric, and gas services are also available. Two school districts serve the area. No public libraries or public parks are located within the area, but are available within Derby or Mulvane.

Recent regional transportation studies have identified the need for an additional roadway bridge over the Arkansas River, a segment of a four-lane access controlled divided roadway loop, and a bike path within the plan area. By 2030, four roadway bridges will require upgrades or replacement. The plan area has one of the highest train traffic volumes in Sedgwick County. Three separate railroad corridors travel through the plan area, with a combined average daily traffic total of more than 90 trains per day.

The cities of Derby and Mulvane are greatly able to influence the future development of the area through the use of the Extraterritorial Subdivision Regulation Areas and Zoning Areas of Influence. These regulatory areas allow the municipalities to regulate subdivision/platting activities and to influence County zoning decisions. The boundaries for both regulatory areas are the same, extending from the Arkansas River to Woodlawn Boulevard, then along 95th Street South to 127th Street.

Future Urban Growth Estimates Analysis Summary

Population and job growth in the plan area by the year 2030 will be limited. The areas of growth will primarily be concentrated near the existing Derby city limits, Mulvane city limits, and K-15. The majority of the plan area will remain in agricultural use by 2035. The Wichita-Sedgwick County Metropolitan Area Planning Department estimates that approximately 650 new homes and approximately 65 new jobs will

be created within the plan area by the year 2030. The amount of land in the plan area identified in either the Derby or Mulvane comprehensive plans for future development is approximately four times the amount necessary to accommodate the forecasted residential demand. The excess capacity allows for development flexibility, but also makes the sequencing and location of infrastructure important considerations for local governments.

Large Lot Residential Subdivision Analysis Summary

The ability to develop large lot residential developments (single-family residential uses on parcels smaller than 20 acres in size and larger than urban/suburban residential densities) is a concern for the long term ability of Derby and Mulvane to provide efficient and effective services to lands within their future urban growth areas. Based on a review of the approaches available to Derby and Mulvane, it is recommended that both Derby and Mulvane update their subdivision regulations to establish/require urban infrastructure standards for proposed subdivisions in the unincorporated portions of the plan area and that they encourage Sedgwick County to change the zoning for the plan area to provide Derby and Mulvane an opportunity to review the appropriateness of the requested zoning through the use of their existing Zoning Area of Influence.

Chapter 2: Vision, Goals, Objectives, Strategies, and Future Land Use

The vision statement is the heart of this plan. The vision statement describes what the community desires the plan area to be in the year 2030. It is a broad general statement that provides the framework for this document by identifying key elements and conditions.

From the vision statement, the Steering Committee has developed the goals, objectives, and strategies. Goals, objectives, and strategies are the recommended ways of achieving the vision of the future for the area. They are generally arranged from the most broad/general concepts to the most specific. Below are brief definitions of goals, objectives, and strategies.

Goals: General aspirations the community wants to work towards achieving. The work of completing a goal is seldom ever completed, it is something that we continually strive to achieve.

Objectives: Specific initiatives that if accomplished will lead to the realization of the goals and vision statement. There may be more than one way to accomplish an objective, or more than one action that must be undertaken.

Strategies: Strategic actions that are recommended to be undertaken to achieve the objective, goal, and vision statement. Each of the strategies includes a table with a description of the action items, lead organizations, estimated costs (in 2010 dollars), and the estimated duration to complete the action.

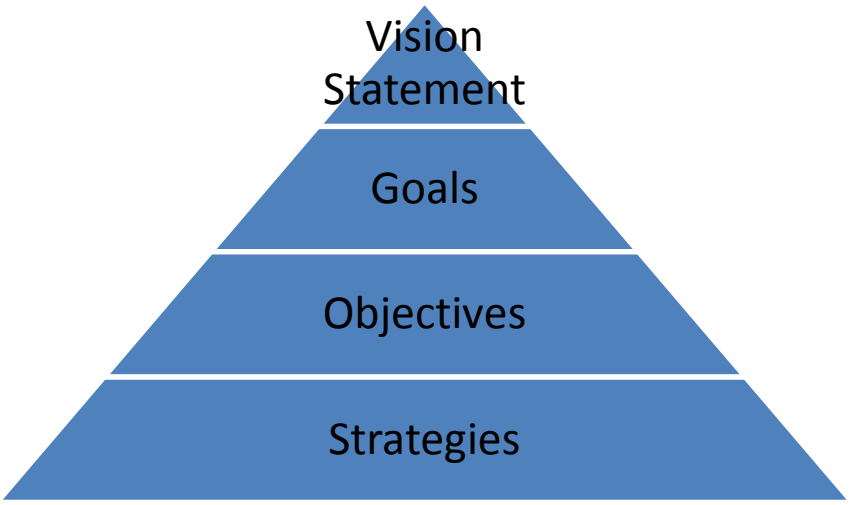


Figure 1: Vision, Goals, Objectives, and Strategies Relationship

Vision Statement

We envision that in the year 2030 the plan area will include pockets of contiguous urban development, predominately residential, with efficient urban services. These pockets will be located in the northern and southern portions of the plan area adjacent to Derby and Mulvane. Rural residential lots, with limited municipal services, will be clustered throughout the planning area and a minimal amount of new ones will have been developed since the adoption of the Plan in 2010. The majority of the plan area will be in agricultural production.

Residents and visitors will travel through the plan area using high quality roadways and bike paths. Residents will also enjoy easy access to recreation along the Arkansas River. Greenways will surround selected area water bodies- providing public recreation corridors, wildlife habitat, and encouraging responsible development in flood-prone areas.

The communities of Derby, Mulvane, and Sedgwick County will continue the tradition of excellent communication and coordination. Joint planning among the communities will have helped to ensure that residents have access to high-quality efficient services.

Goals, Objectives, and Strategies

Goal I. Ensure and enhance the ability of Derby and Mulvane to provide the most efficient and effective services to areas of future expansion

- Objective 1. Identify and coordinate future urban growth
  - Strategy 1. Adopt a plan showing a future land use scenario agreed upon by Derby, Mulvane, and Sedgwick County
  - Strategy 2. Endorse a written agreement identifying future jurisdictional boundaries between the communities of Derby and Mulvane
  - Strategy 3. Host an annual coordinating meeting of Derby, Mulvane, and Sedgwick County representatives
- Objective 2. Discourage the large-lot rural residential development
  - Strategy 1. Adopt zoning regulations requiring residential developments to be of urban density or larger than 20 acres in size
  - Strategy 2. Update the Derby and Mulvane subdivision regulations to establish urban infrastructure standards (i.e. paved roadway access, sewer systems compatible with municipal services) for proposed subdivisions
- Objective 3. Develop new urban areas in a contiguous manner
  - Strategy 1. Continue the existing infrastructure payment policies for water and sewer main lines, streets, and stormwater drainage to charge the full costs to new developments for non-contiguous extension of services, rather than to city taxpayers.

Goal II. Maintain and enhance transportation within and through the plan area

- Objective 1. Improve automobile transportation infrastructure and services
  - Strategy 1. Implement the priority South Area Transportation Study improvements
  - Strategy 1. Upgrade or replace four roadway bridges in the plan area
- Objective 2. Develop bicycle infrastructure to connect Derby and Mulvane
  - Strategy 1. Design and construct the bicycle connections along Rock Road and the Arkansas River

Goal III. Strive to ensure a safe environment

- Objective 1. Minimize damages due to flooding
  - Strategy 1. Adopt similar or uniform local government stormwater regulations
  - Strategy 2. Establish and utilize stream setback guidelines and other stormwater best management practices to help encourage responsible development in the 100 year floodplain and to mitigate the negative effects of such development

Objective 2. Prevent high exposure to potential explosive hazards

Strategy 1. Update subdivision regulations to require that high-pressure gas transfer pipelines through residential developments be included only within reserves or rights-of-way and not in residential lots.

Objective 3. Prevent exposure to excessively loud noises

Strategy 1. Identify railroad noise contours and implement strategies to prevent exposure of sensitive uses to excessively loud noises.

Goal IV. Retain and enhance recreation, open space, and historic areas

Objective 1. Obtain areas for public recreation that serve the plan area

Strategy 1. Develop a regional park and recreation plan for the plan area

Strategy 2. Establish and utilize riparian corridor overlays

Objective 2. Preserve historic and cultural resources

Strategy 1. Encourage the listing of the "Round Barn" on the National Register of Historic Places

2030 Future Land Use Guide

The Steering Committee recommends the future land use configuration identified on the following 2030 Future Land Use Guide as the shared vision for future land use in the plan area to the year 2030. The 2030 Future Land Use Guide was developed with the input from community stakeholders and the Plan Technical Advisory Committee; and serves only as a guide for future land use decisions. Below are descriptions for each of the 2030 Future Land Use Guide land use categories.

Parks/Open Space:

Areas of predominately active and passive parks, open space, recreation, environmentally sensitive areas, or any other lands reserved for open space purposes.

Institutional:

This category includes institutional uses such as schools, churches, post offices, hospitals, fire stations, libraries, cemeteries, governmental uses and religious institutions.

Agricultural (generally 1 or fewer residential units per 20 acres or more):

Land area principally in use for agricultural production and may be used for farming, crops, pasture, agribusiness ventures such as growing and marketing of products, and a limited number of rural residences.

Rural Residential Acreage (generally 1 unit per property at least 2 acres but smaller than 20 acres in size):

This category designates land areas developed with rural single-family dwellings on lots ranging from 2 acres to less than 20 acres in size, typically served by on-site private sanitary sewer/septic systems. The City is not expected to extend municipal services to properties within this category.

Moderate Density Urban Residential (generally up to 6 units per acre):

Development within this category will be developed below 6 dwelling units per acre and will primarily include single-family detached dwellings, townhomes, or single-family structures with detached accessory dwelling units (i.e. granny flat or carriage house).

Local Commercial:

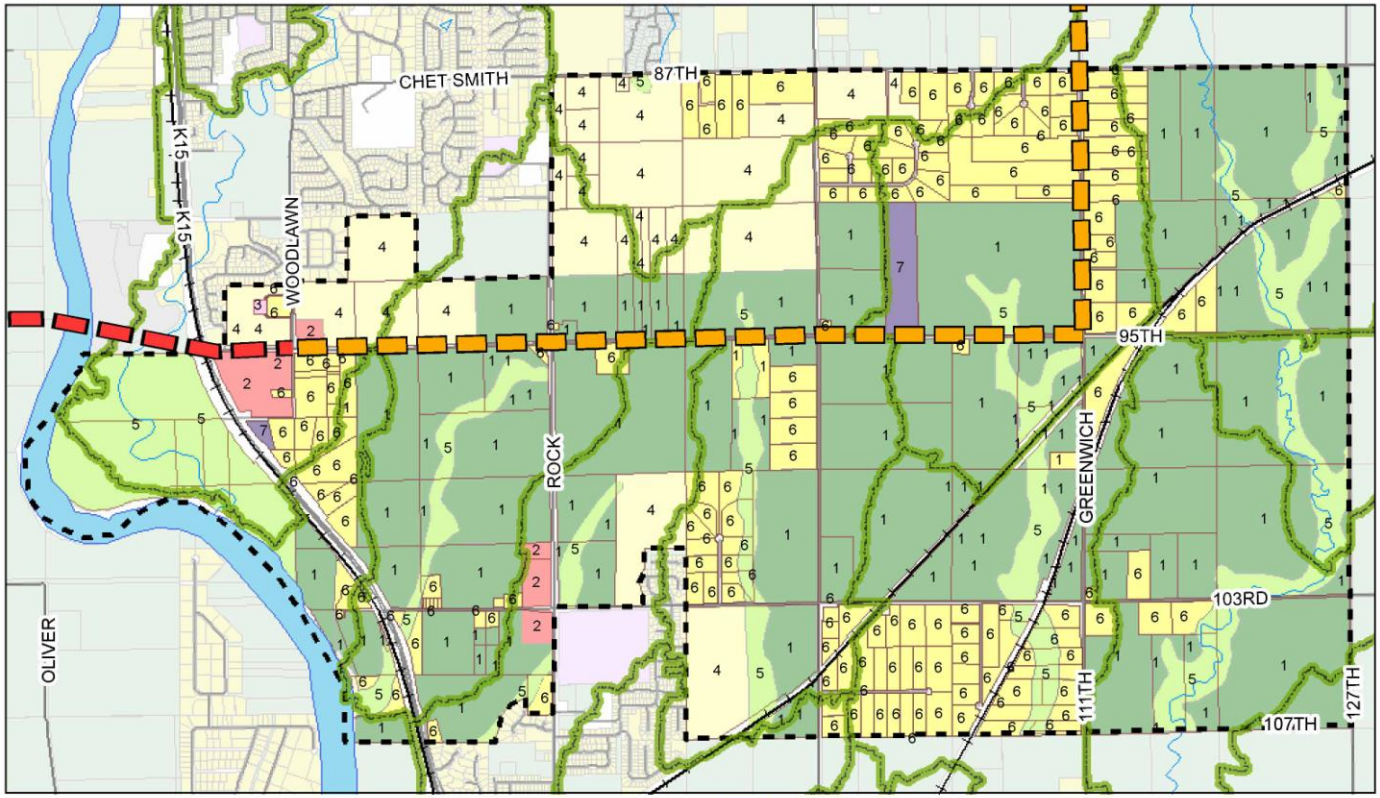
This category includes a limited variety of local office, retail and general business service uses. They are generally smaller in scale.

General Commercial:

This category includes a broad variety of regional office, retail, and general business service uses whether located in centers or in standalone buildings. Developments in this category are generally larger in scale.

Map 2: 2030 Future Land Use Guide

Derby-Mulvane Joint Area Plan - 2030 Future Land Use Guide



Plan Boundary
Drainage Basins

Significant Roadway Improvements

Project (Estimated Completion Year)

Proposed Arkansas River Bridge (2020)
Proposed Parkway (2030)

LandUse2030

1 Agricultural
2 General Commercial
3 Local Commercial
4 Moderate Density Urban Residential
5 Park-Open Space
6 Rural Residential Acreage
7 Institutional
Railroads

It is understood that while the City of Wichita Data Center Geographical Information Systems Department hav eno indication and reason to belive that there are inaccuracies in information incorporated in the base map, the Data Center-GIs personnel make no warranty or representation, either expressed or implied, with respect to the information or data displayed.

Chapter 3. Strategy Details

Below are detailed explanations of the Plan strategies to accomplish the Plan objectives, goals, and vision.

1.1.1. Adopt a plan showing a future land use scenario agreed upon by Derby, Mulvane, and Sedgwick County

Rationale

Without a shared vision, cooperation between local governments is difficult to achieve and maintain. The adoption of this plan with the future land use scenario for the plan area is recommended by the Steering Committee because it can help to prevent disagreements by providing a description of a shared vision for future land use in the plan area.

Actions

Action	Lead Organization	Estimated Time to Complete	Estimated Cost
Adopt the Derby-Mulvane Joint Area Plan as an element of the City Comprehensive Plan	City of Derby	Less than six months	None
Adopt the Derby-Mulvane Joint Area Plan as an element of the City Comprehensive Plan	City of Mulvane	Less than six months	None
Adopt the Derby-Mulvane Joint Area Plan as an element of the Wichita-Sedgwick County Comprehensive Plan	Wichita-Sedgwick County, MAPC	Less than six months	None
Encourage the City of Wichita to adopt the Derby-Mulvane Joint Area Plan as an element of the Wichita-Sedgwick County Comprehensive Plan	Sedgwick County, County Commission	Less than six months	None

1.1.2. Endorse a written agreement identifying future jurisdictional boundaries between the communities of Derby and Mulvane

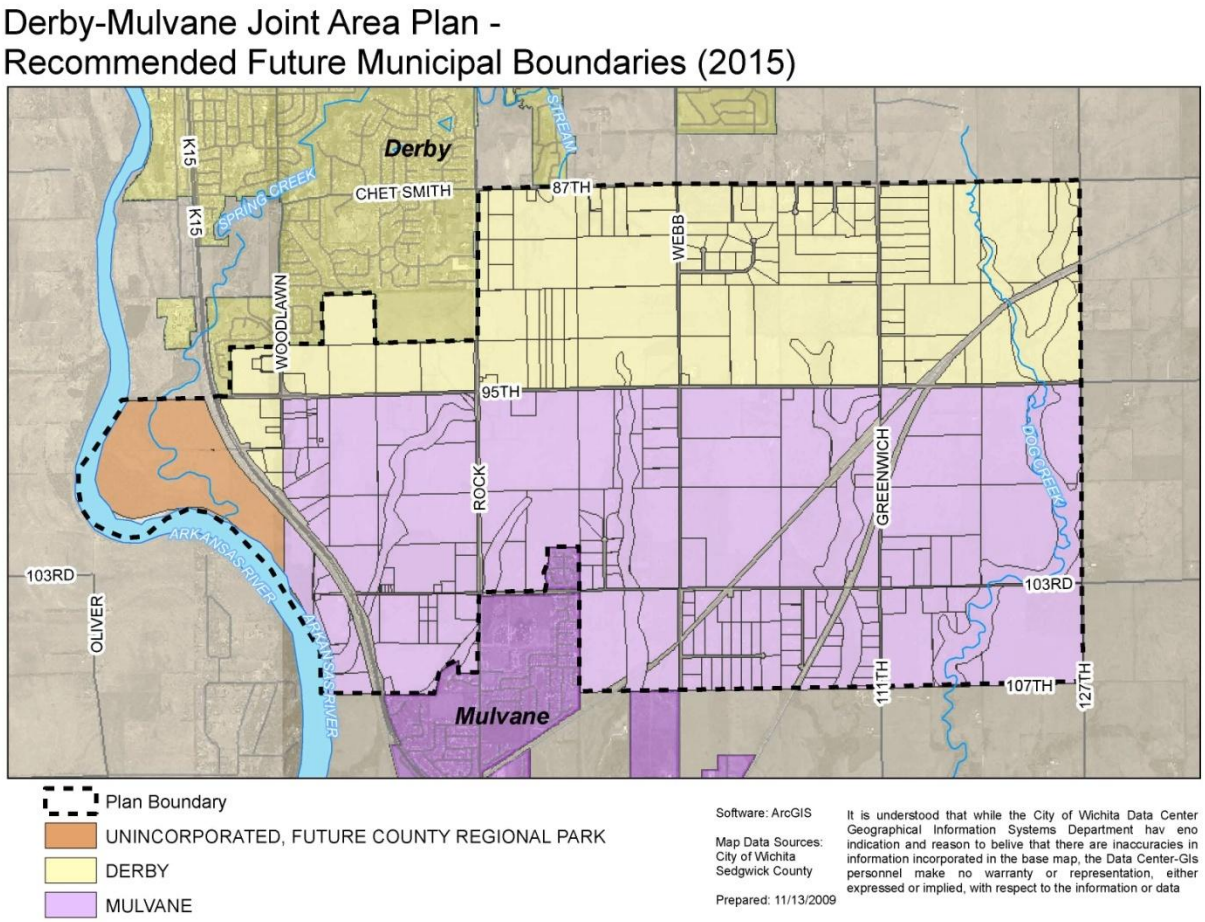
Rationale

It is recommended that the city councils of Derby and Mulvane endorse a written agreement between the local governments regarding the future jurisdictional boundaries between the communities. The agreement should be for a limited duration of time (i.e. five years) after which the two communities would need to consult and agree to extend the agreement or any revised version.

The agreement would be more formal than the current arrangement, helping to both preserve a good working relationship between communities and to ensure that communities are able to provide efficient and high quality services. The Steering Committee recommends that Derby and Mulvane utilize the following map of future municipal boundaries as a guide when developing the agreement. The recommended boundaries are the same boundaries of the current Extraterritorial Subdivision Authority Areas and the Zoning Areas of Influence.

Attached in Appendix E is a recommended written agreement for consideration and endorsement by the Derby and Mulvane city councils. The Appendix D includes copies of agreements between municipalities in Kansas.

Map 3: Recommended Future Municipal Boundaries (2015)



Actions

Action	Lead Organization	Estimated Time to Complete	Estimated Costs
Endorse a written agreement identifying the future jurisdictional boundaries of Derby and Mulvane	City of Derby	One year	None
Endorse a written agreement identifying the future jurisdictional boundaries of Derby and Mulvane	City of Mulvane	One year	None

1.1.3. Host an annual coordinating meeting of Derby, Mulvane, and Sedgwick County representatives

Rationale

The Steering Committee recommends that Sedgwick County, Derby, and Mulvane create a task force to continue coordination efforts between the communities. The task force should meet at least once a year to coordinate efforts, track performance, and to recommend amendments to this plan. The responsibility to host the meeting should be done on a rotating basis by all participating organizations.

Actions

Action	Lead Organization	Estimated Time to Complete	Estimated Costs
Host and/or attend the coordinating meeting for Derby, Mulvane, and Sedgwick County	City of Derby	Annually, two hours	None
Host and/or attend the coordinating meeting for Derby, Mulvane, and Sedgwick County	City of Mulvane	Annually, two hours	None
Host and/or attend the coordinating meeting for Derby, Mulvane, and Sedgwick County	Sedgwick County, Wichita-Sedgwick County MAPD	Annually, two hours	None

1.2.1. Adopt zoning regulations requiring residential developments to be of urban density or larger than 20 acres in size

Rationale

Currently, more than 99 percent of the plan area is zoned RR "Rural Residential". Single-Family residential use is permitted by right in this zoning district and does not require any zoning review. If the property is served by a sewage lagoon, then the minimum lot size required for single-family use in the RR zoning district is 4.5 acres. However, the lot size can be reduced to a minimum of 2 acres when specific conditions are met.

It is recommended that Derby and Mulvane encourage Sedgwick County to adopt zoning restricting the ability for properties within the plan area and outside of areas identified for rural residential acreage use on the 2030 Land Use Guide, to be developed as large lot residential dwellings smaller than 20 acres in size. The zoning change to restrict the development of large lot residential properties will help to ensure that Derby and Mulvane are able to provide efficient and effective services to lands within their long-term growth areas by providing Derby and Mulvane an opportunity to review the appropriateness of developments that may be difficult to retrofit for municipal services; may restrict the ability of municipalities to extend urban services beyond; can be more difficult to redevelop; and could impair the ability of agricultural uses to operate in close proximity.

The recommended changes to the zoning regulations would increase the minimum lot size, while also providing flexibility for communities and property owners to address specific circumstances (land use, intensity, and location). Through zoning, the property owner could rezone the property if they wished to utilize the property for a different land use or wished to subdivide the property into parcels smaller than 20 acres in size. If this were to occur, Derby and Mulvane would have an opportunity to review the requested zoning district change and to provide a recommendation to the County Commission. It is also important to note that the Derby and Mulvane subdivision regulations exempt properties from platting that will be for residential or agricultural use, are 20 acres in size or larger, and meet the necessary conditions identified in the regulations.

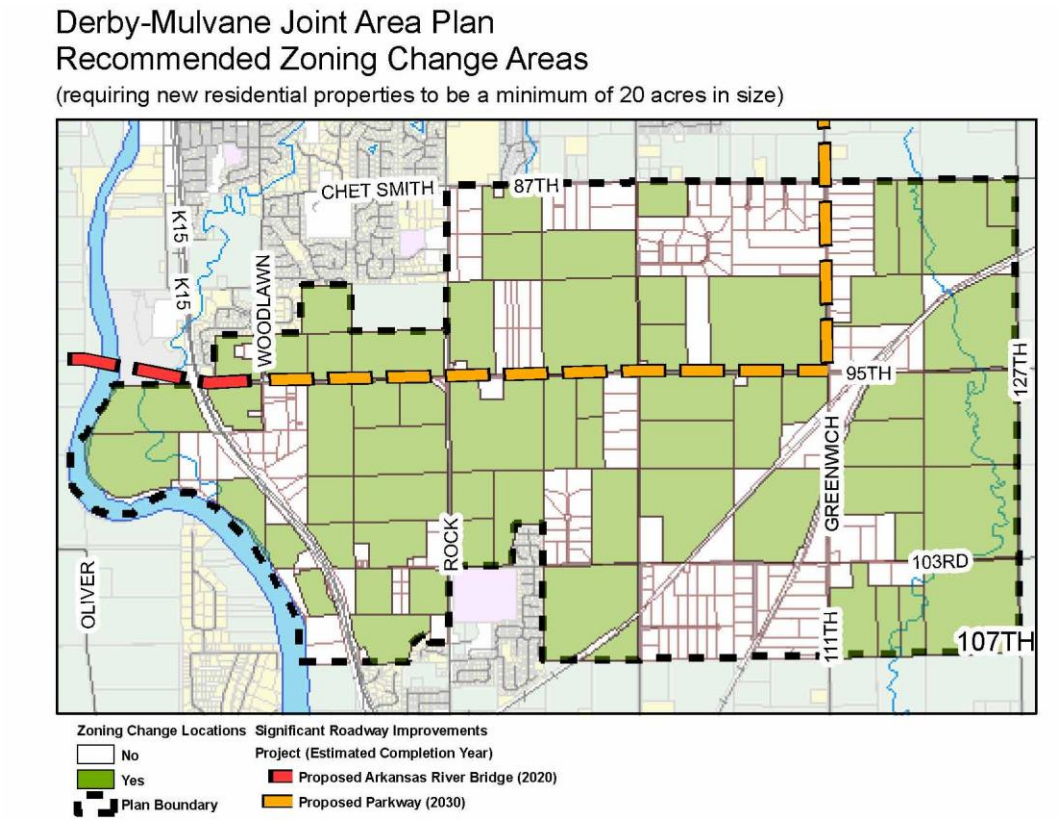
If applied carefully, the new zoning regulations could be applied to portions of the plan area so that a few or no new non-conforming land uses are created. If any non-conforming land uses were created, then they would still be able to operate so long as they complied with the applicable conditions listed in Article VII of the Wichita-Sedgwick County Zoning Code. These provisions generally work to prevent expansion of the non-conforming use at the site, limit the ability rebuild after substantial damages, and limit the ability of the operations to resume after an extended period of vacancy.

The locations identified for application of the new zoning category or overly district have been selected based on the recommended future land use and the ability to implement the zoning changes without creating non-conforming uses. The areas where the zone change is

recommended are all currently in agricultural use (according to the County Assessor's records), identified for a 2030 future land use other than Rural Residential Acreage, and larger than 20 acres in size The map below illustrates the recommended zoning change areas

This issue is explored more fully in Appendix C: Large-lot Residential Subdivisions Report, which includes a summary of current regulations, a description of the impacts of large-lot residential developments, a summary of options, and a recommendation for future regulatory changes. The recommendation for zoning changes is more fully described in Appendix F: Development Scenarios, which includes a description of potential development scenarios for properties where zoning changes are recommended.

Map 4: Recommended Zoning Change Areas



Actions

Action	Lead Organization	Estimated Time to Complete	Estimated Costs
Encourage Sedgwick County to adopt zoning restricting the ability for properties within the plan area and outside of areas identified for rural residential acreage use on the 2030 Land Use Guide to be developed as large-lot residential dwellings smaller than 20 acres	City of Derby	One year	None
Encourage Sedgwick County to adopt zoning restricting the ability for properties within the plan area and outside of areas identified for rural residential acreage use on the 2030 Land Use Guide to be developed as large-lot residential dwellings smaller than 20 acres	City of Mulvane	One year	None

1.2.2. Update the Derby and Mulvane subdivision regulations to establish urban infrastructure standards (i.e. paved roadway access, sewer systems compatible with municipal services) for proposed subdivisions

Rationale

The Wichita-Sedgwick County zoning regulations paired with the Derby or Mulvane platting regulations allow for residential properties to be developed within the plan area that neither receive municipal services nor include the infrastructure to connect to municipal services in the future. This can result in the creation of subdivisions within the plan area and urban growth areas that are difficult to retrofit for municipal services, restrict the ability of municipalities to extend services, are difficult to service in a cost effective manner, are difficult to redevelop, and impair the ability of agricultural uses to operate in close proximity. It is recommended that the subdivision regulations for Derby and Mulvane be updated to establish infrastructure standards for proposed subdivisions, in order to help to ensure that future developments have the ability to connect to municipal systems in a cost effective manner, and that the cost of development include not just the present costs of development but also future adaptation for future needs.

The use of urban infrastructure standards could require that proposed subdivisions include specific infrastructure to match the municipal systems (i.e. paved roadways, sewer lines, water distribution systems, etc.). Examples of infrastructure standards for proposed subdivisions are available in Article VIII of the Wichita-Sedgwick County Subdivision Regulations. Existing subdivisions would not be impacted by the new standards for proposed subdivisions.

Actions

Action	Lead Organization	Estimated Time to Complete	Estimated Costs
Update subdivision regulations to establish urban infrastructure standards for proposed subdivisions	City of Derby	One year	Unknown
Update subdivision regulations to establish urban infrastructure standards for proposed subdivisions	City of Mulvane	One year	Unknown

1.3.1. Continue the existing infrastructure payment policies for water and sewer main lines, streets, and stormwater drainage to charge the full costs to new developments for non-contiguous extension of services, rather than to city taxpayers.

Rationale

In order to ensure the most efficient and effective services possible, the Steering Committee recommends that Derby and Mulvane continue their infrastructure payment policies that charge the full cost of service extensions (i.e. water, sewer, roads, etc.) to developments that are not adjacent to existing developments with municipal services. These policies help to ensure that non-contiguous developments pay the generally higher costs (compared with contiguous developments) associated with providing municipal services.

Actions

Action	Lead Organization	Estimated Time to Complete	Estimated Costs
Continue the existing infrastructure payment policies to charge the full costs to developments for non-contiguous extensions of services	City of Derby	None	None
Continue the existing infrastructure payment policies to charge the full costs to developments for non-contiguous extensions of services	City of Mulvane	None	None

2.1.1. Implement the priority South Area Transportation Study improvements

Rationale

It is recommended that Derby, Mulvane, and Sedgwick County work to implement the Derby-Mulvane Plan area roadway improvements recommended in the 2008 Wichita Area Metropolitan Planning Organization South Area Transportation Study (SATS) by completing an engineering concept study for the Arkansas River Bridge, 95th Street and Greenwich Road Parkway improvements. The engineering concept study will evaluate the feasibility of the projects, identify land needs, estimate costs, and develop general designs of the recommended roadway improvements. Once the study is completed, more detailed engineering documents will need to be created and funding for projects secured.

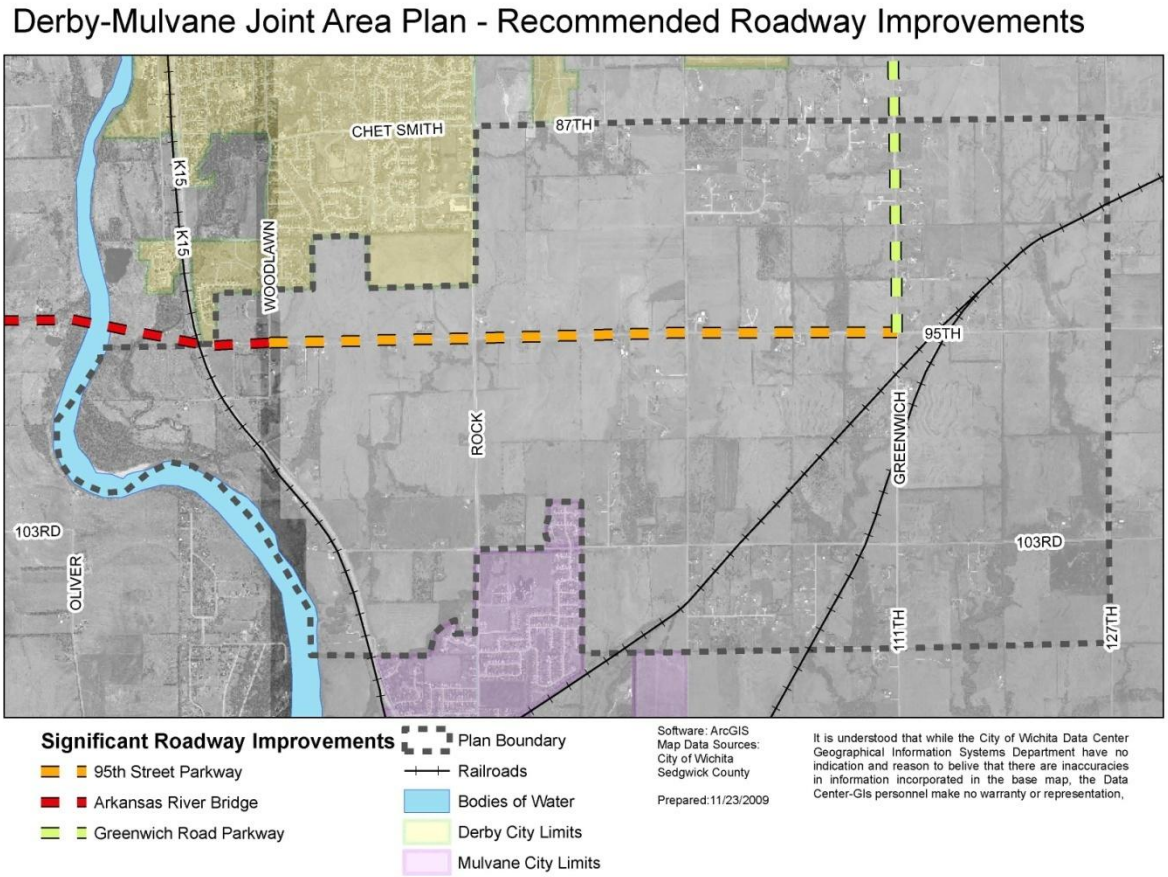
The WAMPO Policy Body approved the SATS on April 8, 2008. The study reviewed the existing transportation roadway infrastructure and provided recommendations for future improvements within the area generally bounded by Kellogg (US 54) on the north; Meadowlark Road to the east; 263rd Street to the west; and the Ninnescah River, Butler County line, and Mulvane City limits to the south. Based on the projections for future use and cost effectiveness of projects, the WAMPO SATS recommended the development of a new bridge across the Arkansas River and creation of four-lane semi-access controlled major arterial loop approximately 150 feet-wide along Greenwich Road and 95th Street South. These long-term roadway improvements will help to ensure efficient and effective transportation infrastructure for both local and regional commutes, further explained in the SATS document.

In order to preserve the ability to implement the arterial loop parkway recommended in the WAMPO SATS document, the Steering Committee also recommends that the Derby and Mulvane subdivision regulations be changed to require the appropriate dedication of rights-of-way during the platting process to allow for the construction of the 150 foot wide arterial loop parkway along 95th Street and Greenwich Road. The City of Mulvane subdivision regulations generally require dedication of 80 feet in width for arterials not shown in the Mulvane Comprehensive Plan (Greenwich and 95th are not identified in the Mulvane Comprehensive Plan) and rights of way dedications of 80 – 100 feet in width for arterials shown in the Mulvane Comprehensive Plan , per Article 107. The City of Derby subdivision regulations generally requires rights of way dedications totaling 120 feet in width for arterial streets (all section line roads are considered arterial streets), per Article 602.B.

Funds for the recommended roadway improvement projects are not currently secured. The Steering Committee recommends that Derby and Mulvane partner with Sedgwick County both to contribute funding; and to secure regional, State, and Federal funding. A coalition of local government funding partners reduces the high costs for a single organization and shows significant commitment to a project. A coalition of funding partners can also greatly increase the odds of being awarded funding through a competitive application process. A table listing the

recommended roadway improvement actions in the recommended sequence is available in Appendix G: Recommended Future Roadway Improvements Report.

Map 5: Recommended Roadway Improvements



Actions

Action	Lead Organization	Estimated Time to Complete	Estimated Costs (2010 dollars)
Update the subdivision regulations to require the appropriate dedication of rights-of-way during the platting process to allow for the construction of the recommended 150 foot wide arterial loop parkway.	City of Derby	One year	None
Update the subdivision regulations to require the appropriate dedication of rights-of-way during the platting process to allow for the construction of the recommended 150 foot wide arterial loop parkway.	City of Mulvane	One year	None
Apply for portions of 95th Street South and Greenwich Road to be classified as arterials on the WAMPO Federal Classification Map	Sedgwick County, Public Works	One year	None
Perform an engineering concept study for the Arkansas River Bridge, 95th Street, and Greenwich Road parkway improvements. The study should identify possible bicycle facilities.	Sedgwick County, Public Works	Two years	$3,730,000[1]

1. Estimate is 5% of the estimated cost to construct the 95th Street Bridge, and Greenwich Road/95th Street Parkway

2.1.2. Upgrade or replace four roadway bridges in the plan area

Rationale

Sedgwick County maintains seven bridges within the plan area. Four of the bridges will need upgrades or replacement within the next 20 years. To ensure the plan area is served by high quality infrastructure, it is recommended that all three local governments make upgrades or replacement of these bridges a high priority for Sedgwick County. The table below shows the conditions information and ID for each of the bridges, a map of the locations is on the following page.

ID	Conditions Rating	Year Built	Years of Use Remaining	Deck Width
644334041	74	1950	10	18
644342859	88	1950	10	32
642333615	73	1960	20	30
642344524	71	1950	20	30
640344698	88	1977	25	34
640321680	100	1993	40	28
642341000	99	1985	40	28

Source: Sedgwick County Public Works

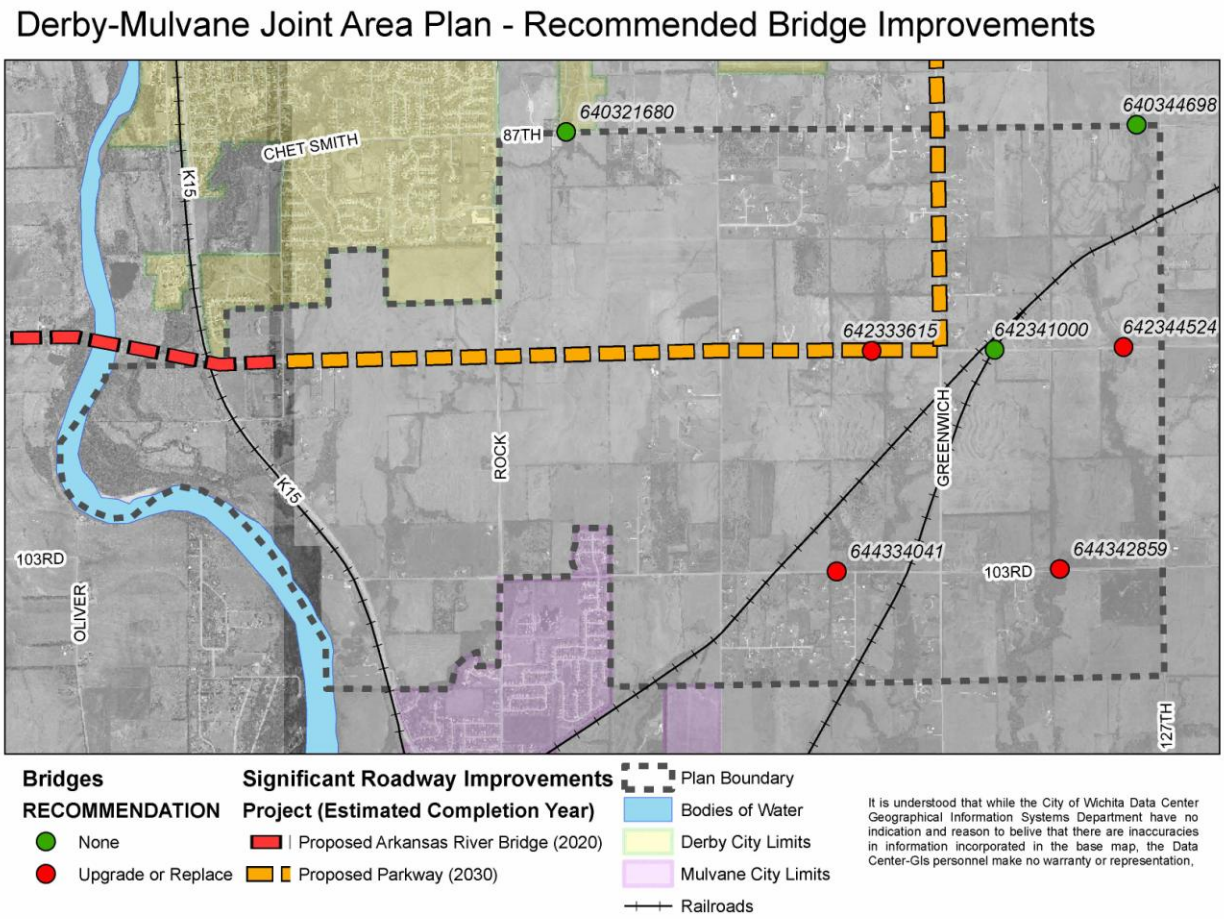
According to Sedgwick County Public Works records, the following two bridges will require replacement or substantial upgrades within 10 years:

- ID 644334041 located west of the intersection of Ellen Street and 103rd Street South; and
- ID 644342859 located west of the intersection of the Dog Creek and I03rd Street South

According to Sedgwick County Public Works records, the following two bridges will require replacement or substantial upgrades within 20 years:

- ID 642333615 located west of the intersection of Greenwich Road and 95th Street South; and
- ID 642344524 located at the intersection of Dog Creek and 95th Street South.

Map 6: Recommended Bridge Improvements



Actions

Action	Lead Organization	Estimated Time to Complete	Cost Estimates
Encourage the County to adopt a capital improvement program with projects to upgrade or replace bridges 644334041 and 644342859 within the next 10 years	Sedgwick County, County Commission	One year	None
Upgrade or replace bridges 644334041 and 644342859 within the next 10 years	Sedgwick County, Public Works	One year	$625,000[2]
Encourage the County to adopt a capital improvement program with projects to upgrade or replace bridges	Sedgwick County, County Commission	One year	None

[2] Source: Sedgwick County Public Works, email sent 2/1/2010

642333615and 642344524 within the next 20 years			
Upgrade or replace bridges 642333615and 642344524 within the next 20 years	Sedgwick County, Public Works	One year	$825,000[3]

[3] Source: Sedgwick County Public Works, email sent 2/1/2010

2.2.1. Design and construct the bicycle connections along Rock Road and the Arkansas River

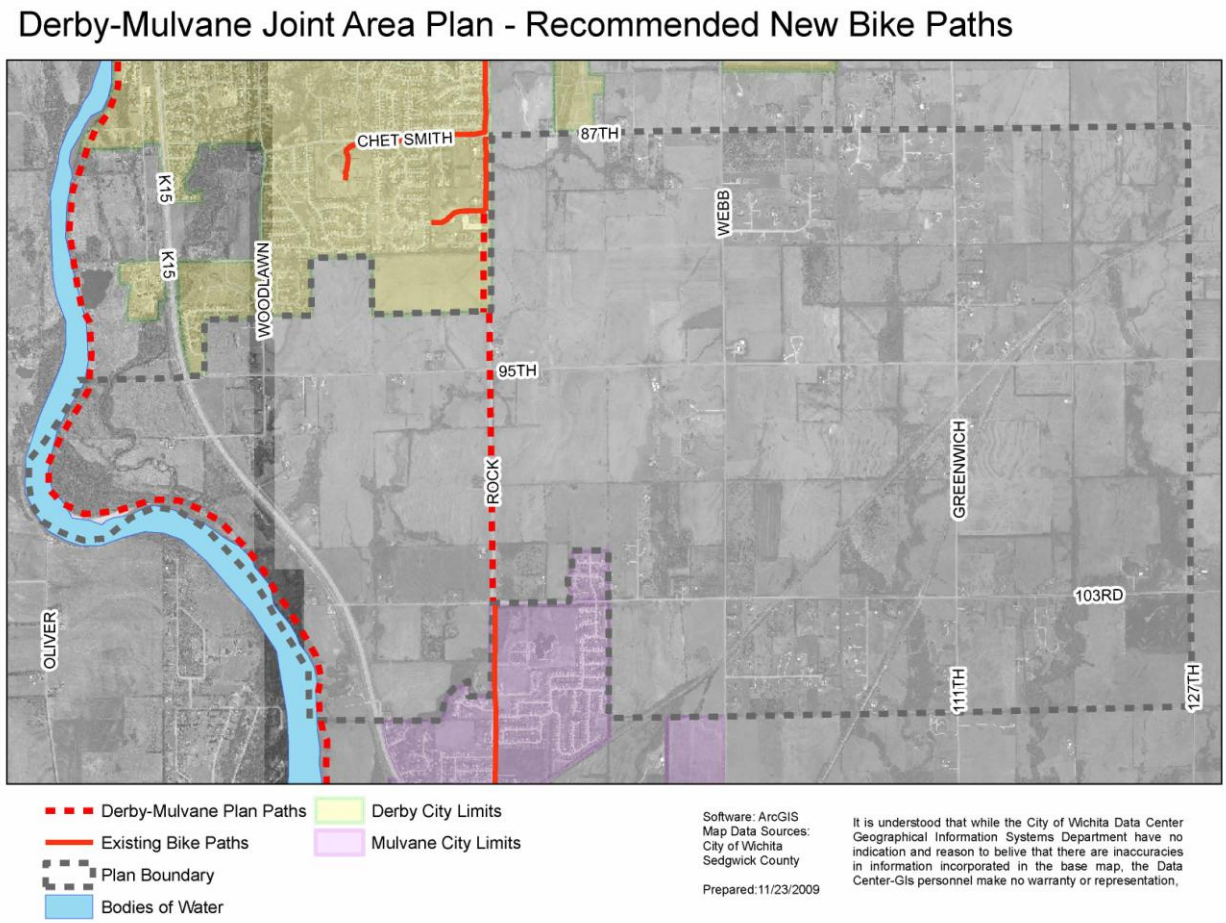
Rationale

In order to maintain and enhance transportation within and through the plan area, it is recommended that bicycle facilities be constructed to connect Derby and Mulvane. The recommended connections are listed below in order of priority.

1. Rock Road Bike Path- a paved, separated path facility connecting the Derby and Mulvane bicycle networks

2. Arkansas River Trail -a crushed limestone trail traveling along the east bank of the Arkansas River, connecting Derby and Mulvane

Map 7: Recommended Bike Paths



Many local government plans identify the need for bicycle facilities and their proposed locations in the plan area. Below is a listing of the plans and a short summary of locations within the plan area.

- The 2005 Derby Comprehensive Plan identifies proposed hike and bike trails along both Rock Road and Greenwich Road. The plan also identifies a proposed regional trail along the Arkansas River.
- The2003 Mulvane Park System and Open Space Plan identifies proposed greenways for walking and cycling along Rock Road ¼ mile north of 103rd Street South, and along the Arkansas River.
- The Sedgwick County 1996 Parks and Pathways Plan identifies proposed pathways (bicycle facility) along both sides of the Arkansas River from Wichita to the south Sedgwick County line.
- The 2007 WAMPO Pathways Plan identifies a proposed Community Connection bicycle facility between Derby and Mulvane as a side path along Rock Road between Woodbrook Lane and 103rd Street South.

The Arkansas River trail would occur along the east bank of the Arkansas River. The Arkansas River is classified as a navigable stream, and has special provisions for State ownership of the River to the ordinary high water mark. The Arkansas River Corridor Access Plan (2008) describes the ordinary high water mark as the following:

> .. the bed and banks that are located below the point where permanent woody vegetation thrives. Another "(definition)" is the point where floating debris such as logs and loose vegetation has been deposited at waters edge after high flows. It should be noted that these debris can be found out in the floodplains during large floods. However, the debris lines at ordinary high water will be reestablished during subsequent ordinary high water.

In order to ensure the usability of the any bicycle facilities along the Arkansas River and to avoid frequent flooding, the Arkansas River bike path facility should be developed at higher elevation than the ordinary high water mark, which may require additional rights-of-way or easements for public access.

The following table summarizes the recommended actions to construct the bicycle infrastructure.

Actions

Action	Lead Organization	Estimated Time to Complete	Cost Estimates
Rock Road Bike Path – design of the connection from Woodbrook Lane to 103rd Street South (paved)	Sedgwick County	Less than six months	$64,000[4]
Rock Road Bike Path - apply for TE funding for construction of the connection from Woodbrook Lane to 103rd Street South	Sedgwick County	Less than six months	None
Rock Road Bike Path - construct the bike path from Woodbrook Lane to 103rd Street South (paved)	Sedgwick County	One year	$633,600[5]
Arkansas River Trail – plan and design the trail from Derby to Mulvane, including ROW and connections to the existing Derby and Mulvane bicycle infrastructure networks.	Sedgwick County	One year	$190,200

[4] Calculated as 10% of the construction costs
[5] WAMPO Pathways Plan

3.1.1. Adopt similar or uniform local government stormwater regulations

Rationale

To reduce confusion and to assist those who will develop sites within the plan area, it is recommended that Derby, and Mulvane develop and adopt similar stormwater regulations as those adopted by Sedgwick County. This recommendation does not include a specific degree of similarity that should be achieved.

Actions

Action	Lead Organization	Estimated Time to Complete	Estimated Costs
Adopt a customized version of the stormwater technical guidance manual similar to Derby and Mulvane standards	Sedgwick County	One year	None
Adopt a customized version of the stormwater technical guidance manual similar to Sedgwick County and Mulvane standards	City of Derby	One year	None
Adopt a customized version of the stormwater technical guidance manual similar to Derby and Sedgwick County standards	City of Mulvane	One year	None

3.1.2. Establish and utilize stream setback guidelines and other stormwater best management practices to help encourage responsible development in the 100 year floodplain and to mitigate the negative effects of such development

Rationale

Five creeks and their tributaries travel through the plan area. The properties adjacent to the creeks contain areas that are within the 100 year floodplain (where there is a 1 in 100 annual chance of flooding). It is recommended that Derby, Mulvane and Sedgwick County adopt stream setback guidelines to help encourage responsible development in the 100 year floodplain and to mitigate the negative effects of such development.

In many cases, a stream setback regulation creates a buffer zone between a river, creek, or stream by specifying where construction of buildings and types of infrastructure is not permitted. Stream setback regulations help to avoid future liabilities by ensuring that buildings and other infrastructure are built outside of areas susceptible to flooding. In addition, stream setbacks can also improve water quality, reduce erosion, protect riparian corridors, and provide public access corridors (i.e. bike paths and multi-use trails).

Many communities in Kansas have adopted stream setback regulations. The City of Wichita, Sedgwick County, and City of Derby are working together to develop a stormwater technical guidance manual which provides examples and guidance for methods to help prevent damages due to flooding. The manual includes guidelines for stream setbacks and can be used to develop customized regulations tailored to a community's specific needs.

Actions

Action	Lead Organization	Estimated Time to Complete	Estimated Costs
Adopt a stream setback resolution	Sedgwick County	Less than six months	None
Adopt a stream setback ordinance	City of Derby	Less than six months	None
Adopt a stream setback ordinance	City of Mulvane	Less than six months	None

3.2.1. Update subdivision regulations to require that high-pressure gas transfer pipelines through residential developments be included only within reserves or rights-of-way and not in residential lots.

Rationale

High pressure gas transfer pipelines travel through the plan area. The Steering Committee recommends that Derby and Mulvane update their subdivision regulations to require that high pressure gas transfer pipelines through residential developments be included only within plat reserves and not in residential lots. The purpose of this recommendation is to help prevent individuals from constructing structures above the infrastructure and to make it easier for compliance with safety regulations to be ensured.

Actions

Action	Lead Organization	Estimated Time to Complete	Estimated Costs
Update subdivision regulations to require that high pressure gas transfer lines through residential developments are only included within reserves or rights-of-way	City of Derby	One year	None
Update subdivision regulations to require that high pressure gas transfer lines through residential developments are only included within reserves or rights-of-way	City of Mulvane	One year	None

3.3.1. Identify railroad noise contours and implement strategies to prevent exposure of sensitive uses to excessively loud noises.

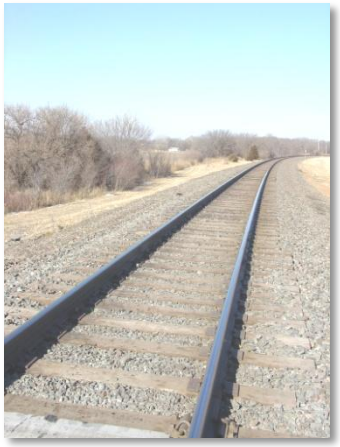
Rationale

Three railroad lines pass through the plan area. According to the WAMPO Railroads Crossing Plan, approximately 31 to 40 trains per day utilize the BNSF Ark City line, while approximately 41 to 50 trains per day utilize the northern branch of the BNSF Emporia line, and more than 50 trains per day utilize the southern branch of the BNSF Emporia line. The amount of train traffic through the plan area is higher than any other area in Sedgwick County. Trains generate high levels of noise, which can impact adjacent land uses. Excessive noise has been shown to negatively impact quality of life, reduce property values, and can even cause physical harm.[6]

The Steering Committee recommends that Sedgwick County, in partnership with Derby and Mulvane, work with noise experts to identify the locations within the plan area where railroads cause excessive noises that can impact sensitive uses. The study, funded by all three organizations, should also identify strategies to prevent excessive noise exposure to sensitive uses. Examples of noise regulations and approaches to protect sensitive uses include the noise assessment and mitigation associated with the McConnell JLUS and the HUD Noise Guidebook.

Actions

Action	Lead Organization	Estimated Time to Complete	Estimated Costs
Partner with Derby and Mulvane to complete a noise study of railroads within the plan area and develop strategies to prevent exposure to sensitive uses	Sedgwick County	One year	Unknown



[6] www.asha.org/public/hearing/disorders/noise.htm

4.1.1. Develop a regional park and recreation plan for the plan area

Rationale

In order to ensure that residents of the plan area have access to high quality recreation resources, it is recommended that Sedgwick County, Derby and Mulvane partner to develop plans for a regional park southwest of the intersection of K-15 and 95th Street South (illustrated on the 2030 Future Land Use Map). The plan, funded by all three entities, should incorporate existing plans for paths and trails; and the Arkansas River Corridor Access Plan. The regional plan could identify the location of future recreation resources, costs, funding, programming, and maintenance.

Actions

Action	Lead Organization	Timeframe	Estimated Costs
Partner with Derby and Mulvane to develop a multi-jurisdictional park and recreation plan for the plan area	Sedgwick County	One year	$60,000

4.1.2. Establish and utilize riparian corridor overlays

Rationale

The plan area includes habitat for four threatened animal species with varying degrees of conservation protection by the State and Federal government: Whooping Crane (bird); Arkansas River Shiner (fish); Least Tern (bird); Arkansas Speckled Chub (fish). As urban development occurs animal habitats are typically lost. Based on a recommendation from the U.S. Fish and Wildlife Service letter, sent May 5, 2009, it is recommended that Derby, Mulvane, and Sedgwick County implement riparian corridor overlays, either incorporated as an element of stream setback regulation or as a separate regulation.

A riparian corridor overlay creates a natural buffer around river, streams, and lakes. The overlay prevents development within the buffer, protecting wildlife habitat and providing corridors for the wildlife movement. The buffers can also help to ensure that development occurs outside of areas prone to flooding; protect vegetation that stabilizes stream banks and slopes; improve water quality by filtering water before it enters waterways; ensure better stream temperature stabilization; and provide room for lateral movement of the stream channel. The riparian corridor overlay can also be designed to include public access including paths and trails.

Actions

Action	Lead Organization	Estimated Time to Complete	Estimated Costs
Adopt a riparian corridor overlay	City of Derby	One year	Unknown
Adopt a riparian corridor overlay	City of Mulvane	2015 One year	Unknown
Encourage Sedgwick County to adopt a riparian corridor overlay	City of Derby	2015 One year	Unknown
Encourage Sedgwick County to adopt a riparian corridor overlay	City of Mulvane	2015 One year	Unknown

4.2.1 Encourage the listing of the "Round Barn" on the National Register of Historic Places

Rationale

The round barn located northwest of the intersection of Woodlawn and 95th Street South is an important historic and cultural resource within the Derby-Mulvane plan area. In early 2010, representatives of the City of Derby and Sedgwick County encouraged the property owners to list the site on the National Register of Historic Places. The historic designation will enable the property owners to access certain financial incentives toward maintenance of the property. The listing will also provide a mechanism to help ensure that any developments around the property respect the historic integrity of the round barn. At this time, no further actions are recommended.

Chapter 4 Critical Path

The following critical path tables are included In order to assist with the implementation of the Derby-Mulvane Joint Area Plan. The critical path tables provide a recommended sequence for initiating the action items contained in the Derby-Mulvane Joint Area Plan. The sequencing of actions implementation can be important because it can reduce costs and save time.

All of the recommended actions within the Derby-Mulvane Joint Area Plan generally fall into one of three broad categories: policy, infrastructure, and non-critical path actions. The tables below are organized according the three action categories and are presented in the recommended sequential order from first to last. Below is a listing of the table columns headers and what they describe.

- Sequential Order – This indicates the recommended sequential order for initiating the action. A letter follows the numeral if one or more actions are recommended to start around the same period of time.
- Strategy – This shows the number of the strategy associated with the action in the Derby-Mulvane Plan document.
- Action – This is the description of the recommended action.
- Lead Organization – This represents the organization responsible for implementing the action.
- Estimated Time to Complete – This is a rough estimate of the duration of time between the start and completion of the action.
- Estimated Cost – This is a rough cost estimate of costs associated with the action. Sources for the costs are cited in the Derby-Mulvane Plan. The costs do not account for the lead organization employee staff time or associated supplies.

Policy Actions Critical Path Table

Sequential Order	Strategy	Action	Lead Organization	Estimated Time to Complete	Estimated Costs
1. a.	1.1.1.	Adopt the Derby-Mulvane Joint Area Plan as an element of the City Comprehensive Plan	City of Derby	Less than six months	None
1. b.	1.1.1.	Adopt the Derby-Mulvane Joint Area Plan as an element of the City Comprehensive Plan	City of Mulvane	Less than six months	None
1. c.	1.1.1.	Adopt the Derby-Mulvane Joint Area Plan as an element of the Wichita-Sedgwick County Comprehensive Plan	Sedgwick County, MAPD	Less than six months	None
1.d.	1.1.1.	Encourage the City of Wichita to adopt the Derby-Mulvane Joint Area Plan as an element of the Wichita-Sedgwick County Comprehensive Plan	Sedgwick County, County Commission	Less than six months	None
2.a.	1.1.2.	Endorse a written agreement identifying the future jurisdictional boundaries of Derby and Mulvane	City of Derby	One year	None
2.b.	1.1.2.	Endorse a written agreement identifying the future jurisdictional boundaries of Derby and Mulvane	City of Mulvane	One year	None
3.b.	1.2.1.	Encourage Sedgwick County to Re-zone the plan area, restricting the ability for properties within the plan area to be developed as large-lot residential dwellings smaller than 20 acres	City of Derby	One year	None
3.b.	1.2.1.	Encourage Sedgwick County to Re-zone the plan area, restricting the ability for properties within the plan area to be developed as large-lot residential dwellings smaller than 20 acres	City of Mulvane	One Year	None

4.a.	3.1.1.	Adopt a customized version of the stormwater technical guidance manual similar to Derby and Mulvane standards	Sedgwick County, County Commission	One year	None
4.b.	3.1.1.	Adopt a customized version of the stormwater technical guidance manual similar to Sedgwick County and Mulvane standards	City of Derby	One year	None
4.c.	3.1.1.	Adopt a customized version of the stormwater technical guidance manual similar to Derby and Sedgwick County standards	City of Mulvane	One year	None
5.a.	1.2.2.	Update subdivision regulations to establish urban infrastructure standards for proposed subdivisions	City of Derby	One year	Unknown
5.b.	1.2.2.	Update subdivision regulations to establish urban infrastructure standards for proposed subdivisions	City of Mulvane	One year	Unknown
6.a.	2.1.1.	Update the subdivision regulations to require the appropriate dedication of rights-of-way during the platting process to allow for the construction of the recommended 150 foot wide arterial loop parkway.	City of Derby	One year	None
6.b.	2.1.1.	Update the subdivision regulations to require the appropriate dedication of rights-of-way during the platting process to allow for the construction of the recommended 150 foot wide arterial loop parkway.	City of Mulvane	One year	None
6.c.	3.1.2.	Adopt a stream setback ordinance	Sedgwick County	Less than six months	None
7.a.	3.1.2.	Adopt a stream setback ordinance	City of Derby	Less than six months	None
7.b.	3.1.2.	Adopt a stream setback ordinance	City of Mulvane	Less than six months	None

7.c.	4.1.2.	Adopt a riparian corridor overlay	City of Derby	One year	Unknown
7.d.	4.1.2.	Adopt a riparian corridor overlay	City of Mulvane	2015 One year	Unknown
8.a.	4.1.2.	Encourage Sedgwick County to adopt a riparian corridor overlay	City of Derby	2015 One year	Unknown
8.b.	4.1.2.	Encourage Sedgwick County to adopt a riparian corridor overlay	City of Mulvane	2015 One year	Unknown
9.a.	3.2.1.	Update subdivision regulations to require that high pressure gas transfer lines through residential developments are only included within reserves or rights-of-way	City of Derby	One year	None
9.b.	3.2.1.	Update subdivision regulations to require that high pressure gas transfer lines through residential developments are only included within reserves or rights-of-way	City of Mulvane	One year	None

Infrastructure Actions Critical Path Table

Sequential Order	Strategy	Action	Lead Organization	Estimated Time to Complete	Estimated Costs
1.	2.2.1.	**Rock Road Bike Path** – design of the connection from Woodbrook Lane to 103rd Street South (paved)	Sedgwick County	Less than 6 months	$64,000
2.	2.2.1.	**Rock Road Bike Path** - apply for TE funding for construction of the connection from Woodbrook Lane to 103rd Street South	Sedgwick County	Less than six months	None
3.	2.1.1.	Apply for portions of 95th Street South and Greenwich Road to be classified as arterials on the WAMPO Federal Classification Map	Sedgwick County, Public Works	One year	None
4.	2.1.1.	Perform an engineering concept study for the Arkansas River Bridge, 95th Street, and Greenwich Road parkway improvements	Sedgwick County, Public Works	Two years	$3,730,000
5.	2.2.1.	**Rock Road Bike Path** - construct the bike path from Woodbrook Lane to 103rd Street South (paved)	Sedgwick County	One year	$633,600
6.	2.2.1.	**Arkansas River Bike Path** – plan and design the path from Derby to Mulvane, including ROW and connections to the existing Derby and Mulvane bicycle infrastructure networks.	Sedgwick County	One year	$190,200
7.	4.1.1.	Partner with Derby and Mulvane to develop a multi-jurisdictional park and recreation plan for the plan area	Sedgwick County	One year	$60,000

12.	2.1.2.	Adopt a capital improvement program with projects to upgrade or replace bridges 644334041 and 644342859 within the next 10 years	Sedgwick County, County Commission	One year	None
13.	2.1.2.	Upgrade or replace bridges 644334041 and 644342859 within the next 10 years	Sedgwick County, Public Works	One year	$625,000
14.	2.1.2.	Adopt a capital improvement program with projects to upgrade or replace bridges 642333615 and 642344524 within the next 20 years	Sedgwick County, County Commission	One year	None
15.	2.1.2.	Upgrade or replace bridges 642333615 and 642344524 within the next 20 years (if not completed as part of the 95th Street improvements)	Sedgwick County, Public Works	One year	$825,000

Non-Critical Path Actions Table

Sequential Order	Strategy	Action	Lead Organization	Estimated Time to Complete	Estimated Costs
None	1.1.3.	Host and/or attend the coordinating meeting for Derby, Mulvane, and Sedgwick County	City of Derby	Annually, two hours	None
None	1.1.3.	Host and/or attend the coordinating meeting for Derby, Mulvane, and Sedgwick County	City of Mulvane	Annually, two hours	None
None	1.1.3.	Host and/or attend the coordinating meeting for Derby, Mulvane, and Sedgwick County	Sedgwick County, Wichita-Sedgwick County MAPD	Annually, two hours	None
None	1.3.1.	Continue the existing infrastructure payment policies to charge the full costs to developments for non-contiguous extensions of services	City of Derby	None	None
None	1.3.1.	Continue the existing infrastructure payment policies to charge the full costs to developments for non-contiguous extensions of services	City of Mulvane	None	None
None	3.3.1.	Partner with Derby and Mulvane to complete a noise study of railroads within the plan area and develop strategies to prevent exposure to sensitive uses	Sedgwick County, Wichita-Sedgwick County MAPD	One year	Unknown