

**District IV Advisory Board
Meeting Minutes
December 6, 2006**
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The **District IV Advisory Board Meeting** was held at the 7:00 p.m. at the Lionel Alford Branch Library. In attendance were seven (7) District Advisory Board members, nine (9) staff and approximately nine (9) citizens with five (5) signing in.

Members Present

Joshua Blick
Michael Gisick
Mary Cockburn
Tom Engelmann
Edwin Koon
Gerald Marsh
Jim Benton

Staff Present

Officer Floyd, Police
Kelli Glassman, City Manager's Office
Jean Hatfield, Library
Dale Miller, Planning
Randy Sparkman, OCI
Brad Davis, Transit, Planning
Officer Carlson, Police
Jade Dundas, Water and Sewer
Officer Woodrow, Police
Victor White, Airport

Guests

George Walta, 10630 Carr
Hestel Sewell, 815 W Davis
Lee Webster, 337 N Exposition
Bill Fox, 974 Goff Ct
Donald Fletcher, 943-1465

Members Absent

Peggy Bennett
Council Member Gray

Order of Business

Call To Order

The meeting was called to order at 7:02 p.m.

Engelmann (Blick) moved to approve the agenda for the December 6, 2006 meeting. The motion was passed 7-0.

Blick (Marsh) moved to approve the minutes from the November 8, 2006 meeting. Motion passed 6-0.

Public Agenda

The public agenda allows members of the public to present issues not on the agenda to the District Advisory Board. Each presentation is limited to five minutes unless extended by the Board.

1. Scheduled Items

No items were submitted.

2. Off-Agenda Items

George Walta, 10630 Carr, extended appreciation to Councilmember Gray for quickly addressing sewer line issues in his neighborhood.

Staff Presentations

3. Community Police Report

Officer Woodrow reported the following:

- Hotels and motels on south Broadway up to date on statute occupancy requirements after police went to each one advising them of compliance regulations.
- There is an increase in patrol on west Kellogg.
- Officers are conducting warrant sweeps to clear past warrants.

Officer Floyd reported the following:

- He is giving two holiday safety talks at St. Anne's Church
- Police are currently identifying families in need of assistance for Christmas Crusade
- There is a new neighborhood watch on the 3100 block of south St. Clair
- Reported and compared this year and last year's gang statistics

Officer Carlson reported the following:

- 10 arrests at the Acapulco Club last month
- Did checks of local bars to make sure that they were in compliance and not serving to minors
- Resolving parking problem at Glendale Church
- Gathered 60 turkeys for families for Thanksgiving

Office Of Central Inspection (OCI) Annual Report

Randy Sparkman, OCI, presented the item. Mr. Sparkman discussed various zoning, license & sign code enforcement activities over the past year, including illegal vehicle parking and storage, graffiti, home occupations, commercial zoning and signs.

Mr. Sparkman further explained that Neighborhood Inspection is a multi-functional section of OCI. The Zoning, Licensing & Signs section handles commercial zoning issues, licensing, signs and graffiti. There are currently 6 personnel in the Zoning, Licensing and Signs section but activities cross over into Housing Inspections also.

The Board asked questions regarding handicapped parking enforcement, neighborhood watch signs and enforcing variances for residential and commercial zoning.

Action Taken: Received and filed report.

New Business

4. Transit Fare Adjustments and Route Changes

Brad Davis, Transit, presented this item. He explained that there are two issues that he wished to discuss:

First, Wichita Transit last reduced route service in 1996, when approximately 30 percent of service was cut due to federal operating subsidy cutbacks. Since then, federal operating funding has stabilized, KDOT assistance increased from about \$50,000 to over \$1 million, and some service cut in 1996 was added back in 2000.

Recently, the City of Wichita's transit fund has been experiencing a dwindling fund balance due to increases in fuel cost, insurance, ADA paratransit contracting of service, and labor. Projections indicate the fund balance to be depleted within the next three years unless corrective action (fare increase and service reductions) is taken.

Wichita Transit offers 18 fixed routes to the public throughout the city. The Meridian and West Street area now operate two routes, traveling in opposite directions. The North Meridian Route is Wichita Transit's least productive route, ranking last in ridership. By cutting the North Meridian Route, and making adjustments to the South Meridian route, practically all the service area by the North Meridian can still be covered.

By cutting the North Meridian route and using a total cost allocation rate, Wichita Transit will save \$300,000. Regarding just operational costs (operators and fuel), \$160,000 will be saved.

While there is no proven formula for ridership tendencies, Wichita Transit estimates most North Meridian riders will utilize the South Meridian, with about one-third of trips lost, or less than \$5,000 in farebox revenues.

Second, Wichita Transit provides over 2 million fixed-route and 330,000 curb-to-curb paratransit rides annually. Since fall, 1996 (over ten years), the fare rates charges have remained static. Currently, a fare of \$1.00 is charged for riders on the fixed-route bus service; in addition, riders must pay 25¢ for transfers if moving to another bus. Since Wichita Transit operates a radial pulse system with a centralized transit center, transfers are common. Hence, the effective fare for most fixed-route riders (with a transfer) is currently \$1.25. Wichita Transit also provides over 330,000 curb-to-curb paratransit rides annually, as required by federal law. By federal law, the maximum fare for these rides is twice the fixed-route rate. Currently, the fare is \$2.00 per ride.

Wichita Transit proposes to increase its base bus fare from \$1.00 to \$1.25 and to increase its base van fare from \$2.00 to \$2.50 per ride. In addition, Wichita Transit proposes to eliminate charges for transfers. The loss of transfer revenue (25¢ per transfer) based on transfer use will reduce the anticipated additional revenue gained from the 25¢ fare increase by 65

percent. In other words, the fixed-route (bus) fare increase will only affect the 35 percent of current bus riders who do not transfer.

Transit operations are financed mostly from City subsidies from the General Fund (\$3.5 million), federal and state operating grants (approximately \$3 million), and farebox income (approximately \$1.5 million). These funding sources have provided a relatively stable funding platform for Transit operations. However, in the past few years, dramatic increases in fuel prices have occurred (more than doubling from approximately \$425,000 in 2004 to \$975,000 projected for 2006). In addition, the increasing cost and demand for specialized (ADA) accessible transportation (purchased ADA ride costs increased from \$550,000 in 2004 to a projected \$1.1 million in 2006) have put pressure on the Transit Fund.

Transit fares in Wichita are low in comparison to other cities in our region. The fares in Tulsa, Omaha, Oklahoma City, Little Rock, Des Moines, and Kansas City are all set at \$1.25 for an adult ride, \$2.50 for ADA van rides, and are generally \$1.00 for youth and \$.60 for senior/special citizen. The proposed increase for Wichita Transit will put Wichita on par with these peer cities.

The bus fare increases are projected to generate approximately \$70,000 per year based on the above-mentioned percentages. The \$2.50 paratransit ride is twice the base fare as allowed by the Federal Transit Administration and the ADA. The increase will generate an additional \$165,000 per year. The 2007 adopted budget included this fare increase, as well as a restructuring of an underutilized route, in the Transit budget. Without these adjustments, the Transit Fund would be projected to dwindle significantly, which would necessitate more severe service reductions if done later.

Marsh asked if the Transit department would be providing transportation to and from the new downtown arena. **Mr. Davis** replied no.

Marsh also expressed concern that a higher increase in fare should be considered due to new annexations and providing services for transportation companies no longer in existence. **Mr. Davis** explained that these rates were suggested by a consultant and that Transit feels confident in the recommended increase.

Action Taken: Engelmann (Cockburn) motioned to recommend City Council approval of both the fare adjustment and route change. Motion passed 7-0

5. ZON2006-00050

Dale Miller, Planning, presented the item. The City of Wichita, Water & Sewer Department, is seeking a Conditional Use to permit the construction of a "major utility." The major utility will be a wastewater treatment plant located midway between Ridge and Tyler Roads, north of K-42 and east of the Cowskin Creek.

The proposed plant will be completely enclosed in a 130-foot (x) 300-foot hanger like building, located on a 7.49-acre site located north of K-42 highway, on property owned by the Wichita Airport Authority. The Airport Authority has requested that the facility resemble its abutting

maintenance facilities. The proposed plant will treat over 3-million gallons of flow from the Cowskin Pump Station (located at Tyler Road and south of Pawnee Prairie Park), which is currently going to Wastewater Treatment Plant #2, located at 57th Street South and Hydraulic Avenue. The proposed plant will also be positioned to provide wastewater treatment for the anticipate growth of Wichita into the areas southwest of the site. Odors from the plant will be controlled by the design (completely enclosed), materials and the filtering/venting system of building, which will also allow sewer treatment staff to work within this enclosed plant. Sewer treatment staff will be present approximately 8-man hours per day and available for maintenance and repair 24-hours per day 7-days a week. Materials for the plant's building as well as some design details of the site will have to be as recommended by the FAA, therefore the site plan has not been finalized. A revised site plan must be submitted that include a paved parking area, paved access onto K-42, any communication antennae, additional landscaping, specifically evergreens between it and K-42 highway, a minimum of a 6-foot security fence around the facility, outside lighting, setbacks, easements, state that all utilities will be underground, state the square footage of the enclosed facility, state that the facility is completely enclosed, and dimension control. The site is located within the Airport Hazard area and appears to abut the Cowskin Creek 100-year flood boundary.

Mr. Miller, Jade Dundas, Water and Sewer; and Bill Fox, Poe and Associates (agent), were present to respond to questions and comments from Board members and citizens.

The following questions and comments were stated (*responses are in italics*):

- Will there still be a microtunnel under the tarmac? *Yes, there will be a microtunnel in order to connect the plant to the pump station.*
- Why was the airport site chosen over the site at K-42 and Tyler? *This site was chosen based on District Advisory Board and City Council recommendations.*
- Requested clarification on the lot split of the property. Even though the land is technically owned by the Airport Authority and leased by the City, a lot split is an administrative action which is cheaper than replatting the land.
- Is wastewater sewage? *Yes.* Requested clarification that the building will be enclosed and that the odor from this facility will be minimized. *Yes, the building will be enclosed and if you have concerns about odor or appearance, you should visit the northwest treatment center at 37th St North and 135th west, which is odorless and unobtrusive.*
- Will the fishing pond be lost with the construction of this facility? *Yes.*
- What will happen with the land purchased at K-42 and Tyler? *The water and sewer department did not purchase any land at this location.*

Based upon the information available prior to the public hearings, planning staff recommends that the request be approved subject to a Lot Split within a year if the site is leased by the City for 50-years or more or if the City buys the site and the following Conditional Use restrictions:

- A. The applicant shall obtain all permits necessary to construct the wastewater treatment plant, including compliance with the FAA, prior to the operation commencing.
- B. The site shall be developed and operated in compliance with all federal, state, and local rules and regulations, including any required FAA regulations, state and local

- environmental regulations in reference to dumping of the treated water into Cowskin Creek, and a drainage plan approved by the Storm Water Engineer.
- C. A revised site plan, with landscaping must be submitted and approved by the Planning Director prior to operations beginning. The revised site plan will also be reviewed and approved by the Wichita Airport Authority, in reference to compliance with the FAA regulations. The site plan will include a paved parking area, paved access onto K-42, any communication antennae (stated the height as allowed by the FAA), additional landscaping, specifically evergreens between it and K-42 highway, a minimum of a 6-foot security fence around the facility, outside lighting, setbacks, easements, state that all utilities will be underground, state the square footage of the enclosed facility, state that the facility is completely enclosed, and dimension control
- D. The wastewater treatment facility will be completely enclosed, designed and built to ensure the most efficient odor control.
- E. If the Zoning Administrator finds that there is a violation of any of the conditions of the Conditional Use, the Zoning Administrator, in addition to enforcing the other remedies set forth in Article VIII of the Unified Zoning Code, may, with the concurrence of the Planning Director, declare that the Conditional Use is null and void.

Action Taken: Engelmann (Koon) recommended to approve the request. Motion passed 6-0, with 1 abstention (Gisick.)

OLD BUSINESS

6. No items submitted.

BOARD AGENDA

7. Board Updates and Issues

- **Engelmann** announced that he was re-elected as President of The Park Neighborhood Association.
- **Blick** announced that Southwest Neighborhood Association is having a Christmas Party this Saturday

Action Taken: Received and Filed.

8. Adjournment

With no further business, the meeting adjourned at 8:07 p.m.