

Phase V—Future Land Use Concept

5.1 Future Land Use Categories

Depicted on Map #45 is the Future Land Use Concept proposed for the plan area. As a result of several recommendations from the McConnell Air Force Base Joint Land Use Study, a series of overlay districts and special zoning classifications have recently been created and approved that will affect the future land use pattern of the western portion of the 47th-55th Street South Joint Area Plan Area. Below is a description of each zoning category:

Overlay Districts & Special Zoning Classifications Influencing Future Land Use

Air Force Base District- The purpose of the AFB district is to accommodate the use of lands owned by the government of the United States for the purpose of operating an air force base. The AFB district is generally compatible with the "Major Institutional" designation of the Wichita-Sedgwick County Comprehensive Plan. It is intended only for application on air force base property.

AFB Protection Overlay District - The AFBP-O air force base protection overlay district is intended to provide protection to McConnell Air Force Base through site development regulations for properties adjacent to the air force base that limit the risk of terrorist activities from threatening the air force base and its personnel.

McConnell Airport Overlay District - The intent and purpose of the A-O airport overlay district regulations is to specify land use controls in addition to those in underlying zoning district that will ensure a compatible relationship between air force base operations and other land uses in the vicinity. The A-O district standards will protect both the public and the airport by reducing to a minimum, land uses that concentrate large numbers of persons underneath runway takeoff and approach paths, where aircraft accidents are most likely to occur and noise levels are inappropriate for urban-density residential and high intensity nonresidential uses. The area protected falls into both hazard zones and accident potential zones. In the event of conflict between the A-O standards and any other regulation applicable to the same property, the more restrictive regulation or standard shall govern and prevail.

Industrial Park- Airport - The purpose of the IP-A industrial park - airport district is to accommodate research and development, industrial and manufacturing uses that can meet high development and performance standards and are compatible with the operation of airport and related facilities. The IP-A district is generally compatible with the "Industrial" designation of the Wichita-Sedgwick County *Comprehensive Plan*. It is intended for application primarily within the City of Wichita, although it may be appropriate for application in areas of unincorporated Sedgwick County that have been designated as "growth areas."

Limited Industrial - The purpose of LI limited industrial district is to accommodate moderate intensity manufacturing, industrial, commercial and complementary land uses. The LI district is generally compatible with the "industrial" designation of the Wichita-Sedgwick County Comprehensive Plan. It is intended for application primarily within the City of Wichita, although it may be appropriate for application in areas of unincorporated Sedgwick County that have been designed as "urban service areas."

Other Potential Future Land Uses

The future land use concept for all other areas is based on current development trends, population projections, the anticipated ability to provide services, existing uses and other anticipated uses as indicated in the Wichita-Sedgwick County Comprehensive Plan and the City of Derby Comprehensive Plan. Future development proposals for properties impacted by the operations of McConnell Air Force Base should be reviewed in light of the recommendations of the Joint Land Use Study, and additional overlays or development plans may be necessary to ensure compatibility with Air Force operations. Below is a description of each future land use category:

Local Commercial - This category encompasses areas that contain concentrations of predominately commercial, office and personal service uses that do not have a significant regional market draw. The range of uses includes medical or insurance offices, auto repair and service stations, grocery stores, florist shops, restaurants and personal service facilities. On a limited presence basis, these areas may also include mini-storage warehousing and small scale, light manufacturing uses.

Institutional - This category includes all public, semi-public, and institutional uses of significant size and scale such as schools, churches, post offices, hospitals, libraries, cemeteries governmental uses, and religious institutions.

Mixed Use Residential - This category promotes a variety of medium to high-density residential land uses including single-family, two-family, townhouse, condominium, and multifamily apartment dwellings, which may be intermixed throughout the neighborhood. In addition, small offices (i.e. medical, professional services, financial services, etc.) and limited retail stores (i.e. bakery, dry cleaners, small neighborhood eating establishments with limited seating, etc.) are permitted in this category only through planned zoning and by establishing site design, architectural, and land use controls with development approval. Such commercial uses are intended to provide services only to the residents of the surrounding area and placed in locations with a design character that blends into the neighborhood, rather than backing up to or screened from residential. Parking areas for retail uses are small due to limited parking needs. Uses not compatible for such an area include automotive related businesses, drive-through businesses, conventional strip pad sites, high traffic generating uses or businesses requiring large parking lots, uses oriented toward a regional customer service area beyond nearby neighborhoods, and other uses deemed not compatible in close proximity to residential uses.

All areas of a Mixed-Use Residential area must be designed in a manner to promote pedestrian activity through a system of interconnected streets and varied streetscapes that also provide safe and efficient movement of vehicular traffic. Residential densities may range up to 6-10 units per acre, but will tend to vary throughout the neighborhood.

Low Density Suburban Residential - (generally up to 3 units per acre) This category is to accommodate residential development for areas surrounded by or near Rural/Suburban Acreages in which a full range of municipal water, sewers, and other services are not currently available, but may be extended in the long-term future. Development in this category should be limited until municipal services are provided, and should be subject to a "transition" policy addressing development layout, lot sizes, density, and other elements to minimize growth conflicts when located adjacent to suburban acreages with different levels of compactness.

Rural Suburban - (generally 1 unit per 5 acres or more, unless developed as a cluster design subdivision): This category reserves land area developed with rural single-family dwellings on large lots, typically served by on-site private sanitary sewer/septic systems, commonly called acreages. Such areas are typically already developed with residential dwellings on 1-to-5 acre or larger parcels, and the full range of municipal services are neither available nor planned. A city is not expected to extend municipal water, sewer, or other services to areas within this category.

Park, Recreation, and Open Space - Areas of predominately active and passive parks, open space, recreation, environmentally sensitive areas, or any other lands reserved for permanent open space purposes. Land identified as preferred or acceptable areas for public parks are distinguished from other open space. This category includes woodlands, land within floodplains, and golf courses. Floodplains in future growth area should be preserved for open space, parks, wildlife habitats, natural preserves, golf courses, hike and bike trails, and storm water drainage.

Agricultural - (generally 1 or fewer units per 20 acres): 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. Such area is predominately located in the unincorporated area and subject to Wichita-Sedgwick County Zoning Regulations. This category also serves as a holding zone to preserve land from premature development that would negatively affect the area while preserving the agricultural uses in the immediate area.

5.2 Community Identity Elements

Both the Wichita-Sedgwick County Comprehensive Plan and the Derby Comprehensive Plan identify sites or general locations for creating community identifier features or elements. Within the 47th-55th Street South Joint Plan Area, the Wichita-Sedgwick County Comprehensive Plan identifies two secondary gateways to be located on the north side of 55th Street along Rock Road and along K-15. The City of Derby's Comprehensive Plan does not identify gateways within the plan area, but identifies two gateways directly south, approximately one mile, from the Wichita-Sedgwick County proposed gateways. Derby identifies a total of five gateway locations throughout the City—two of which are north of 63rd Street at K-15 and at Rock Road.

The 47th-55th Street South Joint Area Plan Steering Committee and Technical Advisory Committee discussed both the Wichita and Derby proposed gateway locations and reaffirmed that these sites are the preferred locations. No changes to either comprehensive plan are necessary with regard to gateways. It is recommended that gateways are only located in areas that are within that jurisdiction's city limits. The gateways within or near the plan area will most likely not be constructed until the Wichita and Derby jurisdictional boundaries converge. Refer to Map #46.

Background on Visual Form within the Wichita-Sedgwick County Comprehensive Plan

The 1993 Wichita-Sedgwick County Comprehensive Plan included a Visual Form Map in an effort to improve the quality of the physical built environment in Wichita. It focused upon vistas, corridors, landmarks and other community amenities for upgrading the public environment, improving standards for public and private development, and creating greater community awareness of the importance of its visual image.

In August 2005, the City of Wichita's Design Council requested the assistance of MAPD staff in updating the Visual Form Map. Following several meetings, The *Priority Enhancement Areas for Wichita Public Infrastructure Projects Map* was developed to replace the 1993 Visual Form Map. It is intended to guide efforts to improve community perception and increase the sense of quality of life in Wichita through emphasis of the visual character of public facilities and open spaces. Its purpose is to help the City with prioritizing City of Wichita public works projects along specified corridors, at gateways, and at other selected locations for aesthetic improvements including landscaping, public art, and other visual enhancements to public facilities and right-of-way. The *Priority Enhancement Areas for Wichita Public Infrastructure Projects Map* was adopted as an amendment to *The Wichita-Sedgwick County Comprehensive Plan* on July 12, 2006.

Background on Gateways within the City of Derby's Comprehensive Plan

The City of Derby 2006 Comprehensive Plan's Future Land Use Plan states, "Gateway areas are identified for areas key to promoting a positive image to the residents and visitors as they enter and exit the City. Special consideration should be given to development projects in such areas. Also, gateways should include community investments in special entry features, sculptures, statues, signage, landscaping, streetscaping, or other improvements that will improve the overall image of the City." Chapter 6, Land Planning Principles, of Derby's Comprehensive Plan also identifies strategies for implementation of gateways as follows:

Primary gateways should identify the City of Derby as a whole and should be located at the entrances to the City along major roadways such as at the north and south ends of K-15 and the north and south ends of Rock Road. The major features of primary gateways should include:

- A prominent feature such as large-scale public art, statuary, fountains, gardens or park-like settings;
- Signage to clearly identify entrance into Derby. Brick, stone or other high-quality materials and the City logo should be incorporated into the signage to further establish the gateway; and
- Landscaping to accent the surrounding corridor and prominent features. A combination of street trees, ornamental trees, shrubbery, ground covers and ornamental plantings should be used to accent and coordinate the design.

Secondary gateways should identify the City of Derby, but on a smaller, pedestrian scale than the primary gateways. These gateways should be located at secondary entrances into the City, such as along the Arkansas River at Market Street.

5.3 Phasing of Development

The 47th-55th Street South Joint Area Plan Steering Committee and Technical Advisory Committee identified three areas that are most likely to develop based on existing development patterns, zoning classifications, and/or proposed future servicing areas. The "Phases of Development" include the Rock Road Corridor Phase, the Industrial Phase, and the Spring Creek Phase. These phases of development are general areas where development is anticipated to occur with no specific timeframe in mind. Refer to Map #46.

- The Rock Road Corridor Phase is identified based on existing development patterns along Rock Road, which is anticipated to continue south toward Derby.
- The Industrial Phase is identified based upon the implementation of recommendations contained in the McConnell AFB Joint Land Use Study, including some new zoning classification as previously discussed in section 5.1.
- The Spring Creek Phase is identified based on the potential future sewer pump station that has been identified to potentially be constructed by 2030—within this Plan's horizon.