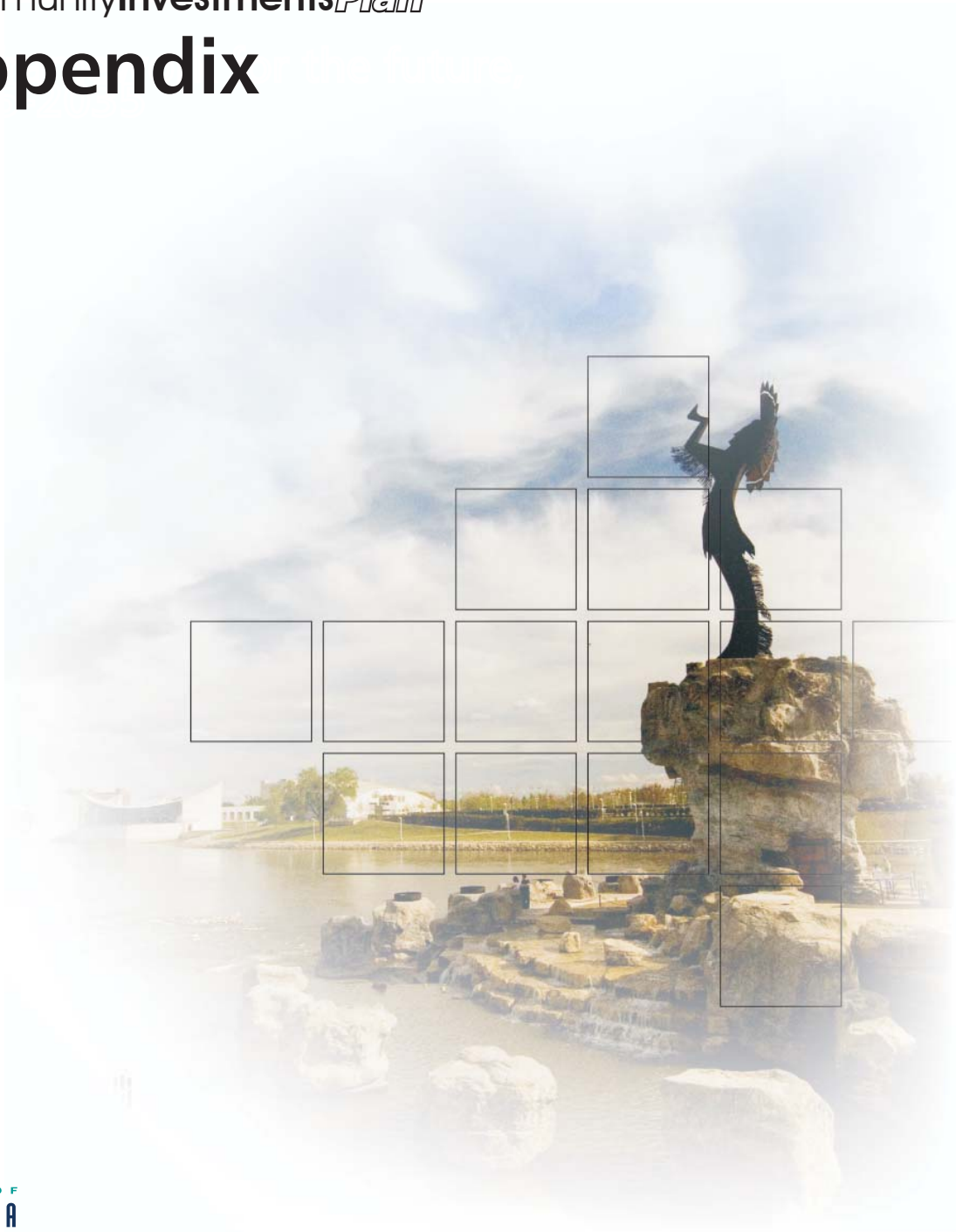
a framework for the future

CommunityInvestmentsPlan

Appendix



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CommunityInvestmentsPlan

Appendix

Table of Contents

Wichita 2035 Growth Scenarios **5**
- Scenario #1 – Current Trends 5
- Scenario #2 – Constrained Suburban Growth 9
- Scenario #3 – Suburban and Infill Growth Mix 13

Appendix - Community Trends and Challenges Ahead **17**

Appendix - Existing Conditions & Community Infrastructure Assessment **23**

Appendix - Community Engagement **31**
- 2013 WSU Community Survey Results 31
- ACT-ICT Community Outreach Results 32
- April 2014 Community Investments Plan Open House Meeting Results 33
- May-June 2014 Community Investments Plan Discussion Meeting Results 34
- May-June 2014 Activate Wichita Online Survey Results 39
- 2015 Community Engagement 41

Appendix - Plan Adoption and Amendments **59**

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Appendix - Wichita 2035 Growth Scenarios

Wichita 2035 Growth & Community Investment Scenarios Summary Sheet

Scenario #1 – Current Trends

Scenario Vision Elements -

Wichita will experience a population and employment growth rate and development pattern (suburban and downtown) typical of the last several decades, but with a slightly higher percentage of Wichita area population growth being captured by surrounding smaller cities. The historic trend of one-fourth of Wichita's total dwelling units being multi-family will continue.

Wichita's infrastructure system investment will continue to focus on accommodating suburban growth that reflects continued housing market demand in suburban school districts and downtown redevelopment. Future suburban growth and development within the surrounding rural water district service areas will not be cost-prohibitive from a water service delivery standpoint. Substantial investments will continue to be made in improving the Kellogg freeway system, and in designing and constructing both the Northwest Bypass freeway and the South Area Parkway bypass route south of Wichita.

Wichita will continue its practice of under-investment in maintaining its existing infrastructure. Public transit will continue to be an insignificant infrastructure investment and transportation mode.

Pattern of future growth:

- Future residential growth predominately located in suburban West-Northwest Wichita and suburban East-Southeast-Northeast Wichita (about 75% of suburban infill areas existing in 2012 will be developed by 2035).
- Future employment growth within existing, established commercial and industrial areas/corridors and along emerging suburban corridors in west and east Wichita. Continued employment growth and residential redevelopment in the Downtown.
- Northwest Bypass will be a catalyst for concentrations of future new employment growth.
- Wichita's city limits will expand by 10% from 162.8 sq. mi. to 178.8 sq. mi. supporting a 17% growth in total population.
- Wichita's overall population density will increase slightly: 2,359 people/sq. mi. in 2012: 2,506 people/sq. mi. in 2035.

Future Wichita Job & Housing Growth - 2012 to 2035 (2012 is the base-year for the long-term forecasts)

Wichita population growth forecast (baseline growth forecast):

64,000 additional people - 2035 total population of **448,000** (growth rate of **0.8% per year**)
49,900 additional dwelling units - total of 205,000 dwelling units in 2035 (overall city average of **2.25 people/dwelling unit** in 2035)

Wichita employment growth forecast:
31,200 additional jobs - total of 224,400 jobs in 2035 (new job growth rate of **0.7% per year**)

Future Wichita Infrastructure Investments - 2013 to 2035
Long-term investment categories (includes existing 'needs' and 'wants' projects) and planning-level cost & revenue estimates (2011 dollars)

Investment Category #1

Bringing existing deficient Wichita infrastructure up to standard - additional $45-55 million needed annually *(Majority of these costs are to replace one-third of Wichita's aging sewer lines and one quarter of aging water lines and to improve existing local neighborhood roads to a 'good' condition)*

$1.0 billion cost est.
- $0 revenue allocation
$1.0 billion gap

Investment Category #2

Ongoing Wichita infrastructure depreciation/replacement costs - $180 million needed annually; current annual spending is approx. **$78 million** *(Annual maintenance/repair costs required to keep all existing infrastructure assets at or near current conditions - maintains a continued state of deterioration for some assets)*

$3.9 billion cost est.
$1.7 billion revenue allocation
$2.2 billion gap

Transportation	$102 million annually
Water/Sewer/Stormwater	$57 million annually
Arts/Culture/Recreation	$19 million annually
Public Safety	$2 million annually

Investment Category #3

Expanding existing system of infrastructure and facilities (2013-2035)

$2.8 billion cost est.*
$1.1 billion revenue allocation
$1.7 billion gap

	Major new capital system expansions	
Transportation	**401 miles** of streets	$350 million
($1.4 billion)*	**42 miles** of arterials	$173 million
	New 25th Street bridge crossing	$50 million
	NW Bypass - design/construction	$453 million
Water/Sewer/Stormwater	**42 miles** of stormwater arterials	$50 million
($1.2 billion)*	**403 miles** of stormwater lines/detention	$365 million
	42 miles of sewer mains	$15 million
	403 miles of sewer lines	$145 million
	42 miles of water mains	$8 million
	403 miles of water lines	$91 million
	7.1 mg/day additional sewer treatment capacity	$96 million
Arts/Culture/Recreation	**15** additional parks	$56 million
($161 million)*	**2** additional regional libraries	$13 million
	12 new neighborhood centers	$25 million
	5 new swimming pools	$13 million
Public Safety	**2** additional fire stations	$4 million
($38 million)*	Patrol North and South police facility renovations	$4 million
	2 additional EMS posts	$2 million

*Total includes capital and aggregated maintenance/operation costs

Investment Category #4
Enhancing existing infrastructure and facilities (2013-2035)

$6.6 billion cost est.*
$1.2 billion revenue allocation
$5.4 billion gap

	Major planned/proposed capital enhancements	
Transportation	Kellogg/I-235/I-135/K-254 freeway improvements	$946 million
($4.2 billion)*	South Area Parkway - design/construction	$345 million
	Arterial street capacity enhancement	$641 million
	Elevated rail corridor improvements	$242 million
	Transit bus fleet replacement	$45 million
	Bike-Ped facilities	$25 million
	All other projects	$85 million
Water/Sewer/Stormwater	Wastewater treatment plant nutrient removal	$146 million
($1.6 billion)*	Sewer backup mitigation	$500 million
	Sewer main improvements	$34 million
	Water main improvements	$26 million
	Long-term water supply	$230 million
	Stormwater improvements	$112 million
Arts/Culture/Recreation	Upgrades to existing parks	$260 million
($1.2 billion)*	Convention Center expansion	$173 million
	Century II & Kennedy Plaza renovations	$17 million
	Crystal Prairie Lake Park investment	$150 million
	Refurbish existing recreation centers	$85 million
	Central library & NW regional library	$40 million
	All other projects	$47 million
Public Safety	Patrol West and East substations	$5 million
($57 million)*	Central and Bristol fire station	$2 million
	City Hall police remodel & new helicopter	$6 million
	N. E. EMS Post	$1 million

*Total includes capital and aggregated maintenance/operation costs

Total cost estimates	**$14.3 billion**
Total revenue estimates to fund infrastructure investments	**$4.0 billion**
Cost/revenue gap estimate	***($10.3 billion)***

Investment analysis:

- The purpose of this scenario is to illustrate a range of possible Wichita 2035 future growth patterns and infrastructure investment options.
- The gap between our future infrastructure needs & wants and our forecasted revenues is estimated at **$10.3 billion**.
- This scenario is not fiscally constrained … current revenue forecasts over the next 22 years are insufficient to maintain Wichita's existing infrastructure assets (Investment Categories #1 and #2) let alone enhance or expand our system of assets.
- Different growth patterns alone won't solve the cost/revenue gap.
- The long-term cost/revenue gap over the next 20 years can't be 'solved' today.
- Different service delivery models and creative ways of providing public infrastructure need to be considered. Substantial new revenues or a combination of new revenues and/or cost reductions (through project elimination or project scope adjustments/reductions) will be necessary.

Plan Development -

Scenario #1 - Current Trends

"Suburban Growth Status Quo"

Highlights:

Growth and Investment Pattern:

- Continue suburban growth (west/northwest, northeast/east/southeast) reflecting market demand for new housing in suburban school districts
- Continue downtown residential and commercial redevelopment
- Continue under-investment in maintaining & replacing existing city infrastructure
- Continue expansion of Kellogg freeway system and related interchange improvements
- Design and construct the Northwest Bypass - catalyst for new retail & employment development
- Design and construct the South Area Parkway bypass around south Wichita
- Public transit remains an insignificant public investment & transportation mode

Infrastructure Investment Gap:

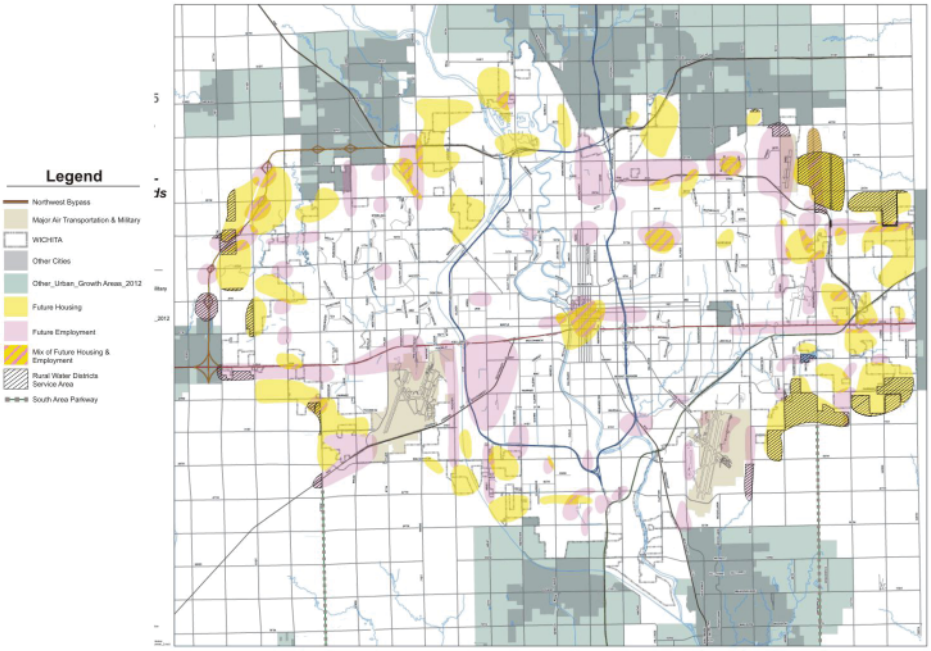
	2013-2035
Investment Category #1 **Bringing Deficient Infrastructure up to Standards** - (additional **$45-55 million** needed annually)	*$1.0 billion cost est.* *$0 revenue* *$1.0 billion gap*
Investment Category #2 **Ongoing Infrastructure Depreciation/Replacement Costs** - (**$180 million** needed annually; currently investing around **$78 million** annually)	*$3.9 billion cost est.* *$1.7 billion revenue* $2.2 billion gap
Investment Category #3 **Expanding Existing Infrastructure System to Support Growth**-	*$2.3 billion cost est.* *$1.1 billion revenue* $1.2 billion gap
Investment Category #4 **Enhancing Existing Facilities to Improve Quality of Life** -	*$7.1 billion cost est.* *$1.2 billion revenue* *$5.9 billion gap*

Total Cost Estimates	$14.3 billion
Total Revenue Estimates	$4.0 billion
Cost/Revenue Gap	($10.3 billion)

Major Growth-Driven Infrastructure Costs:

401 miles of new local streets and water, sewer & stormwater lines
42 miles of new arterial streets, water and sewer mains
7.1 mg/day capacity upgrades to sewer treatment facilities

Wichita 2035 Growth & Community Investment Scenarios: ***Scenario #1-Current Trends***



Scenario #2 – Constrained Suburban Growth

Scenario Vision Elements -

Wichita will experience a population and employment growth rate typical of the last several decades, but with a slightly higher percentage of Wichita area population growth being captured by surrounding smaller cities. Continued residential and employment growth will occur in downtown, but the pattern of future suburban growth and development is constrained by **two** influencing factors:

1. Prohibitive land development costs associated with water service delivery within rural water district service areas; and,
2. Deferred construction of the Northwest Bypass freeway beyond 2035 (due to lack of funds).

Suburban growth and development patterns within surrounding rural water district service areas will be constrained. Future employment growth originally anticipated to concentrate along the Northwest Bypass over the next 20 years will relocate to other established areas in west and northwest Wichita. The historic trend of one-fourth of Wichita's total dwelling units being multi-family will continue.

Wichita's infrastructure system investment will continue to accommodate suburban growth that reflects continued housing market demand in suburban school districts and downtown redevelopment. Substantial investments will continue to be made in improving the Kellogg freeway system. The South Area Parkway bypass route will be constructed around south Wichita.

Wichita will continue its practice of under-investment in maintaining its existing infrastructure. Public transit will continue to be an insignificant infrastructure investment and transportation mode.

Pattern of future growth:

- Future residential growth predominately located in suburban West-Northwest Wichita and to significantly lesser degrees in suburban East-Southeast-Northeast Wichita (about 75% of suburban infill areas existing in 2012 will be developed by 2035).
- Future employment growth within existing, established commercial and industrial areas/corridors and along emerging suburban corridors in west and east Wichita. Continued employment growth and residential redevelopment in the Downtown.
- Concentrations of future new employment growth originally anticipated with the future Northwest Bypass have relocated to areas in West Wichita along N. Maize Road, N. Ridge Road and the West Kellogg freeway.
- Wichita's city limits will expand by 8% from 162.8 sq. mi. to 176.0 sq. mi. supporting a 17% growth in total population.
- Wichita's overall population density will increase slightly: 2,359 people/sq. mi. in 2012: 2,524 people/sq. mi. in 2035.

Future Wichita Job & Housing Growth - 2012 to 2035 (2012 is the base-year for the long-term forecasts)

Wichita population growth forecast (baseline growth forecast):
64,000 additional people - 2035 total population of **448,000** (growth rate of **0.8% per year**)
49,900 additional dwelling units - total of 205,000 dwelling units in 2035 (overall city average of **2.25 people/ dwelling unit** in 2035)

Wichita employment growth forecast:
31,200 additional jobs - total of 224,400 jobs in 2035 (new job growth rate of **0.7% per year**)

Future Wichita Infrastructure Investments - 2013 to 2035

Long-term investment categories (includes existing 'needs' and 'wants' projects) and planning-level cost & revenue estimates (2011 dollars)

Investment Category #1

Bringing existing deficient Wichita infrastructure up to standard - additional $45-55 million needed annually *(Majority of these costs are to replace one-third of Wichita's aging sewer lines and one quarter of aging water lines and to improve existing local neighborhood roads to a 'good' condition)*

$1.0 billion cost est.
- $0 revenue allocation
$1.0 billion gap

Investment Category #2

Ongoing Wichita infrastructure depreciation/replacement costs - $180 million needed annually; current annual spending is approx. $78 million (Annual maintenance/repair costs required to keep all existing infrastructure assets *at or near current conditions - maintains a continued state of deterioration for some assets)*

$3.9 billion cost est
$1.7 billion revenue allocation
$2.2 billion gap

Transportation	$102 million annually
Water/Sewer/Stormwater	$57 million annually
Arts/Culture/Recreation	$19 million annually
Public Safety	$2 million annually

Investment Category #3

Expanding existing system of infrastructure and facilities (2013-2035)

*$2.1 billion*cost est.*
$1.0 billion revenue allocation
$1.1 billion gap

	Major new capital system expansions	
Transportation	**401 miles** of streets	$350 million
($791 million*)	**30 miles** of arterials	$125 million
	New 25th Street bridge crossing	$50 million
Water/Sewer/Stormwater	**30 miles** of stormwater arterials	$36 million
($1.1 billion*)	**403 miles** of stormwater lines/detention	$365 million
	30 miles of sewer mains	$12 million
	403 miles of sewer lines	$145 million
	30 miles of water mains	$6 million
	403 miles of water lines	$91 million
	7.1 mg/day additional sewer treatment capacity	$96 million
Arts/Culture/Recreation	**15** additional parks	$56 million
($161 million*)	**2** additional regional libraries	$13 million
	12 new neighborhood centers	$25 million
	5 new swimming pools	$13 million
Public Safety	**2** additional fire stations	$4 million
($38 million*)	Patrol North and South police facility renovations	$4 million
	2 additional EMS posts	$2 million

*Total includes capital and aggregated maintenance/operation costs

Investment Category #4
Enhancing existing infrastructure and facilities (2013-2035)

*$6.4 billion*cost est.*
$1.2 billion revenue allocation
$5.2 billion gap

	Major planned/proposed capital enhancements		
Transportation	Kellogg/I-235/I-135/K-254 freeway improvements	$946 million	
($3.5 billion)*	South Area Parkway - design/construction	$345 million	
	Arterial street capacity enhancement	$641 million	
	Elevated rail corridor improvements	$242 million	
	Transit bus fleet replacement	$45 million	
	Bike-Ped facilities	$25 million	
	All other projects	$85 million	
Water/Sewer/Stormwater	Wastewater treatment plant nutrient removal	$146 million	
($1.6 billion)*	Sewer backup mitigation	$500 million	
	Sewer main improvements	$34 million	
	Water main improvements	$26 million	
	Long-term water supply	$230 million	
	Stormwater improvements	$112 million	
Arts/Culture/Recreation	Upgrades to existing parks	$260 million	
($1.2 billion)*	Convention Center expansion	$173 million	
	Century II & Kennedy Plaza renovations	$17 million	
	Crystal Prairie Lake Park investment	$150 million	
	Refurbish existing recreation centers	$85 million	
	Central library & NW regional library	$40 million	
	All other projects	$47 million	
Public Safety	Patrol West and East substations	$5 million	
($57 million)*	Central and Bristol fire station	$2 million	
	City Hall police remodel & new helicopter	$6 million	
	N. E. EMS Post	$1 million	
	*Total includes capital and aggregated maintenance/operation costs		
		Total cost estimates	**$13.4 billion**
		Total revenue estimates to fund infrastructure investments	**$3.9 billion**
		Cost/revenue gap estimate	***($9.5 billion)***

`

Investment analysis:

- The purpose of this scenario is to illustrate a range of possible Wichita 2035 future growth patterns and infrastructure investment options.
- The gap between our future infrastructure needs & wants and our forecasted revenues is estimated at **$9.5 billion**.
- This scenario's constrained suburban growth pattern reduces the Category #3 and #4 infrastructure gap costs associated with Scenario #1- Current Trends by approximately **$0.8 billion**.
- This scenario is <u>not fiscally constrained</u> … current revenue forecasts over the next 22 years are insufficient to maintain Wichita's existing infrastructure assets (Investment Categories #1 and #2) let alone enhance or expand our system of assets.
- Different growth patterns alone won't solve the cost/revenue gap.
- The long-term cost/revenue gap over the next 20 years can't be 'solved' today.
- Different service delivery models and creative ways of providing public infrastructure need to be considered. Substantial new revenues or a combination of new revenues and/or cost reductions (through project elimination or project scope adjustments/reductions) will be necessary.

Plan Development -

Scenario #2 - Constrained Suburban Growth

"More Compacted Suburban Growth"

Highlights:

Growth and Investment Pattern Differences from Scenario #1 - Current Trends:

- Suburban growth is constrained due to high land development costs within rural water district service areas (see map).

- Defer construction of the Northwest Bypass beyond 2030 due to lack of state and/or private investment funds. Future retail and employment growth in west & north Wichita will concentrate in existing established areas.

Infrastructure Investment Gap:

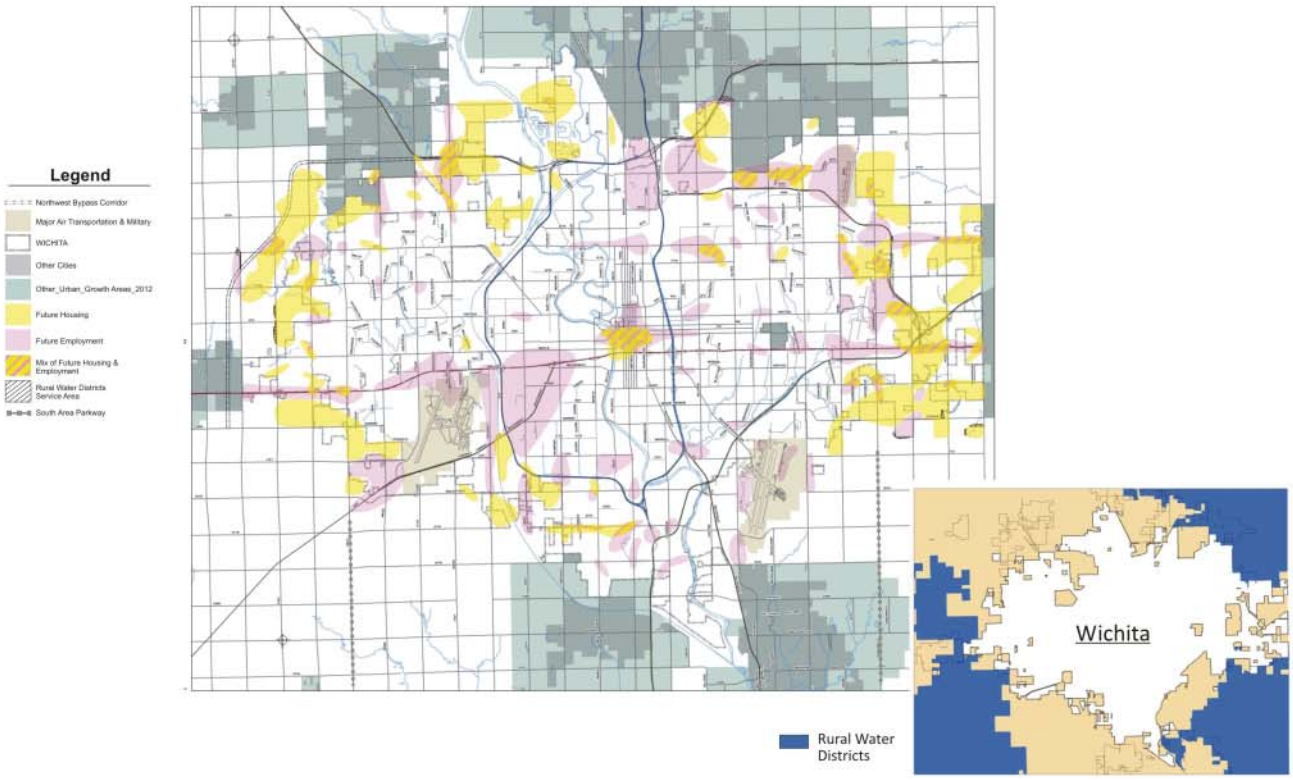
	2013-2035
Investment Category #1 **Bringing Deficient Infrastructure up to Standards** - (additional **$45-55 million** needed annually)	*$1.0 billion cost est.* *$0 revenue* *$1.0 billion gap*
Investment Category #2 **Ongoing Infrastructure Depreciation/Replacement Costs** - (**$180 million** needed annually; currently investing around **$78 million** annually)	*$3.9 billion cost est.* *$1.7 billion revenue* **$2.2 billion gap**
Investment Category #3 **Expanding Existing Infrastructure System to Support Growth**-	*$2.1 billion cost est.* *$1.0 billion revenue* **$1.1 billion gap**
Investment Category #4 **Enhancing Existing Facilities to Improve Quality of Life** -	*$6.4 billion cost est.* *$1.2 billion revenue* *$5.2 billion gap*

Major Growth-Driven Infrastructure Costs:

401 miles of new local streets and water, sewer & stormwater lines
30 miles of new arterial streets, water and sewer mains
7.1 mg/day capacity upgrades to sewer treatment facilities

Total Cost Estimates	**$13.4 billion**
Total Revenue Estimates	**$3.9 billion**
Cost/Revenue Gap	**($9.5 billion)**

Wichita 2035 Growth & Community Investment Scenarios: ***Scenario #2-Contained Suburban Growth***



Scenario #3 – Suburban and Infill Growth Mix

Scenario Vision Elements -

Wichita will experience a population/employment growth rate typical of the last several decades, but with a slightly higher percentage of Wichita area population growth being captured by surrounding smaller cities. Continued residential and employment growth will occur in downtown, but the pattern of future suburban growth is constrained by three influencing factors:

1. Prohibitive land development costs associated with water service delivery within rural water district service areas;
2. Deferred construction of the Northwest Bypass and the South Area Parkway bypass beyond 2035 (due to lack of funding); and,
3. Increased levels of infill and redevelopment throughout the established central urban core.

Suburban growth and development patterns within surrounding rural water district service areas will be constrained. Future employment growth originally anticipated to concentrate along the Northwest Bypass over the next 20 years will relocate to other established areas in west and northwest Wichita. The historic trend of one-fourth of Wichita's total dwelling units being multi-family will continue.

Wichita's infrastructure system will continue to expand to accommodate suburban growth that reflects continued housing market demand in suburban school districts. Substantial investments will continue to be made in improving the Kellogg freeway system. However, this scenario creates the least amount of new infrastructure to maintain and replace in the future.

Wichita will increase investment levels in maintaining its existing infrastructure. Public transit will become an improved and expanded infrastructure investment/transportation mode (Wichita Transit Vision Proposal 2013) that supports increased levels of infill and redevelopment throughout the established central urban core, improves cross-town and regional connections, and provides neighborhood feeders in areas of low ridership.

Pattern of future growth:

- The established central urban core constitutes the central statistical development area bounded by Pawnee on the south, Woodlawn on the east, 21st Street on the north and the Wichita/Valley Center floodway on the west; supplemented by an area extending one mile beyond the perimeter of the central statistical development area.
- Increased levels of infill/redevelopment throughout the established central urban core will represent 12% of total new dwelling units forecasted for Wichita by 2035 (of which 75% will likely be multi-family units).
- Future residential growth predominately located in suburban West-Northwest Wichita and to significantly lesser degrees in suburban East-Southeast-Northeast Wichita (about 75% of suburban infill areas existing in 2012 will be developed by 2035).
- Future employment growth within existing, established commercial and industrial areas/corridors and along emerging suburban corridors in west and east Wichita. Continued employment growth and residential redevelopment in the Downtown.
- Northwest Bypass will not be a catalyst for concentrations of future new employment growth.
- Wichita's city limits will expand by 7% from 162.8 sq. mi. to 173.8 sq. mi. supporting a 17% growth in total population.
- Wichita's overall population density will increase slightly: 2,359 people/sq. mi. in 2012: 2,578 people/sq. mi. in 2035.

Future Wichita Job & Housing Growth - 2012 to 2035 (2012 is the base-year for the long-term forecasts)

Wichita population growth forecast (mid-range growth forecast):
64,000 additional people - 2035 total population of **448,000** (growth rate of **0.8% per year**)
49,900 additional dwelling units - total of 205,000 dwelling units in 2035 (overall city average of **2.25 people/dwelling unit** in 2035)

Wichita employment growth forecast:
31,200 additional jobs - total of 224,400 jobs in 2035 (new job growth rate of **0.7% per year**)

Future Wichita Infrastructure Investments - 2013 to 2035

Long-term investment categories (includes existing 'needs' and 'wants' projects) and planning-level cost & revenue estimates (2011 dollars)

Investment Category #1

Bringing existing deficient Wichita infrastructure up to standard - additional $45-55 million needed annually *(Majority of these costs are to replace one-third of Wichita's aging sewer lines and one quarter of aging water lines and to improve existing local neighborhood roads to a 'good' condition)*

$1.0 billion cost est.
- $0 revenue allocation
$1.0 billion gap

Investment Category #2

Ongoing Wichita infrastructure depreciation/replacement costs - $180 million needed annually; current annual spending is approx. $78 million; proposes additional $18 million annually *(Annual maintenance and repair costs required to keep all existing infrastructure assets at or near current conditions - maintains a continued state of deterioration for some assets)*

$3.9 billion cost est.
- $2.1 billion revenue allocation
$1.8 billion gap

Transportation	$102 million annually
Water/Sewer/Stormwater	$57 million annually
Arts/Culture/Recreation	$19 million annually
Public Safety	$2 million annually

Investment Category #3

Expanding existing system of infrastructure and facilities (2013-2035)

*$2.0 billion*cost est.*
- $0.9 billion revenue allocation
$1.1 billion gap

	Major new capital system expansions	
Transportation	**369 miles** of streets	$319 million
($720 million*)	**26 miles** of arterials	$108 million
	New 25th Street bridge crossing	$50 million
Water/Sewer/Stormwater	**26 miles** of stormwater arterials	$31 million
($1.1 billion*)	**368 miles** of stormwater lines/detention	$336 million
	26 miles of sewer mains	$10 million
	369 miles of sewer lines	$132 million
	26 miles of water mains	$5 million
	369 miles of water lines	$83 million
	7.1 mg/day additional sewer treatment capacity	$96 million
Arts/Culture/Recreation	**15** additional parks	$56 million
($161 million*)	**2** additional regional libraries	$13 million
	12 new neighborhood centers	$25 million
	5 new swimming pools	$13 million
Public Safety	**2** additional fire stations	$4 million
($38 million*)	Patrol North and South police facility renovations	$4 million
	2 additional EMS posts	$2 million

Investment Category #4
Enhancing existing infrastructure and facilities (2013-2035)

$6.1 billion cost est.*
- $0.8 billion revenue allocation
$5.3 billion gap

	Major planned/proposed capital enhancements	
Transportation	Kellogg/I-235/I-135/K-254 freeway improvements	$946 million
($3.2 billion*)	Arterial street capacity enhancement	$641 million
	Elevated rail corridor improvements	$242 million
	Wichita Transit Vision Plan 2013 improvements	$200 million
	Bike-Ped facilities	$25 million
	All other projects	$85 million
Water/Sewer/Stormwater	Wastewater treatment plant nutrient removal	$146 million
($1.6 billion*)	Sewer backup mitigation	$500 million
	Sewer main improvements	$34 million
	Water main improvements	$26 million
	Long-term water supply	$230 million
	Stormwater improvements	$112 million
Arts/Culture/Recreation	Upgrades to existing parks	$260 million
($1.2 billion*)	Convention Center expansion	$173 million
	Century II & Kennedy Plaza renovations	$17 million
	Crystal Prairie Lake Park investment	$150 million
	Refurbish existing recreation centers	$85 million
	Central library & NW regional library	$40 million
	All other projects	$47 million
Public Safety	Patrol West and East substations	$5 million
($57 million*)	Central and Bristol fire station	$2 million
	City Hall police remodel & new helicopter	$6 million
	N. E. EMS Post	$1 million

*Total includes capital and aggregated maintenance/operation costs

Total cost estimates	**$13.0 billion**
Total revenue es-timates to fund infrastructure investments	**$3.8 billion**
Cost/revenue gap estimate	***($9.2 billion)***

Investment analysis:

- The purpose of this scenario is to illustrate a range of possible Wichita 2035 future growth patterns and infrastructure investment options.
- The gap between our future infrastructure needs & wants and our forecasted revenues is estimated at **$9.2 billion**.
- This scenario's constrained suburban growth pattern reduces the Category #3 and #4 infrastructure gap costs associated with Scenario #1- Current Trends by approximately **$0.7 billion** and the Category #2 infrastructure gap costs by approximately **$0.4 billion**.
- This scenario is <u>not fiscally constrained</u> … current revenue forecasts over the next 22 years are insufficient to maintain Wichita's existing infrastructure assets (Investment Categories #1 and #2) let alone enhance or expand our system of assets.
- Different growth patterns alone won't solve the cost/revenue gap.
- The long-term cost/revenue gap over the next 20 years can't be 'solved' today.
- Different service delivery models and creative ways of providing public infrastructure need to be considered. Substantial new revenues or a combination of new revenues and/or cost reductions (through project elimination or project scope adjustments/reductions) will be necessary.

Plan Development -

Scenario #3 - Suburban & Infill Growth Mix

"Urban Infill with More Investment in Transit and Existing Infrastructure"

Highlights:

Growth and Investment Pattern Differences from Scenario #1 - Current Trends:

- Suburban growth is constrained due to high land development costs within rural water district service areas (element of Scenario #2)
- Defer construction of the Northwest Bypass and the South Area Parkway bypass beyond 2030 due to lack of state and/or private investment funds.
- Increase investment levels in existing city infrastructure
- Increase levels of infill and redevelopment throughout central city area ... 12% of new Wichita dwelling units by 2035
- Improve and expand public transit (implementation of *Wichita Transit Vision 2013*)

Major Growth-Driven Infrastructure Costs:

369 miles of new local streets and water, sewer & stormwater lines
26 miles of new arterial streets, water and sewer mains
7.1 mg/day capacity upgrades to sewer treatment facilities

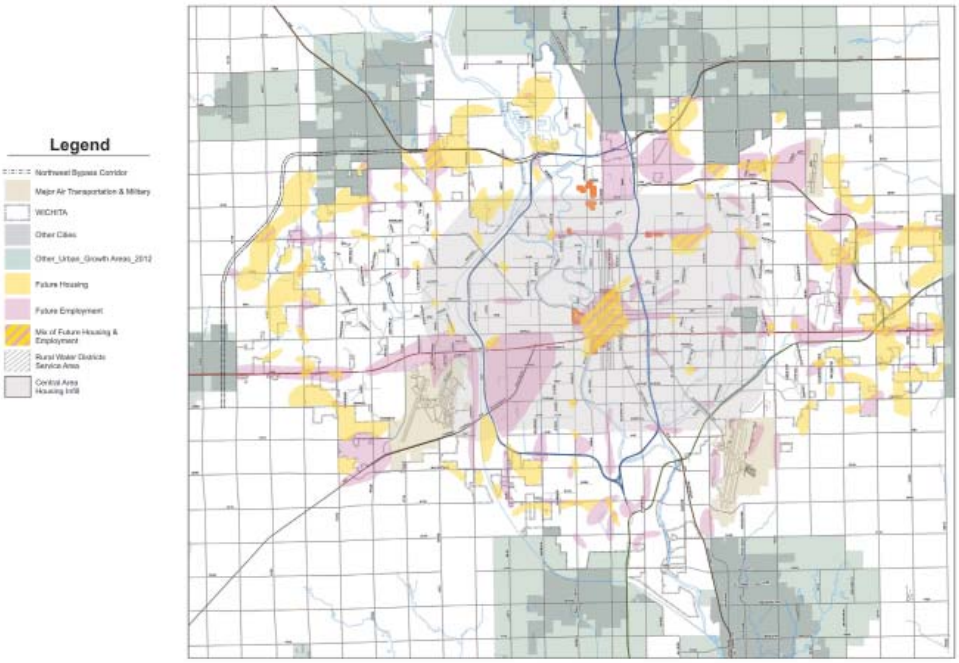
** This scenario creates the least amount of new infrastructure to maintain and replace in the future.*

Infrastructure Investment Gap:

	2013-2035
Investment Category #1 **Bringing Deficient Infrastructure up to Standards** - (additional **$45-55 million** needed annually)	*$1.0 billion cost est.* *$0 revenue* *$1.0 billion gap*
Investment Category #2 **Ongoing Infrastructure Depreciation/Replacement Costs** - (**$180 million** needed annually; currently investing around **$78 million** annually)	*$3.9 billion cost est.* *$2.1 billion revenue* *$1.8 billion gap*
Investment Category #3 **Expanding Existing Infrastructure System**	*$2.0 billion cost est.* *$0.9 billion revenue* *$1.1 billion gap*
Investment Category #4 **Enhancing Existing Facilities**	*$6.1 billion cost est.* *$0.8 billion revenue* *$5.3 billion gap*

Total Cost Estimates	$13.0 billion
Total Revenue Estimates	$3.8 billion
Cost/Revenue Gap	($9.2 billion)

Wichita 2035 Growth & Community Investment Scenarios: ***Scenario #3 - Suburban & Infill Growth Mix***



Appendix - Community Trends and Challenges Ahead

"The future isn't what it used to be" *Yogi Berra*

Yogi Berra, the famous catcher for the New York Yankees once said, "Making projections is a difficult business, especially when it deals with the future." It's difficult to accurately predict precise numbers and totals for events and outcomes 20 years from now. However, it is possible to observe and predict general future trends. There is no crystal ball to see what the future holds for Wichita and Sedgwick County - only data-driven, informed and educated opinions and evaluations.

An analysis of fiscal, economic and demographic trends data indicate that the next 20 years of growth and development in Wichita and Sedgwick County will be different than what has occurred over the past 20 years. The City and County have entered a new era of fiscal constraint, austerity and diminishing financial resources that will likely continue into the foreseeable future. Trend data indicates that our community is aging, our minority population is growing, and the composition of the traditional family is changing (especially a rise in the number of single person households). These demographic changes will influence future housing decisions related to location, size, and type, as well as future transportation choices.

Below is a summary of important fiscal, economic and demographic trends and challenges that will likely influence future growth and development in Wichita and Sedgwick County, and impact future public investment decisions.

Fiscal and Economic

Trend/Challenge - Diminishing state and federal funding available for new construction and/or replacement of Wichita and Sedgwick County public facilities and infrastructure.

Data:

- The Federal Highway Trust Fund (18.4 cent per gallon gas tax) has for decades been a significant funding source for new roadway construction projects in the country and for Kansas, Wichita and Sedgwick County. However, this tax has steadily lost purchasing power to inflation, and the rise in fuel-efficient cars has caused revenues to flatten. The Congressional Budget Office projected in January 2012 that the Federal Highway Trust Fund, with a $12 billion balance at the end of the 2012 fiscal year, will be depleted by fiscal year 2014.

- State of Kansas funding for transportation infrastructure has declined. The State's 2011-2020 ten-year transportation program (T-WORKS) is currently funded at $7.8 billion. This represents a 38% reduction in funding from the previous ten-year transportation program budget of $13 billion. Future increases in state transportation funding appear unlikely.
- Research done in 2007 for the National Surface Transportation Policy and Revenue Study Commission indicated that a 10% increase in vehicle fuel economy produces a 9% reduction in motor fuel use and fuel tax revenues. Rising fuel costs and vehicle fuel efficiencies have generated less vehicle miles traveled and less fuel consumption respectively. This has resulted in a trend of flat and/or declining gasoline tax revenues for the State of Kansas (and Wichita and Sedgwick County).
- Sedgwick County approved a dedicated one-cent countywide sales tax in 1985. A half-cent is pledged to fund road and bridge projects and the other half-cent is pledged for property tax relief. This tax provides an ongoing revenue stream for road and bridge construction in Wichita and Sedgwick County (approximately $47.9 million and $22.4 million respectively in 2011).

Trend/Challenge - Growing structural imbalance (gap) between slowing Wichita and Sedgwick County revenues and the rising cost of maintaining existing City and County public facilities and infrastructure.

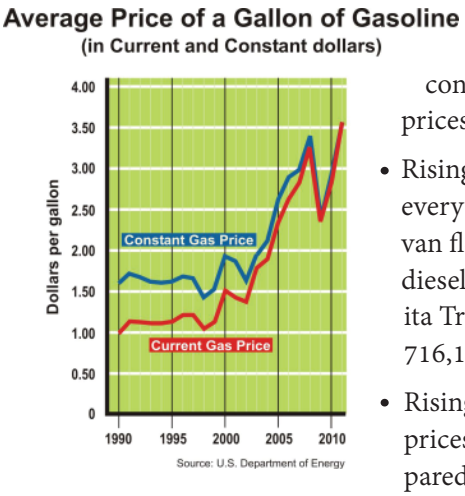
Data:

- Over the last decade, Wichita and Sedgwick County have experienced growing structural imbalances between slowing revenue streams and the increasing costs of government (especially costs associated with maintaining current assets, as well as employee pensions and health care). This gap has challenged the ability of Wichita and Sedgwick County to maintain, replace and/or expand existing public facilities and infrastructure (see Appendix - Existing Conditions & Community Infrastructure Assessment).
- A leveling off in overall ad valorem property valuation in recent years has yielded lower property tax revenues for the City and County. For the City of Wichita, property tax revenues declined by $1.4 million between 2009 and 2011 ($106.5 million in 2009; $105.1 million in 2011). For Sedgwick County, property tax revenues declined by $3.0 million between 2009 and 2011 ($136.1 million in 2009; $133.1 million in 2011, this decline also reflecting a half mil lowering of the County tax rate in 2010).
- Wichita has experienced slowing rates of return with other revenue sources including interest earnings, local sales tax, motor vehicle taxes, transient guest tax, gasoline tax, and franchise fees.
- Revenues (property and retail sales tax) associated with future growth and development in Wichita and Sedgwick County will not cover long-term cost liabilities associated with the maintenance and replacement of existing City and County public facilities and infrastructure assets.

Trend/Challenge - Rising fuel and energy prices significantly increase capital, operational and maintenance costs associated with City and County public facilities and infrastructure.

Data:

- The average price of gasoline has trended upward nationwide within the last decade ($1.42 per gallon in 2001; $2.27 in 2005; $4.02 per gallon in 2008; $3.50 per gallon in 2012).
- In 2001, the annual fuel cost for Wichita's maintenance vehicle fleet was $2. 2 million. By the end of 2008, annual fuel costs rose to $6.9 million (an increase of $4.7 million). This increase is largely attributable to increased costs of fuel rather than increased fuel consumption. Rising oil prices also impact tire and lubricant prices. Since 2009, tire prices have increased an average of 24.7%; lubricants have increased by 16.5%.



- Rising fuel costs significantly increase Wichita Transit vehicle operations costs. For every $0.10 increase annually in a gallon of gasoline, operating costs for the transit van fleet go up about $10,000 per year. For every $0.10 increase annually in a gallon of diesel, operating costs for the bus fleet go up about $40,000 per year. As of 2012, Wichita Transit buses drove 1,563,624 miles annually (3.96 mpg) and the transit vans drove 716,131 miles annually (6.99 mpg).
- Rising fuel costs increase local road construction costs. During the sharp rise in oil prices in 2008, the cost of asphalt increased to approximately $30 per square yard compared to about $25 per square yard in 2012. That cost differential of $5 per square yard equated to a comparative savings of $150,000 per mile of arterial street construction for Wichita in 2012.
- There is no current research that suggests crude oil and gasoline prices will trend significantly downward over the foreseeable future. According to a report by the Victoria Transport Policy Institute (December 2012), various alternatives may replace petroleum as the primary vehicle fuel in the future but virtually all currently being developed will be more expensive than what petroleum has cost in the past.

Trend/Challenge - External factors and mandates will dictate some future Wichita and Sedgwick County public infrastructure spending priorities.

Data:

- Federal environmental legislation for wastewater management, stormwater management, water quality and air quality will continue to impact community infrastructure and shape the future operations and costs of local government in Wichita and Sedgwick County.
- Prolonged periods of extreme drought could threaten the viability of the Equus Beds Aquifer Recharge Storage project as a long-term water supply source for Wichita. Additional solutions to secure a long-term water supply for Wichita will generate significant costs.
- Under authority of the 1972 Clean Water Act, the federal Environmental Protection Agency (EPA) may mandate by 2020, local compliance with current recommended biological nutrient removal standards for nitrogen and phosphorous in all wastewater released into the nation's waterways. Depending upon the level of required compliance, Wichita may need to invest between $95 and $146 million to upgrade its existing wastewater treatment facilities.
- Substantial improvements to Wichita's current sewer collection system may also be required by the EPA over the next decade to limit sewer back-up incidents. Depending upon the level of mandate, this could potentially cost the City over $100 million per year for multiple years.
- Based on current air quality conditions, the Wichita MSA has the potential to move to a non-attainment status (not meeting air pollutant standards set by the EPA under authority of the 1970 Clean Air Act) with respect to acceptable ozone levels. The community costs of going ozone non-attainment have been estimated as follows:
    * The Kansas Department of Health and the Environment has estimated that a vehicle inspection and maintenance program alone for the Wichita MSA could cost the community over $13.7 million per year;
    * City of Wichita staff estimated in 2005 that the cost to local government, local businesses, and citizens in the Wichita MSA could approximate $10 million per year for at least ten years. A more accurate cost estimate model has not been developed.

Trend/Challenge - Wichita and Sedgwick County faces a new era of market globalization and competition with other communities regionally, nationally and globally.

Data:

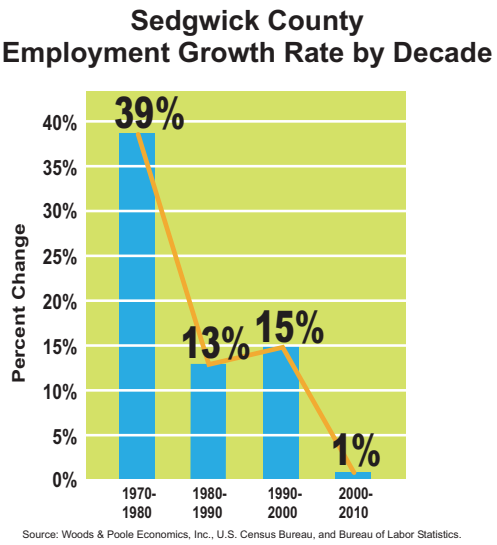
- Many aspects of the Sedgwick County and Kansas economy are export oriented (civilian aircraft, aircraft parts and agricultural products) and vulnerable to instability or shifts in global economic market conditions.
- Local, regional, national and international economic uncertainty appears to be the new normal for the next several years. All levels of government throughout the world continue to wrestle with issues/impacts associated with austerity, debt, expenditures, revenues, and regulation.
- University professors Arthur C. Nelson and Robert E. Lang (*Megapolitan America*, 2011) predict the emergence of 10 megapolitan clusters in the United States by the year 2040. Within these clusters will be concentrated most of the nation's population and much of its associated economic activity. Wichita does not fall within one of the 10 megapolitan clusters predicted. This implies that Wichita could be economically less competitive. Regardless of whether these projections prove to be accurate, Wichita and Sedgwick County will need to work hard to remain competitive with other communities in the region and the nation.
- According to the Visioneering Wichita Plan 2009, roughly 20% of the young adults (25-40 yrs.) in the Wichita metropolitan area leave each year to other communities in the country, representing an estimated net annual lost investment of $595 million for the Wichita area. This age group constitutes the future business and government leaders of our community by 2035. According to U.S. Census cohort data, the total number of people

in Wichita between the ages of 25-44 dropped by 2.4% between 2000 and 2010. A 2010 research report titled "*Destination ICT: Attracting and Retaining Talent to Wichita*" indicates that Wichita's total population of 25-40 year olds declined by 2.6% between 2000 and 2007. The report states that while this loss is not significantly out of line with cities of similar size, in Wichita's peer competitive cities (e.g. Fort Worth, Kansas City, Oklahoma City, Omaha, Tulsa) the aggregated population of 25-40 year olds grew by 2.3%.

Trend/Challenge - Employment growth rate in Wichita and Sedgwick County over the next 20 years is forecast to increase at an annual average rate slightly less than 1 percent.

Data:

- The WSU Center for Economic Development and Business Research (CEDBR) projects (2011) that the average employment growth rate in the Wichita Metropolitan Statistical Area (MSA) will increase during the next 25 years at an annual rate of 0.87% (with manufacturing, retail trade and health care dominant).
- The overall average annual employment growth rate in Sedgwick County has trended downward in recent decades. Between 1970 and 1987, data from the Kansas Department of Human Resources indicted an average annual employment growth rate of 2.7%. The annual employment growth rates between 1990 and 2010 in Sedgwick County have averaged around 0.7% (factoring in two recessionary periods).



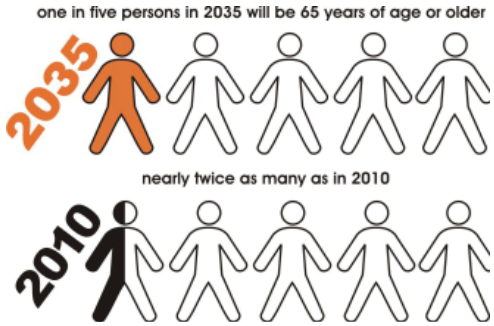
- According to the WSU CEDBR, long term economic growth in Kansas has been driven by growth in five key industries: health care; professional services; administration and waste services; accommodation and food services; and educational services.
- In 2011, the National Bureau of Labor Statistics reported the following national economic outlook indicators through 2018:
  * Growth in work force by 8.2%;
  * Aging work force (employees aged 55 or older will comprise 24% of the total labor market);
  * More service jobs (12.5% increase) and less manufacturing jobs (9% decrease);
  * Areas of growth … professional and business services, health care, small-box and boutique retail, 'middle market' companies (annual sales between $10 million and $1 billion).
  * The WSU CEDBR anticipates that retiring baby boomers will want to live close to quality, convenient health care services. This could increase Wichita's current role as a premier south central Kansas area regional health care services center.

Demographics

Trend/Challenge - Shifting demographics: impacts of an aging population.

Data:

- Although the population of Wichita and Sedgwick County is slightly younger on average than the rest of Kansas or the nation, the population of our community is aging. The WSU CEDBR projects that the percentage of Sedgwick County residents over the age of 65 will increase from 10.9% in 2010 to 17.5 % by 2030 (a 60% increase). According to projections by the U.S. Census, one in five residents in the nation will be 65 years or older by 2030.



- The National Highway Traffic Safety Administration estimates by 2030, one out of every four drivers in the nation will be over the age of 65 with the number of drivers over age 85 four times higher than today. As our area population ages, an increasing number of less mobile seniors will require alternative transportation and accessibility choices.
- According to Arthur C. Nelson (*Reshaping Metropolitan America*, 2013), 77% of the demand for new housing construction in America between 1990 and 2010 was driven by the baby boomer generation (1946 to 1964) seeking large, single-family homes. Nelson predicts that a major housing crisis will occur around 2020 as aging/retiring baby boomers try to sell off their large single-family homes (for which he predicts there will be a significantly reduced market demand) to downsize into smaller homes and properties. Nelson foresees two classes of seniors in America – those "aging in place" voluntarily and those "aging in place" involuntarily because they can't sell their homes.

Trend/Challenge - Shifting demographics: impacts of changes in the traditional family and the rise in single person households.

Data:

- The U.S. Census shows that average household size in Wichita increased slightly from 2.46 persons in 2000 to 2.48 persons in 2010 (2010 national average was 2.58 persons). Due to economic necessity and lifestyle choices across the nation, there is evidence that children are residing longer with their parents and/or returning to live with parents and other family members. It is uncertain whether this will be a long-term trend.
- Between 2000 and 2010, the percentage of two member households in Wichita remained unchanged at 32%.
- From 2000 to 2010, the percentage of households with children in Wichita dropped slightly from 32.1% to 30.7%. Some researchers are anticipating that by 2030, only 20-25% of all households nationwide will have children.
- Between 2000 and 2010, the percentage of single person households in Wichita remained unchanged at 31% (2010 national average was 26.7%).
- Some researchers are projecting that by 2025, between a third and half of all households nationwide could be single person households. These demographic shifts are important since household size and composition influences choices of house size, type, configuration and location.

Trend/Challenge - Shifting demographics: impacts of the growth in minority populations.

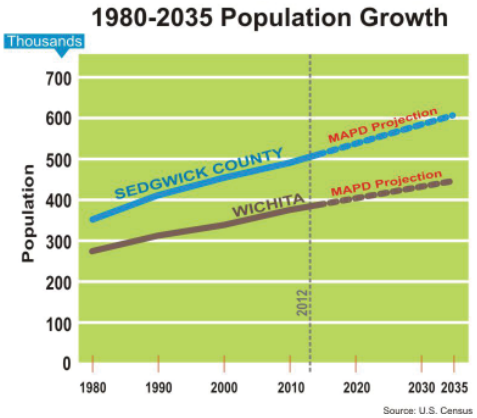
Data:

- The U.S. Census has projected that by 2043, the majority of people in America will be non-white.
- From 2000 to 2010, the percentage of the Hispanic population in Wichita increased from 10% to 15%. The percentage of the African American population in Wichita over the last decade remained unchanged at 11%, while the Asian population grew slightly from 4% to 5%. Between 2000 and 2010, the percentage of the non-Hispanic white population in Wichita decreased from 72% to 65%. If these trends continue over the next 20 years, it is reasonable to anticipate that a significant portion of the future population growth in Wichita will occur within the Hispanic segment of the community. Due to underlying cultural and socio-economic factors, some of this growth could be concentrated within certain geographic areas of the city.

Trend/Challenge - Future 2035 population growth estimates for Wichita range between 448,000 and 485,000; for Sedgwick County, the estimates range between 610,000 and 671,000.

Data:

- The WSU CEDBR anticipates that Sedgwick County will capture the majority (86%) of population growth in the five-county Wichita Metropolitan Statistical Area (MSA) over the next 30 years. According to the 2010 U.S. Census, Sedgwick County and Wichita population totals were 498,365 (79.2% of MSA) and 382,368 (60.6% of MSA) respectively.



- By 2035, the total population of Sedgwick County is currently estimated for planning purposes by the Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) to range between 610,000 and 671,000. Wichita's share of that total County population is estimated to range between 448,000 and 485,000, with the remaining population spread among the other cities of Sedgwick County and the unincorporated area.
- Over the last two decades, the majority of the population and land development growth in Wichita has been concentrated in the northwest, northeast and southeast quadrants of the city. Based upon the shifting demographic trends previously discussed, MAPD staff anticipates that future population growth in Wichita may be more evenly dispersed throughout both the established central area and the suburban neighborhoods of the City.

Plan Application:

Baseline Growth- The development of the Community Investments Plan started with an overall baseline annual population growth rate in Sedgwick County of 0.834%, resulting in a population increase of 106,107 for Sedgwick County and a total population of 610,006 by 2035. Wichita's portion of that growth was projected at 64,058 reflecting a slightly slower growth rate of 0.673% and a total population of 448,083 by 2035. The remaining cities and rural areas in Sedgwick County would experience a slightly higher rate of growth by adding 42,048 population to their communities to bring the overall County growth rate to the 0.834% average.

Household size is expected to decline between 2012 and 2035 as a result of previously discussed demographic shifts. In 2012, household size is at 2.59 for Sedgwick County and 2.53 for Wichita. In order to accommodate Sedgwick County's population in smaller households, housing units will have to be built at a higher rate than the population growth rate. An additional 71,468 units will need to be built to achieve an average household size of 2.31 for Sedgwick County by 2035. Wichita's average household size is projected to fall to 2.25 persons per household requiring an additional 49,900 housing units.

Employment growth was projected to be 41,003 jobs, consistent with a growth rate of 0.70% for Sedgwick County and a total of 276,002 jobs by 2035. This is in line with recent trends and forecasts. Wichita's share of employment growth is projected to be approximately 76% of Sedgwick County's growth or 31,200 new jobs for a total of 242,840 jobs.

Accelerated Growth- During the Plan development process it was decided that a more aggressive growth rate needed to be considered in order to accomplish key objectives of promoting economic development and creating a successful community. The Plan Steering Committee settled on a countywide population growth rate of 1.25%. Using this accelerated growth rate, Sedgwick County would see an additional 166,869 new people for a 2035 total population of 670,768. Wichita's share of this growth would be an additional 101,458 persons for a total of 485,483 by 2035.

The accelerated growth projection assumes the same average household sizes for Wichita and Sedgwick County by 2035 as the baseline projections. This would result in 97,093 new housing units for Sedgwick County and 66,067 new housing units for Wichita. The accelerated growth projection uses the same employment participation ratios as in the baseline projection. The result is an annual growth rate of 1.011% for Sedgwick County. This would mean 63,815 new jobs for Sedgwick County by 2035 for a total of 298,814 jobs. Assuming Wichita continues to capture about 76% of the new jobs in the County, it would see 51,271 new jobs for a total of 262,911 jobs by 2035.

Appendix - Existing Conditions & Community Infrastructure Assessment

Assessment Approach

In 2011-12, Wichita and Sedgwick County with assistance from the Hugo Wall School of Urban and Public Affairs at Wichita State University completed an extensive 'order-of-magnitude' assessment of current city and county infrastructure and facility assets (City of Wichita/Sedgwick County Community Infrastructure and Facilities Status Report, November 2012). This assessment was not intended to provide a complete inventory of capital assets for operating or budgetary purposes. It was solely intended to provide a broad overview of public assets controlled by the City of Wichita and Sedgwick County.

Initial data was submitted by operating departments of Wichita and Sedgwick County on forms that requested the following information: an inventory of all infrastructure/facility capital assets including their replacement cost; life expectancy; utilization level (under, appropriate or over utilized); level of usability based on criteria of safety, security and accessibility; and asset condition based on factors of relevancy, functionality, need for repairs, age/life cycle stage, and overall condition; and associated maintenance costs and planned investments. Data was collected separately for building condition. A scale of excellent to unsatisfactory was used to assess usability and asset condition. All dollar figures are stated in constant 2011 dollars. Department data was supplemented with insurance records to determine age and asset replacement cost.

For assessment and evaluation purposes, City and County capital assets were grouped according to the following four functional categories of general public infrastructure and facilities:

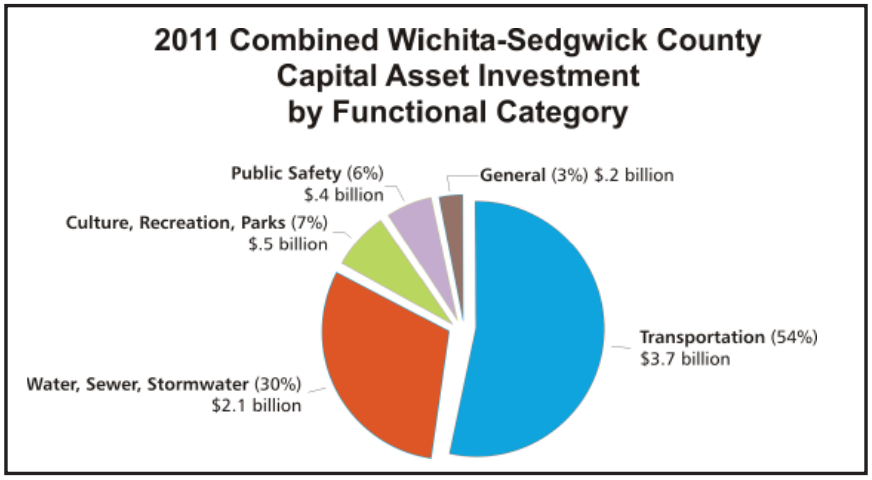
1. **Transportation** (Highways, streets, bridges, sidewalks/paths, parking facilities, transit, airport);
2. **Health & Environment** (Water, sewer, stormwater, public health);
3. **Culture/Recreation & Parks** (Libraries, arts/education facilities, parks, recreation facilities);
4. **Public Safety** (Fire, police, corrections, court facilities).

Capital assets were evaluated in terms of the following criteria to help better understand the financial obligations associated with existing City and County public infrastructure and facility investments:

- Replacement cost;
- Life expectancy;
- Level of usability based upon criteria of safety, security and accessibility;
- Utilization level;
- Asset condition based on factors of relevancy, functionality, need for repairs, age/life cycle stage and maintenance costs.

Assessment Overview

The value of combined public infrastructure and facility capital assets for Wichita and Sedgwick County exceeds $7 billion (2011). The approximate valuation of these assets aggregated according to functional categories is depicted in the accompanying graphic:

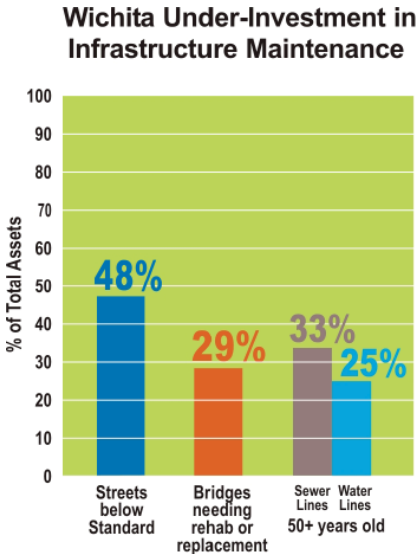


Based upon factors of functionality, relevancy, need for repair, age and life cycle stage, almost 38% of Wichita's assets and 11% of the County assets have been rated as being 'fair/deficient' in terms of overall

condition (using a five point rating scale of 'unsatisfactory', 'poor', 'fair/deficient', 'good', 'excellent'). Remaining City and County assets were rated as being 'good' or 'excellent'.

Application of straight line depreciation calculations to combined City and County assets based upon age, remaining life expectancy and estimated cost of replacement, produced a depreciation estimate of $242 million (split approximately one-quarter to Sedgwick County and three-quarters to the City of Wichita). This estimate is an extrapolation and assumes that infrastructure ages linearly over its expected life cycle. This figure is roughly one-quarter the size of the combined annual operating budgets of Wichita and Sedgwick County.

The adopted capital improvement programs for Wichita and Sedgwick County in 2012 show expected capital spending averaging roughly $275 million over the next five years. Approximately 70% of those expenditures are for maintenance/repair of existing assets with the remaining 30% for the expansion of assets. Combined annual maintenance expenditures are roughly $48 million. Based upon these accounting assumptions, Wichita and Sedgwick County are spending (2012) sufficient funds each year to maintain existing infrastructure assets at or near their current condition. If current asset conditions are below acceptable standards, then additional investment would be necessary.



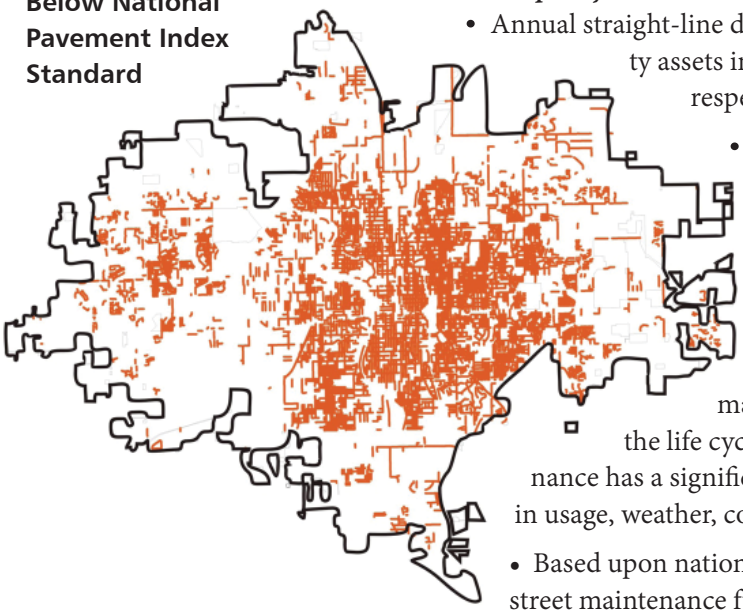
The following 2012 assessment is provided for the four functional categories of public infrastructure and facilities. 2012 is the baseline year for which comprehensive information is available on both condition and capacity of assets, as well as approved planned capital expenditures for both Wichita and Sedgwick County.

1. Transportation Infrastructure ($3.7 billion) -
(Highways, streets, bridges, sidewalks/paths, parking facilities, transit, airport)

Summary of Major Assets:

- Wichita and Sedgwick County combined transportation assets account for 54% of all City and County infrastructure (52% of total City assets and 57% of total County assets). These assets include a total of 2,500 miles of roads and streets (including over 100 miles of unpaved city streets), over 990 miles of sidewalks, 950 bridges, 54 miles of bike paths, 9 miles of bike lanes, a public transit center and facility, and two public airports.

Wichita Streets Below National Pavement Index Standard



Condition and Capacity:

- Annual straight-line depreciation (adjusted for assets condition) of City and County assets in this category is estimated at $102 million and $46 million respectively.
- Nearly half (48%) of Wichita's streets fall below the recommended pavement condition index (PCI) developed by the U.S. Army Corps of Engineers and standardized by the American Society for Testing and Materials. The City is currently (2013) developing a new street condition measurement system that will more accurately identify street pavement condition and maintenance techniques that can maximize the return-on-maintenance dollars spent to extend the life cycle of existing City streets. Timely and appropriate maintenance has a significant impact on the useful life of pavement due to variations in usage, weather, construction techniques, and drainage characteristics.
- Based upon national pavement condition index standards, additional Wichita street maintenance funding needs are currently (2012) estimated at $12 million

annually. These estimates will be adjusted once the City finalizes a new street condition measurement system.

- It is estimated that between 23% and 46% of Wichita streets have a sidewalk.
- Sedgwick County utilizes a five-year road maintenance schedule that has yielded good overall road conditions for County-maintained roads.
- Approximately 29% of Wichita's bridges and 6% of Sedgwick County's bridges are functionally obsolete and/or structurally deficient based on national assessment standards (these bridges are not hazardous or dangerous). The City has over $69 million in needed bridge projects for which no funding has been identified.
- Road system congestion: There is less traffic congestion in the Wichita area now than five years ago. According to the 2012 Wichita Urban Mobility Report prepared by the Texas Transportation Institute, traffic congestion in the Wichita metro area expressed as a percentage of peak vehicle miles traveled decreased between 2006 and 2011 (8% in 2006; 5% in 2011). Wichita metro area traffic system congestion as a percentage of total lane-miles also decreased during this same time period (16% in 2006; 9% in 2011).
- Road system safety: Between 2005 and 2009, the number of crashes in the Wichita metro region remained steady near 10,500 per year while the overall crash rate (number of traffic crashes per one million vehicle miles traveled) declined slightly from 2.48 crashes to 2.31 crashes (WAMPO Safety Plan 2010). While the overall crash rate declined, the total number of crashes involving vulnerable road users (motorcyclists, pedestrians, and cyclists) increased from 254 crashes per year to 314 crashes per year.
- The capacity of Wichita Mid-Continent Airport is currently being enlarged with a terminal upgrade and parking improvements at a cost of $200 million.
- Wichita Transit: An additional investment of $20.5 million (83% federal funding) is required for the phased replacement of Transit's aging bus fleet (48 buses over the next five years). Utilizing compressed natural gas (CNG) as a cheaper fuel source for buses would require the city to make a capital investment of approximately $3 million (80% federal funding) to install a CNG facility. Roughly 3% of the city's population currently uses public transit (12,000 individual riders annually). Recent plans to improve transit service have recommended system improvements (more routes, increased frequencies and hours of bus service) for which no funding has been identified. Future funding sources to maintain Wichita Transit operations and transit services remain uncertain after 2015.

Planned Capital Expenditures (2012):

City of Wichita Capital Improvement Program (2011-2020) -

- Following the slow-down in new home construction after 2008, the City has placed more emphasis on street projects within established areas of Wichita. The City has determined that it may get the best return on its limited road maintenance dollars by extending the life of streets that are currently in better condition rather than those streets that are in the worst condition.
- The three state-funded T-WORKS transportation projects (with local City and County matching funds) committed in the Wichita metro area through 2020 are: Kellogg/I-235 interchange improvements ($116 million); Kellogg Freeway eastward extension from Cypress to 127th Street ($162 million); and, improvements to K-96/I-235/I-135 interchanges (design only, no construction funds available).
- Wichita's major planned transportation improvement expenditure categories through 2020 are: *Arterial Streets* ($584 million - $206 million in City funds); *Freeways* ($247 million - $94 million in City funds); *Bridges* ($80 million - $73.8 million in City funds); *Transit* ($28 million - $4.6 million in City funds); *Airport* ($305 million - $194 million in City funds).

Sedgwick County Capital Improvement Program (2013-2018) -

- For future County road and bridge projects planned through 2018, system maintenance (600 miles of road; 600 bridge structures) is the first priority. Roughly 50% of County CIP funds are expended for system maintenance. System reconstruction is the second priority and new improvements (routes and bridges) are third priority.
- Sedgwick County's major planned transportation improvement expenditure categories through 2018 are: *Roads* ($78 million - $70 million in County funds); *Freeways* ($83 million - $4 million in County funds); *Bridges* ($16 million - $12 million in County funds).

2. Health & Environment Infrastructure ($2.1 billion) -

(Water, sanitary sewer, storm sewer/stormwater management, solid waste management, public health)

Summary of Major Assets:

- Wichita and Sedgwick County combined health and environment assets account for roughly 30% of all City and County infrastructure (39% of total City assets and 1% of total County assets). Wichita has 2,016 miles of sanitary and storm sewer lines, and 2,367 miles of water lines.
- Wichita operates a cell for construction and demolition waste at the former Brooks Landfill facility.
- In 2006, Wichita completed Phase I of the multi-phase Equus Beds Aquifer Storage and Recovery Project (ASR) to supplement the Cheney Reservoir and local City well fields as the long-term water supply sources for the City. To date (2102), Wichita has spent $254 million dollars on Phases I and II of the ASR Project.

- Wichita maintains and operates three sewer treatment facilities - Plant #2, Plant #3 and the 4-Mile Creek Plant.
- Wichita and Sedgwick County jointly own and operate the Wichita/Valley Center Floodway Control Project. Completed in 1959, this project currently consists of 108.8 miles of levees and 40.9 miles of channels that transect Valley Center, Park City, Wichita, Haysville and unincorporated Sedgwick County.
- Sedgwick County Public Health Department clinic and office facilities are currently leased or rented. Under agreement with the City of Wichita, the Health Department will eventually take title (in eight years) to the current City-owned facility at 1900 E. 9th St. North.

Condition and Capacity:

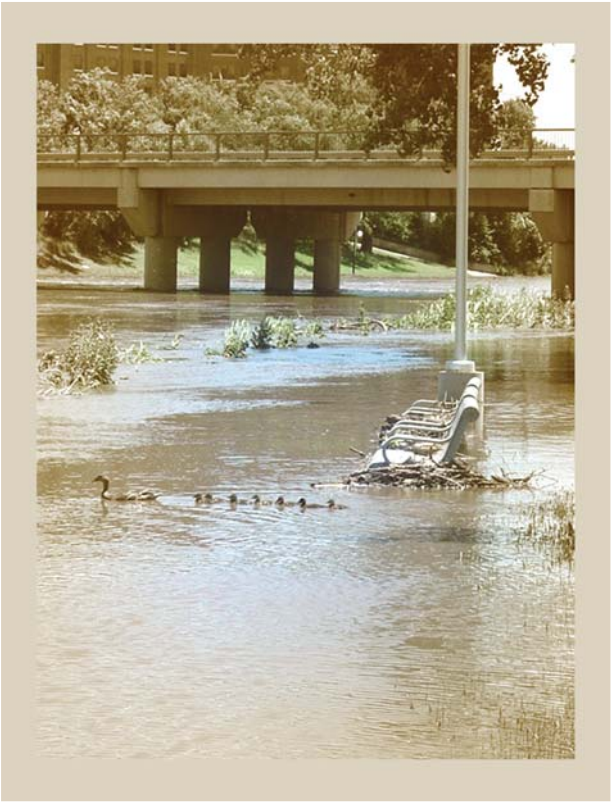
- Annual straight-line depreciation (adjusted for assets condition) of City and County assets in this category is estimated at $57 million and $0.8 million respectively.
- Wichita's water supply: Wichita's long-term water supply needs and costs are currently under evaluation. The City is reviewing the impact and effect of long-term drought on Lake Cheney and the ASR Project, as well as the impacts of agriculture irrigation and chloride-contaminated groundwater movement. Most of the City's long-term water supply costs will be paid by Wichita Water Utility consumers (requiring a possible increase in utility rates), supplemented with possible additional funding from other partners including the state and federal governments. The potential costs are currently unknown. Long-term options include a mix of:
    - Additional water conservation practices;
    - Re-using treated sewer plant water for irrigation or manufacturing;

  * Tapping into the El Dorado reservoir;
  * Water desalination or reverse osmosis facilities.

- Wichita sewer treatment facilities current average daily demand and capacity:
  - Plant #2 (54 mg/day capacity - averaging 30 mg/day);
  - Plant #3 (3.5 mg/day capacity - averaging 0.5 mg/day);
  - 4-Mile Creek Plant (2.5 mg/day capacity - currently at design capacity)

  By 2020, Plant #2 will need to be upgraded (estimated cost range of $95 million to $146 million) to meet federal EPA mandates for biological nutrient removal standards in wastewater discharged into lakes or rivers (requiring a possible increase in utility rates).

- Wichita's water and sewer pipe system: The age, size of pipe and material composition of the City's water lines, water valves, and sewer lines vary throughout the City, and reflect in large part the decade of building construction. Approximately 25% of the City's water lines are over 50 years old - some lines in downtown Wichita are over 100 years old. Roughly 33% of the City's sewer lines are over 50 years old. The condition of these system assets represents significant maintenance and replacement liabilities on the part of the City over the next 20 years. In 2012, funding for the City's annual water line repair/replacement budget increased from $2.5 million to $5.4 million. Funding for the City's annual sewer repair/replacement budget increased from $1.5 million to $5.4 million. Unfunded water and sewer maintenance projects totaling $42 million have been identified by Public Works and Utilities Department.
- Substantial improvements to Wichita's current sewer collection system may also be required over the next decade to limit sewer back-up incidents, if so mandated by the EPA. Depending upon the level of mandate, this could potentially cost the City over $100 million per year for multiple years (requiring a possible increase in utility rates).
- The overall age, condition and capacity of Wichita's water and sewer pipe system is such that the current system is not capable of providing new or enhanced services in certain older established neighborhoods and newer suburban areas without significant re-investment on the part of either the City or private developers.
- Wichita/Valley Center Floodway Control Project: The annual operation and maintenance budget is $2 million. An additional $1.6 million is needed annually to maintain the project to FEMA and U.S. Corps of Engineers certification and accreditation standards. Needed and desired future improvements and expansions to the project over the next 10-15 years would cost an estimated $60 million.
- Wichita and Sedgwick County stormwater management: The Sedgwick County Stormwater Management Advisory Board has identified more than $200 million in future stormwater infrastructure projects



county-wide and across multiple jurisdictions necessary to solve historic and chronic stormwater/flooding problems. Wichita's current $2.0 per month ERU (equivalent residential unit) stormwater fee generates $8.5 million annually and is insufficient to raise the additional $76 million needed by the City to fund required City projects through 2020.

- Brooks Landfill construction and demolition cell: The current estimated life expectancy of the remaining cell is 2018. The City is proposing a new cell that would create 36 years of construction and demolition waste capacity. Design and permitting approvals should be completed by 2015.

Planned Capital Expenditures (2012):

City of Wichita Capital Improvement Program (2011-2020) -

- Wichita's priority for planned water and sewer investments is the rehabilitation and replacement of system integrity and capacity rather than system expansion. Major planned health and environment capital improvement expenditure categories through 2020 are: *Water Supply* ($345 million); *Water Distribution* ($236 million); *Sewer Distribution* ($114 million); *Sewer Treatment & Facilities* ($177 million); *Stormwater* ($32 million - $15.5 million in City funds).

Sedgwick County Capital Improvement Program (2013-2018) -

- Major planned health and environment capital improvement expenditure categories through 2018 are: *Stormwater* ($5 million).

3. Culture, Recreation & Parks Infrastructure ($0.5 billion) -

(Libraries, arts/education facilities, parks, recreation facilities)

Summary of Major Assets:

- Wichita and Sedgwick County combined culture, recreation and parks infrastructure assets account for roughly 7% of all City and County infrastructure (6% of total City assets and 14% of total County assets).
- Wichita recreation assets include 124 parks, 11 pools, 8 recreation centers and 5 golf courses. Special recreational use facilities include Lawrence Dumont Stadium, Ralph Wulz Riverside Tennis Center and the Wichita Ice Center.
- Wichita education and cultural assets include 10 public libraries, Botanica, the Great Plains Nature Center, Century II Convention Center, CityArts, Exploration Place (joint City/County), Mid-America All Indian Center, Old Cowtown Museum, Wichita Art Museum and the Wichita-Sedgwick County Historical Museum.
- Sedgwick County recreation, education and cultural assets include Lake Afton Park and Observatory, Intrust Bank Arena, National Center for Aviation Training, Sedgwick County Extension Center, Sedgwick County Park and the Sedgwick County Zoo.

Condition and Capacity:

- Annual straight-line depreciation (adjusted for assets condition) of City and County assets in this category is estimated at $20 million and $5 million respectively.
- Wichita recreation assets: Based on extensive public input and asset inventory work undertaken in 2008, the *Wichita Park and Open Space Plan* (PROS) recommends $8 million annually for the replacement and/or renovation of the City's existing park and recreation assets. The City's annual spending on replacement and/or maintenance has averaged around $2.3 million. The PROS plan recommends $19 million be spent annually to implement recommended expansions to the City's park and recreation system. Unfunded park projects totaling $44 million have been identified by the Park and Recreation Department.
- Wichita education and cultural assets: Asset renovation cost estimates include $12 million for Century II, $5 mil-

lion for Kennedy Plaza, $30 million for a new downtown library and $0.5 million for Westlink Library improvements. No funds have been identified for the proposed Northwest Regional Library ($9.7 million), the proposed Southeast Wichita Community Resource Center ($8.3 million), the recommended $50 million retrofit of Lawrence Dumont Stadium, or the recommended $173 million expansion to the Convention Center.

- Sedgwick County recreation, education and cultural assets: The Intrust Bank Arena has a dedicated operations and maintenance reserve fund of $8.7 million.

Planned Capital Expenditures (2012):

City of Wichita Capital Improvement Program (2011-2020) -

- Major planned cultural, recreation and parks capital improvement expenditure categories through 2020 are: *Parks* ($26.5 million - $24 million in City funds); *Libraries* ($33.5 million); *Culture/Arts* ($18.4 million).

Sedgwick County Capital Improvement Program (2013-2018) -

- Major planned cultural, recreation and parks capital improvement expenditure categories through 2018 are: *Parks* ($1 million); *Education* ($1 million).

4. Public Safety Infrastructure ($0.2 billion) -

(Fire facilities, police facilities, EMS facilities, corrections facilities, court facilities)

Summary of Major Assets:

- Wichita and Sedgwick County combined public safety infrastructure assets account for roughly 6% of all City and County infrastructure (1% of total City assets and 20% of total County assets).
- Wichita's fire facilities include 22 fire stations and a regional fire training center.
- Wichita's police facilities include 4 police substations, the City Hall Police Center and a bomb disposal range.
- Sedgwick County's public safety facilities include 15 EMS posts, 9 fire stations (Sedgwick County Fire District #1), County Sheriff's Office, Sedgwick County Jail, joint City/County Law Enforcement Training Center, Public Safety Center, juvenile and adult correction/detention facilities and work release centers.
- Wichita and Sedgwick County are providing matching funds for the construction of the new Heartland Preparedness Center, a joint law enforcement training center and Kansas National Guard facility.
- Significant portions of total public safety service expenditures for both the City and County are the staffing costs associated with the delivery of public safety services.

Condition and Capacity:

- Annual straight-line depreciation (adjusted for assets condition) of City and County assets in this category is estimated at $1.9 million and $10.5 million respectively.
- In Wichita, the total violent crime rate per 1,000 population has increased slightly since 2010 (5.39 in 2010; 5.59 in 2012) while the property crime rate per 1,000 population has increased notably (49.77 in 2010 to 57.38 in 2012). Nationally, property crimes rates have risen while rates for violent crimes have declined.
- Wichita residential structure fires have trended downward over the last four years (542 in 2009; 364 in 2012) as has the rate of residential structure fires per 1,000 structures (4.4 in 2009; 2.9 in 2012). Basic life support (BLS) responses for the Wichita Fire Department have trended upward since 2010 (30,633 in 2010: 33,938 in 2012) as has the rate of BLS per 1,000 population (80.1 in 200; 88.3 in 2012).
- Wichita police public safety assets: Existing Patrol East and Patrol West Substations have operational and capacity issues and are not strategically located for optimal service delivery based upon the city's current urban growth limits. The City has committed $5 million to fund the relocation of these substations. No funds have been identified for a new Police helicopter ($2.5 million) or for remodeling projects at the City Hall Police Center ($3 million) and the Patrol North and South Substations ($2.7 million).

- Wichita fire public safety assets: Due to expanded City growth, the Fire Department has recommended the construction of two additional fire stations to ensure targeted response time coverage. No funds have been identified to construct these stations ($5.6 million total cost) or the recommended fleet center improvements to the Fire Regional Training Center ($5.6 million).
- Sedgwick County public safety service assets: The County has initiated design work ($2.1 million) to improve the aging Law Enforcement Training Center. Funding commitments have been made for a new County Administration Building ($32 million cost estimate) due to the State Supreme Court directive to accommodate up to eight new judges in the 18th Judicial District at the Main Courthouse. The County has identified a need to replace EMS Post 1 and construct a new northeast EMS post. No funds have been identified for these facilities ($2.2 million total).

Planned Capital Expenditures (2012):

City of Wichita Capital Improvement Program (2011-2020) -

- Major planned public safety capital improvement expenditure categories through 2020 are: *Fire Facilities* ($2.8 million); *Fire Apparatus* ($31 million); *Police Facilities* ($5 million); *Police Equipment* ($4 million); *Heartland Preparedness Center* ($90 million - $19.2 million in City funds).

Sedgwick County Capital Improvement Program (2013-2018) -

- Major planned public safety capital improvement expenditure categories through 2018 are: *Public Safety & Court Facilities* ($1 million); *Heartland Preparedness Center* ($30 million).

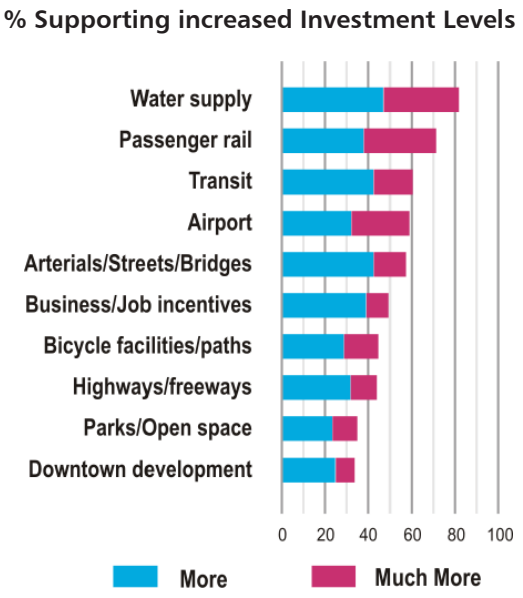
Appendix - Community Engagement

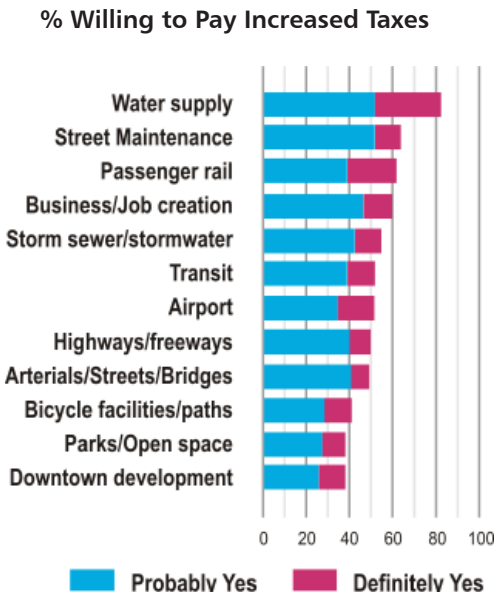
During the development of this Plan, ongoing efforts have been made to better inform, educate and engage the community in the development of the Community Investments Plan. Public outreach initiatives have included a community-wide survey, over 100 ACT-ICT community outreach meetings, eight informal Community Investments Plan public open house meetings, eight Community Investments Plan community discussion meetings and numerous presentations to community/neighborhood groups, business organizations and service clubs. The web-based Activate Wichita engagement tool has also been utilized. Summaries of these initiatives are provided below:

2013 WSU Community Survey Results

A survey of 25,000 randomly selected registered voters in Wichita and Sedgwick County was conducted by Wichita State University early in the Plan development process (January 2013). This survey reached a broad cross-section of the community. Developed with input from focus groups discussions, the purpose of the WSU survey was to create a general awareness of the infrastructure investment issues facing our community; identify initial community priorities for future public infrastructure investment; and, to get an indication (at a general level) of community willingness to pay for future public investments.

A total of 4,100 surveys were returned yielding a response rate of almost 17%. This means that the survey results have a plus or minus margin of error rate of less than 1% and are statistically valid/representative of our community. Priorities for future public infrastructure investment as identified in the WSU community survey questionnaire results are summarized in the following graphics:





It is important to recognize that the survey responses do not likely reflect a fully informed community awareness or understanding of the following factors: community trends and challenges ahead; the current condition of our public infrastructure and facility assets; or, the guiding principles of maximizing return on investment and minimizing future risk to our community.

The WSU survey results do not provide the 'answer' to the issues and questions addressed in this Plan. Rather, the survey initiated the community discussion about future community needs and wants. The survey results do provide some important preliminary community feedback on possible future public investment priorities and willingness to pay. A complete summary of the survey questions and results are contained in a separate report prepared by WSU entitled, "*Wichita-Sedgwick County Community Investments Plan, Community Survey: Overview,* Hugo Wall School of Urban and Public Affairs, Wichita State University, 2013."

ACT-ICT Community Outreach Results

More than 2,000 people attended 102 ACT ICT community meetings held from mid-September 2013 through January 2014 to share their vision and public investment priorities for the City of Wichita. These meetings were held in part to provide vision direction for the development of the Community Investments Plan. Attendees were also asked to indicate their public investment priorities and preferred methods/options for funding those priorities. The results of the feedback received are summarized below. A detailed compilation of all feedback received is contained in the report entitled, "*City of Wichita ACT ICT Community Engagement Survey Results*, Hugo Wall School of Urban and Public Affairs, Wichita State University, February 2014."

Community Vision

Citizens in the survey showed strong value for community and toward future generations:

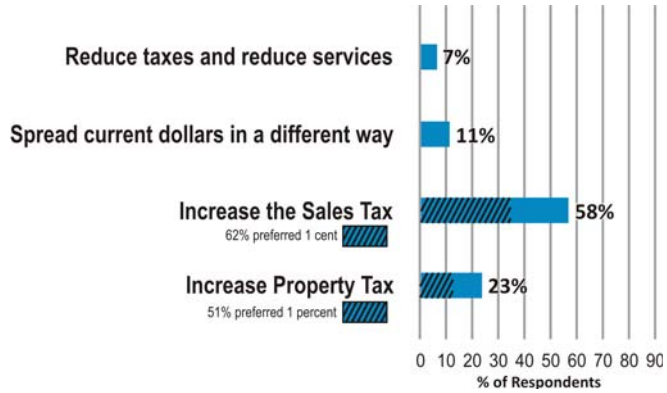
- Are willing to rise above their personal interest to do what is best for the community (72%)
- Have a strong commitment to preserving the future and are willing to do their part so that a better community is left for the next generation (86 – 98%)
- Willing to take responsibility to help create opportunity for all citizens IF citizens are willing to do their part (93 – 95%)

Residents shared 1,379 statements on their vision for the community. Twenty different themes arose in participant comments:

1. Top theme: Economic development -community growth, innovation, job creation and diversification, job training, business promotion
2. Second most discussed theme– arts and culture and entertainment events and amenities

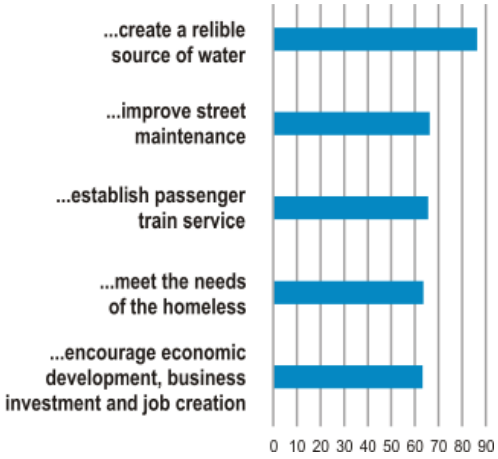
Funding

How should we invest to create our community's vision for the future?:

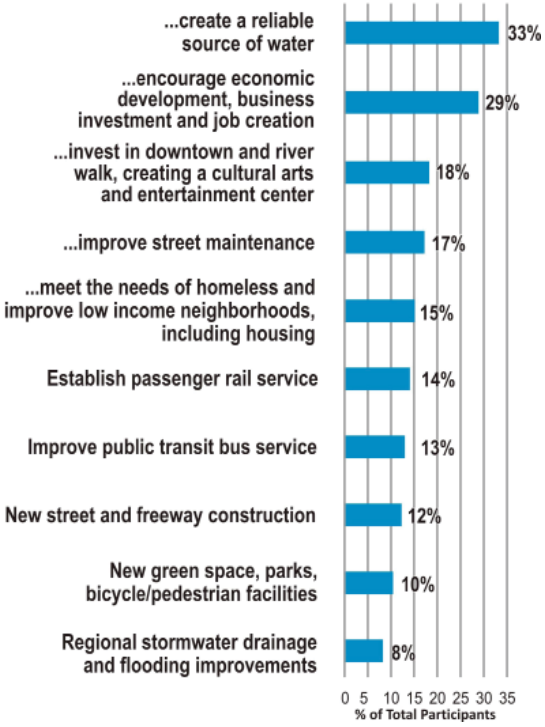


Priorities

Community Survey:
Residents ranked 14 different priorities and their willingness to pay for them. The top 5 priorities were:



ACT ICT:
The Top 10 Priorities for Future Public Investment



April 2014 Community Investments Plan Open House Meeting Results

Four come-and-go community open house meetings were held during the month of April (April 14, City Arts; April 16, Alford Library; April 21, WSU Metroplex; and April 28, Sedgwick County Extension Office). Total attendance was 97 people. The following is a summary of the feedback received to specific questions asked of meeting attendees:

Topic - Determining how best for Wichita to grow over the next 20 years

HANDOUT QUESTION: How best for Wichita to grow? Rank the following three Wichita growth areas according to which you think best supports the future growth, prosperity and quality of life of our community (1=best, 2=second best, 3=third best) (68 total responses)

Rank				
1	Established Urban Core	**59% best**	37% 2nd best	4% 3rd best
2	Downtown	34% best	**54% 2nd best**	12% 3rd best
3	Suburbs	7% best	9% 2nd best	**84% 3rd best**

General Thoughts and Comments Submitted

Recurring Comments/Themes:

- Focus growth and infrastructure reinvestment within the established urban core and the downtown – encourage infill development
- A strong downtown is important to our community and will help attract/retain younger people
- Slow spending on suburban growth – it is financially unsustainable
- Investment in a more effective public transit system is important to the future of our community
- Need to maintain and improve our existing water, sewer and local road infrastructure assets – a new central library and securing a long-term water supply are also top priorities

Unique Insights/Ideas:

- Current redevelopment projects are too modest – our City needs to be more dense
- Let the market determine future growth areas
- Keep taxes low to encourage people to stay in our community
- New growth won't solve our current infrastructure maintenance and replacement problems
- Consider artificial turf requirements in new home green spaces – prohibit planting of fescue grasses in new home construction areas
- Eliminate the use of special assessment financing tools to fund new development – costs of new streets and utilities should be included in the initial purchase cost of the lot/home
- Combine City and County public safety services
- Need to improve USD 259 schools in order to attract young families in the urban core
- Quality of life investments are needed to retain and attract new jobs, businesses and people to our community
- Public transit allows some people in our community to keep their jobs

Topic - Creating an effective infrastructure investment decision-making process for the long-term

BOARD QUESTION: Please list important criteria that you would like elected officials to consider as they make future community infrastructure spending and cost-reduction decisions.

Recurring Comments/Themes:

- Future economic growth and job creation within our community
- Quality of life investments that will retain/attract young professionals and a strong workforce – advancing community quality of life in order to promote economic development
- Investments that will support and improve public transit in our community

Unique Insights/Ideas:

- Consideration must be given to private sector development plans
- Wichita has to be a place people want to live – then the jobs will come
- Alternative transportation investments (transit, bicycle and pedestrian) are important – 1/3 of Wichita does not drive
- Priority area for investment needs to be the urban core – it will help the most people and fix what we already have
- Investments that will complement and support WSU efforts to bring new jobs to our community

BOARD QUESTION: What thoughts and comments do you have?

Recurring Comments/Themes:

- Take care of basic infrastructure needs first – maintain what we have
- Investments in libraries are key to quality of community life
- A vibrant downtown and urban core is important
- Public transit improvements need to be a priority for our community

Unique Insights/Ideas:

- Explore the development of local food systems as a way to stimulate economic development – vacant lands in the urban core could be used for local food production
- Privatize the public transit system
- Consider medical marijuana as way to raise revenues
- Super high-speed municipal internet is needed to support future business growth and educational development

May-June 2014 Community Investments Plan Discussion Meeting Results

Nine community discussion meetings were held during the month of May and June (May 15th, 22nd, 29th and June 3rd, 5th, 12th, 19th and 26th). Each meeting was organized around one of the following topic interest areas: *Business, Industry, Commerce and Transportation; Building, Development and Real Estate; Arts, Culture and Recreation; Social Services, Community Health and Wellness; Neighborhoods; Education; and, Mayor's Youth Council.* Seven of these meetings were held at the Downtown YMCA, one meeting was held at City Arts and one meeting was held at the Wichita Country Club. Total attendance at these meetings was 96 people. The following is a summary of the feedback received to specific questions asked of meeting attendees:

Topic - Identifying long-term investment spending priorities; determining how best for Wichita to grow over the next 20 years

QUESTION: Prioritize future City spending within the following three general categories of infrastructure investment (Priority #1, #2, #3) (78 total responses)

Spending Priority			Categories of Investment
64% #1	24% #2	12% #3	Maintaining and replacing what the City currently has
21% #1	**67% #2**	12% #3	Making enhancements to what the City currently has
15% #1	9% #2	**76% #3**	Expanding the City's current system of public assets

QUESTION: Check future City spending priorities within each of the following types of infrastructure projects (85 total responses)

Maintaining and replacing what the City currently has:	**Spending Priority**		
	Low	Med.	High
Repairing and maintaining existing local streets	1	23	**60**
Replacing and maintaining aging water & sewer lines	0	19	**66**
Maintaining existing parks and recreation centers	10	**38**	37
Maintaining existing cultural arts and entertainment facilities	20	**35**	30
Maintaining existing libraries	18	30	**37**
Maintaining existing transit system	14	25	**45**
Maintaining existing fire and police facilities	4	31	**50**

Expanding the City's current system of public assets:	**Spending Priority**		
	Low	Med.	High
Constructing the NW Bypass (Goddard to Maize)	**56**	21	6
Adding new streets	**49**	30	6
Adding new water & sewer lines	28	**32**	25
Adding sewer treatment plant capacity	12	**43**	29
Adding new parks	32	**38**	15
Adding new fire stations and upgrading police facilities	22	**46**	17

Making enhancements to what the City currently has:	**Spending Priority**		
	Low	Med.	High
Kellogg freeway improvements to Goddard and Butler County	**37**	30	18
Constructing South Area Parkway Bypass (around south Wichita)	**53**	24	8
Securing long-term water supply	1	15	**69**
Upgrading existing parks	20	**39**	28
Upgrading existing cultural arts & entertainment facilities	30	**31**	24
Upgrading existing libraries	23	24	**28**
Major transit system/service improvements (Transit Vision 2013)	18	23	**44**

DISCUSSION: What projects and investments are most critical to Wichita's future?

Recurring Comments/Themes:

- Securing an affordable long-term water supply for our community
- Maintaining our existing infrastructure and facilities (particularly streets, bridges, water and sewer lines) especially within the established urban core area
- Improving and expanding our existing public transit system will be important to the future of our community (more transportation and accessibility options especially for millenials, seniors and disadvantaged people in our community)
- Investing in quality of community life projects (esp. parks, libraries, cultural arts/entertainment) is needed to retain and attract people to our community

Unique Insights/Ideas:

- Investments that reduce divisions between different areas and populations of our City
- Investments that reduce our consumption of energy
- Neighborhood and urban core area investments should be done in a networked, block-by-block, coordinated manner that integrates all infrastructure category needs (e.g. water, sewer, streets, parks) and helps achieve long-term cost savings
- Investment in high-speed internet access
- Investing in revamped/retooled libraries - "media centers", to enhance quality of life and bring on-line technology access to all in our community

QUESTION: Recognizing that growth in all areas of Wichita is necessary for enhancing the quality of life in our community, rank the following three Wichita growth areas according to which you think best supports the future growth, prosperity and quality of life of our community (1=best, 2=second best, 3=third best) (83 total responses)

Rank				
1	Established Urban Core	**49% best**	35% 2nd best	16% 3rd best
2	Downtown	35% best	**49% 2nd best**	16% 3rd best
3	Suburbs	16% best	16% 2nd best	**68% 3rd best**

% of Respondents Living in:		Actual % of Wichita Population*in:
Established Urban Core	45%	54%
Suburbs	39%	46%
Downtown	10%	1%
Other	6%	n/a

**2010 Census*

DISCUSSION: How best should Wichita grow over the next 20 years?

Recurring Comments/Themes:

- Vitality, growth and infrastructure reinvestment within the established urban core needs to be a priority. This area has affordable housing stock as well as proximity to services and many cultural/arts/entertainment amenities
- A strong downtown is important to everyone in our community – it is what makes a community unique and attractive.
- The suburbs will remain a strong and affordable draw, especially for younger families
- Greater connectivity and mobility options (esp. bicycling, walking, transit) will be needed for all community residents

Unique Insights/Ideas:

- Identify growth areas that will generate the best return on investment over the long-term
- People look to downtown for cultural and entertainment amenities regardless of where they live in the community
- Future generations will want to live in areas of reduced travel time to their place of work, personal services and entertainment
- Encourage growth and reinvestment around centers of education (WSU Innovation Center and existing public schools) and city parks

Creating an effective infrastructure investment decision-making process for the long-term

DISCUSSION: What would you want an elected official to consider when making decisions about investing in new capital projects, modifying existing projects, or eliminating existing capital projects?

Recurring Comments/Themes:

- Consider the long-term impacts of investment decisions on future generations, and whether it impacts and benefits a larger number of citizens - greatest good for the greatest number of people
- Ensure that the scope and scale of investments is cost effective and right for our community
- Keeping our existing assets up to standard must be a priority for future investment
- Invest in projects that have multiple benefits to our community and/or build upon other projects (e.g. stormwater detention facility that also provides park/open space during dry periods)
- Investments are needed to enhance our quality of community life in order to retain our residents and attract young professionals
- Invest in projects that will help attract better paying jobs and help grow our community

Unique Insights/Ideas:

- The real question is what do we want our community to be in the next 20 years? That future vision should drive our investment decisions and priorities – the challenge is that the long-term community vision will be different for different people
- It is important to find balance in future investment decisions and to be flexible/adaptable to changing circumstances
- Ask whether our community can afford not to do the project or make this investment
- What are the investment trade-offs and down-sides of a project? How will this project take away from other important projects?
- Make targeted investments that will help people say, 'this is the place where I want to live, work and play."
- Do a return-on-investment calculation on the basis of 'benefit per capita'
- Ensure that investments help foster and develop a healthy and safe community

Topic - Establishing important infrastructure investment decision-making criteria and considerations

QUESTION: Listed below are important criteria and considerations to guide future community infrastructure investment spending and cost-reduction decisions. Please check the two (2) most important and the two (2) least important. (83 total responses)

Importance		
Least	**Most**	**Decision-making criteria & considerations**
5	35	Promotes economic growth and job creation
9	44	Advances our community quality of life
7	**22**	Advances community health and safety
7	44	Creates a place where future generations will want to live, work and play
52	**2**	Priority as identified in existing adopted plans (e.g. W-SC comprehensive plan)
35	11	Essential for the future physical growth and development of our community
16	17	Demonstrated ability and commitment to maintain the project
13	7	Other (various items)

DISCUSSION: What are the most important decision-making criteria?

Recurring Comments/Themes:

- Enhancing the quality of life in our community so as to create a place where people will want to live, work and play
- Promoting economic growth/development and new job creation – creating a diversity of good jobs
- Advancing the public health and safety of our community - protecting our air and water quality
- Maintaining flexibility in order to seize opportunities and make good investments – can't be locked into existing plan priorities

Unique Insights/Ideas:

- Quality of life investments, economic growth and creating a future place where people want to live, work and play are inter-related. Without good jobs, there is nothing to attract people, and the quality of life investments cannot be sustained
- Use a holistic approach to creating quality of life in our community
- Advancing our community quality of life is important – Koch Industries has hundreds of well-paying jobs here in Wichita that they can't fill
- Just because citizens want a project or investment doesn't necessarily mean it is a good investment for our community
- Invest in projects that reinvest in our community and help to build our identity
- Invest to help support a strong public school system
- Review the history of past investments and determine which have had the greatest benefit to the community

Topic- Any other things or issues needing to be addressed or considered in the Community Investments Plan?

DISCUSSION:

Recurring Comments/Themes:

- Wichita needs to establish and improve its regional/national brand, image and identify (outsiders have a false impression of our community) – promote what we have to offer as a community
- High-speed internet access is critical to the future of our community
- Passenger rail connections to our community will be important in the future
- Need to create more walkable neighborhoods
- Need to support healthy local food systems

Unique Insights/Ideas:

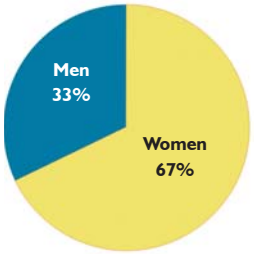
- Within the 20-year plan, set shorter-term (3 to 5 year) investment priorities that can be reviewed annually
- Co-ordinate with other jurisdictions (municipal and school) on major infrastructure or facility planning and decision-making
- Create 'street soccer' facilities by re-using older, under-utilized city tennis courts

May-June 2014 Activate Wichita Online Survey Results

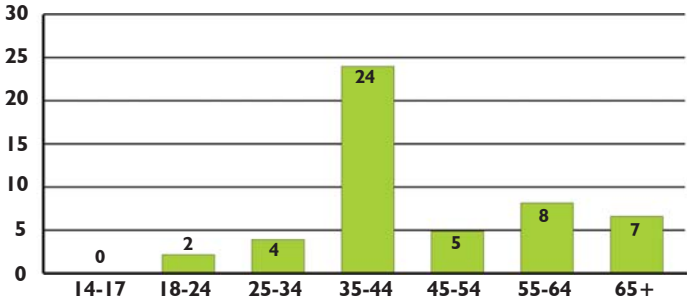
General Project Demographics

The figures below illustrate the participant demographics for the Community Investments Plan Survey which appeared on www.activate-wichita.com and closed June 26, 2014. The survey attracted 50 respondents which is 26% less than Activate Wichita's average response rate (but still 85% more than MindMixer's total average). The most responsive postal codes for this survey were 67203 (District VI), 67218 (District III), and 67226 (District II).

Gender Demographics



Age Demographics



Community Investment Plan Survey Summary

This survey attempted to gain feedback related to the growth scenarios proposed by the Plan Steering Committee. Participants were asked to rank from first to third the areas they felt would best support future growth, prosperity and quality of life in our community. In addition to these questions, participants identified what they liked the best and least about the Wichita 2035 growth scenarios as well as what important items elected officials should consider as they make community infrastructure spending and cost-reduction decisions.

Areas which Support Future Growth, Prosperity and Quality of Life

Respondents were asked to rank three areas of the City regarding their overall importance to supporting and developing growth in all of Wichita. The responses indicated that participants felt that development and redevelopment

in the (1) **Downtown** area ranked highest in importance (47%), followed by development and redevelopment on vacant/underutilized properties or buildings in the (2) **Established Urban Core** (43%), and finally development on vacant properties and agricultural land in the (3) **Suburbs** (68%).

Items for Elected Officials to Consider

Question 5 of the survey asked participants what things they felt elected officials should consider when making infrastructure spending and cost reduction decisions. Several responses dealt with advancing the community quality of life and having these efforts be in concert with economic growth and job creation. These respondents felt that none of the issues should be looked at in a vacuum and the inherent relationships between them should not be ignored.

Several respondents stressed how important a vibrant downtown is to future growth in Wichita. Many felt that an improved downtown would do most to attract and retain young professionals. Urban sprawl was identified as a leading cause of the decay of downtown amenities over time. Suggested improvements to downtown included a grocery store, special or free transit routes, and ample parking. In addition to downtown improvements, a number of respondents singled out sidewalk and street repair across all of Wichita as a priority they'd like elected officials to consider in their decision making. Job creation and stability was mentioned several times as well. Other items that respondents felt elected officials should consider include environmental impacts, improved library services, a focus on short commute times, reliable access to water, and increased cultural attractions.

Opinions on the Wichita 2035 Growth Scenarios

When asked what they liked most about the three presented scenarios, respondents identified numerous items. The focus on economic growth and job creation was mentioned several times. Rehabilitation of the downtown are and streets/sidewalks all over town was also identified. Many appreciated the realistic admission that there will be a significant deficit in terms of resources to address the future needs of the community. Having an honest interpretation of potential conditions was viewed as the best way to begin planning for the future.

Some criticism of the growth scenarios centered around their presentation. Respondents claimed that comparing the three options was difficult as they were currently being presented online. A significant number of responders felt that suburban development/redevelopment was focused on too much and that urban sprawl was counter-productive to solving the community's problems.

Summary

The general consensus from the 50 responses to this survey was that a focus on downtown was essential to future growth and prosperity in Wichita. It was identified as the most important area of town to focus on. It should be noted that 19 respondents claimed they lived in the established urban core are of Wichita and 17 claimed to live in the suburbs (the rest of the responses were non-committal or claimed they lived in the downtown area). When given the opportunity to provide responses to open-ended questions, respondents repeatedly focused on downtown issues and a distaste for continued suburban development. Rebuilding the core of Wichita and gaining all the advantages that come with that process seemed the most popular response offered to this survey.

2015 Community Engagement

2015 Community Meetings & Presentations on the Draft Plan

Forty-one presentations on the Draft Community Investments Plan were made from February through June 22, 2015 to a broad and diverse cross-section of community groups (see list and attendance numbers below). The total attendance at these various presentations and meetings was 738 people.

Business/Community Service/Local Government/Neighborhood Boards & Groups/Professional Associations

Access Advisory Board (21)
Airport Advisory Board (23)
American Institute of Architects - Wichita Chapter (7)
American Society of Civil Engineers & Society of Professional Engineers - Wichita Chapter (36)
American Society of Landscape Architects - Prairie Gateway Chapter (5)
Country Overlook Neighborhood Association (9)
Kansas CCIM Chapter of Commercial Real Estate Brokers (11)
Mayor's Youth Council - City of Wichita (27)
Northeast Millair Neighborhood Association (23)
Old Town Rotary Club (9)
Sedgwick County Advisory Council on Aging (20)
Sedgwick County Association of Cities (14)
Southside Democratic Club (20)
Southwind Neighborhood Association (19)
West Heights United Methodist Church (11)
Westlink Neighborhood Association Annual Social (25)
Westlink Neighborhood Association Board (7)
Wichita Area Association of Realtors - Government Relations Board (10)
Wichita Area Builders Association – Board (35)
Wichita Area Builders Association - Under 40 Council (23)
Wichita Area Builders Association - Remodeler's Council (20)
Wichita Area Metropolitan Planning Organization Policy Body (37)
Wichita Arts Council (16)
Wichita Bar Association - Real Estate Division (25)
Wichita Bike/Ped Advisory Board (12)
Wichita Downtown Development Corporation Board (9)
Wichita Habitat for Humanity Board (18)
Wichita Health and Wellness Coalition (10)
Wichita Historic Preservation Board (9)
Wichita Independent Neighborhoods (14)
Wichita Independent Business Association & Wichita Nonprofit Chamber of Service (18)
Wichita Library Board (20)
Wichita Metro Chamber of Commerce - Government Relations Committee (13)
Wichita Metro Chamber of Commerce - Health Alliance Committee (41)
Wichita Pachyderm Club (30)
Wichita Park Board (15)
Wichita Transit Advisory Board (15)

Open House Meetings

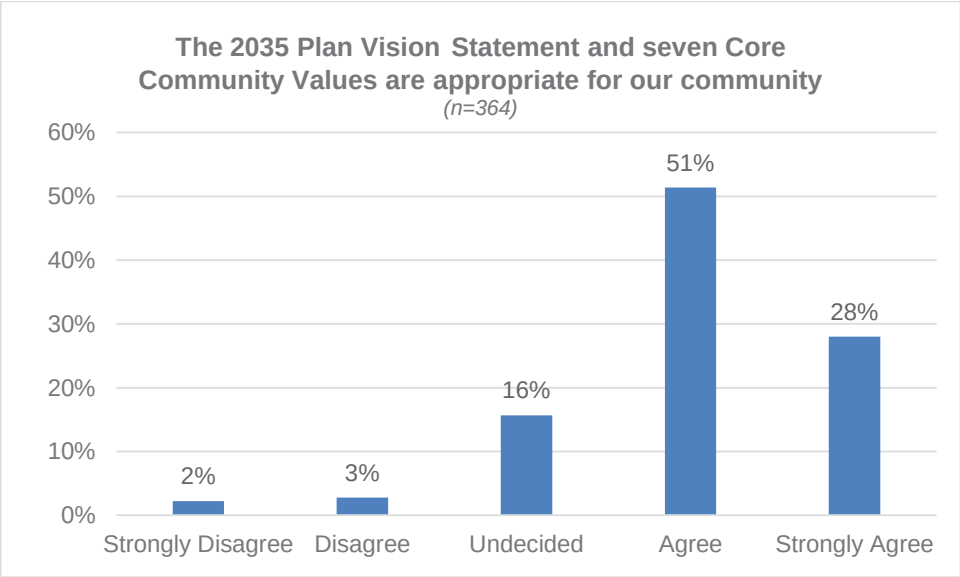
Four come-and-go community open house meetings (61 total attendance) were also held in April and May 2015 (April 27th at Alford Library; May 4th at City Arts; May 11th at WSU Metroplex; and May 18th at Sedgwick County Extension Office).

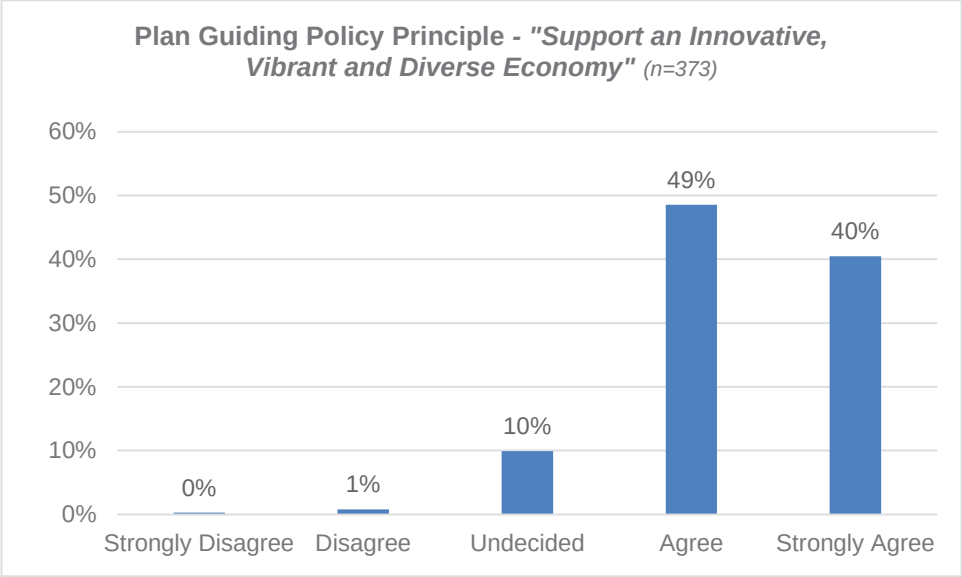
Activate Wichita Web Survey

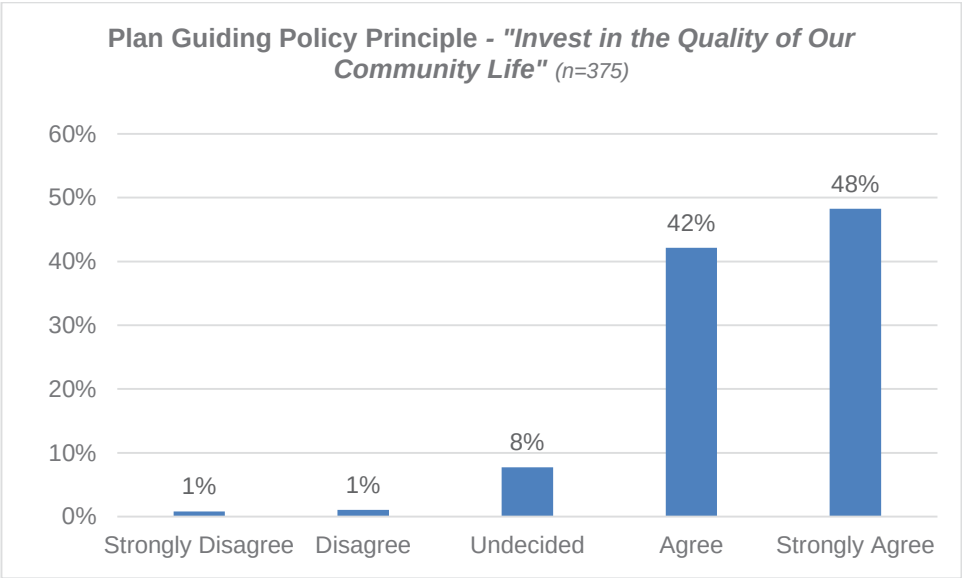
Since April 27, 2015, a summary of the Draft Plan along with the 11 community survey feedback questions have been posted on the City's Activate Wichita website. A total of 316 website material views have occurred (as of June 12, 2015). A total of 15 people responded to the on-line survey questions.

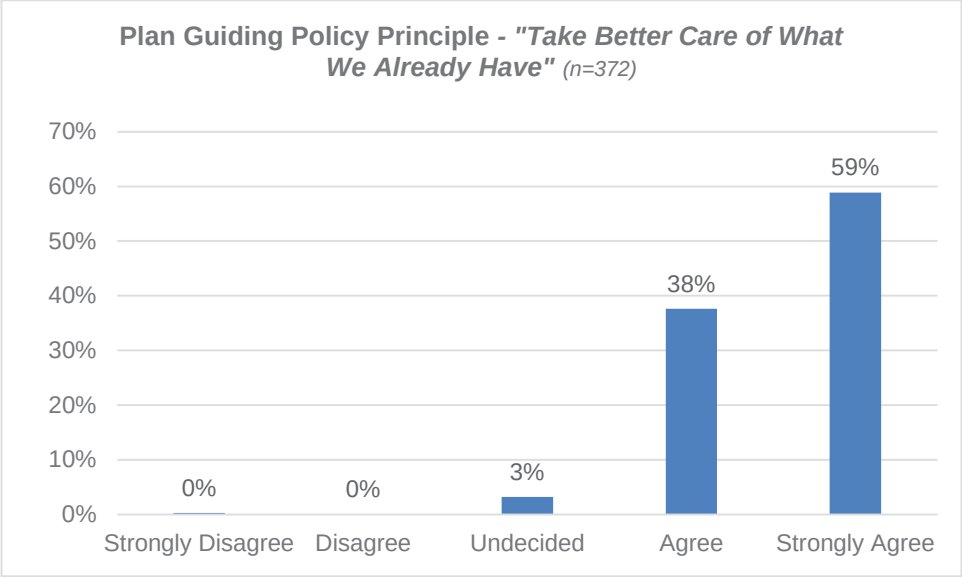
Aggregated Community Outreach Results

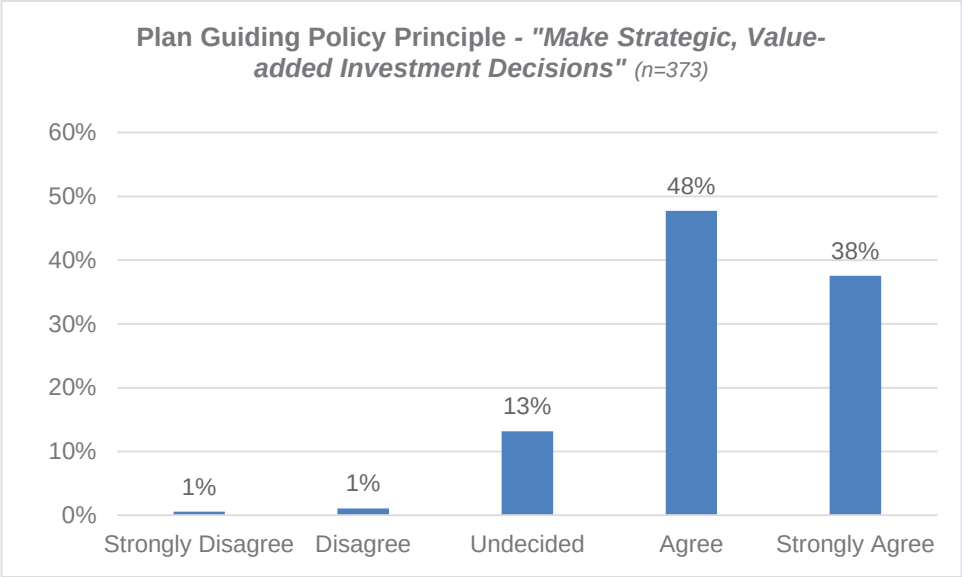
The following graphs display the total responses received from the various community meetings, presentations and Activate Wichita (as of June 12, 2015) to each of the 11 community survey questions regarding the overall direction of the Draft Plan.

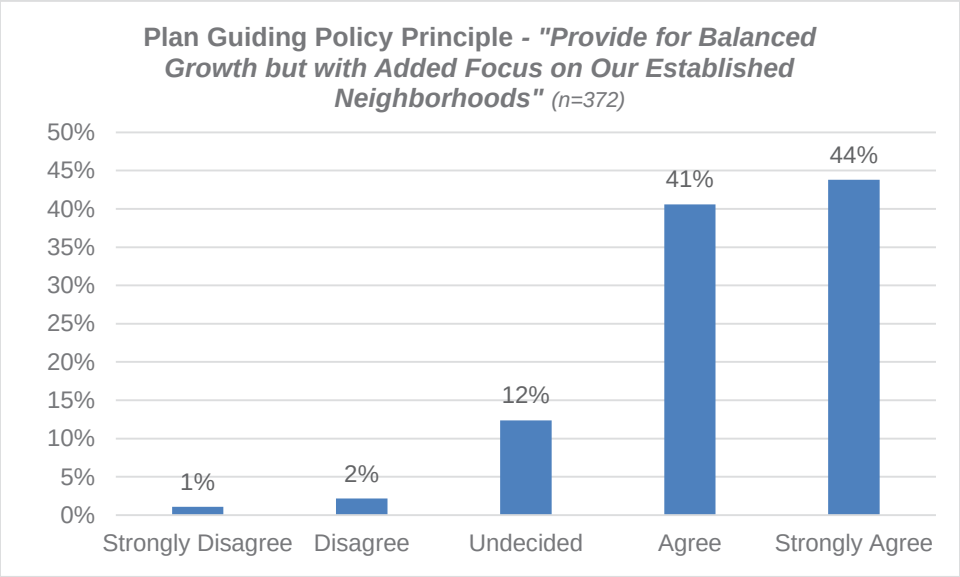


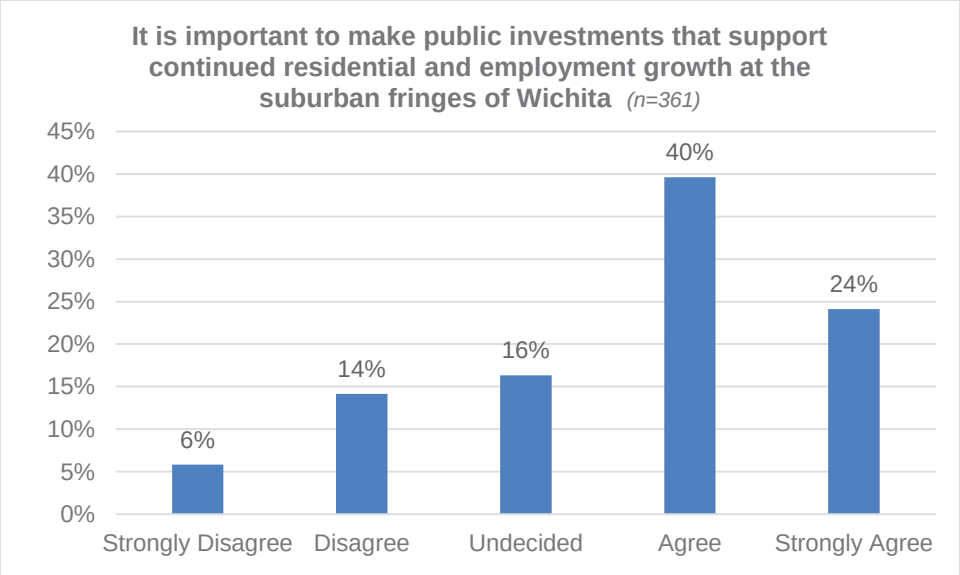

Plan Guiding Policy Principle - "Support an Innovative, Vibrant and Diverse Economy" (n=373)
60%
50%
40%
30%
20%
10%
0%
0%
1%
10%
49%
40%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree

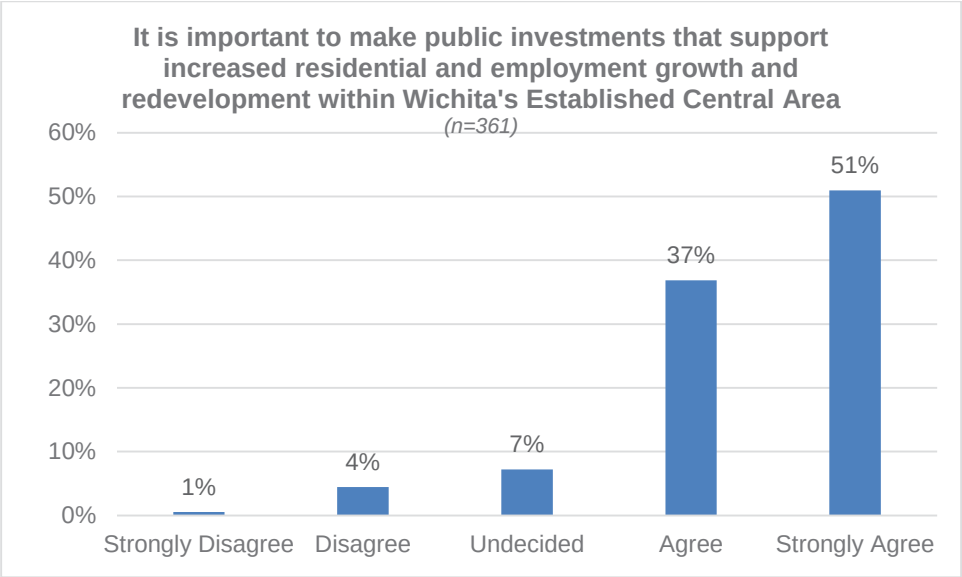

Plan Guiding Policy Principle - "Invest in the Quality of Our Community Life" (n=375)
60%
50%
40%
30%
20%
10%
0%
1%
1%
8%
42%
48%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree

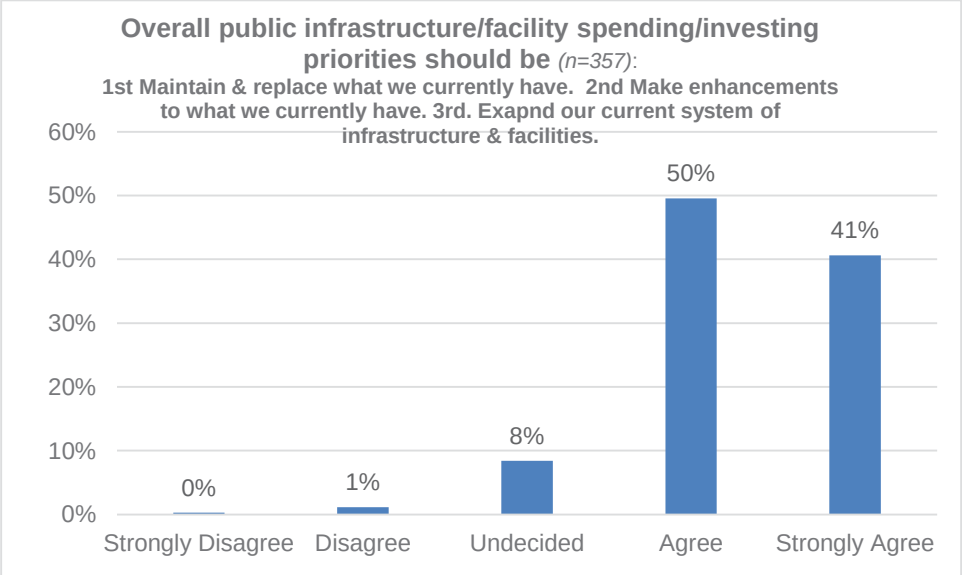

Plan Guiding Policy Principle - "Take Better Care of What We Already Have" (n=372)
70%
60%
50%
40%
30%
20%
10%
0%
0%
0%
3%
38%
59%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree

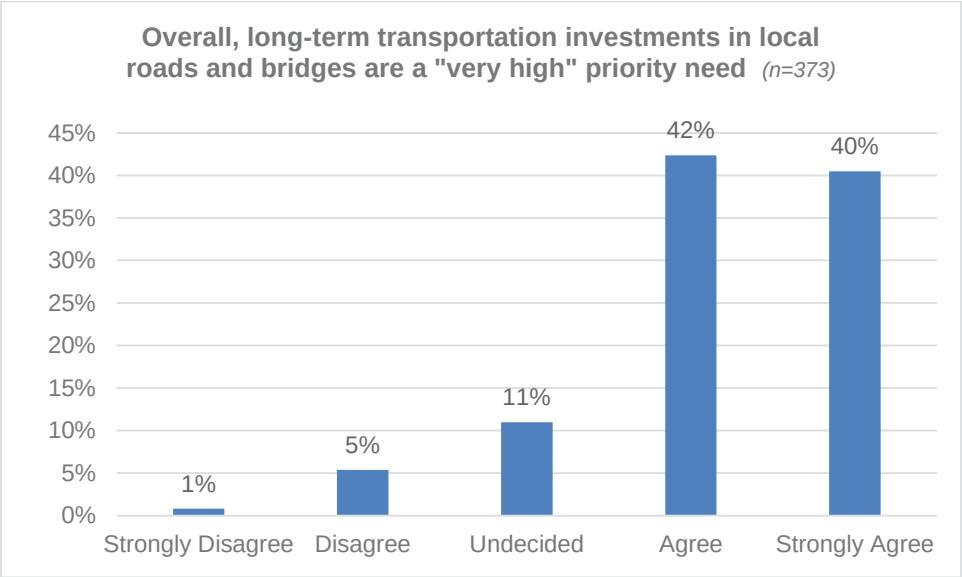

Plan Guiding Policy Principle - "Make Strategic, Value-added Investment Decisions" (n=373)
60%
50%
40%
30%
20%
10%
0%
1%
1%
13%
48%
38%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree

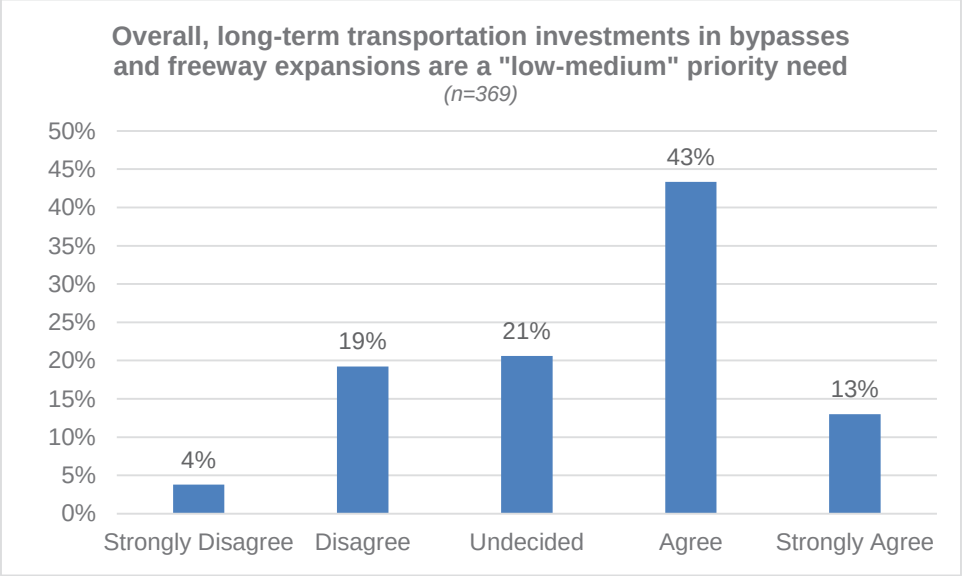

Plan Guiding Policy Principle - "Provide for Balanced Growth but with Added Focus on Our Established Neighborhoods" (n=372)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
1%
2%
12%
41%
44%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree

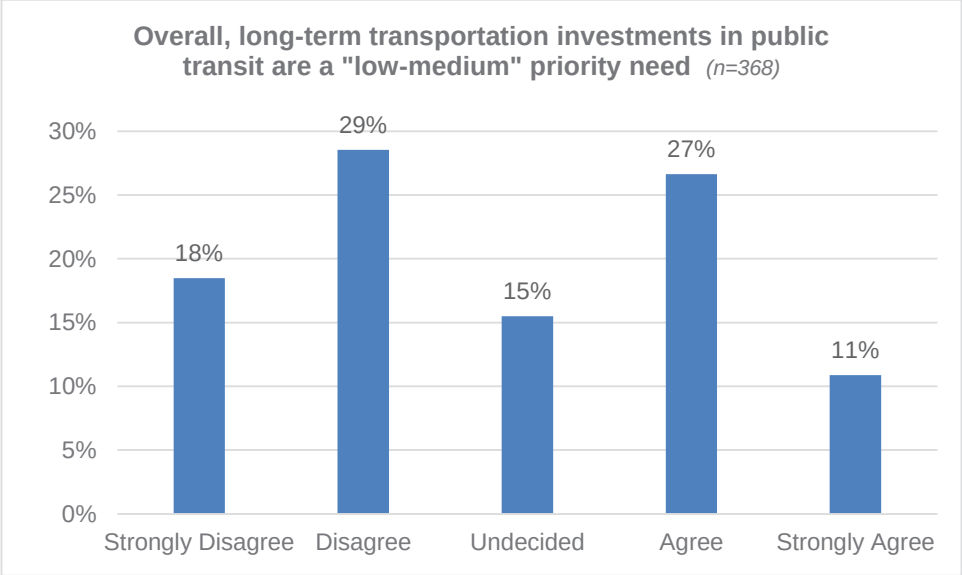

It is important to make public investments that support continued residential and employment growth at the suburban fringes of Wichita (n=361)
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
6%
14%
16%
40%
24%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree

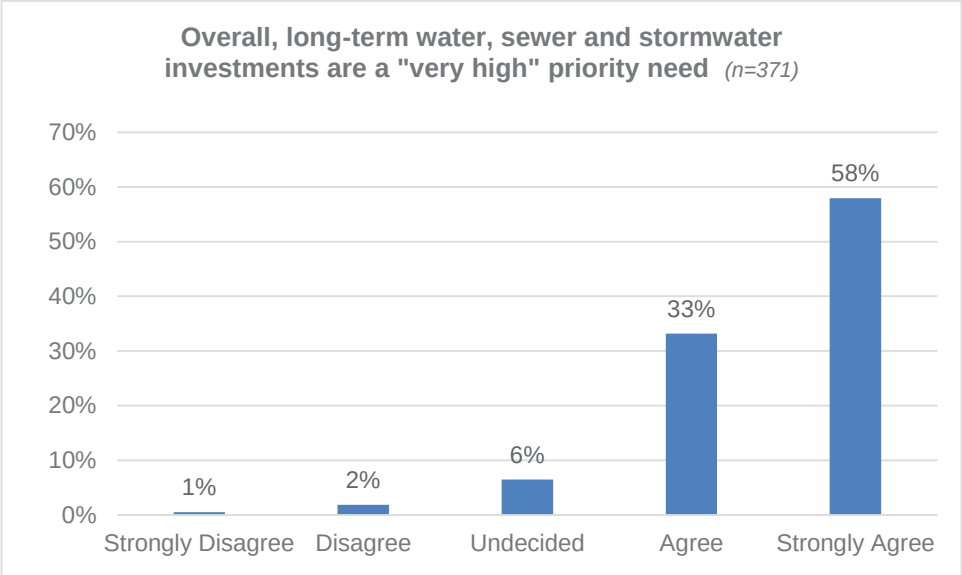

It is important to make public investments that support increased residential and employment growth and redevelopment within Wichita's Established Central Area
(n=361)
60%
50%
40%
30%
20%
10%
0%
1%
4%
7%
37%
51%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree

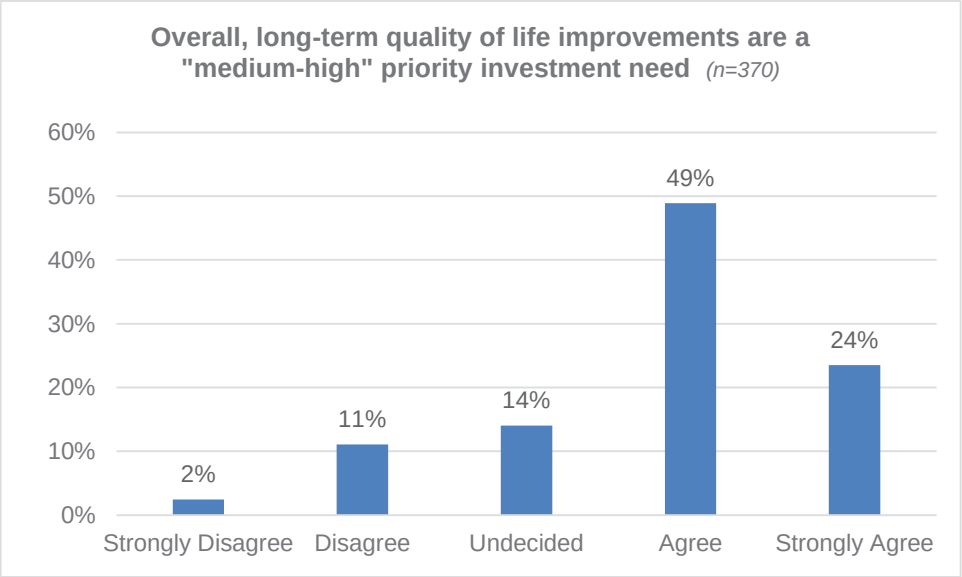

Overall public infrastructure/facility spending/investing priorities should be (n=357):
1st Maintain & replace what we currently have. 2nd Make enhancements to what we currently have. 3rd. Exapnd our current system of infrastructure & facilities.
60%
50%
40%
30%
20%
10%
0%
0%
1%
8%
50%
41%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree

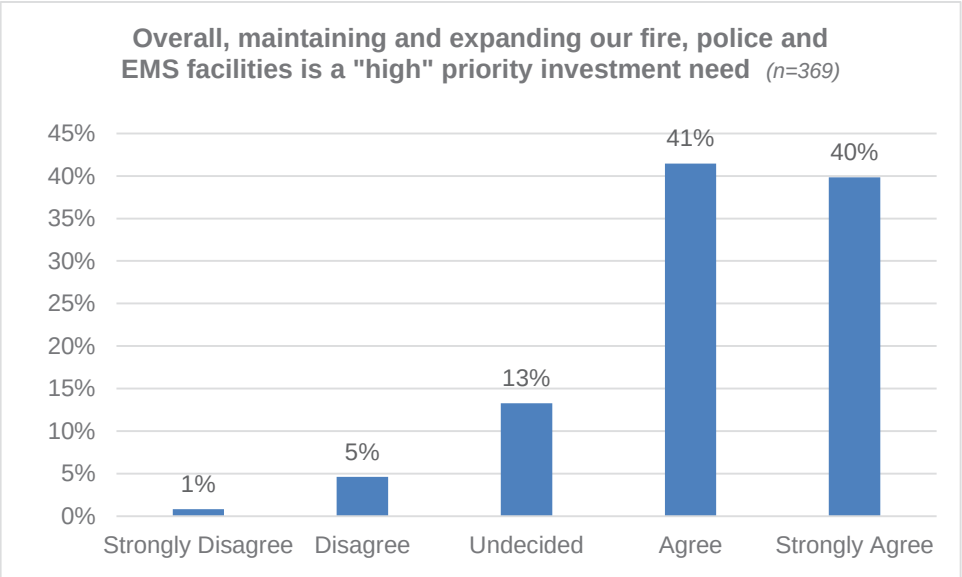

Overall, long-term transportation investments in local roads and bridges are a "very high" priority need (n=373)
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
1%
5%
11%
42%
40%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree


Overall, long-term transportation investments in bypasses and freeway expansions are a "low-medium" priority need
(n=369)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
4%
19%
21%
43%
13%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree


Overall, long-term transportation investments in public transit are a "low-medium" priority need (n=368)
30%
25%
20%
15%
10%
5%
0%
18%
29%
15%
27%
11%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree


Overall, long-term water, sewer and stormwater investments are a "very high" priority need (n=371)
70%
60%
50%
40%
30%
20%
10%
0%
1%
2%
6%
33%
58%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree


Overall, long-term quality of life improvements are a "medium-high" priority investment need (n=370)
60%
50%
40%
30%
20%
10%
0%
2%
11%
14%
49%
24%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree


Overall, maintaining and expanding our fire, police and EMS facilities is a "high" priority investment need (n=369)
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
1%
5%
13%
41%
40%
Strongly Disagree
Disagree
Undecided
Agree
Strongly Agree

The following is a summary of all written comments submitted and received. These comments have been organized according to the major Plan elements.

2035 Plan Vision Statement and Core Community Values

- A diverse economy, not dependent on aircraft jobs, is needed - take the focus off aviation jobs and diversify our long-term employment (5).
- A diversified economy must include the creation of green jobs.
- Job growth will be necessary for this Plan to work.
- We need to focus on job creation.
- We need more economic diversity and new businesses.
- We need a plan to bring new jobs to Sedgwick County in order to keep our young people (2) … this Plan is not innovative enough to keep our younger citizens here.
- Bringing more people to our community is good, but keeping people here is more important.
- Addressing the quality of life and educational needs of Wichita's youth is important.
- Education needs to be a high priority and it's not referenced in the draft Plan. Our schools need more support and programs to get students to realize that education is important for their future.
- A big challenge to implementing this Plan is the ever-changing elected City and County leadership that inherently brings new ideas and priorities.
- The Plan Vision statement won't happen without new leadership.
- Plan is put together well, but additional growth will required additional jobs. This will be difficult with the current County Commission not understanding the nature of job competition with other cities and states.
- We are basing this Plan on accelerated growth projections that are not realistic/practical.

Plan Guiding Policy Principles

- The Plan Vision and Guiding Policy Principles are really defined by willingness to set spending priorities.
- The five Guiding Policy Principles are too general.
- Is it possible to follow all five Plan Guiding Policy Principles at the same time … how will you choose and prioritize between them?
- The following terms used in the five Guiding Policy Principles; 'support', 'quality', 'better', value-added', 'balanced', and 'added focus', need to be defined.
- Need to clarify what 'make strategic, value-added investment decisions' means.
- Quality of life keeps our young professionals, attracts people, jobs and economic growth. This will in turn generate additional revenues to invest back into our public infrastructure.
- Quality of life means different things to different people - need to better define what constitutes quality of life for our community.
- Quality of community life includes investments in affordable housing and the creation of a usable public transit system.

Future Wichita Growth Patterns & Policies

Suburban fringe:

- Projected future suburban growth will utilize agricultural land … need to support urban infill.
- Plan needs to be more cautious about continued suburban growth (2).
- People who choose to live in the fringes of Wichita should expect to have less access to city services.
- We need to stop suburban sprawl with an urban growth boundary around Wichita.
- There is no need for further expansion of the city's suburban areas.
- Look toward raising the cost of development in the fringe areas as means of encouraging redevelopment within existing city limits.
- Stop expanding residential development further away from the established core area.

Downtown:

- Funding downtown development is not a good investment.
- Downtown is already a semi-ghost town. Can we change that, or are we just throwing money down a rat hole?
- More lighting is needed in Old Town.
- Develop downtown.

Urban Infill Strategy:

- I support the Wichita Urban Infill Strategy (2).
- I support concentrating investment and redevelopment of the City core area.
- There needs to be a high emphasis on neighborhood-level investments in the urban core area.
- It's critical that we make it easier to develop and redevelop inner-city neighborhoods.
- A similar guideline should be applied to identify priority areas for renovation and reconstruction in the established central area.
- Make sure that reinvestments to support infill growth do not take away from our continued suburban growth – we need both.
- The Plan does not include a lot of 'sustaining" practices ... a means of walking to grocery and daily shops in the core of the City.
- Some local street lights have not been working for some time (by Ray Woodman School and Truesdale).
- Public/private land banking should be incorporated into the urban infill strategy.
- The City needs to enforce its codes and ordinances including the imposition of appropriate penalties on those violators.
- Make it easier to redevelop in the core areas by removing regulatory barriers, improving infrastructure and overall quality of life.
- How will the Plan address the abandoned houses and buildings in the City?
- Abandoned residential and commercial structures convey Detroit-like decline.
- Stop the practice of 10 year tax abatements to existing businesses, even if they are in the ECA.
- Every large city allows inner city decay at the expense of those who cannot afford to live in the more prosperous suburban areas. We need to take better care of what we have already.
- USD 259 must be a partner in this planning process, otherwise, they undermine the efforts of this Plan.

- I would like to see an example of how making public infrastructure investments would increase residential redevelopment and employment growth within Wichita's Established Central Area.
- The City should not be encouraging infill development.

Plan Elements

Funding & Financing

Taxation issues:

- Instead of focusing on the $9 billion gap which we will never be able to close without significantly raising taxes and fees, we should focus on how to best spend the $4 billion in forecasted revenues.
- The City's stormwater ERU already addresses our stormwater funding needs.
- All of our talented, creative people and young people will move away if we do not take the financial burden off of future generations.
- Taxpayers should not pay for the costs of public infrastructure needed to support residential/employment growth at the fringes or in the Established Central Area.
- Taxes levied on local businesses are actually a tax on its customers, because that cost is passed on to the consumer.
- An innovative and diverse economy can be accomplished without large tax revenues.
- Be cautious with any future tax increases and the impact it would have on fixed and low-income households.
- The City needs to do a better job assuring citizens that our tax revenues are being spent wisely.
- Any future sales tax initiative to fund a long-term water plan should be done independent of any initiative for economic development slush fund money.
- We get what we are willing to pay for … sometimes, we need to help people understand the cost of our community infrastructure. There are some who would be willing to have their property taxes go up in order to help pay for things.
- We can't have low taxes and significant public investment at the same time – property tax increases will be needed.
- Taxes need to be raised to accomplish the Plan.
- I support increasing our available funding by raising taxes.
- Additional funding will be required via progressive taxation.
- I don't mind paying higher taxes for bike paths, park and recreation improvements.
- Additional revenues will be needed to pay for infrastructure construction/maintenance.
- We need additional funding strategies to be included in the Plan. The gap is huge and no solutions are proposed in the Plan.
- I don't agree with a common sense approach that is limited to less regulation and low taxes.
- We must raise taxes in order to help close the gap between needs/wants and our revenue forecast.
- It is not possible to close the $9 billion gap if the city and county are not willing to raise local taxes.
- It will be very hard to achieve our vision with low taxation. We may need to gauge how much we could raise taxes to get more money.
- I would pay more taxes if necessary to make this happen .

- I'm willing to provide more in property & sales taxes to help close the gap.
- I am willing to pay additional taxes to improve our community infrastructure (2).
- Have these public infrastructure issues been caused by a change in the taxing structure, or due to changes in the state and federal taxing system? Before our public infrastructure issues can be resolved, there needs to be a change in our culture of taxation – the wealthy need to pay more.

Incentives:

- The City needs to stop providing incentives to private developers.
- Don't pay companies to come to Wichita, or give them big tax breaks.
- The community should not be responsible for assuming the debt of businesses who leave the community.
- Targeted tax breaks smack of pay-offs and favoritism – level playing field is needed for all.
- Small businesses are the backbone of our community, but get no support other than the crazy Kansas income tax break. Big businesses get TIF support from the City, and the forecasted jobs don't always pan out.
- Look for opportunities to consolidate and redefine local government. Stay out of direct development and avoid picking winners and losers. Work with the local development community on a fair basis.
- Use public investments, not incentives, to promote green job growth, combat poverty and reduce unemployment.
- No corporate welfare investments.

Funding Priorities:

- Rather than trying to accomplish all three of the investment priorities, we should invest as much as is needed into the first priority and then move on to the others once that priority area is finished.
- Strongly agree that the first priority is to maintain and replace what we have.
- The 3rd investment priority of expanding our current system of infrastructure and facility assets should be the 2nd priority.
- I strongly endorse the fundamentals of maintaining our current infrastructure and yet adding to our assets to support new growth.
- Fund the CIP program.
- Fix what we already have.
- Don't defer maintenance and upkeep of streets, bridges, water and sewer lines (2).
- Maintaining and enhancing our existing infrastructure are the two most important priorities.
- I'm willing to pay more taxes for public transit, water supply and public health.
- I support the Plan emphasis on safety, quality of life and long-term water investments.
- Need to make investments that will keep our college students in Wichita.
- An infrastructure maintenance fund is needed. If a certain percentage of each project is set aside, then we would have the funds for upkeep. It is sad to see our investments falling apart because of a lack of maintenance (for example, bridge rails rusting that need to be replaced but could have been kept if maintained with regular painting).

Miscellaneous:

- Provide micro loans to local entrepreneurs to help create decent-paying jobs within Wichita.
- The payoff from private-public partnerships is often worth it – we need to partner with private entities to continue to redevelop downtown to support the trend among our young people for urban living.

- The payoff from private-public partnerships is often worth it – we need to partner with private entities to continue to redevelop downtown to support the trend among our young people for urban living.
- Public retirement pension plans put a strain on our city budget.
- If we grow our population and employment as projected, then we should be able to increase our forecasted revenues to help finance our future.
- Utilizing alternate energy sources (solar, wind) could reduce some of the City's costs.
- More energy efficient public buildings would lower costs and help the community.
- Public facilities should be built to LEED Platinum standards to spur the creation of ecologically sustainable building practices locally.
- What happens to capital projects that get deferred for several years?
- We need openness and accountability in the expenditure of public funds … private contracting or internal competition may be better.
- The City needs to have greater transparency in funding public improvements.
- We can't let big money interests dictate our means of financing.

Transportation

Transit-yes

- A strong transit plan is needed.
- A dedicated funding source is needed for public transit.
- Public transit needs to be linked to roads and bridges infrastructure issues. More people who use public transit will reduce the number of vehicles on the roadway. Increased vehicular traffic increases the costs to maintain our road/bridge infrastructure and increases the need for more roads and bridges.
- Expand and enhance public transit service (e.g. to support night shift workers).
- Wichita needs to expand public transportation service hours and routes. A vibrant city provides public transportation for its residents and visitors.
- Young people want public transit … that should be a focus.
- We need better city transit buses.
- Public transit will help the local economy and quality of life if it is a good enough that I don't need a car.
- Transit should be a higher priority than proposed in the Plan (6).
- There needs to be a higher emphasis on public transit.
- Public transit needs to be a higher priority for the core areas of Wichita … transit is a quality of life issue (2).
- Public transit should be a medium priority rather than a low-medium priority (2).
- Public transit investments should be a medium-high priority (3).
- Public transit should have a high-medium priority.
- Investments in public transit should be a high priority (4).
- Public transit should be a very high priority (5).
- Public transportation is so important and we need a change management & marketing program to reinvent MTA and improve public perception.

Transit-no

- Public transit is nice to have but it shouldn't be subsidized by our community to support just 5% of our population. Other alternatives need to be explored including private transit options.
- The public transit cost to serve such a small percentage of our population is not cost-effective nor affordable. At a lesser cost, we could provide free cab fare for the few public transit users.
- We can't afford a public transit system if we can't afford to maintain our local streets.
- Public transit should be a low priority.
- Investment in transit should be a very low priority (2).

Local streets

- The Plan does not specifically address the City's dirt streets and the negative health impacts associate with associated dust emissions (3). USEPA Region 7 states that clean air for our children is a major concern that we need to address.
- Upgrading the dirt streets in our City needs to be a high priority.
- There are also sections of Douglas that need repair – some of our local residential streets are also in great need of repair.
- We have over 100 miles of dirt roads which create dust and health problems. What are the priorities in the Plan to address these problems?
- Local roads and bridges should be a medium priority.
- Local streets are a high investment priority.
- Local roads and bridges are a high priority rather than a very high priority.

Bike/Ped

- Bicycle and pedestrian improvements can be considered quality of life improvements.
- Bicycle and pedestrian improvements are much cheaper than the cost of freeway expansion, and they help improve health and air quality.
- More money and higher priority is needed for maintenance of our bike and pedestrian infrastructure (5).
- Greater investment is needed in constructing and maintaining bike/ped infrastructure.
- Bicycle and pedestrian projects need to be a medium priority transportation investment.
- The Plan needs more emphasis on improving active forms of transportation - sidewalks and hike/bike trails (2).

Bypasses/Freeways

- The NW Bypass is not needed.
- Bypasses and freeways are a low priority.
- Long-term investments in bypasses and freeway expansion should be a higher priority (2).
- Bypasses and freeway expansions should be a medium-high priority.

Miscellaneous

- We need to plan for a rail overpass at 21st St. North and Broadway.
- The Plan needs to address technology impacts … high-speed fiber optic has given communities a huge return.
- The Plan needs to support continued enhancements on the west side of the City … supporting infrastructure and facilities (libraries and public transit) has not kept up with this growth.

Water, Sewer and Stormwater

- We need to repair and maintain our water infrastructure investments in conjunction with water conservation and the development of alternate future water sources.
- Water reuse should be an important part of securing a long-term water supply.
- Need practical, low cost water sources– sewer effluent is a possible source (just need education).
- Water, sewer and stormwater needs should be a high priority rather than a very high priority.
- Saying that long-term water supply investments are a very high priority is fine, but it doesn't address how it will be accomplished. The ASR project is essentially throwing good money after bad.

Arts, Culture and Recreation

- Quality of life investments should be a low priority (2).
- All quality of life improvements categories are not of equal importance … this single category is too broad.
- Quality of life improvements can't all be libraries, art exhibits or museums … that's not realistic for our community.
- This community must support policies and actions that improve the quality of life for young and old alike.
- Quality of community life is an important factor young people consider in deciding where to live.
- Quality of life improvements (e.g. Zoo, Exploration Place) are key to attracting new move-ins according to real estate data. We need to fund these improvements if we are to be competitive with other cities.
- Quantity doesn't equal quality when it comes to quality of life improvements.
- Quality of life investments should be more of a 'low-medium' or 'medium' priority.
- Quality of life should be a high or very high priority (2)
- Investment in quality of life is a very high priority (5).
- Long-term quality of life improvements should be a very high priority, which includes public transit (especially for low-wage earners).
- Arts, culture and recreation should be the highest priority along with public safety and water, sewer and stormwater.
- We also need to replace the McAdams and Edgemoor public pools.
- Greater investment is needed in bike/walking paths in Grove/Dr. Glen Dey Park.
- A new downtown library is nice but not a priority given our budget issues.
- I strongly support building a new downtown library.
- A new central library is an important priority.
- We need locally-based and properly maintained "free" recreation buildings for the benefit of our school-aged children.
- Closing the neighborhood city hall eliminates connections between the core area neighborhoods and the City.
- The Plan does not address the future development of County parks.
- Higher priority needed for park maintenance.

Public Safety

- The payoff from private-public partnerships is often worth it – we need to partner with private entities to continue to redevelop downtown to support the trend among our young people for urban living.
- Provide more equipment for first responders.
- Maintaining public safety services is a high priority but expanding them should be a low priority.
- More fire, police and EMS facilities doesn't equal better facilities or service.
- Public safety infrastructure is strong and in good shape … not a top priority
- Expanding our public safety services facilities doesn't automatically result in better service.
- Without public health services (aging, physical/mental health, addiction treatment, family crisis, etc.), there will be increased loads placed upon local law enforcement. Public health needs to guide the Plan discussion.
- Utilize smaller fire vehicles on emergency response runs.

General/Overall Comments

- The proposed Plan is "on-target" … thank you.
- Good Plan (2)
- The Plan is very comprehensive and clear.
- The Plan is very convincing and high-level in its approach.
- The Plan is well constructed with a long-term focus.
- Solid Plan approach to current conditions.
- Great and important work!
- Excellent presentation (3)
- Thank you for a great view of our city's future potential. The Plan provides an excellent base for our future.
- Good work on the Plan (2).
- Plan is very well developed.
- The draft Plan looks good (2).
- Thank you for the proactive approach.
- Staff is to be commended for their good work.
- It's good to have a long-term plan.
- Draw a sharper distinction between this Plan and economic development efforts of Wichita and Sedgwick County.
- There were not enough details in the presentation to make any kind of assessment of this plan.
- Plan reflects a lot of hard work, but other than a guidance document, it doesn't solve the issues.
- The Plan appears to be largely a city effort focused largely on Wichita.
- More emphasis should be put on creating the decision-making framework – it would eliminate radical approvals and disapprovals.
- The Plan seems to be headed in the right direction – I have question about the 'how to make it happen' part (2)

- Andover is part of our urban area and should be included in this plan even if it is in another county.
- The Plan needs to better address the needs/impacts of the aging of our population and the growing % of our total population that it represents.
- Why is it that some businesses can water their grass while other residents are not allowed to?
- The river bank areas in Riverside Park need cleaning.
- Public funds should be diverted from the Zoo for elephants and given to help our schools. Most of the magnet schools are in bad areas of town.
- Need to provide for ongoing community awareness throughout the life of the Plan.
- A key for success is finding a way of working together for our great city and not getting caught up in meaningless bi-partisan mindsets and bickering.
- Neighborhood input is important to help shape this Plan
- Decide whether the Arkansas River is an asset or liability, and treat it as such.
- The Plan needs to emphasize connecting greenspaces and protecting our environmental resources – very important to the livability and economic viability of our community.
- City employees should be required to live within the City.
- Provide adequate housing and support to our homeless population.
- Need to ensure that the city and county are committed to implementing this Plan and making adjustments as necessary.
- The devil is in the details which this presentation does not get into.
- Like the long-term checks and balances in the plan implementation piece.
- Need more communication between the City and its citizens, especially more public input at the City Council and DAB meetings.
- Age discrimination exists in all employment sectors for those over age 50.
- Use common sense and listen to all sides of the issues.
- Instead of using the words “community investments”, you should call it what it is …. “taxes and spending”.
- Use common sense and listen to all sides of the issues.
- Instead of using the words “community investments”, you should call it what it is …. “taxes and spending”.
- The Community Investments Plan is somewhat flawed in that it must depend on a strategy being in place that will make Wichita more competitive in the region, and on adjusting our tax rates to implement the Plan.
- Spending to retain and attract new jobs and taxpayers is essential. We cannot continue to defer projects to another time when things are better. Wichita/Sedgwick County must become more competitive in the region.
- Youth employment programs are needed to help rebuild and develop new infrastructure.
- Spiritual resources and compassionate service is slowly fading from our community.
- Taxing marijuana will help fill our revenue gaps.
- A strong school system will be key to our economic prosperity and development.

Appendix - Plan Adoption and Amendments

CERTIFICATION OF ADOPTION OF
THE
WICHITA-SEDGWICK COUNTY COMPREHENSIVE PLAN

I, Dale Miller, Director of the Metropolitan Area Planning Department, and Secretary for the Metropolitan Area Planning Commission, hereby certify that the attached *Community Investments Plan 2015-2035* is a true and correct copy of the new Wichita-Sedgwick County Comprehensive Plan adopted by the Metropolitan Area Planning Commission on November 19, 2015.

Dale Miller, Director
Metropolitan Area Planning Department

RESOLUTION

WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION

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, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010 and 2011; and

WHEREAS, the Comprehensive Plan may be amended or a new Comprehensive Plan adopted to ensure it reflects timely and relevant information and the needs of the community; 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 et seq. to hold a public hearing; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give due and proper notice by publication in the official City and County newspapers on July 30, 2015, of a public hearing to be held to consider the adoption of a new Comprehensive Plan; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on August 20, 2015, did hold a public hearing at which a quorum was present, did hear all comments and testimony relating to said adoption of a new Comprehensive Plan, and voted to adopt the Community Investments Plan 2015-2035 as the new Comprehensive Plan;

WHEREAS, the Sedgwick County Board of County Commissioners, on November 4, 2015, returned the Community Investments Plan 2015-2035, dated August 20, 2015, to the Wichita-Sedgwick County Metropolitan Area Planning Commission for further consideration, together with a statement specifying the basis for the governing body's failure to approve;

WHEREAS, the City Council of the City of Wichita, on November 10, 2015, returned the Community Investments Plan 2015-2035, dated August 20, 2015, to the Wichita-Sedgwick County Metropolitan Area Planning Commission for further consideration, together with a statement specifying the basis for the governing body's failure to approve;

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on November 19, 2015, gave further consideration to the Community Investments Plan 2015-2035, dated August 20, 2015, and voted 10-3 to amend the Community Investments Plan 2015-2035, dated August 20, 2015, as outlined herein as Attachment “A”;

NOW, BE IT THEREFORE RESOLVED, the Wichita-Sedgwick County Metropolitan Area Planning Commission duly assembled, hereby adopts the Community Investments Plan 2015-2035, dated November 19, 2015, and attached herein as Attachment “B”, as the new Wichita-Sedgwick County Comprehensive Plan, and also adopts those neighborhood and area plans itemized on Attachment “C” as elements of the Community Investments Plan 2015-2035, dated November 19, 2015.

BE IT FURTHER RESOLVED, that notice of this action be transmitted to the City Council of the City of Wichita and to the Sedgwick County Board of County Commissioners for their consideration and adoption.

ADOPTED at Wichita, Kansas, this 19th day of November, 2015.

Carol Chapman Neugent

Carol C. Neugent, Chair
Wichita-Sedgwick County Metropolitan Area
Planning Commission

Dale Miller

Dale Miller, Secretary
Wichita-Sedgwick County Metropolitan Area
Planning Commission

Approved as to Form:

Jennifer Magana, Director of Law
City of Wichita

ATTACHMENT "A"

The following amendments to the Community Investments Plan 2015-2035, dated August 20, 2015, are included in the duly adopted Community Investments Plan 2015-2035, dated November 19, 2015:

Plan page 17. Add the following additional text (identified below with italics) to the first sentence of the introductory paragraph located in the left-hand column of the page:

> The purpose of the Future Land Use Policies is to encourage orderly growth that meets future market demand while considering impacts to taxpayers, developers, the environment, and the community as a whole *while protecting individual property rights*.

Plan page 29. Add the following new Funding and Financing Strategy C statement (identified below with italics) under Goal 2 – Maintain a responsible and appropriate taxing level to address our community's needs.

> C. *In 1985, Sedgwick County voters approved a countywide one-cent sales tax to help maintain or construct road projects as well as reduce property tax. The one-cent sales tax revenue distribution formula is determined by statute and is based on local jurisdiction property tax mill levy rates as well as population.*

Plan page 30. Add the following new sentence (identified below with italics) at the end of the last sentence of the second paragraph located in the right-hand column of the page:

> *Opportunities for alternate, innovative solutions must be pursued.*

Plan page 30. Reverse the listing of transportation investment priorities for Wichita as contained in the third paragraph located in the right-hand column of the page, from highest priority to lowest priority as follows (indicated below with italics):

> *Very high priority – local streets and bridges*
> *Medium-high priority – public transit*
> *Low-medium priority – freeway enhancements*
> *Low priority – new bypasses*

Plan page 30. Following the third paragraph located in the right-hand column of the page, add the following new paragraph of text (indicated below with italics) listing the transportation investment priorities for Sedgwick County:

> *For Sedgwick County, the level of investment priority over the next 20 years varies across the major transportation infrastructure categories as follows:*
> *Very high priority – local streets and bridges*
> *Medium-high priority – freeway enhancements*
> *Medium priority – new bypasses*
> *Low priority – public transit*

Plan page 31. In Transportation Strategy B statement listed in the left-hand column of the page, delete "public" (indicated below with a strikethrough) from the Strategy wording as follows:

> B. Develop and implement a long-term ~~public~~ transit system plan that reflects the needs of our community.

Plan page 33. In the Arts, Culture and Recreation Goal 1 statement listed in the left-hand column of the page, delete the word "premier" (indicated below a strikethrough) from the Strategy wording as follows:

> Goal 1 – Improve quality of life and healthy lifestyles for all through an accessible system of ~~premier~~ arts, culture, library, recreation and open space facilities.

Plan page 33. In the Arts, Culture and Recreation Strategy G statement listed in the right-hand column of the page, delete the words "Establish a task force to" (indicated below with a strikethrough) from the Strategy statement as follows:

> G. ~~Establish a task force to~~ Identify opportunity areas and regulatory adjustments necessary to support agritourism in the unincorporated areas of Sedgwick County.

ATTACHMENT "B"

The Community Investments Plan 2015-2035, dated November 19, 2015, is incorporated herein by reference.

ATTACHMENT "C"

The following Neighborhood and Area Plans and amendments thereto are hereby adopted as elements of the Community Investments Plan 2015-2035, dated November 19, 2015:

	Adopted by Wichita City Council	Adopted by Sedgwick County Board of Commissioners
Center City Neighborhood Revitalization Plan	February 15, 2000 Ord. No. 44-495	February 9, 2000 Res. No. 19-00
Hilltop Neighborhood Revitalization Plan	August 22, 2000 Ord. No. 44-701	August 16, 2000 Res. No. 143-00
Delano Neighborhood Revitalization Plan	March 20, 2001 Ord. No. 44-896	March 7, 2001 Res. No. 35-01
Oaklawn/Sunview Neighborhood Revitalization Plan	April 9, 2002 Ord. No. 45-299	March 20, 2002 Res. No. 37-02
South Wichita-Haysville Area Plan	April 2, 2002 Ord. No. 45-248	March 20, 2002 Res. No. 36-02
McAdams Neighborhood Plan	June 3, 2003 Ord. No. 45-726	May 14, 2003 Res. No. 114-03
Midtown Neighborhood Revitalization Plan	May 18, 2004 Ord. No. 46-179	May 19, 2004 Res. No. 87-04
21st Street North Corridor Revitalization Plan	January 4, 2005 Ord. No. 46-434	December 22, 2004 Res. No. 233-04
Urban Fringe Development Standards for Wichita and Sedgwick County	December 14, 2004 Endorsed	December 15, 2004 Endorsed
Central Northeast Area Plan Update	September 22, 2005 Ord. No. 46-657	September 14, 2005 Res. No. 158-05
South Central Neighborhood Plan	May 16, 2006 Ord. No. 47-033	May 10, 2006 Res. No. 72-06
K-96 Corridor Economic Development Plan	November 21, 2006 Ord. No. 47-304	November 15, 2006 Res. No. 166-06
47th to 55th Street South Joint Area Plan	June 17, 2008 Ord. No. 47-914	June 18, 2008 Res. No. 94-08
Wichita Parks, Recreation and Open Space Plan	January 6, 2009 Ord. No. 48-153	December 17, 2008 Res. No. 192-08
Derby-Mulvane Joint Area Plan	September 21, 2010 Ord. No. 48-832	September 8, 2010 Res. No. 155-10
Project Downtown - The Master Plan for Wichita	December 14, 2010 Ord. No. 48-919	February 23, 2011 Res. No. 29-11

OCA150004 BID #37529-009 CID #76383

PUBLISHED IN THE WICHITA EAGLE ON December 18, 2015

ORDINANCE NO. 50-129

AN ORDINANCE ADOPTING THE COMMUNITY INVESTMENTS PLAN 2015-2035, DATED NOVEMBER 19, 2015, AS THE NEW WICHITA-SEDGWICK COUNTY COMPREHENSIVE PLAN.

WHEREAS, pursuant to the authority granted by the statutes of the State of Kansas, in K.S.A. 12-47 *et seq.*, the Wichita-Sedgwick County Metropolitan Area Planning Commission developed a 'omprehensive Plan, adopted by the City of Wichita and Sedgwick County in 1993, and amended in 996, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010 and 2011; and

WHEREAS, the Comprehensive Plan may be amended or a new Comprehensive Plan developed nd adopted to ensure it reflects timely and relevant information and the needs of the community; and

WHEREAS, the City of Wichita and Sedgwick County in collaboration with the Wichita-edgwick County Metropolitan Area Planning Commission, did initiate the development of a new 'omprehensive Plan in 2011; and

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

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give otice by publication in the official City and County newspaper on July 30, 2015, of a public hearing to onsider the adoption of a new Comprehensive Plan; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on August 0, 2015, did hold a public hearing at which a quorum was present, did hear all comments and testimony elating to said adoption of a new Comprehensive Plan, and voted to adopt the Community Investments 'lan 2015-2035 as the new Comprehensive Plan;

WHEREAS, the Sedgwick County Board of County Commissioners, on November 4, 2015, eturned the Community Investments Plan 2015-2035, dated August 20, 2015, to the Wichita-Sedgwick 'ounty Metropolitan Area Planning Commission for further consideration, together with a statement pecifying the basis for the governing body's failure to approve;

WHEREAS, the City Council of the City of Wichita, on November 10, 2015, returned the 'ommunity Investments Plan 2015-2035, dated August 20, 2015, to the Wichita-Sedgwick County Metropolitan Area Planning Commission for further consideration, together with a statement specifying ne basis for the governing body's failure to approve;

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on lovember 19, 2015, gave further consideration to the Community Investments Plan 2015-2035, dated ugust 20, 2015, and voted (10-3) to amend the Community Investments Plan 2015-2035, dated August 0, 2015, as outlined in Attachment "A" of the Resolution of Wichita-Sedgwick County Metropolitan rea Planning Commission dated November 19, 2015; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on November 19, 2015, did approve a Resolution adopting the *Community Investments Plan 2015-2035*, dated November 19, 2015, as the new Wichita-Sedgwick County Comprehensive Plan, and also adopting those neighborhood and area plans itemized on Attachment "C" of said Resolution as elements of the *Community Investments Plan 2015-2035*, dated November 19, 2015, which Resolution has been submitted to the Wichita City Council and the Board of County Commissioners of Sedgwick County for consideration.

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

SECTION 1. The City of Wichita hereby approves the *Community Investments Plan 2015-2035*, dated November 19, 2015, as the new Wichita-Sedgwick County Comprehensive Plan, including those neighborhood and area plans itemized on Attachment "C" to the Resolution of the Wichita-Sedgwick County Metropolitan Area Planning Commission dated November 19, 2015.

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 take effect and be in force from and after this adoption by the Governing Body and publication in the official City newspaper.

ADOPTED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS, this date December 15, 2015.

Jeff Longwell, Mayor

ATTEST:

Karen Sublett, MMC

Karen Sublett, City Clerk

(SEAL)

Approved as to form:

Jennifer Magana, City Attorney and Director of Law

(150004) Published in the Wichita Eagle on January 28, 2016

RESOLUTION NO. 008-2016

A RESOLUTION ADOPTING THE COMMUNITY INVESTMENTS PLAN 2015-2035, DATED NOVEMBER 19, 2015, AS THE NEW 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, 2001, 2002, 2003, 2004, 2005, 2006, 2007; 2008, 2009, 2010 and 2011; and

WHEREAS, the Comprehensive Plan may be amended or a new Comprehensive Plan developed and adopted to ensure it reflects timely and relevant information and the needs of the community; and

WHEREAS, the City of Wichita and Sedgwick County in collaboration with the Wichita-Sedgwick County Metropolitan Area Planning Commission, did initiate the development of a new Comprehensive Plan in 2011; 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 *et seq*. 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 30, 2015, of a public hearing to consider the adoption of a new Comprehensive Plan; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on August 20, 2015, did hold a public hearing at which a quorum was present, did hear all comments and testimony relating to said adoption of a new Comprehensive Plan, and voted to adopt the Community Investments Plan 2015-2035 as the new Comprehensive Plan;

WHEREAS, the Sedgwick County Board of County Commissioners, on November 4, 2015, returned the Community Investments Plan 2015-2035; dated August 20, 2015, to the Wichita-Sedgwick County Metropolitan Area Planning Commission for further consideration, together with a statement specifying the basis for the governing body's failure to approve;

WHEREAS, the City Council of the City of Wichita, on November 10, 2015, returned the Community Investments Plan 2015-2035, dated August 20, 2015, to the Wichita-Sedgwick County Metropolitan Area Planning Commission for further consideration, together with a statement specifying the basis for the governing body's failure to approve;

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on November 19, 2015, gave further consideration to the Community Investments Plan 2015-2035, dated August 20, 2015, and voted (10-3) to amend the Community Investments Plan 2015-2035, dated August 20, 2015, as outlined in Attachment "A" of the Resolution of Wichita-Sedgwick County Metropolitan Area Planning Commission dated November 19, 2015; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on November 19, 2015, did approve a Resolution adopting the *Community Investments Plan 2015-2035*, dated November 19, 2015, as the new Wichita-Sedgwick County Comprehensive Plan, and also adopting those neighborhood and area plans itemized on Attachment "C" of said Resolution as elements of the *Community Investments Plan 2015-2035*, dated November 19, 2015, which Resolution has been submitted to the Wichita City Council and the Board of County Commissioners of Sedgwick County for consideration.

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 *et seq.*, the Board of County Commissioners of Sedgwick County hereby approves the Community Investments Plan 2015-2035, dated November 19, 2015, as the new Wichita-Sedgwick County Comprehensive Plan, including those neighborhood and area plans itemized on Attachment "C" to the Resolution of the Wichita-Sedgwick County Metropolitan Area Planning Commission dated November 19, 2015.

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

Commissioners present and voting were:

DAVID M. UNRUH	Aye
TIM R. NORTON	Aye
KARL PETERJOHN	Aye
RICHARD RANZAU	Aye
JAMES M. HOWELL	Aye

Dated this 20th day of January, 2016.

ATTEST:

KELLY B. ARNOLD, County Clerk

BOARD OF COUNTY COMMISSIONERS
OF SEDGWICK COUNTY, KANSAS

JAMES M. HOWELL, Chairman
Commissioner, Fifth District

RICHARD RANZAU, Chair Pro Tem
Commissioner, Fourth District

APPROVED AS TO FORM:

ERIC R. YOST, ESQ.
County Counselor

DAVID M. UNRUH
Commissioner, First District

TIM R. NORTON
Commissioner, Second District

KARL PETERJOHN
Commissioner, Third District