

SOUTH WICHITA HAYSVILLE AREA PLAN



November 30, 2001

SOUTH WICHITA/HAYSVILLE AREA PLAN

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CHAPTER ONE ACKNOWLEDGEMENTS

The South Wichita/Haysville Steering Committee assisted in the development of the South Wichita/Haysville Area Plan. The Committee was comprised of representatives from the former South Seneca Neighborhood Association, the South Wichita Business Association, the Haysville Chamber of Commerce, the Metropolitan Area Planning Commission, the Haysville Planning Commission, governing body members of Wichita, Haysville and Sedgwick County, and numerous business owners, property owners and area residents. Discussion and review by the Steering Committee members occurred throughout the planning process, where input was received at various stages of the plan development process.

Special thanks to all of the participants who contributed their time and input throughout this planning effort. This document represents only a beginning: true success will ultimately be achieved through cooperation and long-term commitment among the public and private stakeholders in the planning area.

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This document was prepared with significant funding provided by the Kansas Department of Commerce and Housing, Community Capacity Building Grant – Metro.

CHAPTER TWO INTRODUCTION

Project Background

In May of 1999, a devastating tornado tore through the heart of Haysville and the south Wichita area, roughly following Seneca and destroying numerous homes and businesses. In the aftermath of this storm, a commitment was made by the City of Haysville, Sedgwick County and the City of Wichita to develop an Area Plan to lay the foundation for the redevelopment of the storm-damaged area and to guide the development of the remainder of the area. Much of the background work had already begun by independent efforts of the South Wichita Task Force, City of Haysville and the South Area Neighborhood Association. The City of Wichita had also been working with the South Wichita Business Association on development plans that contributed to the scope of this project. Consulting proposals were solicited to develop this Area Plan in early 2000, and work began in early summer of 2000.

Planning Process

An initial list of citizens and officials active in the planning area was used in development of the South Wichita/Haysville Steering Committee. The list included representatives from the former South Wichita Task Force, the South Area Neighborhood Association, the South Wichita Business Association, the Haysville Chamber of Commerce, the Metropolitan Area Planning Commission, the Haysville Planning Commission, governing body members of Wichita, Haysville and Sedgwick County, and numerous business owners, property owners and area residents.

News articles about the planning process and the initial meeting in June of 2000 appeared in the *Wichita Business Journal* and the *Wichita Eagle*, both of which listed consultant contact information and invited reader response and involvement. Steering Committee meetings were held with the stakeholder group through the summer, fall and winter of 2000.

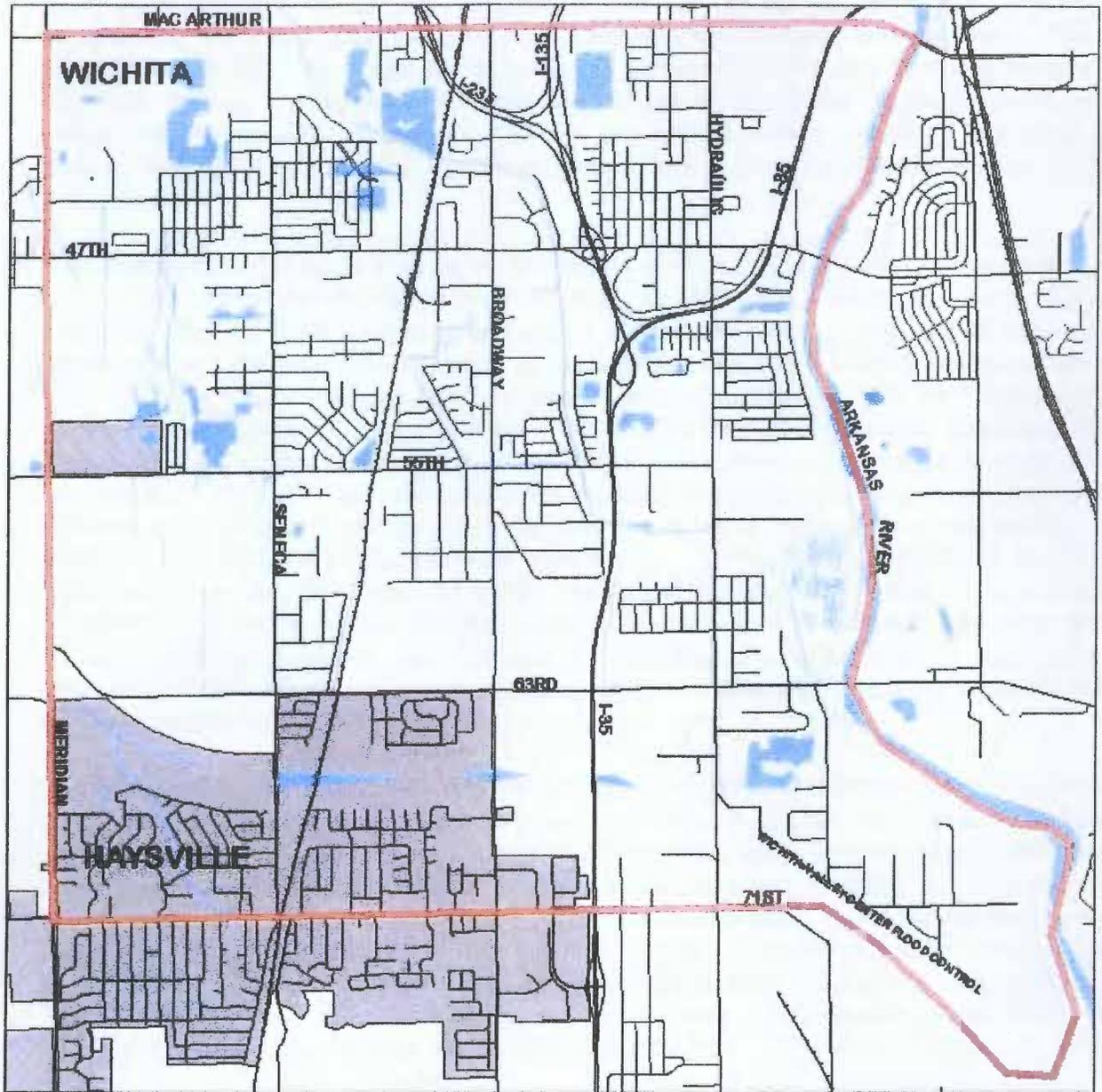
Most discussions with the Steering Committee focused on issues and concerns within the South Wichita and Haysville areas; however concerns were expressed about the perception of “favoritism” shown other parts of the metropolitan area, especially by the City of Wichita in funding public projects. Regardless, the focus of the initiatives outlined within this Plan are on the South Wichita and Haysville area.

Through the meetings, the Steering Committee identified, merged, and prioritized their major issues of concern for the planning area. These are articulated within this Plan.

Plan Area

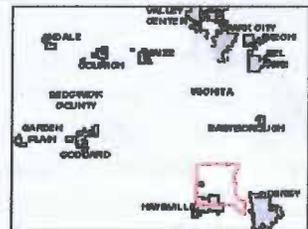
The planning area is bounded by Meridian Avenue on the west; MacArthur Road on the north; the Arkansas River on the east; and 71st Street South on the south. It covers approximately 20 square miles and is roughly 4 miles north/south by 5 miles east/west. The boundaries are shown on the Project Boundary Map on the following page.

SOUTH WICHITA/HAYSVILLE AREA PLAN PROJECT BOUNDARY



**SOUTH WICHITA
HAYSVILLE
AREA PLAN**

Plan Boundary



CHAPTER THREE AREA CONDITIONS

Area History

The planning area is very large and is comprised of a variety of large and small retail businesses, pockets of industrial properties, established and new Manufactured Home Parks, mature independent residential neighborhoods, and relatively new housing developments. This wide range of residential, commercial and industrial developments occurred over a long period of time and both the land use mixture and land use patterns were affected by the changing external influences that precipitate development of any area located in close proximity to a regional city such as Wichita. Similar land use patterns can be found in every metropolitan area in this region of the country.

The early settlements in the area were centered on access to the railroads serving the area. The town of Haysville was established by W.W. Hays in 1891 via a plat of 161.5 acres. Haysville prospered after the opening of its train depot in 1903 and rail service remained an important part of it's economy for quite sometime as it allowed for produce shipment as far away as New York City. During the First World War, Haysville became a shipping point to Kansas City and Chicago for all kinds of farm grown products. With the development of better and cheaper transportation facilities in other parts of the United States, it became possible for major cities to be supplied with fresh farm products from the major farm produce areas - Florida, Georgia, Arizona, and California - and the Haysville supply was left to local markets only, mostly via US Highway 81 constructed after the First World War. The surpluses contributed to depressed prices and eventually the Haysville truck farming industry declined. Most of the surrounding countryside at that time was devoted to agriculture with a number of small schools in the area. However, the development and character of the area was dominated by agriculture and dependent on this rail access for connection to other communities in the area, primarily Wichita to the north and Wellington to the south.

In addition to its impact on Haysville, the creation of Highway 81 shortly after World War I on Broadway (also known as Old Lawrence Road) completely changed the focus of the business community and forever altered the physical character of the area. Over the next several decades, the area developed numerous highway-oriented businesses along Highway 81. This occurred at a time when the entire area was unincorporated and not subject to any development rules or regulations. Many businesses located in this area because of the strong growth and development of the residential neighborhoods occurring on the south side. In addition, the south side of Wichita was attractive for growth during that era because of the accessibility to Highway 81. This pattern of development was also evident along Highway 81 north of Wichita as it stretched to developments further to the north.

When the Turnpike was built in the 1950's and opened in 1956, the travel patterns were altered again and the impacts were felt on the area. Many of the businesses along Highway 81/Broadway that were dependent upon the highway traffic for their livelihood were quickly in distress because of the loss of traffic and customers. Some businesses survived by changing business focus or expanding their marketing efforts. Others survived because they were less dependent upon "impulse" customers. But by and large, many of the businesses closed and the buildings began to convert to uses similar to those existing today. To a great degree, this

explains why the area along Broadway is dominated by car sales lots, salvage operations, manufactured home dealerships and similar uses. Many of the former restaurants and diners have been converted to bars and taverns over time, or have been used for storage or other similar uses. However, until such time as market demands shift again, little will change until developers begin to assemble the small tracts into viable commercial properties such as what has occurred near 47th and Broadway in the last several years.

Most of the properties north of about 55th Street were annexed into the City of Wichita beginning in the 1930's. This brought Wichita's regulatory authority to that area and those influences managed the development of the area in the intervening time period. But the area further south remained outside any city regulatory control until Haysville incorporated. Sedgwick County had no rules or regulations addressing land uses or development standards at that time.

The City of Haysville was incorporated in 1951 and began to exert some level of development controls on the area included in the city. However, poorly planned development had occurred such that city officials were limited in what could be done about existing establishments. The positive influence was to begin providing municipal services to the residents of the area to improve the overall quality of life.

As previously noted, Wichita's boundary remained just south of 55th Street until recently. A major portion of the properties south of 55th Street was annexed in March of 2000. That annexation included 980 residential tracts, 35 commercial tracts, 111 "farm-related" tracts and a total land area of 1,386 acres. The primary impetus for the annexation was to obtain water service from the City of Wichita. For all practical purposes, the Planning Area is now within either the City of Wichita or the City of Haysville. What little areas remaining unincorporated will be annexed in time as future development occurs.

The portion of the planning area generally south of 63rd Street is within the City of Haysville. The boundary between Wichita and Haysville has been generally set now that the recent annexations have been completed. Except for some isolated properties and, ultimately the Campus High School property, Haysville's boundaries will remain south of 63rd Street or the Wichita-Valley Center Flood Control Ditch in the planning area. The greatest potential for future growth and development for the City of Haysville is to the south and west of the existing city, beyond the area encompassed within this Plan. As a result, most of the initiatives identified within this Plan will fall to the City of Wichita for implementation. However, the foundation of inter-city communication and cooperation embodied in this Plan should be continued into the future.

According to the 2000 Census data available at this time, the census tracts covering this area (Census tracts 54, 55.01, 56, 57 and 59) show a combined total of 27,588 people living in this area. While this includes more than the study area, it shows a change from the 1990 Census of 25,593. This shows an increase in total population for these census tracts of 1,995 from 1990 to 2000, or an average of approximately 200 new residents to the area every year during the past decade.

Haysville's 1991 Master Plan is an aggressive guide projecting a City population of 19,700 by 2010. With a 2000 Census population of 8,502, the 1991 projected growth factor of 6.8% per year to meet the 2010 projection of 19,700 will not be obtained.

Housing Conditions

As previously noted, the Planning Area is very large and the housing conditions in this area vary from neighborhood to neighborhood. There are up-scale new residential developments occurring in the area at this time, primarily located on either side of Broadway south of 47th Street, and further south in Haysville. There are numerous manufactured home communities of high quality and of older, poorer quality scattered throughout the area, mostly along Hydraulic from MacArthur to 55th Street and near the MacArthur and Meridian intersection. The nature of the existing manufactured home communities is changing as ownership of the parks changes. Recently, the new owners have initiated higher standards within the parks for the age of individual manufactured home units, resulting in the displacement of many of the older homes. This action has improved the overall appearance of the parks, but has also resulted in a number of long-time residents seeking homes in other areas.

And there are older, poorly maintained residential neighborhoods with unpaved streets and poor drainage that have existed for years. Many of these neighborhoods are located in the area between 47th Street and 63rd Street that was recently annexed by the City of Wichita. Many of these neighborhoods also exist along Hydraulic between the Turnpike and 55th Street, and north of 47th Street west of Broadway and either side of Seneca. These areas developed at a time when rules and regulations did not exist and the resulting development patterns and lack of improved infrastructure resulted in neighborhoods that continually have suffered from blight and neglect.

In short, virtually all potential housing conditions exist in the area. The result is a highly heterogeneous area. This diversity gives great character to the area, but makes future planning efforts more difficult, and code enforcement initiatives a greater challenge to public officials and the residents alike.

Utilities and Community Infrastructure

With the recent annexation of the lands between 47th and 63rd by the City of Wichita, a commitment has been made to extend public water to the properties that previously relied on private water wells. While this project comes at a considerable expense and has been an issue of contention between the residents and both the City of Wichita and the City of Haysville in the past; the attitude maintained during the preparation of this Plan is one of optimism for the future as a result of the extension of the water service. The remaining developed properties in the Planning Area already have water service from either the City of Wichita or the City of Haysville.

Public sewer service is also provided by the City of Wichita and the City of Haysville. The recently annexed areas within the City of Wichita have not been included in the immediate plans for the expansion of the sewer service for the area. This fact, coupled with the unavailability of sewer mains for most of the undeveloped properties in the planning area, limits the immediate development potential. However, the policies requiring the extension of sewer service to these properties will assure public sewer service in the future.

Discussions with personnel from the City of Wichita Public Works department and the Metropolitan Area Planning Department indicate the capacity of the existing streets within Wichita's portion of the project are generally not overloaded and are capable of accommodating continued development. Some occasional volume loads on portions of 47th Street and Broadway experience minor delays, but not to the point of causing alarm. The interchange of I-135 and 47th Street is in need of improvements and a separate study has been funded through the Kansas Department of Transportation for this interchange, as well as to study potential geometric modifications to 47th Street between I-135 and Broadway to improve traffic flows. This plan identifies as a "concept" an improvement to the I-135 and 47th Street interchange and will await the outcome of the separate study to determine specifics.

All other utility and infrastructure systems within the study area are capable of supporting the ultimate development of the area as envisioned in this Area Plan. Obvious enhancements, improvements and extensions will need to be made during actual development of those areas presently undeveloped. The 2030 Transportation Plan recently adopted by the Metropolitan Area Planning Commission identifies the street improvement needs for that planning period. Coupled with that Plan, the capacity of the overall system is adequate with the recommended improvements within this Plan.

Surface Drainage and Flood Plains

Most of the study area is served by major drainage improvements that have existed for a number of years, the most prominent being the Wichita/Valley Center Flood Control Ditch that completes its "loop" around the west side of the Wichita area and reconnects with the Arkansas River just south of 71st Street. This facility, constructed in the 1950's and 60's, has saved the greater Wichita area from significant flooding problems since its construction.

Other major drainage improvements serving the area include the Riverside Drainage project and the South Wichita Slough. Both of these are in the south Wichita area and generally drain storm water to the south and east toward the Arkansas River. In addition, drainage improvements exist in Haysville through properties both east and west of Seneca to channel storm water to the north toward the Wichita/Valley Center Flood Control Ditch.

The stakeholders identified "drainage" as a topic of continuing concern for the area. As best as can be determined, the "drainage" problems are primarily "spot" ponding of water during heavy rains in many of the older residential areas in south Wichita. Many of these areas have gravel streets with ditches and are relatively flat. As a result, drainage is poor and the storm waters tend to "pond" until the water seeps into the ground. No significant "flooding" along the major street system was identified either by the stakeholders or by staff.

There are 100-year floodplains identified within the Planning Area. Most of these are restricted to the designated drainage areas mentioned above. However, the flood maps show a large area to the north of the Wichita-Valley Center Flood Control Ditch either side of Seneca and approximately where the railroad bridges the "ditch". This 100-year floodplain impacts most of the existing development north of the "ditch" between Seneca and Broadway.

Existing Land Uses

The existing land use patterns of the study area portray the development tendencies discussed in the history section earlier in the report. Significant commercial development established itself along the Highway 81/Broadway corridor virtually from one end of the study area to the other. Only a break in the commercial pattern between the Wichita/Valley Center Flood Control Ditch and approximately 51st Street keeps the entire length from being commercial. Even so, at one time this area was “commercial agricultural” in nature when the orchards and other “truck farms” were in existence. This use was dominated by the Blood Orchard farm at 63rd and Broadway, which was a major “destination” for fresh peaches and many other fresh farm produce for years.

The residential developments are a mixture of “types” from many different eras of development. Older, “unplanned” residential neighborhoods in the areas between 51st and 63rd Streets are indicative of the type of development that occurred prior to any regulations that mandated subdivision designs to accommodate future development in the area. Many of these areas have properties that are recognized as “plank” lots with narrow frontages along existing streets and the lots extend very deep with no other through street in the rear. These development patterns result in a significant “waste” of land and make extension of the utility systems required to achieve a more balanced urban-type development nearly impossible.

Other residential development in the area has occurred under subdivision regulations that have resulted in better developments where the properties have increased in value over time and the residents have benefited from the ability of the public agencies to provide a higher level of support services through the utility systems.

A number of Manufactured Home Park developments exist in this part of the Wichita metropolitan area. Most are along MacArthur and are near the intersections of Meridian, Seneca, and Hydraulic. Another concentration of this type of development is along Hydraulic south of the Kansas Turnpike. Many of these developments are in areas that are constrained from more traditional residential developments due, in part, to shallow depths to groundwater. This is reflected on the Development Constraints Map herein.

Industrial development also exists in the area, mostly along 47th Street either side of Broadway and just beyond the commercial development at that intersection. In addition, industrial development has occurred near the Turnpike entrance off 47th Street and east of Broadway on the north side of 71st Street in Haysville. And, of course, the 47th Street corridor leads east to the major industrial complex surrounding Boeing on the east side of Oliver. These industrial developments provide a mixture of jobs for the area and add balance to the overall development patterns.

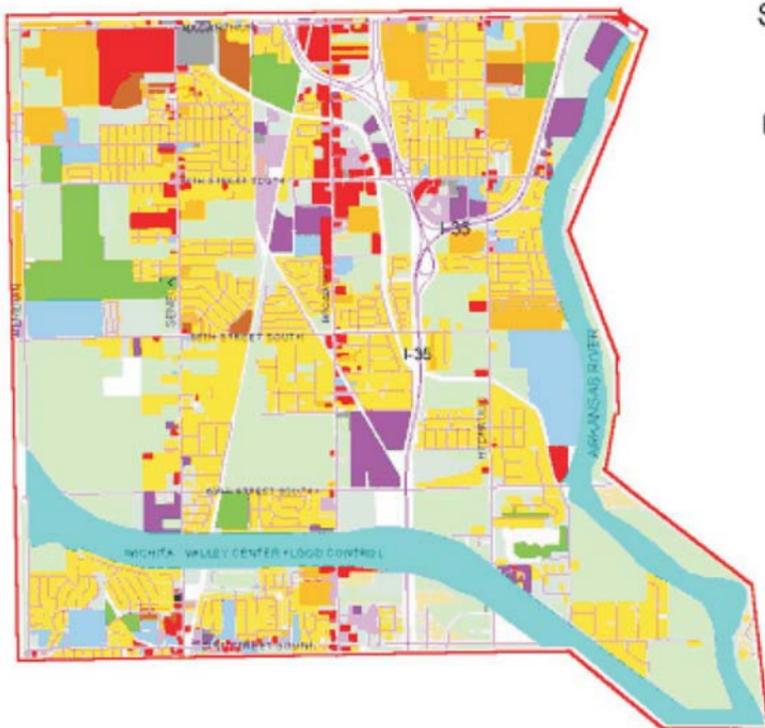
The Existing Land Use Map fairly reflects the overall land uses in the study area at the time of this study.

SOUTH WICHITA/ HAYSVILLE AREA PLAN

EXISTING LANDUSE

LEGEND

-  Vacant
-  Agriculture
-  Suburban Residential
-  Residential Low Density
-  Residential Medium Density
-  Manufactured Home Park
-  Commercial Services (Offices)
-  Commercial Retail
-  Commercial Service (Warehouse)
-  Industrial
-  Public-Demi-Public-Institutional
-  Public Parks-Open Space-Golf Courses
-  Streets
-  Project Boundary



0.5 0 0.5 1 Miles



Other Development Constraints

In addition to the impact of 100-year floodplains within the Planning Area, another development constraint is the presence of high ground water or shallow depth to ground water in portions of the planning area. A map showing groundwater levels and depths to water in Sedgwick County by Hugh E. Bevans, prepared in 1988, shows that portion of the Planning Area north of the Wichita-Valley Center Flood Control Ditch having groundwater from 5 to 10 feet below the surface. The water table for the portion of the Planning Area south of the “ditch” is further below the surface area and presents less of a constraint to development. This information was prepared by Mr. Bevans in cooperation with the City of Wichita and Sedgwick County.

A generalized map has been prepared showing the depth to ground water as areas less than 10 feet and areas of between 10 and 12 feet. These areas are interpreted from the above referenced map prepared by Mr. Bevans and should be used as a reference when considering future development. Obviously, the depth to ground water is a factor in developments that required deep foundations or for residences intending to be built on basements. This last point is important in that traditional single-family residential dwellings without basements do not sell well in this market. This is a factor that should be taken into account on any proposed development within this area and may be a limitation on some types of residential developments.

Another constraint to development in this area is the “ponding” areas along the Wichita-Valley Center Flood Control Ditch. While these areas have not been specifically mapped within this Plan, information is generally available from the City of Wichita indicating where these areas were established at the time the “ditch” was constructed in the 1950’s and 60’s.

CHAPTER FOUR

AREA ASSESSMENT AND PRIORITY SETTING

The Steering Committee

The Steering Committee in the South Wichita/Haysville area consisted of members of the previously-functioning South Wichita Task Force along with representatives of the South Wichita Business Association, the South Area Neighborhood Association and the Haysville Chamber of Commerce. In addition, members of the Metropolitan Area Planning Commission, the Haysville Planning Commission, and Haysville and City of Wichita elected officials were included. Representatives of USD 259 School Board and the Haysville School District Community Relations Office were also invited into the Steering Committee for this plan.

SWOT (Strengths, Weaknesses, Opportunities and Threats) and Identified Issues of Concern

Through a SWOT exercise (complete comments are listed in Appendix), stakeholders identified major issues and concerns for the area. The items identified were merged into eight (8) issue categories, which were then ranked and prioritized by the stakeholders. These eight issues, in rank order of importance to the stakeholders, were:

1. Infrastructure.
2. Image and Community Relationships.
3. Property Maintenance.
4. Housing.
5. Services.
6. Existing and Future Commercial Retail Development.
7. Parks and Recreation.
8. Education and Schools.

Even though the planning area is large and encompasses areas with the City of Wichita, the City of Haysville and unincorporated portions of Sedgwick County, the stakeholders view the area as one with many strengths and opportunities. Briefly, in terms of growth and stability, the area is viewed as economically healthy with a strong growth potential due in large part to available land for future development. A strong desire for increased commercial growth was cited, particularly large businesses with concentration on increased shopping areas and professional services.

1. Infrastructure

Infrastructure concerns in South Wichita and Haysville are predominant in the minds of the stakeholders. The foremost infrastructure issues are traffic concerns with the South Wichita Turnpike exchange and the need for arterial improvements to 55th Street, 63rd Street, 47th Street, Meridian, and Hydraulic. Stakeholders also cited particular concerns about drainage problems; the lack of completed 4-lane roads, the need for additional sidewalks, curbs and gutters throughout the area, and continued concern about "stench" from the South Wichita sewer treatment plant.

Stakeholders expressed primary concerns about the need to improve the transportation system in order to attract additional commercial development and to maintain a healthy traffic flow throughout the area. While some discussion was dedicated to the potential for improvement of 71st Street (widening to 4 lanes to provide connectivity to Derby and a reconfiguration of Haysville's turnpike access), by and large stakeholder discussion was dedicated to the 47th and I-135 interchange. The existing cloverleaf design is terribly inefficient, creates traffic backups on I-135 during peak traffic periods, and is detrimental to additional commercial development in the area. The stakeholders view the vacant land southwest of the interchange as an optimal location for major commercial development and recognize the interdependence between the interchange improvement and that development. The stakeholders also remain supportive of additional commercial development at the 47th Street and Broadway intersection, especially of the type that brings a greater diversity to shopping, dining and entertainment venues. However, most all of the new commercial developments are dependent upon the road improvements outlined above.

Strong support was given to the concept of widening 47th Street to function as a major arterial for the south side much like Rock Road on the east side and 21st Street on the west side. It is proposed that 47th Street be improved to at least five lanes with streetscaping from K-15 on the east to West Street on the west. While the length of the improvement stated above exceeds the study area, the consistency of the improvement would enhance the overall functionality of the street if the improvements were extended as noted.

Stakeholders support an effort to convert the Kansas Turnpike from a toll road to a freeway, at least from 47th Street south to the state line. Many residents are knowledgeable of the "promise" that the turnpike would be made into a freeway once the original 40-year bonds were paid. That time period expired in the mid-90's and many of the business and political leaders, along with most of the stakeholders in this area see this action as being a tremendous catalyst to accelerated rates of new development and job creation in the area.

The extension of 71st Street from Haysville east across the Arkansas River to K-15 and Derby continues to be of interest to the stakeholders from Haysville. The precise alignment is not specified, however it is presumed that improvements to existing roads in the area are the best solution. Sedgwick County recently improved the bridge across Madison west of Derby. Using existing streets to gain access to this new bridge is the most logical solution to the improved east/west accessibility from Haysville to Derby.

Traffic data for the study area's major arterials were reviewed in response to concerns about capacity of the existing road system. The historical information shows a steady growth in the Average Daily Traffic counts on all major roads in the study area. The Metropolitan Area Planning Department has produced a volume versus capacity analysis of all the roads as part of the work supporting the 2030 Transportation Plan. This information is supplemented with case-by-case analyses developed in conjunction with development proposals.

The city staff observed that traffic loads are not as severe for this area as exists in areas experiencing higher growth rates. As noted earlier, specific studies are underway for the I-135 and 47th Street interchange, as well as related sections of 47th Street and Broadway. The recommendations in this plan for all the transportation system is intended to be supplemental to the recommendations in the 2030 Transportation Plan and the outcome of the interchange study being funded by KDOT.

The stakeholders raised no questions regarding the water and sewer distribution system, in terms of capacity. The consensus was that adequate capacity existed or was being provided for the study area. Wichita's water service is being extended to the newly annexed territory by the City of Wichita, and Haysville's water system provides sufficient service to the portion of the study area within Haysville's territory. The water service extension is being paid by both the citizens being served and the city-at-large.

The sewer service in the area is considered adequate for existing and future development needs. The City of Wichita has a 60-inch sewer main along 55th Street from near Campus High School east to the Sewage Treatment Plant. This line is capable of accommodating additional connections in the future.

Obviously, the area recently annexed into the City of Wichita is unserved by sanitary sewer service. While water service is presently being extended to this area, sanitary sewer service will be extended at a future time following petitioning for service by the property owners, thereby creating a benefit district to cover the costs of this utility service extension. This provision was part of the plan for extension of services prior to annexation.

One concern expressed by a number of residents and stakeholders is the cost associated with the extension of these utility services. A number of residences, both owner-occupied and rentals, are occupied by persons and families on limited or fixed incomes. The general low cost of the housing is the primary reason for these people living in this area, and in some cases, an increase in the "special taxes" to pay for the improvements could cause a financial burden. The stakeholders desired a commitment from the City of Wichita to assist in paying for these improvements in whatever way possible.

In accordance with City of Wichita policies, the newly annexed properties now pay into the Storm Water Utility program on the prescribed schedule within that program. These monies are used to address the larger drainage issues for the area. As previously noted, several major drainage improvements presently serve the region and adequately address those larger issues at the "watershed" level.

However, the stakeholders were also concerned with significant problems with drainage in the neighborhoods resulting from inefficient or lack of adequate storm drainage in the local street system. This is from poor curb and gutter systems, or most often the lack of such improvements and the reliance on open ditches for storm drainage. Since most of the topography in the study area is relatively flat, the open ditches often become "detention ponds" during and immediately after storm events. The waters recede rather quickly because of the generally sandy soil conditions. However, the open ditches have made aesthetic maintenance very difficult in many cases, resulting in a generally "run

down” appearance in the neighborhoods. The stakeholders and residents are desirous of remedying this situation as soon as practicable.

In addition to the newly annexed areas within the City of Wichita, existing neighborhoods near White Elementary east of Hydraulic and south of the Turnpike and the residential neighborhoods north of 47th Street from Broadway to near Meridian have significant spot “drainage” problems that need attention. A more thorough analysis should be made to determine whether these are “watershed” issues that should be addressed by the Storm Water fund, or whether the problems are local and should be included in a benefit district. (See Drainage Problem Map).

While needed improvements within the study area have been discussed within this Area Plan, some projects have already been identified within the Capital Improvements Plan for the City of Wichita. The stakeholders were provided the list of Capital Improvement Projects within the study area and were supportive of all indicated projects. Those infrastructure projects presently within the City of Wichita approved 2001 CIP are:

LOCATION	IMPROVEMENT	DESIGN	CONST.
Broadway, 47 th to 55 th	Widen to 5 lanes	2007	2009
Hydraulic, MacArthur to 57 th	4 lanes w/ sidewalks & drainage	2000-01	2002-05
MacArthur, Meridian to Seneca	4 lanes w/ channelization	2003	2008
Meridian from I-235 to 47 th	4 lanes w/ channelization	2006	2008
MacArthur & Meridian	Upgrade signals	2001-08	2001-08
47 th & Santa Fe Bride	Replace bridge	2005	2007
55 th Bridge at Big Slough	Replace bridge	2000	2000
Broadway & 44 th Bridge	Replace bridge	2004	2006
Meridian from I-235 to 47 th	Drainage Improvements	2006	2007
MacArthur, Hydraulic to K-15	New 12” water main	2002	2003
Unknown	New SE pump & storage (water)	2008	?

2. Image and Community Relationships

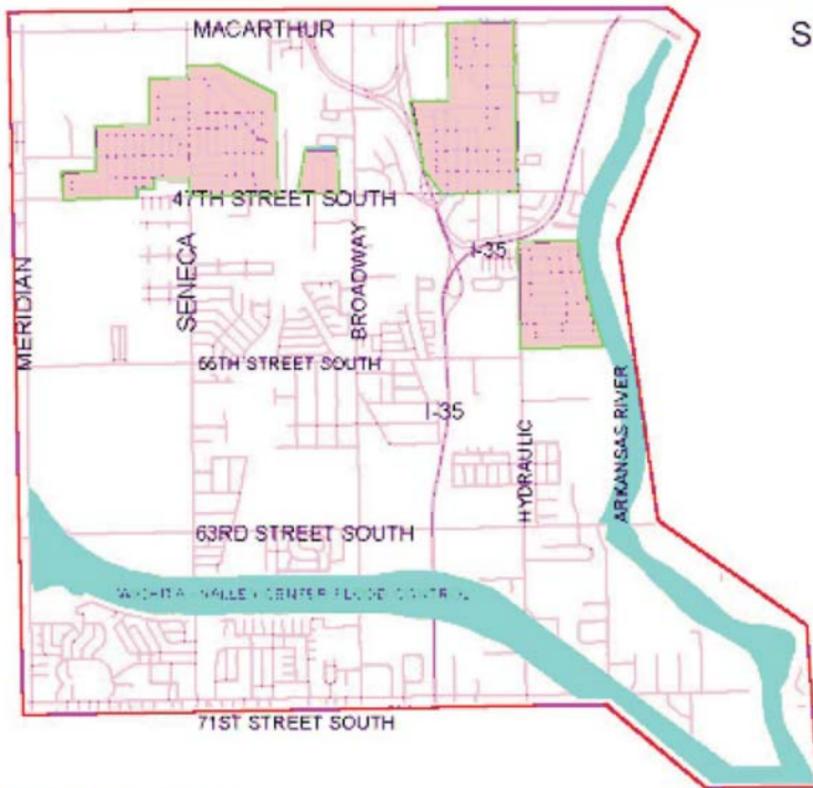
The stakeholders active in this project expressed a sense of discouragement about area image and community relationships, notwithstanding recent efforts to improve the area. Both the South Wichita Business Association (which includes business owners and operators and “officials” from both Wichita and Haysville) and the stakeholders active in the South Area Neighborhood Association are strong advocates for area change, have a strong sense of being invested in this plan, and have expressed a cooperative attitude toward achieving positive change.

SOUTH WICHITA/ HAYSVILLE AREA PLAN

DRAINAGE PROBLEM MAP

LEGEND

-  Project Boundary
-  Problem Zones



0.5 0 0.5 1 Miles



The sense of community in the planning area is strong and diversity is cited as a strength in terms of both business representation and the citizenry. The visibility of developers and banks in the area, as well as neighborhood associations and churches, contributes to the sense of well-being in the area. The area's socio-economic diversity is also viewed as a strength conducive for new investment and growth.

The area stakeholders do acknowledge awareness of generally perceived negative attitudes toward the residents of the south side of the metropolitan area. All the stakeholders realize, however, that to some extent, the broader community's perceptions of the area are inaccurate. As one Steering Committee member explained, "Broadway is cleaner now than it has ever been. It's just that the rest of the City doesn't know that." It is this sense of community perception that stakeholders find particularly disturbing.

Despite the positive attitude the stakeholders themselves share about the planning area and its future, they believe these negative image problems plague the area and hinder its development potential. It is the belief of the stakeholders that manufactured housing, adult businesses, and the lack of attention to infrastructure maintenance and future infrastructure development hamper the area's image and the broader community's perception. The recommended actions in this Plan are intended to help resolve these perceptions and fuel a greater level of private investment in the area.

3. Property Maintenance

Repeatedly, the stakeholders expressed major concerns with the general "junky" and dilapidated condition of many residential and commercial properties in the area. It is believed that the lack of attention to area-wide violations has contributed to this deteriorated condition. The stakeholders realize the impact of property disrepair on image and property values and cited the need for increased code enforcement and property cleanups in the area.

In short, an overall increase in the attention to property maintenance needs to be done. Most of the "problem" residential properties in the Planning Area were recently annexed by the City of Wichita. An enforcement effort through the Office of Central Inspection of the existing codes will alleviate much of the concern with these properties.

There were not as many "problem" residential properties within Haysville identified by the Steering Committee. Many of the properties that are in Haysville's jurisdiction were damaged or destroyed in the 1999 tornado, thereby effectively "cleaning up" those areas. Strong enforcement of existing laws will prevent a repeat of those problems. Ironically, the 1991 tornado affected many of these same properties in both Haysville and the south Wichita area.

The commercial properties needing attention most are subject to rules and regulations of either Wichita or Haysville. The Steering Committee wishes to see those laws enforced on the commercial properties as well in order to improve the overall appearance of the area and to further entice private investment in the area.

4. Housing

While Haysville and the South Wichita area both have areas of upscale housing growth (e.g. Pinebay Estates south of 63rd Street and east of Hydraulic) poor property upkeep, absentee landlords, and poorly maintained manufactured housing areas contribute to the housing and property maintenance concerns. Sections of the study area recently annexed by the City of Wichita, predominately areas south of 55th Street, are areas prime for property maintenance enforcement.

Also of significant concern to the stakeholders is the existence of several Manufactured Home Parks in the area, as well as the potential for additional development of such parks. While it is true that Manufactured Home Parks do exist in other parts of Wichita and Sedgwick County, the highest concentration of these developments have occurred in this area. The attached Manufactured Home Parks Map was developed from information provided by the Sedgwick County GIS Department map (March 2001), which shows the areas currently developed in Sedgwick County as Manufactured Home Parks. There are twenty-four Manufactured Home Parks located in the study area. In addition, there are two undeveloped parcels in or near the planning area currently zoned MH (the zoning category for manufactured home developments).

Regardless, the stakeholders expressed opposition to Manufactured Home developments. The reasons given were: (1) a belief that the Manufactured Home Parks contribute to a negative perception of the area because of an image of poorly maintained home sites; (2) the image that the homes are "cheap" or of very low cost; and (3) the density of manufactured home parks overloads the existing infrastructure.

While the consultants do not necessarily agree with the rationale of the stakeholders with respect to Manufactured Homes and Manufactured Home Parks, some of the issues raised and concerns expressed have validity. In order to mitigate these concerns, it is recommended that new Manufactured Home standards be created and adopted. In particular, it is recommended the Unified Zoning Code be amended to establish separate zoning categories for Manufactured Home Parks and Manufactured Home Subdivisions. Coupled with the standards within the Manufactured Home Code, this will result in sufficient standards and requirements to assure that future developments will be reflective of the stated intent at the time of initial zoning approval and the finished development will produce the quality desired.

It is recommended the new standards and requirements in the Unified Zoning Code accomplish the following:

- A. Establish separate zoning categories for Manufactured Home Park (land lease) and Manufactured Home Subdivision (land purchase) developments.
- B. The Manufactured Home Park (land lease) category should:
 1. Establish a minimum of 50 feet "open space" setback from public streets and 25 feet from all other exterior property lines of the park.

2. Strengthen the buffering requirements through screening walls and landscaping within the “open space” areas noted above.
3. Mandated storm shelters within 300 feet (equivalent of one standard city block) of all lots and capable of providing shelter for all residents.
4. Prohibit placement of individual units on permanent foundations.
5. Mandate all internal infrastructure improvements to be privately owned, financed and maintained.
6. Establish minimum street and parking standards of 42 feet width with parking on both sides of the street, 30 feet width with parking on one side of the street, and 24 feet width with no parking on street.
7. Mandate set-aside areas for storage of amenities such as trailers, boats, and other resident property items.
8. Modify internal setback standards to establish a minimum separation between individual housing units of 25 feet.

C. Manufactured Home Subdivision (land purchase) category should:

1. Incorporate detailed foundation design criteria to assure appropriate structural support of the “permanent” placement of units on lots.
2. Mandate platting similar to single-family residential development with similar infrastructure standards (prohibit private streets or utilities).
3. Prohibit placement of units on anything other than permanent foundations.

Standard decisions on zoning matters are to take into account compatibility with existing uses in the immediate area. It is often difficult for local officials to not allow expansion onto existing Manufactured Home Parks when compatible uses are nearby, regardless of the neighborhood perceptions. The best solution is to enhance the community’s development standards to soften the impacts from such developments and to prevent the repetition of projects that are identified as being poorly done or “blightful” to the area.

The stakeholders expressed concerns about need for additional housing for seniors, including assisted living centers, in both Haysville and Wichita. As previously noted, some of Haysville’s redevelopment plans for the Seneca corridor north of 71st Street call for a senior center and senior housing. No specific proposals are known in the south Wichita area, but the general demographic profile shows a growing number of area residents moving into these age categories and the stakeholders reported great desire of the residents to move into other housing situations but remain in the area. This bodes well for additional projects targeted to this market segment.

5. Services

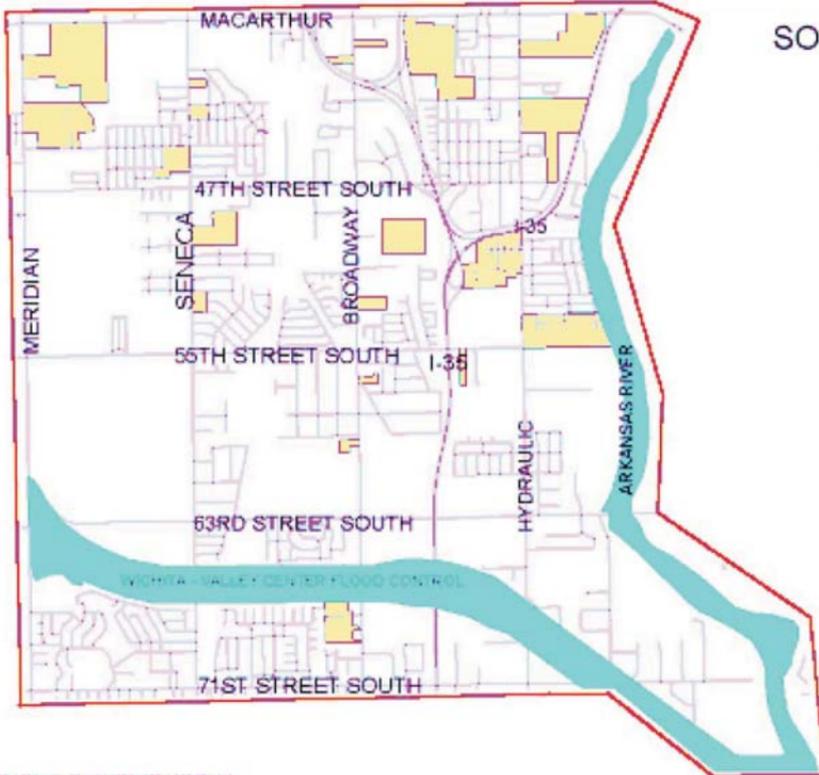
In addition to the senior housing discussed above, the stakeholders expressed a strong desire for many additional support services for the area. The desire for additional libraries, assisted living centers and senior centers, youth centers, health facilities and community centers were most often cited.

SOUTH WICHITA/ HAYSVILLE AREA PLAN

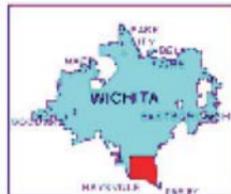
MANUFACTURED HOME PARKS

LEGEND

-  Project Boundary
-  Manufactured Home Park



0.2 0 0.4 0.8 Miles



Recently, the location for a new library facility was identified near I-235 and Meridian, which is proposed to serve the south side of Wichita. Haysville's library was considered sufficient in size, but additional services were noted as always in demand at all such facilities.

The Wichita School District recently announced the planned closure of the Funston Elementary School facilities at 4801 S. Hydraulic. The stakeholders in that area strongly support pursuit of conversion of that facility to a senior center, community center, youth center or other similar service center for the area. The property is well located to serve the south side of Wichita and would provide a facility for many uses.

Haysville's Activity Center at 7601 S. Broadway, a former bowling alley acquired by the City and converted to a multi-use public facility, has been well received by the community. Many services and programs are available to the citizens of the area through this facility.

Additional assisted living centers and senior centers were concerns. As previously noted, some senior facilities are being developed along Seneca in Haysville. No other specific projects were identified but the needs seem apparent and the interest expressed by the stakeholders and citizens of the area are duly noted.

The issue of health facilities is a more difficult area to address. Numerous "health-related" offices exist in the study area and there is not a real problem with access to health care. However, the perception of the stakeholders is that more health services are needed.

Another matter of particular concern was the issue of fire protection in the area. The relocation of fire station #19 from 600 W. MacArthur to the 4400 block of South Broadway (open station in 2001) did not alleviate stakeholder concerns. Despite the location of county fire stations in Derby and outside southwest Haysville, all providing the designated 6-minute fire response, stakeholders remain concerned about adequate coverage. The basis for these concerns primarily revolved around the perceptions that the road system was so overloaded that actual response times were inadequate.

6. Existing and Future Commercial Development

The stakeholders are anxious to see additional commercial development in the planning area, as they feel the area has been overlooked by commercial developers and many retail businesses. The success of the new Dillons and Applebee's near 47th and Broadway are cited as examples of the support for these types of businesses from the residents in this area.

As previously mentioned, the stakeholders focused their infrastructure needs on improvements to the interchange of I-135 and 47th Street. While this was for improvement to the overall traffic problems in the area, it was also intended to support the plans for a major commercial development on property southwest of that interchange. The stakeholders are highly supportive of these plans as they are intended to replicate the

quality and extent of commercial development at 47th and Broadway in other parts of the planning area.

The redevelopment at 47th and Broadway has created a distinct character of prosperity and quality in the area. However, South Broadway's "commercial character" changes dramatically both north and south of the 47th Street intersection, where older commercial developments that have been in existence since Broadway served as Wichita's major access routes as Highway 81 still exist. Other commercial properties in the area along the major road network are considered prime for commercial redevelopment, possibly through bundling of several tracts into a more unified property for redevelopment.

Haysville officials are working with a "preferred developer" on a new "core" commercial development on South Seneca (tornado damaged infill). The present plans include a senior center, senior housing, a retail market and an old fashioned water tower. South Wichita residents welcome the new Haysville development to add to the overall retail and commercial opportunities on the south side.

While some properties have yet to be fully cleaned up along South Seneca after the tornado of 1999, stakeholders see the damage to many "poor-quality" properties from the storm as an opportunity for improvement to the area, particularly for other commercial redevelopment along Seneca north of Haysville.

Overall, stakeholders welcome the additional commercial development and see such land use supporting additional growth in the planning area.

7. Parks and Recreation

While stakeholders in Haysville feel comfortable with Haysville's existing park system and its recreational facilities, South Wichita residents remain concerned about the South Lakes Park development (47th and Euclid) and express the overall need for additional parks, green space, and playgrounds.

Wichita's current CIP list includes additional funding for South Lakes. Recent improvements have included the completion of the remaining 4 softball fields, a new concession building, new bleachers, dugouts, a plaza area and several alternates. The road that accesses the complex off Meridian was also recently improved. All fields are currently "playable" and drainage improvements have been made. The soccer area also hosts a relatively new concession building, restrooms, and new parking area.

It was speculated by stakeholders that the full completion of South Lakes would support additional commercial development around that specific area and would also have the potential to attract regional visitors to the complex and the City. Both soccer and softball are "revenue generators" and a great deal of interest has already been expressed in the completion of the softball diamonds. Suggestions have been made to the Department of Parks that four (4) additional diamonds, in addition to the currently planned total of eight (8), would make the complex more desirable on a regional level.

As noted above, the Haysville stakeholders expressed satisfaction with the parks and recreation facilities within Haysville. Both Riggs Park to the north of the Haysville Middle School and Plagens-Carpenter Park south 63rd Street are part of the Haysville Park system, and well received by the Haysville residents. No additional park needs were identified for the Haysville community.

The only "passive" park in South Wichita is Emery Park at Minnesota and Georgia. Recent improvements have been made in Emery Park consisting of new playground equipment and additional improvements are being reviewed. No specific schedule for such improvements has been set.

Although not within the study area, the Wichita Park Department commissioned a needs assessment report on the Garvey Park Development (I-135 and the River), Chapin (MacArthur & Grove), and Brooks Landfill. This report has just recently been completed by Jones, Rice, Foster & Associates. It is not yet available for public distribution but was created with the assistance of some of the same stakeholders, residents and the South Wichita Business Association involved in this project.

The Wichita CIP currently identifies a number of projects for the parks and recreation facilities within all of Wichita. Those listed in the CIP that have a bearing on this study are:

LOCATION	IMPROVEMENT	TYPE	DESIGN	CONST.
MacArthur & Grove	Chapin Park Development	Regional	2003	2007
I-135 & River	Garvey Park Development	Regional	2002	2002
47 th & Euclid	South Lakes Park Development	Regional	2000-01	2000-01
Citywide	Bicycles Paths		Annually	Annually
Citywide	Park Land Acquisition		Annually	Annually

8. Education and Schools

The South Wichita and Haysville residents know and believe that strong, successful public schools are imperative to area health. While stakeholders cite education and schools as a major issue or concern, both the Haysville School District (USD 261) and the Wichita School District (USD 259) are viewed positively by members.

The existing school facilities within the study area are Nelson Elementary and Rex Elementary, Haysville Middle School and Campus High School in the Haysville School District; and Cessna Elementary, Funston Elementary and White Elementary schools in the Wichita School District.

The Haysville schools are all considered sufficient to meet the immediate needs of the patrons of the area served. Overall, the area within the Haysville School District continues to experience growth and a demand for additional facilities will need to be addressed by the Haysville School District Board of Education. These efforts are already underway.

Of the schools in the South Wichita area in the Wichita School District, only Cessna Elementary has no imminent change planned. The Wichita School District has announced that Funston Elementary School will be closed as part of the school facility redevelopment occurring as a result of the successful bond initiative in 2000. The plan is for an addition to White Elementary to accommodate the additional students. At the time of this planning project, the Wichita School District had not yet determined the future use of the Funston site, but dialogue is on-going with the City of Wichita about possible future uses. It is understood that recommendations are being made to convert the site into green space. However the stakeholders are supportive of the site as a possible location for a library, youth center or community center/recreational facility in accordance with the stakeholders cited need for such additional services and facilities.

CHAPTER FIVE ACTION PLAN

OVERVIEW

The formulation of Goals, Objectives and Strategies to guide community development, whether for an entire community or a lesser area of study, should involve people having diverse interests and an awareness of needs for that area. When formalized, the Goals, Objectives and Strategies provide a framework for guiding future decisions cognizant of the intent of the stakeholders in the area to see actual improvement of the living environment of that community or study area. Experience has shown that the planning process is most successful where the effort is guided by formally adopted Goals, Objectives and Strategies oriented toward definition of quality standards, particularly as these standards help to identify the type of community environment desired for the future.

Adopted Goals, Objectives and Strategies provide community leaders and stakeholders with:

- An expressed policy regarding future development from the perspective of “what kind of community do we want to build?”
- A basis for future planning of physical, social, and fiscal policies and programs leading to sound development decisions.
- A sound basis for decision-making by prioritizing the Goals, Objectives and Strategies for the community and understanding the interrelationships between those goals. For example, housing may be a goal of highest priority, but to achieve this goal other “issues” must receive attention, such as water and sewage system expansions.

In this context, it is desirable for all concerned to clearly understand these terms as utilized herein. As used herein, **GOALS** are general statements that represent the overall, long-term end result desired within a particular planning issue area. **OBJECTIVES** are more refined and address specific aspects or elements of a goal statement. **STRATEGIES** are specific courses or action that can be followed to help attain/implement aspects of an objective and its associated goal statement.

As previously noted, the stakeholders identified eight “issues” or areas of concern to be addressed in this Plan. These eight topics, in rank order of importance to the stakeholders, were:

1. Infrastructure.
2. Image and Community Relationships.
3. Property Maintenance.
4. Housing.
5. Services.
6. Existing and Future Commercial Development.
7. Parks and Recreation.
8. Education and Schools.

GOALS, OBJECTIVES, STRATEGIES

To properly develop the issues and concerns for any planning area, it is necessary to bring together community leaders and area stakeholders in a dynamic process structured to build consensus on the topics identified. From that effort, it is necessary to develop the area Goals, followed by the Objectives and Strategies to carry out the plan. While the process is well understood and fairly simple, the execution of these steps can be difficult.

The Steering Committee for the South Wichita/Haysville Planning Area has a strong desire for area improvement as shown in the previous elements of this Plan. However, because of the large area embraced within this plan, the task was even more challenging for all concerned. Historic patterns of decision-making, or sometimes the lack thereof, influenced much of the early efforts and were challenges to be overcome for all participants. The resulting Goals, Objectives and Strategies were formulated with the idea that significant new efforts would be made by both the public agencies and the private stakeholders to support the implementation of the plan over time.

The Goals, Objectives and Strategies articulated herein address the planning issues identified by the Steering Committee, namely: infrastructure, image and community relationships, property maintenance, housing, services, existing and future commercial development, parks and recreation, and education and schools.

INRASTRUCTURE

1. GOAL: Improve the area's infrastructure to enhance future growth and development.

A. OBJECTIVE: Enhance the area's transportation system.

Strategies:

1.A.1. Support a more active role of the stakeholders in the District Advisory Boards and in cooperation with other elected officials in Wichita, Haysville and Sedgwick County to improve the maintenance projects to the arterial transportation system in the area.

Timeline: ongoing

Responsible Party: Area Stakeholders

1.A.2. Rebuild the 47th and I-135 interchange to improve traffic movement and overall efficiency.

Timeline: subject to study recommendations

Responsible Party: KDOT, City of Wichita

1.A.3. Support the preparation of a "market study" addressing retail commercial development opportunities within the area, specifically along the 47th Street corridor. The attractiveness of the 47th Street corridor for

commercial development is noted in the "Oaklawn Neighborhood Economic Development Profile Opportunities and Challenges" report prepared by the Center for Economic Development and Business Research at Wichita State University in September, 2001.

Timeline: ongoing

Responsible Party: Area Stakeholders

- 1.A.4.** Reconstruct 47th Street through the Planning Area (actually from West Street to K-15) to a "boulevard" standard with streetscape plantings to serve as the major east/west arterial on the south side.

Timeline: 2002-2030

Responsible Party: Area Stakeholders, City of Wichita

- 1.A.5.** Reconstruct Meridian from MacArthur to 71st Street (actually from I-235 to 71st Street) to a 4-lane road with turn lanes where appropriate and include curbs, gutters and sidewalks.

Timeline: 2002-2030

Responsible Party: City of Wichita, City of Haysville, Sedgwick County

- 1.A.6.** Improve the connection between Haysville and Derby from Hydraulic to K-15 by widening to 4 lanes the existing roads between the two communities and redevelop the entrance to I-35/KTA at 71st Street.

Timeline: 2010-2030

Responsible Party: City of Haysville, City of Derby, Sedgwick County

- 1.A.7.** Support conversion of the Kansas Turnpike to a freeway from the Oklahoma State line to at least the east side of Wichita, removing the toll road. Rerouting the Turnpike through southeast Sedgwick County from K-96 to the Mulvane exit would be an acceptable alternative.

Timeline: ongoing

Responsible Party: City of Wichita, City of Derby, KTA

- 1.A.8.** Support the effort to improve the local streets within the Planning Area as a continued effort to realize the revitalization efforts in the area.

Timeline: ongoing

Responsible Party: Area property owners

- 1.A.9.** Continue support for the improvements to Hydraulic within the Planning Area already under construction, including sidewalks and "walkway" overpass on 47th.

Timeline: project underway

Responsible Party: City of Wichita

- B. OBJECTIVE:** Maintain the public utility services and expand those services as needed to support the growth and development of the area.

Strategies:

- 1.B.1.** Continue to implement the planned extension of water service to the Planning Area.

Timeline: ongoing

Responsible Party: City of Wichita, Area property owners

- 1.B.2.** Support the expansion of sanitary sewer service to the planning area.

Timeline: as required

Responsible Party: Area property owners, City of Wichita

- 1.B.3.** Explore alternative methods of providing improved water and sewer service to those residents on low or fixed incomes.

Timeline: as required

Responsible Party: Area property owners, City of Wichita

- 1.B.4.** Continue to utilize revenues from the Storm Water Utility fund to enhance the existing drainage systems in the Planning Area.

Timeline: as required

Responsible Party: City of Wichita

- 1.B.5.** Support an expansion of improvements within the residential neighborhoods in order to improve overall functionality of the drainage systems and eliminate “ponding” and other drainage problems in the neighborhoods as identified within the Plan.

Timeline: as required

Responsible Party: Area Stakeholders, City of Wichita

- 1.B.6.** Assure all future drainage projects are coordinated with other drainage improvements within the region, particularly in the areas to the south of the Planning Area.

Timeline: ongoing

Responsible Party: Area Stakeholders, City of Wichita, City of Haysville, Sedgwick County

IMAGE AND COMMUNITY RELATIONSHIPS

- 2. GOAL: Enhance and improve the area's image and community relationships to support the growth and development of the area.**

- A. OBJECTIVE:** Enhance clean-up efforts through all means in order to improve the image of the area.

Strategies:

2.A.1. Support the continuance of the “clean-up” of South Broadway to eliminate blight, remove undesirable business activities, and enhance the visual appearance.

Timeline: ongoing

Responsible Party: Area property owners, Area Stakeholders, City of Wichita

2.A.2. Improve the dissemination of information on scheduled infrastructure improvements within the Planning Area.

Timeline: on going

Responsible Party: Area Stakeholders, City of Wichita, City of Haysville, Sedgwick County

2.A.3. Improve the educational efforts to inform citizens of the area on “how to” create improvement projects to enhance the area, and explore alternative methods of providing improved infrastructure services to those residents on low or fixed incomes.

Timeline: on going

Responsible Party: Area Stakeholders, City of Wichita

2.A.4. Support enhanced commercial development policies that discourage more “strip development” along the arterials.

Timeline: ongoing

Responsible Party: Area Stakeholders, MAPC, City of Wichita, City of Haysville

B. OBJECTIVE: Expand and build upon the existing community and public relationships to foster stronger bonds between the various interests in the Planning Area.

Strategies:

2.B.1. Allocate funds to the area's District Advisory Boards for outreach programs targeted to the faith community, schools, business associations, homeowner associations, and civic groups, to bring existing organizations together. Also, utilize this mechanism to reach out to Haysville representatives in similar groups to strengthen the bonds between the two cities.

Timeline: ongoing

Responsible Party: City of Wichita, City of Haysville

2.B.2. Support the creation of additional Neighborhood Watch organizations in both Wichita and Haysville.

Timeline: ongoing

Responsible Party: Area Stakeholders, Area Residents

2.B.3. Support continued work between neighborhood associations, homeowner associations and the local Police Departments.

Timeline: ongoing

Responsible Party: Area Stakeholders, Area Residents, City of Wichita, City of Haysville

2.B.4. In south Wichita, support the City Manager's Office Neighborhood Assistants Division continued outreach to neighborhoods, and support the creation of additional neighborhood associations in the area.

Timeline: ongoing

Responsible Party: Area Residents, City of Wichita

2.B.5. Continue support for the City of Wichita neighborhood association training via the annual Wichita Independent Neighborhoods *Neighborhood University* training session. Support neighborhood leadership training with emphasis on public relations, especially media relations. Support the expansion of this service to neighborhood associations or neighborhood representatives from the City of Haysville.

Timeline: yearly

Responsible Party: Area Residents, Wichita Independent Neighborhoods, City of Wichita, City of Haysville

2.B.6. Create an ad hoc committee between the Metropolitan Area Planning Commission and the Haysville Planning Commission to meet on a regular basis concerning growth and development issues between Wichita and Haysville. Include representatives of stakeholders and other interested citizens of the area in scheduled meetings.

Timeline: 2002

Responsible Party: MAPC, Haysville Planning Commission, Area Stakeholders

PROPERTY MAINTENANCE

3. GOAL: Support improvement of the property maintenance code administration and enforcement to improve the area's image.

A. OBJECTIVE: Improve the enforcement of the housing, safety and sanitation codes serving the area to address the problems of unsightly, blighted and unsanitary properties within the study area.

Strategies:

3.A.1. Support the Code Enforcement Departments having jurisdiction to address code violations within the study area through expanded education and training, with enforcement actions when needed. This is particularly true

in the newly annexed areas within the City of Wichita. Also support an expansion of the funding to enhance the personnel commitment to this effort.

Timeline: ongoing

Responsible Party: Office of Central Inspection, Area Stakeholders, Area Residents

- 3.A.2.** Pursue the removal of abandoned properties and those deemed beyond repair, through condemnation and demolition if necessary.

Timeline: ongoing

Responsible Party: Office of Central Inspection, Area Stakeholders, Area Residents

- 3.A.3.** Extend the Neighborhood Revitalization Area designation for as much of the Planning Area as possible in order to encourage growth and development.

Timeline: ongoing

Responsible Party: Area Stakeholders, City of Wichita

- 3.A.4.** Support efforts to “clean up” unsightly business interests within the Planning Area, primarily along Broadway.

Timeline: ongoing

Responsible Party: Area Stakeholders, City of Wichita

- 3.A.5.** Continue to work with area Neighborhood Associations to organize and effect neighborhood “clean-ups.”

Timeline: yearly

Responsible Party: Area Stakeholders

HOUSING

- 4. GOAL: Promote the development and revitalization of the housing and neighborhoods within the Planning Area.**

A. OBJECTIVE: Enhance and improve the area's housing opportunities to support the growth and development of the area.

Strategies:

- 4.A.1.** Encourage the rehabilitation and reuse of the existing housing stock through an enhanced effort to solicit participation in housing programs.

Timeline: ongoing

Responsible Party: Area Stakeholders, City of Wichita

- 4.A.2.** Support the expansion of the necessary infrastructure to accommodate expansion of the housing within the area.

Timeline: as required

Responsible Party: Area Residents, City of Wichita, City of Haysville

- 4.A.3.** Rezone those properties presently used as single-family but which carry more intense residential, commercial or industrial zoning classifications.

Timeline: as required

Responsible Party: Area property owners, City of Wichita, MAPC

- B. OBJECTIVE:** Improve the rules and regulations regarding placement of manufactured homes and development of Manufactured Home Parks within the area.

Strategies:

- 4.B.1.** Revise the Unified Zoning Code to create two separate zoning districts for manufactured home development – one for Manufactured Home Parks and one for Manufactured Home Subdivisions.

Timeline: 2003

Responsible Party: City of Wichita, MAPC

- 4.B.2.** Support the strict enforcement of the Manufactured Home Code regarding placement of manufactured homes within the area, both in Manufactured Home Parks and on individual lots.

Timeline: ongoing

Responsible Party: Office of Central Inspection

- 4.B.3.** Rezone to Single-Family Residential any undeveloped properties presently zoned for Manufactured Housing in the Planning Area.

Timeline: property owner initiated

Responsible Party: Area property owners, City of Wichita, MAPC

SERVICES

- 5. GOAL: Improve the delivery of services for seniors and youth within the Planning Area.**

- A. OBJECTIVE:** Support improvement of the area's service agencies' programs and facilities to enhance services for the senior and youth populations.

Strategies:

- 5.A.1.** Support the conversion of Funston Elementary School to a community center and a recreational center for use by area residents.

Timeline: 2002-2005

Responsible Party: Area Stakeholders, Area Residents

- 5.A.2.** Support the completion of the new library on the south side of Wichita.
Timeline: underway
Responsible Party: Area Stakeholders
- 5.A.3.** Support additional programming and services at the Haysville Activity Center.
Timeline: as required
Responsible Party: Area Stakeholders, City of Haysville
- 5.A.4.** Support and encourage construction and development of more assisted living centers by the private sector and senior centers by all parties within the Planning Area.
Timeline: as required
Responsible Party: Area Stakeholders, City of Wichita, City of Haysville
- 5.A.5.** Support an expansion of medical offices by the private sector and medical outreach services by public agencies in the Planning Area.
Timeline: as required
Responsible Party: Area Stakeholders, City of Wichita, Sedgwick County
- 5.A.6.** Continue to evaluate fire protection services to assure adequate response times and fire protection for the Planning Area. Support construction of planned Fire Station where indicated.
Timeline: ongoing
Responsible Party: City of Wichita, City of Haysville, Sedgwick County

EXISTING AND FUTURE COMMERCIAL DEVELOPMENT

6. GOAL: Improve the area's opportunities for additional commercial growth and development.

A. OBJECTIVE: Support improvements to the transportation system to encourage new commercial growth and development.

Strategies:

- 6.A.1.** Support completion of the planned arterial improvements or other planned enhancements specified herein.
Timeline: ongoing
Responsible Party: Area Stakeholders, Area Residents

B. OBJECTIVE: Support new commercial development at key locations and the redevelopment of commercial centers within the Planning Area.

Strategies:

6.B.1. Support the development of the “regional” commercial center to the southwest of the 47th Street and I-135 interchange.

Timeline: market driven

Responsible Party: Area Stakeholders, City of Wichita

6.B.2. Support the “preferred developer” and the ultimate redevelopment of the Seneca corridor in Haysville as a new “downtown” commercial center.

Timeline: underway

Responsible Party: Area Stakeholders, City of Haysville

6.B.3. Support commercial development oriented to the needs of the Planning Area in conformance with the siting standards within the adopted Comprehensive Plans of Wichita and Haysville.

Timeline: ongoing

Responsible Party: City of Wichita, City of Haysville

6.B.4. Provide “incentives” such as tax increment financing, tax abatements or other special programs to encourage commercial investment in the Planning Area.

Timeline: market driven

Responsible Party: City of Wichita, City of Haysville

6.B.5. Support the removal of the “auto-related” commercial uses and “bundling” of small tracts along Broadway for redevelopment into more appropriate commercial developments.

Timeline: ongoing

Responsible Party: Area Stakeholders, City of Wichita, MAPC

PARKS AND RECREATION

7. GOAL: Improve the park and recreation opportunities in the Planning Area.

A. OBJECTIVE: Expand the park facilities within the Planning Area.

Strategies:

7.A.1. Support completion of the South Lakes Park Development.

Timeline: underway

Responsible Party: Area Stakeholders

7.A.2. Purchase land and develop additional neighborhood/community parks within the Planning Area as identified on the Future Land Use Map.

Timeline: 2002-2030

Responsible Party: Area Stakeholders, City of Wichita

7.A.3. Support the improvements to Emery Park already identified by the Park Department. In addition, expand to include enhancements to park facilities such as parking and internal improvement around the “open pond.”

Timeline: underway

Responsible Party: Area Stakeholders

7.A.4. Support the improvements to Chapin and Garvey Parks already identified by the Park Department. Provide information to assure no contamination of groundwater is present that would reduce the viability of these facilities.

Timeline: 2002-2030

Responsible Party: Area Stakeholders

7.A.5. Support conversion of Funston Elementary School open space for park and playground uses.

Timeline: 2002-2005

Responsible Party: Area Stakeholders, Area Residents

B. OBJECTIVE: Enhance the recreation facilities within the Planning Area.

Strategies:

7.B.1. Enhance the overall development of South Lakes Park as a “major destination” facility for soccer and softball to encourage its usage for regional and/or national tournaments.

Timeline: ongoing

Responsible Party: City of Wichita

7.B.2. Support conversion of Funston Elementary School for use as a recreational facility.

Timeline: 2002-2005

Responsible Party: Area Stakeholders, Area Residents

EDUCATION AND SCHOOLS

8. GOAL: Maintain a strong presence by educational interests within the Planning Area.

A. OBJECTIVE: Support existing and new educational plans within the Planning Area.

Strategies:

8.A.1. Support the implementation of the school redevelopment plans by USD 259 funded through the recently approved bond issue.

Timeline: ongoing

Responsible Party: Area Stakeholders, Area Residents

8.A.2. Support the continued growth and expansion of the Haysville School District facilities and services within the Planning Area to support the growing population and student base within the School District boundaries.

Timeline: ongoing/as required

Responsible Party: Area Stakeholders, Area Residents

8.A.3. Support the implementation of “neighborhood schools” to enhance the stability of the neighborhoods within the Planning Area.

Timeline: ongoing

Responsible Party: Area Stakeholders, Area Residents

8.A.4. Support the development of additional educational programs to be established within the Planning Area to increase the opportunities for adult education and additional training.

Timeline: ongoing

Responsible Party: Area Stakeholders, Area Residents

FUTURE LAND USE PLAN

In light of the foregoing, the recommendations can be generalized in a Future Land Use map reflecting the general development patterns desired for the Planning Area. The significant features of the Future Land Use map are:

1. A recommendation for single-family residential development for the bulk of the “undeveloped” property within the Planning Area, regardless of whether it is within the City of Wichita, the City of Haysville, or presently in the unincorporated part of Sedgwick County. This may include Manufactured Home Subdivisions with the expectation they meet the new recommended development standards. This designation is shown on the Future Land Use Map in this Plan as “Residential Low Density.”
2. Identification of areas recommended for “medium density residential”, which is intended to include both multi-family residential such as apartments and Manufactured Home Parks meeting the new recommended development standards. For the purposes of this Plan, this designation carries a different intent than similar language used in other planning documents. As noted, it may include traditional multi-family developments, as well as Manufactured Home Parks as discussed herein.
3. A recommendation of commercial uses along the arterials, with the major focus of commercial development along Broadway and the new “redevelopment” of the Seneca corridor in Haysville. The area between Broadway and I-135 south of 47th Street is designated as the major “regional” commercial property. All other commercial uses are “concentrated” at the intersections of the major arterials.
4. Expansion of the parks and open space property within the Planning Area, primarily in South Wichita. The intent is to take advantage of several properties that presently have “water features” on them for use as parks and open space.

Other plans and ideas were identified within the overall planning project. Those were included in the development of the overall Plan herein and are specifically applicable as follows:

5. An intent to support the proposed redevelopment Plan of Seneca north of 71st Street in Haysville. The City of Haysville commissioned a separate study that culminated in a specific design for the redevelopment of that corridor. In addition, the City of Haysville has selected a “preferred developer” to carry out that Plan. This Plan endorses and incorporates by reference the City of Haysville adopted Redevelopment Plan for Seneca.
6. While no specific discussion focused on the plans for alterations to the railroads within the study area, this Plan incorporated by reference the Railroad Plans approved by all jurisdictions within this area. In particular, the plan for grade separation on 71st Street or Grand in Haysville is endorsed herein.
7. The potential may exist for the creation of a “greenbelt” buffer area between Haysville and Wichita to enhance the entrances into both communities. Further consideration should be given to this by way of a separate plan focused specifically on that issue.

CHAPTER SIX CIP IMPLICATIONS

Community Development Initiatives

The recommendations listed in Chapter Five are directed to “programming” actions in the area to support the desired changes within the area. These "actions" may be taken by the City of Wichita, City of Haysville, or through other organizations within the area. All must have support and direction from the stakeholders within this area. Public participation should be encouraged and stimulated in all community development initiatives.

Addressing specific infrastructure concerns identified by the Steering Committee will directly impact the success of all revitalization efforts initiated by the community. The infrastructure, however, must be healthy in order to support all community development initiatives.

Proposed CIP Improvements

Addressing specific infrastructure concerns identified by the Steering Committee will enhance the development of the planning area. Several projects already are identified within the adopted Capital Improvement Plans for Wichita, Haysville and Sedgwick County. The following capital projects are identified or discussed within this plan and listed herein for consideration as additions to the Capital Improvement Plans for all jurisdictions affected. Estimated costs are for total projects and any projects that cross-jurisdictional boundaries have not been split between the jurisdictions. These projects were reviewed by the stakeholders are listed below in rank order based on the opinions of the stakeholders.

Recommended Public Actions and Strategies for the Capital Improvement Program:

1. 47th Street and I-135 interchange.

This project consists of reconstructing the 47th Street and I-135 interchange. It is already included within a separate study being conducted through the Kansas Department of Transportation. That study will result in more specific recommendations on design, and therefore ultimate costs. However, for purposes of this study, it is included as a specific project that is recommended to be included in future Capital Improvement Plans.

Estimated cost: To be determined by KDOT study.

2. 47th Street widening from Meridian to the Arkansas River.

This project consists of widening 47th Street to “boulevard” standards from Meridian to the Arkansas River. The intent is actually for 47th Street to be reconstructed to this standard from West Street to K-15. Some improvements along portions of this street have already occurred. The project will include additional right-of-way acquisition, utility relocation, engineering design, appropriate signalization, and construction for the approximately 4 miles of roadway.

Estimated cost: \$6,000,000.00.

3. Neighborhood drainage improvements.

This project consists of improving the storm drainage within three neighborhoods as identified by the stakeholders within the Study Area. Other areas may need attention as well, but were not identified by the stakeholders in the development of this plan. To be accurate, more detailed engineering studies need to be done to specify the scope of improvements needed. However, for CIP purposes, we assume the projects will entail some easement acquisition, small bridge and/or culvert construction, and appropriate channelization.

Estimated cost: \$1,300,000.00 to \$1,800,000.00.

4. Meridian Avenue reconstruction from MacArthur to 71st Street (Grand).

This project consists of reconstructing Meridian to 4-lanes with appropriate turn lanes, curbs and gutters, sidewalks, signalization, and drainage from MacArthur to the 71st Street or Grand. The actual intent is for Meridian to be reconstructed to I-235. The project will include additional right-of-way acquisition, utility relocation, engineering design, and construction for the approximately 4 miles of roadway.

Estimated cost: \$4,000,000.00.

5. Relocation of the Kansas Turnpike to convert the existing Turnpike to a freeway.

This project would result in the “realignment” of the Kansas Turnpike from approximately the K-96 interchange to the Mulvane interchange with the attendant conversion of the existing portion of the Turnpike to a “freeway”. A larger desire would be the conversion of the Turnpike to an open freeway from eastern Wichita to the Oklahoma border; however it is felt this will not happen. A separate study should be undertaken to more specifically address the alternatives for such a “realignment” and to identify the best locations for new ramp locations on the existing roadway. The economic development potential is considered very high with the project and should be pursued by all local governments affected at the city, county and state levels.

Estimated cost: To be determined by separate study.

6. Acquisition and development of additional park lands.

This project consists of acquisition and development of additional park lands at three major locations identified by the stakeholders: the old sand pit area south of MacArthur between Seneca and Meridian, the former Meyers nursery property and other “open land” at the northwest corner of 55th and Hydraulic, and the sand pits south of 63rd between Broadway and the Turnpike. All of these are identified by the stakeholders as neighborhood/community type parks and should be developed accordingly if acquired. No specific development plans were identified for these areas; however the stakeholders desired the areas to remain as open space and the water features be made available for public use.

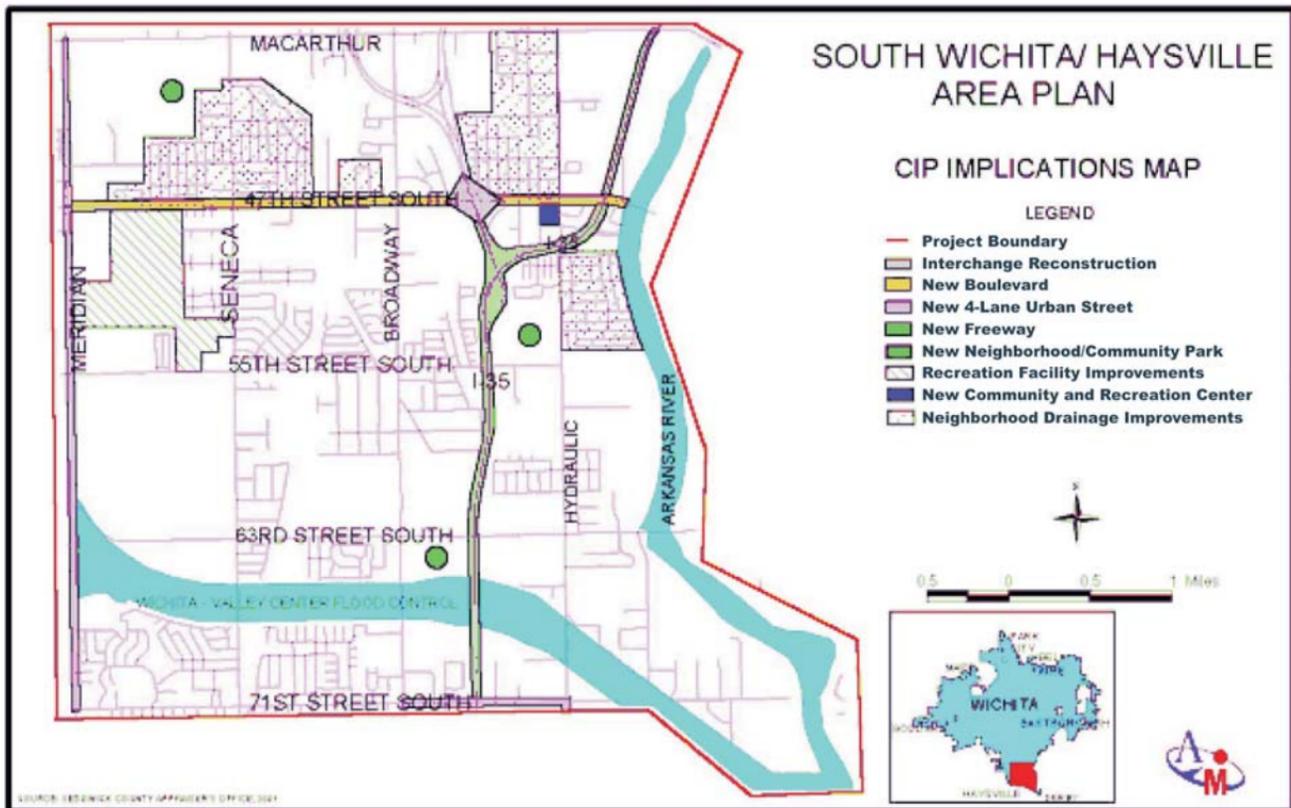
Estimated cost: \$2,000,000.00.

SOUTH WICHITA/ HAYSVILLE AREA PLAN

CIP IMPLICATIONS MAP

LEGEND

- Project Boundary
- Interchange Reconstruction
- New Boulevard
- New 4-Lane Urban Street
- New Freeway
- New Neighborhood/Community Park
- Recreation Facility Improvements
- New Community and Recreation Center
- Neighborhood Drainage Improvements



SOUTH WICHITA/ HAYSVILLE AREA PLAN

FUTURE DEVELOPMENT CONCEPT MAP

LEGEND

-  Project Boundary
-  Residential
-  Commercial
-  Public Parks-Open Space-Golf Course
-  Public-Semi-Public-Institutional
-  Industrial
-  Interchange Reconstruction
-  New Boulevard
-  New 4-Lane Urban Street
-  New Freeway
-  New Neighborhood/Community Park
-  Recreation Facility Improvements
-  New Community and Recreation Center
-  Neighborhood Drainage Improvements
-  ALL Residential Street Improvements



SOURCE: FRESENIUS COUNTY AFFAIRS 07/06/2001

7. Complete development of recreation facilities in South Lakes Park.

This project consists of constructing additional recreational facilities within South Lakes Park in order to allow its full potential as a “destination” facility. In particular, more improvements to the soccer fields and supporting amenities, such as bleachers, concessions, parking, etc. Additional open field areas for soccer and football, and additional softball fields are desired as well.

Estimated cost: \$1,500,000.00.

8. Extension of 71st Street east to K-15.

This project consists of extending 71st Street to the east, primarily from Broadway to K-15. The idea of this project has been discussed in the past, with the intent of extending 71st Street on its “section line” alignment directly east from Broadway to K-15. However, this has been considered unrealistic due to the two major bridges needed to cross the Wichita-Valley Center Flood Control channel and the Arkansas River. Generalized projections of cost for these bridges could easily be in the \$50 to \$75 million range. However, improving 71st from Broadway to Hydraulic, Hydraulic between 63rd and 79th Streets, 79th Street from Hydraulic to Hillside and Hillside from 79th Street to Madison would improve the traffic carrying capacity for this connection. Sedgwick County recently improved the bridge across the Arkansas River on Madison Street in Derby, improving the linkage. These improvements are more realistic and would effectively achieve the same objective. The project will include additional right-of-way acquisition, utility relocation, engineering design and construction of approximately 3.5 miles of roadway.

Estimated cost: \$3,500,000.00.

9. Redevelopment of Funston Elementary School as community center and/or park.

This project consists of redevelopment of the Funston Elementary School and its grounds to a community center and park. It assumes the “title” will transfer from USD 259 to the City of Wichita without direct costs. A more detailed study should be done to complete specific redevelopment plans.

Estimated cost: \$750,000.00.

10. Reconstruction of residential streets in various neighborhoods in Study Area.

This project consists of reconstruction of the residential streets within various neighborhoods within the Study Area. The project anticipates complete reconstruction of the curbs, gutters, sidewalks and roadway. No additional right-of-way acquisition or additional signage is proposed. While an exact measurement of lineal feet is not given, the “total” project scope will be significant, primarily because so many of the residential streets need improvement. The current estimated costs for complete reconstruction with new curbs, gutters and sidewalks without significant storm drainage improvements is \$80.00 per lineal foot. If major drainage improvements are needed the costs can increase to \$100.00 to \$110.00 per lineal foot. Where such projects occur, benefit districts will determine the final “project cost” for that area.

Estimated cost: Determined on case-by-case basis.

APPENDIX

History Sources, Chapter Three:

"In Days Gone By," Haysville, Kansas 1870-1920; Judy Tyson Pegg and Ruth Stearns Clark.

City of Haysville, Kansas, Master Plan Update 1991; Prepared by the Haysville Planning Commission with assistance by Professional Engineering Consultants, P.A.; October 1991.