

**CITY OF PARK CITY**

**Comprehensive Development Plan**

**2008 - 2018**



**City of Park City  
6110 North Hydraulic  
Park City KS 67219  
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For the Park City, Kansas Area

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# COMPREHENSIVE DEVELOPMENT PLAN

for the

**PARK CITY, KANSAS AREA**

**2008-2018**

prepared for the

**Park City Planning Commission**

approved by the

**Park City Governing Body**

**August, 2008**

## Official Plan Adoption

This document entitled, Comprehensive Development Plan for the Park City, Kansas Area: 2008-2018, is an official Plan of the City of Park City, Kansas for the Planning Period 2008-2018. The Planning Area comprises the City of Park City and the 14.5 square mile area in portions of Kechi and Grant townships. In accordance with K.S.A. 12-747, an officially advertised public hearing was held on August 18, 2008, and this document was adopted by a Resolution of the Park City Planning Commission on August 18, 2008. A certified copy of the Plan, together with a summary of the hearing, was submitted to the Park City City Council.

S/s Susan Goyette, Chair Person  
Park City Planning Commission

ATTEST:

S/s Kris Lewis, Secretary

**APPROVED** by the Park City City Council on September 23, 2008, by Ordinance No. 835-2008 and published on September 25, 2008 in the *Ark Valley News*.

S/s Dee Stuart, Mayor

ATTEST:

S/s Carol A. Jones, City Clerk

## PLAN ADOPTION RESOLUTION

**WHEREAS**, pursuant to authority granted by statutes of the State of Kansas, the Park City Planning Commission was created by the City Council of the City of Park City, Kansas by Ordinance No. 280-93 and given authority to adopt a comprehensive plan for all of the City plus certain surrounding area in Grant Township and Kechi Township in Sedgwick County, Kansas; and

**WHEREAS**, pursuant to provisions of K.S.A. 12-747(a), the Planning Commission did give notice by publication in the official city newspaper on July 24, 2008, of a public hearing on said Plan to be held on August 18, 2008 and written notification as required by K.S.A. 12-743(a) has been given to the Sedgwick County Board of Commissioners and the Grant Township and Kechi Township Trustees; and

**WHEREAS**, the Planning Commission at said hearing did hear all comments and remarks relating to said Plan and did give consideration to all statements;

**NOW, THEREFORE, BE IT RESOLVED** by a majority of the members of the Park City Planning Commission that the Comprehensive Development Plan for the Park City, Kansas Area: 2008-2018 dated August 18, 2008, be hereby adopted as the official comprehensive plan for the City of Park City plus certain surrounding area in Grant Township and Kechi Township of Sedgwick County, Kansas as described therein; and

**BE IT FURTHER RESOLVED**, that in compliance with K.S.A. 12-747(b), the action of the Planning Commission be provided to the Park City City Council in the form of a certified copy of said Plan with this accompanying Resolution and a written summary of the public hearing and, furthermore, to recommend that they approve the Plan by publication of an Ordinance as required by K.S.A. 12-747(b).

**APPROVED** by at least a majority of the Park City Planning Commission members at Park City, Kansas, this 18th day of August, 2008.

S/s Susan Goyette, Chairperson  
Park City Planning Commission

**ATTEST:**

S/s Kris Lewis, Secretary

## PLAN ADOPTION CERTIFICATION

I, Kris Lewis, duly elected, authorized and acting as Secretary of the Park City Planning Commission, do hereby certify to the City Council of the City of Park City, Kansas that the accompanying Comprehensive Development Plan for the Park City, Kansas Area: 2008-2018 and Plan Adoption Resolution was adopted by the Planning Commission on August 18, 2008, following an advertised public hearing. Also certified is the accompanying copy of the unapproved minutes of August 18, 2008 which includes a summary of the public hearing. The Planning Area jurisdiction for said Plan as described therein includes the City of Park City plus certain surrounding area of 14.5 square miles in Grant Township and Kechi Township of Sedgwick County, all in the State of Kansas.

**CERTIFIED** as of this 18<sup>th</sup> day of August, 2008.

S/s Kris Lewis, Secretary  
Park City Planning Commission

Published in the *Ark Valley News* on September 25, 2008

**City of Park City**  
**ORDINANCE NO. 835-2008**

**AN ORDINANCE APPROVING THE *COMPREHENSIVE DEVELOPMENT PLAN FOR THE PARK CITY, KANSAS AREA: 2008-2018.***

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

**WHEREAS**, pursuant to provisions of K.S.A. 12-747, the Planning Commission did give published notice on July 24, 2008 and hold a public hearing on August 18, 2008 to consider the adoption of the *Comprehensive Development Plan for the Park City, Kansas Area: 2008-2018*; and

**WHEREAS**, proper written notice as required by K.S.A. 12-743 (a) has been given to the Sedgwick County Board of Commissioners and the Grant Township and Kechi Township Trustees of the City's intent to adopt such a comprehensive plan; and

**WHEREAS**, on August 18, 2008, the Planning Commission approved a resolution adopting the *Comprehensive Development Plan for the Park City, Kansas Area: 2008-2018*, and said resolution and a certified copy of the Plan document has been submitted to the governing body of the City for consideration.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF PARK CITY,

Section 1. Plan Approval. The *Comprehensive Development Plan for the Park City, Kansas Area: 2008-2018* dated August 18, 2008 as adopted by the Park City Planning Commission which is certified and on file in the City Clerk's office, is hereby approved as the official comprehensive plan for the City of Park City.

Section 2. Distribution. An attested copy of the Plan document shall be sent to all other taxing subdivisions in the Planning Area which request a copy as required by K.S.A. 12-747(c).

Section 3. Annual Review. At least once a year, the Planning Commission shall review or reconsider the Plan or any part thereof and may propose amendments, extensions or additions which shall be adopted in the same matter as the original comprehensive plan as required by K.S.A. 12-747(d).

Section 4. Effective Date. This Ordinance shall be effective upon its passage and publication once in the official city newspaper.

**PASSED BY THE CITY COUNCIL** this 23rd day of September, 2008.

**APPROVED BY THE MAYOR** this 23rd day of September, 2008.

(S E A L)

S/s Dee Stuart, Mayor

Attest:

S/s Carol A. Jones, City Clerk

**Governing Body**

Dee Stuart, Mayor  
John Lehnherr, Council President  
Chris Youngers  
Emil Bergquist  
Carol Flower  
George Capps  
David Oldham  
Tom Jones  
Gary Davis

Carol A. Jones, City Clerk  
Douglas Moshier, City Attorney

**Planning Commission**

Susan Goyette, Chairman  
Carol Reed, Vice Chairman  
Kris Lewis, Secretary  
Milo Sweet  
Harry Woodson  
T. Michael Smith  
Gerald Klocke

**Director of Planning**

Jack Whitson

Planner 1  
Judy Ferguson

## ACKNOWLEDGMENTS

One of the earliest actions of the new Park City City Council in 1981 was to appoint a Planning Task Force to make recommendations on a planning program. This culminated in the appointment of the Park City Planning Commission. The original members were: Rev. Earl R. Marvin, Chairman; Ronald Darlington, Vice-Chair; Helen Nance, Secretary and members Jerry Burns, Carol Foster, Don Raymond, Pat Terzian and Myrel Wheeler. Current members are listed on page vi.

The new Commission began the collection of data for a *Comprehensive Development Plan* and the City retained Foster and Associates, Planning Consultants of Wichita, Kansas, in January, 1982 to assist them in the project. When the Improvement District became a city, it automatically terminated county zoning and subdivision justification. Thus, new City Zoning and Subdivision Regulations were concurrently undertaken.

During the preparation of this plan Susan Goyette served ably as Planning Commission Chairman. The Planning Commission very much appreciated the continuing support, ideas and involvement of the Mayor and the Council Members during the project. Their names are listed on page vi. Because of his experience in engineering, Director of Planning Jack M. Whitson contributed valuable information to the plan. A special thanks to Planning Assistant Judy Ferguson for her typing, editing and other hard work.

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# COMPREHENSIVE DEVELOPMENT PLAN

for the  
PARK CITY, KANSAS AREA: 2008-2018

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This is the official *Comprehensive Development Plan for the Park City, Kansas Area: 2008 – 2018*. The goal of this plan is to update information that has changed since the original plan, which was adopted in 1982. This plan contains current information on housing, land uses, public and community facilities, commercial goods and services available. Further, this plan contains projected information to anticipate future needs.

This document shall serve as an effective planning tool for the City and a guideline to steady, orderly growth. It is important to remember that projections are just that, educated estimates based upon the best information available. Also included in this document are helpful maps and tables.

Incorporated on November 26, 1980, Park City is one of the newest cities in the State of Kansas. This offers a unique opportunity to apply modern planning and zoning practices to the development of our City. Once thought of only as a bedroom community, the City's convenient location has welcomed steady commercial growth and interest in Park City - transforming it into not only an attractive housing alternative for the area, but also an entertainment, employment and business alternative.

Upon reaching a population of over 5,000 persons, the Governor of the State of Kansas proclaimed Park City a city of the second class on July 1, 1994. As a city of the second class, Park City adopted the ward system as prescribed by state statutes. With several interested candidates, both a primary and a general election were held to select eight council members (four wards each with two representatives) and a mayor and treasurer elected at large. All elected officials served for two (2) year terms and all terms expired at the same time. In 2000 the position of Treasurer was changed from an elected to an appointed position by Charter Ordinance. In 2001, City Council changed the terms of office for the Mayor and Council to four year terms. The process was established so that not all seats expired at the same time. Only four members of the Council are elected at any one time.

The Mayor, with the advice and consent of Council, appoints members to serve on the Planning Commission. The Park City Planning Commission was reestablished by Ordinance No. 280-93 due to sweeping changes in the legislature with regard to planning and zoning laws. The seven member volunteer board consists of six members who reside within the city limits and one member who resides outside of the city limits, but within three miles of the corporate limits. The Planning Commission also serves as the Board of Zoning Appeals.

## **COMPREHENSIVE DEVELOPMENT PLAN**

This document constitutes *the Comprehensive Development Plan for the Park City, Kansas Area: 2008-2018*. When formally adopted, it will become the official comprehensive plan of the City of Park City, Kansas. The "Park City Planning Area" as defined for this Plan includes the City and the surrounding area that is illustrated in Figure 1-A and described later in this section. This area recognizes that the City's activities both affect and are affected by the area around it. Figure 1-A also delineates an area beyond the Planning Area showing the close proximity of the cities of Kechi, Bel Aire, Wichita and Valley Center. For this reason, the

implementation of this Plan during the Planning Period will have a highly significant effect upon the shape of the City for future generations of its residents.

This Plan attempts to view the Planning Area in a "comprehensive" manner by interrelating a broad range of individual functions such as land use, transportation and community facilities. For example, the location of a park as a community facility is related to the residential land use it serves and to the transportation system that gives access to the park. The fact that a comprehensive plan addresses both short and long-range planning situations causes it to be specific in some matters and more general in others. In either case, a plan should provide overall policy direction to a given planning problem that will then need to be studied and considered in greater detail and a decision made, based on the circumstances at that point.

Periodically, references will be made to the "Planning Period" which is the ten-year time frame from 2008-2018. For this type of plan, this period appears to be the practical limits for forecasting possible future situations and needs. References are also made to the "near future" which implies a period something less than five years. A basic issue to consider is whether an existing community facility will last throughout the Planning Period or need to be modified or replaced due to the population projection or changing conditions.

## Planning Process

Planning may be defined as a decision-making process which is expressed in the form of a plan through a series of physical, social and economic goals, policy statements or plan proposals with the broad objective of attaining a better living environment. In other terms, planning involves the application of hindsight to correct the mistakes of the past, seeks ways to preserve the best of the present and uses foresight to cope with the technological problems of the future. Effective planning should be farsighted, but nevertheless realistic in terms of the existing area's resources and potential capabilities. It should be adaptable to changing community needs and opportunities. The success of comprehensive planning depends on a knowledge and understanding of the public interest. Such interest when expressed in a plan must still gain approval through the various democratic processes.

A major purpose of planning is to help guide the use of land in an orderly fashion, which would minimize the conflicts between the various users of land and to provide accompanying public services in an efficient manner. With rising costs for such services, depletion of low-cost energy resources and the emphasis upon improving the quality of the environment, there is a significant need for and responsibility upon government now and in the future to provide services in an economical way. Many physical facilities follow rather than lead development to the extent that compromises in the locations of public services affect the efficiency and, thus, the cost for services on a long-range basis. To prevent such situations, the process of planning is a means of making better short-range decisions by relating them to long-range planning.

In preparing the plan document, the planning process consists of inventorying and then analyzing the existing conditions, establishing goals and setting standards, projecting future needs, deciding upon alternative solutions to problems and selecting proposals and methods of implementing the plan. Throughout the process, officials and citizens should be involved to the maximum extent feasible, have access to the plan materials and have a method of communicating and input of their ideas and reactions. This process has been followed in the preparation of this Plan.

## The Legal Basis

The State enabling statutes provide for a broad interpretation of what constitutes a plan. According to the statutes for Planning, Zoning and Subdivision Regulations in Cities and Counties in K.S.A. 12-747, et seq., a planning commission

*“ . . . is hereby authorized to make or cause to be made a comprehensive plan for the development of such city and any unincorporated territory lying outside of the city but within the county in which such city is located, which in the opinion of the planning commission forms the total community of which the city is a part.”*

For example, the Planning Area could not extend into Butler County.

In the preparation of such a plan according to K.S.A. 12-747, the planning commission

*“ . . . shall make or cause to be made comprehensive surveys and studies of past and present conditions and trends relating to land use, population and building intensity, public facilities, transportation and transportation facilities, economic conditions, natural resources and may include any other element deemed necessary to the comprehensive plan . . . ”* and  
*“ . . . shall show the commission’s recommendations for the development or redevelopment . . . ”* of the planning area.

For the plan to become effective when completed, it must be formally adopted as a whole or in parts by a resolution of the planning commission after a 20-day advertised public hearing. Adoption must be based on a majority vote of the total membership. Following adoption, the governing body completes the process by approval and publication of an ordinance. A certified copy of the plan or part thereof, together with a written summary of the hearing, shall be submitted to the governing body. The governing body either may:

*“(1) Approve such recommendation by ordinance . . . ; (2) override the planning commission’s recommendations by a 2/3 majority vote; or (3) may return the same to the planning commission for further consideration, together with a statement specifying the basis for the governing body’s failure to approve or disapprove. If the governing body returns the planning commission’s recommendations, the planning commission, after considering the same, may resubmit its original recommendations giving the reasons therefor or submit new and amended recommendations. Upon the receipt of such recommendations, the governing body, by a simple majority thereof, may adopt or may revise or amend and adopt such recommendations by the respective ordinance . . . , or it need take no further action thereon. If the planning commission fails to deliver its recommendations to the governing body following the planning commission’s next regular meeting after receipt of the governing body’s report, the governing body shall consider such course of inaction on the part of the planning commission as a resubmission of the original recommendations and proceed accordingly.”*

An attested copy of the comprehensive plan and any amendments thereto shall be sent to all other taxing subdivisions in the Planning Area which request a copy of the plan.

The plan or part thereof *“ . . . shall constitute the basis or guide for public action to insure a coordinated and harmonious development or redevelopment which will best promote the health, safety, morals, order, convenience, prosperity and general welfare as well as a wise and efficient expenditure of public funds.”* Although the Kansas Supreme Court views the adoption and annual review of a comprehensive plan as a “legislative function,” note that a

plan is still a “guide” and actual implementation must take place within the democratic process of local government and other agencies. On a nationwide scale, the comprehensive plan and the role it plays in the planning and implementation process is assuming an increasingly important role in land use litigation. The consistency of the plan with the implementation “tools”, especially zoning and subdivision regulations, is often at the center of such litigation.

At least once each year according to state statutes, the planning commission shall review or reconsider the plan or any part thereof and may propose amendments, extensions or additions to it. Amendments to the plan in the future are made by the same procedures as for the original adoption process.

### Use of the Plan

The Comprehensive Plan has many uses. Several general ones are noted below and others are referred to throughout the text, particularly in Chapter 10 on Plan Implementation:

- ◆ To compile information and provide Plan proposals upon which the City Council can base short-range decisions within the context of long-range planning.
- ◆ To implement a development program, which would balance growth with the economical provision of community facilities and services.
- ◆ To plan for orderly annexations.
- ◆ To encourage long-range fiscal planning policies.
- ◆ To provide data and serve as a guide for private developers toward common goals for the overall development of the Planning Area.
- ◆ To provide a legal basis for the preparation and adoption of City Subdivision Regulations and for the subsequent review and approval of plats based on growth policies and the availability of community facilities.
- ◆ To serve as a legal basis for the formulation of City Zoning Regulations and for re-zoning amendments thereto.
- ◆ To assist in selecting and applying for state and federal grant programs beneficial to the Planning Area.
- ◆ To establish a working relationship and to coordinate efforts on various Plan proposals between the City and other cities (especially Kechi, Bel Aire, Wichita and Valley Center); also Grant and Kechi Townships, Sedgwick County and the State of Kansas.

### **PLANNING AREA**

The "Planning Area" for the Comprehensive Plan comprises the entire city limits of Park City plus the land outside, all within Sedgwick County. This is also referred to in this document as the "Park City Area". A detailed description of the Planning Area is as follows:

## Detail Description Planning Area

Beginning at the NE corner of the NW<sup>1</sup>/<sub>4</sub> of the NW <sup>1</sup>/<sub>4</sub> of Section 15, Township 25 South, Range 1 East; thence south to the SE corner of the NW<sup>1</sup>/<sub>4</sub> of the NW<sup>1</sup>/<sub>4</sub> of said Section 15; thence west to the east R/W of Hydraulic Ave.; thence south to the SE corner of 101<sup>st</sup> Street and Hydraulic Ave. R/W; thence west along the south R/W line of 101<sup>st</sup> Street to the east R/W of I-135; thence south along the east R/W line of I-135 to the north line of the SE <sup>1</sup>/<sub>4</sub> of Section 21, Township 25 South, Range 1 East; thence east along said north line to a point 142.2 feet west of the NE corner of the NW <sup>1</sup>/<sub>4</sub> of the SE <sup>1</sup>/<sub>4</sub> of said Section 21; thence south to the north line of the SW<sup>1</sup>/<sub>4</sub> of the SE <sup>1</sup>/<sub>4</sub> of said Section 21; thence east to the west R/W line of Hydraulic Ave.; thence south on the west R/W line of Hydraulic Ave. to south line of the NE <sup>1</sup>/<sub>4</sub> of Section 28, Township 25 South, Range 1 East; thence east to the center of Section 27, Township 25 South, Range 1 East; thence south to the south line of Section 34, Township 25 South, Range 1 East; thence east along the said south line of Section 34 to east line of the NW <sup>1</sup>/<sub>4</sub> of the NW <sup>1</sup>/<sub>4</sub> of Section 2, Township 26 South, Range 1 East; thence south to the SE corner of the NW <sup>1</sup>/<sub>4</sub> of the NW <sup>1</sup>/<sub>4</sub> of Section 11, Township 26 South, Range 1 East; thence west to the west R/W of Hillside Ave.; thence south to the south line of Section 15, Township 26 South, Range 1 East; thence west along said south line to the NE corner of the NW <sup>1</sup>/<sub>4</sub> of Section 22, Township 26 South, Range 1 East; thence south to the north R/W line of 45<sup>th</sup> Street; thence west along said R/W of 45<sup>th</sup> Street to the center line of the railroad; thence northwesterly along said center line to center of 61<sup>st</sup> Street; thence east along the center line to a point located 546.8 feet east of the west line of Section 8, Township 26 South, Range 1 East; thence north to the south line of SW <sup>1</sup>/<sub>4</sub> of the SW <sup>1</sup>/<sub>4</sub> of said Section 8; thence west to the west R/W line of Seneca Street; thence north along said R/W to a point located 1,138.08 feet south of the north line of said Section 8; thence east to the west R/W line of the Wichita/Valley Center Flood Control; thence northwesterly along said Floodway R/W to the south R/W of 69<sup>th</sup> Street; thence west to the west R/W Seneca Street; thence north to the south line of Section 5, Township 26 South, Range 1 East; thence east to the SE corner of the SW <sup>1</sup>/<sub>4</sub> of said Section 5; thence north to the north line of said Section 5; thence east to the west R/W line of Broadway Ave.; thence north along said west R/W to the NW corner of Section 16, Township 25 South, Range 1 East; thence east back to the point of beginning.

The Planning Area as depicted in Figure 1-A is eight miles north to south and three miles east to west at its widest width. This encompasses a total area of about 14.5 square miles or over 9,570 acres. The City itself consists of approximately 5,954.63 acres or 9.30 square miles.

The delineation of such a Planning Area does not create a regulatory boundary, but identifies an area which has an influence on the planning and development of the City, and, therefore, should be studied as part of the "*total community of which the city is a part*". If extraterritorial zoning and subdivision regulations were adopted by the City in cooperation with the County, such jurisdiction could not exceed the Planning Area as delineated since this is the extent of the area covered by the Plan.

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## **REGIONAL INFLUENCE**

Rapid methods of transportation and communication today necessitate that planning for an area take into account the significance of "the region" which affects it. Regions vary in size depending upon physical, socioeconomic, cultural and/or governmental situations. The most notable links within a region are often physical in nature. For example, the underground water supply, which provides water to one part of a region, might be greatly affected in quantity and quality by the need for water in another part. Airports, railroads, highways and bridges all provide links within a region and beyond. Such features coupled with modern vehicles have led to the increased mobility of people and, thus, broadening their area of influence for economic, social and cultural functions.

Newspapers and radio and television stations as part of an overall news information system are a major influence upon the activities within an area. People are often motivated to shop and attend sports and cultural events in those areas from which such communications originate. The convenience of the telephone system as a means of communication for social, economic and emergency purposes influences the population's area of contacts and, thus, their activities.

### **Geographical Location**

Park City is located in south central Kansas and adjoins the northern boundary of the City of Wichita. I-135 (formerly 35W) bisects the City north/south. An interchange at 61st Street North provides access north to Salina, 81 miles away and south to Wichita and thence to Oklahoma City, 159 miles via the Kansas Turnpike I-35. Topeka and Kansas City, Kansas to the northeast are 129 and 187 miles respectively by road distance from the City. Other interchanges to I-135 from Park City include 53rd Street North, 77th Street North, 85th Street North and 101<sup>st</sup> Street North.

Nationally, Park City is located about 200 miles southeast of the geographical center of the 48 contiguous states. It is also less than 440 miles southwest of the center of population distribution of the nation.

Sedgwick County has a total of 1,008 square miles while Butler County, the State's largest county, covers an area 42 miles north/south by 34 miles east/west or 1,428 square miles. Sedgwick County is bordered by Reno and Kingman counties on the west, Harvey County on the north, Butler County on the east and Sumner County on the south. The City of Wichita, with over 300,000 people, is immediately south of Park City.

### **Communications**

AT&T and Cox Communications provide modern telephone service to the City, connecting it to more than 276,000 phones in the metropolitan area from Sedgwick on the north, Goddard on the west, Mulvane to the south and east to Augusta.

Residents have local access to three newspapers. The weekly *Ark Valley News* is the official newspaper for Park City. Other available communications include the monthly *Park City Post* and the daily *Wichita Eagle*. Television reception in the Planning Area is excellent with all four national networks, plus public broadcasting available from stations in Wichita and Hutchinson. Cox Communications provides over 50 channels and many AM and FM radio stations can be received. The City operates the informational Channel 7 on the Cox Communications system.

## **REGIONAL PLANNING AND DEVELOPMENT**

The economics of using natural and man-made resources on a scale so that all persons may enjoy a better quality of living makes it necessary to provide many public and private services and facilities on a regional basis. This is true in such examples as highways, airports, parks, reservoirs, ambulance service, fire protection, libraries, health and social welfare. References will be made periodically in this document to such regional activity.

By ordinance or resolution, a majority of the cities in Sedgwick County participate in the planning activities of the Wichita-Sedgwick County Metropolitan Area Planning Commission. The membership consists of 14 members, half appointed by the Sedgwick County Board of Commissioners and the other half by the Wichita City Council. The Wichita-Sedgwick County Metropolitan Area Planning Department provides staff assistance to W-SCMAPC from their offices at City Hall in Wichita. Park City should work cooperatively with W-SCMAPC and MAPD on mutual planning concerns. Some informational and technical services are available from MAPD. Periodic announcements of planning meetings of interest to the City are distributed from MAPD.

## **HISTORICAL DEVELOPMENT**

Knowledge of the past historical development of an area is often important to an understanding of its future. Factors that influence growth or change may extend their effects for decades.

Buildings change their purposes over periods of time as the intensity of uses varies. Their location, however, most often becomes a focal point to attract further growth. Almost like the natural features of an area, transportation routes when once laid out have a sense of permanency that endures for generations. For example, the location of one third of the streets and highways in the nation were laid out before the automobile was even invented. Urbanizing areas seem to suffer from the inheritance of street patterns, which were laid out decades ago. The mixed development of rural and urban-type uses, being neither fully one nor the other and not suburban either, are generally characterized by their disconnected series of small and often dead-end streets that form no interrelated pattern. These so called "urban" areas, originally formed outside the boundaries of incorporated cities, have often historically become blighted areas.

The following account of the history and formation of Park City was compiled from material provided by Mary Louise Ellis who served as City Historian during preparation of the original Comprehensive Development Plan in 1982. In addition, information from members of the City Council and Planning Commission has aided in compiling this account.

## Early History of the First Park City

To most people of Wichita, the first Park City was mythical. But it was a city worthy of many a violent oath, worthy of being condemned and worthy of an aggressive enmity.

The first Park City was founded in 1870 located 14 miles northwest of Wichita. Its site now lies five miles directly west of Valley Center, between the Big and Little Arkansas Rivers. Today, the location would make a very beautiful site for a town. The serpentine Arkansas River swings into a great bend and at this bow, to the east and north of it; the pretentious City of Park City was first platted.

Both Wichita and Park City were located on a table flat bottom and both rested next to the Little Arkansas River. The banks of the river, however, were higher at Park City, a most momentous claim offset by Wichita's insistence that their City was at the junction of the Big and Little Arkansas Rivers. During this time, about 300 people lived there. It was prosperous, as much on its prospects as anything else, although most of the people west of it and many on the north have traded there. There were three large stores and a dram shop (tavern) in the business district. Many brochures were sent to eastern cities to attract residents.

Unfortunately, efforts to attract a railroad line and cattle route failed. Part of the Chisholm Trail at one time crossed the western edge of the Planning Area. A marker to this event has been located north of 61st Street North on the west side of Broadway.

## Park City Improvement District

In 1953, developers R. A. and Don Morris and E. J. and O. H. Zongker purchased a quarter section of farmland just east of Broadway (Old Highway #81) on the north side of 61st Street North, otherwise known as Kechi Road, to further the growth of Wichita's residential needs.

An editor of *The Wichita Morning Eagle*, Dick Long, met with the developers. The Improvement District was as yet unnamed and he suggested it be named Park City after the tiny forgotten town nine miles to the northwest, which had once been a rumored rival of Wichita. Immediately, the developers agreed on this name.

The Park City Improvement District was founded to provide sewer and water service to the 160-acre development called Park City Addition. A family by the name of Davis was the first resident of Park City. They moved in the fall of 1953 at the corner of Kechi Road and East Parkview. Many people followed rapidly because many houses were under construction at the same time. Rafter assemblies were built in a jig and hauled to the construction site making construction rapid and uniform.

In 1954, as a result of rapid growth, the district expanded another 160 acres to provide services to Forsee's First Addition and Owen's First Addition each containing 80 acres. In 1956, E.J. Zongker's First Addition and Sunnyslope Addition were platted and added to the district.

Plans for a shopping center were started and finally materialized in the spring of 1955, when a grocery store and a gift shop opened. Later a dry cleaners, a barber shop, a beauty shop, an apparel shop and a hardware store were located there. The first post office sub-station was located in the hardware store. The last store opened was a drug store with a medical clinic located at the rear of it.

When school began in the fall of 1954, the school district was called District 51. Students from grades two through eight attended the brick school at 61st Street North and Broadway, which was called Kechi Center School. Since the school was so small and very overcrowded because of the new residents, the first grade classes attended school in half-day shifts in the display house for the District located at 6401 West Parkview. Students from grades nine through twelve were transported to Valley Center. Finally in 1955, when Chisholm Trail School was completed, the students had a modern well-equipped school to attend. Many additions were added to the original building through the years. After houses were built east of Hydraulic and to Gary Drive, these students attended schools at three places -- Kechi, Hillside/Grove and Kistler School. Students living on either side and north of Ventnor Street were transported to Valley Center Schools. This attendance area still lies within the Valley Center School District. After the school unification act to consolidate smaller schools in 1965, students from grades seven through nine started attending Brooks Junior High School. At this time Kistler and Chisholm Trail Elementary Schools were admitted to Wichita School District No. 259. In 1961, Wichita Heights High School was completed and grades nine through twelve started attending there.

There are nine churches in this area to provide the religious needs of the community. The first church in the Improvement District was the Park City Baptist. After having met in members' homes, then at the Chisholm Trail School auditorium, a church building was completed in 1956. The first service was held on Easter Sunday.

The Improvement District developed a recreation park north of the District in 1958, which included a swimming pool and bathhouse. This park has grown to include a lighted baseball field where many tournaments are held during the summer. McLean Field is named for K.K. (Hap) McLean, who worked many hours to establish the baseball diamond in the park. There are also tennis courts, playground equipment, roller and hockey rinks and picnic areas with shelters. Through the efforts of the Lions Club, Jaycees, Scout Troops and many others, the community building was erected near the park entrance and was opened in 1970.

Park City has seen many community newspapers come and go. Due to the enormous amount of work involved and the poor monetary reward, many community newspapers lasted less than a year. The *Homesteader* was the first to fall in that category having started in 1954.

Early in June 1962, a so-called 100-year storm produced flooding to areas along Chisholm Creek in the original Park City Addition. This area encompassed approximately 100 acres of residential land. Much property damage occurred and many residents did not carry flood insurance. The bridge on 61st Street North located about one-fourth mile east of Broadway was partially destroyed. This was a severe blow to residents and merchants as well. A new bridge was completed in late 1963. Since the construction of I-135 and Corps of Engineer flood management projects, the possibility of flooding has been greatly reduced.

Since the general area's 1962-1970 slump in employment, the District's growth began to increase once again. In 1970, approximately 281 new homes were constructed and many more have been built since 1980. New businesses have come to the area also.

The City has continued to grow from a 160-acre housing development to a 3,321.3-acre community providing the same services and meeting the same social needs as many cities.

As early as November 1963, the Improvement District began to take steps to become incorporated into a third class city. After three such tries, finally on the fourth attempt at the end of 1980, Park City Improvement District became a third class city. Three Park City residents who worked diligently on the Park City Incorporation Committee to help the

community become a third class city were Donovan W. Foster, Jack M. Whitson and Ronald Darlington.

In 1976, the Sedgwick County Commissioners approached the Park City Improvement District to provide water and sewer facilities to the Kansas Coliseum located at 85th Street North and Hydraulic. After approval of the project, the land for the Coliseum and half of Hydraulic Street had to be annexed to the Park City Improvement District. When plans, however, were finalized for the District to become a city, the Coliseum was not included in the city limits.

### Park City – 1980

After approval by the Sedgwick County Board of Commissioners on November 26, 1980, Park City became a city. A special election was held on February 17, 1981 and a mayor and five council members were elected to form the first governing body of the new City. The first mayor elected was Raymond J. Reiss.

The building at 6125 North Hydraulic, which formerly served as the Water Improvement District Office was designated to be the City Building. This building was built in 1957 and 1958. The office for the Water Company, the City Clerk's Office, the Police Chief's Office and the Office of the Municipal Court Clerk were all housed there.

In 1989, a new city hall building was built and dedicated and now serves the needs of the community. This facility houses the Council/Municipal Court Chambers and all administrative offices of the City to include: Police Department, Municipal Court, City Clerk, Planning/Zoning/Economic Development Department and Code Enforcement. The Council Chambers is adorned with a stained glass replica of the City Seal created by Reverend Earl Marvin former Council member.

In 1989, the Wichita Greyhound Park opened in the northeast quadrant of 77th Street North and I-135. While not included within the city limits of Park City, the City does provide municipal water and sanitary sewer service to this facility; but the park is not operational at this time.

### Park City - 1990

In 1991, Park City received grant funds from the Kansas Department of Wildlife and Parks to aid in the improvement of an additional 20 acres of parkland, which developed into Conservation Park. This new park addition adjoins City Park and includes three baseball/softball fields, one tee ball field, a tot lot for youngsters to play and four multi-purpose fields.

In 1992, through an intergovernmental agreement for exchange of services and funds, Park City obtained the former fire department building located at the northwest corner of 53rd Street North and Broadway for a maintenance shop. Previously, all maintenance had been done at the shop building near the former wastewater treatment facility; this building was deteriorated beyond repair and was located within the flood plain district. Therefore, a new improved maintenance shop and meeting room became a quality addition to Park City.

Also in 1992 in a related event, the residents of the Wichita Heights area were connected to Park City water after years of having bottled water supplied to them by the Environmental Protection Agency. The project was a combined effort including the Environmental Protection Agency, Sedgwick County who secured grant funding and Park City, which provided the water to the mains. This amiable exchange of services/equipment between the County and City

provided persons in the Wichita Heights area with a safe drinking water supply and also provided Park City with its new maintenance shop.

Directly north of the new maintenance shop is the Park City wastewater treatment facility. Although very controversial at the time, the people of Park City can be proud of this facility that should provide service and allow for growth for many years. This facility was constructed in 1993 after a legal battle through which the actions of the Park City Planning Commission and Governing Body were completely supported by the courts.

In 1993, QuikTrip Plaza Addition was added to Park City. Located in the northeast quadrant of 61st Street North and I-135, this is a partial replat of part of the original Park City 1st Addition. The proven success of high visibility makes all interchanges attractive locations for service business facilities.

In 1994, upon reaching a population of over 5,000 persons, the Governor of the State of Kansas proclaimed Park City a city of the second class on July 1, 1994. After unsuccessful attempts to retain its at-large system of government, Park City adopted the ward system as prescribed by State Statutes. With several interested candidates, both a primary and a general election were held to elect a new Governing Body, which took office on April 11, 1995.

In 1996 the City received a grant from the Kansas Department of Housing to construct a new multi-purpose Senior Center south of City Hall. The Center services the elderly within the planning area.

## Park City – 2000

From 2000 forward Park City has begun to grow at a fast rate of speed. Many new developments have begun. Currently Park City has eight housing developments. There are several new businesses, such as, Hayes Company, Roberts Truck Center, Alefs Harley Davidson, TECT Aerospace, PODS, Sleep Inn, Air Capital Delivery, Kansas Golf & Turf, and many more.

In 2007 a new theme park opened in Park City called Wild West World. Unfortunately the park failed two months after opening; however, a new owner has acquired the land. In March of 2008 the Hartman Arena broke ground. The Arena is to be open by April 2009 and will seat five to seven thousand.

In late 2007 the City finished a major water project. The City installed approximately four miles of line, running from the plant on 53<sup>rd</sup> Street to 85<sup>th</sup> Street along Broadway Ave. The City also constructed a one million gallon water tank just east of I-135 on 85<sup>th</sup> Street. The water project cost \$2.8 million. The City expanded its capacity to send sewage from the central part of town to the waste treatment plant by upgrading the primary lift station at a cost of \$1.2 Million.

## Historical Preservation

Preservation and recognition of historical events and places should be part of the planning process. To assist communities in the State, an inventory of Kansas' historic, architectural, archeological and cultural resources was begun in 1969 by the Kansas State Historical Society. In their work, the Historic Sites Survey staff used guidelines established by the National Register Office under the National Historic Preservation Act of 1966. As of this date, no specific sites have been identified in the Park City Area. The Survey, however, is a continuing process.

Nationally, there is a strong movement to not only give official recognition and preserve historically significant structures, but to encourage their restoration or utilization as an adaptive use. As the years progress, it would seem possible that some sites such as the Chisholm Trail crossing and places of interest could be identified during the Planning Period that would be worthy of recognition or preservation. The Park City Community Library might begin a collection of Park City memorabilia, especially an historic photographic inventory.

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Establishing planning goals is considered a very important step in the planning process. Such goals take into account not only the physical needs of a community, but also relate to social, economic and governmental considerations. From these goals, it is possible to establish overall policy guidelines which can be used to formulate the contents of the comprehensive plan and to facilitate the decision making process of government.

Goals make it possible to determine priorities when various activities compete for money, time and manpower. With the priority of goals established, better coordination of effort and resources becomes possible. This is true not only in the interrelationship of one governmental agency to another, but the relationship between private enterprise, property ownership and governmental projects. If the goals and priorities of any one agency or individual are not in accord with an overall project, there is usually a lowering of efficiency and an increase in cost and time in achieving the final results. Goals, therefore, can provide a method of establishing efficient working relationships and often make difficult tasks achievable.

### **RESIDENT QUESTIONNAIRE**

The Park City Planning Commission prepared and distributed 2400 questionnaires to households in the City in June, 2008. A total of 264 responses to the questionnaire were returned. Although a limited number of the City's households responded, it was felt that the response was good and that a representative cross-section of opinion was received from all age groups, income levels and sections of the City.

References to the questionnaire are made throughout this Plan as an input of citizen ideas and desires for community improvement. Results of the Questionnaire are on file with the City Clerk.

### **GOAL STATEMENT**

Various goals and objectives are contained throughout this Plan document; however, it is desirable to determine some overall community goals, which establish basic principles to guide the preparation of the Plan. Listed below, but not in any order of priority, are general goals for the Park City Area:

#### **Population**

- Maintain a modest, continuing population growth rate.

#### **Economy**

- Strive to expand existing and attract more retail and service businesses.
- Continue to attract commercial, industrial and residential development in order to strengthen the economy and tax base.

## Housing

- Encourage the construction of a variety of dwelling types (single-family, duplexes, multiple-family, etc.) so that the various housing needs of the population might be met.
- Utilize programs and codes to maintain the quality of the housing inventory and eliminate negative environmental conditions.
- Encourage the development of an assisted living center or retirement center to meet the housing needs of the elderly.

## Land Use

- Guide the development of land use into desirable and efficient patterns consistent with long-range community goals and development influences, especially the flood plain.
- Continue to concentrate urban development so as to avoid scattered "urban sprawl" and, thereby, maximize the efficiency and economy of providing public and private services.
- Protect the character and quality of residential neighborhoods from the intrusion of incompatible land uses, unnecessary through traffic and negative environmental features.
- Promote the development of a centralized shopping area.
- Continue to expand the industrial potential of Broadway, improve the appearance of the area and remove the blighting influence of incompatible mixtures of commercial, industrial and residential uses.
- Preserve good farmland from the premature intrusion of non-farm uses that detract from the productivity and amenities of the rural area.

## Transportation

- Classify and delineate the function, location and standards for local, collector and arterial streets.
- Explore various forms of alternate transportation systems to compensate for energy concerns.
- Develop a program to construct sidewalks, which serve or connect major points of pedestrian travel.

## Community Facilities

- Implement long range plans for expansion of the sewage distribution system.
- Continue to improve the public water supply.
- Maintain water quality.
- Plan carefully for storm drainage in all private developments and public improvements.

- Construct a Public Library.
- Plan for more neighborhood parks and recreational activities for both youth and adults.

#### Plan Implementation

- Maintain the Comprehensive Development Plan document as a guide for future development of the Planning Area.
- Maintain Zoning Regulations to guide growth according to the Future Land Use Plan Element.
- Maintain Subdivision Regulations to ensure orderly development and the provision for all necessary improvements.
- Analyze potentially annexable land areas and begin an annexation program.
- Continue to adopt and enforce various types of codes to protect the quality of the housing inventory and the environment of the Planning Area.
- Promote an active multi-purpose economic development program.
- Follow the capital improvement program as part of the budgetary process to carry out orderly long-range financing for public improvement.

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The importance of housing to a community can be clearly realized when one considers that residential areas are the largest users of developed urban land and are a major source of tax revenues. The economic importance of housing is not confined to the tax structure, since a healthy housing market benefits many businesses, including home builders, realtors, bankers, insurance agents, lumberyards and others. Through the "multiplier effect", the exchange of money for these housing supplies and services enhances the area's total economic activity. In addition, an adequate housing supply increases the ability to attract new businesses and their employees.

For a family, the home is its largest single investment and with its surroundings a source of great influence upon family development and happiness. While a nice house does not guarantee a suitable home life, the lack of proper facilities can be a deterrent to desirable life styles. Houses that lack play space or have unsanitary conditions are a drawback to proper child development. Elderly persons who have houses that are difficult to maintain experience financial concerns and physical discomfort. Young, single and married persons view the lack of desirable housing accommodations as a reason to migrate to another community.

Many communities and the home-building industry are re-assessing their policies and techniques in order to build so-called "affordable housing". Maintaining and improving the local housing situation should be one of the high priorities for local planning efforts in Park City. It should be a responsibility assumed by both public and private interests. This chapter analyzes housing conditions and trends and suggests ways in which desirable housing goals might be attained.

## **SUMMARY OF HOUSING STATISTICS**

Although information is limited, this section seeks to provide a variety of data to give an overall picture of the types, amounts, conditions, locations and trends in the housing situation of the Planning Area.

### **United States Census**

In 2000, the U. S. Census indicated that Park City had 5,814 people. The following data is summarized from that information:

- There were 2046 total housing units, all of which were single-family units.
- 1758 units or 85.9% of the total occupied units were owner occupied, while 288 or 14.1% were renter-occupied. Similar data for Sedgwick County was 66.2% and 33.8%.
- The homeowner vacancy rate was 3.1% or 63 units.
- All housing units had direct access with complete kitchen facilities as defined by the Census, as well as, public sewer service.

- Of the owner-occupied units, 61.7% were valued at less than \$50,000. The average value was \$45,000.
- Of the renter-occupied units, for which cash rent was paid, 13.3% had monthly rents less than \$250. The mean monthly rent was \$360.00.
- Mean number of rooms 5.9.
- The average household size, calculated by dividing the total population (5,814) by the number of occupied units (1,758), was 3.3 persons. For the County, the figure was 3.12 persons.

## Housing Survey

During the field survey of existing land use, the types of housing were noted in the Planning Area and their condition rated in the City. Housing data for the City is summarized in Table 4-A, while a discussion of the remaining housing in the Planning Area is presented later in this section.

Information on the condition of housing is very useful in assessing the overall quality of the housing inventory and to note trends that need particular attention. As part of the field survey, each housing structure in the City was rated according to one of the following four categories:

- STANDARD: A housing unit with no visual defects or only slight defects, which could be corrected by the homeowner during the course of regular maintenance.
- SUBSTANDARD, MINOR: This is basically a sound structure in need of minor repairs which may be more than anticipated from regular home maintenance.
- SUBSTANDARD, MAJOR: Such a structure is in need of major repairs beyond normal maintenance and may include some structural deficiencies which are financially worth fixing.
- DILAPIDATED: Structures which may be mostly vacant and in such a state of disrepair as not to be suitable for habitation and very probably economically unfeasible to rehabilitate.

Only exterior housing conditions were evaluated. An assumption basic to accuracy is that a structure's exterior condition provides a direct indication of its overall condition. While this may not be true for every individual structure, it is generally considered to be a valid assumption. Another factor that should be recognized is that a certain degree of subjectivity is inherent in a survey of this nature, i.e., different people viewing the same structure might have different observations and conclusions. Despite these limitations, this type of survey is the best possible within reasonable constraints and its results are very purposeful to a housing analysis.

As Table 4-A shows, only 10% of the dwellings exhibited some form of deterioration and only two were rated dilapidated. The area west of I-135 represented the highest percent of housing needing some improvement. The overall effect represents a very good showing on the quality of the inventory. Mobile homes were not rated in this survey. The commercial structures along Broadway also exhibit signs of deterioration and blighted conditions.

Residents in responding to the Questionnaire as to the degree of "poorly maintained housing" said that 40% considered it "serious", 47% "minor" and 13% "no problem".

**Table 4-A. HOUSING TYPES AND CONDITIONS IN PARK CITY: 1999**

HOUSING TYPES					HOUSING CONDITIONS Mobile Homes Not Included		
AREA	Single Family Dwellings	Individual Mobile Homes	Mobile Homes in Parks	TOTAL DWELLING UNITS	Standard	Substandard	
						Minor	Major
<b>North of 61<sup>st</sup> Street</b>							
East of Hydraulic	787	---	---	787	766	14	7
Percent	100%			100%	97.33%	1.78%	.89%
<b>North of 61<sup>st</sup> Street</b>					2 dilapidated houses 0.46%		
West of Hydraulic	436	---	---	436	320	110	4
Percent	100%			100%	73.39%	25.23%	.92%
<b>South of 61<sup>st</sup> Street N</b>							
East of I-135	228	---	---	228	221	6	1
Percent	100%			100%	96.93%	2.63%	.44%
<b>West of I-135 to</b>							
West City Limits	76	2	416	494	64	7	5
Percent	15%	.4%	84%	100%	84.21	9.21	6.57
<b>TOTAL</b>	1527	2	416	1945	1371	137	17
Percent	78.9%	.1%	21%	100%	89.9%	8.9%	1.1%

Source: Field Survey by Park City Compliance Department, December 1998.

In analyzing the housing situation, there are three important long range factors that should be considered. In the past, housing did not represent a wide range of values, i.e., from low to expensive. Since 2000 the housing market is ranging from \$110,000 to \$500,000. A substantial portion of the housing and the tax base is concentrated in moderate to middle income housing. Commercial and industrial properties are needed to create a desirable tax base. Secondly, substantial numbers of houses have been built in limited periods of time. Without continued code enforcement, the potential exists for concentrated areas of large numbers of such housing to deteriorate in quality rather than have such deterioration occur over a longer period of time. And finally, the diversity of housing is increasing, which is a positive move forward. This greater variety in housing will provide a wider choice to attract and keep people in the community and broaden the residential tax base.

The predominant lot width for houses east of I-135 is 60 feet. Lot depths vary from 120 feet with many lots of 130 feet and others up to 150 feet. There are only a few scattered lots elsewhere.

Prairie Wind Estates, a City owned development for homes in the \$100-150,000 price range east of Grove is sold out. Lusk Communities, a commercial and residential development north of 85th Street North has been platted and features homes from \$130,000 to \$500,000. Phase 3 in Saddlebrook and Phase 2 in Bearhill Additions are in progress and building permits have been issued. At 45<sup>th</sup> Street North and Hydraulic Wyndham Creek Addition is moving forward with Phase 5. This upscale development's homes are in the \$125-250,000 price range. Chisholm Pointe Addition that was platted in 2000 has recently completed Phase 3, and has only 14 lots left. Village Estates Addition began new home construction in January 2002 and

has already initiated Phase 4. Tim Hendricks Homes platted Sunnyslope Park Addition which is completely filled. Mr. Hendricks has been developing Phase 2 of the addition, and has only six lots left as of April 2008. The Preliminary Plat for Mr. Hendrick's third addition has recently been approved with construction of improvements to begin in the fall of 2008.

Prairie Hills is a new development consisting of 201 lots south of City Hall; new home construction started in 2007. The latest subdivision is High Ridge 2<sup>nd</sup> Addition, which has 300 lots; home construction began early 2008.

### Building Permits

Building permits are an excellent source of statistics to determine the extent, type and resources available to construct housing. Prior to 2007, Sedgwick County enforced construction codes in the Park City area; however; it was not possible to statistically separate the permits by the boundaries of the City. The number of housing starts and valuations can be seen in Table 4-B. The first half of 2008 has seen 47 new home starts.

**Table 4-B New Housing Construction: 1995 to 2007**

Year	Number of New Home Starts	Total New Home Construction Value
1995	13	782,500
1996	23	1,1883,250
1997	20	1,521,884
1998	35	2,985,000
1999	60	5,658,291
2000	44	4,974,212
2001	59	6,622,150
2002	106	9,964,410
2003	112	12,797,105
2004	88	10,378,328
2005	80	10,043,390
2006	80	10,038,400
2007	64	8,919,305

## ENVIRONMENTAL CONDITIONS

A variety of environmental factors often have a negative effect not only upon the quality of the housing itself, but also upon the general appearance of an entire neighborhood and the health and welfare of the residents. Examples of negative environmental factors are:

- Excessive vegetation
- Unsightly storage of construction materials and trash
- Poor drainage
- Unkempt vacant Lots
- Abandoned or inoperative vehicles
- Dilapidated outbuildings

Development east of I-135 exhibits only a limited number of these factors. The density, contiguousness of the development and the pride of the property owners may account for this situation. Large tracts, mixed incompatible land uses and deteriorated structures encourage blighting conditions such as exist on Broadway. The depth of the tracts, as much as 1,300 feet on the west side of Broadway and the uneven depth of actual usage, creates limitations on desirable future use of the unused land. Accumulations of unused materials outdoors and the poor sanitary conditions and dilapidated rental units contribute to the overall environmental problems. The City's newly adopted housing code may provide remedies to these conditions.

In August 1998 the City added a second Code Enforcement Officer. One of the biggest problems in the City is inoperative vehicles. The area north of 61<sup>st</sup> Street, east of I-135 and west of Hydraulic has the highest number of rental units and has the highest problem with Housing Code violations. The City added a construction inspector to the Code Enforcement Department in 2006.

Residents responded to these concerns in the Questionnaire by rating the problems as follows:

	<b>Serious</b>	<b>Minor</b>	<b>No Problem</b>
Dilapidated outbuildings	35%	51%	14%
Unkempt vacant lots	45%	43%	12%
Unsightly storage	36%	52%	12%
Poor drainage	31%	50%	19%
Inoperable vehicles	33%	52%	15%

"No problem" sometimes means "it's not happening in my area".

Outside the City, many of these environmental factors are also present with the addition of animals in platted subdivisions. The enforcement of County regulations in the rural area is important in order to lessen problems the City might have in future annexations.

Many of the environmental problems represent temporary situations that could be easily remedied. Some, however, appear to be chronic conditions which will require both individual motivation and community effort to be eliminated. The use of sanitation, grass mowing, inoperative vehicle and removal of dangerous structure ordinances will probably be necessary to eliminate hardcore problems. The most lasting solution to the overall problem is homeowners taking pride in their property and their City.

## CONSTRUCTION, HEALTH and PLANNING CODES

In addition to appealing to private initiative, one of the best ways a city can maintain and improve the quality of its housing inventory is through the adoption and enforcement of construction, health and planning codes. Their overall purpose and legal basis for enforcement is to protect the health, safety, property and general welfare of the individual and his community. This purpose is achieved by setting standards for materials and/or performance; administering the approval of permits, licenses, cases, or plats; and enforcement of procedures for inspection and appeals.

Among the many reasons for adopting such codes are:

- The difficulty of maintaining the value of an individual house, if through the lack of codes or code enforcement, the neighborhood is permitted to deteriorate.
- Insurance rates are lower where codes are effective in reducing hazards both in the home and neighborhood.
- Codes serve to reduce the effects of blight and their effective enforcement can also be used to rehabilitate blighted areas.
- The tax base is strongly dependent upon the assessed valuation of housing. Unless the quality of construction is built into a house initially and maintained, the tax base is slowly eroded.
- A community's ability to attract and hold desirable employers and productive workers is often related to its overall appearance and general "livability" factors.

### Types of Codes

To efficiently protect the health, safety and welfare of the public and the individual, each of a number of codes should play a role. A list and brief description of the most useful of these construction, health and planning codes follows:

BUILDING CODES govern the construction requirements for all types of structures by regulating their design, methods of construction, quality of materials, types of use, degree of occupancy, site location factors and certain equipment required for their construction and operation. Energy standards are more recent additions.

PLUMBING CODES are responsible for regulating both sanitary sewer and fresh water carrying systems.

ELECTRICAL CODES safeguard persons, buildings and building contents from various hazards arising from the use of electricity in new and remodeled structures.

MECHANICAL CODES serve to protect individuals and property by controlling the design, construction, installation, quality of materials, location, operation and maintenance of heating, ventilating, cooling, refrigeration systems, incinerators and other heat producing equipment.

HOUSING CODES are concerned with the quality of the residential environment and affect the upkeep and maintenance of existing dwellings.

FIRE PREVENTION CODES prescribe regulations for safeguarding life and property from the hazards of fire and explosion.

SANITATION CODES regulate a wide range of health concerns including sewage disposal, abandoned vehicles, pest control and environmental features in and around buildings that can lead to health hazards and blighting conditions.

MOBILE HOME PARK ORDINANCES cover such items as water, sewer, drainage and street facilities in mobile home parks, as well as, service areas, density, open spaces and recreational areas, refuse disposal methods and utility connections. Such ordinances cannot control the actual location of mobile homes or mobile home parks since this can only be accomplished by zoning regulations.

ZONING REGULATIONS are used to regulate the location and use of buildings and the uses of land for residential and other purposes, control residential densities and the intensity of uses, set standards for maximum building size, height and the extent of lot coverage, conserve and protect property values, and to encourage the adequate provision of community facilities, utilities and open space.

SUBDIVISION REGULATIONS are designed to ensure the harmonious and orderly development of residential areas and other land uses, to provide for the necessary facilities and utilities and their proper location and to determine an appropriate design for lots and streets.

## Model Codes

There are a number of national organizations that prepare and keep up-to-date "model" codes for regulating construction standards and procedures. A major difference between locally prepared codes and national ones is that the former are often "specification" codes which describe in detail exactly what materials are to be used, the size and spacing of units and the methods of assembly. The national codes prescribe the objective to be accomplished and allow broad leeway to the designers in selecting the materials and methods that achieve the required results, thus they are considered to be "performance" codes.

Additional advantages of model codes include:

- Relatively simple yet adequate standards for construction.
- Available at less cost than the probable expense of drafting a complete local code.
- Free from local prejudices.
- Reflect more expertise and are more capable of keeping abreast of construction technology.
- Uniform in content and, therefore, builders, architects, engineers, etc., find it convenient to work with codes with which they are most familiar.
- Prepared by national code organizations that are available to provide technical assistance on the more complex building plans.

- More acceptable to federal agencies where a community is undertaking federally funded housing projects.

### Existing and Recommended Codes

Of the various construction, health and planning regulations previously described, Park City has adopted by reference the following codes used by Sedgwick County:

- Uniform Building Code -2006
- Uniform Fire Code -2003
- National Electrical Code – 2005
- Uniform Plumbing Code - 2006
- Uniform Mechanical Code - 2006
- Uniform Residential Code - 2006

The "Uniform Codes" prepared by the International Conference of Building Officials (ICBO) appear to be the most used in this region. Sedgwick County, Wichita and other cities in the County, as well as, the State of Kansas, all use "uniform" sets of the ICBO codes that are revised every three years.

Because mobile homes are produced nationwide and enter interstate commerce, Congress has adopted the National Mobile Home Construction and Safety Standards Act of October 1974. This Act takes precedent over any locally adopted building codes. The law is administered and an inspection sticker provided by the U. S. Department of Housing and Urban Development. Furthermore, by authority of the Housing and Community Development Act of 1980, Congress has officially changed the term "mobile home" to "manufactured housing". One result has been that the Federal National Mortgage Association (FNMA) has agreed to apply the same long-term credit benefits to mobile homes as they now do to site-built houses, provided they are permanently attached to a real estate lot and sold as a package. The latter arrangement makes them subject to real property taxes under Kansas law. Park City adopted a Mobile Home Park Ordinance in 2008.

In addition to these model codes, the City adopted a 2008 structure code to deal with residential and commercial problems within existing homes and business. In 2007 the City adopted a rental housing code to insure safe rental properties. The City has sanitation codes to control many of the environmental problems previously noted, including those of weed cutting, salvage yards, storage of junk materials, insect control and inoperative vehicles. A discussion of zoning and subdivision regulations and their respective possibilities for use in the Planning Area is provided in Chapter 10 on "Implementation of Plan". When the City incorporated the Sedgwick County Zoning and Subdivision Resolutions were no longer effective in the new City. City zoning regulations were adopted in 1982. The most recent revision occurred in 2001.

### **HOUSING ASSISTANCE PROGRAMS**

When private financial institutions in an area are unable to provide mortgages to low and moderate income persons on an affordable basis of terms and conditions, various federal housing assistance programs may be considered. The Federal Housing Administration of the U. S. Department of Housing and Urban Development (FHA) administers programs for low-income families, the elderly and handicapped and for mobile homes. Their Topeka Insuring Office administers FHA programs in Kansas. There are no local field offices.

Many housing assistance programs are all legally in effect and many have existed for thirty to forty years. Each new administration of the federal government, together with Congress, evaluates these programs and revises and selects the particular sections to suit their goals

and budget. Because elderly persons have been heavily affected by the cost of housing, assistance for them has been popular and may well continue. A five-member Local Housing Authority (LHA) might be created by the City to monitor such programs and to determine the feasibility of constructing housing for the elderly and handicapped. In addition to HUD and FMHA, the Kansas Housing Development Corporation (KHDC) sponsored by the Kansas Department of Commerce & Housing administers Federal Section #8 housing with the assistance of State tax exempt bonds.

When asked in the Questionnaire whether the City should encourage the construction of public housing units, 30% said "Yes" and 70%, "no".

Block grants are provided to cities under the Housing and Community Development Act of 1974 to assist in a wide variety of housing related programs, but not for new housing construction. Deteriorated housing can be rehabilitated. Dilapidated structures and outbuildings can be removed and painting programs initiated. Eligibility has included paving streets, building sidewalks, cleaning up environmental problems, replacing former water, sewer and storm drainage pipes and conducting code enforcement. Such Community Development Block Grant (CDBG) funds do not require a local match of funds, but are 100% federal grants. Concurrent programs can be undertaken to insulate older houses. The Kansas City Area Office of the U. S. Department of Housing and Urban Development administers the CDBG program. The program has been used by many cities the size of Park City to rehabilitate older and deteriorated areas and to stimulate economic development. Park City currently doesn't meet CDBG guidelines for low to moderate income.

Tax exempt revenue bond issues have been very beneficial in selling houses for which financing was not otherwise feasible and significantly assisting the building of new houses. Because of various federal restrictions anticipated, future bond issues are less foreseeable at this time.

## **FUTURE HOUSING NEEDS**

The determination of the extent of housing anticipated for the future in the City is based on the analysis for the potential population as discussed in Chapter 5. Calculations follow for new housing starts made for the period 2000 to the year 2015.

Assuming that the average number of persons per occupied household in the City in 2000 (3.3) remains the same during the Planning Period, then based on the projected population increase of 1,612 persons, the additional units needed by the year 2018 would be 568, or 284 for each five-year period. To meet these projected housing needs a minimum of 57 units per year would have to be added. Actually the rate would need to be somewhat higher in order to replace those existing units lost by attrition. More would also be needed if the average number of persons per household were to decrease further as has been the trend for the last decade.

Housing activity in the City has been able to meet such production in the past. Tim Hendricks Homes of Haysville will continue construction in Sunnyslope Park Additions. Other builders from the Wichita Metropolitan Area are building in the Chisholm Pointe, Village Estates, Saddlebrook, Bearhill Estates, Prairie Hills, High Ridge 2<sup>nd</sup> Addition, and Wyndham Creek Additions. Vocational training available to Heights High School students in house construction methods provides a future supply of craftsmen. The local banks can supply some funds for remodeling, contractor's construction loans and long-term mortgage money. A concrete company is located in the City and other supplies are readily available in the Wichita area. Statistically, adequate lots are already platted for several future years of projected need.

The number of vacancies in dwelling units is usually very low. Some occupied houses are for sale and rental units may well be leased by the time former tenants leave. Such a tight rental market allows landlords a great degree of selectivity in choosing their renters and units are often rented without advertising. Such practices can often provide an added hardship for low-income families seeking housing and make it difficult for employees of new businesses to find housing, much less have a choice based on need. More vacancies are beginning to occur than usual, but the reasons are unclear. Broadening the types of housing available, including rental units will provide more choice and flexibility in meeting housing needs. There will probably be more interest in modular, prefabricated and mobile homes.

## HOUSING PROBLEMS

It is often facilitative to a housing analysis to list the basic housing problems and the barriers to solutions. It should be recognized that many of the problems noted below are not necessarily unique to Park City, but are also of regional and/or national concerns as well.

- Very limited housing choices throughout the cycle of family life and life styles.
- Lack of larger housing units to allow residents to move up to larger homes without leaving the City. There has been some improvement in this area; however, we need to keep working on the problem.
- Lack of multiple dwelling units and very limited selection of rental properties.
- Rent levels discourage the construction of modern rental units.
- Lack of housing for low-income people and the special needs of the elderly and handicapped.
- Reduced federal funding for housing programs.
- Lack of senior housing.
- Improvement is needed in the amenities offered by mobile home parks such as screening, recreation areas, sanitary conditions and better mobile home units.
- Some housing is deteriorating from the affects of mixed land use and negative environmental factors.

When rating the housing needs of the Planning Area, responses to the Questionnaire were as follows:

	<b>Adequate</b>	<b>Inadequate</b>	<b>Don't Know</b>
Housing Availability	79%	11%	9%
Housing for the Elderly	18%	53%	29%
Housing for Low Income Families	44%	26%	30%
Apartment Units	29%	51%	20%
Mobile Home Parks	72%	8%	19%

These statistics should be viewed in the light of the fact that many people not in the housing market may not have adequate information. This may account for the large proportion of "don't know".

## **HOUSING PROGRAM**

Since the early 1950's a successful housing construction effort has existed in the City. The technical skills and material resources are all locally available or can be obtained within the Wichita Metropolitan Area. Still, it is difficult for many people today to solve their housing needs and desires, especially the financial means. In view of the housing situation and its importance to the City, it is proposed that a continuing Housing Program be continued. This program should be a coordinated community effort involving the City and interested individuals and groups. The Planning Commission could function as an overseer of the program and special committees and technical advisors could be appointed as needed from local people who work in or are familiar with the housing market. The main function of the program should be to evaluate and make coordinated recommendations for carrying out the items of the Housing Program.

Items which might be considered for the Housing Program include the following:

1. Establish a regular reporting system to monitor the status of the housing inventory through the use of building permits for both construction and demolition and review the projected housing demand.
2. Keep up-to-date the existing construction, sanitation and planning codes on an annual basis to improve and maintain the quality of housing.
3. Develop an effective code enforcement effort in conjunction with the County to not only guide the construction of new developments, but to remedy blighted and unsanitary conditions.
4. Consider the use of modular and prefabricated methods for meeting housing needs.
5. Pursue a policy of not permitting mobile homes to be intermingled among other types of housing and encourage good mobile home parks.
6. Encourage the infilling of scattered vacant lots where streets and utilities are available.
7. Encourage the construction of more multiple-family dwelling units to provide a wider choice in housing and more rental units.
8. Encourage the construction of housing for the elderly and handicapped.
9. Establish a Local Housing Authority.
10. Continually review the changing federal housing programs and funding available to determine if such efforts are eligible and warranted.
11. Apply for federal Community Development Block Grant funds to rehabilitate deteriorating areas and related public facilities.

12. Promote annual "spring clean-up" or "clean-up, paint-up, fix-up" programs as a joint public and private effort to improve environmental conditions and the appearance of structures.
13. Promote periodic public presentations and exhibits, which would stimulate interest in building and remodeling.
14. Work with the County to improve the effectiveness of County regulations in maintaining the quality of the area outside the City.
15. Initiate a continuing program to remove or rehabilitate dilapidated buildings.
16. Promote efforts to balance the tax base with commercial and industrial development, so the burden is not high on residential property.
17. Prepare a long-range capital improvements program to maximize the use of funds for developmental purposes.
18. Evaluate and extend this Housing Program on a continuing five-year basis as needed to meet housing goals.

**ECONOMIC ANALYSIS**

A community's economy is a highly influential determinant of its potential for growth. This section is intended in a very limited way to analyze the economic characteristics of the City, as well as to assess the potential and needs for future economic development efforts.

**Employment**

Participation in the labor force is an important economic factor for it shows the degree to which an area's residents engage in economically productive activity. Not only in employment, but in retail matters as well, Park City residents are dependent upon the Wichita Metropolitan Area. According to the Questionnaire, the location for employment within the households responding was 63% for Wichita and 15% for Park City itself. Only 21% of the employees work elsewhere in many scattered locations. Data is not available on the types of employment; however, there are indications of dependency upon the aircraft industries, the employment core when the City was first started during the Korean conflict.

Many employees lived elsewhere in the County and had established their employment pattern in Wichita before moving to Park City. Respondents to the Questionnaire indicated that 16% came originally from other locations in Park City. While 8% were from elsewhere in Sedgwick County, 11% from elsewhere in the State, 11% from outside of Kansas, the majority, 51% lived in Wichita before moving to Park City. While 18% of people responding to the Questionnaire gave "close to work" as reason to move to the City, 29% mentioned "smaller town", 8% "economics", and 29% "good housing". 19% indicated to be "near relatives and friends" and 6% "good schools". About one out of five people change residences during the year nationwide. Park City's residents are less mobile; respondents reported they had lived there 32% "more than 25 years", 20% "more than 10 years", 20% "5 to 10" and 28% "less than 5".

Industrial activity is often referred to as "basic" to the economy. In effect, industry draws money into an area while retail and service businesses are more likely to re-circulate money in the community or at least in the general area. Kice Industries facility, completed in 1996, manufactures miniature flourmills and air handling equipment for grain. The plant expanded in 2006, and now employs over 100. Since 1996 Buckley Industries, manufacturer of foam products used in aircraft interiors; T W Metals, distributor of a wide variety of metal products; Hayes Company, manufacturer of lawn and garden accessories have constructed facilities in Park City. TECT Aerospace has moved into a 200,000 square foot warehouse. Foley Tractor has purchased the Optima Bus building on 77<sup>th</sup> Street, and will soon be rebuilding Cummings engines. With these additions, the majority of industrial services are no longer in selling new and used vehicles, repairing, storing, salvaging, supplying parts and transporting goods for cars, trucks and trailers. In the City, there are at least sixteen firms involved in this type of activity and more in the Planning Area. Other companies build roads and bridges, sell and repair refrigeration equipment, make graphic screen-printing and repair pallets. Don Hattan Chevrolet, seller of new and used cars and trucks is the largest vehicle seller in the area. Of

the total employers referred to above, estimates are that employees number 2000; with an additional fifty or more employed part-time.

Food service positions account for a number of jobs in the Park City area. With the recent addition of the nationally well known Cracker Barrel Old Country Store, which has been voted the "#1 Restaurant in the United States" by the Restaurant Association, the number of restaurants is fourteen. In previous surveys Park City residents expressed the desire for a "good sit-down restaurant"; the addition of Cracker Barrel has filled that request. In addition, there is a Kentucky Fried Chicken store, described as the largest in the state of Kansas. Food service employment breaks down as follows: Applebee's, Cracker Barrel, McDonalds, Wendy's, Taco Bell, Sonic, Country Kitchen Restaurant, Red Stone Grill, Chop Stix, Spangles, Pizza Hut, and the local Auntie C's. The total number of employees in both fast food and sit-down restaurants is over 450 full and part time employees. At the time of the original Comprehensive Development Plan none of these facilities existed with the exception of Sonic, which went out of business, was torn down and rebuilt in the same time period.

### Retail Trade and Service

Because most goods and services sold are subject to the State's retail sales tax, collections of such taxes provide a direct indication of retail sales activity. Unfortunately, such data is not compiled for cities, but just counties. Some idea of the extent of local shopping may be gained from the Questionnaire. Respondents were asked where they shopped for groceries, drugs, clothing, furniture, appliances and hardware. The majority of purchases for groceries and drugs were made in Park City. Hardware purchases were equally divided between Park City and Wichita. The majority of clothing, furniture and appliance purchases were made in Wichita due to the unavailability of those items in Park City.

Reasons given in the Questionnaire for shopping elsewhere were listed in order of importance: wider selection of goods, items unavailable locally, price is better, convenient to place of work, store hours, product service, store personnel and the least important, unattractive shopping center. While many of these reasons cannot feasibly be overcome, with improvements, in time more of a "buy Park City" attitude could prevail.

Residents were asked in the Questionnaire to indicate what additional stores and services were needed. The results are listed below numerically where more than three responses were recorded:

Restaurant	136	Auto Repair	149	Appliance	71
Doctor	27	Furniture	26	Grocery	52
Shoe Repair	26	Dentist	20	Barber Shop	27
Clothing	156	Drug Store	95	Hardware	27
Cleaners	59	Motel	12		

Even though some of these businesses are available, people may wish to have more of a choice and/or a better quality operation. Commercial businesses and offices for example east of I-135 are:

Restaurant	Laundromat	Beauty Shop	Insurance
Real Estate Office	Animal Clinic	Dentist	Fast Food Restaurants
Convenience Stores	Car Wash	Liquor Store	Barber Shop
Mini Storage Units	Hardware	Service Station	Bingo Hall
Motel	Bank	Medical Clinic	

Examples west of I-135 are:

Tavern	Drive-in Restaurant	Accounting Service	Bank
Motels	Sit down Restaurant	Barber Shop	Liquor Store
Service Station	Mini-storage Units	Dentist	Grocery

While there is a variety of retail and service businesses available, there is also room for more. The results of the Questionnaire and future surveys can be used to approach potential firms and invite them to open a business in Park City.

The addition of the Chisholm Trail State Bank in March 1975, a "full-service" bank was an important asset to the Planning Area. The local bank has experienced continued growth and in 2000 built a new \$2.5 million bank building at their current location at 61<sup>st</sup> and Broadway.

Emprise Bank owns a bank at northwest corner of 61<sup>st</sup> Street and Hydraulic. Citifinancial has also opened a branch, which is located on the southwest corner of 61<sup>st</sup> Street and Hydraulic.

## ECONOMIC POLICIES

Responses to the Questionnaire shared the following opinions on items related to economic development:

	Adequate	Inadequate	Don't Know
Industrial Development Sites	57%	12%	31%
Industrial Development Promotion	50%	17%	33%
Job & Business Opportunities	25%	51%	24%

A large number of residents indicated that they didn't know about such matters. This may well be related to the lack of a forum in which to discuss these subjects.

Based on the responses of residents, the foregoing economic analysis and other elements of this Plan, the following policies should be pursued in order to enhance the local economic conditions:

1. Continue the development of a diversified local economic base of retail and service businesses and industries to provide local employment and broaden the tax base.
2. Establish working relationships with county, regional, state and federal groups, which provide technical services and/or funding assistance for economic development programs.
3. Work with local Chamber of Commerce.
4. Establish policies under what circumstances industrial revenue bonds would be issued.
5. Work especially with those local firms that exhibit possibilities for future expansion. (In general, 90% of economic expansion is locally developed.)

6. Preserve adequate amounts of developable land for industrial purposes.
7. Determine those types of business and industrial uses that should be actively sought to promote the most desirable and advantageous economic growth.
8. Strive to attract the types of light industrial development, which will strengthen the economic base without detracting from the quality of the Area's environment.
9. Continue to develop the centralized shopping district and the ability to provide a more complete range of goods and services.
10. Attract a nursing home and/or retirement center that would also serve as an economic entity and especially in employment opportunities.
11. Assist in re-establishing the business district at a new location with a broader range of goods and services and in attracting more local businesses.
12. Improve the appearance of the present business/industrial areas.
13. Support the development of adequate vocational-technical training to insure that persons obtain the necessary job related skills to assume productive roles in the local economy.
14. Continue to supply adequate housing to parallel the economic activities.
15. Promote a "Buy Park City" policy.
16. Annex more commercial and industrial land on Broadway.

## **POPULATION CHARACTERISTICS**

A basic step in the planning process is to analyze the characteristics of the people living in the Planning Area. Such an analysis, coupled with a future population projection, provides a necessary basis for determining an Area's existing and future needs with respect to land use, public facilities and other matters of planning concern.

As people help to shape development and other activities in the Planning Area, its physical, social and economic characteristics likewise affect the characteristics of the people. By recognizing such interrelationships, it is possible to more effectively develop policies that will encourage favorable characteristics and re-direct or minimize unfavorable trends.

In analyzing the past and current population characteristics and for those persons seeking more detailed statistics, an understanding of the data sources is desirable. The U. S. Censuses of Population and Housing have been collected once every 10 years. Some of the data is collected on a sampling basis and other is 100% enumerated. The status of the 2000 Census for the City is described in Chapter 4, Housing Analysis. The data has the shortcomings of not always indicating the most recent trends; however, the historical perspective, which they do show over many decades, is a useful input to future projections. The Park City Improvement District was enumerated in 1980 as a census tract and limited amounts of information published.

Population Trends

**Table 5-A. Population Trends: 1950-2000**

	1950	1960	1970	1980	1990	2000**
Park City	--	2,687*	2,529*	4,138*	5,050	6,000
Bel Aire	--	--	1,426*	2,166*	3,695	5,836
Kechi	--	245	229	288	517	1038
Valley Center	854	2,570	2,551	3,300	3,624	4,883
Wichita	168,279	254,698	276,554	279,835	304,011	344,284
Sedgwick County	222,290	343,231	350,694	356,531	403,662	452,869
Kansas	1,905,299	2,178,611	2,249,071	2,301,623	2,477,574	2,688,418

\*Improvement District and small cities incorporated in 1981.

\*\*Adjusted for Wichita Heights Annexation not included in U.S. Census

Source: U. S. Census of Population.

Table 5-A above compares population trends for Park City, the other small cities in the area, the County and the State. The year 1960 is used as an index to show what occurred after Park City was formed. On a percentage basis, Park City had the highest increase by 1980 after a decrease in 1970. The latter reflected a trend in the entire Wichita Metropolitan Area as many layoffs occurred in the aircraft industry. In the decade 1970-80, 1,609 residents were added at the rate of 161 annually. If the average of 1970 and 1980's figure for the persons per household was used (3.75), this would suggest that an average of 43 dwellings per year were built during that decade. Of the 19 cities outside of Wichita, Park City is surpassed in population only by Derby and Haysville.

To illustrate how population can fluctuate, the Intergovernmental Enumeration of 1979 recorded Wichita at 261,001 and the County at 342,254. Such a figure for the City of Wichita was last recorded in 1963, while a high point of 354,223 for the County occurred in 1969. Between 1970-71, the recession of that date caused a rapid decrease of 19,566 in the County population and 1979 had regained only 11,126. The 1980 statistics for Park City, Wichita and the County all reflect the prosperity of growth during that period. Whereas visually there appeared to be a lot of building activity in the unincorporated area between 1970/1979, in actuality the rural population only increased from 45,201 to 46,586 and these 1,385 people accounted for only a 3.1% change. Kechi Township when adjusted to subtract Park City's population actually lost people by going from 8,037 in 1970 to 7,446 by 1980.

**1970 U. S. Census**

The population of 1970 represented 61% of that of 1980. Some historical perspective might be gained by briefly outlining characteristics of the Improvement District recorded in the 1970 U. S. Census of Population:

- The 2,529 people had a median age of 27.9 for males and 29.0 for females for a citywide figure of 28.9. Sedgwick County was 25.2, 27.4 and 26.3 respectively.
- 2,509 were white, 16 Indian and 4 black.

- The median income for the 580 families was \$9,778. Two hundred seventy-six families earned \$10,000 or more. The urban population of the County had a median income of \$9,540.
- Only 31 families were headed by females.
- The number of families defined as being below the poverty level was 117 or 20.2%.
- Of the occupations of employed persons 16 years old and over, the number and percent are as follows:
  - Operatives (skilled workers), 230 (32.3%)
  - Clerical workers, 126 (17.7%)
  - Service laborers, 89 (12.5%)
  - Professional, technical, etc. 68 (9.6%)
  - Sales workers, 56 (7.9%)
  - Managers, 54 (7.6%)
  - Laborers, 45 (6.3%)
  - Transport operatives, 41 (5.8%)
  - Private household workers, 3 (0.4%)
- 1,090 of the population or 43.1% were married and 37% were divorced.

#### 1980 U. S. Census

In addition to the total population of 4,138, the only other population data available in 1980 is race and age. The latter two characteristics are available for Census tract #80 only as described in the Housing Analysis chapter 4. Tract #80 has 4,035 people. Of this group, 3,867 were white, 44 Indian, Eskimo or Aleutian, 43 black, 20 Asian and Pacific Islander, 61 other and 111 of Spanish origin which are included in the white statistics.

#### 1990 U. S. Census

In 1990 the total population was listed at 5,050 with a median age of 28.9. Tract 1990 has 4,764 white, 94 Indian, Eskimo or Aleut, 76 black, 13 Asian or Pacific Islander, 103 other and 162 of Hispanic origin.

**Table 5-B. AGE POPULATION DISTRIBUTION FOR CENSUS TRACT:  
1970-2000**

Age	2000 Total Number	1990 Total Number	1980 Total Number	1970 Total Number
0-5	552	515	441	320
5-14	573	1,257	838	755
15-19	1,059	177	361	240
20-24	390	214	298	164
25-34	950	1,841	1,303	760
35-46	936	420	395	183
45-59	951	189	167	46
60-64	171	166	97	26
65-74	261	208	89	23
75-over	148	63	46	12
	5,814	5,050	4,035	2,529

**Breakdown by Sex**

	2000 Total Percent	1990 Total Percent	1980 Total Percent	1970 Total Percent
Male	2938 50.5	2,537 49.8	1,985 49.2	1,242 49.1
Female	2876 49.5	2,513 50.2	2,050 50.8	1,287 50.9
TOTAL	5,814 100.0	5,050 100.0	4,035 100.0	2,529 100.0

Source: 2000 U. S. Census of Population.

Table 5-B above depicts the population distribution by age and sex categories for 1970-2000. Very noticeable is the fact that the population has increased in age. Whereas in the population groups 0-20 in 1970 there was 52% of the people, this dropped to 40.5% by 1980 and 38.2% by 1990. In the groups 21-75+, all categories increased their percent by 1980 except the 25-44 age group. Persons in the retirement ages of 60 and over more than doubled their share and will continue to increase. Untypically, the proportion of females was slightly lower than males.

A dependency ratio represents the number of persons not as economically active, such as under 19 years of age and 65 and over, compared to 100 persons in the more economically active years of 21-64. Significant changes have taken place in this comparison. Whereas the child dependency ratio in 1970 was 111.4, it is now 87.7. Aged dependency was 3.9, but is now 9.6.

Due to this improved ratio, child dependency families should be better off financially and have more disposable income. Such a situation often makes it more possible to pass local bond issues and pay the necessary taxes. If the aged dependency ratio continues to rise over the years, it usually foretells a lesser willingness to vote for bond issues and pay higher taxes.

## **POPULATION PROJECTION**

Effective planning should be based on reasonable population projections. Failure to anticipate future populations and their needs may result in inadequate or surplus services and facilities. Properly anticipating future populations increases the likelihood that services and facilities will be available at the time and in the places they are most needed.

Preparing a projection for Park City is very difficult at this point in time. The City does not have a substantial history of statistics, particularly for its present boundaries and the uncertainty of the present economic trends add to the difficulty. In 1989, the Wichita-Sedgwick County Metropolitan Area Planning Department made population projections for all cities and improvement districts in the County. At that time it was projected that Park City would increase to 6,660 people by the year 2000. This was based on the assumption that all undeveloped land would be developed and all vacant units occupied by that year. The study also took into account an expected decrease in family size that did occur. The forecast has already been used in planning for sewerage and water supply.

The W-SC MAPD projection appears to be a feasible one to serve as the official population projection of this Plan and to provide the base for other projections concerning land use, housing and community facilities. The City's projected population increments are:

<b>1980</b>	<b>1985</b>	<b>1990</b>	<b>1995</b>	<b>2000</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>	<b>2040</b>
4,138	4,659	5,050	5,281	6,000	7,800	9,600	11,400	13,200

This would amount to an 85.1% increase or 176 people per year from 1980-2010. This exceeds the same percent of increase experienced from 1960-80. As part of the Questionnaire, residents were asked what level of population growth they desired. From the responses, 38% said the "same", 51% "moderate" and 11% "accelerated". As it turns out, the "same" is a "moderate" growth rate.

The overall pattern of development and the location of certain land uses in an area are affected by and to some extent dependent upon its physical features and natural resources. These features sometimes form avenues encouraging the development of particular land uses, but they can also sometimes restrict development possibilities and limit directions available for urban growth. Consideration should be given to the physical features in a planning area so that developmental policies can be established, which maximize their advantages and minimize their disadvantages. Such policies are necessary to guide urban growth in an economically efficient and aesthetically pleasing manner.

This section presents a general picture of the Planning Area's physical features and their implications for future development of various land uses. The Development Influences Map, Figure 6-C, graphically summarizes this information. The following reports and map may be referred to for more detailed information on topics in this section, as well as, other portions of this document:

Soil Survey of Sedgwick County, Kansas by the Soil Conservation Service of the U. S. Department of Agriculture, April 1979.

Physical Features of the Wichita Metropolitan Area by the Wichita-Sedgwick County Metropolitan Area Planning Department, January 1961.

Park City Interceptor Facilities Plan by Professional Engineering Consultants, P.A., December 1980.

U. S. Geological Survey quadrangle map, 1970.

## Climate

Climate is an outstanding feature of nature which can greatly affect agricultural, economic and developmental activities. Wide temperature variations, abundant spring rainfall, high winds, clear skies and much sunshine characterize climate in the Planning Area. Frequent and abrupt weather changes occur, usually of short duration. Winters are cold, but last only from December through February; snowfall is moderate. The average seasonal snowfall is 15 inches with an average winter temperature of 33° F. In summer, the average is 78° F with the average daily maximum temperature being 90° F.

Average annual precipitation is 28.93 inches. Of this amount, 21.26 inches or 73% usually falls in April through September. Excessive rainfall in April and May and high winds frequently cause serious damage by erosion to lands not protected by vegetation. The average growing season is the 202-day period from April 8th to October 25th. The length of this frost-free period varies from 163 to 245 days.

The prevailing wind direction is usually from the south, but in February it is from the north. Average annual wind speed is 13.3 miles per hour with the highest in March and April. High velocity winds are not uncommon. Tornadoes and severe thunderstorms occur occasionally in the general area, but are usually localized and of short duration. Hail is infrequent.

Climatic data indicate that there is a long growing season with temperature and sunshine conducive to crop production. Some damage may be anticipated from variations in precipitation and high winds. Cold weather slightly shortens the construction season and affects the type of construction. Directional frequency of winds shows that industrial installations that are potential sources of air pollution would have less adverse effects if they were located to the north of the urban population. Various outdoor recreational activities can be sustained almost all year around.

## Soil Conditions

Soil is an expendable resource and should be protected from activities and uses detrimental to its condition. Conversely, many soil types can affect certain land use activities negatively. Efficient land use planning in urban and rural areas should consider the potential positive and negative interrelationships between the soil and the way it is used. The Sedgwick County Office of the U.S. Natural Resources Conservation Service and the County Conservation District in Wichita should be contacted for specific soil information. The Sedgwick County soil survey shows the soil mapping units superimposed on aerial photographs. Figure 6-A depicts the various soil units in the Planning Area. Each symbol represents a variation in soil condition and is keyed to tables in the soil survey report. In addition to a wide range of data for farming, ranching, water management and wildlife purposes, the survey contains a wealth of detailed planning and engineering data for urban development on the following items:

- \* Bedrock
- \* High water table
- \* Shallow excavations
- \* Sewage lagoon areas
- \* Shrink-swell potential
- \* Septic tank absorption fields
- \* Dwellings with and without basements
- \* Camp, picnic and playground areas
- \* Flooding
- \* Soil permeability
- \* Risk of corrosion
- \* Construction materials
- \* Engineering test data
- \* Sanitary landfill areas
- \* Construction of roads and streets

Soil types within the City and their map symbols are Blanket silt loam (Ba, Bb), Clime silty clay (Ce), Elandco silt loam (Eb), Farnum loam (Fb), Milan loam (Mb), Milan clay loam (Mc), Pits (or excavations) (Pa) and Tabler silty clay loam (Ta). The majority of the City's developed area is of the Farnum loam (Fb) and Tabler silty clay loam (Ta).

Additional soil types within the Planning Area include Canadian fine sandy loam (Ca), Elandco silt loam (Ea, Ec), Farnum loam (Fa, Fe), Goessel silty clay (Gb), Irwin silty clay loam (Ia), Lincoln fine sandy loam (Lb), Naron fine sandy loam (Na), Rosehill silty clay (Rd) and Shellabarger sandy loam (Sa). Chisholm Creek and the West Fork of Chisholm Creek, along with many other drainageways, imposed the greatest impact on soil development in the Area.

Table 6-A on the next page summarizes soil types in the Planning Area and provides characteristics of soils, which would affect development.

For purposes of analysis, those soil types underlined in the table are in the City. All of these soil types are unfavorable for urban development. The City's sanitary sewer system, however, has overcome one of the major concerns. The Elandco (Eb) soil type in the City exists mostly in a pattern along Chisholm Creek and extends through the east one half of the City Park, plus the land flooded in 1962 near the sewage treatment plant. On the average this soil is characterized by occasional flooding once every three years. The Naron fine sandy loam (Na) found in the Riverview area has allowed the use of septic tanks in that development.

Unfortunately, good developable land is usually prime farmland as well. It is important that an effort be made to protect prime farmland from development if at all possible. Such data can be mapped from the soil report.

Because of heavy clays east of I-135, most road construction requires some form of subgrade modification. Usually 4.5% of pebble or 6% hydrated lime, or 18% fly ash is used. The exact amounts should be determined prior to street construction.

**Table 6-A. SOIL TYPES AND CHARACTERISTICS IN PARK CITY AREA**

Development Capability	Rating		
	Severe <sup>1</sup>	Moderate <sup>2</sup>	Slight <sup>3</sup>
Building Site Development			
Shallow Excavations	Ce, Eb, Ed, Fc, Gb, Ia, Lb, Rd, Ta	Ba, Bb, Ca, Ea, Fa, Fb, Ma, Mb, Mc	Na, Sa
Dwellings with Basements	Ca, Ea, Eb, Ec, Gb, Ia, Lb, Rd, Ta	Ba, Bb, Ce, Fa, Fb, Fc, Ma, Mb, Mc	Na, Sa
Local Roads and Streets	Ba, Bb, Ce, Ea, Eb, Ec, Fa, Fb, Fc, Gb, Ia, Lb, Ma, Mb, Mc, Rd, Ta	Ca, Na, Sa	
Sanitary Facilities			
Septic Tank Absorption Fields	Ba, Bb, Ce, Eb, Ed, Fa, Fb, Fc, Gb, Ia, Lb, Ma, Mb, Mc, Rd, Ta	Ca, Ea	Na, Sa
Sewage Lagoon Areas	Ca, Ce, Eb, Ec, Fc, Lb, Rd	Bb, Ea, Fb, Ia, Ma, Mb, Mc, Na, Sa	Ba, Fa, Gb, Ta

Source: Soil Survey of Sedgwick County, Kansas, Soil Conservation Service, U. S. Department of Agriculture, April 1979.

<sup>1</sup> Severe limitation indicates that one or more soil properties or site features are so unfavorable or difficult to overcome that a major increase in construction effort (soil reclamation), special design or intensive maintenance is required.

<sup>2</sup> A moderate limitation indicates that soil properties and site features are unfavorable for the specified use, but the limitations can be overcome or minimized by special planning and design.

<sup>3</sup> Slight limitation indicates that soil properties are generally favorable for the specified use; any limitation is minor and easily overcome.

## Woodland

Basically the natural woodlands in the Planning Area are located along the creeks and in shelter belts. The extent of woodland can be seen as darker patches on the aerial photograph underlying the soil series map, Figure 6-A. While there are economic studies which have considered utilizing trees, the value of these woodland areas is not yet economic, but more environmental. Left in their natural state, they provide visual relief from contiguous agricultural or urban development and can serve as buffer areas between land uses. Woodland areas also help to maintain the quality of the air, reduce soil erosion and serve as a habitat for wildlife. According to *Preparing for Change*, fourteen species of wildlife in Sedgwick County are in a protected category. Many are found in flood plain and wetland areas and the adjacent woodlands. Every effort should be utilized to maintain such woodland areas.

When individual trees at the sites of houses, parks and other areas as well as along the street rights-of-way within a city are considered collectively, they create an urban or community forest. This "forest" is an important resource affecting the livability of the community. The benefits of urban trees and associated landscaping are well documented and include providing shade, reducing noise levels and air and water pollution, screening undesirable views, serving as a "buffer" between mixed land uses and raising property values. Additionally, a well-maintained and well-planned urban forest enhances the community's character.

Cities are authorized under K.S.A. 12-3201 *et seq.* to regulate the planting, maintenance, treatment and removal of trees and shrubbery upon all street and alley rights-of-way. Abutting property owners hold "title to and property in" such trees and shrubbery, which are located between their property line and the curb line, sometimes called the parking or planting strip. Property owners can recover damages to such trees and initiate actions to prevent their destruction. Cities can designate acceptable street trees for such areas. Some cities conduct periodic stump removal programs.

Statewide, interest in urban tree plantings and beautification has shown a strong increase due to heightened public awareness of the benefits to a community. Also, the decline and loss of urban trees due to storms and disease such as the Dutch Elm disease has affected most cities in Kansas. This has created and for many years will continue to create a need for urban tree plantings.

Most often, the initiative for tree planting and beautification begins with concerned citizens or a local group. Local groups often associated with these efforts include a Tree Board or PRIDE Program Committee. The PRIDE Program is discussed in Chapter 6 on Housing. A Tree Board has been established by a city ordinance, which describes the terms of office and responsibilities. They usually have five to seven members. The Board typically advises the governing body, prepares a comprehensive tree plan, initiates tree planting and maintenance projects and works to educate the public on the benefits of trees.

Creation of a Tree Board is one of the steps for a community to receive the Tree City USA Award. Other requirements include spending \$2 per capita towards tree planting and maintenance each year and observance of an Arbor Day tree planting ceremony. Kansas currently has about 75 cities which have maintained Tree City USA status. It is one of the most successful states in the number of cities that have received this award.

The Kansas Urban Forestry Council was established in 1990 by State Extension Forestry at Kansas State University to help focus attention on growing and planting more trees in Kansas.

With five districts throughout the state, their mission is to expand, improve and preserve the state's urban tree resource. Interested citizens, arborists and other allied professionals volunteer their time to coordinate and sponsor activities to further this mission.

Funding assistance for urban tree planting and beautification projects has been available from two sources among others:

First, the Kansas Department of Transportation administers the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) initially established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The program utilizes federal funds that contribute up to an 80% matching ratio. Projects eligible for funding are: (1) historic; (2) scenic and environmental; and (3) pedestrian and bicycle facilities, and safety and educational activities. Beautification through landscaping is often part of a project.

Second, a Community Tree Program partnership called Share the Shade between the National Tree Trust, the City of Lindsborg and the Kansas Urban Forestry Council has begun to provide free trees for planting on public property. In addition, a nationally recognized educational program is conducted on composting.

For more detailed information on the organizations and funding programs associated with improving the community forestry, contact the Kansas Forest Service.

Although trees are part of the visual aesthetics of Park City, the implementation of a comprehensive tree program has enhanced the "community forest". A planned street tree program for the main corridors is helping to achieve a visual statement of community character and a welcome gateway into the City.

## Topography and Drainage

Topography and the resulting drainage patterns are important factors in determining land capability for both rural and urban uses. They influence the location and design of many public facilities including sewage treatment plants and storm drainage systems. They also can influence specific land use patterns for different types of uses favor different terrains. Soil erosion is more pronounced on sloping land.

Figure 6-B shows the topography of the Planning Area as delineated by 10-foot contour lines, as well as, specific elevations at mile and half-mile points on mile line roads. The highest elevation in the Planning Area is plus 1,420 feet located to the extreme northeast. To the southwest in Riverview and along the Little Arkansas River, low elevations of 1,320 feet to 1,330 feet are found. As is shown by the drainage indicator arrows in Figure 6-B drainage water flows and is carried out of the Planning Area in a southward direction. While Figure 6-B provides a concept for the overall drainage pattern, it should be realized that actual man-made features, especially roads, plus storm drainage systems including ditches and culverts, affect runoff. The Little Arkansas River, Wichita-Valley Center Flood Control Ditch and Middle Chisholm Creek carry drainage water to the south. Chisholm Creek and the West Fork of Chisholm Creek are the major drainage ways of the West Chisholm Creek Sub-basin. The southern limits of this Sub-basin run through southeast Park City and represent the limits of gravity flow in that area for the City's sewer system.

Within the Urban Area Map boundary the highest elevation of plus 1,400 feet is located directly southeast of the corner of 61st Street North and Hydraulic Avenue. Also, a similar elevation exists around Wendell Street where the water tower is located. Surface runoff for the City is in a northwesterly direction to Chisholm Creek and Wichita Valley Center Flood

control structures. As an aid to the flood control, a levee was built north of the sewage treatment plant and extending eastward towards Ventnor Street, but not crossing Hydraulic.

Urban development should not occur in a manner that seriously alters natural drainage patterns, so as to lessen the possibility of damaging floods. This merely shifts the flooding to other areas. In addition, protection of drainage ways provides an environment that enhances the growth of vegetation, presence of wildlife, recharging of underground water supplies and preservation of topsoil.

Since 2004 the Governing Body has spent more money on repair and fixing drainage problems than have been spent in the history of the City. The City has spent close to \$500,000 on new drainage projects since 2004.

### Flood Hazard Areas

The base flood as depicted on the Development Influences Map, Figure 6-C, offers an immediate picture of the major drainage ways resulting from topography and man-made features. The base flood elevation represents the potential flooding which would occur once every 100 years, i.e., a one percent chance each year. For Park City and Sedgwick County, these floodable areas have been identified by the Federal Insurance Administration in the Federal Emergency Management Agency as part of the National Flood Insurance Program (NFIP). More detailed maps are on file with the City Clerk and the County Public Works Department along with base flood surface elevation data.

All of the Planning Area except for the City is covered by the County insurance study and the previous maps were dated June 3, 1986. A map revision was completed by FEMA in 2007. The study and the Revised Flood Plain Management Ordinance No. 770-2002 is on file with the County Clerk. The flood plain requirements for the unincorporated area of Sedgwick County are administered by a full-time Flood Plain Administrator located at the County Bureau of Public Services in Wichita.

Park City has joined the Flood Insurance Program. This commits the City to restrict construction by way of a building permit system in the floodway district and limits building in the flood fringe area, unless flood proofing or filling is proposed that would not raise the level of the flood waters more than one foot on either side of the flood plain at that point. This would also mean that on-lot septic tank systems would need to be protected from the effects of flooding and for all practical purposes basements will not be permitted.

Some idea of the amount of water falling on the Planning Area might be gained from this statistic. An inch of water falling as rain on one square mile is a quantity of nearly 17 million gallons. With the average annual precipitation at 28.93 inches, this means that rainfall in a year would amount to some 491.8 million gallons of water per square mile. Major flooding occurs between April and October.

Two flood control levees carry floodwaters south out of the Planning Area. A levee along the West Branch of Chisholm Creek carries water to the Big Ditch.

The raised elevation of 61st Street in conjunction with the level terrain surrounding the creek creates the flood plain shown. The 500-year flood plain expands even broader to the limits shown on Figure 6-C.

Flood waters, as well as, surface runoff from Chisholm Creek, the West Branch of Chisholm Creek, two tributary creeks and two major drainage channels in the City drain into the Wichita-

Valley Center Flood Control Ditch. The latter is also known as "The Big Ditch" or Chisholm Creek Diversion. This portion of the Ditch was built in 1958-59 with the U. S. Corps of Engineers, Sedgwick County and the City of Wichita as participants. The entire length of the Ditch extends to south of Wichita and includes a section towards Valley Center. Further work was undertaken in the Park City area in the early 1970's when I-135 was constructed.

## Man-Made Physical Features

In addition to the growth influencing factors imposed by nature, many man-made physical features are also capable of providing either avenues or barriers to development. Among these features are roadways, the City's network of utilities and the existing urban pattern.

I-135 Highway creates a physical and visual separation of the City. Given the size of the City, it is a major barrier to urban growth more so than might be experienced by a large metropolitan city. High construction costs to extend or improve existing utilities will cause I-135 to remain a development barrier. There are five interchanges in the Planning Area, which provide direct access to I-135. Each of these has underpasses and are located at 53rd Street, 61st Street, 77th Street and 85th Street at the Coliseum, and 101<sup>st</sup> Street. Overpasses at 45<sup>th</sup> Street and 69th Street provide through traffic flow, but no access to I-135. Future land use development, especially commercial, will be affected in the immediate surrounding area of the interchanges. Other paved roadways, as shown on Figure 6-C, further encourage non-farm rural development.

Large traffic volumes occur on 61st Street, Broadway Avenue and Hydraulic Avenue, particularly during activities at the Coliseum, and 81 Speedway.

The ability to provide adequate utility service is somewhat dependent on natural features and can limit development. The cost efficiency of sewer lines, for example, is greatly affected by existing topography. Drainage basin lines are depicted on Figure 6-C as the extent of gravity sewage flow. This is somewhat misleading, however, in that a lift station at 61st Street and Broadway conveys sewage to the treatment plant. More on this subject will be described in the Community Facilities chapter.

The existing land use pattern is the most significant man-made physical feature in relation to future land use development. Concentrations of land uses can create developmental problems or form avenues from which logical growth occurs. The "downtown" commercial district has established the area for future "downtown" land use. Concentrating commercial, as well as, industrial uses keep them out of residential areas.

"Strip" commercial uses tend to deteriorate property to the rear and cause more traffic problems than concentrated business development. In general, heavy industry because of its possible environmental effects should be planned, so that the prevailing wind direction would not pass over nearby residential areas. Thus, it would be desirable for industry to develop to the north. The present location of industry on Broadway, however, is at a distance that does not create air pollution problems. Industrial uses on Broadway, which back up to the Flood Control Ditch are sited well from the standpoint that the Ditch provides a large expanse of open space, thus acting as a buffer for land uses that otherwise might have been backed up to the industries. The concept of land use concentration can be applied to public and semi-public uses including schools and parks. Transportation activities and the proximity to residential areas interrelate with all land uses to determine the community setting and overall energy efficiency of development.

## Effects of Developmental Influences

Figure 6-C illustrates a composite picture of many of the development influences previously described. Soil conditions in and immediately around the City are poor for septic tank absorption fields. This places importance on the capability of the present sewage system to expand and meet the needs of future growth. A similar concern exists for the water system.

While the flood plains have been a major factor in guiding the direction of growth in the past, future development during this Planning Period can be accomplished without encroaching upon the flood plain. The significance of solving flood problems is illustrated in relationship to City development by the levee north of the Park City Addition. This Addition was flooded to the extent of 100 acres in 1962. Recent survey indicated only 17 homes of 127 in the flood prone area have flood insurance.

Whereas the interstate system serves as a barrier to development, the overall effect is desirable in creating a buffer area between heavy non-residential uses and the main residential sections of the City. The frequency of interchanges offers many opportunities. Most cities thrive when connected directly to the interstate system. In recent years, the City has seen development increase at the northeast corner of I-135 and 61st Street North. Continued commercialization of 61st Street North is expected. In 2000 61<sup>st</sup> Street was widened to four lanes from Broadway to Hydraulic.

The land use plan element provides information concerning the distribution and interrelationships of existing land uses and the potential of the City and its Planning Area for future development. Other major elements of the Comprehensive Plan, e.g., community facilities and transportation, are directly dependent upon the findings and proposals of the land use plan. It is, therefore, considered to be a basic and critical component of the planning process. In addition to coordinating the functions of other planning elements, coordination is necessary within the land use element itself. The overall future land use pattern should strive for compatibility with the Area's natural and man-made physical developmental influences, as well as, between the various types of land use.

While the land use plan element is an influencing factor in guiding development, it also provides the necessary legal foundation for the adoption and administration of zoning and subdivision regulations.

## EXISTING LAND USE

The use of land changes over the years, but this can be a slow process. Existing land use patterns, therefore, should be recognized and accepted as a basis for the realistic projection of future land usage. To obtain an inventory of existing land use, a field survey classifying each parcel of land in the Planning Area by its type of use was completed in January 2008.

### Land Use Classifications

The following land use classifications were used in the survey to describe the land in the Park City Area:

AGRICULTURAL AND VACANT - Land used for agricultural purposes, e.g., growing crops or raising livestock and undeveloped land, i.e., not built upon including natural open space and flood control areas.

SINGLE-FAMILY RESIDENTIAL - Land devoted to residences occupied by one family and other related individuals. Mobile homes not otherwise in mobile home parks were also identified separately from site-built housing units. Farm and non-farm dwellings are also identified individually outside the City.

MULTIPLE-FAMILY RESIDENTIAL - Land devoted to multiple occupancy dwellings containing two or more individual residential units.

MOBILE HOME PARK - A parcel of land upon which two or more mobile homes serving as residential units are located and are under a single ownership.

PUBLIC AND SEMI-PUBLIC - Land devoted to city buildings, city service facilities (sewage treatment, etc.), schools, parks and other governmental operations including special uses

regulated by governmental agencies. Also, private institutional or fraternal uses, such as churches, lodge halls, service organizations and camp areas.

COMMERCIAL - Land and buildings where commercial activities of either a merchandising, service oriented or professional nature are conducted, including recreation clubs.

INDUSTRIAL - Land and buildings used for manufacturing, storage, trucking and salvage yard purposes.

TRANSPORTATION - Land used for public or semi-public rights-of-way for streets, alleys, highways and railroads.

### Survey Results

The land use patterns observed during the field survey are illustrated for the planning area on the map denoted as Figure 7-A.

**Table 7-A. EXISTING LAND USE IN PARK CITY: 2008**

	Acres	% of Developed Area	% of Total Area
RESIDENTIAL	1,239.79	31	13
Single Family	1,089.73	28	11
Mobile Home Parks	142.08	4	1
Multi-family	7.98	.01	1
PUBLIC & SEMI-PUBLIC	471.96	12	5
ENTERTAINMENT	198.06	5	2
COMMERCIAL	223.64	6	2
INDUSTRIAL	337.94	9	3
TRANSPORTATION ROW	225.43	6	2
<b>Total Developed Land</b>	<b>3,936.61</b>	<b>100%</b>	<b>40</b>
Vacant & Agricultural	5,954.34		60
<b>TOTAL CITY</b>	<b>9,890.95</b>		<b>100%</b>

Source: Field Survey by Park City Planning Department,.

Full-scale color display maps of the existing land use surveys are on file with the Planning Commission for reference purposes. These are the same maps as reproduced in this chapter. Copies of the maps are available through the Planning Commission. The total acreage for each land use category has been calculated for that part of the Area within the city limits only and is presented in Table 7-A.

## General City Pattern

As illustrated in Figure 7-A, the construction of I-135 Highway in the late 1960's formed not only a physical barrier to existing residential development in the Park City Improvement District, but has also created a perceived and visual separation of the City today. I-135 divides the City into two distinct areas of land use character, each of which can be examined separately. To the east, all but 200 of the City's total of 2,218 dwelling units are located in mostly contiguous residential development. West of I-135 there are 418 mobile homes, 416 in mobile home parks and two individual units. The residential single family units total 2,836. To the east, except for a newly developed park area, is much of the land use for public and semi-public land, i.e., former sewage treatment plant, parks, city offices, elementary school and churches. To the west are the CCUA water and sewage treatment plants, City owned water wells and a soon to be constructed maintenance building housing the water, sewer, streets and parks departments and their equipment. At the intersection of 61st Street North and Hydraulic Avenue is commercial development at all four corners, with the majority to the northwest corner. The Park City Addition, Forsee's First Addition and Owens' First Addition, the first housing developments laid out in the City, contain the older residences of the community.

To the west of I-135, commercial and industrial development is concentrated along Broadway Avenue. Residential development exists sporadically along Broadway mainly located behind businesses except for two large mobile home parks.

The total City area encompasses about 9,890.95 acres of land with 3,936.61 acres or 40% considered as developed land. As a general pattern for the City, development is contiguous with large areas of agricultural and vacant land located north of the Hap McLean Park, to the southeast and to the west of I-135. Eight new housing developments, consisting of over 700 lots are located at the north, south and east edges of the City.

## Residential

Residential land use in the planning area consists of single family dwelling units and mobile home parks. There were two multiple-family units (apartments, duplexes, etc.) observed in the City at the time of the field survey. The majority of the 1,239.79 total residential acres is represented by a majority of single-family dwelling units. 142.08 acres are in two mobile home parks having 416 mobile home lots located behind commercial development on Broadway. West of I-135 are two individual mobile homes not in parks. There are two multi-family residences in the City representing 7.98 acres.

A comparison can be made between the amount of residential acreage (1,239.79) and the total number of housing units (2,836) so that a density exists of 2.29 dwelling units per acre. If the mobile homes in parks are excluded, this figure is 2.2. An examination of existing subdivisions shows an efficient layout of streets through the use of curvilinear design and long or "super" blocks. Also, small lots of about 60' x 120' increase the dwelling units per acre figure. The 1,239.79 acres of residential land use in the City is 13% of the total developed land area with the planning area. When the land use calculations are studied solely for uses east of I-135, the effect of commercial and industrial development west of I-135 is evident.

## Public and Semi-Public

Almost all of the public and semi-public land is located east of I-135. A newly designated fifteen acre park site has access along Grove Street about one half mile east of Hydraulic Avenue. Public/semi-public represents 471.96 acres or 12% of all developed land in the planning area. Park areas encompass 57.27 acres, while the sewage/water treatment plant site is 13 acres. The remaining land consists of the elementary school (9.8 acres), churches, three water tower sites and the city offices.

## Commercial

The majority of the 223.64 acres of commercial land use is located along Broadway Avenue and I-135. Businesses in this area range from small service oriented types, such as service stations to large scale merchandisers at the corner of 61st Street North and Broadway. More specifically, businesses include among others, a liquor store, a tavern, the Chisholm Trail State Bank, a barber shop, beauty shop, dental office, Leeker's Food Store, Dollar General Store, Atwoods, boat storage and new and used car lots. Commercial activity is of an automobile oriented nature in that shoppers must drive up and down Broadway in order to complete their shopping needs. The scattered business uses do not form a "strip commercial" area because of the random interspersing of industrial operations, although it tends to visually give that appearance. Pedestrian oriented facilities are limited to the shopping center.

East of I-135, commercial activity at the 61st Street North and Hydraulic Avenue intersection has more of a "downtown" character. Even though it is necessary to cross 61st Street North by vehicle to shop, the types of businesses, their proximity and density, plus the location of City Hall serves as a needed "downtown" area for the City. Businesses include three restaurants, a convenience store, laundromat, liquor store, animal clinic, medical office, hardware store, car wash, bingo parlor, insurance offices and a bank.

## Industrial

The 337.94 acres of industrial land use is located throughout the planning area. Until recent years, U. S. Highway 81 was routed along Broadway. This routing, plus being located adjacent to Wichita, affected the character of business that developed, as well as, that which exists today. Trucking related operations through storage, sales, repairs and freight activities dominate industrial development both in area and visual appearance. The construction of I-135 along with the interchange at 61st Street North promotes the continuation of trucking related business. Other industrial uses unrelated to trucking yet utilizing heavy equipment in their operation include a construction firm, auto salvage yards, manufacturing plant and wood recycle company.

As may be expected, most of these types of businesses can create environmental problems. The physical separation of such an industrial area from the main residential part of the City is of mutual benefit to both types of land use. Fortunately, only a small portion of the residential development on Broadway is intermixed with the industrial activity.

## Transportation

Transportation right-of-way for I-135, dedicated but opened streets and large rights-of-way for 61st Street North and Hydraulic Avenue constitute a large amount of the 681.7 acres for rights-of-way. In relation to the total developed area, transportation represents 42.9%. This

more accurately reflects current conditions due to the efficient street layout in residential subdivisions. A ratio of 20-25% for the total City area is considered good. Modern subdivision layouts strive for this same ratio in order to reduce development costs, provide for mixed housing types and other land uses, plus increase site amenities such as parks. A gridiron street pattern, which is typical for urban development and in most cities, generally amounts to 30% or more of the developed area. One result is that the area of taxable property is reduced when a higher percentage of street right-of-way exists.

### Agricultural and Vacant

Within the planning area there are 5,954.34 acres of vacant and agricultural land, which is 60% of the total planning area. The majority of this land is presently in agricultural use while vacant areas are concentrated in housing subdivisions to the east, northwest of the “downtown” shopping center, north and west of the City Park and to the rear of industrial and commercial development along Broadway. Major development plans for these vacant areas include a 5,000 to 7,000 seat arena with parking and a commercial subdivision on the eighty acres north of 77<sup>th</sup> Street North and west of I-135.

Even though there appears to be a large amount of land undeveloped within the City, a considerable portion has been proposed for development at one time or another.

### Land Use Outside the City

The majority of the developed area outside the City, but inside the Planning Area is north of 85<sup>th</sup> Street. This area is primarily residential. There is approximately 80 acres of commercial land platted.

East of I-135 and south of 53<sup>rd</sup> Street North, the major land use is Heights High School situated on an eighty acre site at Hillside Avenue and 53<sup>rd</sup> Street. A church and seventeen scattered housing units represent the remaining land use. North of 61<sup>st</sup> Street, along Hillside Avenue is an area of mixed land use that was never covered by the County Zoning Resolution prior to 1985. With no land use development restrictions, a cemetery, warehouse, boarding kennels and salvage yards exist with nearby housing units. The intermixture of land uses could present a long-range problem for the City.

The remainder of the Planning Area north of 69<sup>th</sup> Street has noncontiguous development with the Kansas Coliseum, 240 acre site, being the major land use.

## **FUTURE LAND USE**

The purpose of this section is to project an efficient and compatible arrangement of land uses for the future development of the Park City Area. Such a projection must consider a number of factors including: physical features and their respective development influences, the statement of goals, the population projection, existing land use patterns and service potentials, community attitudes and proposed development projects. It should be remembered when studying this Plan that the Planning Period covered is the next eleven years. Graphic illustrations of the Future Land Use pattern are shown in Figure 7-B.

There is a need to maintain some flexibility in a Future Land Use Plan element. The Planning Commission may, therefore, from time to time make minor adjustments in the delineated boundaries based on more detailed current data, but in keeping with the overall concepts for

the development of the particular area. It should also be noted that designation of an area for a certain type of land use does not necessarily mean that the area be developed exclusively for that use. It should instead be considered a designation of land use character and predominant type. For example, some commercial uses might be completely compatible with the character of an industrial area, as well as churches in a residential area.

## General Development Pattern

Within an urban area, it is desirable for development to be compact and contiguous. This maximizes the efficiency of use and cost of public facilities and makes private services more convenient. Although the City is divided by I-135 into two urbanized areas, each of them has evolved into contiguous and reasonably compact patterns. Based on the projected population, it is possible to contain the potential growth within or adjacent to these urban areas. Such growth can be achieved without encroaching upon the flood plain areas and still be served by public sewers. The vacant, but platted lots remaining on the eastern side of the City and the land in the southeastern corner provide substantial room for development.

A significant objective of the element is to support the expansion of retail commercial activity at 61st Street North and Hydraulic as the central shopping district for the City. The future land use projection indicates developing the existing residential from I-135 to Hydraulic into commercial thereby connecting the commercial areas at I-135 to those at Hydraulic.

Broadway provides a good opportunity to continue the expansion of industrial uses with some concentration of commercial around Broadway and 61st Street North. An effort to improve the appearance and environmental conditions of the area is important to the City and the businesses in the area.

The “image” of a city is important to achieve identity and pride. This concept is even more important for a new city. Emphasizing the theme of “park” in the midst of an urbanizing metropolitan area provides an appealing image. An idea to landscape 61st Street North from I-135 eastward to the City limits merits attention as helping to achieve this park-like image and concurrently providing positive environmental benefits to property owners along the roadway. A sign program is in effect for the entire City, whereby signs on public property, in the parks, for street names and traffic directions and at the entrance to the City are coordinated in appearance, design, color and materials.

Responses to the Questionnaire generally indicated that north was a direction for City growth with substantial support for far east and south, but little to the west. Because of the surrounding urbanization and expanding boundaries of other cities, decisions made now and in the next few years will have a profound affect upon the general pattern of the City for generations to come.

## Residential

Taking into account the population projection for the Planning Period, a total of 568 additional dwelling units will be needed in the City by the year 2018, plus some replacements for dwellings destroyed or torn down (See FUTURE HOUSING NEEDS p. 4-9). As previously noted, these housing needs will hopefully be met with a variety of housing types, e.g., single-family houses, duplexes, multiple-family structures and mobile homes, all requiring different densities. Assuming, however, that development occurs at an average ratio of 4.5 units per acre, then it can be estimated that at least 126 acres will be needed to accommodate this future residential development including the street system. Subdivisions east of I-135 can

already accommodate 701 single-family units on vacant but platted lots in addition to 96 platted lots that are available in Saddlebrook Addition.

The High Ridge 2<sup>nd</sup> Addition southeast of the intersection of 69th Street North and Hydraulic with 160 acres is illustrative of the additional amount needed. The tract is platted and presents a compatible arrangement with the rest of the area's development. Some extension is possible north of the Sunnyslope Addition without encroaching upon the flood plain. Work has been done to raise the property out of the floodplain; a large detention pond has been constructed.

The North Broadway Heights Addition is fully developed. A few lots are possible off of Broadway north of Evanston Street. Except for these areas, there will probably be a gradual attrition of the scattered homes elsewhere on Broadway and on 61st Street North west of I-135 as the land converts to more intensive commercial and industrial uses. Currently the City has eight active subdivisions. It is estimated that eighty new homes could be built in 2008. There are more than seven hundred new lots platted in the City ready for building.

There are two existing mobile home parks on 63<sup>rd</sup> Street east of Broadway. While mobile home subdivisions may be anticipated, the intermingling of individual mobile homes with single-family residences tends to depreciate the value of the latter and should be discouraged.

A guiding Policy, often advocated in determining locations for multiple-family dwelling units is that they be developed around the business area. Such locations provide housing for the business workers and easy access to shopping and other facilities for the elderly who often reside in such units. The streets around the area are usually more capable of handling the increased traffic associated with multiple-family units than are the residential streets in a more remote area. The added population density near the businesses is a method of helping them to maintain their viability. For this reason, it is proposed that multiple-family units be encouraged. There may be desirable locations for multiple-family units near community facilities and on arterial and collector streets. Large corner lots often facilitate the location of a duplex. Multiple-family units are also used as a "buffer" between single-family residences and non-residential uses.

Plans are underway to construct an 80 unit apartment complex at approximately 1000 feet north of 61<sup>st</sup> Street on the west side of Broadway.

### Public and Semi-Public

With few exceptions, it would appear that the existing public and semi-public land uses in the urban area will probably remain about the same in terms of land occupied during the Planning Period. Changes suggested for City facilities would use moderate amounts of new land for a city building and a neighborhood park with restrooms.

### Commercial

Concentrating businesses in one place to centralize the shopping area not only attracts more shoppers, but it is less disruptive environmentally to residential neighborhoods that may be affected by strip commercial. A centralized area also serves to provide an identity or image to the City. The author Gertrude Stein, once emphasized the need for identity when she said, "When you get there, there's no there there". In addition to the large rectangular shopping center, commercial is proposed on all corners of the intersection at 61st Street and Hydraulic. The commercial area shown on the Park City Village sketch plan is reflected on the Future Land Use Map. It is possible that its configuration may change and even be extended further

east on 61st Street. It is important that pedestrian access be made available from all directions to the commercial area.

The intersection of Broadway and 61st Street offers the opportunity for another type of shopping facility that should supplement rather than compete with the Central Shopping District at Hydraulic. Broadway has the advantage of more easily expandable space and could accommodate businesses needing large amounts of space such as a building materials center, boat and trailer sales or outdoor recreation area. Zoning for the area should be selective in the types of commercial uses permitted, so that Hydraulic becomes the center of retail trade. The existing business area may further expand to occupy the space east to I-135 and maybe the land across from the shopping center east of Broadway.

Respondents to the Questionnaire expressed significant concern for the general attractiveness and appearance of their shopping districts. The storefronts and backsides, as well as, the cleanliness of the area were cited as concerns. A high proportion of respondents pointed to the need for restroom facilities. General access was deemed not to be a problem and a small number noted their concern for access for the handicapped. In addition to attractive buildings, the amenities around a business area are important such as landscaping and "street furniture", i.e., signs, fire hydrants, light poles, etc. A business association can be helpful in overall promotion of events, decorations, special sales and joint advertising.

## Industrial

Most of the existing industrial land in the City lies west of I-135, except for sixty-seven acres located at I-135 and 53<sup>rd</sup> Street North and Buckley Industries just east of Hydraulic. Whereas Broadway's general appearance gives the visual perception of substantial land utilization, it actually is not used intensely in many areas. Many of the firms do not fully utilize the rear space of their lots and this is particularly true on the west side where the lot depth is nearly 1,300 feet. Some industrial possibilities exist north of 61st Street and the mobile home park although access is limited and only certain industries will seek out such a site.

The land west of Broadway and north of the shopping center at 61st Street poses certain problems; a great portion is in the 100-year flood plain. While it is understood that minimal increases in flood protection levees could alleviate this problem, it is not likely to happen until such land becomes more valuable and less competing land is available. There are selected, less intensive uses that may find the land useable for a sports complex. Adjacent to Broadway commercial uses may in time extend northward from the shopping center.

To make the whole Broadway area more viable for industry, sewerage will need to be further extended to the west side of the street and more to the north.

## Outside the City

The remaining Planning Area outside the City boundary identified on Figure 7-A will continue to be used mainly for agricultural purposes; however, pressures will continue for non-farm development. Scattered housing should be discouraged as it divides and unnecessarily uses up good farmland. Platted areas phased to meet demand, make more efficient use of land and both public and private facilities and services can be more economically provided. Most of the remaining soil series have "severe" limitations for septic tank filter fields. Subdivisions should be laid out with rights-of-way and utility easements, which in time can convert to urban plats.

Scattered, non-residential development of a commercial or industrial type should not be encouraged to compete with the need to build up the business and industrial economic and tax base of the City. The County in effect still benefits from the tax base whether it's in the City or not, but the City is the loser if such development occurs outside. There are, of course, some types of uses which by their operation are normally found in a rural setting and may be expected, such as camps and recreational clubs, cemeteries, transmitters, greenhouses, kennels, drive-in theaters, riding stables, extraction of natural resources, etc. One of the major threats to the City is the development of five acre residential lots at the City boundary. Not only does this low-density development waste valuable land, but also provides a barrier to the City's future growth. Most people buying the five acre lots want a rural lifestyle while enjoying the benefits that urban life brings. Typically these property owners don't want to be annexed, and see no benefits of becoming residents.

Through the lack of proper zoning, very difficult to solve long-range land use problems are created when scattered nonresidential uses, suburban houses and mobile homes are permitted to intermix, such as on Hillside and further north on Broadway. The usual result is a blighting affect. A mature example of such a situation is illustrated by the mixed land use on Broadway south of 53rd Street North and Broadway in the City. The effect is to establish the most intensive use as the predominant activity by gradually eliminating the less intensive such as residential. A difficult problem is created in using the land to the rear, since it loses value for good residential use, while being unable to benefit by being on the major roadway itself. As the proposed land use for 53rd Street and Broadway, industrial is predominantly shown on Figure 7-B with some commercial at the intersection and residential to the interior. It is most important that Park City maintain a continuing liaison with the Wichita-Sedgwick County Metropolitan Area Planning Commission and the County Commissioners to monitor and participate in the land use decisions, which affect the quality of life in the area outside the City.

The existing golf course, cemetery, mobile home park (Hillside), horse arena and Kansas Coliseum are all recognized on Figure 7-A as existing land use carried into the Future Land Use element. To complement the activities of the Coliseum, the land in the remaining three quadrants of the interchange should be used as commercial. These should not be of the type apt to compete with the businesses in the City. Prime land for development is located at the I-135 and 53rd Street interchange. The potential exists for commercial at the interchange.

Efforts should also be made to preserve "open space" areas such as woodlands, shelterbelts and areas along the creeks. Many environmental benefits are gained for both the rural and urban areas by retaining such areas in their natural state. The technical resources of the Sedgwick County Conservation District, the U. S. Natural Resources Conservation Service and the USDA Cooperative Extension Service can be called upon to suggest land development practices compatible with the land, water and other natural resources available.

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**TRANSPORTATION SYSTEM**

Urban area development is dependent to a larger degree upon the ability of its transportation system to move people and commodities. This is no less true of a rural area, except the modes of transportation are more limited. In a transportation element, emphasis should be placed upon the development of the total transportation system and consideration should be given to all economically feasible modes of transport. The relationships of transportation planning to the Area's land use patterns and community facilities should also be recognized. A factor, which must now be considered in the analysis of the various transportation methods, is energy availability and costs.

**ROADS AND STREETS**

While Park City's street system is the major concern of this chapter, the importance of those roads outside the City should be considered. They serve to interconnect the City with its surrounding rural areas and other population centers. The extent and quality of the roadways greatly affects the City and its residents both economically and socially.

The City is blessed with many choices of transportation routes in all directions. This may account for the location of the trucking industry on Broadway. I-135 is the backbone of this system and provides fast, safe travel to connect with I-70, the main east-west interstate in Kansas to the north and south to I-40 in Oklahoma City and beyond. The interstate highway also provides fast access in and around Wichita. Interstate designs are often found to be as much as eight times safer than the routes they replace.

Sixty-first Street North is also designated as National Highway System (N.H.S.) Route #84 from Broadway east to connect with K-254. The latter connects to the Kansas Turnpike at El Dorado. Four lanes were completed in the year 1999. 61<sup>st</sup> Street North from Broadway Avenue to Hydraulic Avenue was widened to four lanes in the year 2000. Broadway, Hydraulic and Hillside are avenues leading into various sections of Wichita. Broadway was formerly U. S. 81 and K-15 until these designations were shifted to I-135. It still provides an alternate route to cities along I-135. The City is also accessible to Hutchinson by way of 53rd Street North (N.H.S. 304) which connects to K-96 at Maize, thus providing a limited access facility for most of the distance. Across the top of the Planning Area, 85th Street North (N.H.S. 164) connects Valley Center to I-135 and serves the Coliseum.

Except for I-135 and the paved portions of Broadway, Hydraulic, Hillside, 61st Street and 53rd Street outside of the City that are maintained by the County, all other section line and platted roads outside the City are the responsibility of the Kechi and Grant Township Trustees. While most of them have sixty foot rights-of-way, some are of less width. These gravel roads appear to be adequately maintained in general; however, conditions will vary at different seasons of the year.

## City Street System

Almost all the street rights-of-way in the earliest plat of the City, i.e. Park City Addition, are fifty feet with Parkview Drive at sixty feet. All other residential plats have sixty foot rights-of-way. The predominant pavements are twenty-six foot curb-to-curb except Ravena, the west half of Fairchild, Gary/Randall, Charleston/Longmont and Independence/Cloverdale/East Parkview which are thirty-six feet. The density of the lots and the width of the pavements east of I-135 periodically create congestion on the narrow streets, due to parking arrangements. Many garages are for one car and similarly the driveway access. For traffic engineering purposes, eight feet is normally assigned to on-street parking. That is the size limitation for trucks and buses. In practice, cars can do with less room, especially today, but the extra width is desirable as a safety feature to open car doors and for those that are not parked close to the curb. The moving lane on the remainder of a twenty-six foot street is minimal and is not safe in many places for normal 30 M.P.H. residential traffic speed. It also makes it difficult to back out of the driveway safely.

According to the Questionnaire, 76% thought that street construction was “adequate”, 18% “inadequate”, and 6% “didn't know”. Similarly on street maintenance, the percentages were 66%, 32% and 2%, respectively. The rating of street lighting and traffic signs showed about two-thirds of respondents found them adequate and one-third inadequate.

Modern design features increase traffic safety by the use of T-intersections, cul-de-sacs, loop and curvilinear type streets in residential areas. Studies have found that the use of such designs decreases traffic accidents by as much as fifty percent. Many of these features are incorporated into the original plats of the City. The City is beginning to see cul-de-sacs, which are the safest street design. Four-way intersections have sixteen points of conflict between vehicles as distinguished by only three conflicts at T-intersections. Thus, the T-intersections are considered much safer and the four-way intersections to be discouraged. The City is fortunate in not having a traditional gridiron pattern with its numerous four-way intersections. The use of modern designs featured in future subdivisions should be encouraged. It would be most desirable to continue the policy of requiring each new subdivision to pave the streets so that construction costs can be more comparable to current housing costs rather than built later at costs that have escalated. The maintenance costs of a properly paved street are far less than a properly maintained gravel street. On the other hand, a poorly paved street is more costly to properly maintain than either of the other types.

## FUNCTIONAL STREET CLASSIFICATIONS

There are three main categories in a functional urban street system: arterial, collector and local streets. Figure 8-A shows the Functional Street System in the City. In such a system, each type of street serves a different purpose, which requires different design and right-of-way widths. To avoid over-design and cost, the street is related to the amount and type of usage expected. Such a system directs traffic to where it can best be served and reduces through traffic in residential areas. The right-of-way standards described below provide space not only for the paved street area, but also for limited parking, curbs, sidewalks, utilities, signs and planting strips.

Arterial streets serve major movements of traffic through and within an urbanized area. They serve as a city's primary link to the state and federal highway system. It is necessary that they be planned with a wide right-of-way, a desirable standard being eighty feet to one hundred feet with a maximum roadway of forty feet to forty-eight feet. These standards provide room for two parking areas and two twelve foot moving lanes or four twelve foot lanes with curb and

gutter when fully needed. More than an eighty foot right-of-way is needed if substantial on-street parking is desired, considerable truck or larger automobile volumes are expected and if drainage problems are encountered.

Collector streets “collect” traffic from a number of local streets and channel it to arterial streets. They serve to connect neighborhoods and to provide access to facilities such as schools, parks and shopping areas. A desirable standard for collectors would be a seventy to eighty foot right-of-way with a thirty-six to forty foot paved area to accommodate two eight foot parking lanes and two ten or twelve foot moving lanes.

Local streets are used to serve abutting properties, mainly in residential areas. Through traffic on them should be discouraged and the use of loop streets, cul-de-sacs and T-intersections be encouraged to provide safety and privacy to the neighborhoods. A desirable standard for local streets would be a sixty foot right-of-way with a thirty foot paved area. Where greater intensity of on-street parking may be anticipated, a thirty-four foot roadway may be warranted, thus permitting two nine foot moving lanes and two eight foot parking areas.

These standards are applicable to the City and the future urbanizing area. They may vary to some extent with the amount of off-street parking required, storm water drainage problems anticipated and utility easements needed. Other standards apply in the rural area depending upon county, state or federal design criteria.

## **FUNCTIONAL STREET SYSTEM**

All mile line roads should be developed as arterials. Acquisition of the necessary right-of-way should be accomplished by dedication wherever possible through subdivision and zoning regulations. In 2000, 61<sup>st</sup> Street North was widened to a full four lanes with channelization at Broadway and Hydraulic Ave.

A collector street system is also shown on Figure 8-A. It is hard to designate collectors in an after-the-fact manner. In the Park City Addition, West and East Parkview tends to serve as a collector, as well as, Independence, Cloverdale and East Parkview in Forsee's Addition. Collectors are not normally designed as circular streets returning to the same arterial, nor do they normally have continuity directly across arterials. In the case of the Forsee's Addition, the collector's design does not take into account the need for a connection to the land to the south. In the Owens, Sunnyslope and Zongker's Additions, it is very hard at this late stage to tie the three areas together with a collector system. Ravena, Grove and Gary/Randall are used because they are thirty-six feet curb to curb. Elsewhere, collectors where constructed are twenty-six feet curb-to-curb. Future collectors for the Park City Village Addition should tie into 61st Street and Hydraulic and have at least a seventy foot wide right-of-way. The ideal collector should not serve as a cut-off to circumvent congested arterial intersections.

Streets not designated as arterials or collectors should be considered as “local” streets primarily serving adjacent properties.

If the standards for right-of-way and street widths previously mentioned for the different types of streets cannot be met in some cases, then various alternate methods for achieving the desired traffic flow can be implemented. Often the simplest method is to prohibit parking on one side of the street, thereby enabling the use of that parking lane for moving traffic. The Sedgwick County Fire Department's recent acquisition of new, larger fire trucks has necessitated this limitation in some of the older subdivisions. This may not be practical, due to the intensity of the present parking. Installation of traffic signs should be based upon the

functional street system. That is, in the determination of right-of-way at intersections, priority should be given to arterials, then collectors. There are 62 miles of developed streets within the City. Table 8-A summarizes these streets by type.

**Table 8-A Functional Street System (Inside City)**

	Miles	% System
Arterial	19.72	32
Collector	7.74	13
Local	34.42	56
<b>Total Paved</b>	<b>62</b>	<b>100</b>
Gravel	>1	(.02)

### Functional Classifications Outside the City

The concept of functionally classifying roads is not only used for urban streets, but also for rural highways and roads. As defined by the Federal Highway Administration, the functional categories for a rural highway system are: principal arterial, minor arterial, major collector, minor collector and local road. The basic difference between these categories is their relative emphasis on the functions of traffic movement and providing access to abutting property. For example, the major function of principal arterials is traffic movement, while the major function of local roads is to provide access to rural residences and adjacent land. Various federal design standards are applied to each classification and affect the amount of federal funding participation.

The functional classification of Sedgwick County's highway system was first determined jointly by the County and the Kansas Department of Transportation in 1976 and was made in conjunction with the National Highway Functional Classification and Needs Study (1970-1990). It is periodically updated through joint federal, state, county and City of Wichita participation in the Technical Advisory Committee for Transportation Planning in Sedgwick and Butler counties. Representatives from various modes of transportation from highways to railroads and airports to mass transit are involved in the continuing study process from which recommendations are made to federal, state and local officials. The Metropolitan Area Planning Department staffs the Committee's activities.

Rural classifications in the Park City Planning Area, unless otherwise indicated, are listed below:

Principal Arterial -- I-135 Interstate.

Minor Arterial (Urban classification) -- 53rd Street from 1-135 west and Broadway from 53rd Street to the south and 69<sup>th</sup> Street to the north.

Major Collector --61st Street from Broadway west and 85th Street North west of Broadway and east of Hydraulic.

Minor Collector -- 53rd Street from I-135 east, Hydraulic from 69<sup>th</sup> Street North, north to 85th Street and Hillside from 61st Street south.

Local -- All other mile line roads.

In effect, the rural functional classification is an overlay addition to those classifications just previously identified for the City itself. One system relates the streets within the City to each other and the rural system connects them to the Metropolitan Area and beyond.

Major rural N.H.S. roads often have a right-of-way of one hundred feet to one hundred twenty feet depending upon traffic volumes and drainage needs. A full four-way set of turning lanes may be needed some day at mile line intersections and Sedgwick County requires additional dedications at such corners. Limiting the number of additional driveways and local streets intersecting with the arterials and collectors will increase safety and maintain their traffic carrying capacity.

## Parking

An efficient circulation system in a community involves an interrelated concern for parking. The basic purpose of streets is to move traffic and secondly to park vehicles. In fact on-street parking is more expensive than off-street parking, since lighter weight paving can be used. A local street system utilizing thirty foot pavement widths or less assumes periodic and staggered parking to insure adequate traffic flow, since it is not feasible to park two vehicles and have two other vehicles pass each other at the same time. Public facilities where increased numbers of people congregate should serve as examples in providing for off-street parking as needed. Probably the only parking problem area on a regular basis in the City is on the twenty-six foot streets. All commercial and industrial areas should continue to provide for private off-street parking.

## OTHER TRANSPORTATION METHODS

### Railroads

The Burlington Northern & Santa Fe Railway through Park City has been abandoned except for a portion from 51st Street to the south. The remaining track may one day be used as a spur line to service industrial users. Currently the train service ends at United Warehouse south of 45<sup>th</sup> Street. The Kansas Department of Transportation maintains a railroad planning division for the State.

### Airports

Except for the current period of re-adjustment, air travel has been increasing in volume and is projected to grow in the future. The nearest airport providing passenger service is at Wichita's Mid-Continent Airport about 14 miles away. Scheduled flights throughout the nation are available and it is also a port of entry. A wide range of freight and other commercial services are available.

Park City does not have a municipal facility. Two privately owned grass landing strips exist in the Planning Area. Both are located about 5/8 mile north of 69th Street, one being just west of Hydraulic Avenue and the other just east of Hillside Avenue.

A major study of airports was compiled by consultants in 1974 entitled, *Tri-County Airport System Plan for Butler, Harvey and Sedgwick Counties* and is periodically updated. The Wichita-Sedgwick County Metropolitan Area Planning Commission and the governing bodies of Wichita and the counties of Butler, Harvey and Sedgwick sponsored it. It was adopted by

W-SC/MAPC in 1974 as an Element of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area. While the Plan made specific recommendations regarding the needs of existing publicly owned airports in various quadrants of the region, it did not fully resolve the issue of public versus privately owned airports as to which sites would ultimately be selected for prime development purposes. A proposal for the northeast quadrant has now been implemented with the establishment of the Col. James Jabara Airport as a municipal facility. It is located at 3512 North Webb Road about nine miles from Park City. There are two runways in service, one 4,200 feet in length. A wide range of services is available for general aviation aircraft.

### Bus, Taxi and Truck Service

Currently there is no local bus service and the Wichita Metropolitan Transit Authority does not serve the Park City Area. There is also no local taxi service, except for those available from Wichita. A concentration of trucking companies exists along Broadway that is more than adequate to serve the area.

Mass transportation will emerge over a period of time in various forms to help relieve the growing energy situation. Some examples today are large regional companies supplying vans to employees to transport other workers and City or volunteer operated taxi services. For example, a vanpooling service is being initiated by several of the area aircraft companies. Some cities in the country are undertaking organized car pooling efforts.

It should be a goal of the City to get the Wichita Metropolitan Transit Authority to extend service to Park City residents.

### Bicycles, Motorcycles and Other Vehicles

A means of travel, which has gained considerable popularity throughout the country, is bicycling. More bicycles are sold than automobiles now in some production years. Physical exercise, no air pollution and elimination of fuel expense and consumption are just a few of the advantages offered by biking. It is an especially suitable means for transportation in cities such as Park City because most points of activity are within easy biking distance. The importance of these advantages warrants the encouragement of increased bike use, not *simply* as a means for pleasure or exercise, but also as a bona fide method of getting from one place to another. Providing adequate bike racks at schools, parks and in business areas can encourage this. There are problems, however, in developing a bike route system due to the traffic volume on 61st Street, plus the narrow width of residential streets. A large expense would be involved to tie Park City east and west of I-135 with a bike path along 61st Street. Bikers and schoolchildren riding bikes or walking must cross the two frontage roads and four-lane roadway of 61st Street in order to make a complete crossing. It may be hazardous to promote concentrated bike trails along selected, narrow residential streets, which tend to have much on-street parking. A detailed study beyond the scope of this Plan is necessary to determine safe and feasible bike trails and paths. The frontage road along Hydraulic Avenue with its landscaped strip may be one such route for a bike path. Bike Path development should be considered a goal for the future.

Motorcycles are sometimes thought of only as recreational vehicles, but increasingly more people are discovering their advantages as vehicles for transportation and in farm work. The most obvious advantage is that they can be purchased, operated and maintained at a far lower expense than cars. There are variations on types of motorcycles for specific functions and new kinds of electric vehicles suitable for short trips. Accommodating various types of

vehicles including smaller automobiles in parking areas is one method of encouraging their use and conserving parking space.

### Pedestrian Circulation

With the increasing energy costs associated with mechanical transportation, pedestrian travel has become a more attractive alternative. A well-planned pedestrian circulation system throughout a community provides safe and efficient access for residents to schools, shopping areas and public facilities. The City does not have a pedestrian circulation system which functions as just described. There are sidewalks along the frontage of the Chisholm Trail Elementary School and no others have been built except in the parks. Residents walk mostly in the street. Data from the Questionnaire shows that 49% of the respondents felt the present sidewalk situation was “adequate”, 45% “inadequate” and 6% “don't know”.

The difficulty of building sidewalks after lawns are completed and streets built is a problem. Ideally, sidewalks would be desirable along arterial and collector streets and leading to the school, parks and the central shopping area. Although more desirable to construct sidewalks near property lines, a less costly solution in built-up areas would be to construct walks adjacent to curbs. The undeveloped land in the Village Addition offers an opportunity for pedestrian circulation to the business area, especially for multiple-family dwellers.

The City should have as an over all goal, building an interconnecting system of hike and bike trails throughout the City. The City should seek grants from the Department of Wildlife and Parks for Americans with Disabilities Act compliant sidewalks in the Park. The Kansas Department of Transportation also offers a grant. The City should also seek federal funds for paths elsewhere in the City. Currently the City has a project for constructing sidewalks along Hydraulic Ave. from 61<sup>st</sup> Street up to Ravena. The project should be completed either late 2008 or mid 2009.

### Transportation Needs

Before the planning period is completed it is anticipated that 53<sup>rd</sup> Street will need to be widened to a full four lanes to Hillside Ave. with channelization at Hydraulic Ave. and Hillside Ave. with the addition to Heights High School of 800 more students, the demands on 53<sup>rd</sup> Street will increase.

The Bridge crossing the Chisholm Creek diversion just east of Broadway Avenue on 53<sup>rd</sup> Street has been totally rebuilt. The railroad overpass/bridge leading into Park City from Wichita on Broadway Avenue was rebuilt in 2004. The Hydraulic Avenue Bridge between 45<sup>th</sup> and 53<sup>rd</sup> Streets was replaced in 2007. A bridge located on Broadway North of 49<sup>th</sup> Street is scheduled for replacement in 2012.

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**COMMUNITY FACILITY PLANNING**

While private enterprise provides most of the services and facilities in a community, there are others that are identified as being supported and administered by public funds. The extent to which such facilities are available often reflects the quality of life that may be expected. Not too many years ago, government provided only the basic necessities for health and safety. Today, technical and social changes have given people higher incomes and more leisure time so that an increase in the demand for community facilities has occurred. The availability of good facilities, particularly those relating to education and leisure time activities, often makes the difference as to the kind of people and the quality of an industry which moves to a community.

An important part of planning for the location of community facilities is determining the relationship of service areas to land use, transportation and developmental influences. There are optimum locations for each facility to maximize its efficiency and economy in serving the public. It is very important not only to plan far ahead for their location, but also to acquire sites in advance of need that may otherwise be pre-empted for other purposes. Subdivision plats and zoning district amendments should be reviewed in light of the need for rights-of-way, easements or land acquisition appropriate for public facilities. The scarcity of resources, notably energy and water, is placing even more emphasis upon long-range planning for community facilities.

This chapter evaluates the adequacy and projected needs of community facilities and services during the Planning Period that are supported by public funds in the Park City Area. There are the many churches, which provide a distinctive service to the Area. Because of its location, area residents also draw upon the cultural, educational and athletic opportunities of the entire Wichita Metropolitan Area.

**WATER SYSTEM**

An adequate water supply system in conjunction with a sewer system, street system and storm water drainage system constitutes the “infrastructure” of a city, i.e., the essential elements forming the basis of a system or structure which undergirds urban development. Of these systems, water supply would probably be considered primary. Not only is a supply obviously important, but the potential for a long-range supply is significant to those who look to the community for long-term investments.

In 1953, two wells were constructed west of Broadway Avenue in the Northeast Quarter of Section 17 to provide water for the developing Park City Improvement District. As of 1954, two more wells had been constructed in the same area to meet a growing demand for water. Three additional wells have been constructed since this time and were located in the Southwest Quarter of Section 8 also west of Broadway. Due to an oil pipeline leak in 1980, wells #4, #5 and #6 were shut down and are still out of operation.

The well sites are situated over the Little Arkansas River underflow where groundwater is generally available at 500+ GPM. Currently, the six operating wells supply water for the City, plus the Kansas Coliseum, Greyhound Park, a few miscellaneous businesses and homes.

Three water storage facilities exist, a 500,000 gallon elevated tank constructed in 1980 on Wendell Street at the highest elevation in the City, a 100,000 gallon elevated tank at the Kansas Coliseum constructed in 1990 and a new 1,000,000 gallon tank at 85<sup>th</sup> Street North and I-135.. These three tanks are the storage facilities presently in use.

Results from the Questionnaire show that 73% of the respondents felt the water supply system was “adequate”, 1% “inadequate”, and 26% “don’t know”.

The water pumped for the year 2007 was 300,458,300 gallons. The following chart breaks down the pumping by source:

CCUA	Wichita
249,224,300	51,234,300

Projected water usage for Park City to the year 2040 is as follows:

2010	2020	2030	2040
316,049,000	367,000,000	417,951,000	468,859,000

Existing Park City wells are permitted to pump a maximum of 992,820,000 gallons. However, Well #6 is polluted, Wells #4 and #5 have odor problems; both Wells #4 and #5 have been replaced. Excluding these three wells the City can pump a maximum of 336,320,000 gallons. Park City is currently supplementing its water supply with City of Wichita water and an increased amount could be pumped from this source. In conjunction with the City of Bel Aire, the Park City has formed a new corporation called Chisholm Creek Utility Authority. The Utility Authority has built a 2.8 MGD water treatment plant for both cities. An additional water source has been obtained by the Authority of 665,000 GPD which should provide for the needs of both cities for fifty years.

## SEWER SYSTEM

One of the bright spots for Park City’s utility system is its sewer system. In 1993 a new waste treatment plant was built north of 53<sup>rd</sup> Street North, west of Broadway Avenue (Southwest Quarter of Section 17, Township 26 South, Range 1 East). The plant has a capacity of 1.1 mgd which is a population equivalency of 10,152. The plant is expandable to 10 mgd. The Chisholm Creek Utility Authority purchased Park City’s plant and enlarged it to 2 mgd in July, 2002. The plant services both Park City and Bel Aire.

The sewer distribution system has a high infiltration rate. Flow rates at the waste treatment plant have recorded rates as high as 4 mgd during rain events. Smoke tests were completed in 2000. The scope of the test is to determine the amount of infiltration caused by sump pumps, low manholes and line breakage. No major leaks were found. Further flow studies will be required to find the leaks.

The expansion of the sewer distribution continues to grow due to development. A south interceptor built in 1997 (approximately 1.5 miles) services an area south of 53<sup>rd</sup> Street, west of I-135 and south of 61<sup>st</sup> Street North to 45<sup>th</sup> Street North, east of Hillside. A new 3.5 mile

interceptor was built to service areas north of 69<sup>th</sup> Street to just north of 85<sup>th</sup> Street, Broadway to Hydraulic in 1999.

## **STORM WATER SYSTEM**

Because of the density of the housing, the accompanying paved streets and the topography, various parts of the City experience drainage problems. Storm water runoff occurs when soil with its vegetative cover or man-made features is unable to hold the rainwater through the actions of detention, infiltration and percolation. Some of these problems are in the Park City Addition where soil types reflect their origin as a flood plain. Channeling storm water down rear lot lines to a greater extent than desirable has compounded maintenance difficulties. Without a proper drainage easement, access has not been feasible for regular maintenance and, thus the problem is further increased. Some legal resolution of the situation will eventually be necessary. Greater attention is being given to drainage in the newly developing areas.

Of the respondents to the Questionnaire, 63% felt the current storm water runoff system was “adequate”, 24% “inadequate” and 13% “don’t know”. Such a rating may reflect what households are experiencing themselves rather than the overall view of the drainage situation.

Planning for storm water ponding areas along with discharge points, which conform to an area-wide drainage pattern, is important for future development to avoid unnecessarily costly storm sewers. A master drainage plan engineered to make maximum use of natural drainage can be a cost saving benefit in the long run and should be considered. The criteria for each plat can be evaluated according to the master plan so that drainage is tied into a system. This avoids simply dumping the problem onto the next land until a costly ponding problem is created. The adoption of a drainage policy can facilitate the coordination necessary in such efforts. An emerging national policy is the concept of requiring new subdivisions to retain as much runoff as possible within the subdivided area; this is sometimes called “zero runoff”. The Park City Planning Department recommends this policy, when reasonable. While this is not always possible, such a local policy reduces somewhat the possible cost of storm drainage systems in the future.

## **SOLID WASTE MANAGEMENT**

Proper refuse collection and disposal is important to the health of citizens and appearance of the Planning Area. There are presently four private firms that handle solid waste collection in the City and the surrounding rural area with two firms doing the majority of the business. In order to maintain quality service, to avoid duplication of operation and to discourage unreliable firms, the City licenses these haulers. Solid waste is collected once a week in the residential areas and twice a week or more often for businesses depending upon their needs. It is currently hauled to a transfer station at 4100 North West Street. The City has a refuse and trash ordinance, and burning is not allowed by City Ordinance. Permission for the burning of brush can be requested on a case-by-case basis from the City Administrator and must then be approved by the Sedgwick County Fire Department. The Uniform Fire Code is utilized and adopted by the City by reference. In the Questionnaire, 80% of those responding said that the refuse disposal service was “adequate”, 13% said “inadequate” and 7% “don’t know”. Sedgwick County is moving ahead to mandatory recycling; as of this date the County still is discussing the issue without any formal action. The challenge for the City is to insure reasonable rates for its residents.

In 2008 the City passed a recycle ordinance. Every resident is charged \$4.50 per month. Payment is mandatory, however, recycling is not. If residents select the recycle company to pick up their other trash, they receive a reduced rate of \$11.00 per month. Other trash haulers in the area have decided to reduce their rates to match the recycle company rate.

## **CITY BUILDINGS**

City Hall is located at 6110 North Hydraulic Ave. The building, occupied in 1989, contains offices for Administration, Code Enforcement, Court, Planning and some Police Administration. Public Works offices are located at 6125 N. Hydraulic Ave. Maintenance and the Police Squad Room is located at 200 E. 53<sup>rd</sup> Street North. It is obvious that with so many personnel scattered at different offices that a new City Hall needs to be planned for. A new Park Maintenance/Street Building was built in 2001. City Hall was expanded in 2001 by approximately 1000 square feet. The additional space provides office space for the Code Enforcement Department, a Conference Room and a new Mayor's Office.

Every square foot of the existing City Hall is being used. A study is underway to plan for a new City Hall in the future. It is estimated that the new City Hall, without police station, will need to be 15,000 square feet. The new City Hall would be part of a campus plan putting most of the City services together in a general location.

A new 4,000 square foot Senior Center was built in 1996. Park City PRIDE is using the former senior center as an activity building and reading room.

## **LAW ENFORCEMENT**

The City Police Department is staffed by nineteen full-time officers including the chief and has an auxiliary force of reserves. Protection is provided on a 24-hour, seven-day a week basis. The Sedgwick County "911" emergency system is used to dispatch calls. Also, the County Sheriff's Office will provide assistance if needed. The Police Department is located in City Hall and also occupies a recently remodeled office at the Maintenance building. There is no holding place for prisoners, no private quarters for interrogation and all prisoners are transported to and housed at the Sedgwick County jail. Vehicle equipment is parked in back of the new Maintenance Building.

According to the Questionnaire, 84% of the respondents rated police protection as being adequate. While crime is at a manageable level now, the need for more police services and equipment will occur as the City adds half again as many people. Larger populations also often bring sociological changes, which increase the potential for more criminal activity. More space is obviously needed for the Department and either the present City Hall office space could be fully used by the Department in the future or the operation could be included in a new City building.

With Park City's expansion to the north and the annexation of more territory, the Police Department will need to add additional officers.

## **MAINTENANCE FACILITIES**

The Park City Maintenance Shop is currently located at 200 E. 53<sup>rd</sup> Street North in the former Sedgwick County Fire Station building. The shop has four service bays. The eastern part of the building serves as the Police Department Squad Room.

## LIBRARY SERVICE

In 1999 the residents of the City voted for a three-mil increase in taxes to fund a Library. The Library is located at 1530 East 61<sup>st</sup> Street in the Park City Shopping Center. A Library Director and volunteers staff the Library. A new Library is planned to be part of the campus plan. Land for the Library has been secured.

## FIRE PROTECTION

Sedgwick County Fire Station #32 located at 7750 N. Wild West Drive serves Park City and all of the Planning Area as part of its jurisdiction. The new station was placed at this location to better serve the entire Station #32 District and for future growth of Park City to the North. Park City residents pay a proportional share of the costs. During 2007, the Station responded to a total of 982 alarms. The County Fire Department has a total of eight stations and 136 personnel. The 911 Emergency System is used. The Fire Department administrative offices were moved from Bel Aire to the new Park City station.

The Fire Station includes a “FEMA constructed safe room that will hold up to 150 people in case of a tornado”. There are six paid firefighters including the Battalion Chief. This station is the Hazardous Materials specialty response station.

The vehicles at Station #32 are listed below:

Year of Vehicle	Type	Tank Capacity	Pumping Capacity
2007	Sutphen Quint with 75 foot aerial ladder	600 gallons	2,000 gpm
2005	Pierce Tender	3,000 gallons	1,000 gpm
2001	Ford F550 Rescue Squad/Brush Truck	250 gallons with a full complement of rescue tools	
2003	Peterbuilt Hazmat response truck		
2007	Chevy	Battalion Chief Vehicle	
1992	Ford	Regional hazmat vehicle that covers a 9 county region for major hazmat incidents	

By the commonly accepted standard, a fire truck should be replaced after twenty years.

The Insurance Services Office reviewed Park City in 2006 at the request of the Sedgwick County Fire Department and the City's rating improved from a Class 4 to a Class 3.

Those areas outside of Park City without fire hydrants and within five miles of the fire station were improved from a Class 9 to a Class 5.

According to the Questionnaire, 83% of the respondents rated fire protection as “adequate”. Increased fire protection will be needed as the City grows and adds more non-residential uses. The fire department built a new station to replace the old station on 53<sup>rd</sup> Street. The new station located at Wild West Drive and 77<sup>th</sup> Street will also handle administration staff for the department; the existing station at 53<sup>rd</sup> Street will be used by EMS.

## HEALTH SERVICES

Adequate health facilities and services are important to the well being of the citizens and is an economic asset to the community. Although there is no hospital located in the City, nearby Wichita provides a complete range of health facilities and services, including four hospitals. According to the Questionnaire, 53% of the respondents would like to see additional health services established in the City. The most frequently mentioned need was for a clinic, followed closely by a minor emergency center and a doctor. In response to a long list of needed stores or services, the overwhelming second choice was for a doctor

The Sedgwick County Emergency Medical Service (EMS) located at 501 E. 53<sup>rd</sup> Street North provides ambulance service in the County Fire Station #32. The facility is a Type #1 Advanced Life Support Unit with one ambulance and two Mobile Intensive Care Technicians available. A response time to the City of two minutes is sufficient to provide advanced life support under a standard requirement of eight minutes. Emergency medical treatment on a “first responder basis” is provided in a separately managed operation by Fire Station #32 with five Emergency Medical Technicians available, but it does not have transport capability. Of the responses, 77% said in the Questionnaire that ambulance service was “adequate”.

There are no nursing homes or retirement centers available in the City, but a variety of these facilities are available in the Wichita Metropolitan Area. Development of such facilities in the future would be convenient for local residents needing such services. Many cities have used industrial revenue bonds to encourage such development.

In 2006 Newton Medical Center opened a clinic in Park City. The clinic is staff by two full-time doctors.

## ELECTRIC, GAS AND TELEPHONE

Very much a part of the urban system are the provisions for modern electric, gas and telephone service. Companies and their offices serving the Planning Area are as follows:

Electric Power	Westar Energy (Topeka)
Natural Gas	Kansas Gas Service (Topeka)
Telephone	AT&T

Other than normal extensions to new customers, Westar has no general or major changes planned in the foreseeable future. A new substation could eventually be considered depending upon the growth rate of new residential subdivisions on the east side. Kansas Gas Service has a good supply of gas available for existing, expanded and new service. Additional capacity feed could be made available due to the completion in 1981 of a gas service line running from Valley Center to the Kansas Coliseum. In October 1986, AT&T converted the system serving Park City to Computerized Electronic Switching (CES System), which provided the City with a more advanced telephone switching equipment system and the benefits of optional services available to the Wichita Metropolitan Area.

It is not within the scope of this Plan to analyze such companies or make recommendations regarding future operations. These companies maintain a continuing short and long-range facility planning program. Developers of future projects should consult with each of these companies at an early stage in order to insure that adequate service will be available. Because of the concern for energy supplies, the City should monitor its status with Westar on a continuing and long-range basis.

## EDUCATIONAL FACILITIES

Two school districts, U.S.D. #259 Wichita and U.S.D. #262 Valley Center serve the Planning Area. Figure 9-A depicts the school boundaries for the different school districts. In effect, pupils in the Area go to two high schools, three junior highs and four elementary schools. Those pupils living on and north of Ventnor are bused to Valley Center. Most of the elementary pupils in the City walk to Chisholm Trail School. Had it not been for I-135, Chisholm Trail would have been more centrally located in the District which had land platted where the interstate is today and further west as well. It should be remembered that school boundaries do not change due to annexations.

Chisholm Trail Elementary School occupies 15.85 acres just south of 61st Street North and is bounded by Beaumont, Independence and Forester streets. The facility has classes from kindergarten to sixth grade, to accommodate them there are 25 regular classrooms plus two for kindergarten. The brick building was initially constructed in 1955 and four additions were made until the 1963-64 school year when it was placed in the Unified School District of Wichita. As of September 2002, there were 514 pupils. The capacity of 725 could easily accommodate existing and, to a large extent, future enrollments. At one time, outside portable units were used. Enrollment in the Wichita system has been decreasing similar to a nationwide trend for several years. Sending pupils elsewhere if crowding occurred is possible.

The average cost of educating a child in the Wichita schools for all grade levels was \$4,493.00 in 1997. The average cost for a special needs child is \$16,941.00. The overall average of all children is \$5,264.00.

In 2001 the voters in USD #259 approved a bond issue. The bond issue is paying to enlarge and make improvements to Chisholm Trail Elementary School and Heights High School. Stucky Middle School has been built on 45<sup>th</sup> Street North between Woodlawn and Oliver.

At present, the respondents to the Questionnaire gave good ratings for the school facilities, i.e., 60% as "adequate", only 15% "inadequate" and 25% "don't know". If the 25% "don't knows" were removed from the statistics since some households do not send pupils to school, then 85% found school facilities "adequate". On the question of the school tax levy, 67% found them "adequate", 8% "inadequate" and a high 25% "don't know" even though they all pay them.

## PARKS AND RECREATION

Parks and recreation areas provide space for active and passive recreational opportunities for all age groups and have long been associated with the physical, emotional, cultural, social, educational and economic well being of individuals and communities. It is a service provided at all levels of government and is today considered to be more of a necessity than a luxury.

Various recreation areas, the elementary school and many organizations within the community provide the overall recreation system available to residents. Among the various recreation areas are seven City owned parks which are described as follows:

*Prairie Wind Park* – Prairie Wind Park is located east of Grove Street north of 61<sup>st</sup> Street North and consists of six acres. The park is currently under development. The park has 1200 feet of six foot wide walk/bike path and one multi-age playground area. Picnic area and additional playground is being planned.

Habiger Park – Habiger Park is six acres (196' x 1320') located on the north edge of Prairie Wind Park. A one and one half acre fishing pond and a picnic shelter have been added with sidewalk installation in the planning stage. Once this walk/bike path is completed all three parks along Grove Street will be connected for nearly three quarters of a mile.

Poston Park – Poston Park, added in 1998, is six acres (196' x 1320') located between Ventnor and Fairchild on the north edge of Habiger Park. A walk/bike path, picnic shelter and multi-age playground are featured in this park.

Jardine Memorial Park - This Park is also in the Park City Addition, but is located to the southwest with access from Mobile Street. Residential lots surround the site and there is limited entrance space. A drainage canal fills the north half of the entrance. The Lions Club has put up a basketball goal. The City upgraded the Park in 1998 by the addition of new playground equipment and four regulation horseshoe pits. The irregular boundaries, which form the parcel, contain about 3.8 acres.

Osage Trail Park - Osage Trail Park is the City's newest park. The park is located in the Park City Industrial Park Addition on Mill Heights Drive at the northeast corner of I-135 and 53<sup>rd</sup> Street North. The park has sidewalks, a one acre pond, park benches, and one shelter.

Primrose Park - This park is located at the south end of Primrose Street. The park is basically a neighborhood park. The theme of the park is rustic; the Park is only about two acres.

Hap McLean Park – Hap McLean Park is the major recreation facility in the community. It is located north of 61<sup>st</sup> Street on the west side of Hydraulic Avenue. The layout of the park forms an east/west linear pattern. An access road along the southern boundary loops around the swimming pool, thus serving as the entrance and exit road for the park. The road crosses Chisholm Creek and is occasionally flooded. Passive and active recreation facilities are available. The Community Building provides much needed meeting space for organizations and civic functions. The building has a large meeting room with adjacent kitchen and restroom facilities. The lighted ballpark situated in the eastern part of the park is intensively used during the spring and summer. McLean Field is well maintained and considered as one of the best in the area. The swimming pool is also actively used, and was refurbished in 1998. In 1997 two of the three largest diamonds were lighted plus a restroom/concession building was constructed south of the entrance road. A new (80' x 180') rollerblade/skating rink was built in 1998 at the west end of the Park. West of the pool are two tennis courts with three picnic shelters close by. There are fire grills available and play equipment for children including a jungle gym, swings and slide. This area of the park is heavily wooded which makes maintenance difficult plus it creates an unsafe condition in a public park. There are plans for new play equipment to be installed soon near the Community Building. The park site is 47.7 acres. In the summer of 1998, the City spent \$220,000 for updating the existing pool and to provide for ADA facilities. A skateboard park and volleyball court have recently been added to the City Park.

Chisholm Trail Elementary School along with the ball fields to the south provides an area for active recreation. Play equipment at the school includes two basketball pads and two backstops. Two more ball goals, a soccer field, tetherball poles and two lighted ball diamonds are located south of the school.

Twelve civic organizations, nine churches and athletic organizations promote recreation opportunities in the City. The Park City Youth Program, Boy Scouts, Girl Scouts, PRIDE and the Lions Club are among the civic organizations. The Youth Program directs the Little League and other ball programs. Church groups are generally involved in softball leagues and also make arrangements for other outdoor group activities. Church grounds in themselves act as open

space areas within neighborhoods. This is beneficial in the Zongker's and Owens' First Additions where a neighborhood park may never be developed.

When the City was incorporated, a task force of three members was appointed by the City Council to advise them on the topic of park areas. As of June 16, 1981, the seven member Park City Park and Recreation Advisory Board was officially created. Meetings are held on a regular basis once each month. Additional meetings are scheduled when necessary. Funds for park improvements are allocated by the City Council. Objectives of the Board include repairs of the pool and tennis court facilities, restrooms for the City Park, improving the entrance and obtaining equipment for Jardine Memorial Park. In 1998 the City Council created a Tree Board made up of members of the Park Board.

Generally accepted standards for the amount of park and recreation area in a community are to have one acre per 100 persons or 10% of the developed land area. Using these standards, the City should have 41.4 acres or at 10% as many as 61.6 acres. City owned park areas currently amount to 50.7 acres. It is advisable to look beyond standards since consideration for existing park sites and the character of the community with a large proportion of young people also affect a decision for expanding parks. With this in mind, expansion of park areas would be desirable. As growth occurs south of 61st Street and east of Hydraulic Avenue it is imperative that a substantial neighborhood park be planned for this area. Ideally it should be adjacent to a collector street and located in the direction of Hydraulic so access from the west side of Hydraulic would be possible.

Several criteria should be considered when deciding upon the site size: (1) Large enough so that when fully utilized there will still be a buffer area to protect adjacent property values; (2) accommodation for adequate off-street parking; (3) room for expansion; and (4) extra space for those activities which might attract community-wide participation. Most mistakes in park planning are made in not having enough land to begin with or failing to anticipate future additions which necessitate relocating existing facilities and loss of plant materials. A good way to avoid such problems is to prepare a general plan for each park including related landscaping. Coordination of signs with a City signage program can enhance the appearance of the park. The City should avoid accepting small parcels of land dedicated for "playground" use in the midst of platted lots. These are costly to maintain, vulnerable to vandalism, difficult to police and adjacent neighbors often consider them a nuisance.

Responses from the Questionnaire did not indicate strongly that parks and recreation areas were adequate: 62% rated "adequate", 23% "inadequate" and 15% "don't know".

Echo Hills Golf Course is a privately owned 18-hole golf course open to the public.

Outside the City, recreation facilities in the Planning Area which contribute to the overall recreation system include Wichita Heights High School (track, practice fields, tennis courts).

## **SUMMARY OF NEEDS**

From the previous analyses of community facilities and services, the following major improvement projects are either needed or could become needed during the Planning Period:

- Development of a Downtown
- New City Hall and Police Station

- Senior Housing
- Post Office
- Library (Construct new library instead of renting)
- Recreation Center
- Sewer System expansion to the northwest/northeast (Chisholm Creek Basin)
- Park Improvements: walking paths, water fountains and equipment
- Neighborhood Parks

A comprehensive plan can be a strong motivating force to guide policy making decisions in both the public and private sector. The merits of the proposals within the plan itself can become a means of encouragement and provide ideas towards the accomplishments of the planning goals. Using a plan as a tool of leadership is often an effective method to achieve results. Still, a plan is a plan, however, unless it is implemented by some effective means, which of necessity involves a conscious effort. This chapter provides methods for implementing this Comprehensive Development Plan by governmental and administrative policies, adoption of regulations and various codes, grant programs, intergovernmental cooperation, leadership, education, community involvement and other techniques.

The necessary public hearing and formal adoption procedures are described in Chapter 1. After the Park City Planning Commission adopts this Plan document, it should be studied in detail to determine the best methods for implementing each of the proposals. Probably the most important ingredient in all the methods is the kind of working relationship, which is established between governmental agencies, private organizations, developers and citizens to achieve a desired community effort. Determining who is to carry out specific proposals is also extremely important because in community-wide endeavors, “everybody’s business” can easily become “nobody’s business” and nothing gets accomplished. The organizational and leadership effort involved becomes the key to successful implementation of the Plan.

### **THE PLANNING COMMISSION**

The City Planning Commission has been an active part of the governmental structure since the Council established it in 1981. Six of the seven members reside within the City and one within three miles thereof as provided for in K.S.A. 12-707 et seq. The Commission meets monthly.

The Planning Commission’s major responsibility as the “authorized agency” under State Statutes is to prepare, adopt and maintain the Comprehensive Plan. It should also be available to undertake various roles in implementing the Plan, some of which are described herewith:

- Reviewing the Plan as required annually by State Statutes and reporting to the City Council on its status by June 1<sup>st</sup>. Such annual reviews may result in minor changes in the Plan with a major review conducted every five years.
- Preparing, adopting and maintaining Zoning Regulations through public hearings and recommendations to the City Council.
- Preparing, adopting, administering and maintaining Subdivision Regulations to assist the City Council and developers in the design and improvements necessary for developments.
- Reviewing improvement projects as proposed by the City Council and other organizations and making recommendations as to their conformance to the Plan.

- Undertaking neighborhood or project plans to provide more detailed data for newly developing areas or rehabilitating older areas or for special projects in the Planning Area.
- Assisting the City Council on special planning projects including capital improvement programming, grant applications and economic development efforts.
- Establishing a convenient reference library of local plans, maps and policies readily accessible to officials, citizens and potential developers.
- Maintaining a working relationship to implement plans with public and private organizations at the local, township, county, regional, state and federal level. (A liaison representative to monitor activities of the Wichita-Sedgwick County Metropolitan Planning Commission would also be most useful.)

### Involving the Community

An essential part of the planning process is the involvement of individual citizens, civic organizations, developers and the news media. This involvement should go beyond simply informing the public of planning activities. Avenues should be provided which encourage people to communicate back their desires as to the kind of community in which they want to live. Since plans and their implementation affect people and their property, it is extremely important that the planning process be conducted within a democratic framework.

Involving the community to achieve an input and understanding of Park City's planning activities can be accomplished in many ways, such as:

- Conducting business and hearings in open meetings, for which notice has been adequately given, agendas provided, minutes taken and opportunity made available for the public to voice their opinions and contribute their ideas.
- Distributing information regularly to the news media and encouraging them to attend and report upon meetings.
- Involving the residents and potential developers of a particular area in the preparation of plans which affect them.
- Appointing ad hoc committees periodically of both City and rural residents to study and make recommendations on specific plans or proposed regulations.
- Arranging for liaison representation to and/or from organizations related to the implementation of Plan proposals, including the City Council, Kechi Township and the School Board. (A liaison representative to monitor activities of the Wichita Sedgwick County Metropolitan Planning Commission would also be most useful.)
- Taking the responsibility as Planning Commission and City Council members to keep the public informed on planning matters through their personal contacts.
- Scheduling annually a meeting at which officials and leaders of civic organizations are invited to hear and comment on the City's planning activities and to report back to their members.

- Making local, as well as outside speakers available to community organizations on planning activities.
- Publishing reports and maps in sufficient quantity that they can be adequately circulated and available to the public.

By utilizing these methods of involving the community in the planning process, civic leadership can be used effectively to implement the Comprehensive Development Plan.

## **PROJECT REVIEW**

When this Comprehensive Plan or any elements thereof has been adopted by the Planning Commission, a procedure is established under K.S.A. 12-748 to review projects proposed by the City which relate to the Plan. According to the State Statutes, after Plan adoption,

*... no public improvement, public facility or public utility of a type embraced within the recommendations of the comprehensive plan or portion thereof shall be constructed without first being submitted to and being approved by the planning commission as being in conformity with the plan. If the planning commission does not make a report within sixty (60) days, the project shall be deemed to have been approved by the planning commission...*

The City Council may proceed with the project after the above procedure is completed. In the event that the Planning Commission finds that the proposed project “...does not conform to the plan...” the Commission must submit their findings “*in writing*” to the City Council. The City Council may overrule the findings of the Planning Commission by a majority vote and proceed with the project. In this event the Plan “...for the area concerned shall be deemed to have been amended.” The Planning Commission should proceed to make the necessary changes in the Plan by the formal adoption procedures as described in Chapter 1.

Projects can also be approved in such a manner as to satisfy this legal procedure during consideration of related rezoning cases or the processing of plats, both of which should bear a relationship to the Comprehensive Plan. Other projects could be processed for “project review” by having the Planning Commission review the annual capital improvement program. K.S.A. 12-748(b) provides that if a project in a capital improvement program is reviewed and found to be in conformance to the Plan, then no further approval process is necessary by the Planning Commission. The concept of project review enables the City Council to make current decisions in relationship to long-range planning and still retain their final decision-making authority.

## **NEIGHBORHOOD AND PROJECT PLANS**

Because of their overall and long-range purpose, comprehensive plans tend to generalize rather than specify detailed planning proposals. As development takes place, more specific and current information is needed on which to base more detailed decisions. A regular part of the continuing planning process should be to prepare “neighborhood” and “project” plans.

Neighborhood plans may consider in detail the land use, circulation and community facility needs of part of the Planning Area, which pose unusual or difficult conditions. Such plans are particularly useful in newly developing areas to properly connect streets and utilities and in determining areas needing to be rehabilitated. They provide assistance in making decisions on

land use, zoning cases, subdivisions, annexations and capital improvement programming and facilitate a working relationship with developers and residents.

The commercial/industrial area along Broadway has been mentioned earlier in the chapters as an area that might benefit by a more detailed analysis.

Project plans are different from neighborhood plans in that they involve specific site studies for limited purposes such as an industrial park, recreation area, public buildings, etc. They are often prepared as a part of or a result of bond issues or grant applications.

Neighborhood or project plans may be prepared under the direction of the Planning Commission to assist the City Council and may be followed by approval as policy guidelines for future decisions. In their simplest format, they may consist of a drawing and a brief explanatory statement. It is very important that property owners who may be affected by such plans be involved with their preparation.

## **ZONING REGULATIONS**

City, county or joint city-county zoning regulations are the primary methods for regulating the use of land and structures in Kansas. Such regulations provide the legal method to divide an area into various zoning districts which contain compatible land uses and establish densities for residential districts. The intensity of development can thereby be related to the necessary public and private facilities and utilities. Regulations also specify the maximum height and minimum building setback lines for structures which affect the degree of open space on the zoning lot. Provisions are included to ensure an adequate number of off-street parking spaces plus regulating the extent and location of signs, accessory uses and home occupations. Zoning seeks to prevent conflicts in the use of land, depreciation of property values and undue overcrowding or congestion. It is the major tool to resolve conflicts between adjacent land uses while also guiding the overall pattern of land use development for the future. The goal of zoning should be to ensure high standards for development without unduly restricting private initiative or causing excessive development cost.

Zoning regulations in Kansas are not retroactive and, therefore, they are not effective in clearing up past mistakes except over long periods of time by the gradual demise of "lawful, nonconforming uses." This is why it is so important to adopt and enforce zoning before problems occur. In 1997, K.S.A. 12-771 was adopted by the legislature to clarify the fact that amortization of such uses was possible over a reasonable period of time. It appears this can now be done under house rule provisions.

The state zoning enabling statutes make it possible for a city to establish zoning within its boundaries and to extend such zoning extraterritorially for a maximum of three miles outside the city limits but not more than one-half the distance to another city, unless a county assumes the responsibility for such zoning in that portion of the unincorporated area. As a prerequisite, the land for adoption of extraterritorial zoning according to K.S.A. 12-715b outside the city must be included within a "comprehensive plan." Such a plan must be recommended by a city or county planning commission and approved by either the city council or the board of county commissioners. As an exemption for agricultural uses and related structures except in flood plains, cities are not authorized to adopt regulations outside the city which apply or affect " . . . any land in excess of three acres under one ownership which is used only for agricultural purposes". Cities are required to notify the board of county commissioners in writing 60 days before initiating extraterritorial zoning regulations. If a city has the extraterritorial zoning jurisdiction, then at least two of the members on the planning

commission who are required to live outside the city must still reside within the area zoned. Flood plain zoning regulations may also be extended extraterritorially by a city for three miles unless a county has assumed this responsibility.

Any city which enacts zoning regulations must create a board of zoning appeals. Cities under K.S.A. 12-759 may establish boards of three to seven members who serve staggered three or four-year terms. All members must reside in the city limits whenever the city exercises zoning in the city only but must have at least one member from outside the city for extraterritorial zoning. Such boards decide appeals from determinations of the zoning administrator and grant variances and exceptions to the zoning regulations. If approved, variances permit reductions in such standards as the maximum height of structures, building setback lines and minimum lot sizes. Exceptions allow uses in zoning districts not otherwise permitted outright; provided that such uses are specifically listed in the regulations. Exceptions in the City's Zoning Regulations are referred to as "conditional uses." The new statutes permit a planning commission to be designated concurrently as a board of zoning appeals, and Park City has chosen to do so. Any appeal from the board itself is made directly to district court.

Court tests of zoning cases are based upon the "reasonableness" of the decision. The importance of the comprehensive plan to zoning is noted in the state statutes by the fact, that any amendment, i.e., changing a zoning district classification or boundary, "*. . . if in accordance with the land use plan or the land use element of a comprehensive plan, shall be presumed to be reasonable.*"

In Sedgwick County beginning in the late '50s, the Board of County Commissioners established County zoning by request in the three-mile areas around cities. Park City was not involved with zoning at that time. Because of the overlapping boundaries created by the County's 3-mile zoning pattern, the cities of Wichita, Haysville, Mulvane and Derby in the mid-1960s entered into a "gentlemen's agreement" to recognize certain boundary lines between themselves for the administration of zoning. Eventually, this hodgepodge of zoning jurisdictions with 3-mile County zoning around eight cities, six cities with their own extraterritorial jurisdiction and one zoned township were all eliminated on January 1, 1985 by the adoption of Zoning Regulations for the Unincorporated Area of Sedgwick County, Kansas by Resolution #274-1984. Despite requests, the County has allowed no new extraterritorial zoning jurisdictions since the latter date. On March 25, 1996 a joint Wichita-Sedgwick County Unified Zoning Code was adopted.

Since the early 1960s, the regulations recognized a zoning "Area of Influence" for which the Park City Planning Commission holds hearings locally and makes recommendations on rezoning cases. The Wichita-Sedgwick County Metropolitan Planning Commission also makes an independent recommendation to the County Commissioners. An unfavorable recommendation from Park City can only be overridden by an unanimous vote of all the five County Commissioners. Such voting procedure permits the City to have a strong input to zoning decisions in lieu of the County allowing Park City or any other city in the County to have an extraterritorial zoning jurisdiction. The "Zoning Area of Influence" for the City is depicted in Figure 10-A. This Area of Influence covers about 12.8 square miles plus a 3 square mile area further north and east as an Informal Notice Area. This means that the unanimous vote of the County Commissioners is not in effect for that area. On the west and south, Park City shares overlapping areas of influence with Kechi and Bel Aire respectively.

New Zoning Regulations were adopted for the City by Ordinance No. 300-93 effective December 16, 1993. They replaced the regulations adopted by the previous Ordinance which had had several amendments. The new regulations contain eleven zoning districts which are designed to implement this Plan document. They reflect the mandated changes in state statutes which became effective January 1, 1992. Local aesthetic standards for residential-

design manufactured homes which were mandated by statute in all single-family zoning districts are included in Ordinance 252-92. Some aesthetic standards are included by way of screening and landscaping plans. An agricultural district was created as an interim zone following annexation and to accommodate rural densities and farmland. The existing flood plain regulations have been made a part of the zoning regulations for convenient reference. The Planning Commission should keep the Zoning Regulations up-to-date by way of an annual review.

When a city adopts new zoning regulations or makes revisions thereto, it is acting in a "legislative capacity". When holding a hearing and deliberating on a zoning request for a specific parcel of land, planning commissions in Kansas since 1978 have been required to act in a "quasi-judicial" manner. This means that the City Planning Commission must make its recommendations based on findings of evidence and an issue oriented analysis in order to prevent arbitrary and capricious rezoning decisions. The City Council is held to the same standards and, thus, if it deems it desirable to differ or amend the recommendation of the Planning Commission then it must determine its own findings and analysis for its decision. In any event, the governing body ". . . shall establish in its zoning regulations the matters to be considered when approving or disapproving a zoning request . . ." according to K.S.A. 12-757(a), i.e., the factors on which rezoning decisions are determined. The Kansas Supreme Court has also determined that an analysis of such factors is appropriate in the review of special uses which if approved within a zoning district may be subject to "reasonable" conditions.

## **SUBDIVISION REGULATIONS**

Land subdivision regulations are another important method of controlling the development of an area. They are effective in setting standards for the arrangement and design of streets, utility easements, lots, size of blocks, open space, installation of public improvements and proper drainage. Such regulations also provide a working arrangement between governmental bodies and developers to reserve sites for future public facilities and to guarantee the installation of public improvements.

As required by K.S.A. 12-749, cities must first adopt a "comprehensive plan" before proceeding to adopt subdivision regulations within or outside their city limits. These may be extended extraterritorially for a distance up to three miles from the city limits, but not more than one-half the distance to another city having such regulations. Counties may adopt subdivision regulations for all or part of the unincorporated area. If both a city and county want jurisdiction in the same 3-mile area, a joint city-county subdivision committee composed of planning commission members from both entities must be formed to administer such regulations as may be mutually agreed upon. Although Park City is eligible to form such a joint committee, it is considered to be a very cumbersome method and rarely used in the state.

The County originally adopted subdivision regulations in 1968. They were and are still known as the "Subdivision Regulations of the Wichita-Sedgwick County Metropolitan Area Planning Commission" or simply, "MAPC Subdivision Regulations". Their jurisdiction covers all of the City of Wichita and the unincorporated area except for extraterritorial city control around Derby, Haysville, Mulvane and Valley Center. The latter jurisdictions were permitted in the early '60s and continue to this day. The County has disapproved all city requests to add any more extraterritorial jurisdiction. In 1997, amendments were added which eliminated exemptions that had created proliferation of unplatted five-acre tracts throughout the unincorporated area.

Subdivision Regulations were initially adopted by City Ordinance No. 127-84 on September 28, 1982 and revised and adopted by Ordinance No. 551-2001. The regulations provide design criteria for public improvements and methods for guaranteeing their installation. Procedures and standards are included for sketch plans, preliminary and final plats and plats for small tracts. Vacation procedures for plats, streets, alleys, easements, access controls, setbacks and "other public reservations" include a recommendation from the Planning Commission before final consideration by the City Council.

## **ANNEXATION**

Annexation policies are another tool in how plans are implemented. Extensive revisions to the state statutes on annexation procedures were adopted by the 1987 Legislature as amendments to K.S.A. 12-519 *et seq.* The changes created a much more lengthy process for unilateral annexation by a city as distinguished from the petition or consent arrangement with a cooperating property owner. The latter methods are still possible and far less time consuming and complex.

Six conditions exist under which a city can unilaterally annex land. Adjoining platted areas of unlimited size are the most eligible. Limitations exist on unplatted land over 21 acres in size and unplatted agricultural land of 21 acres or more must have the consent of the owner. If the land does not meet one or more of the six conditions, the board of county commissioners can be requested to consider the matter at a quasi-judicial hearing and make findings from a list of 14 factors. The board must find by a preponderance of evidence that manifest injury would result to property owners before an annexation request may be denied. "Island" annexations not involving city owned property must still be approved by the county commissioners even if the landowner consents. Island annexations of city owned property may be easily annexed by a city without a formal hearing.

Extensive notification for unilateral annexations is now required to public agencies in the area beginning annexed. In Park City's case this would be the regional planning commissions having "jurisdiction." Presumably the latter means "planning jurisdiction" and in the case of Park City would involve the Wichita-Sedgwick County Metropolitan Area Planning Commission. The planning commissions so designated shall review the proposed annexation and make a finding of its compatibility or incompatibility with any adopted land use or comprehensive plan.

In planning for an orderly, unilateral annexation approach so that in time the appropriate public facilities and services will be available when needed, a "plan" is required of the city as to the extent, financing and timetable for such improvements. The plan shall be in ". . . sufficient detail to provide a reasonable person with a full and complete understanding of the intentions of the city for . . . each major municipal service . . ." A procedure for "vacating the boundary", i.e., de-annexation of land is established whereby the county commissioners are required to hold a hearing five years after an annexation to determine if services have been provided as promised. The land may be ordered to be de-annexed by the county if services have not been provided within two and one-half years following the hearing.

*Annexation in Kansas* is an extensive manual concerning the annexation powers and duties of cities which has been published by the League of Kansas Municipalities. Samples of plans for extensions of municipal services and various procedural forms are provided.

Park City has an informal agreement with Kechi and a formal agreement with Valley Center and Wichita for a dividing line between their annexation interests. Park City's desire is to continue to expand the city limits.

Basic to a city's annexation policy is not extending utilities or other services outside the city limits unless annexation takes place or a written agreement is signed between the city and the property owner agreeing not to oppose annexation in the future. Annexing land after development takes place can be very difficult and costly without such an agreement. Following such policies is important to the future tax base and to the orderly installation of streets and utilities. Park City has adopted such a policy.

## **CONSTRUCTION AND ENVIRONMENTAL CODES**

Although subdivision and zoning regulations are very important implementing methods, they do not provide standards for the quality of construction or for housing and sanitary conditions. This can best be accomplished through the adoption of various construction and environmental codes by a city. State Statutes do not permit cities to adopt such codes for extraterritorial areas. Counties, however, can adopt such codes for all the unincorporated area or for a three mile area around a city. Counties may also adopt a city's codes by reference for the three mile area around the city and cities can adopt county codes by reference for the city area. Either a city or county may perform the administrative inspection functions in a city or in the area outside by joint agreement.

A detailed description of such codes relative to housing conditions is presented in Chapter 4. These codes are important to upgrade and maintain the housing inventory and provide methods to rehabilitate blighted conditions, particularly in view of the increasing difficulty of securing state or federal monies for such undertakings. Park City has adopted for the City by reference a number of construction codes which are model national codes. There are many technical aspects to administering these codes and training is needed on a continuing basis for the designated inspector, since new materials and methods are constantly being introduced. Local advisory committees composed of citizens and technicians in the construction field are used to decide appeals in the event of unusual hardship circumstances caused inadvertently by code enforcement. The City passed a structure code that addresses the issue of maintaining houses in a livable condition. The code also addresses the appearance of houses and general upkeep.

## **INTERGOVERNMENTAL COOPERATION**

Many opportunities exist for plan implementation through intergovernmental cooperation. Such joint undertakings often reduce the cost of singularly providing a facility or service, but also improve the quality and/or make possible something that was not economically feasible on an individual basis. Implementing plan proposals by cooperative methods become a matter of evaluating each project initially to determine if a better project could be achieved at equal or less cost through a city or county or regional combined effort. Some state and federal grant programs require various degrees of joint cooperation in order to be eligible and some provide added financial incentives.

The principal cooperation law is K.S.A. 12-2901 et seq., commonly referred to as the Interlocal Cooperation Act. It authorized cooperation between public agencies and private groups for specific public improvements and services. Whereas the Act does not grant any new powers to local governmental units, it permits them to select the function and exercise authority already possessed with one or more other local governments for a common end. The Act does require

that certain provisions be included in a written agreement and that the Attorney General determine whether the agreement is in proper form. To assist in preparing such documents, the League in February 1974 assembled a guide for local officials entitled, "Interlocal Agreements and Contracts". It is a handy reference on the subject and contains examples of existing agreements in the State.

## **ECONOMIC DEVELOPMENT**

Part of implementing the Plan for the Park City Planning Area is the attention given to a viable economic development program. To attain this goal, economic development should be viewed in its broadest concept. Not only is it a matter of trying to attract new and expanding existing business, but also to promote other types of economic activities as well. Even further, it is necessary to maintain a constant effort to see that adequate energy sources and utilities are available now and will continue to be in the future; to ensure that workers are adequately housed and that the potential exists to meet the housing needs of new businesses; to maintain and improve the transportation system; and to encourage the cultural and recreational activities which interest young people and continue to promote enjoyable family life.

This Plan document contains ideas that promote or support various economic development activities. Communities that are most successful in achieving such efforts are those who utilize the most effective organizational structure. Such promotional activities take place at many levels -- city, county, region, state and national -- and are carried out by both private and public groups. Each organizational level has a function to perform and each supplements and reinforces the other. Success at the local level entails the ability to harness the technical services and funding sources available at the county, regional, state and federal levels. Examples of such resource groups include the South Central Kansas Economic Development District, the Kansas Department of Commerce & Housing and the K.S.U. Cooperative Extension Service.

Locally fragmented and undefined roles lead to frustration and lack of results. Continuing effort is needed to maintain a clear understanding of the role and goals of local economic development entities so that an effective coordinating structure is available to better utilize outside resources and to promote the best interests of the area. A separate group other than the Planning Commission best carries on the function of economic development on an organized promotional basis. The City Council in 1995 created a combined Economic Development and Planning Director for the community to oversee a community wide economic development effort. A community effort must include local groups such as the Chamber of Commerce. The Planning Commission itself could be of assistance by actively working to obtain the necessary utilities for a business or industrial tract or to help prepare grant applications. Whereas there are various reasons for promoting economic development, an overriding interest from the community's standpoint would be to broaden the tax base.

Under K.S.A. 12-1617(h), cities are authorized to levy a property tax annually "*...for the purpose of creating a fund to be used in securing industries or manufacturing institutions for such city or near its environs...*" The proposed levy must be initially approved by the voters at a referendum, may not exceed one mill and is not subject to the property tax lid. Monies may also be expended from the general fund; however, they would be subject to the tax lid. Because of the highly competitive nature of economic development programs, such funding may be necessary for a successful effort. Additional legislation for improving a city's capacity for development may be found in a publication by the Kansas Department of Commerce & Housing entitled, "Kansas Economic Development Statutes", dated October 1981.

## **GRANT PROGRAMS**

The availability of grant money from higher levels of government has become considerably limited in the past year. Whereas eligibility requirements in past years had changed so that more programs were available to smaller entities, it is not foreseeable at this point as to the extent, type and requirements for such grants. Some grants are already committed and others being phased out. Neither the state nor federal government appears to have what might be called an “urban policy”, which would provide direction in grant program activity. In any program, the advantages of outside funding should be weighed against the local overhead of administration and standards required.

Assistance on grant programs is available through such groups as the South Central Kansas Economic Development District, the K.S.U. Cooperative Extension Service, the Kansas Department of Commerce & Housing and from various functional agencies at the regional and state level. This does not preclude the need, however, for designating at the city level who is responsible for monitoring the availability of grants and who prepares and follows-up on applications. This suggests that a recognized local communicative system is necessary to gain the most in working with regional, state and federal agencies. Competition is strong in this field and some cities have employed full-time “grants men” or private firms to assist in this process. The Sedgwick County Board of Commissioners carries a significant burden in maintaining the necessary contacts, appointments and memberships with and financing for regional organizations on behalf of the cities and the rural area.

When a valid local need is recognized, those who succeed in securing grants develop a sense of timing, perception, knowledge of the requirements, and, most important, have the data ready when the appropriate time arises. Patience is a virtue in this activity and “if at first you don’t succeed--try, try again” is a motto to keep in mind. Experience gained from each grant application becomes an accumulative value over the years in an effort to return state and federal tax monies back to local use.

Proposals made in comprehensive plans have often served to provide ideas for grant applications. This Plan document provides basic data often requested for preparation of the application and may provide the eligibility requirements. To assist the City Council, the Planning Commission should review this Plan periodically to recommend projects for which appropriate grant funding might be sought.

## **CAPITAL IMPROVEMENTS PROGRAMMING**

With the growing complexity of financing and constructing public improvement projects, it is important that a city establish some procedures for making such determinations in an efficient manner. Such a process is referred to as capital improvements programming. The resulting program or “CIP” is a long-range financial plan covering a period of perhaps five years plus the current year. This establishes the priority, timing, cost estimates and sources of funding for public physical improvements. It does not deal with annual recurring operating expenses except to note the effect, which a new facility may have on future operating budgets, e.g., a park or a sewer system. The first year of the program is more clearly defined, costed and timed and is adopted as the city’s capital improvement budget along with the annual operating budget.

A significant function of the CIP is to coordinate the sequence of financing and construction of a project that may involve joint funding between city, county, state and federal agencies plus private organizations. The anticipated use of state or federal funds may necessitate scheduling ahead for several years. The use of a CIP is an effective way of guiding the direction and timing

of growth and is especially useful in relation to the State law requirements for annexations referred to in a previous section of this chapter.

A useful booklet on this subject has been prepared by the League of Kansas Municipalities entitled, "A Guide for Capital Improvements Programming and Budgeting". This guide was first published in 1969 and periodically updated to the present edition of November 1975. The advantages of CIPs were cited as:

- To help focus attention on community goals.
- To encourage citizen interest and participation.
- To improve basis of intergovernmental cooperation.
- To inform interest groups.
- To improve departmental (ed. staff) administration.
- To increase capability of utilizing various federal (e.g. state and county) matching funds programs.
- To improve project implementation.
- To stabilize financial programs.

The Planning Commission normally assists the City Council in preparing the CIP and evaluates each project as to its conformance to the Comprehensive Plan. This procedure serves as the Planning Commission's "project review" for such items as provided for in K.S.A. 12-704a. As part of this process, a public hearing could be held for citizens and a method provided for other governmental units to comment upon the CIP proposals.

While there are a number of exceptions to this rule, it is sufficient for general financial planning purposes to say that under State law the general obligation of the city-at-large (G.O. debt) and special assessment debt combined may not exceed 25% of the total assessed tangible valuations. Bonds issued for general sewer work and revenue bonds are outside the debt limitations. Various financing methods used for CIP projects include:

General fund, general obligation bonds, utility revenue bonds, special assessments, trust funds, federal revenue sharing, federal and state grant programs and private contributions.

An example of the contents, which might be included in a CIP, is illustrated in Table 10-A below:

**TABLE 10-A. SAMPLE CAPITAL IMPROVEMENT PROGRAM**

Project Description	Project Year			Project Cost	Method of Financing
	1994	1997	1998		
Land Acquisition	X			\$30,000	G.O./Grant
Park Development		X		60,000	G.O./Fed. Grant
Swimming Pool			X	180,000	G.O

As of June 30, 2008, the general obligation debt of the City was \$28,900,000. This includes thirteen bond issues and six additional issues of Temporary Notes for sewer, water and street improvements.

As of March 31, 2008, Park City had an estimated assessed valuation of \$58,454,131. Using the current state bond indebtedness capacity formula of 30% the City can issue up to \$17,536,239 in General Obligation Bonds. As of that date the City had \$28,900,000 in General Obligation bonds outstanding, of which \$17,945,899 was statutorily exempt from the city's total because they were associated with sewer and water projects. This leaves \$6,582,138 worth of debt that counts against the city's bonding capacity. After this formula the City of Park City would have the additional debt capacity of \$6,582,138.

As of the end of 2007 Park City estimated assessed valuation at \$50,921,651. Therefore the City is capable of issuing \$15,276,495 in General Obligation Bonds. Park City had General Obligation debt of \$5,623,504. This worked out to \$720.96 per capita based on a population of 7,800.

The City of Park City and the City of Bel Aire, Kansas have created the Chisholm Creek Utility Authority (C.C.U.A.) under an Interlocal Cooperation Agreement. The Authority has financed the acquisition and construction of the water and wastewater treatment facilities located in Park City, Kansas. Park City and Bel Aire have entered into long term agreements under which the Cities will receive water and wastewater services and pay for such services, including amounts sufficient to service the debt incurred and any future debt by the Authority for the Authority Project. C.C.U.A. anticipates issuing additional debt in the future to pay for additional equipment needs of the Authority, and is exploring other projects that may be beneficial to the cities.

The City's mill levy has remained steady from 1993 through 2008 with minor fluctuations. Approximately three mills were assessed in 2001 to fund a city library after the increase had been approved by a vote of the residents of Park City. The major reason for the steady mill levy has been growth. From the Questionnaire, 68% of the respondents thought that the city tax levy "was adequate", 8% "inadequate" and 24% "don't know".

The City should always be cautious in assisting developers in special assessments for improvements and Resolution Number 300-98 has been developed as a policy guideline. On top of this situation will be the future requests for improvements, which may be anticipated from annexing rural subdivisions wherein urban improvements have not, been installed in the past. A capital improvement program is the management tool necessary to carry out an orderly financial program. A feature of good municipal management is to maintain a continuing effort to keep the facilities up-to-date and not to fluctuate too greatly in the status of the mill levy for indebtedness. Potential CIP items are referred to in the chapters on Community Facilities and Transportation. The ability of the City to reach the population potential that is forecasted for this Plan may depend more upon the capability to finance improvements than upon the market demand for housing. A long-range CIP will be an essential Plan Implementation tool.