

# HAYSVILLE PLANNING COMMISSION

## AGENDA

FEBRUARY 13, 2014

7:00 P.M., MUNICIPAL BUILDING, 200 W. GRAND

**I. Call to Order**

**II. Minutes**

A. *Minutes of January 23, 2014*

**III. New Business**

A. *Introduction of New Planning Commission Members*

B. *Review of Tracy Electric Second Edition Final Plat*

C. *Discussion of the South Broadway and South Meridian Corridors*

D. *Revisions to the Comprehensive Plan*

E. *Draft of Bylaws Change*

F. *Bikeville*

**IV. Old Business**

**V. Correspondence and Informational Reading**

**VI. Committee Updates**

**VII. Off Agenda**

**VIII. Adjournment**

**Haysville Planning Commission  
Minutes  
January 23, 2014**

The regular Planning Commission Meeting was called to order by Chairperson Tim Aziere at 7:03 p.m. in the Council Chambers, located in the Haysville Municipal Building, 200 West Grand Avenue.

Those members present were: Tim Aziere, Debbie Coleman, Ron Page, Janet Parton, and Bob Wethington.

Chairperson Tim Aziere presented for approval the Minutes of January 9, 2014.

Motion by Parton - Second by Page

I move to approve the minutes as presented.

Aziere yea, Coleman yea, Page yea, Parton yea, and Wethington yea.

Motion declared carried.

Under New Business Aziere presented the Review of the Comprehensive Plan. Aziere questioned the annexation status of 55<sup>th</sup> and Meridian. McHatton said he would speak with Will and the Mayor to see what their goals were. Aziere asked why the South Meridian Corridor Goals and Objectives were left blank. McHatton requested direction from the Commission. A discussion revealed a majority of the Planning Commission, had not seen both the South Broadway and South Meridian Corridors. McHatton said he would get copies sent out to the Commission. A general discussion followed, and a few minor changes were noted. A consensus was reached to approve the Comprehensive Plan contingent upon the changes.

Motion by Page - Second by Parton

I'd move for acceptance of the 2014 Comprehensive Plan, contingent upon the changes discussed and noted.

Aziere yea, Coleman yea, Page yea, Parton yea, and Wethington yea.

Motion declared carried.

Chairperson Tim Aziere presented the Review of Zoning Code Update.

McHatton asked if the Commissioners had any changes to the Zoning Code. There were none at the time, but the Commissioners said they would continue to review.

Chairperson Tim Aziere presented Discussion of Bylaws Change.

Aziere asked if the change was drafted. McHatton stated he was unclear on whether the Commission still wanted to pursue the changes. The confusion stemmed from the last Meeting where Alison McKenney Brown informed the Commission that it was a policy decision, and not just a simple motion from the Commission. McHatton said he would draft the proposed changes, and would have it for the next Commission meeting.

There was nothing under Old Business.

There was nothing under Correspondence and Informational Reading.

Chairperson Tim Aziere asked if there were any Committee updates.

Vice Chairperson Parton stated the BZA held its first quarterly meeting of the year. McHatton noted that Phil Harris had been added to the BZA, and the Board now had a complete roster.

Coleman discussed HFI's billboard placement around the City of Wichita. The newest billboard promoting Haysville's growth was placed off Kellogg near Rusty Eck Ford.

Chairperson Tim Aziere asked for any Off Agenda items. There were none.

Chairperson Tim Aziere presented for approval Adjournment.

Motion by Parton - Second by Wethington

Move to adjourn.

Aziere yea, Coleman yea, Page yea, Parton yea, and Wethington yea.

Motion declared carried.

The meeting of the Haysville Planning Commission adjourned at 8:23 p.m.

## **HAYSVILLE PLANNING COMMISSION NEW MEMBERS**

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### **BILL HANCOCK**

7845 S. HILLSIDE ST.  
AREA OF INFLUENCE

Former Planning Commission Chair Person / Late 1970's  
Former City Council Member / Late 1970's  
Former Sedgwick County Commissioner / 1989 – 2000  
B.S. Fort Hays State University

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### **JOE HOLUB**

405 MIMOSA  
WARD I

Former Planning Commissioner / Early 1980's  
Former City Council Member / 2004 – 2008  
B.S. – Civil/Mechanical Engineering – Wichita State University

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### **CLAY RANDEL**

1206 E. GRAND AVE  
WARD II

Former Water/Wastewater Department Head / Ark City / 19 Years  
Currently works for KDHE in Wichita.  
Just moved to Haysville!!  
B.S. – K-State - Environmental Science/Fisheries  
Secondary Degree in Natural Resources

# Tracy Electric South Lot Addition

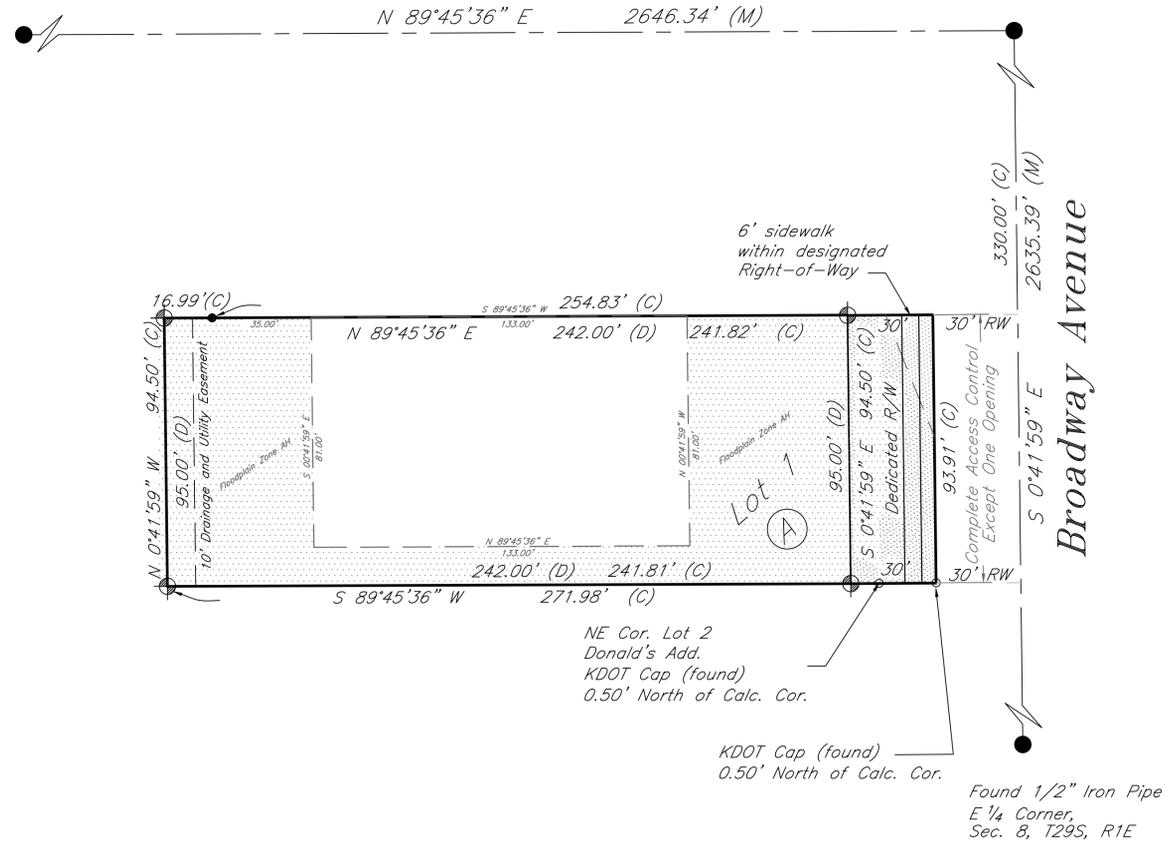
## Sedgwick County, Kansas

Part of the NE 1/4, Section 8, Township 29 South, Range 1 East of the 6th. P.M.

Found Punched Hole in  
Bridge Deck  
N 1/4 Corner,  
Sec. 8, T29S, R1E

### 79th Street South

Found 1/2" Iron Pipe  
NE Corner,  
Sec. 8, T29S, R1E



- Legend:**
- 5/8" Rebar (found) KEMPA CLS #157
  - ◆ 5/8" Rebar (set) KEMPA CLS #157
  - KDOT Cap (found)
  - FEMA Floodplain ZONE AH
  - (D) Deeded
  - (C) Calculated
  - (M) Measured

**Pad Elev.:**  
Minimum Pad Elevation is 1255.5 (NAVD88)

**Benchmark:**  
Northwest corner of telephone box pad at the Northwest corner of the intersection of Broadway and 79th Street South.  
Elevation=1255.55 (NAVD88)

State of Kansas )  
County of Sedgwick ) SS

State of Kansas )  
City of Haysville ) SS

I, Bradley C. Ward, a licensed land surveyor of the State of Kansas, do hereby certify that the following described tract of land was surveyed on the 23th day of June, 2012, and the accompanying final plat prepared and that all the monuments shown herein actually exist and their positions are correctly shown to the best of my knowledge and belief.

The title evidence of the land included in this plat has been reviewed by me and the plat approved this \_\_\_\_ day of \_\_\_\_\_, 2014.

Alison McKenney Brown, City Attorney

**LEGAL DESCRIPTION**

A tract of land generally located in the Northeast 1/4 of Section 8, Township 29 South, Range 1 East, of the 6th Principal Meridian, Sedgwick County, Kansas, being more particularly described as Beginning at a point on the East line of said Northeast 1/4, said point being 330 feet South of the Northeast Corner of said Northeast 1/4; thence West, parallel with the North line of said Northeast 1/4, a distance of 302.00 feet; thence South, parallel with the East line of said Northeast 1/4, a distance of 95.00 feet, to the North line of Donald's Addition; thence East, parallel with the North line of said Northeast 1/4 and on the North line of Donald's Addition, a distance of 302.00 feet to the East line of said Northeast 1/4; thence North, to the Point of Beginning, EXCEPT the East 30 feet thereof for right-of-way.

State of Kansas )  
City of Haysville ) SS

This plat approved and all dedications shown hereon, if any, are accepted by the City Council of the City of Haysville, Kansas, this \_\_\_\_ day of \_\_\_\_\_, 2014.

At the Direction of the City Council

Bruce Armstrong, Mayor

Janie Cox, City Clerk

Bradley C. Ward, L.S. #920 Date  
Not original unless signed in blue ink.

State of Kansas )  
County of Sedgwick )

State of Kansas )  
County of Sedgwick ) SS

This plat approved and all dedications shown hereon, if any, are accepted by the Board of County Commissioners of Sedgwick County, Kansas, this \_\_\_\_ day of \_\_\_\_\_, 2014.

At the Direction of the County Commission

Dave Unruh, Chair

ATTEST:

Kelly B. Arnold, County Clerk

Entered on transfer record this \_\_\_\_ day of \_\_\_\_\_, 2014.

Kelly B. Arnold, County Clerk

State of Kansas )  
County of Sedgwick ) SS

By: Michael Tracy, Owner Date

This is to certify that this plat has been filed for record in the Office of the Register of Deeds this \_\_\_\_ day of \_\_\_\_\_, 2014 at \_\_\_\_ o'clock \_\_\_\_ M; and is duly recorded.

Bill Meek, Register of Deeds

Tonya Buckingham, Deputy

This instrument was acknowledged before me on this \_\_\_\_ day of \_\_\_\_\_, 2014, by Michael Tracy, Owner.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day last above written.

Reviewed in accordance with K.S.A. 58-2005 on this \_\_\_\_ day of \_\_\_\_\_, 2014.

Notary Public

My Commission Expires: \_\_\_\_\_

State of Kansas )  
City of Haysville ) SS

Tricia L. Robello, L.S. #1246  
Deputy County Surveyor  
Sedgwick County, Kansas

This plat of Tracy Electric South Lot Addition, Sedgwick County, Kansas, has been submitted to and approved by the Haysville Planning Commission, Haysville, Kansas, and is hereby transmitted to the City Council of the City of Haysville, Kansas, with recommendation that such plat be approved as proposed. Dated this day of \_\_\_\_\_, 2014. Haysville Planning Commission.

Tim Aziere, Chair

Zach McHatton, Secretary



**KEMILLER**  
ENGINEERING PA  
117 E. Lewis, Wichita, KS 67202 (316)264-0242



**CITY OF HAYSVILLE, KANSAS  
COMPREHENSIVE PLAN**

**PREPARED BY THE  
HAYSVILLE PLANNING COMMISSION**

**WITH ASSISTANCE BY  
CITY STAFF**

*JANUARY 2014*

*Leading the Way Today to a Better  
Tomorrow*

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# EXISTING CONDITIONS AND ISSUES

## INTRODUCTION

The purpose of this section is to summarize technical reports that address current service and facility needs, existing trends in the community, and future growth projections. These technical reports, along with public input, serve as the foundation for the plan.

Information on topics such as population, land use, transportation, water, fire and law enforcement are presented on the following pages of this section. Also presented are key planning considerations for each topic area. Thus, the questions - where is the community currently and what issues need to be addressed in the future - are answered.

## POPULATION

Haysville has had an irregular rate of growth over the last 40 years, sometimes growing very rapidly and other times barely growing at all. However, Haysville has never experienced a decline in population from one decade to another.

The 2000 Census indicated Haysville grew from 8,364 in 1990 to 8,502 in 2000. This is a growth rate of 0.16%. Unfortunately, Haysville suffered severe damage to its housing stock when a tornado struck on May 3, 1999. Prior to the tornado, Haysville's estimated population was 9,202. The July 1, 2013 Kansas Certified Population confirms the current population to be 10,951. This is a growth rate of 1.1% from the 2010 census. This population is contained within 4.5 square miles.

The amount of residential construction in Haysville since 2000 clearly indicates dramatic growth in Haysville. Using building permit information, the Wichita-Sedgwick County Metropolitan Area Planning Department estimates the 2035 population of Haysville at 16,700, a 1.95% growth rate.

~~It appears that basing Haysville's future population projections upon past trends only would yield unrealistic results. The City's philosophy concerning future growth has taken a somewhat aggressive stance and, in addition to the recruiting of new business and industry, the City has positive feelings concerning the annexation of developable land. In migration and annexation are the prime components that will govern the speed of future growth of Haysville.~~

## **ECONOMY OF THE AREA**

Haysville is dominated by lower-density residential land uses. It is recognized that this concentration of lower-density housing is an appealing factor for many existing and potential new residents of Haysville. In recent years higher density housing has been developed, providing additional housing options for a wider range of income levels.

A crucial part of future community planning will be to balance the needs for higher-density housing with the character of the existing community. Higher-density housing must be planned so as to blend with existing developments and not adversely affect existing property values or alter the character of the community.

Haysville is most interested in recruiting new business and industry into its community. It has never had to be a so-called self-supporting community because many of its residents work in nearby Wichita and do not have to depend on local sources for many goods and services. However, the City is determined to broaden its economic base by providing desirable sites for new business enterprises.

One of the most effective methods of promoting economic development is to make very clear to prospective business and industry the land use regulations and permit procedures that are enforced by the City. Through this kind of leadership by City Officials, the personal communication of the City's intentions for working with prospective industries to assist with site selection will enhance the chances of choosing a site in Haysville for their business activities. The long term result of these leadership efforts will be the creation of jobs and the continued growth in population necessary to provide a broad base of public services for all of the City's residents.

## PHYSICAL FACTORS THAT AFFECT GROWTH AND DEVELOPMENT

Physical features of a community, both natural and manmade, have a significant impact on development. Natural characteristics, such as climate, terrain, soil, and water, as well as manmade features, such as airports and highways, present both opportunities and constraints for development. For example, the terrain in Haysville is relatively flat, which allows for construction at minimum cost. However, several areas within the City have constraints that combine to restrict or prohibit urban development. Six of these local constraints are identified and discussed below:

*Ridgelines* - Ridgelines are elevated land areas separating natural drainage basins. Ridgelines primarily impact the development of public sewer facilities. If a sewer line must cross a ridgeline, the sewage may need to be pumped or forced over the ridgeline, which adds to the cost of the project.

*High Water table* - In Haysville and its Planning Area, water table levels range from a few feet below the surface along the river valleys to more than 50 feet below the surface in upland areas. If groundwater is very close to the surface (generally within six feet), it affects the development of sewer systems and buildings with basements. High water table areas in Sedgwick County can be found primarily along the Arkansas River Valley and the Ninnescah River Valley.

*Floodplains* - The Federal Emergency Management Agency (FEMA) has identified areas throughout the County that are prone to flooding (generally low, flat areas close to rivers or creeks). FEMA has continued work on the digitalization and remapping of communities, including Haysville. This work has also included in-depth studies of water movement. Floodplains and other wetlands provide habitat for local as well as migratory wildlife. Fourteen species of wildlife in Sedgwick County are protected, including the eastern spotted skunk and the speckled chub. Any development within these flood prone areas is subject to FEMA regulations and possibly other federal reviews and permits. Floodplains are often considered ideal sites for parkways, open space, or nature preserves because of their diverse vegetation, endangered wildlife, and natural beauty.

*Wichita-Valley Center Floodway* - The Wichita-Valley Center Floodway provides flood protection for the Arkansas River. Crossing the Floodway with utilities requires special permitting and additional considerations. Utility crossings have already been established along Seneca Street and Broadway (US-81).

*Groundwater Contamination* - The Kansas Department of Health and Environment has identified specific areas in Sedgwick County with groundwater pollution problems. Groundwater problems are due to a history of unregulated disposal of certain industrial solvents and wastes, agricultural compounds and other production materials now known to be hazardous. The required cleanup of these areas can be costly, thus affecting existing land use and future redevelopment potential of contaminated areas. Most of these areas are either under study or being cleaned up by private property owners or state and federal agencies.

*US-81 and KTA* - The existence of US-81 and the Kansas Turnpike Authority and the access they provide to Wichita have a strong impact on Haysville's development. *The construction of the Kansas Star Casino in Sumner County (Mulvane) has likely increased the impact on Haysville's development in the South Broadway Corridor. Preliminary data also suggests that additional routes are facing increased traffic, creating the need to monitor areas once believed outside of the growth timeframe of this plan.*

## **LAND USE AND GROWTH**

The Haysville Planning Area contains 48 square miles of land which is used for a variety of land use activities. These activities range from agricultural uses to industrial uses.

Suburban development in the Planning Area has generally consisted of unplatted tracts and lots in the range of 1 to 20 acres in size. Generally this precludes continued agricultural use. This type of development, if not properly located, can impact future urban growth patterns and removes prime agricultural land.

The Comprehensive Plan should not only address the direction and timing of growth, but also must consider the pattern and quality of future land use. Patterns, intensities, and standards for land development are regulated by subdivision and zoning regulations. Undeveloped land is zoned for appropriate land uses and then subdivided into lots. Land use conflicts and impacts are supposed to be minimized or prevented through this process. For instance, residential land uses should be protected from industrial use by distance or buffers of intermediate intensity. Impacts generated by various land uses, such as traffic generation, are minimized by the regulation of intensity and the location of a development so that traffic does not congest the streets serving a development. Zoning districts vary by ranges of allowable intensities of residential, commercial, and industrial land uses.

## **PLANNING CONSIDERATIONS**

1. Sizable tracts of presently undeveloped and unincorporated land are needed to accommodate Haysville's anticipated Year 2035 population. Future land use decisions should consider impacts to municipal financing, community resources, unique natural areas and the demand for water, sanitary sewer and transportation improvements.
2. In the future, development of additional employment opportunities in Haysville will provide a more balanced Community relative to jobs and housing.
3. Directing urban growth away from prime agricultural land and discouraging large lot rural residential development could work together to preserve the economic benefits of agriculture and the rural landscape in the Planning Area. Another tool for achieving this would be the requirement for rural residential development to be clustered on small portions of farm acreage.

4. Urban design and land use location guidelines could be used as a systematic guide to evaluate the location, pattern, intensity, and aesthetics of new development. Keyed to the impact of the automobile, location criteria can guide land use decisions to appropriate locations of intersections and along streets in the street network hierarchy. Design criteria can recommend appropriate intensities of land use, and location criteria takes into account the natural environment and surrounding development factors.

## TRANSPORTATION

The availability of transportation facilities is key to maintaining and enhancing the mobility that residents of Haysville and the Planning Area currently enjoy. Our ability to travel to and from Wichita, throughout Sedgwick County and to destinations in nearby Counties is affected by the types of streets and highways that make up the overall roadway system.

### ROADWAYS

On a daily basis, no other transportation system impacts the citizens of the Planning Area more than the network of residential streets, streets serving schools, businesses and offices, collector streets, arterial roadways, US Highway 81 and the Kansas Turnpike Authority. Within the overall Planning Area, the network of roads is built around a grid system of section line roads. The key transportation links are US-81 and the KTA, which connect Haysville with Wichita and the Metropolitan Area's interstate freeways (I-35, I-135 and I-235).

Even though the commuting time is relatively short, the current roadway system will require future improvements.

### BICYCLE FACILITIES

The people of Haysville currently enjoy over 5 miles of bicycle paths (i.e., those that are completely separated from vehicular traffic). These include the Timberlane Bike Path, Nelson Bike Path, Historic Bike Path, Orchard Acres Bike Path, North Main Bike Path, Pear Tree Bike Path and Old Oaks Path.

Increased levels of bicycling and walking transportation will not only result in significant personal benefits to the citizens of Haysville in terms of health and physical fitness, but benefits would also be realized for the environment and the community's general transportation system. Replacing automobile trips with non-motorized and non-polluting bicycling or walking trips would reduce pollution from vehicle exhaust. Development of bicycle and/or pedestrian paths also can yield recreational, educational and aesthetic benefits. Efforts to facilitate bicycling and walking can also result in the development of a travel option for those persons who choose not to drive for some of their trips and for those persons who are too young or unable to drive an automobile.

## PLANNING CONSIDERATIONS

1. The transportation network must operate in a manner that maximizes public safety and convenience and does not impose upon the

enjoyment of private property. In order to accomplish this, it is important that appropriate designs and regulations are developed (i.e., landscaped boulevards, major street setbacks, bike path reserves, etc.). Furthermore, it is critical that transportation system planning mesh with long-range land use planning efforts to create a cost-effective and efficient transportation network for the total community.

2. *The transportation network must operate in a manner that is cost effective, efficient, multi-modal, and in which creates links between local jurisdictions within the metropolitan area to benefit the region as a whole. Establishing vital links between the small communities will create economic development opportunities and allow for the utilization of increased multi-modal miles available to Haysville's residents.*
3. As Haysville, Wichita, other small communities, and rural Sedgwick County grow, it will become vital to provide effective transportation alternatives besides the automobile. Environmental factors (i.e. air quality), population and employment characteristics, and the location of employment centers, residential areas, and recreation areas in relation to one another will require a strong look at transportation alternatives in order to enhance the mobility of all segments of the community. The economics of auto travel in the future may force a greater percentage of people to rely on such alternatives.
4. The presence of an effective bicycle path system creates the opportunity for recreational activity and alternative transportation. The desire for a complete system will require: including new bike trails in the Capital Improvements Program; monitoring road improvements to include sidewalks, paved shoulders, or wide curb lanes; and continual review of the route system and bicycle plan.
5. As the population of Haysville ages, the need for *safe and* accessible transportation increases. *This includes retrofitting existing sidewalks and multi-use paths with ADA compliant ramps and replacing areas to meet incline/decline recommendations. Consideration also needs to be given for marked pedestrian crossings or light controlled crossings, based upon street widths and traffic volumes.*

## **WATER**

The City of Haysville Water Utility serves Haysville residents and various private individuals and business in unincorporated areas of Sedgwick County. Haysville's water supply consists of six wells. Of these water wells, the City currently uses five wells.

The City has one elevated water *storage* tower near Meridian and Grand Avenue, five active ground water wells, 1.1 million gallons of ground storage, and a duplex high service pump station. The high service pump station located near the original treatment facility pumps the treated water to the water tower and into the distribution system.

There is concern over the existing groundwater plume from OxyChem. OxyChem's plant is located northwest of the City. OxyChem's predecessor companies, Vulcan Chemical and Frontier Chemical, previously produced chlorine. This plume is being monitored by KDHE and the EPA.

## **PLANNING CONSIDERATIONS**

1. Based on population forecasts and water demand projections, the City will need to either activate the Cowskin Creek Well Field or obtain additional water supply prior to the year 2035.
2. An effective water resource conservation program promotes the wise use of water supplies. By conserving water, bills may remain low and less water usage may provide a cushion of time to delay the need for additional supplies. Conservation of water is both economically and environmentally sound.
3. It can be expected that EPA water treatment standards will become more stringent in the future. This will require additional capital expenditures beyond the normal operation, maintenance, and expansion costs for the system, which are relatively unpredictable.
4. Continuous system and plant upgrades and remedial maintenance activities would improve system efficiency and allow the water utility to meet growth and water use pressures. Such measures implemented at the appropriate time can conserve water and save money.
5. The City of Haysville should continue to monitor the contaminant plume from OxyChem to verify that it is not migrating towards the City's water supply wells. Any potential water supply well sites should also be

reviewed with OxyChem to verify that they will not adversely affect the plume.

## **WASTEWATER**

The availability of a reliable and cost effective sanitary sewer network is required if projected urban densities are to be achieved. The timing for construction of wastewater improvements often dictates when land on the City's fringe can develop. In effect, the capacity of the wastewater system, natural and topographic constraints and system design limitations strongly influence the direction and limits of future urban growth and development.

### **PLANNING CONSIDERATIONS**

1. The corrosive nature of sewage can cause ongoing damage to both pipes and treatment facilities. Given the age of much of the wastewater collection (piping) system, it is important that continual evaluation of system conditions takes place. Such evaluations can set the foundation for a comprehensive rehabilitation and replacement program, which prevents system failures and breakdowns.
2. It can be expected that EPA standards will become more stringent in regard to the removal of pollutants from the sludge and wastewater. As this happens, the cost for treating sewage will increase.
3. The ability to reduce pollutants entering the public system through effective pretreatment will save costs by extending facility lifetimes. Pretreatment close to the waste production source will reduce the corrosiveness of the wastes traveling long distances within the system and will provide a waste stream that is easier to treat prior to release.
4. The availability of sewers is a prime factor for the development of an area. The need for rational expansion due to higher treatment costs and EPA standards will require that continuous assessment of proposed extensions and expansions takes place.
5. The recycling of these waste products is possible and can supplement other resource recovery and environmental efforts. As EPA standards become more stringent, the possibility for using these products is greater. Graywater can be used for irrigation, industrial uses, or even drinking water purposes, and sludge may be available for greater land application.
6. A Wastewater Master Plan for the City of Haysville has been developed and should continue to be updated as growth or development patterns change.

## **STORMWATER**

Drainage characteristics significantly affect the development of water and sewer lines, roadways, building sites, and the general pattern of land use and urban growth. The natural system of ridges and streambeds are the basis for the movement of stormwater. The natural drainage system in Haysville is supplemented by three manmade components: streets, storm sewers, and open channels. Street drainage most often affects the public. Streets carry storm run-off from yards, parking lots, and other surfaces by way of street gutters or roadside ditches to the underground system of storm sewers or directly to a river or stream. The effectiveness of the drainage system is dependent upon the interaction of both natural and manmade features within each drainage basin.

The D-21 Study was recently completed in the area around Meridian. This plan has given direction for stormwater related improvements. These improvements are necessary before additional growth and land development occurs in this corridor.

Regulatory and facility devices must work in a coordinated manner in order to minimize potential flooding, prevent personal property damage, preserve water resources, and enhance natural habitats and environmental characteristics.

A stormwater utility program has been created to generate funds necessary to implement regulations and assist with future improvements due to additional requirements.

## **PLANNING CONSIDERATION**

1. The consequences of poor drainage management are: damage to private property, wasted public improvement dollars, loss of economic development opportunities, destruction of environmental characteristics, and degradation of the general "quality of life" in Haysville. The private land owner and developer must be responsible for drainage management on their property prior to the run-off entering the public system, which must effectively collect and transport stormwater through town.
2. Stormwater management benefits the individual and the community. Drainage basins extend beyond political and property boundaries. Drainage or run-off from outside the City of Haysville's drainage system affects Haysville; conversely, run-off from Haysville impacts other areas

downstream. This requires that a system of management devices be implemented in a coordinated manner with land use development and other infrastructure improvements throughout the County.

3. The two primary purposes of stream and creek channels are to move water and provide natural habitats that contribute to the overall "quality of life" in a community. The impacts of land development and facility implementation should be minimized so that both purposes can be accomplished in a manner that is acceptable to the community.
4. Haysville has completed phase 1 of EPA stormwater regulatory requirements and is currently in phase 2.

## **LAW ENFORCEMENT**

Police protection is one of the most fundamental services provided by a municipal government. Protecting lives and property, enforcing the laws, apprehending criminals, recovering stolen property, locating missing persons, and traffic safety are among the many responsibilities and services that we as citizens have come to expect from our local police department. In order to better serve the citizens of Haysville, the Police Department remodeled and relocated to a new facility in 2010. This has relieved previous space constraints and has allowed for additional law enforcement related services, many of which are utilized by various agencies throughout the region.

Police protection in Haysville is provided by the Haysville Police Department.

The Haysville Police Department employs 33 people, 26 of which are commissioned officers. The Police Department provides investigation, road patrol, animal control, nuisance control and community policing.

Dispatching is provided by Sedgwick County. The Haysville Police Department is staffed to receive non-emergency calls 24/7.

## **PLANNING CONSIDERATIONS**

1. Budgeting constraints, crime rates, and desired level of police protection will ultimately be the deciding factors for police department staffing. Conservative estimates at this time for police staffing needs, based on a national average is to maintain a staff of 2.5 officers per 1,000 citizens of Haysville.

## **FIRE PROTECTION FACILITIES**

Fire protection in Haysville is provided by the Sedgwick County Fire Department. The Sedgwick County Fire Department is in the process of constructing a new location within Haysville City Limits. Residents of Haysville will continue to benefit from the ISO 2 classification and the rating will expand to include residents in Haysville's growth area.

The Sedgwick County Fire Department provides not only fire fighting services, but also rescue and emergency medical response, fire prevention and education, fire investigation, and hazardous materials response.

## **PLANNING CONSIDERATIONS**

1. As Wichita and surrounding smaller cities that provide their own fire protection grow, the tax base for the Sedgwick County Fire Department diminishes creating a substantial increase in taxes levied to the citizens of Haysville to fund the Sedgwick County Fire Department.

## **EMERGENCY MEDICAL SERVICES**

Providing advanced life support in medical emergencies and safe transportation to a hospital are the primary responsibilities of the Sedgwick County Emergency Medical Service (EMS).

There is a Sedgwick County Emergency Medical Service location at 63<sup>rd</sup> and Mabel, located within the Haysville City Limits.

## **PARKS, OPEN SPACE AND RECREATION**

One of the important recreational assets of our community is the parks and open space system, which provides the opportunity for both indoor and outdoor recreation. The City of Haysville contains 14 public parks. Two other sources of open space are school grounds and privately reserved lands.

The Haysville Recreation Department and its services are one of the primary elements contributing to the community's quality of life. The Recreation Department provides public recreation programming to the youth and adults of the community. Youth programming includes recreation and special activities, arts, sports and aquatics. Adult programming includes fitness, special activities and sports. School related services such as latchkey, half day programs for kindergarten, summer programs, and involvement in the Haysville SPARK program are also provided by the Recreation Department.

The Haysville Activity Center is comprised of fitness rooms, instructional classrooms, multi-sport courts, a walking/jogging track and offices. The HAC is located in a building originally constructed for manufacturing and later converted to a bowling alley. The building does constrain the types of programs offered by the Recreation Department.

The Haysville Park Plan was updated in 2008 and is currently undergoing minor updates to reflect changes in the park system. Proposed improvements from the 1991 Plan were evaluated and changed to meet the current needs of the public. Prioritization was given to certain projects deemed a necessity. Emphasis was given on the need for an expanded Recreation facility.

In addition to city park facilities, there are several private neighborhood facilities. These are located within the Country Lakes Addition, River Forest 2<sup>nd</sup> Addition, and Timber Creek Estates Addition.

## **PLANNING CONSIDERATIONS**

1. The acquisition of additional park land should be focused upon reducing existing land deficits and placing parks in strategic locations to meet the demands of population growth. In addition to meeting deficits based on standards, it is important that the open space system and associated recreational facility development address vocational and public needs. Assessing these needs involves an understanding of park use and recreation trends in the community through direct public input.

2. Park lands of various sizes and locations will be needed in the future. In the case of neighborhood parks or recreation corridors, future acquisition or public access to land may require mandatory land dedication or fees in lieu of land so the burden of new growth upon the existing tax base is minimal and tax dollars can be utilized for community wide park improvements and operations.
3. Areas that provide habitat for wildlife, including streams, wetlands, surface water, and significant areas of woodland, should be actively protected. These can serve as community and regional resources that enhance the unique qualities of the area and provide new recreational opportunities for the community.
4. The construction of a recreation facility will enhance the overall effectiveness of the recreation service. Adequate sized rooms could be constructed for the types of programs currently offered by the Recreation Department and could allow for more programs to be developed. The construction of a recreation facility would also enhance the image of the City of Haysville.

## **LIBRARY**

The Haysville Community Library provides a valuable public service by making available materials and services that help to fulfill the community's recreational, educational, informational, and cultural needs. Services include book and media loan, computer use and classes, reference and reader's advisory assistance and programs for children and adults.

The relocation and expansion of the library has enhanced the overall effectiveness of the library service. Increased space has provided the library the ability to customize its service by providing room for both a larger collection and increased programs.

## **PLANNING CONSIDERATIONS**

1. Population alone does not tell the whole story about a community. Age, income level, travel patterns, ethnic and cultural backgrounds, education, family structure, and other facilities and services have a bearing on how libraries are utilized. Library service can be enhanced if library programs, materials, and facilities are tailored to meet the specific needs of the community.

## **PUBLIC SCHOOLS**

School districts in Kansas are independent taxing units with boundaries that are separate from the political boundaries of cities and counties. Public education within the Planning Area is primarily provided by USD 261.

The projected growth in enrollments will raise many questions, especially regarding the need for new or expanded school facilities and increased transportation needs. The voters, school boards, teachers, and school administrators will need to address these issues as they relate specifically to their own areas so that the most appropriate solutions can be found. The School District has established ideal enrollment levels for each facility and those levels will play a role in determining the need for new or expanded school facilities.

## **PLANNING CONSIDERATIONS**

1. School districts and other governmental entities should work together to ensure that appropriate facility development takes place. Projected land use patterns, population growth, and location criteria set the foundation for school site selection, facility size and number, provision of transportation, and other educational policies. The coordination of agencies involved in these activities, through the establishment of an intergovernmental/interagency committee comprised of city, county and school district officials, will aid in creating more efficient school systems.
2. School districts and other organizations and agencies (i.e., parks, libraries, continuing education, and social services) should work to get the most use of existing and future facilities. By using a school for traditional education purposes during the day and community activities and programs during other hours, maximum use of the facility and tax dollars can be achieved. By promoting multiple uses of existing facilities, the school building can remain a focal point for an entire neighborhood as well as maximize the use of existing resources.

## HISTORIC PRESERVATION

Recognizing the importance of Haysville's heritage and the need for its protection, the Haysville City Council adopted a preservation ordinance in 1991 and designated the "original town" of Haysville as a Historic District. In 1999 much of the original "historic landmarks" were demolished by a tornado. In 2004 the Haysville City Council adopted a Historic Master Plan to recreate the historic nature of Haysville.

## PLANNING CONSIDERATIONS

1. Much of the funds that are needed to complete the Haysville Historic Master Plan will need to be acquired through private foundations and donations. To complete the Plan in a timely fashion the City will need to fund the Plan through the Capital Improvements Program.
2. The City should continue to provide a mechanism to identify and conserve the distinctive historic and architectural characteristics and other historic resources of the City of Haysville, which represent elements of the City's cultural, social, economic, political and architectural history.
3. *The function of the Historic District and characteristics of the Historic District Overlay should periodically be re-evaluated for appropriateness. As the City expands programming available in the district, conflicts between historical preservation and event logistics may occur.*

# GOALS AND OBJECTIVES

## INTRODUCTION

The establishment of planning goals and objectives for the City of Haysville is considered one of the most important steps in the planning process. These goals and objectives take into consideration not only the provision of the physical needs of the community; they also consider the social, economic and governmental needs.

Long term goals identified in the Comprehensive Plan will be the basis for day-to-day decisions. The land use plan is the framework on which the City's zoning ordinance and subdivision regulations are based. Unfortunately, these plans often do not provide the detail necessary to correctly make these daily decisions. While they provide a general prospective of future change, a more detailed guidance system is sometimes needed to assure incremental progress. For example, the economic development efforts directed by the City will require specific guidelines and policies that are formulated by Haysville's Governing Body based on the contents of this Comprehensive Plan.

The goals and objectives found in this Comprehensive Plan provide direction. They are detailed enough to be referred to when considering individual zoning, subdivision, annexation or other public improvement matters. They provide specific criteria to assure that day-to-day decisions are made with respect to the overall Comprehensive Plan.

Goals and Objectives also provide a second function beyond that of directing change. They assure that the Comprehensive Plan will truly accomplish the development desired by the people in the Haysville Community. In this respect, this section is a reflection of local attitudes and, if followed, future development will conform to local desires. It is, therefore, these goals and objectives that comprise the heart of the City's Comprehensive Plan. They should be referred to as frequently as the Future Land Use Plan Map, Comprehensive Park Plan, Historic District Master Plan, ~~and~~ South Broadway Corridor Plan, *and South Meridian Corridor Plan*, which is hereby made a part of this Comprehensive Plan by reference, or any other portion of the Comprehensive Plan.

Goals and objectives are dynamic, and as a community changes, so must its goals and objectives. Therefore, it is recommended that periodic review and revision be made in these goals and objectives to reflect new and/or more specific needs and desires of the Haysville citizens.

The goals and objectives for the City of Haysville are listed under the following headings:

1. Population
2. Economic Development
  - Industrial Development
  - Commercial Development
3. Land Use Planning
  - Urban Development
  - Area of Influence Jurisdiction Development
4. Quality of Life
  - Public Utilities and Service
  - Community Facilities/Recreation/Education
  - Emergency and Security Services
5. Transportation
6. Housing
7. Plan Implementation and Community Management
  - Zoning Ordinance and Subdivision Regulations
  - South Broadway Corridor Plan
  - South Meridian Corridor Plan
  - Capital Improvement Program

## POPULATION

GOAL: Encourage the orderly and planned in-migration of people to the Haysville area and work to maintain continued population growth.

Objective 1: To provide all amenities that are instrumental in recruiting new employers (jobs) into the area.

Objective 2: To guide future development through on-going comprehensive planning.

Objective 3: To offer home buying incentives for all financial demographics, to increase housing diversification within the community.

## **ECONOMIC DEVELOPMENT**

GOAL: Build partnerships with Government, Business, and Community to support economic development.

Objective 1: Establish ways to communicate with and educated the community on economic development activities such as a partnership forum.

GOAL: Attract new retail, commercial, and industrial businesses.

Objective 1: Align regulations for new business with economic development goals and program of work.

Objective 2: To provide support for new businesses and expansion/retention of existing businesses.

## **INDUSTRIAL DEVELOPMENT**

GOAL: Provide a diversified, stable industrial sector that will afford the citizens of Haysville a broad economic base.

Objective 1: To preserve existing industrial sites and create new industrial sites as needed, supported by long-range zoning protection.

Objective 2: To use fiscal incentives to attract new industry, such as, plastics and fiberglass molding, warehousing, packaging and high technology type industries; e.g., explore the use of tax increment financing; Business Incubator Buildings for both manufacturing and retailing operations; expansion of designated enterprise zones; industrial revenue bonds; extension of requested public utilities at the least possible cost to the industry; etc.

Objective 3: To encourage large scale warehousing and manufacturing facilities to locate on existing industrial park sites.

Objective 4: To develop, or redevelop sites within the City's subdivision jurisdiction which are appropriately located for light industrial uses.

Objective 5: To encourage industries which will provide jobs to the citizens of Haysville.

#### COMMERCIAL DEVELOPMENT

GOAL: Provide opportunities for the continuation and expansion of retail activities in the Haysville area.

Objective 1: To preserve and continue development of commercial activities within the City.

Objective 2: To develop adequate parking in close proximity to centers of commercial activity.

Objective 3: To encourage in-migration of new commercial activities and expansion of existing commercial activities in all sectors of the City's economy.

## LAND USE PLANNING

### URBAN DEVELOPMENT

GOAL: Assure an orderly planned future for the City of Haysville.

Objective 1: To develop and maintain a future land use plan and land use plan map which will assure the highest and best use of all parcels within the City.

Objective 2: To guide development in Haysville by strictly enforcing the City's land use tools.

Objective 3: To maintain an efficient and publicly responsive planning and implementation process.

Objective 4: To keep planning and implementation tools current and up to date.

Objective 5: To strategically annex properties in a contiguous manner and avoid creating unincorporated "pockets" surrounded by the city.

### AREA OF INFLUENCE DEVELOPMENT

GOAL: Work toward more efficient use of land within Haysville's Area of Influence.

Objective 1: To guide development in Haysville's Area of Influence by strictly enforcing the City's land use tools.

## QUALITY OF LIFE

### PUBLIC UTILITIES AND SERVICES

GOAL: Provide a service network system that will meet the needs of the community through a continuing maintenance program, an orderly modernization program, and an ongoing search for improvement through alternative systems.

Objective 1: To budget funds so that improvements may be made within fiscal limits of the City by adopting, bi-annually, a Capital Improvement Program (CIP).

Objective 2: To ensure that public and privately operated utilities are adequate to accommodate present and future needs of the City.

Objective 3: To evaluate and plan for the physical expansion of the Water System and the Wastewater System to accommodate development needs.

Objective 4: To develop a method of financing the maintenance and replacement of streets.

### COMMUNITY FACILITIES/RECREATION/EDUCATION

GOAL: Provide a complete range of recreational facilities and services at the neighborhood and community levels and provide for the educational and cultural needs of all residents at all age levels, with the highest quality of services available.

Objective 1: To continue implementation of a parks and recreation program which will meet local needs and make facilities and services accessible to all City residents and visitors.

Objective 2: To maintain the high quality of educational facilities and services at the elementary, middle and high school levels.

Objective 3: To expand existing programs and develop new programs for pre-school, young adults, adults and the elderly populations.

Objective 4: To continue to develop new programs at the library.

Objective 5: To continue to expand cultural and historical opportunities for residents and visitors.

Objective 6: To consider the communitywide location needs and the possible co-location of future school sites, public safety facilities, and other community facilities.

Objective 7: To develop a complete network of hike and bike paths to serve both existing and future developments.

#### EMERGENCY AND SECURITY SERVICES

GOAL: Maintain a high level of emergency and security services.

Objective 1: To maintain a high quality of Emergency Medical Services.

Objective 2: To maintain a high quality of fire protection and prevention thereby continuing excellent ratings from the State of Kansas Insurance Services Office.

Objective 3: To maintain high quality police protection.

Objective 4: To maintain emergency preparedness teams for early warnings of dangerous weather, transport spills, etc. for providing aid to residents under emergency situations.

## TRANSPORTATION

GOAL: Classify and delineate the function, location, standards and methods of financing for local, collector and arterial streets to efficiently serve the community.

Objective 1: To maintain an efficient and safe transportation system accessible to all residents of the community.

Objective 2: To maintain Haysville representation on the Wichita Area Metropolitan Area Planning Organization (WAMPO). Perform activities and updates to the metropolitan area Long Range Transportation Plan (MOVE 2040).

Objective 3: Coordinate with future long range efforts by WAMPO and Wichita Transit for a neighborhood type "connector/circulator" transit route service in Haysville, and for connections to major employers and the main system in Wichita.

Objective 4: To design improvements where appropriate for major roadways to include paved shoulders or bike lanes to accommodate bicycling, consistent with complete street concepts.

## **HOUSING**

GOAL: Provide a variety of housing choices for current and future populations.

Objective 1: To insure high quality neighborhoods and residential areas.

Objective 2: To provide diversity in housing types and styles.

Objective 3: To encourage a range of housing prices thereby accommodating needs of all potential residents.

Objective 4: To protect residential areas from incompatible land uses through enforcement of existing regulations and ordinances.

Objective 5: To protect residential areas from incompatible land uses through the creation of new zoning districts and the updating of current ordinances.

## PLAN IMPLEMENTATION AND COMMUNITY MANAGEMENT

### ZONING AND SUBDIVISION REGULATIONS

GOAL: Plan and guide the development of Haysville into desirable, efficient and compatible patterns consistent with long-range community goals.

Objective 1: Review future zoning and subdivision proposals for consistency with the Comprehensive Plan.

Objective 2: To research and utilize implementation tools to preserve prime farmland and protect it from the intrusion of "nonfarm" uses.

### SOUTH BROADWAY CORRIDOR PLAN

GOAL: To guide the development and redevelopment of the South Broadway Corridor and provide for improved transportation, an efficient development pattern and an attractive environment which will improve the economic potential of the corridor.

Objective 1: Review future development and levels of redevelopment proposals for consistency with the South Broadway Corridor Plan

Objective 2: Implement zoning and subdivision regulatory changes, reviewing the changes for effectiveness during the annual review of zoning and subdivision ordinances.

### SOUTH MERIDIAN CORRIDOR PLAN

GOAL:

Objective 1:

Objective 2:

### CAPITAL IMPROVEMENT PROGRAM

GOAL: Provide for the acquisition and/or development of the physical needs of the City in not only a fiscally responsible manner but also in a timely manner.

Objective 1: To prepare a Capital Improvement Program and review annually as part of the annual budgetary process to carry out orderly long term finance for public improvements.

## **CURRENT BYLAWS:**

### **ARTICLE I MEMBERSHIP**

- A. The Planning Commission shall be comprised of eleven (11) members.
- B. Nine (9) members shall be selected from within the city limits of the City of Haysville, and two (2) members shall be selected from the surrounding area of influence.
- C. Members of the Commission shall be appointed by the Mayor with consent of the council. Vacancies shall be filled by appointment for the unexpired terms.
- E. Members shall serve a three year term. Members may serve successive terms.
- F. The members of such Commission shall serve without compensation.
- G. Members of the Planning Commission shall make it a regular practice to attend the full length of the Planning Commission Meetings commonly held the second and fourth Thursday of each month and any scheduled special meetings or workshops. If, for any reason, a Commissioner cannot attend the scheduled meetings, it is the Commissioner's responsibility to notify the Secretary of the absence prior to the meeting.
- H. If a Planning Commissioner is absent from three consecutive meetings without notifying the Secretary prior to the meeting or is absent from 20 percent of the meetings with notification to the Secretary (approximately five times) in a calendar year, then upon a motion by the Planning Commission, the name of the Planning Commissioner will be forwarded to the Governing Body for removal from the Planning Commission.

## RECOMMENDED CHANGES:

### ARTICLE I MEMBERSHIP

- A. The Planning Commission shall be comprised of eleven (11) members.
- B. Nine (9) members shall be selected from within the city limits of the City of Haysville. Each Ward shall be represented by a minimum of one (1) member, and a maximum of four (4) members. The remaining five (5) members will remain at-large. Two (2) members shall be selected from the surrounding area of influence.
- C. Members of the Commission shall be appointed by the Mayor with consent of the council. Vacancies shall be filled by appointment for the unexpired terms.
- E. Members shall serve a three year term. Members may serve successive terms.
- F. The members of such Commission shall serve without compensation.
- G. Members of the Planning Commission shall make it a regular practice to attend the full length of the Planning Commission Meetings commonly held the second and fourth Thursday of each month and any scheduled special meetings or workshops. If, for any reason, a Commissioner cannot attend the scheduled meetings, it is the Commissioner's responsibility to notify the Secretary of the absence prior to the meeting.
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