

DR 66-36 - Approval and Adoption of
the Fire and Police Facilities Plan
as an Element of the Comprehensive
Plan for the WSCMAPC

REDROPE
VERTICAL FILE POCKET
No. 1510C
MANUFACTURED BY
THE PAPER MANUFACTURING COMPANY
REYNOLDS, MINNESOTA, U. S. A.

ACTION

DATE

COMMITTEE

Mapc authorize for P.L. 2-7-66
M.A.P.C. Deferred 2 weeks 11-10-66
Mapc App as amended 11-23-66
~~Mapc~~ ~~B.C.C.~~ Requested City ~~11-23-66~~ 2-7-67
Manager to sit up meeting within
the next 30 days with B.C.C., and
B.C.C., Police & Sheriff Dept., and
City & County Fire Dept.

Mapc Deferred 2 weeks 4-13-67
Mapc Deferred 2 weeks ~~5-11-67~~
B.C.C. ~~Reviewed & Filed~~ 5-23-67
Mapc Deferred 2 weeks 5-25-67
Mapc Deferred to 7-13-67 6-8-67
B.C.C. Deferred 1 week 6-21-67
Mapc Deferred 4 weeks 6-22-67
B.C.C. Not considered 6-28-67
Mapc Adopted Resolution 7-27-67
B.C.C. Received & Filed 8-8-67

Closed 8-9-67

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
COMMISSION

AMHERST 2-8211 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

C E R T I F I C A T E

I, C. Bickley Foster, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas, do hereby certify that the attached Resolution was duly adopted by the Wichita-Sedgwick County Metropolitan Area Planning Commission on July 27, 1967, deleting certain designated portions of the Master City Plan and establishing and creating the contents and proposals as provided in the Fire and Police Facilities Plan report for the Wichita-Sedgwick County Metropolitan Area as the official Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 27th day of July,
1967.

C. Bickley Foster

C. Bickley Foster, Secretary
Wichita-Sedgwick County Metropolitan
Area Planning Commission

(SEAL)

R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, the City of Wichita created a City Planning Commission, which Commission, pursuant to statutory authority applicable to the City of Wichita, has heretofore duly made and adopted a Master City Plan and various amendments, extensions and additions thereto for the physical development of a municipality, and of any land outside the municipality which, in the opinion of the Commission, bears relation to the planning of the municipality, which Master City Plan and amendments, extensions and additions thereto have been published and made a public record and such plan, amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created to take over the functions of the Wichita City Planning Commission and to expand and broaden the territorial jurisdiction thereof, including authority to amend, extend and add to said Master City Plan; and

WHEREAS, said Master City Plan, the amendments, extensions, and additions thereto includes as a part thereof the following:

"PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE", dated December, 1945, beginning with "FIRE STATIONS" on page 16 and concluding before "LIBRARIES" on page 18; and that part of the Master City Plan known as "PATTERNS FOR FIRE STATIONS, MASTER PLAN, 1956," including Table entitled "FIRE STATION LOCATIONS", existing and proposed; and that portion of Part IX of the "Comprehensive Plan, City of Wichita," 1946, entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION OF THE COMPREHENSIVE PLAN" which relates to fire facilities under the paragraph headed "PUBLIC BUILDINGS" and sub-items of said paragraph labeled (a), (b), (d), (e), (g), and (i) beginning on page 45 and concluding on page 46; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, having made and caused to be made careful and comprehensive surveys and studies of present fire and police facilities and future fire and police facility needs in the Wichita-Sedgwick County Metropolitan Area, the Wichita-Sedgwick County Metropolitan Area Planning Commission now determines it desirable to delete from the 1946 Master City Plan that part of:

"PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE", dated December, 1945, beginning with "FIRE STATIONS" on page 16 and concluding before "LIBRARIES" on page 18; and that part of the Master City Plan known as "PATTERN FOR FIRE STATIONS, MASTER CITY PLAN, 1956," including Table entitled "FIRE STATION LOCATIONS", existing and proposed; and that portion of Part IX of the "Comprehensive Plan, City of Wichita," 1946, entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION OF THE COMPREHENSIVE PLAN" which relates to fire facilities under the paragraph headed "PUBLIC BUILDINGS" and sub-items of said paragraph labeled (a), (b), (d), (e), (g), and (i) beginning on page 45 and concluding on page 46; and

to approve and adopt the contents and proposals of the Fire and Police Facilities Plan report, as hereinafter provided, as the Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area to be placed in the officially created file for all elements approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

WHEREAS, pursuant to the provisions of K.S.A. 1965 Supp. 12-704 the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official City and County newspaper on October 18, 1966, of a public hearing to be held on the deletion from the Master

City Plan for the City of Wichita those sections pertaining to fire and police facilities as provided herein, and on the approval and adoption as an element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, the contents and proposals of the Fire and Police Facilities Plan report, as hereinafter provided; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission did convene on November 10, 1966, in Room 401, City Building Annex, 104 South Main, Wichita, Kansas, and did hold the public hearing and said hearing was recessed to November 23, 1966, at which time at least a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission was present; and

WHEREAS, a majority of all members of said Planning Commission approves the aforestated deletion from the Master City Plan of the City of Wichita; and does further approve the contents and proposals of the Fire and Police Facilities Plan report, as herein provided, as the Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the following, as previously adopted and amended, be deleted as a portion thereof of the Master City Plan of the City of Wichita:

"PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE", dated December, 1945, beginning with "FIRE STATIONS" on page 16 and concluding before "LIBRARIES" on page 18; and that part of the Master City Plan known as "PATTERN FOR FIRE STATIONS, MASTER PLAN, 1956," including Table entitled "FIRE STATION LOCATIONS", existing and proposed; and that portion of Part IX of the "Comprehensive Plan, City of Wichita," 1946, entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION

OF THE COMPREHENSIVE PLAN" which relates to fire facilities under the paragraph headed "PUBLIC BUILDINGS" and sub-items of said paragraph labeled (a), (b), (d), (e), (g), and (i) beginning on page 45 and concluding on page 46; and

that the contents and recommendations of the Wichita-Sedgwick County Metropolitan Area Planning Department report entitled Fire and Police Facilities Plan dated August, 1965, together with Addendum No. 1, dated October 17, 1966, be approved and adopted as the official Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

BE IT FURTHER RESOLVED that notice of the Wichita-Sedgwick County Metropolitan Area Planning Commission's action be given all interested legislative and administrative groups and agencies in the form of a certified copy of this Resolution, and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendations of such approval within 60 days of the receipt of such Resolution; and

BE IT FURTHER RESOLVED in the event the Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, following receipt of the statements of recommendation, that H.W. Kratzer, Chairman, and C. Bickley Foster, Secretary, of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Master City Plan for the City of Wichita, as heretofore adopted, amended, extended and added to, the action hereby taken, and place the approved and adopted contents and proposals of the Fire and Police Facilities Plan report together with Addendum No. 1 in the officially created file for all elements now approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

BE IT FURTHER RESOLVED, in the event that the Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, that an attested copy of this Resolution be certified to all legislative and administrative agencies affected by the Plan.

APPROVED by at least a majority of all the Wichita-Sedgwick County Metropolitan Area Planning Commission members at Wichita, Kansas, this 23rd day of November, 1966.

H. W. Kratzer
H. W. Kratzer, Chairman
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

C. Bickley Foster
C. Bickley Foster, Secretary
Wichita-Sedgwick County Metropolitan Area Planning Commission

(SEAL)

After notice having been given to all interested groups and agencies and sixty days having elapsed since their receipt of such notice, the foregoing Resolution is hereby adopted.

ADOPTED by at least a majority of all the Wichita-Sedgwick County Metropolitan Area Planning Commission members at Wichita, Kansas, this 27th day of July, 1967.

W. Harold Mooney
W. Harold Mooney, Vice-Chairman
Wichita-Sedgwick County Metropolitan Area Planning Commission

ATTEST:

C. Bickley Foster
C. Bickley Foster, Secretary
Wichita-Sedgwick County Metropolitan Area Planning Commission

(SEAL)

July 3, 1967

Mr. Tom Scott, Chairman
Board of Sedgwick County Commissioners
320 Sedgwick County Courthouse
Wichita, Kansas 67203

Dear Mr. Scott:

Subject: Review of Fire and Police
Plan Report

At the regular meeting of the Wichita-Sedgwick County Metropolitan Area Planning Commission on June 22, 1967, they again deferred the final adoption of the Fire and Police Facilities Plan element of the Comprehensive Plan of the Metropolitan Area in order to receive any additional comments by the Board of Sedgwick County Commissioners.

In view of other Plan reports which are now in the process of adoption, the Planning Commission is anxious to complete the adoption of this particular plan, but did defer the matter until their meeting of July 27. The favorable comments and approval of the Plan which have been received to date from all parties concerned have been based on the assumption that the SUA report might make some changes in the fire and police administrative facilities, if adopted, but that this should not hold up the adoption of the entire Plan which encompassed fire stations throughout Sedgwick County. It would be appreciated if you would again consider this matter for your agendas of July 12 or July 19.

Very sincerely yours,

C. Bickley Foster
Secretary

CBF:ber

cc: Elmer S. Peters
County Commissioner

Earl Rush, County Commissioner

June 13, 1967

Mr. Tom Scott, Chairman
Board of County Commissioners
320 Sedgwick County Courthouse
Wichita, Kansas 67203

Dear Mr. Scott:

The Metropolitan Area Planning Commission again deferred the final adoption until June 22, 1967, of the Fire and Police Facilities Plan as an element of the Comprehensive Plan of the Wichita-Sedgwick County Metropolitan Area. As you know, favorable response has been received from the heads of the fire and police agencies for Sedgwick County and the City of Wichita, and an opportunity has been provided through hearings for the cities and townships to comment throughout Sedgwick County. The Wichita Board of City Commissioners has also acted favorably on this matter and encouraged the formal adoption of this Plan report.

At a joint meeting of the Metropolitan Area Planning Commission with the County and City Commissioners on May 15, 1967, you indicated that in view of having a new Commissioner on your Board and more recent discussions of the Space Utilization Study, that you desired that this matter be considered again on the agenda of the Board of County Commissioners. It is my understanding that it is the assumption of all parties concerned that the adoption of the Fire and Police Facilities plan would be subject to any changes at a later date that may be necessary due to subsequent decisions on the Space Utilization Study prepared by Mr. Walter Jacobs.

As you know, the matter has been pending since last fall, and the Planning Commission has directed that I communicate to you its desire to consummate this matter so that attention may be focused on the adoption of the other Plan elements which are ready for formal consideration.

Page 2 - Mr. Tom Scott
June 13, 1967

It would be most appreciated if you would place this on your Board's agenda for Wednesday, June 21, so that the Planning Commission may receive any further comments you have for its meeting of June 22. As you know, legally, the County Commission does not formally have to adopt the Plan, but is provided an opportunity to make comments known at the time the Planning Commission formally considers it.

Very sincerely yours,

C. Bickley Foster
Secretary

CBF:ber

cc: Elmer S. Peters, Commissioner
Sedgwick County, Kansas

Earl E. Rush, Commissioner
Sedgwick County, Kansas

Theodore H. Hill, Chairman
Metropolitan Area Planning Commission

Sherley Markey, Deputy County Clerk
Sedgwick County, Kansas

June 1, 1967

Board of County Commissioners
320 Sedgwick County Courthouse
Wichita, Kansas 67203

Gentlemen:

Re: Review of the Fire and Police
Facilities Plan for the Wichita-
Sedgwick County Metropolitan Area

At the Wichita-Sedgwick County Metropolitan Area Planning Commission meeting of May 25, the proposed Fire and Police Facilities plan report for the Metropolitan Area was again considered. Favorable comments were received from the Wichita City Commission towards the final adoption of this plan as a result of their meeting of May 23. In view of the cancellation of the County Commission's regular meeting of May 24, the Metropolitan Area Planning Commission again deferred final adoption to June 8, pending receipt of any further comments from the Board of County Commissioners.

It was understood by the Planning Commission and the Wichita City Commission that whereas Mr. Walter Jacob's Space Utilization Study may have a final affect upon this plan, that there was no reason now why it should not be adopted with the idea that it could be amended should the situation warrant it after further consideration by the City and County of Mr. Jacob's report.

In view of the desire to adopt this plan by the Metropolitan Area Planning Commission, would you please place this on your agenda for any further comments you may wish to make at your June 7 regular meeting?

Respectfully submitted,

C. Bickley Foster
Secretary

CBF:ber
cc: Sherley Markey
Deputy County Clerk

May 10, 1967

Raymond A. Davis, Fire Chief, Sedgwick County; T. A. McGaughy,
Fire Chief, Wichita; Vern Miller, Sheriff, Sedgwick County;
Eugene M. Pond, Chief of Police, Wichita

James P. Looney, Planner III, MAPD

Joint meeting of Boards of City and County Commissioners with
Metropolitan Area Planning Commission

There will be a joint meeting of the Boards of City and
County Commissioners with the Metropolitan Area Planning Com-
mission on Monday, May 15, from 4:00 to 5:00 p.m., in the MAPC
conference room. As time permits, with four other items on
the agenda, consideration will be given to the Fire and Police
Facilities Plan report and how it may relate to the recently
distributed S.U.A. Space Utilization Study by Walter Jacobs
and to the degree of cooperation between the City and County
in this matter. It is hoped that you can attend this meeting
as questions may be raised relative to your operations and
space needs.

JPL:kkg

cc: Robert G. Finch, Administrative Assistant

DR 66-36 - Consideration of the adoption of the Fire and Police
Facilities Plan as an element of the Comprehensive Plan.

Statement

A memorandum dated March 30, from C. Bickley Foster, MAPC Secretary, to Jerald Branson, Chairman of MAPC Comprehensive Development Plans Committee indicates that the Board of City Commissioners withheld their formal comments on the Plan until some agreement is reached with the County with respect to fire and police facilities in the administrative complex. The County Commission similarly had questions about the plan as it may relate to the "Space Utilization Study". A joint meeting of the Boards of City and County Commissioners, with the Planning Commissioners, is being planned for the latter part of April, to review the matter further. Consequently,

Kratzer
move that consideration of the adoption of the Fire and Police
Facilities Plan as an element of the Comprehensive Plan to be continued until the regular meeting of the Planning Commission on May 11th.

Betty

March 30, 1967

Jerald Branson, Chairman, MAPC Comprehensive Development
Plans Committee
C. Bickley Foster, Secretary, MAPC

Adoption of Fire and Police Facilities Plan

A Resolution approving the Fire and Police Plan report as an element of the Comprehensive Plan was approved by MAPC on November 23, 1966. Following this approval, consideration of the Plan was presented to both the Board of Wichita City Commissioners and Sedgwick County Commissioners for their approval, comments or recommendations, as well as notices sent to all governmental bodies and agencies affected throughout Sedgwick County. The Board of City Commissioners was not in favor of expressing an approval or making any formal comments until after some agreement had been reached regarding the cooperative arrangements with the County as it relates to police and fire facilities in the administrative complex concept. The Commission instructed the City Manager to make the necessary arrangements for a joint meeting between the County and City Commissions, including the police and fire units which would be involved. The County Commissioners, similarly, had questions about the Plan as related to Mr. Jacob's "Space Utilization Study". It is my understanding that such a meeting is being planned for the latter part of April. Attached are copies to your Committee of the minutes from the County and City Board meetings where this matter was discussed.

The Resolution to adopt the Fire and Police Facilities Plan as an element of the Comprehensive Plan for the Metropolitan Area is scheduled for the April 13 meeting of MAPC. In view of the discussions by the Boards of County and City Commissioners, it is suggested that formal action on the Resolution be postponed until the regular MAPC meeting of May 11. I will proceed on the latter assumption unless I hear to the contrary.

CBF:ber

cc: Board of County Commissioners (3)
Russell E. McClure, City Manager (2)
MAPC Members
Eugene Pond, Chief of Police, Wichita
T. A. McGaughey, Fire Chief, Wichita
Raymond A. Davis, Sedgwick County Fire Chief
Vern Miller, Sedgwick County Sheriff

March 15, 1967

C. Bickley Foster, Director of Planning

James P. Looney, Planner III

Adoption of Fire and Police Facilities Plan

The adoption of the Fire and Police Facilities Plan will be on the MAPC agenda for their meeting of April 13th. In checking with Bob Young, I find that copies of the Resolution are not generally furnished the Commissioners ahead of time, nor at their meeting when this matter is considered. I will have the proper papers for the Resolution ready for the Chairman's and Secretary's signatures and also the certification ready for your signature at the April 13th meeting. Also I will furnish a motion which may be read by the Chairman or whoever desires to make the motion adopting this plan.

It appears that we will have no comments or objections to the adoption of the Fire and Police Facilities Plan as an Element of the Comprehensive Plan. If you wish to have any other material available for the presentation or any notices sent to the Planning Commissioners ahead of time would you please let me know what these items might be?

JPL:kkj

*Bob Young
PR*

MAILOUT FOR FIRE AND POLICE RESOLUTION

Oblinger & Smith
First Natl. Bank Bldg.
Wichita 67202

Vern Miller, Sheriff
Sedgwick Co. Courthouse
Wichita, 67203

Raymond Davis
Co. Fire Chief
Co. Courthouse
Wichita 67203

T. A. McGaughey
Wichita Fire Chief
Wichita

Wilmer Freund
County Engineer
County Courthouse
Wichita 67218
P. O. Box 13205

Dr. Richard Halstead
Board of Education
428 South Broadway
Wichita 67202

Center for Urban Study
Wichita State University
1845 Fairmount
Wichita 67208

W. R. Yerkes
Dept. of Economic Development

Topeka, Ks.

Tom Scott, Chairman
Board of Sedgwick County Commissioners
320 Sedgwick County Courthouse
Wichita 67203

Commissioner Floyd Schroeder
Board of Sedgwick Co. Com.
320 Sedgwick Co. Courthouse
Wichita 67203

Commissioner Elmer S. Peters
Board of Sedgwick Co. Com.
320 Sedgwick Co. Courthouse
Wichita 67203

City Commission

Ted Duane Dewey, Mayor
City of Cheney
Cheney, Ks. 67025

Lois I. Marteny, City Clerk
City of Cheney
Cheney, Ks. 67025

Mr. Allen Webb, Mayor
City of Clearwater
Clearwater, Ks. 67026

Velda Nickerson, City Clerk
City of Clearwater
Clearwater, Ks. 67026

Alfred Kraus, Mayor
City of Colwich
Colwich, Ks. 67030

Francis Heimerman, City Clerk
City of M Colwich
Colwich, Ks. 67030

Cedric L. Crane, Mayor
110 Springdale
Derby, Ks. 67037

Bill Van Ruth
City Clerk
Derby, Ks. 67037

Charles Kanaga, Chairman
Derby Planning Commission
137 East Kay St.
Derby, Ks. 67037

Darlene Clawson, Secretary
Derby Planning Commission
621 So. Lakeview Drive
Derby, Ks. 67037

H. M. Van Auken, Mayor
City of Eastborough
9 High Drive
Eastborough-Wichita, 67206

Neill Richards, City Clerk
City of Eastborough
3 High Drive
Eastborough-Wichita 67206

Bob Renner, Mayor
Garden Plain, Ks. 67050

Anthony Bergkamp, City Clerk
Garden Plain, Ks. 67050

D. H. Sholtus, Mayor
120 East Kechi Road
Kechi, Ks. 67067

Neva Baird, City Clerk
132 East Kechi Road
Kechi, Ks. 67067

Wilber Floyd, Mayor
328 North Pine
Goddard, Ks. 67052

Donald A. Linnebur, City Clerk
122 North Main
Goddard, Ks. 67052

Marvin Huddleston, Mayor
427 Slade Haysville, Ks. 67060

Faye Mallory, City Clerk
% City Hall
Haysville, Ks. 67060

Alfred R. McCune, Chairman
Haysville Planning Com.
626 East 87th St. South
Wichita 67216

Sybil Smith, Secretary
Haysville Planning Com.
307 Maynard
Haysville, Ks. 67060

Alden W. Lyon, Mayor
Mulvane, Ks. 67110

Glenn Klopfenstein, City Clerk
Mulvane, Ks. 67110

G. A. Wessels, Chairman
Mulvane Planning Com.
RFD 1
Mulvane, Ks. 67110

J. C. Eubanks, Mayor
600 Atherton
Maize, Ks. 67101

Velda Hoffine, City Clerk
626 Queen
Maize, Ks. 67101

John Springfield, Chairman
Maize Planning Commission
200 Zella
Maize, Ks. 67101

R. P. Hunsberger, Mayor
Mount Hope, Ks. 67108

C. L. Beal, City Clerk
Mount Hope, Ks. 67108

Glen Winters, Mayor
Viola, Ks. 67149

Verna Pack, City Clerk
Viola, Ks. 67149

O. R. Loewen, Mayor
521 North Abilene
Valley Center, Ks. 67147

George Baxter, City Clerk
P. O. Box 188
Valley Center, Ks. 67147

A. M. Updegraff, Chairman
Valley Center Planning Com.
4517 W. 89th No.
Valley Center, Ks. 67147

Paul Brooks, Chairman
Clearwater Planning Commission
Clearwater, Ks. 67026

Chester Smith
Fire Chief
Derby Fire Dept.
Derby, Ks. 67037

Fred Ely, Fire Chief
Andale Fire Dept.
Andale, Ks. 67001

Gene Richarson, Fire Chief
Cheney Fire Department
Cheney, Ks. 67025

Wes Tackkett, Fire Chief
Clearwater Fire Dept.
Clearwater, Kansas 67026

Leroy Iausch, Fire Chief
Colwich Fire Dept.
Colwich, Ks. 67030

Joe W. Conner, Fire Chief
Goddard Fire Dept.
Goddard, Ks. 67052

Fritz Larsen, Fire Chief
Mt. Hope Fire Department
Mt. Hope, Ks. 67108

John Kimble, Fire Chief
Mulvane Fire Dept.
Mulvane, Ks. 67110

Raymond Botts, Fire Chief
Valley Center Fire Dept.
Valley Center, Ks. 67147

John Hughs, Fire Chief V
Viola Fire Department
Viola, Ks. 67149

Robert Leis, Fire Chief
Garden Plain Fire Dept.
Garden Plain, Kan. 67050

William D. Parrett
Chief of Police
Clearwater Police Dept.
Clearwater, Ks. 67026

Huber French, Chief
Colwich Police Dept.
Colwich, Ks. 67030

Charles W. Hickey, Chief
Cheney Police Dept.
Cheney, Ks. 67025

Harold Crum, Chief
Mulvane Police Department
Mulvane, Ks. 67110

Dick Mullens, Chief
Eastborough Police Dept.
5 Douglas
Wichita, Kansas 67206

Arnold Gray, Chief
Derby Police Dept.
Derby, Ks. 67037

Ken Brown, Chief
Haysville Police Dept.
Haysville, Ks. 67060

Gary G. Porter, Chief
Viola Police Dept.
Viola, Ks. 67149

Clarence Sauer, Chief
Maize Police Dept.
Maize, Ks. 67101

Don Stamback, Chief
Andale Police Dept.
Andale, Ks. 67001

Leonard Kiser, Chief
Kechi Police Dept.
118 E. Kechi Road
Kechi, Ks. 67067

Chief of Police
Mt. Hope Police Dept.
Mt. Hope, Ks. 67108

E. F. Parker, Chief
Sedgwick Police Dept.
Sedgwick, Ks. 67135

Jake Stuksatz, Trustee
Afton Township
Garden Plain, Ks. 67050

Markus Strunk, Trustee
Attica Township
Colwich, Ks. 67030

Robert A. Carr, Trustee
Delano Township
Goddard, Ks. 67052

Robert E. Wilber, Trustee
Eagle Township
R.R. # 1
Valley Center, Ks. 67147

Gayle Gregory, Trustee
Erie Township
Milton, Ks. 67106

Joseph H. Biermann, Trustee
Garden Plain Township
Garden Plain, Ks. 67050

Corlin Cook, Trustee
Grand River Township
Cheney, Ks. 67025

Frank F. Rowley, Trustee
Grant Township
R. R. # 1
Valley Center, Ks. 67147

L. Bardshar, Trustee
Greeley Township
Mt. Hope, Ks. 67108

Louis Schweitzer, Trustee
Gypsum Township
R. R. # 2
Derby Ks. 67037

Lynn Buerki, Trustee
Illinois Township
Goddard, Ks. 67052

A. H. Montgomery, Trustee
Kechi Township
5500 N. Meridian
Wichita, Ks. 67204

Frank Hill, Trustee
Lincoln Township
N. 127th East
R. R. # 2
Valley Center, Ks. 67147

Bob D. Davis, Trustee
Minneha Township
1645⁵⁰ Cypress Drive, Wichita 67207

Herman Meyer, Trustee
Morton Township
Cheney, Ks. 67025

Walter Harrington, Trustee
Ninnescah Township
Clearwater, Ks. 67026

Clarence Parker, Trustee
Ohio Township
Clearwater, Ks. 67026

Paul Carlson, Trustee
Park Township
9810 W. 53rd St. North
Wichita, Ks. 67205

Marvin Dear, Trustee
Payne Township
R. R. # 2
Valley Center, Ks. 67147

James Fleming, Trustee
Riverside Township
6135 S. Hydraulic
Wichita, Ks. 67216

Ivan Shields, Trustee
Rockford Township
R. R. # 2
Derby, Ks. 67037

Charles Ott, Trustee
Salem Township
R. R. # 1
Peck, Ks. 67120

F. N. Reichenberger, Trustee
Sherman Township
Mt. Hope, Kan. 67108

Tony Weber, Trustee
Union Township
Maize, Ks. 67101

Eugene Fry, Trustee
Valley Center Township
R. R. # 1
Valley Center, Ks. 67147

John Farmer, Jr., Trustee
Viola Township
Viola, Ks. 67149

H. Long, Trustee
Waco Township
Clearwater, Ks. 67026

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
COMMISSION

AMHERST 2-0211 — AREA CODE 316
CITY BUILDING ANNEX
104 E. MAIN ST.
WICHITA, KANSAS 67202

January 30, 1967

To: All Interested Legislative and Administrative Groups and Agencies

Subject: Approval of the Fire and Police Facilities Plan report as the official Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area

Attached for your information and review is a certified copy of a Resolution which designates the contents, proposals and Addendum No. 1 of the Fire and Police Facilities Plan report as the official Fire and Police Facilities Plan element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

Official notice of the public hearing for the Fire and Police Facilities Plan report was published in the official paper on October 18, 1966. Notices of the hearing along with a resume of the report were mailed November 4th to interested legislative and administrative groups which was followed by an informal hearing of interested parties on November 18th. The public hearing scheduled for November 10th was recessed until November 23rd, at which time the public hearing continued, and having received favorable comments from affected agencies and no public protests, the Metropolitan Area Planning Commission approved the report as the Fire and Police Facilities Plan element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

Section 2, Chapter 131, Session Laws of Kansas, 1965, provides that a certified copy of the approved Resolution be submitted to interested legislative and administrative agencies for their review, comments and recommendations. The law provides that legislative and administrative agencies shall have sixty (60) days, after receipt of the Resolution, to consider

Interested Groups and Agencies
Fire and Police Facilities Plan

January 30, 1967
Page 2

the proposed Plan or parts thereof and to submit their comments and recommendations to the Metropolitan Area Planning Commission.

The Planning Commission, after considering the submitted comments and recommendations, may make changes if deemed necessary, and may then formally adopt the Resolution. The Planning Commission will reconsider this Resolution for final adoption at its regularly scheduled meeting on April 13, 1967, at 2:00 p.m. in Room 401 City Building Annex, 104 South Main, Wichita, Kansas. We cordially invite you to submit your comments on or before that date.

If you should have any questions concerning this matter, please contact the Wichita-Sedgwick County Metropolitan Area Planning Department.

Very sincerely yours,

C. Bickley Foster

C. Bickley Foster
Secretary, Metropolitan
Area Planning Commission

CBF:JPL:kkg
Attachments
Resolution
Certificate

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
COMMISSION

AMHERST 2-9211 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

C E R T I F I C A T E

I, C. Bickley Foster, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Sedgwick County, Kansas do hereby certify that the attached Resolution was approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission on November 23, 1966, deleting certain designated portions of the Master City Plan and establishing and creating the contents and proposals as provided in the Fire and Police Facilities Plan report for the Wichita-Sedgwick County Metropolitan Area as the official Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 30th day of January,
1967.

C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission

(SEAL)

R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, the City of Wichita created a City Planning Commission, which Commission, pursuant to statutory authority applicable to the City of Wichita, has heretofore duly made and adopted a Master City Plan and various amendments, extensions and additions thereto for the physical development of a municipality, and of any land outside the municipality which, in the opinion of the Commission, bears relation to the planning of the municipality, which Master City Plan and amendments, extensions and additions thereto have been published and made a public record and such plan, amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created to take over the functions of the Wichita City Planning Commission and to expand and broaden the territorial jurisdiction thereof, including authority to amend, extend and add to said Master City Plan; and

WHEREAS, said Master City Plan, the amendments, extensions, and additions thereto includes as a part thereof the following:

"PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE", dated December, 1945, beginning with "FIRE STATIONS" on page 16 and concluding before "LIBRARIES" on page 18; and that part of the Master City Plan known as "PATTERNS FOR FIRE STATIONS, MASTER PLAN, 1956," including Table entitled "FIRE STATION LOCATIONS", existing and proposed; and that portion of Part IX of the "Comprehensive Plan, City of Wichita," 1946, entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION OF THE COMPREHENSIVE PLAN" which relates to fire facilities under the paragraph headed "PUBLIC BUILDINGS" and sub-items of said paragraph labeled (a), (b), (d), (e), (g), and (i) beginning on page 45 and concluding on page 46; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, having made and caused to be made careful and comprehensive surveys and studies of present fire and police facilities and future fire and police facility needs in the Wichita-Sedgwick County Metropolitan Area, the Wichita-Sedgwick County Metropolitan Area Planning Commission now determines it desirable to delete from the 1946 Master City Plan that part of:

"PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE", dated December, 1945, beginning with "FIRE STATIONS" on page 16 and concluding before "LIBRARIES" on page 18; and that part of the Master City Plan known as "PATTERN FOR FIRE STATIONS, MASTER CITY PLAN, 1956," including Table entitled "FIRE STATION LOCATIONS", existing and proposed; and that portion of Part IX of the "Comprehensive Plan, City of Wichita," 1946, entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION OF THE COMPREHENSIVE PLAN" which relates to fire facilities under the paragraph headed "PUBLIC BUILDINGS" and sub-items of said paragraph labeled (a), (b), (d), (e), (g), and (i) beginning on page 45 and concluding on page 46; and

to approve and adopt the contents and proposals of the Fire and Police Facilities Plan report, as hereinafter provided, as the Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area to be placed in the officially created file for all elements approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

WHEREAS, pursuant to the provisions of K.S.A. 1965 Supp. 12-704 the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official City and County newspaper on October 18, 1966, of a public hearing to be held on the deletion from the Master

City Plan for the City of Wichita those sections pertaining to fire and police facilities as provided herein, and on the approval and adoption as an element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, the contents and proposals of the Fire and Police Facilities Plan report, as hereinafter provided; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission did convene on November 10, 1966, in Room 401, City Building Annex, 104 South Main, Wichita, Kansas, and did hold the public hearing and said hearing was recessed to November 23, 1966, at which time at least a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission was present; and

WHEREAS, a majority of all members of said Planning Commission approves the aforesated deletion from the Master City Plan of the City of Wichita; and does further approve the contents and proposals of the Fire and Police Facilities Plan report, as herein provided, as the Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the following, as previously adopted and amended, be deleted as a portion thereof of the Master City Plan of the City of Wichita:

"PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE", dated December, 1945, beginning with "FIRE STATIONS" on page 16 and concluding before "LIBRARIES" on page 18; and that part of the Master City Plan known as "PATTERN FOR FIRE STATIONS, MASTER PLAN, 1956," including Table entitled "FIRE STATION LOCATIONS", existing and proposed; and that portion of Part IX of the "Comprehensive Plan, City of Wichita," 1946, entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION

OF THE COMPREHENSIVE PLAN" which relates to fire facilities under the paragraph headed "PUBLIC BUILDINGS" and sub-items of said paragraph labeled (a), (b), (d), (e), (g), and (i) beginning on page 45 and concluding on page 46; and

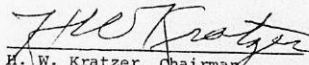
that the contents and recommendations of the Wichita-Sedgwick County Metropolitan Area Planning Department report entitled Fire and Police Facilities Plan dated August, 1965, together with Addendum No. 1, dated October 17, 1966, be approved and adopted as the official Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

BE IT FURTHER RESOLVED that notice of the Wichita-Sedgwick County Metropolitan Area Planning Commission's action be given all interested legislative and administrative groups and agencies in the form of a certified copy of this Resolution, and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendations of such approval within 60 days of the receipt of such Resolution; and

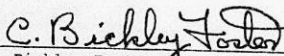
BE IT FURTHER RESOLVED in the event the Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, following receipt of the statements of recommendation, that H.W. Kratzer, Chairman, and C. Bickley Foster, Secretary, of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Master City Plan for the City of Wichita, as heretofore adopted, amended, extended and added to, the action hereby taken, and place the approved and adopted contents and proposals of the Fire and Police Facilities Plan report together with Addendum No. 1 in the officially created file for all elements now approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

BE IT FURTHER RESOLVED, in the event that the Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, that an attested copy of this Resolution be certified to all legislative and administrative agencies affected by the Plan.

APPROVED by at least a majority of all the Wichita-Sedgwick County Metropolitan Area Planning Commission members at Wichita, Kansas, this 23rd day of November, 1966.


H. W. Kratzer, Chairman
Wichita-Sedgwick County Metro-
politan Area Planning Commission

ATTEST:


C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission

(SEAL)

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
COMMISSION

ANNEX 2-8211 — AREA CODE 318
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

November 4, 1966

TO: Public Officials, Governmental Agencies and News
Media in Sedgwick County

SUBJECT: Informal presentation and discussion of the Fire
and Police Facilities Plan for 1965-85 for the
Wichita-Sedgwick County Metropolitan Area

An informal presentation and discussion of the Fire and Police Facilities Plan will be held for public officials, governmental agencies and the news media on Friday, November 18, 1966, at 2:00 p.m. in Room 401 of the City Building Annex, 104 South Main, Wichita, Kansas. You are invited to participate in this meeting so that you may be informed on the Report proposals and we may have the benefit of your comments.

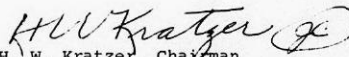
Enclosed is a copy of the Fire and Police Facilities Plan report along with Addendum No. 1 and a brief Resume of the Report. The bound copy of the Report and Addendum No. 1 combine to comprise the Fire and Police Facilities Plan and should be kept together. Copies of the full 142-page illustrated Plan report are available to the public at a price of \$2.00 each; however, complimentary copies are available to public officials.

A formal public hearing on the Fire and Police Facilities Plan is scheduled for the regular meeting of the Metropolitan Area Planning Commission on November 23rd at 2:00 p.m. in Room 401 of the City Building Annex. At this time, the Planning Commission will consider the Plan report for approval and adoption as the official Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

Page 2

If you have any questions concerning the Report or arrangements for meetings, please call C. Bickley Foster, Director of Planning or James P. Looney, Community Facility Planner, on the Planning Department Staff. We look forward to having you, your officials, and staff attend the November 18th meeting.

Very truly yours,

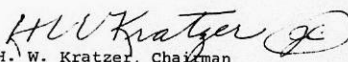

H. W. Kratzer, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

Attachments
Report
Addendum No. 1
Resume

Page 2

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Very truly yours,


H. W. Kratzer, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

Attachments
Report
Addendum No. 1
Resume

ADDENDUM NO. 1
TO
FIRE AND POLICE FACILITIES PLAN
for the Wichita-Sedgwick County Metropolitan Area
1965-85

ADDENDUM NO. 1, ISSUED ON OCTOBER 17, 1966, FOR THE PURPOSE OF UP-DATING THE FIRE AND POLICE FACILITIES PLAN REPORT AND FOR CORRECTING AND CLARIFYING CERTAIN STATEMENTS WITHIN THE REPORT, SHALL HEREWITH BECOME A PART OF THE FIRE AND POLICE FACILITIES PLAN REPORT DATED AUGUST, 1965.

Changes, corrections and up-dating of the Report are necessary due to:

- A. After completion of the Report, a letter dated May 11, 1966, was received from the Kansas Inspection Bureau which corrected statements relating to the Cities of Cheney, Clearwater, Derby, Goddard, Kechi, Mount Hope and Valley Center.
 - B. The Sedgwick County Fire District put two new fire stations into operation in 1966.
 - C. The townships of Grand River, Garden Plain and Afton joining the Sedgwick County Fire District in July, 1965.
1. All reference within the text to the National Board of Fire Underwriters (NBFU) shall be construed to mean the American Insurance Association which now superceeds, and was formerly, the National Board of Fire Underwriters.

2. Delete paragraph 7, page XIII and insert the following:

The Kansas Inspection Bureau establishes fire insurance rates for all property in Kansas and classifies each city according to the quality of fire protection it provides. Ratings of second and third class cities, within Sedgwick County, range from Class 7 to Class 10.

3. Cheney, page 39: In the sixth line down, delete "fire flow adequate" and insert the following: "The available fire flow is slightly inadequate in the principal business district and considerably deficient in some of the built-on areas in the remainder of the City".

4. Clearwater, page 39: In the fifth line down delete "fire flow adequate" and insert the following: Fire flow is adequate in the principal business district but deficient in other built-on areas of the City".

5. Derby, page 39: In the seventh line down delete "fire flow adequate" and insert the following: "Fire flow is adequate in the principal business district but is not adequate for other built-on areas of the City".

6. Goddard, page 40: In the fifth line down delete "fire flow inadequate" and insert the following: "Available fire flow in the principal business district is adequate; however, fire flows are deficient in other areas of the City".

7. Kechi, page 40: Beginning in the fifth line down delete the following: "the fire flow is considered to be adequate"; and insert "available fire flow is considered to be inadequate for fire fighting".
8. Mount Hope, page 40: Beginning in the fourth line down, delete "fire flow adequate" and insert the following: "fire flow is adequate in the principal business district but is inadequate for other built-on areas of the City".
9. Valley Center, page 41: In the fifth line down delete "fire flow adequate" and insert the following: "fire flow is adequate in the principal business district but is inadequate for other built-on areas of the City".
10. Reference is made to Maps 5A and 5B following page 68. Delete the proposed fire station location at the intersection of Broadway and McArthur Road and relocate approximately 3/4 mile west at the intersection of Exchange and McArthur Road.
11. On page 69; the second line of the third paragraph, delete "Broadway" and in lieu thereof, insert the word "Exchange". On page 70, the fifth line down from the top of page, delete "Broadway" and in lieu thereof, insert the word "Exchange".
12. Reference page 91, the fourth line down in the next to the last paragraph, delete the sentence beginning with the words "In order to--- and ending with ---of the County," and in lieu thereof, insert the following sentence:

"In order to meet these needs, the Sedgwick County Fire Department has constructed a new fire station in the vicinity of U.S. 54 and F.A.S. 609 (Andale Road) to improve fire protection in the western portion of the County."

13. Reference, page 92, in the sixteenth line down from the top of page, delete the words "is planning to establish" and in lieu thereof, insert the word "constructed".
14. Reference Map 5C following page 92. Fire Station locations at 63rd Street South and Rock Road and at U.S. 54 and F.A.S. 609, shown in brown are now existing fire stations.
15. Reference Map 5C following page 92. The townships of Grand River, Garden Plain and Afton shown in brown pattern as being outside the Sedgwick County Fire District became a part of the Sedgwick County Fire District in July, 1965.
16. Reference page 96. Delete all of paragraph No. 2 and in lieu thereof, insert the following:
 2. The townships of Grand River, Garden Plain and Afton became a part of the Sedgwick County Fire District in July, 1965, and they are now served by a new County fire station located in the vicinity of U.S. 54 and F.A.S 609 (Andale Road).

Page -5-

17. Reference Map 5D following page 98. Delete the fire station location at the intersection of Broadway and McArthur Road and re-locate approximately 3/4 mile west at the intersection of Exchange and McArthur Road.

PREPARED BY:
Wichita-Sedgwick County Metropolitan
Area Planning Department
October 17, 1966

RESUME OF FIRE AND POLICE FACILITIES PLAN
by
The Wichita-Sedgwick County Metropolitan Area Planning Department

The Fire and Police Facilities Plan report is one of seventeen prepared as elements of the Comprehensive Development Plan for 1965-68 for the Wichita-Sedgwick County Metropolitan Area. The Plan report is a planning document, spanning the next 20 years, to be used as a general guide for the immediate and long-range location of fire stations and facilities relating to fire and police protection needs. Citizens and government officials are encouraged to review this Plan proposal and to make suggestions to the Wichita-Sedgwick County Metropolitan Area Planning Commission and the Planning Department.

The study area covered by the Report includes Sedgwick County and the first, second and third class cities within the County. Major topics included in the Report are:

1. A condensed history of fire and police departments,
2. Fire protection standards and insurance ratings, and
3. Existing and future needs for fire and police protection facilities.

The increasing population and the continued growth and expansion of residential, commercial, and industrial development over the years has greatly increased the need for additional fire and police facilities to maintain a safe environment for our society and to provide for the personal protection of life, liberty and property. The prevention of fires and fire fighting are two primary concerns of a fire department. Once a fire occurs, the immediate aim of a fire department is to prevent the loss of life and property, control the fire in its place of origin and extinguish it as quickly as possible.

FIRE PROTECTION FACILITIES

Wichita's first fire company was a volunteer unit established in 1872. The Wichita Fire Department has grown and expanded until currently it includes about 340 personnel who operate 13 fire stations and 36 pieces of apparatus, which include 17 engine companies, 10 ladder companies and 9 supporting vehicles. According to standards of the American Insurance Association (formerly National Board of Fire Underwriters) the Department should be operating 22 engine companies full-time.

The Sedgwick County Fire Department provides adequate fire protection to most of the Sedgwick County Fire District. A need for fire protection facilities in the southeast and western parts of the County was remedied when two new fire stations were placed in operation in 1966. The County Fire Department now operates from 6 fire stations and is able to provide fire protection to those second and third class cities within the Fire District. Townships lying outside the County Fire District generally contract for fire protection service from cities within the township.

Major findings and recommendations for fire facilities in the City of Wichita are that:

1. The Wichita fire alarm system is obsolete and inadequate and that it should be replaced. (This is now being accomplished.)
2. Several areas within the City of Wichita are without adequate fire protection and new fire stations are needed at
 - (a) Broadway and McArthur Road,
 - (b) Harry Street and Municipal Airport Road,
 - (c) 29th Street North and Washington,
 - (d) 29th Street North and Amidon,
 - (e) Central Avenue and Caddy Lane, and
 - (f) 17th Street North and Woodlawn Boulevard
3. Wichita Fire Department training facilities must be relocated. (Now underway)
4. Wichita presently enjoys a 3rd class fire insurance rating; however, the City is only 11 deficiency points from falling into a 4th class rating which would cause a general increase in fire insurance rates. With the installation of a new fire alarm system, the construction of at least three new fire stations and increasing the number of personnel this deficiency could be greatly improved.
5. All future fire stations should be:
 - (a) constructed to house not less than two companies on a site large enough for a three company station,
 - (b) located on a collector street near and leading to a major street, but not a heavily traveled street, and
 - (c) located in or near areas of relatively high population densities or adjacent to high value areas.

Findings and recommendations for fire facilities in Sedgwick County and urban areas outside the City of Wichita are that:

1. Existing Sedgwick County Fire Stations provide adequate fire protection in most of the Sedgwick County Fire District.
2. The townships of Greeley, Sherman, Union, Morton, Erie and Ninnescah are not a part of the Sedgwick County Fire District, and it is recommended that:
 - (a) the townships of Sherman and Union become a part of the Sedgwick County Fire District and a County Fire Station be constructed in the vicinity of 151st Street West and existing K-96 Highway,
 - (b) the Cheney Volunteer Fire Department continue to serve Morton and Erie Townships and the Mount Hope Volunteer Fire Department continue to serve Greeley Township, and
 - (c) Ninnescah Township continue to contract for fire protection from the City of Clearwater.

POLICE PROTECTION FACILITIES

The concentration of large population groups in urban communities has greatly increased the need for law enforcement and has multiplied the responsibilities placed upon police departments. The police department is generally thought of as a law enforcement agency; however, it has many other functions such as the prevention of crime, apprehension of law violators, recovery of property, locating missing persons, regulation of many kinds of non-criminal conduct, and a major responsibility for the regulation and control of traffic. According to the Federal Bureau of Investigation, serious crime nationally increased about 56% while the U. S. population increased approximately 10% from 1958 to 1965. Similar crimes in Wichita increased from 5,841 in 1958 to 9,923 in 1964 which is a 70% increase for the six year period. However, in recording the number of serious crimes, the Wichita Police Department includes all larceny cases, both forcible and statutory rape cases and manslaughter by negligence, while the F. B. I. includes only larceny cases of \$50 and over and forcible rape.

The national median number of police employees for cities in the population class with Wichita is 1.72 police personnel per 1000 population. The Wichita Police and Sheriff's Department have about 1.42 and 1.74 personnel per 1000 population respectively. In view of national trends and the increasing rate of crime, it appears that Wichita should increase its Police Department forces to about 2.0 personnel per 1000 population. The Sheriff's forces appear to be adequate for the present, but conditions could occur which may necessitate an increase in manpower.

The Sedgwick County Sheriff's Department is primarily responsible for providing police protection for the third class cities and unincorporated areas in the County. All of the second and most of the third class cities in Sedgwick County provide varying degrees of police protection. Of the sixteen second and third class cities in the County as of 1965, nine have no police station, fifteen have no jail, three have one full-time marshal, one has a part-time marshal, and two have no police personnel or facilities.

Major findings and recommendations for police facilities for Sedgwick County and urban areas outside the City of Wichita are that:

1. There is very little space available for expansion of the Sheriff's Department in the Sedgwick County Courthouse. If it becomes necessary to increase the personnel in the Sheriff's Department, additional space should be made available.
2. The Cities of Haysville, Valley Center and Mulvane have no jail facilities and should consider providing 2-cell jail facilities in their community for hold-over purposes.
3. All second and third class cities not now having 24-hour police protection, should maintain at least a 2 officer police force in order to provide this service.
4. The Cities of Viola, Andale, Bentley, Colwich, Goddard, Garden Plain, Kechi and Mount Hope should consider the establishment of a police station to assist citizens in contacting the police.

Findings and recommendations for police facilities in the City of Wichita are that:









1. The Wichita Police Department is presently operating from quarters which are obsolete, cramped and scattered. Except for the prison farm, the radio control center, and motor pool, all functions of the Police Department should be centralized in a modern and adequate Police Administrative Building which would allow for expansion when more space is needed and which is located on the proposed City Administrative building site.
2. The Field Training Site, near the Municipal Airport, is in a good location, but needs to be improved to provide more adequate facilities for present and future needs.
3. The Radio Operations Building and radio tower be left at its present location at 2000 Gentry Drive.
4. The motor pool is now operated from a temporary location some distance from the Police and City Administrative Center. It is recommended that the Police Garage and Motor Pool be located with, but not necessarily in, a new centralized Police Administrative Building.

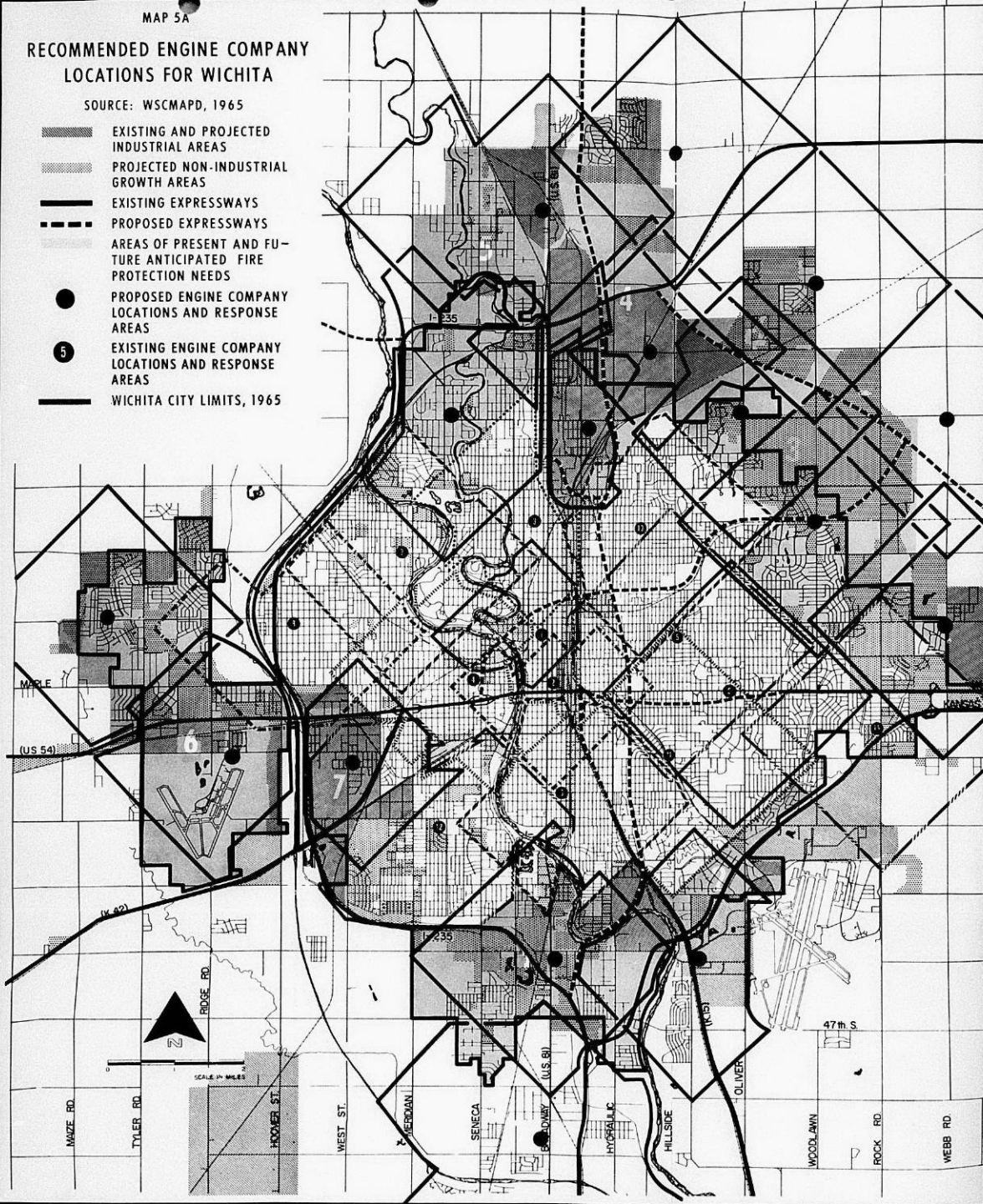
It has been forecast that the population for Sedgwick County will increase to a minimum of approximately 432,000 by 1985. With the trend being for the majority of people to settle in the urban areas; it can reasonably be assured there will be an increasing need for additional fire and police facilities within the County and more particularly within the urban areas.

MAP 5A

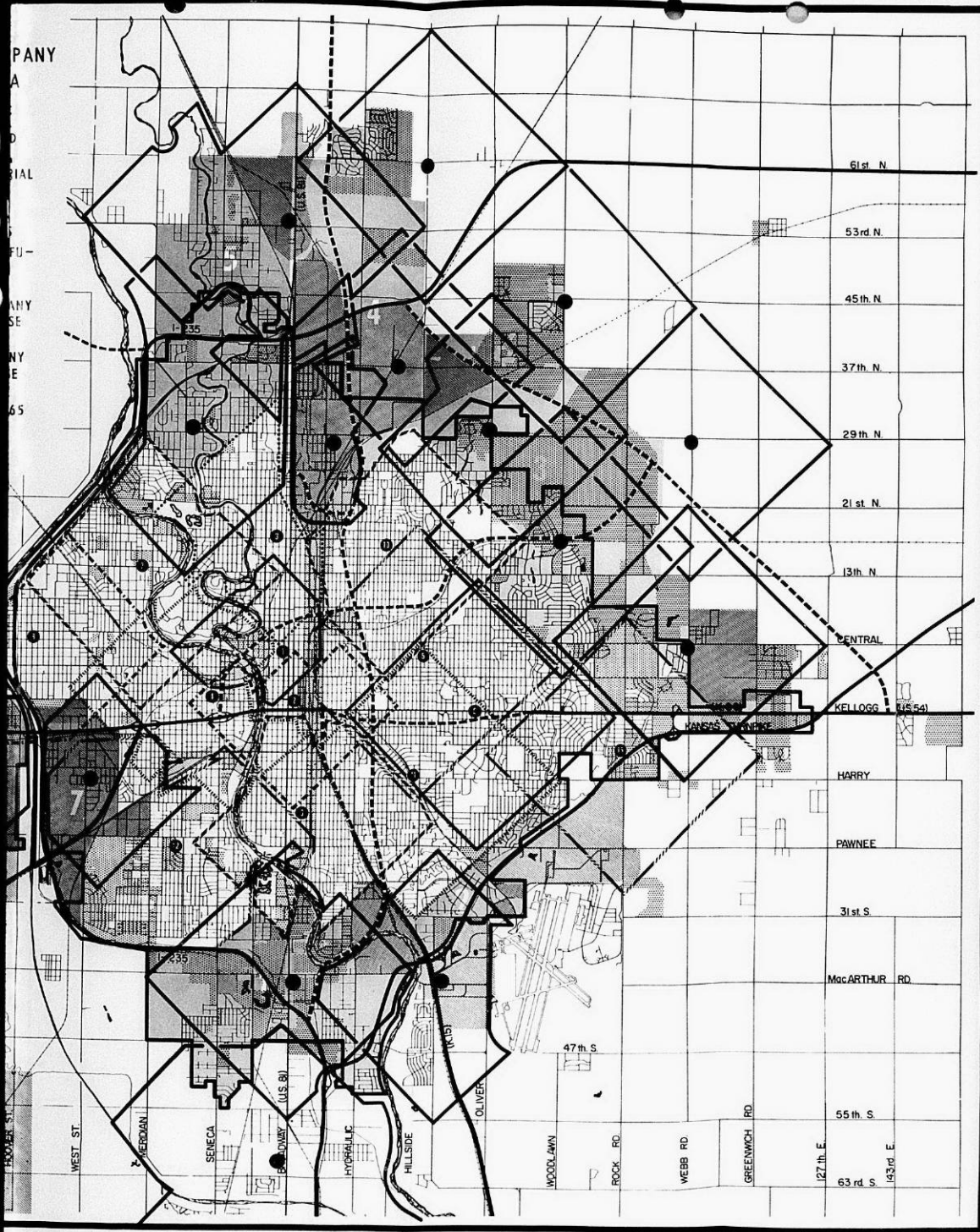
RECOMMENDED ENGINE COMPANY LOCATIONS FOR WICHITA

SOURCE: WSCMAPD, 1965

-  EXISTING AND PROJECTED INDUSTRIAL AREAS
-  PROJECTED NON-INDUSTRIAL GROWTH AREAS
-  EXISTING EXPRESSWAYS
-  PROPOSED EXPRESSWAYS
-  AREAS OF PRESENT AND FUTURE ANTICIPATED FIRE PROTECTION NEEDS
-  PROPOSED ENGINE COMPANY LOCATIONS AND RESPONSE AREAS
-  EXISTING ENGINE COMPANY LOCATIONS AND RESPONSE AREAS
-  WICHITA CITY LIMITS, 1965



PANY
A
D
IAL
FU-
ANY
SE
NY
E
65



61st N

53rd N

45th N

37th N

29th N

21st N

13th N

CENTRAL

KELLOGG (U.S. 54)

HARRY

PAWNEE

31st S

MacARTHUR RD

47th S

55th S

63rd S

143rd E

WEST ST

MERIDIAN

SENECA

CALDWELL (U.S. 81)

HYDEVILLE

HILLSIDE

OLIVER

WOODLAWN

ROCK RD

WEBB RD

GREENWICH RD

127th E

143rd E

7

RESUME OF FIRE AND POLICE FACILITIES PLAN

by

The Wichita-Sedgwick County Metropolitan Area Planning Department

The Fire and Police Facilities Plan report is one of seventeen prepared as elements of the Comprehensive Development Plan for 1965-85 for the Wichita-Sedgwick County Metropolitan Area. The Plan report is a planning document, spanning the next 20 years, to be used as a general guide for the immediate and long-range location of fire stations and facilities relating to fire and police protection needs. Citizens and government officials are encouraged to review this Plan proposal and to make suggestions to the Wichita-Sedgwick County Metropolitan Area Planning Commission and the Planning Department.

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 - (f) 17th Street North and Woodlawn Boulevard
3. Wichita Fire Department training facilities must be relocated. (Now underway)
4. Wichita presently enjoys a 3rd class fire insurance rating; however, the City is only 11 deficiency points from falling into a 4th class rating which would cause a general increase in fire insurance rates. With the installation of a new fire alarm system, the construction of at least three new fire stations and increasing the number of personnel this deficiency could be greatly improved.
5. All future fire stations should be:
 - (a) constructed to house not less than two companies on a site large enough for a three company station,
 - (b) located on a collector street near and leading to a major street, but not a heavily traveled street, and
 - (c) located in or near areas of relatively high population densities or adjacent to high value areas.

Findings and recommendations for fire facilities in Sedgwick County and urban areas outside the City of Wichita are that:

1. Existing Sedgwick County Fire Stations provide adequate fire protection in most of the Sedgwick County Fire District.
2. The townships of Greeley, Sherman, Union, Morton, Erie and Ninescah are not a part of the Sedgwick County Fire District, and it is recommended that:
 - (a) the townships of Sherman and Union become a part of the Sedgwick County Fire District and a County Fire Station be constructed in the vicinity of 151st Street West and existing K-96 Highway,
 - (b) the Cheney Volunteer Fire Department continue to serve Morton and Erie Townships and the Mount Hope Volunteer Fire Department continue to serve Greeley Township, and
 - (c) Ninescah Township continue to contract for fire protection from the City of Clearwater.

POLICE PROTECTION FACILITIES

The concentration of large population groups in urban communities has greatly increased the need for law enforcement and has multiplied the responsibilities placed upon police departments. The police department is generally thought of as a law enforcement agency; however, it has many other functions such as the prevention of crime, apprehension of law violators, recovery of property, locating missing persons, regulation of many kinds of non-criminal conduct, and a major responsibility for the regulation and control of traffic. According to the Federal Bureau of Investigation, serious crime nationally increased about 56% while the U. S. population increased approximately 10% from 1958 to 1965. Similar crimes in Wichita increased from 5,841 in 1958 to 9,923 in 1964 which is a 70% increase for the six year period. However, in recording the number of serious crimes, the Wichita Police Department includes all larceny cases, both forcible and statutory rape cases and manslaughter by negligence; while the F. B. I. includes only larceny cases of \$50 and over and forcible rape.

The national median number of police employees for cities in the population class with Wichita is 1.72 police personnel per 1000 population. The Wichita Police and Sheriff's Department have about 1.42 and 1.74 personnel per 1000 population respectively. In view of national trends and the increasing rate of crime, it appears that Wichita should increase its Police Department forces to about 2.0 personnel per 1000 population. The Sheriff's forces appear to be adequate for the present, but conditions could occur which may necessitate an increase in manpower.

The Sedgwick County Sheriff's Department is primarily responsible for providing police protection for the third class cities and unincorporated areas in the County. All of the second and most of the third class cities in Sedgwick County provide varying degrees of police protection. Of the sixteen second and third class cities in the County as of 1965, nine have no police station, fifteen have no jail, three have one full-time marshall, one has a part-time marshall, and two have no police personnel or facilities.

Major findings and recommendations for police facilities for Sedgwick County and urban areas outside the City of Wichita are that:

1. There is very little space available for expansion of the Sheriff's Department in the Sedgwick County Courthouse. If it becomes necessary to increase the personnel in the Sheriff's Department, additional space should be made available.
2. The Cities of Haysville, Valley Center and Mulvane have no jail facilities and should consider providing 2-cell jail facilities in their community for hold-over purposes.
3. All second and third class cities not now having 24-hour police protection, should maintain at least a 2 officer police force in order to provide this service.
4. The Cities of Viola, Andate, Bentley, Colwich, Goddard, Garden Plain, Kechi and Mount Hope should consider the establishment of a police station to assist citizens in contacting the police.

Findings and recommendations for police facilities in the City of Wichita are that:

1. The Wichita Police Department is presently operating from quarters which are obsolete, cramped and scattered. Except for the prison farm, the radio control center, and motor pool, all functions of the Police Department should be centralized in a modern and adequate Police Administrative Building which would allow for expansion when more space is needed and which is located on the proposed City Administrative building site.
2. The Field Training Site, near the Municipal Airport, is in a good location, but needs to be improved to provide more adequate facilities for present and future needs.
3. The Radio Operations Building and radio tower be left at its present location at 2000 Gentry Drive.
4. The motor pool is now operated from a temporary location some distance from the Police and City Administrative Center. It is recommended that the Police Garage and Motor Pool be located with, but not necessarily in, a new centralized Police Administrative Building.

It has been forecast that the population for Sedgwick County will increase to a minimum of approximately 432,000 by 1985. With the trend being for the majority of people to settle in the urban areas; it can reasonably be assured there will be an increasing need for additional fire and police facilities within the County and more particularly within the urban areas.

November 2, 1966

TO: Metropolitan Area Planning Commissioners

FROM: C. Bickley Foster, Secretary *CBF*

SUBJECT: Fire and Police Facilities Plan
Addendum No. 1 and Resume

After the Fire and Police Facilities Plan report was completed, a letter was received from the Kansas Inspection Bureau which affected statements within the Report relative to the adequacy of fire protection in several of the cities within Sedgwick County. Also, new construction of two fire stations and certain other changes occurred within the Sedgwick County Fire District.

Consequently, Addendum No. 1 was prepared for the purpose of correcting and updating the Fire and Police Facilities Plan. The Resolution, to be considered at your November 10th meeting, stipulates that the Report together with Addendum No. 1 be considered for approval and adoption as the official Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

Also enclosed is a Resume of the Plan report which has been prepared in quantity for distribution to public officials and governmental agencies who may be interested in the Report.

CBF:JPL:mg

Enclosures:
Addendum No. 1
Resume

November 2, 1966

TO: Metropolitan Area Planning Commission Members

FROM: C. Bickley Foster, Secretary *CBF*

SUBJECT: Resolution pertaining to initial approval and subsequent adoption of Fire and Police Facility Plan

Attached is a Resolution, drafted for your consideration, pertaining to the approval and subsequent adoption of the Fire and Police Facilities Plan as an element of the Comprehensive Development Plan, for the Wichita-Sedgwick County Metropolitan Area. Our records indicate that all Planning Commissioners have a copy of the Report.

In accordance with your usual procedure, the Resolution will be available for your consideration at your advertised public hearing on the Plan which is scheduled for your regular meeting at 2:00 p.m. on November 10, 1966. The Resolution has been examined and approved by the Director of the Department of Law.

Because of numerous presentations of the Subdivision Regulations and other meetings, it was impossible to find adequate time in which to schedule informal presentations and discussions with public officials, governmental agencies and the news media. Suggestions and comments are very desirable from these groups before the formal public hearing; consequently, it is requested that at the November 10th meeting:

the Chairman of the Planning Commission declare the public hearing open for consideration of the Fire and Police Facilities Plan and then recess the hearing until the regular Planning Commission meeting on November 23rd.

In addition, it is requested that:

the Chairman announce that there will be an informal presentation and discussion of the Fire and Police Facilities Plan with public officials, governmental agencies and the news media in the Planning Commission Conference Room on Friday, November 18, 1966, at 2 p.m.

CBF:JPL:kkg
Enclosure - Resolution

R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, the City of Wichita created a City Planning Commission, which Commission, pursuant to statutory authority applicable to the City of Wichita, has heretofore duly made and adopted a Master City Plan and various amendments, extensions and additions thereto for the physical development of a municipality, and of any land outside the municipality which, in the opinion of the Commission, bears relation to the planning of the municipality, which Master City Plan and amendments, extensions and additions thereto have been published and made a public record and such plan, amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created to take over the functions of the Wichita City Planning Commission and to expand and broaden the territorial jurisdiction thereof, including authority to amend, extend and add to said Master City Plan; and

WHEREAS, said Master City Plan, the amendments, extensions, and additions thereto includes as a part thereof the following:

"PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE", dated December, 1945, beginning with "FIRE STATIONS" on page 16 and concluding before "LIBRARIES" on page 18; and that part of the Master City Plan known as "PATTERNS FOR FIRE STATIONS, MASTER PLAN, 1956," including Table entitled "FIRE STATION LOCATIONS", existing and proposed; and that portion of Part IX of the "Comprehensive Plan, City of Wichita," 1946, entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION OF THE COMPREHENSIVE PLAN" which relates to fire facilities under the paragraph headed "PUBLIC BUILDINGS" and sub-items of said paragraph labeled (a), (b), (d), (e), (g), and (i) beginning on page 45 and concluding on page 46; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, having made and caused to be made careful and comprehensive surveys and studies of present fire and police facilities and future fire and police facility needs in the Wichita-Sedgwick County Metropolitan Area, the Wichita-Sedgwick County Metropolitan Area Planning Commission now determines it desirable to delete from the 1946 Master City Plan that part of:

"PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE", dated December, 1945, beginning with "FIRE STATIONS" on page 16 and including before "LIBRARIES" on page 18; and that part of the MASTER CITY PLAN known as "PATTERN FOR FIRE STATIONS, MASTER CITY PLAN 1956," including Table entitled "FIRE STATION LOCATIONS", existing and proposed; and that portion of Part IX of the 'Comprehensive Plan, City of Wichita,' 1946,

entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION OF THE COMPREHENSIVE PLAN" which relates to fire facilities under the paragraph headed "PUBLIC BUILDINGS" and sub-items of said paragraph labeled (a), (b), (d), (e), (g), and (i) beginning on page 45 and concluding on page 46; and

to approve and adopt the contents and proposals of Fire and Police Facilities Plan report, as hereinafter provided, as the Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area to be placed in the officially created file for all elements approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

WHEREAS, pursuant to the provisions of K.S.A. 1965 Supp. 12-704 the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official City and County newspaper on October 18, 1966, of a public hearing to be held on the deletion from the Master City Plan for the City of Wichita those sections pertaining to fire and police facilities as provided herein, and on the approval and adoption as an element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, the contents and proposals of the Fire and Police Facilities Plan report, as hereinafter provided; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on 1966, in Room 401, City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing, at which hearing at least a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission was present; and

WHEREAS, a majority of all members of said Planning Commission approves the aforesaid deletion from the Master City Plan of the City of Wichita; and does further approve the contents and proposals of the Fire and Police Facilities Plan report, as herein provided, as the Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the following, as previously adopted and amended, be deleted as a portion thereof of the Master City Plan of the City of Wichita:

"PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE", dated December, 1945, beginning with "FIRE STATIONS" on page 16 and concluding before "LIBRARIES" on page 18; and that part of the Master City Plan known as "PATTERN FOR FIRE STATIONS, MASTER PLAN, 1956," including Table entitled "FIRE STATION LOCATIONS", existing and proposed; and that portion of Part IX of the "Comprehensive Plan, City of Wichita," 1946, entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION OF THE COMPREHENSIVE PLAN" which relates to fire facilities under

the paragraph headed "PUBLIC BUILDINGS" and sub-items of said paragraph labeled (a), (b), (d), (e), (g), and (i) beginning on page 45 and concluding on page 46; and

that the contents and recommendations of the Wichita-Sedgwick County Metropolitan Area Planning Department report entitled Fire and Police Facilities Plan dated August, 1965, together with Addendum No. 1, dated October 17, 1966, be approved and adopted as the official Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

BE IT FURTHER RESOLVED that notice of the Wichita-Sedgwick County Metropolitan Area Planning Commission's action be given all interested legislative and administrative groups and agencies in the form of a certified copy of this Resolution, and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendations on such approval within 60 days of the receipt of such Resolution; and

BE IT FURTHER RESOLVED in the event the Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, following receipt of the statements of recommendation, that H. W. Kratzer, Chairman, and C. Bickley Foster, Secretary, of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Master City Plan for the City of Wichita, as heretofore adopted, amended, extended and added to, the action hereby taken, and place the approved and adopted contents and proposals of the Fire and Police Facilities Plan report together with Addendum No. 1 in the officially created file for all elements now approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

BE IT FURTHER RESOLVED, in the event that the Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, that an attested copy of this Resolution be certified to all legislative and administrative agencies affected by the Plan.

APPROVED by at least a majority of all of the Wichita-Sedgwick County Metropolitan Area Planning Commission members at Wichita, Kansas this ____ day of _____, 1966.

H. W. Kratzer, Chairman
Wichita-Sedgwick County Metro-
politan Area Planning Commission

ATTEST:

C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission

(SEAL)

After notice having been given to all interested groups and agencies and 60 days having elapsed since their receipt of such notice, the foregoing Resolution is hereby adopted.

ADOPTED by at least a majority of all the Wichita-Sedgwick County Metropolitan Area Planning Commission members at Wichita, Kansas, this _____ day of _____, 1967.

H. W. Kratzer, Chairman
Wichita-Sedgwick County Metro-
politan Area Planning Commission

ATTEST:

C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission

(SEAL)

R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, the City of Wichita created a City Planning Commission, which Commission, pursuant to statutory authority applicable to the City of Wichita, has heretofore duly made and adopted a Master City Plan and various amendments, extensions and additions thereto for the physical development of a municipality, and of any land outside the municipality which, in the opinion of the Commission, bears relation to the planning of the municipality, which Master City Plan and amendments, extensions and additions thereto have been published and made a public record and such plan, amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created to take over the functions of the Wichita City Planning Commission and to expand and broaden the territorial jurisdiction thereof, including authority to amend, extend and add to said Master City Plan; and

WHEREAS, said Master City Plan, the amendments, extensions, and additions thereto includes as a part thereof the following:

"PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE", dated December, 1945, beginning with "FIRE STATIONS" on page 16 and concluding before "LIBRARIES" on page 18; and that part of the Master City Plan known as "PATTERNS FOR FIRE STATIONS, MASTER PLAN, 1956," including Table entitled "FIRE STATION LOCATIONS", existing and proposed; and that portion of Part IX of the "Comprehensive Plan, City of Wichita," 1946, entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION OF THE COMPREHENSIVE PLAN" which relates to fire facilities under the paragraph headed "PUBLIC BUILDINGS" and sub-items of said paragraph labeled (a), (b), (d), (e), (g), and (i) beginning on page 45 and concluding on page 46; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, having made and caused to be made careful and comprehensive surveys and studies of present fire and police facilities and future fire and police facility needs in the Wichita-Sedgwick County Metropolitan Area, the Wichita-Sedgwick County Metropolitan Area Planning Commission now determines it desirable to delete from the 1946 Master City Plan that part of:

"PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE", dated December, 1945, beginning with "FIRE STATIONS" on page 16 and including before "LIBRARIES" on page 18; and that part of the MASTER CITY PLAN known as "PATTERN FOR FIRE STATIONS, MASTER CITY PLAN 1956," including Table entitled "FIRE STATION LOCATIONS", existing and proposed; and that portion of Part IX of the "Comprehensive Plan, City of Wichita," 1946,

entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION OF THE COMPREHENSIVE PLAN" which relates to fire facilities under the paragraph headed "PUBLIC BUILDINGS" and sub-items of said paragraph labeled (a), (b), (d), (e), (g), and (i) beginning on page 45 and concluding on page 46; and

to approve and adopt the contents and proposals of Fire and Police Facilities Plan report, as hereinafter provided, as the Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area to be placed in the officially created file for all elements approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

WHEREAS, pursuant to the provisions of K.S.A. 1965 Supp. 12-704 the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official City and County newspaper on October 18, 1966, of a public hearing to be held on the deletion from the Master City Plan for the City of Wichita those sections pertaining to fire and police facilities as provided herein, and on the approval and adoption as an element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, the contents and proposals of the Fire and Police Facilities Plan report, as hereinafter provided; and

WHEREAS, the Wichita-Sedgwick County Metropolitan Area Planning Commission, on 1966, in Room 401, City Building Annex, 104 South Main, Wichita, Kansas, did hold the public hearing, at which hearing at least a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission was present; and

WHEREAS, a majority of all members of said Planning Commission approves the aforesated deletion from the Master City Plan of the City of Wichita; and does further approve the contents and proposals of the Fire and Police Facilities Plan report, as herein provided, as the Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the following, as previously adopted and amended, be deleted as a portion thereof of the Master City Plan of the City of Wichita:

"PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE", dated December, 1945, beginning with "FIRE STATIONS" on page 16 and concluding before "LIBRARIES" on page 18; and that part of the Master City Plan known as "PATTERN FOR FIRE STATIONS, MASTER PLAN, 1956," including Table entitled "FIRE STATION LOCATIONS", existing and proposed; and that portion of Part IX of the "Comprehensive Plan, City of Wichita," 1946, entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION OF THE COMPREHENSIVE PLAN" which relates to fire facilities under

the paragraph headed "PUBLIC BUILDINGS" and sub-items of said paragraph labeled (a), (b), (d), (e), (g), and (i) beginning on page 45 and concluding on page 46; and

that the contents and recommendations of the Wichita-Sedgwick County Metropolitan Area Planning Department report entitled Fire and Police Facilities Plan dated August, 1965, together with Addendum No. 1, dated October 17, 1966, be approved and adopted as the official Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

BE IT FURTHER RESOLVED that notice of the Wichita-Sedgwick County Metropolitan Area Planning Commission's action be given all interested legislative and administrative groups and agencies in the form of a certified copy of this Resolution, and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendations on such approval within 60 days of the receipt of such Resolution; and

BE IT FURTHER RESOLVED in the event the Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, following receipt of the statements of recommendation, that H. W. Kratzer, Chairman, and C. Bickley Foster, Secretary, of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Master City Plan for the City of Wichita, as heretofore adopted, amended, extended and added to, the action hereby taken, and place the approved and adopted contents and proposals of the Fire and Police Facilities Plan report together with Addendum No. 1 in the officially created file for all elements now approved and adopted and for additions and amendments thereto of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area; and

BE IT FURTHER RESOLVED, in the event that the Wichita-Sedgwick County Metropolitan Area Planning Commission adopts said proposal, that an attested copy of this Resolution be certified to all legislative and administrative agencies affected by the Plan.

APPROVED by at least a majority of all of the Wichita-Sedgwick County Metropolitan Area Planning Commission members at Wichita, Kansas this ____ day of _____, 1966.

H. W. Kratzer, Chairman
Wichita-Sedgwick County Metro-
politan Area Planning Commission

ATTEST:

C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission

(SEAL)

After notice having been given to all interested groups and agencies and 60 days having elapsed since their receipt of such notice, the foregoing Resolution is hereby adopted.

ADOPTED by at least a majority of all the Wichita-Sedgwick County Metropolitan Area Planning Commission members at Wichita, Kansas, this _____ day of _____, 1967.

H. W. Kratzer, Chairman
Wichita-Sedgwick County Metro-
politan Area Planning Commission

ATTEST:

C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commission

(SEAL)

Oct. 11, 1966

Betty

John Dekker, Director of Law

C. Bickley Foster, Director of Planning

Resolution Approving and Adopting the Fire and Police Facilities Plan

Attached are two copies of the proposed resolution for approval and adoption of the Fire and Police Facilities Plan as an element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. This resolution will be submitted to the Planning Commission for their consideration on November 10, 1966.

The resolution is submitted for your review. It is hoped that one copy of the resolution, along with your comments or approval, can be returned to the Planning Department by Thursday, October 20, 1966.

CBF:JRL:jmm

Attachments

(892) (Published in The Wichita Beacon on October 18, 1966)

OFFICIAL CITY NOTICE

TO WHOM IT MAY CONCERN AND TO ALL PERSONS INTERESTED:

PUBLIC NOTICE is hereby given that the Wichita-Sedgwick County Metropolitan Area Planning Commission will hold a public hearing on the approval and adoption of the Planning Department report entitled, Fire and Police Facilities Plan, dated August, 1965, as the official Fire and Police Facilities Plan element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. This hearing will be held in the Planning Commission meeting room, 401 City Building Annex, 104 South Main, Wichita, Kansas, at 2:00 p.m., on Thursday, November 10, 1966. Said public hearing may be recessed and continued from time to time without further notice.

Said public hearing will be held pursuant to the provisions of K.S.A. 1965, Supp. 12-704, at which time it is proposed to adopt the Fire and Police Facilities Plan as the official Fire and Police Facilities Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. It is further proposed to delete from the 1946 Master City Plan of the City of Wichita that part of "PART VI, PUBLIC BUILDINGS AND THE CITY'S APPEARANCE," dated December, 1945, beginning with "FIRE STATIONS" on Page 16 and concluding before "LIBRARIES" on Page 18; and that part of the Master City Plan known as "PATTERN FOR FIRE STATIONS, Master Plan 1956," including the Table entitled, "Fire Station Locations", existing and proposed; and that portion of PART IX of the "COMPREHENSIVE PLAN, City of Wichita", 1946, entitled "A PUBLIC WORKS PROGRAM AND ADMINISTRATION OF THE COMPREHENSIVE PLAN" which relates to "PUBLIC BUILDINGS", beginning on Page 45 and including sub-items (a), (b), (d), (e), (g) and (i) under the paragraph entitled "PUBLIC BUILDINGS" beginning on Page 45 and concluding on Page 46. Also, the Planning Commission may consider at the November 10 public hearing their overall recommendation and approval of the Fire and Police Facilities Plan proposals or amendments thereto, adopt a resolution approving the same, and set a time and place for the formal adoption of the Fire and Police Facilities Plan. Copies of the Fire and Police Facilities Plan are on file in the Office of the Metropolitan Area Planning Department, Room 402, City Building Annex, 104 South Main Street, Monday through Friday, 8:00 to 12:00 a.m. and 1:00 to 5:00 p.m.

All persons interested in said matters will be heard at 2:00 p.m., November 10, 1966, concerning their views and wishes in the premises as by law provided.

WITNESS MY HAND AND SEAL this 13th day of October,
1966.

C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commis-
sion

(SEAL)

FIRE and POLICE FACILITIES PLAN



A Comprehensive Development Plan Report
for the Wichita-Sedgwick County Metropolitan Area

FIRE AND POLICE FACILITIES PLAN
1965-1985

Prepared as an Element of the
Comprehensive Development Plan for the
Wichita-Sedgwick County Metropolitan Area

Wichita-Sedgwick County Metropolitan
Area Planning Department

104 South Main Street
Wichita, Kansas

August, 1965

The preparation of this document was financially aided through a Federal Grant from the Urban Renewal Administration of the Housing and Home Finance Agency under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

CITY OF WICHITA
BOARD OF COMMISSIONERS

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Vincent L. Bogart, President
William D. Anderson, Jr.
John S. Stevens
Clarence E. Vollmer

Russell E. McClure, City Manager

SEDGWICK COUNTY
BOARD OF COMMISSIONERS

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WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION

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H. William Kratzer, Vice-Chairman	W. Harold Mooney
Henry B. Dugan	C. Merritt Winsby
Edwin B. Law	Theodore H. Hill

Charles D. Anderson, resigned April, 1965
Erle Jennings, deceased December, 1964

WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING DEPARTMENT

C. Bickley Foster, Director of Planning
Robert A. Lakin, Assistant Planning Director

Staff Study Participants:

Maurice L. Miller, Senior Planner, Current Plans Division
Dennis C. McCartney, Planner I, Current Plans Division
G. Lynn Shirkey, Planner I, Current Plans Division
James P. Looney, Planner III, Long Range Division
Gary L. Pierce, Planner II, Graphics
James Smith, Planning Aide II, Graphics
Tom Garland, Planning Aide III, Graphics
Jeff Craghead, Planning Aide II, Graphics
Bill Menefee, Planning Aide III, Graphics
Janet Murray, Steno-Clerk I
Meta Arrington, Steno-Clerk II

Consultants:

Oblinger and Smith, Planning Consultants, Wichita, Kansas

ACKNOWLEDGEMENTS

Special appreciation is expressed to the following agencies and individuals for contributing information and assistance to the Study.

AMERICAN INSURANCE ASSOCIATION (Formerly The National Board of Fire Underwriters)
E. W. Fowler, Chief Engineer

KANSAS INSPECTION BUREAU
Carl N. Clanton, Chief Engineer

WICHITA FIRE DEPARTMENT
T. A. McGaughey, Fire Chief
R. L. Simpson, Deputy Chief of Operations Division

SEDGWICK COUNTY FIRE DEPARTMENT
Raymond A. Davis, Fire Chief
L. E. McCabe, Jr., Deputy Chief

iii

WICHITA POLICE DEPARTMENT
Eugene M. Pond, Chief of Police
Lt. Colonel C. Warner Spann, Commander of Service Division
Lt. Colonel Claud I. Nichols, Commander of Staff Division
Captain Charles C. Couchman, Commander of Records Section

SEDGWICK COUNTY SHERIFF'S DEPARTMENT
Vern Miller, Sheriff
R. A. Hill, Undersheriff

WICHITA MUNICIPAL AIRPORT
C. Edward Straub, Airport Manager

Mayors or City Clerks of the Second and Third Class
Cities in Sedgwick County

FOREWORD

This plan report is one of a series of seventeen being prepared as elements of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area for 1965-1985. The purpose of this report, Fire and Police Facilities Plan, is to analyze existing and future fire and police protection needs and to provide guidelines for locating fire stations and other facilities related to fire and police protection. Citizens and government officials are encouraged to review this report and invited to make suggestions to the Wichita-Sedgwick County Metropolitan Area Planning Commission and the Planning Department.

iv As background information for the plan reports, previous studies were conducted by the Wichita-Sedgwick County Metropolitan Area Planning Department and consultants during the past five years. A partial list of these studies would include those concerned with: (1) physical features and natural resources affecting growth; (2) characteristics of population and a projection of its future composition; (3) trends in the local economy for commercial and industrial development; and (4) the existing land use pattern, an estimate of the amount of land needed to accommodate the future population and a forecast of alternative directions of growth.

The Comprehensive Development Plan will be grouped into three major plans for future land use, transportation and community facilities. Individual elements of these plans include:

Land Use--Residential - Industrial - Commercial - Center City
Transportation--Streets and Highways - Airports - Railroads -
Parking - Intercity Buses and Trucks - Mass Transit
Community Facilities--Schools - Libraries - Fire and Police -
Open Space, Parks and Recreation - Public Maintenance
Equipment Yards - Water Supply and Distribution, Sewage
Disposal, Drainage and Flooding - Refuse Disposal

After public review of these plan elements, they will be summarized in one document to form the "Comprehensive" Development Plan for the Metropolitan Area. When such a Plan is adopted by the Metropolitan Area Planning Commission, it is hoped that it will serve as a general guide to both public and private planning for the long-range orderly development of our community.

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LAND USE PLAN - Future plan for land use as cumulatively indicated in three reports entitled the Basis and Plan for the Pattern of Residential Growth, the Commercial Land Use Plan and the Industrial Land Use Plan prepared by the Wichita-Sedgwick County Metropolitan Area Planning Department in 1965.

RESPONSE AREA - The area inside the boundary formed by the maximum response distance of engine or ladder companies from their respective stations.

RESPONSE DISTANCE - The recommended maximum distance of response to fires from fire stations by engine or ladder companies, depending upon the type of district (high value or residential) to be protected and the required fire flow. Response distance is also influenced by the natural and man-made barriers.

WICHITA METROPOLITAN AREA - For the purposes of this study, it includes all of the area within Sedgwick County. In 1963, the U.S. Bureau of Census added all of the area of Butler County to the Wichita Metropolitan Area.

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WICHITA URBANIZED AREA - for the purposes of this study, it is defined as that area of the City of Wichita and the surrounding closely settled incorporated cities and unincorporated areas.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

Findings

1. The trend toward urbanization over the years has greatly increased the need for provision of municipal services in the Wichita Metropolitan Area. This is particularly true of fire and police protection which are needed to assure the development of an orderly society.
2. It is anticipated that 432,000 persons will be residing in Sedgwick County by 1985, of which 367,000 are estimated to be living in the Wichita Urbanized area. Existing fire and police protection needs and future fire and police protection needs, based on anticipated growth formed the most important basis for the fire and police facility plan proposals presented in this report.

Fire Protection

1. The first Wichita fire company was established in 1872. Today the City of Wichita Fire Department maintains 13 fire stations, 36 pieces of motorized apparatus and employs 308 employees. The Department's operation is supplemented by 38 volunteer firefighters. It appears that most of the existing facilities are in good condition with the exception of the fire alarm system which is in poor condition and inadequate to meet present needs. The fire extinguishing training site and facilities are presently undeveloped and in poor condition.
2. The existing engine and ladder companies of the Wichita Fire Department appear to provide adequate fire protection within their respective primary response areas. However, there are several areas inside the Wichita City Limits which are presently without adequate fire protection. Generally speaking, these areas have been annexed in the last 4 to 5 years.

In addition to the need for a new fire alarm system, there is a special need for a new location for the Wichita Fire Department's training facilities

and maintenance shops. The present site utilized for these facilities must be vacated by December of 1965.

3. For the most part, the standards which are followed for providing fire protection for Wichita are those established by the American Insurance Association, formerly the National Board of Fire Underwriters (NEFU). These standards deal with response distances, fire flow and type of district served and should be considered in the location of fire stations and type of facilities required at those locations. Although the City maintains a third class fire insurance rating, it is only 11 deficiency points from receiving a 4th class rating. With the installation of a new fire alarm system, the construction of at least 3 new fire stations and the employment of more personnel, this deficiency could be greatly improved.
4. The Sedgwick County Fire Department operates from 4 stations which serve the area inside the County Fire District, employs 67 full-time personnel, and maintains 19 pieces of motorized fire apparatus. This Department is aided by 25 volunteer firefighters.
5. The existing Sedgwick County Fire Stations provide adequate fire protection to most of the Sedgwick County Fire District. However, there is a need for additional facilities in the southeast quadrant and western portions of the County at the present time.
6. Second and third class cities are provided fire protection either by their own volunteer fire departments or by the County Fire Department. Townships lying outside the County Fire District are provided fire protection by contracting service from cities in their proximity.
7. The establishment of fire insurance rates outside of Wichita in Sedgwick County, including the second and third class cities, is determined by the Kansas Inspection Bureau. The ratings of the second and third class cities range from Class 7 to Class 10.

Police Protection

1. At the present time, the Wichita Police Department employs 382 persons and maintains 125 pieces of mobile equipment. Although the Police Station was considered one of the most modern and up-to-date facilities in the country when it was constructed in 1934, it has long since become inadequate to house the needs of an expanding Police Department. This lack of adequate space has forced the Department to operate from several scattered locations throughout the City.
2. It is apparent that the Police Department could operate much more efficiently if all of its present operations were housed together in centralized facilities. It is possible within 20 years that the Wichita Police Department may require the utilization of a full-scale precinct operation in North Wichita.
3. Police protection in the County is provided by the Sheriff's Department and the Marshal's office. The Sheriff's Department employs 80 persons, maintains 24 pieces of motorized equipment and is provided supplemental services by several volunteer groups. The County jail, located in the Sedgwick County Courthouse has provisions to accommodate 350 prisoners; however, the normal numbers of prisoners jailed at any one time is from 100 to 120. Although the jail facilities appear to be adequate for the next 20 years, there is an existing need for additional office space for police functions.
4. The Sheriff's Department's main responsibility is to provide police protection to the third class cities and unincorporated areas in Sedgwick County. Additional protection for the second and third class cities is provided by the individual police operations of these cities with the exception of Garden Plain and Goddard which maintain no municipal police protection. Of the 16 second and third class cities in the County, Derby is the only City providing jail facilities. The cities of Cheney, Clearwater, Colwich, Derby, Haysville, Mulvane and Valley Center provide police station facilities.

Recommendations

Fire Protection

1. The following recommendations pertain to the provision of fire protection and facilities in Wichita:
 - a. All future fire stations should be constructed to house not less than 2 companies, and located on a site large enough to accommodate at least a 3-company station.
 - b. Stations should be located on collector streets near and leading into major streets, but not on heavily traveled streets.
 - c. Stations should be located in or near areas of relatively high population densities or adjacent to high value areas.
 - d. Stations should be constructed as soon as possible in the vicinities of Broadway Avenue and MacArthur Road, Harry Street and Municipal Airport Road, 29th Street North and Washington Avenue, 29th Street North and Amidon Avenue, Central Avenue and Caddy Lane, and at 17th Street North and Woodlawn Boulevard.
 - e. Station #11 at Harry Street and George Washington Boulevard should be enlarged to provide space for a ladder company as soon as possible or relocated to a site in the vicinity of Mt. Vernon Road and George Washington Boulevard or Mt. Vernon Road and Hillside Avenue with space for an engine and ladder company.
 - f. If future growth occurs as anticipated by 1985, and is annexed by the City, stations should be constructed in the vicinities of 29th Street North and Oliver, 37th Street North and the Rock Island Railroad Tracks, and at Harry and West Streets.
 - g. If future growth occurs beyond what is anticipated in the next 20 years, stations may have

to be constructed in the vicinities of 61st Street North and Hillside Avenue, 45th Street North and Woodlawn Boulevard, 29th Street North and Webb Road, and at Kansas Highway 15 and MacArthur Road. Consideration should be given to the utilization of County Fire Station #4 at 6151 South Broadway, if it and its close environs become annexed to the City.

- h. The existing fire alarm system should be replaced as soon as possible.
 - i. Training facilities, maintenance shops and the Fire Alarm Headquarters should be moved from their present locations and housed in a single facility near City Station #1 at 3rd and Water Streets.
 - j. The fire extinguishing training site should be improved in order to obtain the most efficient use of the facility.
 - k. The National Board of Fire Underwriters recommended improvement program concerning the provision of fire protection in the City should be adhered to, if possible. xvi
2. Sedgwick County is planning to locate fire stations at U.S. 54 and F.A.S. 609 (Andale Road) and at 63rd Street South and Rock Road; these should be constructed as soon as possible.
3. If growth occurs as anticipated by 1985, and if the City of Wichita finds it feasible to utilize existing County Station #1 at 553 North Webb Road and Station #2 at 200 East 53rd Street North, the following locations are suggested as possible future County fire station sites:
- a. U.S. 81 and 85th Street North
(relocation of Station #2)
 - b. U.S. 54 and 127th Street East
(relocation of Station #1)

- c. U.S. 54 and 151st Street West
(relocation of Station #3; however,
the existing site at 401 South Tyler
Road is poorly located for future use
by Wichita.)
- 4. If future development occurs beyond that which is anti-
cipated, County Fire Stations may be needed in the
vicinities of:
 - a. U.S. 81 and 79th Street South
(relocation of Station #4, if City
annexes existing site at 6151 South
Broadway.)
 - b. 61st Street North and Greenwich Road
 - c. F.A.S. 610 and existing K-96
 - d. 55th Street South and Ridge Road
- 5. The townships of Grand River, Garden Plain, and Afton
should join the County Fire District previous to the
construction of a County Fire Station at Andale Road
and U.S. 54.
- 6. With a County Station located at F.A.S. 609 (Andale
Road) and U.S. 54, and, if a station is constructed
in the vicinity of F.A.S. 610 (151st Street West),
and existing K-96, Sherman Township should consider
being included in the County Fire District. If the
construction of this latter station becomes neces-
sary due to increasing protection needs in Delano,
Park, Eagle and Union Townships, Union Township
should be included in the Fire District. Until the
townships of Sherman and Union would become included
in the Fire District, the cities of Andale and Colwich
should continue to serve their respective townships
and upgrade their fire defenses to permit lower
insurance rates and better protection for farm buildings.
- 7. It appears that Cheney should continue to serve the
townships of Erie and Morton, with Mount Hope contin-
uing to serve Greeley Township. The volunteer fire
departments of these cities should attempt to upgrade
their fire defenses for better rural protection.

8. The engineers of the Kansas Inspection Bureau should be contacted by each of the second and third class cities for specific needs related to their fire defenses.

Police Protection

1. All of the various scattered facilities of the Wichita Police Department should be centralized in new police facilities, except the City Prison Farm at 701 West Harry Street, the field training site on Municipal Airport property, and the Radio Repair Unit located in the Radio Operations Building at 2000 Gentry Drive.
2. New Wichita police facilities should be located in or adjacent to the new City Administrative Building. The Police Garage and City Motor Pool should be located near but not necessarily in the new police facilities. The police facilities, including the Garage and City Motor Pool, should be constructed to meet the estimated space needs for 1985 and designed to allow for additional future expansion.
3. The Field Training Site of the Wichita Police Department should be improved to provide more adequate facilities for present and future needs.
4. The Sedgwick County Sheriff's Department, located in the County Courthouse, will need additional office space previous to 1985. Some of this space could possibly be provided by relocating some of the Department operations to the eleventh floor of the Courthouse. Other space might be made available by relocating some of the non-police County functions which are presently adjacent to the Sheriff's Department offices to other areas of the Courthouse, and utilizing this space by the police functions of the Department.
5. Haysville, Valley Center and Mulvane should consider the provision of 2-cell jail facilities in their communities for hold-over purposes.

6. If possible, all second and third class cities should maintain at least a 2-officer police force in order to provide 24-hour police protection.

7. The cities of Viola, Andale, Bentley, Colwich, Goddard, Garden Plain, Kechi and Mt. Hope should consider the establishment of a police station to assist citizens in contacting the police.

Chapter 1

INTRODUCTION

No functions of municipal government are more basic to an orderly society than those concerned with the protection of life, liberty and property, and the safeguarding of safety and morals. For the most part, these functions are the responsibility of the fire and police departments of a community.

The prevention of fires and fire fighting are the two primary concerns of a fire department. Once a fire occurs, the immediate aims of a fire department are to prevent the loss of life and property damage, to control the fire in its place of origin and to extinguish the fire if possible. In spite of improved methods of fire fighting and programs developed in the interest of fire prevention, thousands of lives and millions of dollars are lost each year as a result of fire.

The concentration of large population groups in urban communities has greatly increased the needs for law enforcement and has multiplied the responsibilities placed upon police departments. Although the police department is generally thought of as a law enforcement agency, it has many

other functions, including the prevention of crime, the apprehension of law violators, the recovery of property, the location of missing persons, and the regulation of many kinds of non-criminal conduct. The most important regulatory matter is the control of traffic.

In order to provide adequate fire and police protection, existing needs should be determined and future needs should be estimated for the Wichita Metropolitan Area (Sedgwick County). From these projected needs it becomes easier to estimate the future costs for these services and to schedule construction for facilities at the time they are needed.

2

Future fire and police protection needs will be predicted mainly upon the type and amount of future development that occurs in Sedgwick County. The projected growth patterns for the Metropolitan Area (Sedgwick County) are summarized in Chapter 2.

It is anticipated that the fire facility plan proposals presented in this report will be utilized to update the existing Master Plan 1956, Pattern for Fire Stations and become an element of the Comprehensive Development Plan.

Chapter 2

GROWTH PROJECTION FOR THE WICHITA METROPOLITAN AREA

The several elements of a Comprehensive Development Plan must have a firm foundation of studies of basic characteristics and conditions in the community. It is particularly important to understand the economy; population characteristics; land use and growth policies of the past, the present and the future.

In the Wichita Metropolitan Area, these basic area characteristics have been studied over the past 2 to 4 years. Brief comments regarding these studies are warranted here to illustrate their effect on recommendations concerning fire and police facility plan proposals.

Future Economy

An effective plan requires a clear understanding of the relationship between development and the economic mechanism. The economic benefits that the inhabitants of a city receive as "consumers" are particularly difficult to measure in terms of dollars. The future physical character will materially affect the future economy of a city. Similarly, the anticipated future economy will effectively

limit the extent to which the physical plant may be built.

The economic base of the Wichita area was carefully studied in a series of reports. Dr. E. T. Halaas prepared a report Pattern for Progress in 1957, in which the past and then current economy was carefully examined and discussed. This study was, for the most part, oriented to the City of Wichita, but did consider the entire County to a degree. The report traced the development of the City from its beginning as a frontier community to its position as a major urban center serving many counties as the primary trade center. It also developed the history of its transition from near total
4 dependence on agriculture to major dependence on the oil industry and finally to its present role as a major manufacturing center. This report generally concluded that the Wichita Metropolitan Area economy would continue to expand based primarily on a rapidly growing aircraft manufacturing industry, and that population growth would exceed 500,000 by 1975.

Larry Smith and Company completed the study Economic Analysis of Land Use Requirements in 1961 for the Wichita Metropolitan Area. This report (referred to here as the Larry Smith Report) intended for use as a working document, indicated probable future land use requirements by major

land use types to be used as planning guides. Pertinent findings of major importance were utilized as guides for future planning of the Metropolitan Area. Some of these were:

1. The attitudes and desires of the residents and community officials will be of major importance in determining the future economic development in the Wichita Metropolitan Area.
2. The ratio of population to employment has fluctuated, but generally approximately 40% of the total population is employed.
3. Employment in Wichita is heavily dependent on the aircraft manufacturing industry; and will continue to be at approximately the same degree for the foreseeable future.

In this study the consultants examined the past and then current economy of the Metropolitan Area. While they generally substantiated the work of Dr. Halaas in 1957, they recognized the market changes which had occurred in the aircraft manufacturing industry in the 4-year interim period. The consultants concluded that Wichita and Sedgwick County could expect a gradually expanding economy and population with an estimated 1985 population of approximately 430,000. They noted the major changes occurring in the aircraft industry and the shifts away from manned military aircraft and suggested that these changes could have a great effect on the economy of the area since it is so heavily dependent on the

aircraft industry. The consultants concluded, however, that the aircraft employment and balance of economic activity would probably remain at or near the 1960 level and become a relatively stable economic factor.

After the economic analysis had been completed, the conclusions were translated into land use requirements. This portion discussed desirable densities of development; compared these densities with data showing land used, zoned and vacant in the commercial and industrial categories; and projected net acreages of additional land by category, which would be required to provide for the anticipated expansion. This, together with the population projection, was vital to the technical land use and transportation studies which followed.

6 These consultants also expressed major concern regarding the preservation of the downtown area of Wichita. They noted that it is economically important that the downtown core area be maintained in a strong and vigorous condition since this area provides for much of the major economic function vitally affecting the entire Metropolitan Area.

Approximately 18 months after the economic base study, Larry Smith and Company was retained to undertake a study of the resources of the community which were available for

meeting the needs of the City for urban redevelopment and rehabilitation. This study was, in part, a re-examination of their earlier work. As a general conclusion, the consultants indicated that this latter study corroborated the findings of the earlier one and that the conclusions and recommendations of the first study were still valid.

Future Population

The Wichita Metropolitan Area is a growing community. It is indicated in the Larry Smith Report that the Metropolitan Area (Sedgwick County) as a whole increased in population by approximately 324,478 persons from 1880 to 1960. The City of Wichita accounted for an increase of 249,787 persons during this period. These figures indicate that both Sedgwick County and Wichita have grown at a rapid rate with a continuously increasing percentage of the County population living in Wichita. Since late in the decade of the 1950's, there has been a leveling off of population increase in the Wichita area and the increase in recent years has been only nominal.

The population projections in the Larry Smith Report were based on the assumptions that:

1. The United States would not become involved in a major war during the next 25 years.

2. The national economy would not experience a severe economic depression.
3. Local Wichita business and industrial interests would take positive action toward maintaining and promoting Wichita's future economic growth.

Three methods of estimating future population were utilized. These methods were:

1. the numerical increase method;
2. the relationship of Sedgwick County's growth to Kansas' growth (relationship to larger areas); and
3. the employment-population method.

8 The results of the 3 methods of projecting population are shown in Chart 2A. It was determined in the report that the population of the Metropolitan Area is directly related to the size of the employment base (particularly in manufacturing). Consequently, the "employment-population" projection was selected as the most feasible of the several methods. It was pointed out that it would be possible that the "numerical trends" projection could be attained or that even the most optimistic "relationship to larger areas" projection might be reached. However, since the "employment-population" projection was considered to be the most reasonable, it has been used in planning studies leading to a Comprehensive

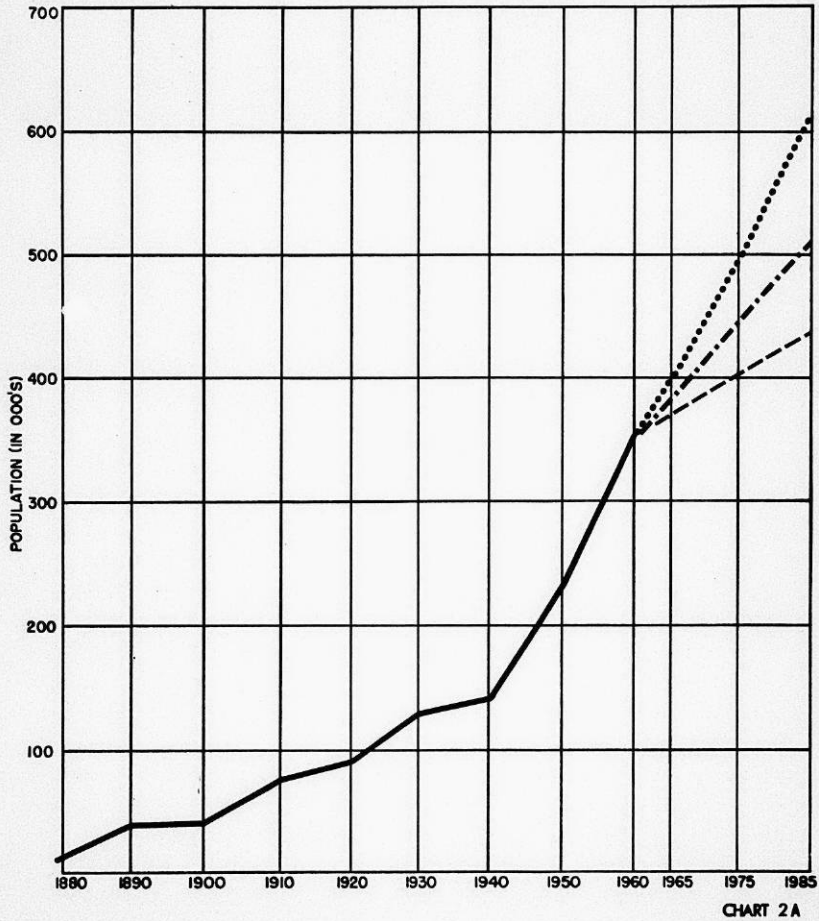


CHART 2A

METROPOLITAN AREA POPULATION PROJECTIONS

SOURCE: ECONOMIC ANALYSIS OF LAND USE REQUIREMENTS
LARRY SMITH AND CO., 1961

- % SHARE OF KANSAS
- . - . - . GROWTH - TREND
- - - - - EMPLOYMENT

Plan. (1) Table 2A shows the urban and rural population projections for the Metropolitan Area for 1965, 1975, and 1985. It was estimated that the population in the small communities of Sedgwick County will increase at approximately the same rate as the Wichita Urbanized Area population.

Guided Growth

Historically, Wichita's growth has generally extended in all directions at approximately the same rate. Some disadvantages have accrued to this type of growth pattern.

There has been a scattering of development on the periphery of the City where land was most readily available at relatively low cost. These developments were of such size and densities as to require urban-type services; however, since they were outside the corporate limits of the City of Wichita, they could be provided service only by improvement districts or County government. In many instances, the services which were provided were inadequate and in other instances were critically deficient.

The problems created by this scattered development are being resolved since the City of Wichita in 1960 began to annex the outlying urbanized areas. Attempts to prevent a

(1) Economic Analysis of Land Use Requirements, Larry Smith and Company, 1961, p. B-29.

Table 2A

POPULATION DISTRIBUTION OF SEDGWICK COUNTY

	Historic#			Projected			
	1930	1940	1950	1960	1965	1975	1985
Urban Population	111,110	114,966	194,047	311,460	330,000	348,000	393,000
Percentage Share of Total Population*	81.50%	80.22%	87.29%	90.74%	91%	91%	91%
Wichita Urbanized Area**	111,110	114,966	194,047	292,138	308,000	325,000	367,000
Percentage Share of Total Population	81.50%	80.22%	87.29%	85.11%	85%	85%	85%
Other Urbanized Areas***	-	-	-	19,322	22,000	23,000	26,000
Percentage Share of Total Population	-	-	-	5.63%	6%	6%	6%
Rural Population****	25,220	28,345	28,243	31,771	33,000	34,000	39,000
Percentage Share of Total Population	18.50%	19.78%	12.71%	9.26%	9%	9%	9%
TOTAL POPULATION OF SEDGWICK COUNTY	136,330	143,311	222,290	343,231	363,000	382,000	432,000

(#) U. S. Census

(*) Projected share of total population of Urban Population stabilized @ 91% (1960 % share - 90.74%).

(**) Projected share of total population of Wichita Urbanized Area stabilized @ 85% (1960 % share - 85.11%).

(***) Projected share of total population of Other Urbanized Area stabilized @ 6% (1960 % share - 5.63%).

(****) Projected share of total population of Rural Population @ 9% (1960 % share - 9.26%).

Source: Economic Analysis of Land Use Requirements, Larry Smith and Company, 1961, p. B-30.

recurrence of such major problem areas revolve about an accepted policy of Guided Growth. Such policy was based on a thorough analysis of existing land use, projections based on existing trends, and comparative costs for development in various parts of the community.

The Guided Growth Land Use Forecast shows directions of growth which can be expected if local governments will take necessary actions to:

1. Revise subdivision regulations and procedures to require the installation of essential improvements in all new areas at the time of development (by the developer in cooperation with the public agency).
2. Amend the Zoning Ordinance and Resolution to:
 - a. Incorporate provisions for regulating development in flood plains and other marginal areas.
 - b. Revise current regulations for airport approach zones.
 - c. Revise zoning maps to reflect the Metropolitan Area Land Use Plan, based on the Guided Growth Policy.
3. Adopt development standards as guides for achieving better use of land, to be incorporated in the revision of zoning and subdivision regulations.
4. Adopt firm policies for the extension of municipal utilities.
5. Increase expenditures for acquisition of neighborhood and area-wide park and recreation sites, school sites and other public utilities.

6. Maximize use of public and private urban renewal methods to encourage planned industrial development and to rehabilitate deteriorating areas.
7. Initiate programs to improve existing neighborhoods, physical planning and capital improvement programming.⁽¹⁾

Revision of subdivision regulations and procedures to require the installation of essential facilities at the time of initial development would discourage development in marginal areas where total development costs are highest and encourage development in areas best suited for growth.

12

The regulation of flood plains should be incorporated in new subdivision regulations. This would discourage development which would be in danger of damage by rising waters or changes in area drainage patterns. In addition, proper steps to protect airport approach zones would preserve the capacity and safety of airport installations.

Basic to a revision of zoning regulations is the adoption and inclusion of modern development standards in the regulations. Many standards presently expressed in the zoning regulations do not reflect changing needs, capabilities and the potential of modern urban growth.

(1) Land Use Technical Report, Wichita-Sedgwick County Metropolitan Area Planning Department, 1963, pp. 171, 172.

Firm policies against uneconomical extension of municipal utilities would eliminate "leap frogging" development. Extension of services, only when economical, would encourage future growth to be more compact and contiguous to existing cities in the Metropolitan Area. In areas where the cost of providing service is greater than returns, policies should limit the installation of utilities unless other extenuating circumstances exist involving the health and safety of citizens.

Programs to improve existing neighborhoods through physical planning and capital improvement programming would help to arrest blight and create neighborhoods capable of maintaining their values. This would reduce residential movement to undeveloped areas and unnecessary duplication of facilities.

13

The Guided Growth Land Use Forecast is based on reducing development costs through implementing appropriate policies. To determine areas best suited for future intensive urban development, studies were made of drainage costs, subdivision improvement costs, travel costs, costs of extension of services, and special project costs.

This forecast did not follow a strict pattern of most economical development, but recognized that some persons

disregard economy for other values. It is assumed, however, that most developers prefer economy in development, which is of great importance to the health and vitality of the community.

Conclusions of the development cost studies indicated that the area of favored development because of lower total development costs is the northeast quadrant of the Wichita Urbanized Area. Conversely, it was concluded that the southwest quadrant was the area with the highest total development costs.

14 It has been assumed that the Guided Growth Policy will be implemented, having been previously accepted in principle. Therefore, it is assumed that major community growth in the next 20 years will be in the northeast quadrant and the Westlink-Country Acres area, with only minor fill-in development occurring elsewhere.

Similar kinds of studies of the areas around the smaller municipalities of the County resulted in assignments of areas of growth for these cities.

Future Land Use

The plan element which must precede and serve as the foundation for all other elements of the Comprehensive Plan is that which concerns the future land use of the community.

The Land Use Plan is a generalized portrayal of the manner in which the community of the future should develop and should also indicate the kind, location and extent of development. It generally established the pattern by which industrial, commercial and residential land uses will be directed to those parts of the community in which they will be most suitable and compatible. The Plan must reflect considerations of economy in total development costs; physical characteristics which serve as prime advantages upon which the community should capitalize or as obstacles which must be accepted; existing development which must be accepted as desirable for the community of the future or for which renewal plans should be formulated; and the wishes, desires and attitudes of the community and their elected and appointed representatives as to the kind and size of the community desired for the future. The Land Use Plan, if it is to be effective, should then be used as the basic policy guide for solving zoning, subdivision, and detailed planning problems as they arise.

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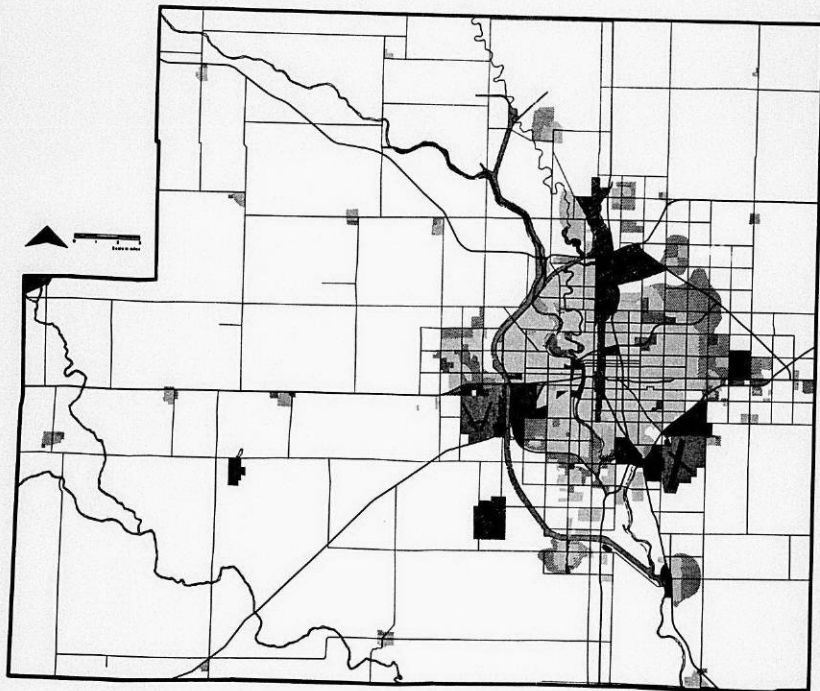
The Land Use Plan is generalized in nature and must not be considered as a finite document for precisely locating the great number of specific uses in the Metropolitan Area. It concerns itself with general designations of gross

quantities of land to be devoted to each of certain basic categories of uses. It has been based on a series of detailed studies of existing land use, economics, population, physical characteristics, traffic and traffic movement, and projections of these into the future.

The Land Use Plan for the Wichita Metropolitan Area also reflects the concepts embraced in the Guided Growth Study and Policy. It is obvious, however, that the plan should not and will not absolutely adhere to the concept of developing only those areas which can be developed most economically. It must be recognized in the plan that development will probably occur to some important degree even in those areas where total development costs will be disproportionately high to both the developer and to the community as a whole.

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





The work being performed in the preparation of the Land Use Plan has been simplified to show areas of future industrial growth and future non-industrial growth. These are shown on Map 2A along with a proposed arterial and expressway/freeway system required to serve that growth. The transportation proposals were developed in a comprehensive transportation study for the Wichita Metropolitan Area in 1964. In the generalization of future growth areas it is assumed that:



MAP 2A

**EXISTING DEVELOPMENT, FUTURE GROWTH AREAS
AND MAJOR THOROFARES - 1985**

SOURCE: WSCMAPD - 1965

-  EXISTING MAJOR PUBLIC AND QUASI-PUBLIC AREAS
-  EXISTING NON-INDUSTRIAL AREAS
-  PROJECTED NON-INDUSTRIAL GROWTH AREAS
-  EXISTING AND PROJECTED INDUSTRIAL GROWTH AREAS
-  EXPRESSWAYS
-  ARTERIALS

1. Industrial areas will develop exclusively for industrial purposes, compatible with that now existing in the area; and will be maintained free of non-industrial uses except those uses which are clearly incidental to industrial development and necessary to serve and support this development.
2. Non-industrial areas will be primarily residential development, including such non-residential uses as offices, commercial establishments, churches, schools, parks, open space, etc., in such quantity and location as may be necessary to serve the needs of the residential development.

Projected Industrial Growth Areas

Future industrial growth is anticipated to occur in 4 major areas.

The first area lies to the north and northeast of the existing North Wichita Industrial Area. It provides for a filling in of the present industrial area and its expansion north from 37th Street to approximately one-half mile north of 45th Street between Broadway and I-35W, and then northward to about 61st Street between U.S. 81 and the Santa Fe Railroad Tracks. It also reserves land for new development in the area bounded by I-35W, the Missouri Pacific Railroad Tracks, K-254 and the proposed Northeast Circumferential Route. It is assumed that these areas would be reserved for industrial operations of a nature that is compatible with existing development, and that residential development and incompatible commercial or industrial uses would not be permitted in this area.

This North Wichita Area is accessible by good transportation facilities. Direct access to the Area is provided by U. S. 81 and will be provided by I-35W with interchanges at 21st and 29th Streets. It is anticipated that the North Wichita Thruway will be constructed to form a connecting link between I-35W and I-235. The Area is also served by the major facilities of the Rock Island, Santa Fe, Frisco and Missouri Pacific Railroads.

18

The smallest of the 4 areas is located immediately to the north and to the east of the Municipal Airport. It has specific orientation to the airport facility, Highway U. S. 54 and the Santa Fe Railroad trackage. By its direct access to U. S. 54, the area also has excellent access to the I-235 By-pass.

This area will permit a filling in of those portions now partially developed, and expansion with similar kinds of activities. It is not anticipated that large additional tracts will be utilized for industry.

The third major area in which industrial expansion is anticipated is located generally south of Highway U. S. 54, west of Highway K-42 and east and north of I-235. This area is oriented to the bounding highways which provide exceptional access to the entire Metropolitan Area. Rail

service is provided by the Missouri Pacific Railroad. The area is also near the Municipal Airport and has excellent access to that facility.

This area will permit development to fill in those portions now partially developed, and expansion with similar kinds of activities. Few large additional tracts are likely to be used for industry.

The fourth projected industrial growth area is located southwest of the Wichita Urbanized Area adjacent to existing major chemical production facilities, grain storage and power generation development. It is believed that this area has potential for expansion, particularly in the chemical oriented industries. The area also will have good access to Highway K-42, U. S. 54 and I-235 through proposed arterial street improvements, and is served by the Missouri Pacific Railroad.

19

Projected Non-Industrial Growth Areas

Major non-industrial development is anticipated to expand in two major areas. These are, generally, in the Westlink area and an area in Northeast Wichita. Each of these areas is expected to develop residentially with only such non-residential development as may be necessary to provide the essential services to the residential development.

This would include land for schools, churches, parks, playgrounds and other similar public or semi-public uses, as well as land needed for office, service, commercial and similar kinds of uses required to satisfy the needs of the immediate area. Only a relatively small percentage of the land will be required for these residence-related uses, and the precise locations of the parcels to be utilized should be determined through detailed studies of the individual neighborhoods.

20

The first of the major areas generally surrounds, and is an extension of, the existing Country Acres and Westlink developments. It is believed that the nature of these large, existing, above-average developments is such that they will continue to generate further development of a similar character and density.

The area in Northeast Wichita combined with the area west of Wichita is anticipated to provide for the majority of total non-industrial development in the Metropolitan Area. This area in the northeast is separated by a major drainage area which should be withheld from development and preserved for public open space and development as a semi-regional park.

The major portion of each of these areas will likely develop in medium density residential character, and

supporting and related uses are anticipated in conjunction with such residential uses.

No other major areas of new development are foreseen.

It is anticipated that areas currently vacant in the northwest quadrant, east of the flood control channel will develop into the medium densities now existing in this quadrant.

It is also likely that the southwest quadrant of the City, north and east of I-235, will see a substantial filling in with medium density, single-family residential development characteristic of the major part of this area. It is believed that this will generally be restricted to presently subdivided but undeveloped tracts. There will likely

21

be a scattering of development in other parts of the community, such as near Park City, east and south of Beech Aircraft and east of McConnell Air Force Base, but such development should be relatively small in comparison to the total development anticipated for the Metropolitan Area as a whole in the next 20 to 25 years. As indicated previously, it is anticipated that each of the small municipalities will experience growth at approximately the same rate of increase as the Wichita Urbanized Area.

Existing and proposed transportation facilities are necessary to serve the anticipated growth. In addition, the

provision of these facilities will encourage this growth. Thus, the transportation facilities are not only required to serve growth areas; they have a strong tendency to direct growth into areas which they serve.

The significance of future arterials, expressways and freeways to planning for the various public facilities cannot be over emphasized. Future areas of growth which demand the several kinds of public facilities and transportation routes are completely interrelated; both are a cause and an effect on each other at the same time. In addition to this broad effect, the transportation routes have a more direct effect on the various facilities required for a community. They serve as barriers and at the same time as access routes in providing fire and police emergency services. In these and many other ways, the proposed major transportation network has specific effects on the other plan elements.

The existing and anticipated economy, population, land use patterns and transportation networks will form the most important bases for fire and police facility plan proposals.

Chapter 3

FIRE SERVICE AND FACILITIES IN WICHITA
AND SEDGWICK COUNTY

History of Service and Facilities
in Wichita (1)

Wichita's first volunteer fire company was established in 1872. In 1874 the second fire company was formed, and by 1886 it became both necessary and possible to provide for a compensated fire crew supervised by a compensated City Fire Marshal.

23

In 1900 the Fire Department served a population of approximately 23,000 with 21 firemen from 4 stations. Two fire companies were soon to operate out of the Central Fire Station near William and Main which was constructed in 1902 as the Headquarters Station.

In 1920 the Department equipment and facilities consisted of 5 stations, 4 engine companies and 2 hose companies, which were manned by 70 employees.

The Fire Department's first fire alarm system (Gamewell)

(1) The information in this section was obtained from the members of the Wichita Fire Department.

was installed in 1923 at the Central Fire Station.

A five-story drill tower was constructed at the Central Fire Station in 1927 which was a very important aid to the training program.

In 1931, the Fire Department owned 19 pieces of motorized apparatus, operated 8 fire stations and employed 117 personnel. The 8 fire stations were located as follows:

<u>Station Number</u>	<u>Location</u>
1	3rd Street and Water Street
2	Lewis Street and Topeka Avenue
3	18th Street and Topeka Avenue
24 4	Texas Avenue and Seneca Street
5	2nd Street and Hillside Avenue
6	Bayley Street and Broadway Avenue
7	Porter Avenue and Franklin Avenue
8	3rd Street and Wabash Avenue

Stations #1 and #2 replaced the Central Fire Station located near William and Main due to increasing congestion in the Central Business District and because more space and equipment were needed to provide adequate fire protection to the Central Business District. The Chief and Assistant Chief maintained their headquarters at Station #1. Fire fighting equipment repair facilities were also provided at Station #1. The Fire Alarm Headquarters and the drill tower were moved

from the Central Fire Station to Fire Station #2.

In 1940, the Fire Department was one of the larger departments in the City of Wichita with 132 men. The Department operated from 8 stations with 12 pumpers, 4 service trucks, 2 hose tenders and 3 pieces of rescue fire apparatus. The Department maintained contractual responsibility to answer alarms in 10 townships near Wichita at \$20 per alarm.

In 1950 the Wichita Fire Department employed 200 persons and utilized 18 pieces of full-time fire fighting equipment. The number of stations had been increased from 8 to 10 with the construction of Station #9 at Kellogg and Dellrose Avenues in 1942 and Station #10 at 17th and Grove Streets in 1949.

25

The Fire Department began utilization of an old three-stall fire station at 31st Street South and Oliver Street, 2 pieces of equipment and approximately $\frac{1}{2}$ acre of land when the Planeview Housing Area became part of the City in 1955.

Service from one-stall Stations #3, #4, #6 and #7 was discontinued between the years of 1950 and 1959. Four new two-stall stations retaining the same station numbers as the old stations were constructed at 18th and Market Streets (Station #3); Douglas and Martinson Avenues (Station #4); Mt. Vernon Road and Santa Fe Avenues (Station #6); and 13th Street and St. Paul Avenue (Station #7). The old station buildings of #4 and #7 and their sites were sold; however,

the old buildings at #3 and #6 were retained to store reserve fire equipment. Also, during this same period of time Station #5, at 2nd Street and Hillside Avenue, a one-stall station was enlarged to a two-stall facility. Station #8 at 3rd Street and Wabash Avenue was abandoned as an active station in 1955 and utilized to house Fire Department building maintenance facilities, some training operations and to store reserve fire apparatus. Land became available to the City of Wichita adjacent to the east of the site of old Station #8 and the drill tower was moved to this location from Station #2 in 1955.

26 Additional fire stations which were constructed from 1950 to 1965 included Station #11 at Harry Street and George Washington Boulevard; Station #12 at Pawnee and Glenn Avenues; Station #15 at Lincoln Street and Rock Road; and Station #8 at Central and Elder Avenues in 1965. (See Table 3A.)

Existing Service and Facilities
in Wichita(1)

As indicated in Table 3A the Wichita Fire Department currently utilizes 13 fire stations and 36 pieces of apparatus

(1) The information in this section was compiled from the 1965 Annual Budget Report for the City of Wichita and interviews with the Chief of the Wichita Fire Department.

Table 3A

EXISTING FIRE STATION AND FIRE COMPANIES

Fire Station Number	Location	Number of Stalls	Year Built	Number of Companies		
				Engine (b)	Ladder (c)	
1	3rd Street and Water Street	6 (a)	1931	3	1	
2	Lewis Street and Topeka Avenue	6 (a)	1931	3	2	
3	18th Street and Market Street	2	1955	1	1	
4	Douglas Avenue and Martinson Avenue	2	1950	1	1	
5	2nd Street and Hillside Avenue	2	1954	1	1	
6	Mt. Vernon Road and Santa Fe Avenue	1	1953	1	0	
7	13th Street and St. Paul Avenue	2	1959	1	0	
8	Central Avenue and Elder Avenue	2	1965	1	1	
9	Kellogg Avenue and Dellrose Avenue	2	1942	1	1	
10	17th Street and Grove Street	1	1949	1	0	
11	Harry Street and George Washington Boulevard	1	1953	1	0	
12	Pawnee Avenue and Glenn Avenue	2	1956	1	1	
13	Lincoln Street and Rock Road	2	1962	1	1	

(a) Stations #1 and #2 have 3 tandem stalls each with two pieces of equipment parked one behind the other.

(b) Personnel forming firefighting companies using Engine or Squad fire apparatus are considered to be Engine Companies.

(c) Personnel forming firefighting companies using Quads, Trucks or Aerial Ladder Trucks are considered to be Ladder Companies.

Source: Wichita City Fire Department, 1965. 27

(firefighting vehicles) of which 7 pieces are reserve equipment. These stations are organized into 3 districts with 5 stations in one district and 4 stations in each of the other two districts. See Map 3A for delineation of fire districts and location of fire stations. Each piece of apparatus in full service is known as a company and has a certain response area. Map 3A shows the outer boundaries of the response areas of all existing engine and ladder companies in Wichita.

28

The Fire Department Headquarters and vehicle repair shops are located at Station #1 at 3rd and Water Streets. The Fire Alarm Headquarters is located at Station #2 at Lewis Street and Topeka Avenue. The Training Section's drill tower is temporarily located at 3rd and Wabash. The drill tower and old Station #8 at this location will not be available for use after December 31, 1965. The drill tower, building maintenance facilities and the reserve fire apparatus stored at this site will have to be moved to a new location.

Additional training facilities are located at 31st Street South and Oliver Street where training in extinguishing large fires of various types is conducted.

Old abandoned Fire Stations #3 at 18th Street and Topeka, #6 at Bayley and Broadway and the old Planeview Station are used to house reserve equipment. Volunteer fire units of the City utilize old Station #6 and the Planeview Station and

the reserve equipment stored at these stations.

Condition of Existing Facilities

The 13 existing fire stations of the Wichita Fire Department consist of brick and masonry construction. All of these stations are generally in good condition except Stations #1 and #2 which are in fair condition. However, they can probably be used for another 20 years.

The Fire Alarm Headquarters presently housed at Station #2 is in fair condition. The fire alarm system is in very poor condition and has been considered to be inadequate since 1953.

As stated earlier, the drill tower and maintenance shops are temporarily located at old Station #8 at 3rd Street and Wabash Avenue. This station is in such poor structural condition that it provides a hazard to the personnel working within its premises. The drill tower is not structurally sound enough to be safely used after relocation to a new site.

The fire extinguishing training site and facilities at 31st Street South and Oliver Street are presently undeveloped and in poor condition. The site is being developed by a volunteer group; however, there is very little money available for improvement of the site at the present time.

Old abandoned Stations #3 and #6 of brick and frame

construction are in very poor condition. These stations are in such poor condition that they endanger the reserve fire-fighting equipment presently housed within their premises.

Organization of the
Wichita Fire Department

The Wichita Fire Department is presently directed by a Chief who is aided by 2 Deputy Chiefs and a Fire Marshal. The Department is composed of three major divisions: Administration, Operations and Fire Prevention.

Administration Division

30 The Administration Division, supervised by the Fire Chief and directed by a Deputy Chief, is responsible for the general supervision of all divisions, and administration of the Fire Department. This Division is composed of five sections which include: Office and Records, Fire Alarm Office, Vehicle Maintenance, Building Maintenance, and Radio and Fire Alarm Maintenance.

The Administration Division employs 23 personnel which include:

- 1 Fire Chief
- 1 Deputy Fire Chief
- 1 Fire Captain
- 1 Captain of Records
- 1 Lieutenant of Records
- 1 Fire Lieutenant
- 1 Fire Lieutenant (Auto Mechanic)
- 1 Chief Fire Alarm Dispatcher
- 4 Fire Alarm Dispatchers

1 Assistant Fire Alarm Dispatcher
1 Fire Master Mechanic
1 Fire Communication Supervisor
1 Fire Department Mechanic
1 Fire Alarm Technician
1 Stenographer-Clerk II
1 Typist Clerk
4 Switchboard Operators

The Division utilizes 8 pieces of equipment which include
2 station wagons and 6 trucks.

Operations Division

The Operations Division, directed by a Deputy Chief, is the largest division of the Department. The primary function of this Division is fire fighting with as much time as possible devoted to training and fire prevention. The fire fighting personnel are divided into two platoons or shifts. Each platoon is on duty 24 hours and off duty 24 hours on alternating days. The platoons maintain the same number of personnel and each work a total of 66 hours per week.

31

The Operations Division consists of 307 personnel in the following job classifications:

1 Deputy Fire Chief
9 Fire District Chiefs
1 Chief of Fire Operations Training
Instructor
3 Fire Operations Training Instructors
32 Fire Captains
40 Fire Lieutenants
221 Firefighters

Fire Prevention Division

The Fire Prevention Division, directed by the Fire

Marshal, is divided into the Fire Prevention Inspection, Fire Investigation and Fire Prevention Training Sections. This Division employs 10 personnel which include:

- 1 Fire Marshal
- 1 Chief Fire Prevention Inspector
- 2 Fire Prevention Inspectors
- 1 Chief Fire Investigator
- 2 Fire Investigators
- 2 Fire Prevention Training Instructors
- 1 Typist Clerk

The primary functions of the Fire Prevention Division are the investigation of the causes of fires and fire deaths and the inspection of property for possible future sources of fires.

32

Reserve Units

The Wichita Fire Department's operation is supplemented by volunteer Fire Reserve and Heavy Rescue Units. The Fire Reserve Unit utilizes old Station #6 at Bayley Street and Broadway Avenue and the reserve equipment at that location. This unit is supervised by a chief and includes approximately 18 active volunteer firefighters. The Heavy Rescue Unit of 20 volunteers utilizes the old Planeview Fire Station at 31st Street South and Oliver Street. Both operations of these reserve units are financed by the Civil Defense Department and the personnel are trained by the Wichita Fire Department.

Operating Budget

The operating budget of the Wichita Fire Department, financed from the General Fund, was \$1,923,311 for 1964. The 1965 budget provides for an expenditure of \$2,020,780.

Fire Flow of Wichita

An adequate supply of water (fire flow) is necessary for an effective fire fighting operation. The amount of required fire flow increases with increases in property values and building concentrations.

Fire flow requirements vary considerably from a low of 1,000 gallons per minute in low density residential areas to a high of 12,000 gallons per minute in a high value area or a principle business district. The principle business district of Wichita as delineated by the National Board of Fire Underwriters (NBFU) is shown on Map 3A. This district is somewhat smaller than the area delineated as the Central Business District (CBD). The CBD is generally defined as that area bounded by Central Avenue, Washington Avenue, Kellogg, the Big Arkansas River and Sherman Avenue.

33

In 1964 the NBFU measured the fire flow of approximately 74 hydrants in Wichita. The fire flow was measured at hydrants serving the principle business district, shopping centers, other business districts, industrial districts,

warehouse districts, institutional districts, apartment districts and residential districts. The results of the tests indicated that the fire flow was more than adequate in most of the areas tested. There were a few locations in the industrial, institutional and residential districts where the fire flow fell slightly below the NBFU requirements.

34 In general, it appears that the Wichita water distributions system is adequate at the present time except for some inadequate distribution of hydrants in a few residential districts. With the additional water supply to be added to the system in 1965 from Cheney Reservoir, it is estimated that the supply will be adequate to meet the required NBFU fire flow rate in addition to the estimated maximum daily demand rate for 1975.⁽¹⁾

History of Service and Facilities
in Sedgwick County⁽²⁾

County fire protection was initiated when Sedgwick County formed a volunteer Fire Department in 1947 to fight bridge fires. Soon after the establishment of the Department, residents in the County began calling the Department

(1) Wichita, Kansas Waterworks System, Wilson and Company, Engineers and Architects, 1964, p. 9.

(2) The information in this section was obtained from members of the Sedgwick County Fire Department.

to assist in general firefighting.

The equipment consisted of a 1917 pumper which was purchased from the City of Wichita and housed at the County Yards at Stillwell and Seneca Streets. The equipment was operated by County truck drivers, clerks, mechanics and laborers. By 1950, 2 additional fire trucks and 1 tank wagon had been put into service.

The demand for fire department service in the County continued to increase; thus, legislation was prepared and submitted to the 1951 Kansas Legislature to enable counties to establish fire departments. This proposal was enacted during the 1953 Legislative Session, along with legislation which authorized the establishment of fire districts in counties by boards of county commissioners on their own initiative or by petition signed by county resident owners of more than 60 percent of the property within a proposed fire district.

35

On January 1, 1955, the volunteer Department became a compensated Fire Department. The acting volunteer Fire Chief was appointed to head the Department and 40 men were employed and trained at the Wichita Fire Department training facilities. At this time, the Department maintained 7 pumpers, 4 tankers and 1 squad truck. These trucks operated out of the County Yards, an armory located just north of

Central Avenue on Edgemoor Drive and another armory at Douglas Avenue and Kessler Street.

In 1955, 4 new fire stations were constructed adjacent to Wichita to serve the rapidly growing urban development around the City and the area within the County Fire District. These stations, located at 553 North Webb Road (Station #1), 200 East 53rd Street North (Station #2), 401 South Tyler Road (Station #3) and 6151 South Broadway (Station #4) provided a much faster response to the rural areas located in the County Fire District.

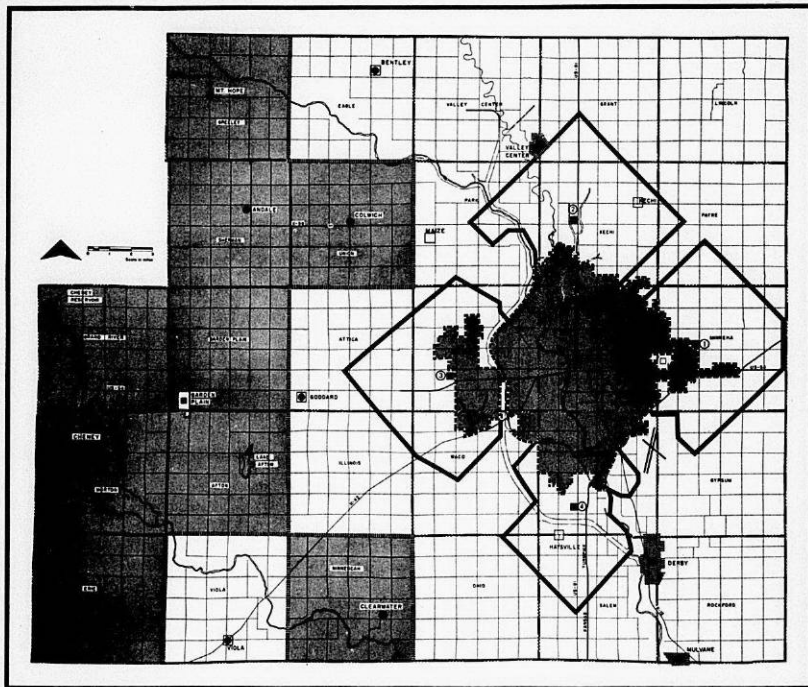
Existing Service and Facilities
in Sedgwick County⁽¹⁾

36

The 4 stations constructed in 1955 mainly serve the area inside the County Fire District. These stations have an ideal response distance of 5 miles which covers most of the Urbanized Area outside the Wichita City Limits. The existing Fire District and the location of the 4 stations are shown on Map 3B.

The personnel of the Sedgwick County Fire Department include a Fire Chief, a Deputy Fire Chief, 2 Assistant Fire Chiefs, and a Clerk whose offices are located in Room 503 at the Sedgwick County Courthouse. The Department employs 67








(1) Ibid.



MAP 3B

EXISTING FIRE STATION LOCATIONS IN SEDGWICK COUNTY

SOURCE: WSCMAPD, 1965

-  AREA INSIDE COUNTY FIRE DISTRICT
-  AREA OUTSIDE THE COUNTY FIRE DISTRICT
-  TOWNSHIP BOUNDARY
-  CITIES WITH VOLUNTEER FIRE DEPARTMENTS
-  CITIES SERVED BY THE COUNTY FIRE DEPARTMENT
-  COUNTY FIRE STATIONS AND RESPONSE AREAS
-  WICHITA CITY LIMITS

full-time personnel and maintains a group of 25 volunteers. Of the full-time personnel, 59 are fire fighters and 3 are fire dispatchers.

The Fire Department Headquarters, Alarm System and dispatcher are located in the Sedgwick County Courthouse. Fire fighting operations and training are under the direction of the Deputy Chief. Training is conducted by the company officers at their respective fire stations. The Fire Prevention and Investigation Sections are each directed by an Assistant Fire Chief. Equipment maintenance is conducted at Station #3 at 401 South Tyler Road by the fire fighting personnel with the assistance of an equipment repair mechanic.

37

The equipment of the Department includes 19 pieces of motorized fire apparatus, 7 resuscitators, 4 rescue squads and 2 boats. In the near future some new equipment will be given at no cost to the County Fire Department by the U. S. Government Forestry Service. This equipment will include several jeeps and weapon carriers. The weapon carriers are large four-wheel drive vehicles and will be equipped with water tanks to fight fires in wooded areas, grain fields and grass lands in rural areas.

Condition of Existing Facilities

The 4 existing fire stations of the Sedgwick County Fire Department are of masonry and frame construction and

all are in fair condition. The Sedgwick County Fire Department Headquarters and Fire Alarm System located at the Sedgwick County Courthouse are in good condition.

Operating Budget

The Sedgwick County Fire Department had a budget of \$407,416 for 1964. The 1965 authorized budget is \$408,700.

Existing Fire Protection
in the Second and Third Class Cities
in Sedgwick County

The number, age and condition of fire stations; the number of personnel; the number of pieces and type of equipment and the 1964 budget for the provision of fire protection in all incorporated cities in Sedgwick County, except Wichita, are listed as follows: (1)

- 38
- Andale: One fire station constructed in 1963 of masonry, (good condition) 5 volunteer firemen - 2 pieces of motorized fire apparatus - budget of \$1,050 - no central water supply. Sherman Township contracts with the City of Andale for rural fire protection.
- Bentley: One wood frame fire station constructed in 1952 (fair condition) - 2 volunteer firemen - 1 piece of motorized fire apparatus provided by County Fire Department - budget of \$345 - no central water supply. Bentley is in the Sedgwick County Fire District and depends upon the County Fire Department for protection.

(1) This information was compiled from interviews with the Mayors or City Clerks of the Second and Third Class Cities and members of the Sedgwick County Fire Department.

Cheney: One fire station constructed in 1947 of brick and wood frame (fair condition) - fire chief, 21 volunteer firemen - 3 pieces of motorized fire apparatus, resuscitators - budget of \$2,850 - central water supply (fire flow adequate). Erie, Grand River and Morton Townships contract with the City of Cheney for rural fire protection.

Clearwater: One brick fire station constructed in 1930 (fair condition) - fire chief, 24 volunteer firemen - 5 pieces of motorized fire apparatus, resuscitator - budget of \$3,650 - central water supply (fire flow adequate). Ninescah Township contracts with the City of Clearwater for rural fire protection.

Colwich: One fire station constructed in 1958 of brick and wood frame (good condition) - fire chief, an assistant fire chief, 20 volunteer firemen - 2 pieces of motorized fire apparatus, smoke masks - budget of \$2,275 - no central water supply. Union Township contracts with the City of Colwich for rural fire protection.

Derby: One wood frame fire station constructed in 1920 (poor condition) - fire chief, 40 volunteer firemen - 3 pieces of radio-controlled motorized fire apparatus, smoke ejector, two resuscitators, 6 air packs and compressors - budget of \$4,675 - central water supply (fire flow adequate). The City provides rural fire protection to the surrounding townships of Rockford, Gypsum, Riverside and Salem for a total of \$1,000 per year, paid by the County.

Eastborough: This City is served by the Sedgwick County Fire Department from Station #1 at 553 North Webb Road. The Eastborough water supply is received from Wichita (fire flow adequate).

Garden Plain: One fire station constructed in 1950 of masonry and wood frame (good condition) - fire chief, 20 volunteer firemen - 2

pieces of motorized fire apparatus - budget of \$1,750 - no central water supply. Garden Plain is in the Sedgwick County Fire District. Garden Plain and Afton Townships contract with the City of Garden Plain for rural fire protection.

Goddard: One fire station constructed in 1947 of masonry and wood frame (poor condition) - volunteer fire chief - 1 piece of motorized fire apparatus - budget of \$400 - central water supply (fire flow inadequate). Goddard is in the Sedgwick County Fire District and depends upon the Sedgwick County Fire Department in case of major fires.

Haysville: This city depends upon the Sedgwick County Fire Department for fire protection. Haysville has a fund of \$18,550 to be used for future fire protection, which was established by levying the maximum tax per year available from the General Fund, and the amount which is not expended each year is placed into the Fire Protection Fund. Haysville maintains a central water supply; however, the fire flow is considered to be inadequate.

40

Kechi: Kechi is in the Sedgwick County Fire District and depends upon the Sedgwick County Fire Department for fire protection. Kechi's water supply is provided by the Park City Improvement District; the fire flow is considered to be adequate.

Maize: Maize is in the Sedgwick County Fire District and depends upon the Sedgwick County Fire Department for fire protection. This city does not have a central water supply.

Mount Hope: One fire station of brick construction (fair condition) - a fire chief, 20 volunteer firemen - 1 piece of motorized fire apparatus - budget of \$880 - central water supply (fire flow adequate). Greeley Township contracts with the city of Mount Hope for rural fire protection.

Mulvane: One fire station constructed in 1930 of brick and wood frame (fair condition), station is not in Sedgwick County - fire chief, 20 volunteer firemen - 2 pieces of motorized fire apparatus controlled by radio - budget of \$3,000. The rural area in Sedgwick County around Mulvane is in the Sedgwick County Fire District.

Valley Center: One fire station constructed in 1957 of brick and masonry (good condition) - fire chief, 18 volunteer firemen - 2 pieces of motorized fire apparatus - budget of \$4,370 - central water supply (fire flow adequate).

Viola: One wood frame fire station constructed in 1920 (poor condition) - 1 piece of fire apparatus - budget of \$2,000 - central water supply. The Conway Springs Fire Department in Sumner County will also respond to fires in Viola and Viola Township through mutual aid agreements. Viola Township contracts with the city of Viola for rural fire protection. The City and Township of Viola are in the Sedgwick County Fire District.

41

Additional Fire Protection
in Sedgwick County⁽¹⁾

Additional fire protection which is available to all of Sedgwick County includes:

1. In a formal Agreement for coordinating fire protection, the Wichita Fire Department and the Sedgwick County Fire Department may respond to any area in Sedgwick County regardless of the location of the fire.

⁽¹⁾ The information in this section was obtained from the Wichita, the Sedgwick County and the McConnell Air Force Base Fire Departments and the manager of the Wichita Municipal Airport.

2. The McConnell Air Force Base Fire Department responds to any accidents involving military aircraft in the County. The McConnell Fire Department is equipped with 4 crash trucks, 2-750-GPM Pumpers, 2-530-GPM Pumpers and 2-1,000-gallon water distribution tank trucks.
3. Mutual aid agreements exist among most of the firefighting organizations in and around the City of Wichita which includes the Wichita Fire Department, the Sedgwick County Fire Department, the McConnell Air Force Fire Department, and the Beech and Cessna Aircraft plants. In these mutual aid agreements, the organization being requested to respond reserves the right not to respond if they feel that the area of their prime responsibility for fire protection is left unprotected.
4. At the present time there are approximately 30 different groups in the Wichita area which are organized to cope with major disasters in Sedgwick County. Depending upon the type of disaster, each participating group will respond according to their responsibilities in a previously determined plan of action. This plan involves all major firefighting organizations, police organizations (including military), Civil Defense, Red Cross, news media, utility companies, etc. This activity is presently coordinated by the manager of the Wichita Municipal Airport.

Chapter 4

FIRE PROTECTION STANDARDS
AND INSURANCE RATINGS

For the most part, response distance standards which are utilized as guidelines for providing fire protection for Wichita and Sedgwick County are those established by the National Board of Fire Underwriters (NBFU).

It may not be practical to follow these standards completely, due to special local problems that occur in the provision of adequate fire protection. This would most likely occur when costs to provide additional protection are much greater than the savings in insurance premiums. When a community, due to local considerations, departs from the NBFU standards, this departure would be reflected in the grading of the fire defenses. The number of deficiency points assigned in the grading would be dependent upon the extent of departure from the standards. A slight departure from the standards would rarely, in itself, result in a change in the over-all insurance classification of a community.⁽¹⁾

43

(1) Analysis and Interpretation of the Newly-Released Response Distance Standards of the National Board of Fire Underwriters, American Municipal Association, March 15, 1963, p. 11.

NBFU Standards for Distribution
of Companies and Response to Alarms

The standards which have been used by the NBFU were listed in the 1956 edition of the Standard Schedule for Grading Cities and Towns of the United States with Reference to Their Fire Defenses and Physical Conditions. All of the 1956 Standards have been or are presently being revised. Some of the standards concerning apparatus response distance which are particularly important to fire station location were re-evaluated and revised as of 1963. These revisions were released by the NBFU in Special Interest Bulletin No. 315 in the form of 1963 Amendments to the 1956 Standard Grading Schedule.

44

Although the 1963 Amendments have been adopted by the NBFU, it should be noted that the 1963 Amendments might be further revised when the 1956 Schedule is fully revised at a later date. These revised standards, resulting from 3 years of field studies and trial applications, point out some of the deficiencies that exist in the provision of fire protection in Wichita.

The total number of required fire companies is primarily based on the population of a city. For cities of 200,000 population or less, the NBFU response distance standards are based upon the population of the city. For cities of over 200,000 population, the total fire company requirements are

based upon the distribution of companies. However, cities over 200,000 are also required to provide the minimum number of companies required by cities of 200,000 population or under.

The 1963 Amendments are both a liberalization and a tightening of the 1956 Standards. To assist municipalities in planning for fire protection, the Municipal Fire Defense Institute has prepared a comparison of the 1956 Standards with the major 1963 Amendments as indicated on the following pages. (1)

NBFU Grading Schedule Pertaining to
Fire Department Item 8

Number of Engine and Hose Companies and Apparatus.

<u>1956 Standard Grading Schedule</u>	<u>1963 Amendment</u>
---------------------------------------	-----------------------

Basically the number of engine companies required are determined by the following formulae:

45

For municipalities having a population under 50,000: Required number of engine or hose companies = $0.85 + 0.12 \times P$ (P = population in thousands).	Not applicable
---	----------------

For municipalities having a population of 50,000 to 200,000: Required number of engine or hose companies = $3.40 + 0.07 \times P$ (P = population in thousands).	Not applicable
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(1) Analysis and Interpretation of the Newly-Released Response Distance Standards of the National Board of Fire Underwriters, American Municipal Association, March 15, 1963, pp. 2-9.

1956 Standard Grading Schedule

1963 Amendment

For municipalities having a population in excess of 200,000, the number of required engine or hose companies shall at least equal those for a population of 200,000; the actual number will depend on distribution, as covered by rating Item 10 (discussed later in this chapter) and on the ability to concentrate apparatus quickly in high-value districts or to handle two simultaneous large fires without leaving other important sections of the municipality unprotected.

Not applicable

Provisions for increasing or decreasing the number of companies called for by the formulae are provided in the schedule. These are rarely used except in mainly residential suburbs of larger cities. In these cases the number of required companies is sometimes reduced below that called for by the formulae.

Not applicable

46

It should be noted that the Wichita Fire Department operates with only 17 engine companies in full-time service. Utilizing NEFU Standards, the number should be 22.

Two Piece Engine Companies.

1956 Standard Grading Schedule

1963 Amendment

For cities having a population of more than 100,000 persons, 50 percent of the engine companies responding to any portion of high value districts were required to be two-piece companies, i.e., have two separate vehicles.

Requirement deleted

NEFU Grading Schedule Pertaining to
Fire Department Item 9

Number of Ladder Companies and Apparatus.

1956 Standard Grading Schedule

1963 Amendment

Basically the number of required companies are determined as follows:

In municipalities of 20,000 population or less and having at least 5 buildings of a height corresponding to 3 or more stories, there shall be at least one ladder company.

Not applicable

For municipalities of over 20,000 but not over 200,000 population, the number of ladder companies required shall equal $1.00 + 0.03 \times P$, where P is the population in thousands.

Not applicable

For municipalities of over 200,000 population, the number of required ladder companies also depends upon distribution established in Item 10, discussed later.

Not applicable

47

If a municipality has less than 5 buildings of 4 or more stories, the number of ladder companies may be one less than the formula calls for except as noted in the first paragraph of this section concerning Item 9. For areas having no buildings of 3 stories or more in height, adequate ladder protection may be considered as being provided if pumpers carry ladder truck equipment and ladders sufficient to reach the roofs of the buildings.

Not applicable

In the past, the standard response distances were dependent upon the type of district (high value or residential) to be protected. The revised distances continue to be related to the type of district but are also dependent upon the required

fire flow. Fire flow is defined as that amount of water which is required to fight a fire. The amount is dependent upon the type of construction, congestion, height and floor areas of buildings in a particular area under consideration. The 1956 Response Distance Standards and the 1963 Amendments are listed as follows:

NBFU Grading Schedule Pertaining to
Fire Department Item 10

Required Engine Company Response Distances.

<u>Type District</u>	<u>1956</u>	<u>1963 Amendment</u>
48 High Value	3/4 mile - (regardless of required fire flow or population)	3/4 mile - required fire flow 9000 gpm (gallons per minute) or more, population 95,000 or more
		1 mile - required fire flow 4500 gpm to 9000 gpm, population 22,000 to 95,000
		1½ miles - required fire flow less than 4500 gpm, population less than 22,000
Residential	1½ miles - built up	2 miles - normal 1½ miles - closely built, 3 stories or more in height, requiring fire flow of 2000 gpm or more

<u>Type District</u>	<u>1956</u>	<u>1963 Amendment</u>
		1 mile - where life hazard is high
	3 miles - scattered	4 miles - scattered

Required Ladder Company Response Distances.

<u>Type District</u>	<u>1956</u>	<u>1963 Amendment</u>
High Value	1 mile - (regard- less of required fire flow or population)	1 mile - required fire flow 9000 gpm or more, popu- lation 95,000 or more
		1½ miles - re- quired fire flow 4500 gpm to 9000 gpm, population 22,000 to 95,000
		2 miles - required fire flow less than 4500 gpm, population less than 22,000
Residential	2 miles - built up	3 miles - normal
		2 miles - closely built, 3 stories or more in height, requiring fire flow of 2000 gpm or more
		1½ miles - where life hazard is high
	3 miles - scattered	4 miles - scattered

Concentration for Multiple Alarm Fires.

1956 Standard Grading Schedule

For cities with a population of 200,000 or more, 4 engine companies are required within 1½ miles travel distance to the center of the high value district and a total of 16 engine companies are required within 3 miles of the center of the district.

No specific requirement for ladder companies.

1963 Amendment

For cities requiring fire flow of 12,000 gpm (200,000 population or more) 3 engine companies within 1½ miles of center of district and total of 15 within 5 miles of center of district.

2 ladder companies within 2 miles of center of district and 7 companies within 5 miles of center of district.

50 NBFU Grading Schedule Pertaining to Fire Department Item 30

Required Response to First Alarms in High Value Districts.

1956 Standard Grading Schedule

Under 5,000 population
1 engine company

5,000 to 50,000 population
2 engine companies
1 ladder company

50,000 to 100,000 population
2 engine companies - days
3 engine companies - nights
2 ladder companies - day and night

1963 Amendment

For districts requiring fire flow of less than 2000 gpm, population less than 4,000
2 engine companies

Districts requiring 2000 gpm to 9000 gpm, 4,000 to 95,000 population
2 engine companies
1 ladder company

Districts requiring more than 9000 gpm
3 engine companies
1 ladder company

1956 Standard Grading Schedule

Over 100,000 population
3 engine companies - days
4 engine companies - nights
2 ladder companies - day and
night

No specific requirement for a
response to alarms by a chief
officer.

No specific requirement for
multiple alarm response.

1963 Amendment

Districts requiring
more than 9000 gpm
3 engine companies
1 ladder company

Requires a chief
officer for response
to all alarms.

Requires response to
each additional alarm
to be approximately
the same as to first
alarm.

Fire insurance rates and the adequacy of protection of
life and property are affected by fire station locations and
the areas served by these facilities. Therefore, it is im-
portant that careful consideration be given to the above
described response distance standards in replacing or relocating
existing fire stations, locating new stations in areas of in-
adequate fire protection and suggesting locations for new
stations based on future land use projections.

51

Factors Affecting
the Location of Fire Stations

Response distance is only one of many important factors
which must be considered in the location of fire stations.
Several others should be utilized as guides in the development
of a plan for fire stations.

Natural Barriers

Natural barriers in Wichita include rivers, streams and flooding areas. Access over these barriers depends upon the number and location of existing bridges and upon the course and shape of the barriers. Natural barriers usually have an effect on the response distance of fire companies. This is most apparent when time-consuming detours must be made to circumvent barriers which are not bridged.

Man-Made Barriers

52 These barriers, like natural barriers, affect response distances from fire stations. The barriers include expressways, railroads, flood control drainage ditches and large areas of development through which vehicular movement is difficult. These man-made barriers have an influence on the response areas of existing fire stations and should be given careful consideration in locating future facilities. It is important to note that expressways and highways may be beneficial in the provision of fire protection in that they allow rapid and direct access to certain response areas. Railroad traffic which is not grade separated from vehicular traffic is most restrictive in the provision of fire protection; however, grade separations provided at intersections of major streets and main line tracks reduce the magnitude of this restriction.

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1956 Standard Grading Schedule

Over 100,000 population
3 engine companies - days
4 engine companies - nights
2 ladder companies - day and
night

No specific requirement for a
response to alarms by a chief
officer.

No specific requirement for
multiple alarm response.

1963 Amendment

Districts requiring
more than 9000 gpm
3 engine companies
1 ladder company

Requires a chief
officer for response
to all alarms.

Requires response to
each additional alarm
to be approximately
the same as to first
alarm.

Fire insurance rates and the adequacy of protection of
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Institutions, Schools, Hospitals,
and Recreational Centers

Areas and facilities where large groups of people are concentrated should be given important consideration in the location of fire stations. The station should be placed in such a location that it provides adequate protection to these facilities in the shortest possible length of response time.

Shopping Centers, Other Business
and High Value Building Groupings

The amount of required fire flow, as well as response distance, is particularly important in providing fire protection to these areas. The size and location of these concentrations with respect to other uses in the area should also be considered in fire station location.

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Additional Fire Station Location
and Site Standards

Historically, the tendency has been to provide separate stations for each of the engine and ladder companies. However, this practice has generally been abandoned and both types of units are being grouped together in stations to provide better teamwork and administrative control. Most fire department stations house at least one pumper or engine company and may also house ladder companies, squad, rescue, salvage, or other types of auxiliary apparatus. Fire stations must also house the reserve apparatus which is used when the first line

apparatus is being repaired or in times of major emergency. (1)

In Wichita there has also been a tendency to construct one-stall stations when it was anticipated that only an engine company was needed. Usually within a few years after a single stall station has been opened, demands for a second stall have occurred. A required expansion is not a great problem if the station is designed so that it can easily be enlarged and if the site is large enough to accommodate the expanded building. However, if reconstruction and/or relocation is required to provide additional space for another company, it is obvious that this cost would be more than the cost of providing adequate
54 space for the station when it had been initially constructed.

Additional stalls at fire stations provide excellent storage space for reserve and rescue equipment and provide the fire department more operational flexibility.

In consideration of these factors, it appears that:

1. All future Wichita fire stations should be constructed to house at least 2 companies or so designed and located on a site so that it can be expanded to house additional companies.
2. All future City fire station building sites should be large enough for the construction of at least a 3-company station.

(1) Fire Protection Handbook, George H. Tryon, Editor, Twelfth Edition, 1962, p. 10-89.

Additional guidelines applicable to fire station location and site planning in Wichita are as follows:(1)

1. Fire stations should be located on collector streets near and leading into major streets. However, the station should not be on a heavily traveled street because of difficulty and danger in entering the traffic stream.
2. The station should not be located at the near side of a traffic light because traffic may back up and block egress from the station. This situation occurs at the stations at St. Paul and 13th Street and Harry and George Washington Boulevard.
3. The station should not be located on one-way streets; they do not allow for maneuvering through intersections in heavy traffic.
4. Fire stations should be located in or near areas of relatively high population densities or adjacent to commercial areas. However, it is generally not desirable to locate a fire station in an area of concentrated high value due to internal vehicular congestion; it is easier to make fire alarm runs into a congested area, rather than runs within it.
5. The minimum dimensions of a fire station site should be approximately 150 feet deep with

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(1) These guidelines were developed from the following sources and recommendations of the staff of the Wichita Fire Department:

Master Plan of Fire Station Locations, Kansas City, Missouri, City Plan Commission, Kansas City, Missouri, 1955, pp. 2-4.

Report on a Plan for the Location of Fire Houses in San Francisco, San Francisco Department of City Planning, 1952, pp. 16-22.

Fire House Location Planning, Planning Advisory Service, American Society of Planning Officials, Information Report No. 98, 1957, pp. 14-15.

Fire Protection Handbook, George H. Tryon, Editor, Twelfth Edition, 1962, p. 10-90.

frontages of 125 and 150 feet for two- and three-stall stations, respectively. A site of this size should be large enough to provide space for the building, parking and some recreation and training. It is usually difficult to acquire properly located sites at reasonable costs which are large enough to accommodate modern fire stations. As a result, a multiple-story firehouse is sometimes built on a small lot although a single-story building is desirable to avoid the use of a pole or stairway for rapid descent to the main floor.

6. If possible, a site should be selected and the station should be located on the site so that ingress may be provided at the rear of the station. The lack of a rear entrance to the station necessitates the backing of equipment through the front entrance.
7. Parking for firemen's cars is sometimes overlooked. The station should maintain a parking area large enough to provide off-street parking for each fireman on duty or those firemen scheduled to respond to fires from that station. Additional yard space should be provided for company drills unless the station is located adjacent to a park area.

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Administrative Headquarters,
Fire Alarm Headquarters,
Training Facilities and Repair Shops

The location and sites for administrative headquarters, fire alarm control, and training and equipment repair facilities should be carefully planned in the provision of fire protection. Listed below are some important aspects of location and site planning for these facilities which were compiled from the Fire Protection Handbook, past reports on fire protection,

and interviews with the staff of the Wichita Fire Department. (1)

1. The Fire administrative Headquarters, Fire Alarm Headquarters, training facilities and repair shops should be located in close proximity to each other so that:
 - a. fire alarm control and training can be easily supervised by the chief executives of a fire department; and
 - b. personnel and equipment from the repair shops can be used in the training program.
2. A site for these facilities should be located convenient to, but not within, the high value district of the center of the city so that companies in training, the chief fire department executives and reserve equipment are near this concentrated area. A site near this area would be centrally located with respect to all other parts of the city.
3. The site should be large enough to accommodate all facilities without crowding. Adequate ladder drill (drill tower) and pumper training space should be provided at this facility. A 8 to 10 acre site is the estimated minimum area needed for a site for these combined services in Wichita.
4. The site should not involve large fire extinguishing training operations which emit a great deal of smoke.

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Fire Extinguishing Training Facilities

In general, it is not feasible to locate the fire

(1) Fire Protection Handbook, George H. Tyron, Editor, Twelfth Edition, 1962, p. 14-18.

Planning Advisory Service, Fire House Location Planning, American Society of Planning Officials, Information Report, No. 98, May, 1957, p. 13.

Master Plan of Fire Station Locations, Kansas City, Missouri, City Plan Commission, Kansas City, Missouri, 1955, pp. 12-14.

extinguishing training facilities in the center of the city due to the smoke which is generated from these facilities.

Some of the principles which should be followed in establishing a fire extinguishing training site are as follows:

1. The site should be located in a district zoned for heavy industry or in a large open space area so that smoke and water used in training will not create any annoyance to neighboring uses.
2. Provisions should be made to prevent development from occurring near the site which would eventually hinder the operation of the facilities. Land adjacent to the site could be utilized for park purposes or the use of this land could be controlled through utilization of the police powers.

58

Life of Equipment and Buildings

The normal life expectancy for fire apparatus in full-time service will vary from city to city, depending upon the degree of maintenance and the relative amount of use of the equipment. In general, the normal life expectancy of full-time equipment is considered to be 15 years. Some departments may be able to efficiently operate apparatus up to 20 years, although obsolescence will tend to make the older apparatus inefficient. Older apparatus may be maintained as part of the required reserve equipment as long as it is in good condition. However, very little reliance should be

placed upon apparatus exceeding 25 years of age. (1)

The life of a fire station depends upon the quality of construction and good maintenance of the facility. A properly designed fire station may be used for at least 50 years. If relocation of a station is necessary, the existing building provides an excellent place to store reserve apparatus for a fire department or for Civil Defense operations.

The life of the Gamewell, or similar fire alarm systems, has proven to be approximately 40 years with the best of maintenance. Obsolescence also plays an important role in the life of a fire alarm system due to technical advancements and improvements in fire protection methods. (2)

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Reserve Equipment

The National Board of Fire Underwriters (NBFU) recommends that there should be at least 1 pumper fire vehicle in reserve for 8 pumpers in full-time service, but in no instance should there be less than 1 in reserve. There should be at least 1 ladder vehicle in reserve for 5 in active service. At all times a fire department should maintain a sufficient amount of

(1) Fire Protection Handbook, George H. Tryon, Editor, 1962, pp. 10-43, 10-44.

(2) Present and Future Needs for Fire Alarm Service and Other Communications Facilities of Wichita, Kansas, Report No. 6519, Gage-Babcock and Associates, Inc., 1965, p. III-19.

efficient reserve apparatus so that no company will be out of service while full time apparatus is undergoing repairs. Many fire departments maintain as nearly as many fully equipped number of pieces of reserve apparatus as the total number of pieces of apparatus in full-time service. (1)

Fire Insurance Classification
and Rating of Wichita

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Fire insurance rates are in part determined by the ability of a community to provide good fire protection. Fire insurance classifications in the State of Kansas are established by the Kansas Inspection Bureau. The engineering staff maintained by the Bureau is not large enough to properly survey the five largest cities in the state and serve all other communities at the same time. Therefore, the Bureau employs the National Board of Fire Underwriters as consultants to survey the five largest cities in Kansas.

The classification of a city is determined by the number of deficiency points assessed against that city when conditions are below the standards prescribed by the Standard Grading Schedule mentioned previously. Points of deficiency are charged for each defect; a city with a large number of deficiency points has a poor rating. A city in which fire hazards

(1) Fire Protection Handbook, George H. Tyron, Editor, Twelfth Edition, 1962, p. 10-45.

are low receives a low number of deficiency points. The total number of possible deficiency points of 5,000 is distributed over 7 major items or areas related to fire protection. These items and their assigned relative values are:

<u>Item</u>	<u>Points(1)</u>
Water Supply	1,700
Fire Department.	1,500
Fire Alarm	550
Police	50
Building Laws.	200
Fire Prevention.	300
Structural Conditions.	<u>700</u>
	5,000

The high values assigned to a water supply system and a fire department indicate the importance of these items in fire protection.

The fire insurance classification of a city and the points of deficiency by class are indicated below:(2)

<u>Classification of City</u>	<u>Number of Points</u>
1st Class	0 to 500 points
2nd Class	501 to 1000
3rd Class	1001 to 1500
4th Class	1501 to 2000
5th Class	2001 to 2500
6th Class	2501 to 3000
7th Class	3001 to 3500
8th Class	3501 to 4000

(1)Additional points of deficiency are applied under "Climatic Conditions" where these are in excess of the normal for the United States, and under "Divurgence" where the classes of water supply and fire department are greatly different. (Note Table 4A.)

(2)Wichita, Kansas File 175, National Board of Fire Underwriters, 1964

<u>Classification of City</u>	<u>Number of Points</u>
9th Class	4001 to 4500 or receiving less than 4001 points but having no recognized water supply
10th Class	More than 4500 points or without a recognized water supply and having a fire department grading 10th class or with a water supply and no fire department or with no fire protection.

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Although the City of Wichita enjoys comparatively low insurance rates as a result of a 3rd class rating, it is only 11 deficiency points from a 4th class rating as shown in Table 4A. This is due to an increase of 83 deficiency points above the rating made of Wichita in 1954. The 1954 ratings are also shown in Table 4A.

The major increases in deficiency points occurred in grading the items concerning the fire alarm system and fire prevention. Other items showing an increase concerned the Fire Department, building laws and climatic conditions. Water supply showed a considerable decrease and the remaining items only a moderate decrease in deficiency points.

The causes for the increase in deficiency points since 1954 for the Fire Department were mainly due to a shortage of manpower at the stations and a deficiency in the number of engine and ladder companies required to provide adequate fire protection to certain areas of the City.

Table 4A

NBFU GRADING OF FIRE DEFENSES
AND PHYSICAL CONDITIONS IN WICHITA, KANSAS

Item	Points of Deficiency		Relative Class	
	1964	1954	1964	1954
Water Supply	258	361	2	3
Fire Department	371	352	3	3
Fire Alarm	235	156	5	3
Police	11	21	--	--
Fire Prevention	146	78	5	4
Building Laws	70	63	4	3
Structural Conditions	311	326	5	5
Climatic Conditions	88	50	--	--
Divurgence	0	0	--	--
Total Points	1,490	1,407	--	--
Class	3rd	3rd	--	--

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Source: Wichita, Kansas File 175, National Board of Fire Underwriters, 1964.

The number of deficiency points were increased for the fire alarm system due to its obsolescence and its inadequacy to handle the present fire protection operation. It should be noted that this same alarm system was termed as inadequate in the 1954 survey by the NBFU.

The increase in deficiency points for fire prevention is mainly due to a lack of inspection personnel to make frequent inspections of hazardous materials and occupancies.

Deficiency points were increased in regard to the building laws (codes) because Fire Zone I did not include all of the closely constructed business and commercial areas in or near

the downtown area. Building laws (codes) also received deficiency points due to a lack of necessary features to restrict the spread of fire.

Although water supply received 258 deficiency points, this is a large decrease from the 361 points assigned in 1954. The major cause of the 258 deficiency points for water supply was due to the inadequate spacing of hydrants in the principal business district, other high value districts and residential areas.

Fire Protection Standards and
Fire Insurance Ratings
Outside Wichita in Sedgwick County

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Many of the principles previously discussed for fire station location and site planning also apply to station location by the County Fire Department and the various volunteer Fire Departments throughout the County in considering fire protection grading. For other than rural farm property, fire insurance rate credit is not applicable if the area served by a single fire department company has built-on areas that exceed a 5-mile travel distance from a company's fire station.

In order for the second and third class cities in Sedgwick County to provide 8th class or better fire protection within their city limits, they must maintain a volunteer or compensated regularly trained fire department as a part of the city government with adequate equipment and an adequate water supply and

distribution system. Class 9 protection can be provided without a water system and Class 10 protection is not adequate for a fire insurance rate credit.

Map 4A generally shows the fire insurance classification in Sedgwick County as established by the Kansas Inspection Bureau.

A number of the volunteer fire departments of these cities respond to fires in their rural environs as indicated in Chapter 3. However, none of these cities other than Clearwater and Derby provide the additional personnel and equipment to permit lower insurance rates for farm buildings in the rural areas they serve. In order for this to occur, and also continue fire insurance rate credit applicable to property in the city, a fire department must maintain adequate personnel and equipment in the city during the same time that rural runs are made.

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Fire insurance rate credit is applicable to rural farm property that meets certain minimum requirements and maintains suitable telephone facilities. The farm property must also be located within a 10-mile travel distance of a fire station. The amount of credit depends upon the degree of protection that is provided. These credits are applicable to farm property that is within a 10-mile travel distance

of a Sedgwick County Fire Station. Credits are also applicable to farm property within a 10-mile driving distance of the Derby Fire Department in Rockford Township and 3-mile distance in Gypsum, Riverside and Salem Townships and to farm properties in Ninnescah Township within a 10-mile driving distance of the Clearwater Fire Department.

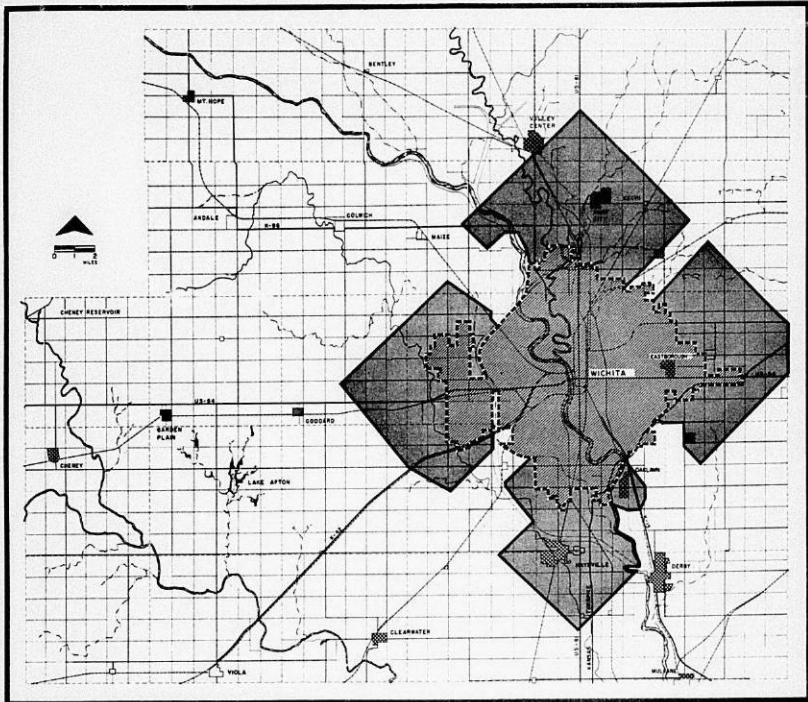
Another important guideline which should be considered previous to a relocation or construction of a fire station is the amount and concentration of property value in the area which would be served. The Kansas Inspection Bureau also analyzes these factors in determining fire insurance rates.

66

In the Agreement for mutual aid for fire protection entered into by Sedgwick County and the City of Wichita on January 1, 1964, it is stated that:

" . . . the City and County, as matters of policy, will cooperate in the future design, capacity and location of any fire stations in annexable territory in order that there will not be a duplication of facilities. Whenever possible, after a County fire station has been annexed into the City and said County fire station has ceased to be necessary to the County's use in the operation of the County Fire Department, the City, within its statutory authority, and provided that all of the provisions in this paragraph have been met, will purchase said facilities at a reasonable value to be agreed upon between the governing bodies of the City and the County."

This is an important policy which should be followed in the provision of fire protection in the City and the County.











MAP 4A

FIRE INSURANCE CLASSIFICATIONS IN SEDGWICK COUNTY

SOURCE: KANSAS INSPECTION BUREAU, 1965

CLASS RATING

- | | |
|---|------------------------------|
|  | 3 |
|  | 6 |
|  | 7 |
|  | 8 |
|  | 9 |
|  | 10 |
|  | COUNTY STATION RESPONSE AREA |
|  | WICHITA CITY LIMITS |

Chapter 5

NEEDS AND RECOMMENDATIONS FOR FIRE PROTECTION FACILITIES

Present and future fire protection needs were estimated on the basis of existing conditions, fire protection standards and principles, future growth projections and with the assistance of the City and County Fire Departments.

City of Wichita

At the present time, engine and ladder companies housed in existing fire stations in Wichita are considered to provide adequate fire protection within their respective primary response areas. The response areas of engine and ladder companies overlap to a certain degree depending upon the intensity or type of development which is served within each response area.

67

Areas in Wichita presently deficient in fire protection are located outside of the primary response areas of existing engine and ladder companies at the periphery of the City. Future needs were mainly determined by assuming that the projected growth near Wichita will be annexed by the City and that these areas of growth will generate the need for urban type fire protection.

Areas of present and future fire protection needs for engine and ladder companies were analyzed and are shown on Maps 5A and 5B. These areas were analyzed in terms of present general land use, present fire protection, problems in serving the area, present needs in fire protection and future needs based on anticipated growth.

Area #1

68

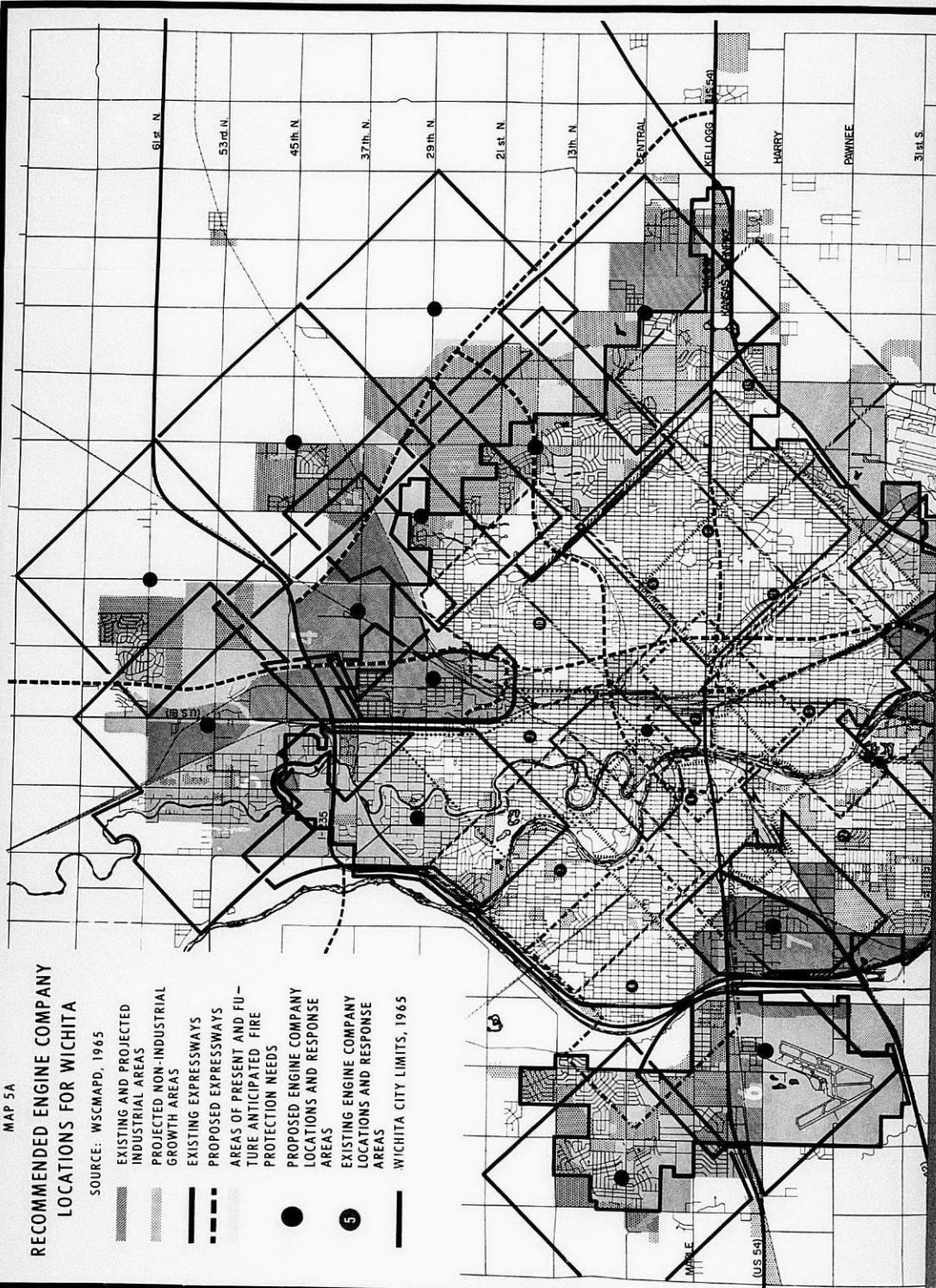
Area #1 includes the area inside the City Limits between Meridian Avenue and K-15 Highway which is not covered by existing engine and ladder company primary response areas and a small area south of the existing City Limits. (Note Map 5A.) Most of this area is single family residential development except for commercial development at the intersections of and adjacent to major streets and some industrial development adjacent to the Big Arkansas River between 31st Street South and 47th Street South. There is a great deal of undeveloped land in Area #1, especially in the residential and industrial areas. The existing residential development is fairly scattered. The entire area has been within the City Limits since 1962 except for that part south of 47th Street which was annexed in 1963. Area #1 depends primarily upon the engine company of Station #6 at Santa Fe Avenue and Mt. Vernon Road and the engine and ladder company at Station #12 at Pawnee and Glenn Avenues for fire protection. Response

MAP 5A

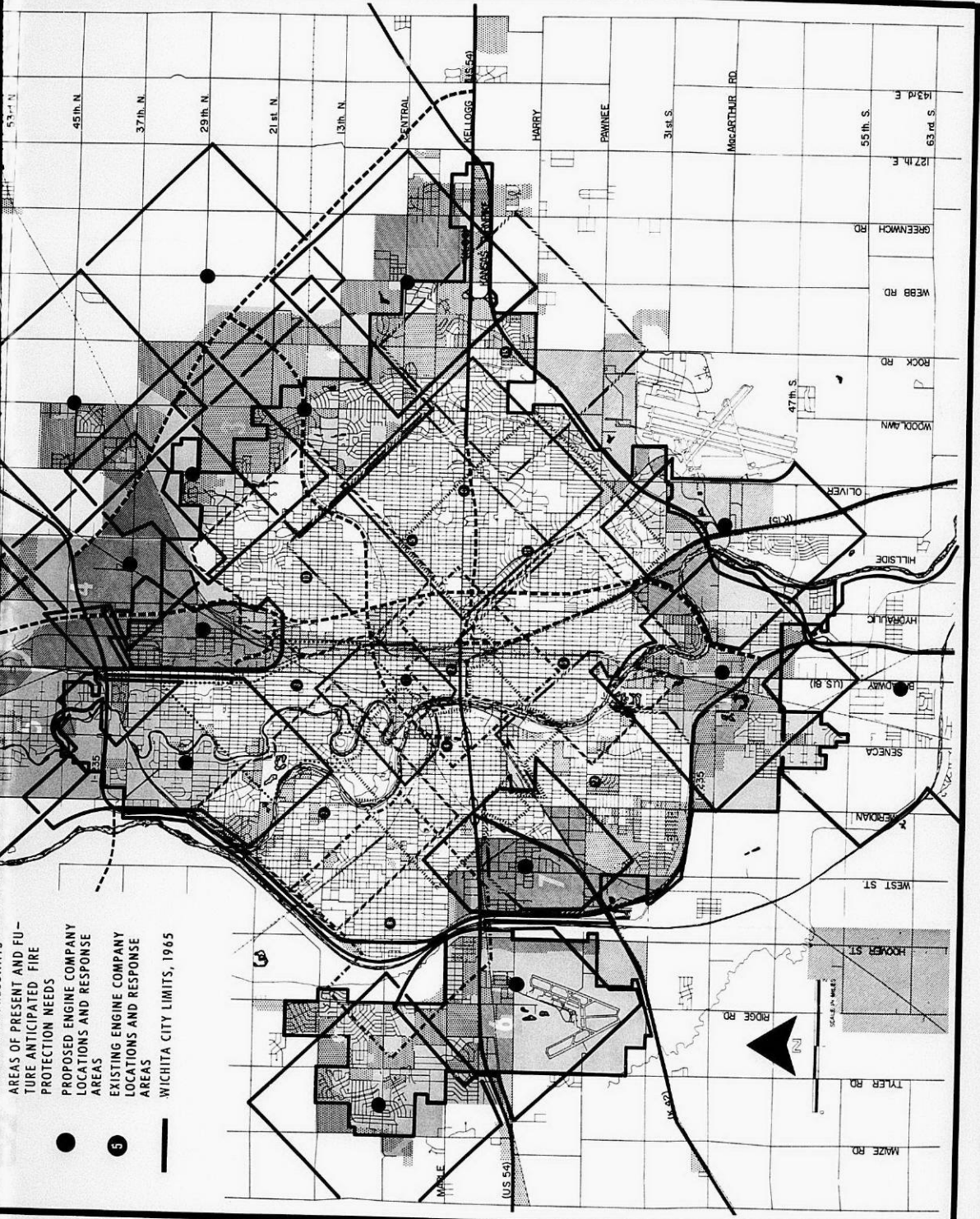
RECOMMENDED ENGINE COMPANY LOCATIONS FOR WICHITA

SOURCE: WSCMAPD, 1965

- EXISTING AND PROJECTED INDUSTRIAL AREAS
- PROJECTED NON-INDUSTRIAL GROWTH AREAS
- EXISTING EXPRESSWAYS
- PROPOSED EXPRESSWAYS
- AREAS OF PRESENT AND FUTURE ANTICIPATED FIRE PROTECTION NEEDS
- PROPOSED ENGINE COMPANY LOCATIONS AND RESPONSE AREAS
- EXISTING ENGINE COMPANY LOCATIONS AND RESPONSE AREAS
- WICHITA CITY LIMITS, 1965



AREAS OF PRESENT AND FUTURE ANTICIPATED FIRE PROTECTION NEEDS
 PROPOSED ENGINE COMPANY LOCATIONS AND RESPONSE AREAS
 EXISTING ENGINE COMPANY LOCATIONS AND RESPONSE AREAS
 WICHITA CITY LIMITS, 1965



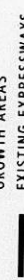

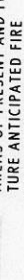
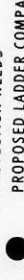
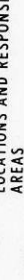


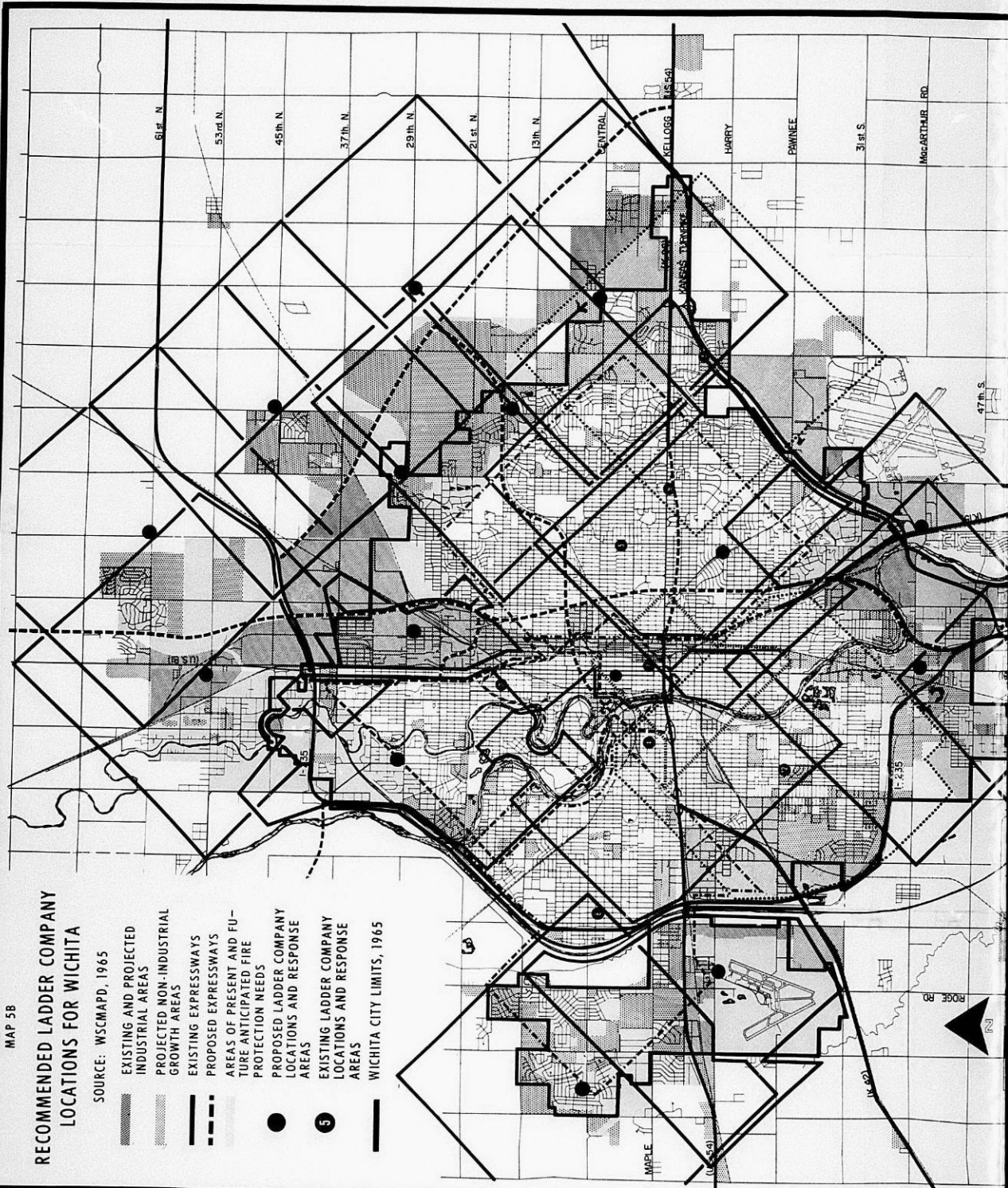
SCALE IN MILES

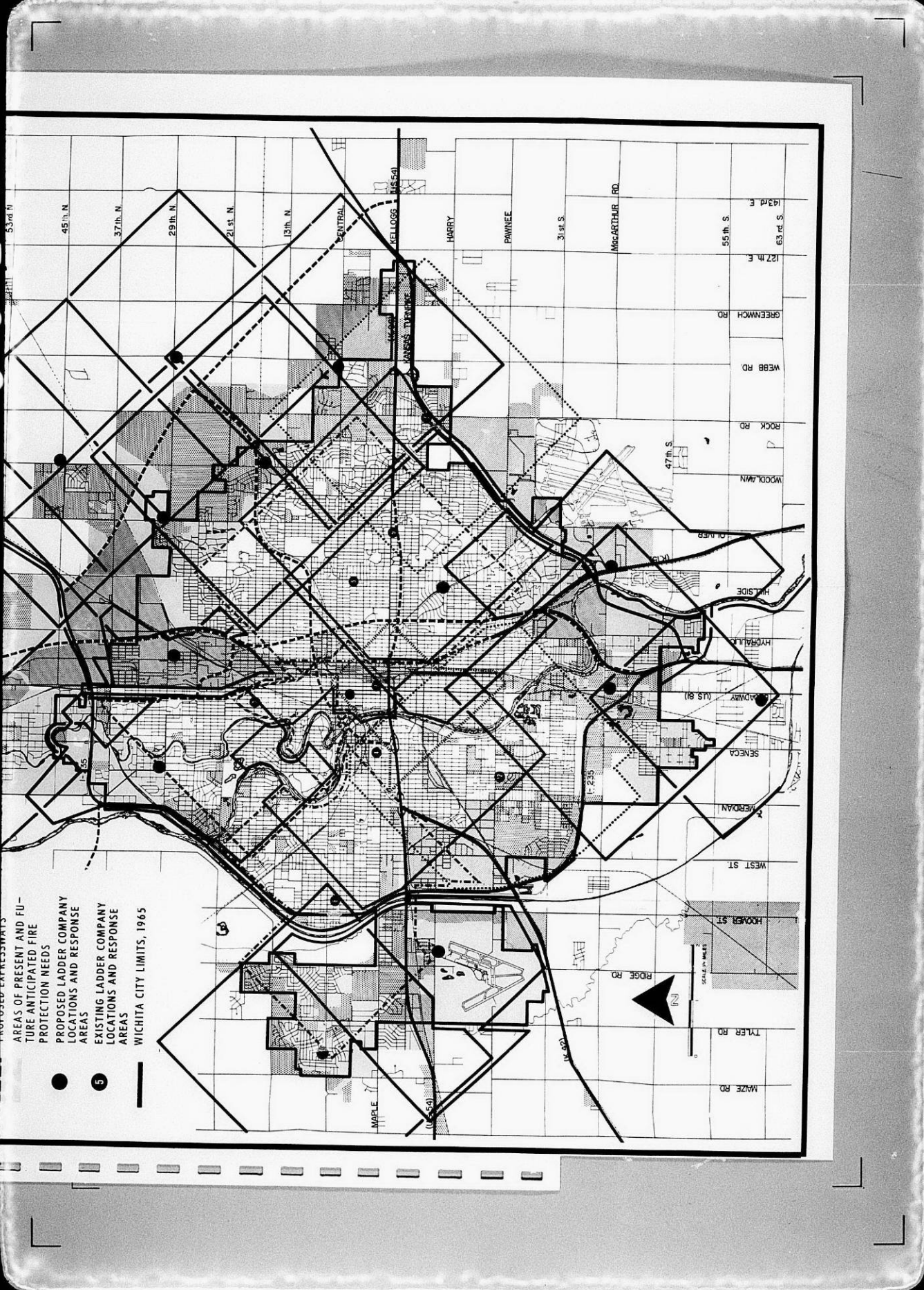
MAP 58

RECOMMENDED LADDER COMPANY LOCATIONS FOR WICHITA

SOURCE: WSCMAPD, 1965

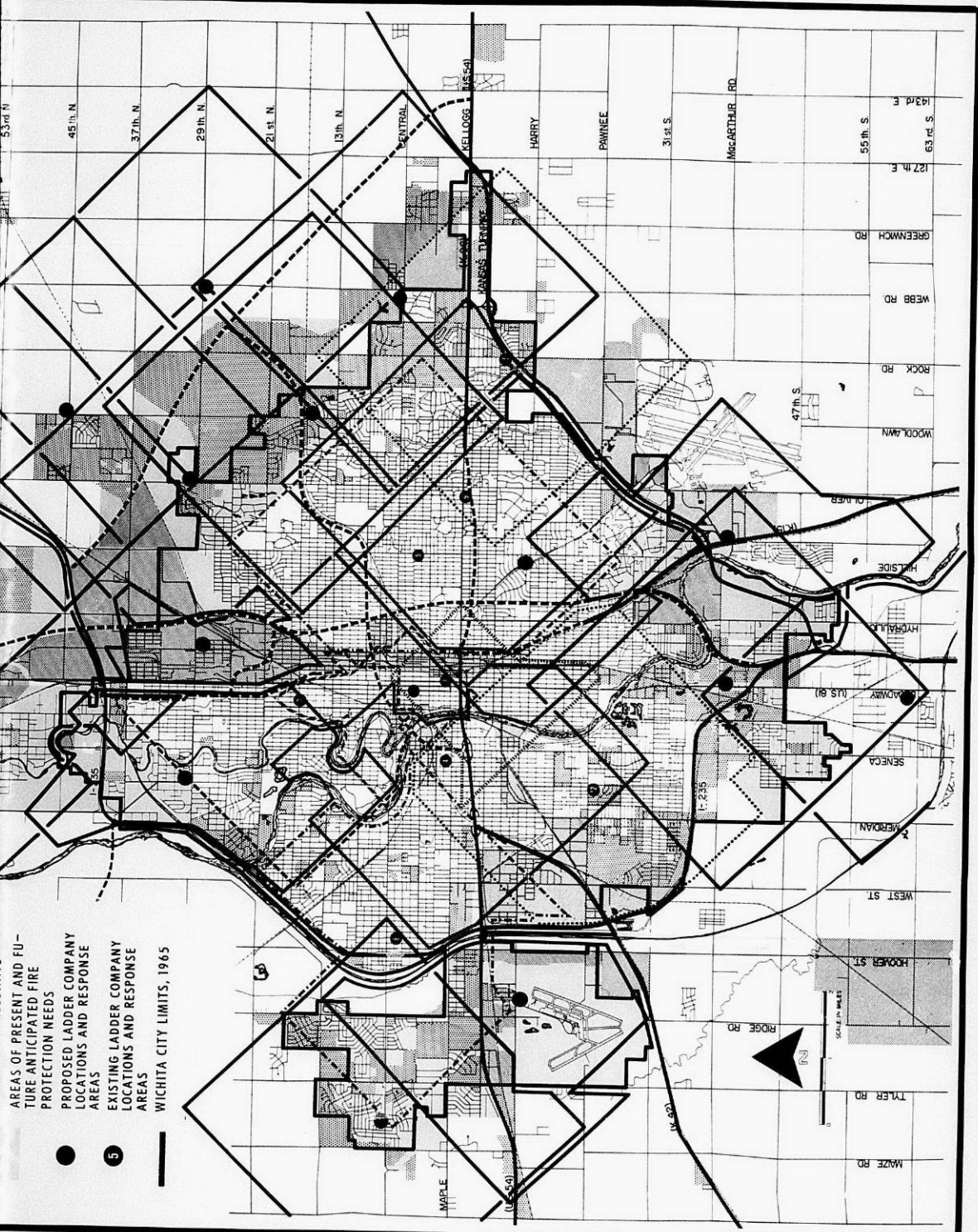
-  EXISTING AND PROJECTED INDUSTRIAL AREAS
-  PROJECTED NON-INDUSTRIAL GROWTH AREAS
-  EXISTING EXPRESSWAYS
-  AREAS OF PRESENT AND FUTURE ANTICIPATED FIRE PROTECTION NEEDS
-  PROPOSED LADDER COMPANY LOCATIONS AND RESPONSE AREAS
-  EXISTING LADDER COMPANY LOCATIONS AND RESPONSE AREAS
-  WICHITA CITY LIMITS, 1965



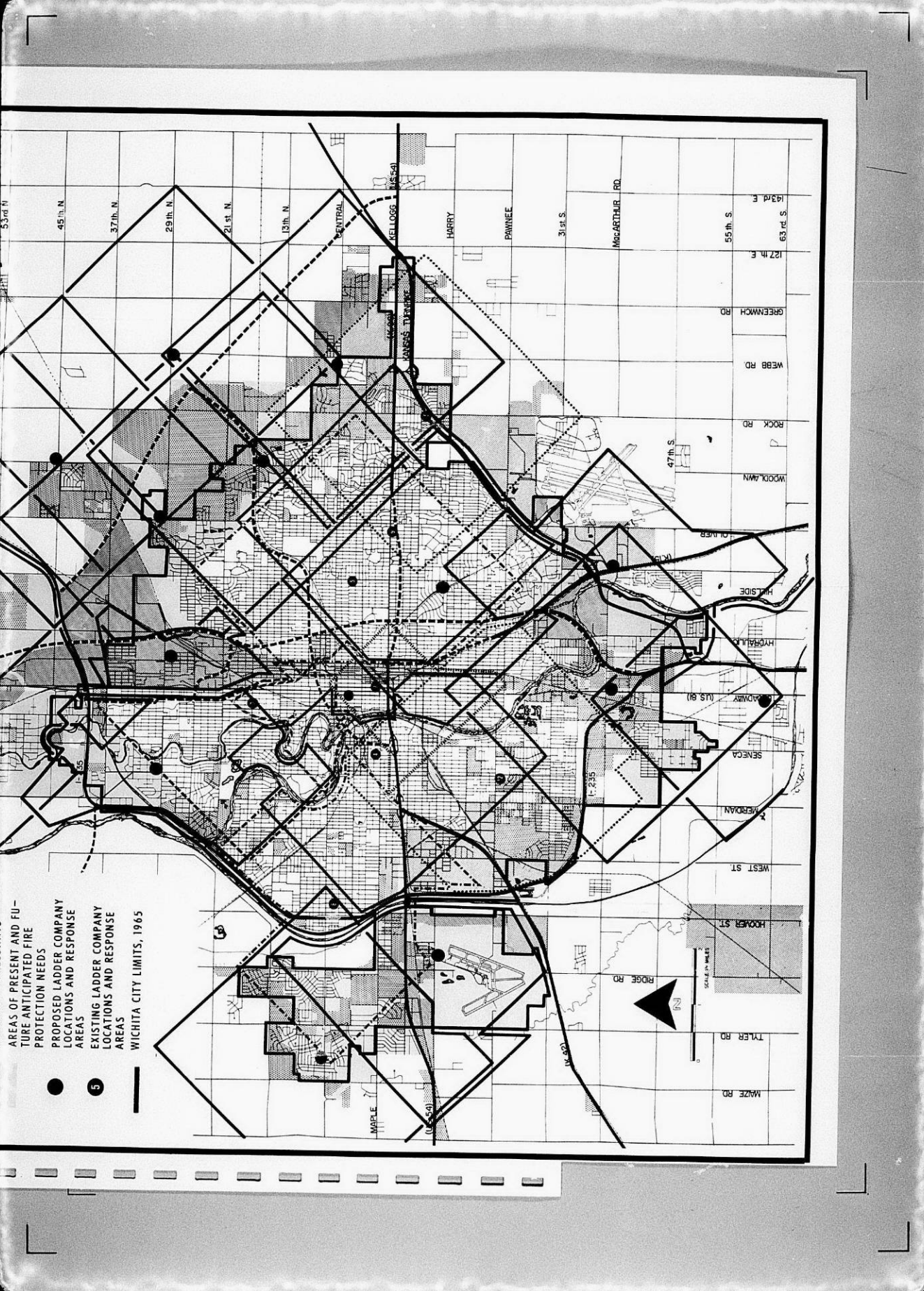


AREAS OF PRESENT AND FUTURE ANTICIPATED FIRE PROTECTION NEEDS
 PROPOSED LADDER COMPANY LOCATIONS AND RESPONSE AREAS
 EXISTING LADDER COMPANY LOCATIONS AND RESPONSE AREAS
 WICHITA CITY LIMITS, 1965

-
-
-



SCALE: 1" = 1/4 MILE



to this area is limited by the natural and man-made barriers which exist between the stations and the areas they serve.

In case of an emergency when the Wichita Fire Department is unable to respond to a fire in this area, fire protection is available from County Fire Station #4 at 6151 South Broadway through the Agreement of mutual aid between the City and the County.

It is anticipated that there will be some additional non-industrial development in Area #1 in the next 20 years as well as some industrial development in the northeast part of the area along the Big Arkansas River as indicated on Map 5A.

69

It is recommended that at least a two-stall station be located in the vicinity of Broadway and MacArthur Road. This station should be considered as presently having a primary response distance for engine companies of 3 miles to the south and 2 miles to the north of the station due to the type and intensity of development in these respective areas. The ladder company's response distance should be considered as 3 miles in both directions.

If Area #1 experiences more development to the south than anticipated in the next 20 years, an additional fire station may be needed to serve the south portion of this area. If this additional development occurs, it appears

that County Station #4 at 6151 South Broadway is quite well located for future use by the City of Wichita although the station would have to be modified for City use. If this latter development occurs, the response areas of the proposed engine company at Broadway and MacArthur would be reduced to 2 miles. Maps 5A and 5B show the location of these stations and their response areas. If Station #4 is utilized by the City of Wichita, the City of Haysville will contract for protection from Wichita. If Area #1 experiences more growth than anticipated in the northeast portion of its area, an additional station may be needed near K-15 and MacArthur Road. This is given additional consideration in the discussion concerning Area #2.

70

Area #2

This includes the area outside the existing fire company response area and inside the City Limits between K-15 and Woodlawn Boulevard. A good portion of Area #2 is medium density residential development with some commercial development. Some of the land in the area adjacent to the Kansas Turnpike is reserved for a City park area. Much of Area #2 has been annexed within the last 4 years (1961-1964).

This area depends primarily on the engine company from Station #11 at Harry Street and George Washington Boulevard with engine and ladder company assistance from Station #5 at

Second Street and Hillside Avenue, Station #9 at Dellrose and Kellogg Avenues, and Station #15 at Lincoln Street and Rock Road for fire protection. Ladder company protection is inadequate in this area at the present time.

Adequate ladder company protection could be provided by expanding Station #11 to accommodate this company. Another possibility would be to relocate Station #11 to the vicinity of Mt. Vernon Road and Hillside Avenue or Mt. Vernon Road and George Washington Boulevard. The relocation should be considered for the following reasons:

1. The present station is in a very poor location with respect to the street system. The station is located on the northeast corner of Harry and George Washington Boulevard, and exit from the station may be hampered by a considerable amount of traffic on Harry Street which is a major thoroughfare. The relocation of the station on a better site near the area mentioned above would eliminate this problem and allow the fire companies to respond to the St. Joseph Hospital in nearly the same length of time with a great deal more dependability.
2. A relocated station would provide better engine company coverage to Southeast Wichita. Nearly all of the area inside the City Limits would be within the 2-mile response area for engine companies.

71

If the Oaklawn Area would become a part of the City and/or there is a considerable amount of future industrial development in the northeast part of Area #1 or more south of Area #2 demands for fire protection may necessitate the establishment of a station in the vicinity of K-15 and MacArthur Road.

This station would also provide additional protection to Area #2 north of the Turnpike. Maps 5A and 5B show the proposed location of this station.

Area #3

This includes the area between Hillside Avenue and approximately one-half mile east of Greenwich Road which is outside the existing response areas inside the City Limits and includes the anticipated growth areas in the northeast. (See Map 5A.) Much of Area #3 inside the City Limits is developed for single family residential use with some commercial development at the intersections of some of the major streets. There is a considerable amount of undeveloped land
72
platted for single family residential development in Area #3 inside the City Limits. The area depends upon the engine company at Station #10 at 17th and Grove Streets and engine and ladder companies at each of the Stations #5, at Second Street and Hillside Avenue, #9, at Dellrose and Kellogg Avenues, and #15, at Lincoln Street and Rock Road, for fire protection depending upon the location of the fire.

Additional fire protection is available to the area from County Fire Station #1, at 553 North Webb Road, and #2, at 200 East 53rd Street North, in case of an emergency through the Agreement for mutual aid.

Consideration should be given to providing protection

for the increase in the number and size of shopping centers in Area #3 inside the City Limits along with schools and some high density residential development. Wichita State University, with increasing enrollments each year, has an increasing need for fire protection. The University is within 3/4 mile of the engine company at Station #10 at 17th and Grove Streets and within 2 miles of the engine and ladder companies at Station #5 at Second Street and Hillside Avenue. It would be well to have another ladder company within a mile or two of the University due to the tall building concentrations on the University site.

It is anticipated that future growth in the northeast will develop as medium density residential along with some commercial development. Some industrial development may occur east of Hillside Avenue and north of the Missouri Pacific Railroad tracks in the vicinity of 37th Street North.

73

It is recommended that at least two stations with both engine and ladder companies be constructed to meet the existing and future fire protection needs in Area #3. These stations should be located in the vicinity of Woodlawn Boulevard and 17th Street North and in the vicinity of 29th Street North and Oliver Avenue. (Note Maps 5A and 5B.)

If growth is greater than anticipated in the next 20 years in Area #3, a station would possibly have to be located

in the vicinity of 45th Street North and Woodlawn Boulevard and also one in the vicinity of 29th Street North and Webb Road.

More protection may also be required in the vicinity of the Beech Aircraft manufacturing plant. It appears that the present location of County Fire Station #1 at 553 North Webb Road is well located for a future City fire station. However, the use of this station by the City would necessitate a modification of the building. This County station contains 4 stalls and quarters for 8 men. City operations would require only 2 or 3 stalls; however, 1 stall would have to be extended to house an aerial ladder truck and space would have to be made available to provide quarters for at least 12 men. The extra stall could possibly be utilized for quarters for the additional firefighters or space for reserve equipment.

74

Thus, if demands occur for City protection in this area, the City could utilize the County site and station with certain modifications if deemed desirable by the governing bodies of both the City and the County. The County could then utilize their equipment at another station possibly located near U. S. 54 and 127th Street East. This is assuming that additional growth would tend to occur in the vicinity of U. S. 54 east of the City of Wichita. This latter location could also be utilized as a City station site at a later date.

Area #4

This includes the area between U. S. 81 and Hillside Avenue which is outside the existing response areas inside the City Limits and the anticipated growth areas between these major thoroughfares extending north to the Park City Area. (Note Map 5A.)

Much of Area #4 inside the City Limits is utilized for industrial purposes and is presently inadequately protected by engine and ladder companies. Some of Area #4 inside the City Limits is developed residentially while other portions are undeveloped. Inadequate ladder company protection also exists further south near 21st Street North, which is developed mainly for industrial use.

75

The portion of Area #4 inside the City Limits depends primarily upon the engine company at Station #10 at 17th Street North and Grove Street, and the engine and ladder companies at Station #5 at Hillside Avenue and Second Street for fire protection. Station #5 is far beyond the recommended response distance from the area. Station #3 at 18th Street North and Market Street is nearest to the area. However, due to the concentration of at-grade mainline railroad tracks between Station #3 and the area, protection cannot be guaranteed from this station. The railroads and other barriers are also a problem in providing service from Stations #5 and

#10 in serving Area #4. In case of emergency, fire protection is available to the area from County Fire Station #2 at 200 East 53rd Street North, through the Agreement for mutual aid between the City and the County.

It is anticipated that the undeveloped land inside the City Limits and the projected growth area outside the City Limits east of I-35W north to approximately Highway K-254 in Area #4 will develop industrial. Industrial growth west of I-35W may extend north of 53rd Street North. A large portion of Area #4 north of K-254 and east of I-35W is anticipated to develop residentially. (Note Map 5A.)

76

To meet the existing and future needs in fire protection in Area #4, it is recommended that engine and ladder companies be located in the vicinity of 29th Street North and Washington Avenue. This station would serve the area outside the existing response areas between U. S. 81 and I-35W north to the Diversion Channel of the middle branch of Chisholm Creek. The station in the vicinity of 29th Street North and Oliver Avenue previously recommended to serve a portion of Area #3 would also serve a portion of Area #4, east of I-35W and west of Hillside Avenue.

An engine company will be needed in a station near the vicinity of 37th Street North and the Rock Island Railroad main line tracks when development occurs in this particular area,

which will provide service to a good portion of Area #4 east of I-35W. Although a ladder company may not be needed at this location, the station should be constructed with at least 2 stalls. (See Map 5A and 5B for location of these stations.)

Protection for a portion of the northern part of Areas #4 and #5 is presently provided by existing County Station #2 at 200 East 53rd Street North. If this area north of K-254 develops to the point that it becomes annexed into the City, it appears that the Wichita Fire Department could utilize this County station to serve the area. However, the station would have to be modified for use by the City which will be discussed in the section concerning fire protection needs in Area #5.

77

If the Park City Area and its environs become annexed and additional growth occurs in this area, a station near 61st Street North and Hillside Avenue may also be needed for fire protection. Maps 5A and 5B show the proposed engine and ladder companies for Area #4.

Area #5

This includes the area outside existing fire protection response areas and inside the City Limits between the Big Arkansas River and U. S. 81 and the area outside the City Limits between Meridian Avenue and U. S. 81 north to approxi-

mately 61st Street North. (Note Maps 5A and 5B for the boundary of Area #5.)

A considerable portion of Area #5 inside the City Limits is medium density residential development, with some industrial and commercial development along the east edge of the area near U. S. 81. There is an increasing amount of shopping center and higher density residential development in the area. The north portion of Area #5 in the City contains a large amount of undeveloped residential land. Nearly all of Area #5 has been within the City Limits since 1963 and all of the area south of the Little Arkansas River Diversion Channel has been within the City Limits since 1962.

78

The portion of Area #5 inside the City Limits depends primarily upon the engine and ladder companies at Station #3 at 18th Street North and Market Street and the engine company at Station #7 at 13th Street North and St. Paul Avenue for fire protection. Additional protection is available from County Fire Station #2 in case of emergency through the Agreement for mutual aid. Response to fires in the area from all of these stations is limited by both natural and man-made barriers.

The area outside the City Limits in Area #5 contains scattered residential development as well as a considerable amount of undeveloped land. This portion of Area #5 is

presently provided fire protection from County Fire Station #2 at 200 East 53rd Street North.

It is anticipated that there will be some additional residential development in Area #5, with some industrial development occurring in the north portion of the area. The City Limits will probably be extended northward in this area in future years as development occurs.

To meet the existing and future needs in fire protection in Area #5, it is recommended that an engine company and a ladder company be placed in a station located in the vicinity of 29th Street North and Amidon Avenue. There would be considerable overlapping of the response areas of this proposed station with the response areas of existing stations. However, it should be noted that this overlapping is necessary due to the number of barriers in the area. The response distance for the engine and ladder companies to the south of the proposed station at 29th Street and Amidon would be 2 and 3 miles respectively and 3 miles for both companies to the north. The engine company response distance north of the station might be reduced to 2 miles if the density of development is greater than anticipated.

79

If and when the portions of Area #5 outside the City Limits, along with the area described in Area #4 north of K-254, are annexed, the City should consider acquiring County

Fire Station #2 as indicated previously.

It appears that the City could utilize this site and station with some modification. The station would have to be remodeled to accommodate 4 to 6 additional personnel. However, it does contain a stall of adequate length to house a City aerial ladder truck. If the City utilizes County Station #2 the response distance would be 3 miles for both the engine and ladder companies until the density and amount of development increases to the point where the engine company response distance would be reduced to 2 miles. Maps 5A and 5B indicate the locations of these stations and their response areas.

80

Area #6

This includes the area inside the City Limits and future anticipated growth areas west of the Wichita-Valley Center Floodway. Residential development has occurred in large subdivisions of medium density north of U. S. 54 in Area #6. However, there is a large amount of undeveloped land in this area north of U. S. 54.

The land south of U. S. 54 in Area #6 is utilized almost entirely by the Wichita Municipal Airport with some industrial and commercial development along U. S. 54. The area has been within the City Limits since 1962 and depends primarily upon the engine and ladder companies at Station #8 at Central and Elder Avenues for fire protection. However, fast response

from Station #8 to any area west of the Wichita-Valley Center Floodway is greatly limited if one of the bridges over the Floodway is blocked at the time of a fire. In case of an emergency, fire protection to the area is also available from County Fire Station #3 at 401 South Tyler Road through the Agreement of mutual aid between the City and the County.

The Municipal Airport has special needs for fire protection involving a great deal of risk from aircraft crashes and other emergencies. Although some limited firefighting equipment is presently utilized at the Airport, it is not adequate or properly manned for emergencies that might occur at an airport of this size.

81

Equipment of the type required for airport protection is located at McConnell Air Force Base southeast of the City. This equipment is owned and operated by the U. S. Air Force and is for the protection of government property on the Base and to respond to disasters involving military aircraft in the Wichita area. Through the Mutual Aid Agreements previously mentioned in Chapter 3, this equipment may be used in response to disasters not involving military aircraft. However, this is not a very satisfactory arrangement since McConnell Air Force Base is left without full fire protection in case of a major emergency at the Base and the distance is too great between the Municipal Airport and the Base to provide

immediate protection to the Municipal Airport. The need for fire protection equipment at Municipal Airport is increasing with the steady increase in air traffic (especially jet aircraft) at the Airport.

It is anticipated that over the next 20 years there will be a great deal of filling in of the undeveloped land by medium density residential development in the area north of U. S. 54. It is also anticipated that a considerable amount of additional industrial development will occur in the area south of U. S. 54. (Note Map 5A for projected growth areas.)

In order to meet these present and anticipated future fire protection needs, it is recommended that two new stations be constructed in Area #6. One station should be located in the vicinity of the Airport Road and Harry Street. This station should be large enough to house an engine and a ladder company along with 3 crash or foam trucks. The engine and ladder companies at this station would be utilized primarily for the protection of the residential, commercial and industrial development adjacent to the Airport area; the crash and foam equipment would be used primarily for protection at the Airport.

The second station should be located in the vicinity of Central Avenue and Caddy Lane. An engine company is all that is needed at this location at the present time, since the ladder company at Central and Elder serves the area. However,

if growth occurs as anticipated, a ladder company will also be required at a later date to provide adequate fire protection. Maps 5A and 5B show the location of these stations and their response areas.

It would not appear to be practical for the City to utilize County Fire Station #3 at 401 South Tyler to provide protection to Area #6. This County station is constructed to house 4 small pumpers and accommodate 8 firefighters. While the City would require only two stalls, the stalls would have to be large enough to house a large pumper and an aerial ladder truck. The station would have to be modified to accommodate City equipment and 12 men.

83

County Station #3 is not well located in relationship to existing and anticipated future growth. It is located too far south to provide adequate engine company coverage to the northern portion of Area #6, and would not provide adequate coverage to the Airport if the station proposed at Harry and Airport Road were not constructed. If the area surrounding County Station #3 becomes annexed, the equipment at this station could be located in a new station near U. S. 54 if demand occurs for protection in this area.

Area #7

This area is generally bounded by U. S. 54, I-235, 31st Street South and Meridian Avenue. (See Map 5A.) At the

present time Area #7 contains scattered industrial or residential development especially in the southern two-thirds of the area. Adequate fire protection is provided in Area #7 by the engine and ladder companies at Stations #4 at Martinson and Douglas Avenues and #14 at Pawnee and Glenn Avenues. It is anticipated that a considerable amount of industrial development will occur in Area #7 in the next 20 years with very little additional residential development.

84

If industrial development occurs as anticipated in Area #7, a station with an engine company will need to be located in the vicinity of Harry and West Streets. It appears that the ladder companies at Stations #4 and #12 will adequately provide protection for the future growth in this area. Although ladder company service may not be required, the station should be constructed with 2 stalls in the event that ladder company needs or reserve equipment space needs may eventually occur.

Other Fire Station Considerations

With a ladder company located at the proposed new station at 17th Street North and Woodlawn Boulevard and a ladder company at Station #11 at Harry Street and George Washington Boulevard (or the relocation of Station #11 to Mt. Vernon and Hillside or George Washington Boulevard with an engine and ladder company), it is believed that there is no particular need for a ladder company at Station #9 at Dellrose and Kellogg

Avenues. At the present time Station #9 is the District Chief's Headquarters Station for District #3 with facilities much larger than required to house only one engine company. There are at least two possibilities concerning what should be done with Station #9. One possibility concerning this situation would be to sell the station and construct a smaller facility (two-stall) in the area on lower priced land to house an engine company. The District Chief's Headquarters could be located at Station #5 at 2nd Street and Hillside Avenue. However, this would necessitate a modification of Station #5.

Another possibility would be to maintain Station #9 at its present location and provide additional personnel and a vehicle to transport these firefighters to alarms anywhere in the District. The excess space could be utilized to store reserve equipment.

85

It appears to be more practical to maintain the District Chief's Headquarters at Station #9 due to its central location in the district and to continue to provide service from this station rather than construct a new facility.

Needs and Recommendations for Other
Fire Protection Facilities

There is a special need for relocating the Wichita Fire Department's training facilities and maintenance shops, since

the property they are now utilizing must be vacated by December of 1965. Adequate training facilities are of utmost importance, since most newly hired personnel are inexperienced firefighters. These facilities are also needed for a continuing training program for all personnel of the Fire Department.

86 Training facility needs include adequate space for a training headquarters and classrooms, space for testing and performing pumping operations without being a nuisance to the surrounding area and space for a 5-story drill tower. Training facilities for extinguishing fires would not be required at this location, since there is space available for these operations at 31st Street South and Oliver Avenue. However, there is a need for more facilities for practice in extinguishing the various types of fires at the 31st Street training site.

The fire alarm system has been considered inadequate since 1953. A new fire alarm system is probably the most needed facility of the Wichita Fire Department.

Since it is desirable for the chief executives of the Fire Department to be near the training facilities, fire alarm headquarters and maintenance shops, it is recommended that these functions be located together in one building on an 8- to 10-acre training site. This combined facility could also house the Fire Department Headquarters presently located in Station #1. It is estimated that a building of 15,000 square

feet would be needed to accommodate these combined facilities and that this space could be adequate for at least 40 or 50 years.

This combined facility, with or without the Fire Department Headquarters, should be located near Fire Station #1 at Third and Water Streets, so that companies at Station #1 can exchange places with the outlying companies undergoing training or testing. This would be a very efficient arrangement since the companies in training at the training site would provide protection to the Central Business District and Station #1 companies would provide protection to the areas normally served by the companies in training.

87

There are two possible sites which are believed to be adequate for the combined fire facility functions. One suggested site would involve from 8 to 10 acres within the area bounded by Wichita Street, Second Street, the Big Arkansas River, the proposed Inner Loop and Central Avenue. The cost of land is generally lower in this area than other areas of the Central Business District. If firefighting companies at this site west of the Missouri Pacific main line tracks should be halted temporarily by train traffic, companies located at Fire Station #2 could be used for the first alarm response in the Central Business District.

The second suggested site for the combined facility which

is believed to be the most ideal location from the standpoint of the training operations, is an area bounded by Second Street, the Big Arkansas River, the Missouri Pacific Railroad main line tracks and Waco Avenue which is directly south of the area discussed above. This site is of adequate size and the river could be used to a great advantage in pumping operations, creating the least amount of nuisance to the surrounding land uses.

NBFU Recommendations

88 As indicated in Chapter 4, the NBFU has recently graded the fire defenses of Wichita. Based upon their evaluation, the NBFU has recommended an improvement program for providing better protection for life and property in the City. Many of these recommendations are of an engineering nature which are beyond the scope of this report.

The NBFU recommendations are filed in the offices of the City Manager and the Fire Department and should be adhered to if possible in the provision of fire protection for Wichita.

The recommendations of this report concerning present engine and ladder company needs closely follows the NBFU recommendations. The NBFU did not attempt to recommend the location of future fire stations based on anticipated future growth which was one of the main purposes of this report.

Sedgwick County

This section includes the fire protection needs and recommendations for Sedgwick County outside the Wichita City Limits. An attempt to determine present and future fire protection needs was undertaken with the aid of information received from second and third class cities, the County Fire Department, and the Kansas Inspection Bureau.

The land area in Sedgwick County, outside of Wichita and the small cities, is utilized extensively for agricultural purposes except for a considerable amount of urban development near Wichita, Haysville and Derby, which includes industrial development at Cessna, Beech and Boeing Aircraft factories and in the vicinity of Hoover Road and 55th Street South. There is also some residential, institutional (Lake Afton Boys' Ranch) and recreational development around Lake Afton.

89

It is anticipated as indicated in Chapter 2, that in the next 20 years there will be a considerable amount of growth around the existing areas of urban development and some around the areas of Lake Afton and Cheney Reservoir, which will generate additional needs for fire protection.

The extent of present fire protection provided by the Sedgwick County Fire Department and the various volunteer fire departments in the small cities in Sedgwick County were discussed previously in Chapter 3. As also indicated

previously, the Beech, Boeing, and Cessna Aircraft factories and the McConnell Air Force Base individually provide much of their own fire protection.

At the present time, the Sedgwick County fire stations are considered to provide adequate fire protection within their respective 5-mile ideal response areas and to most of the remaining Sedgwick County Fire District; however, there is an existing need for additional fire protection facilities in the southeast quadrant and in portions of the western part of the County. Needs may also develop for County fire protection facilities in the vicinity of Wichita in the future.

90 Most of the western portion of Sedgwick County is outside the Sedgwick County Fire District, which includes Afton, Erie, Garden Plain, Grand River, Greeley, Morton, Ninnescah, Sherman and Union Townships. All of the cities in these townships except Garden Plain are also outside the County Fire District. The townships and cities which are presently outside the County Fire District probably did not join the Sedgwick County Fire District because the County fire stations were too distant to provide reasonable fire protection compared to the costs levied through taxes for the protection.

As indicated previously, in cases of emergency, fire protection is available to the area outside the County Fire District from the Sedgwick County Fire Department provided

equipment and men are available when the emergency calls are made.

There is an increasing need for additional fire protection in certain areas of the western portion of the County. These areas and needs are indicated below:

1. Petitions have been presented to the Sedgwick County Commission to permit Grand River, Garden Plain and Afton Townships to become included in the Sedgwick County Fire District. These townships are too far from County Fire Station #3 at 401 South Tyler Road to receive adequate fire protection.
2. The County Fire Department responds to motor vehicle fires and accidents reported outside of Wichita. Due to the increasing vehicular traffic on U. S. 54, MacArthur Road and 21st Street North in the western portion of the County, there is an increasing need for more fire protection in this area.
3. As indicated earlier, there is a considerable amount of growth anticipated near the Lake Afton and Cheney Reservoir Areas.

91

The Cities of Garden Plain and Viola and Viola Township are inside the County Fire District; they would receive better protection from a County fire station located nearer their areas. In order to meet these needs, the Sedgwick County Fire Department is planning to establish a new station in the vicinity of U. S. 54 and F. A. S. 609 (Andale Road) in the near future to improve fire protection in the western portion of the County. Map 5C shows the location of this station.

Over the years there has been a continuing amount of

















development and increase in property values in the southeastern quadrant of the County, especially near Wichita and between Wichita and Derby. This area is now served by County Station #1 at 553 North Webb Road and County Station #4 at 6151 South Broadway, and the Derby Volunteer Fire Department. The County Fire Stations are too far away to give adequate service to most of this area of the County and furthermore, service from Station #4 is hindered to a large degree by the barriers between this area and the Station. There is an increasing need for Derby to retain its firefighting equipment inside their city limits at all times. It is anticipated that Derby will experience a population increase of 2,000 to 3,500 persons by 1985, which would certainly increase the demands for fire protection.⁽¹⁾ To meet these existing and anticipated future needs in the southeast portion of Sedgwick County, the County Fire Department is planning to establish a new station at 63rd Street South and Rock Road. (Note Map 5C for the location of this station.)

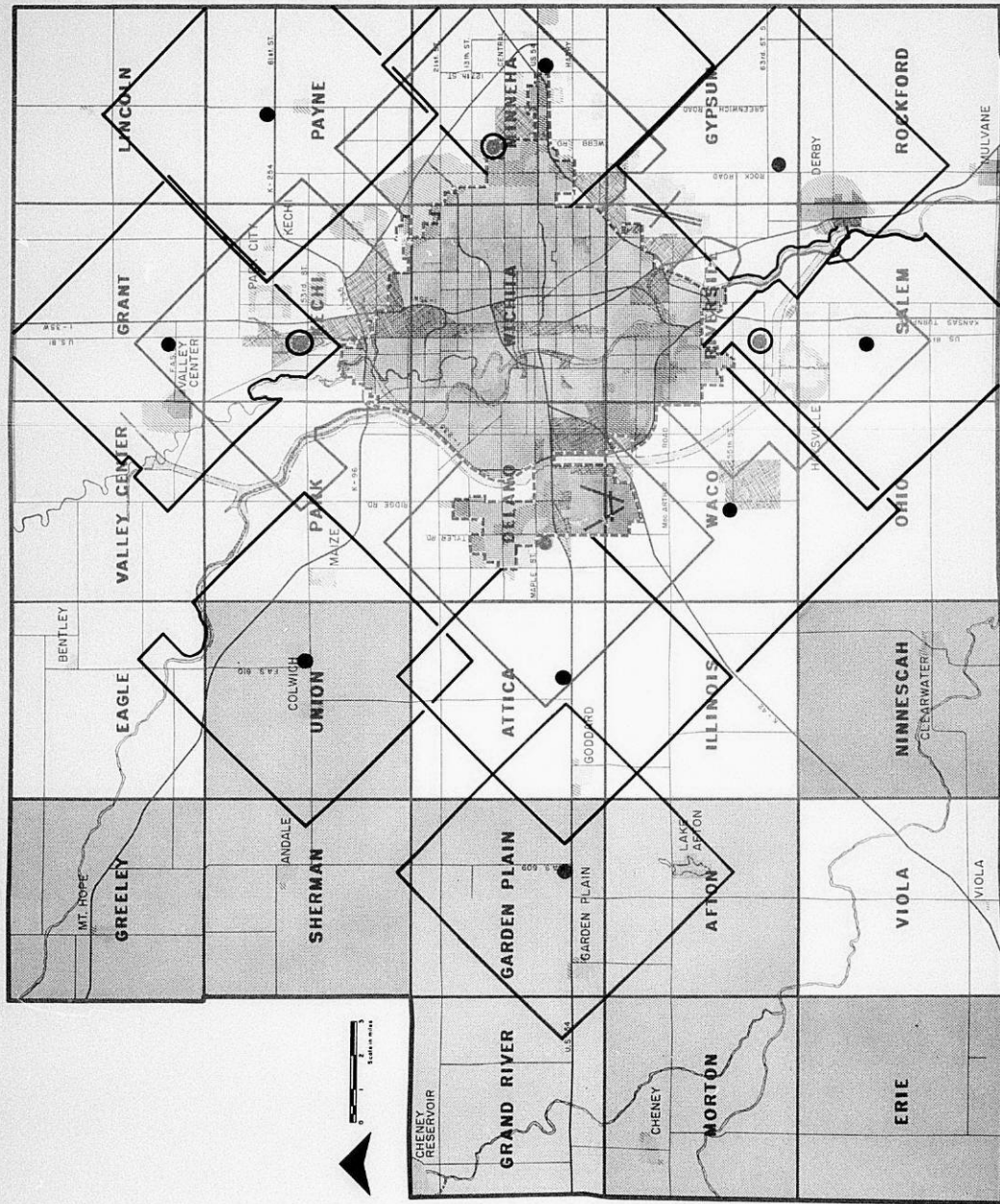
At the present time, there appears to be little need for expanding fire protection to the northern portion of the County Fire District. However, in the event that the growth of Wichita expands to the point where it finds it feasible

⁽¹⁾General Development Plan, Derby, Kansas, Oblinger and Smith, Planning Consultants, 1965.

RECOMMENDED FIRE STATION LOCATIONS FOR SEDGWICK COUNTY FIRE DEPARTMENTS

SOURCE: WSCMAPD - 1965

-  AREA INSIDE COUNTY FIRE DISTRICT
-  AREA RECOMMENDED TO BE INCLUDED IN COUNTY FIRE DISTRICT
-  AREA TO BE CONSIDERED FOR INCLUSION IN THE COUNTY FIRE DISTRICT
-  AREA SUGGESTED TO REMAIN OUTSIDE THE COUNTY FIRE DISTRICT
-  EXPRESSWAYS (EXISTING & PROPOSED)
-  ARTERIALS (EXISTING & PROPOSED)
-  EXISTING NON-INDUSTRIAL AREAS
-  PROJECTED NON-INDUSTRIAL GROWTH AREAS
-  EXISTING MAJOR PUBLIC & QUASI-PUBLIC AREAS
-  EXISTING & PROJECTED INDUSTRIAL GROWTH AREAS
-  EXISTING COUNTY FIRE STATIONS & RESPONSE AREAS
-  EXISTING STATIONS WHICH COULD BE UTILIZED BY WICHITA
-  RECOMMENDED STATION LOCATIONS & RESPONSE AREAS
-  POSSIBLE STATION LOCATIONS & RESPONSE AREAS
-  WICHITA CITY LIMITS
-  TOWNSHIP BOUNDARIES



to utilize County Station #2 at 200 East 53rd Street North, it is recommended that the County locate a new station further to the north along U. S. 81. The best location would probably be in the vicinity of 85th Street North and U. S. 81 depending upon distribution of property values north of Wichita and the location of the interchanges on proposed I-35W. (See Map 5C for location of this station.)

The relocation of this County fire station further to the north would provide fire protection closer to the City of Bentley and the townships in the northern portion of the County.

It does not appear that additional fire protection facilities will be required in the northeast portion of the County. However, if development does occur beyond what is anticipated, it may become necessary to provide more fire protection facilities in the area to protect the increase in population and property values. If this demand would occur, it appears that a County fire station might be located in the vicinity of 61st Street North and Greenwich Road as indicated on Map 5C.

93

There is a possibility that a need for more fire protection facilities will occur in the area west of the Big Arkansas River and the Wichita-Valley Center Floodway in Union Township, the southern portions of Park Township and the northern portions of Delano Township. This would also

include the City of Maize which is a considerable distance from any of the Sedgwick County Fire Stations and depends upon the County for protection. The need for a station in this area would depend primarily upon the inclusion of Union Township into the County Fire District and whether the property values in the area would be sufficient to warrant additional fire protection facilities. If the demand for fire protection facilities would occur in this area, it appears that a good location for a fire station would be F. A. S. 610 on K-96 as indicated on Map 5C. A station at this location would also provide additional fire protection nearer to the City of Bentley and Eagle Township which are included in the Sedgwick County Fire District.

It is possible that there will be a great deal more industrial development in the vicinity of Hoover Road and 55th Street South as indicated on Map 5C. Should the need for fire protection facilities occur in this area, a possible location for a County fire station would be in the vicinity of Ridge Road and 55th Street South. (Note Map 5C.)

In the future, as development continues to occur and spread outward from the Wichita City Limits, it may become necessary for County Fire Station #3 at 401 South Tyler Road and Station #4 at 6151 South Broadway to be relocated farther from the Wichita City Limits to attain the most

efficient use of the stations. If this growth occurs, it appears that County Station #3 could be relocated in the vicinity of 151st Street West (3 miles west of Maize Road) on U.S. 54 and that Station #4 should be relocated to the vicinity of 79th Street South and Broadway. As indicated previously, Station #4 is quite well located for future use by the City of Wichita if deemed desirable by the City and the County. The stations and their response areas are shown on Map 5C.

It appears that County Fire Station #1 should remain at 533 North Webb Road for the present. However, if the City Limits of Wichita would be extended in the future to include the area surrounding County Station #1 and it becomes feasible for the Wichita Fire Department to utilize this station, the County would desire to relocate its equipment farther east, perhaps in the vicinity of U.S. 54 and 127th Street.

95

All of the suggested locations for fire stations are on existing and proposed major County arterial highways or major state and federal highways in Sedgwick County.

Township Fire Protection

As indicated previously, the area of each township outside the second and third class cities in Sedgwick County is served either by the Sedgwick County Fire Department or the volunteer fire departments of these cities. In addition, Viola Township is served by the City of Conway Springs

located in Sumner County.

In considering future fire protection for townships in Sedgwick County, it is suggested that:

1. The townships presently included in the Sedgwick County Fire District should remain in the District and be served by County Fire Stations. This would include the improvement district areas located within these townships.
2. The townships of Grand River, Garden Plain and Afton be included in the District and served by a County Station near the vicinity of U. S. 54 and F. A. S. 609 (Andale Road). See Map 5C.
3. If a County Station is located near F. A. S. 610 (151st Street West) on existing K-96, due to fire protection needs, Union Township should be included in the County Fire District. A station at this location would also serve Eagle Township and Bentley more adequately. Colwich should continue to serve Union Township until it would become a part of the County Fire District. If possible, the fire defenses of Colwich should be upgraded to permit lower insurance rates and better protection for farm properties in the township. (Note Map 5C.)
4. With a County station located at U. S. 54 and F. A. S. 609 (Andale Road), Sherman Township would benefit by being included in the County Fire District. If a station is located near F. A. S. 610 and existing K-96 at a later date, as indicated in point 3, this township could be provided fire protection from both of these stations. Andale could continue to serve Sherman Township; however, its volunteer fire department should be upgraded to permit lower insurance rates for farm buildings. (Note Map 5C.)
5. It appears, based on response distance, that the Cheney Volunteer Fire Department can better serve the townships of Morton and Erie than the new County station proposed at F. A. S. 609 (Andale Road) and U. S. 54. If Cheney

continues to provide this service, as they presently do, its volunteer fire department should attempt to upgrade its defenses to permit lower insurance rates and better protection for farm buildings in Erie and Morton Townships.

6. It appears that Greeley Township should continue to receive fire protection from the volunteer fire department of Mount Hope. This department should also attempt to upgrade its defenses for rural protection.

Second and Third Class City
Fire Protection

The cities of Cheney, Clearwater, Derby, Eastborough, Haysville, Mount Hope, Mulvane and Valley Center maintain 7th and 8th class fire insurance ratings, which is indicative of adequate fire protection, provided by their respective volunteer fire departments or the Sedgwick County Fire Department. Clearwater and Derby provide additional personnel and equipment to permit lower insurance rates in the rural areas they serve. If Cheney and Mount Hope continue to serve rural townships, their fire departments should meet the requirements for better protection and lower insurance rates for farm properties.

97

The cities of Andale, Bentley, Colwich, Garden Plain, Goddard, Kechi, Maize and Viola maintain 9th and 10th class fire insurance ratings. The reason for the low ratings of nearly all these cities is the lack of a central water supply and distribution system. Other reasons would also include

the inadequacy of their fire protection equipment and the present formulation of their volunteer fire departments.

If Andale and Colwich continue to be responsible for fire protection in their respective townships, these city volunteer fire departments should upgrade their defenses to permit lower insurance rates and better protection to farm buildings.

The engineers of the Kansas Inspection Bureau should be contacted by each of the second and third class cities for specific items related to the improvement of their fire defenses.

98

Fire Station Plan Proposals
for Wichita and Sedgwick County

Map 5D shows the combined fire station plan proposals for the Wichita and Sedgwick County Fire Departments. The engine company response areas are shown for the Wichita Fire Stations. For clarification, ladder company response areas are not included on the map. The 5-mile response areas are shown for the County Stations.

Chapter 6

POLICE PROTECTION
IN WICHITA AND SEDGWICK COUNTY

History of the City of Wichita
Police Department Protection⁽¹⁾

On April 13, 1871, the first Wichita Police Department, consisting of a marshal, an assistant and two policemen, was established to serve a population of 2,000. By 1896 the City had grown to some 24,000 persons and staffed a Police Department of 19 men. By 1930 the Police Department had grown to a staff of 108 officers and men which served a population of approximately 110,000 people within a 20-square mile area.

99

In 1934 the old Central Fire Station (constructed in 1902) located in the 100 block of East William, was remodeled to serve as the new City Police Station. This station, which is still in use, was originally constructed to accommodate all of the various police divisions as well as the police court. At that time it was considered as one of the most up-to-date and modern police stations in the country. In a few years, the Police Station was found to be inadequate in size

(1) The information in this section was obtained from members of the Wichita Police Department.

to accommodate an expanding Police Department. In about 1945 the Police Garage was relocated from the rear of the Police Station to the 200 block on South Wichita Street. The space previously utilized at the Police Station for the Police Garage was remodeled and used as space for laboratories and the Accident Investigation Section.

During World War II a portion of the Communication Section (Radio Operations) was relocated to a new building at 2000 Gentry Drive on the University of Wichita campus (now Wichita State University). A new police radio tower was also constructed at this location.

100 In 1949 the City Prison Farm, located at 701 West Harry, was reconstructed to house approximately 70 prisoners. In 1959 a wing was added to accommodate female prisoners; however, by the time construction was completed, the additional space was needed for male prisoners.

In about 1950 the Police Department expanded its training section by establishing a Police Academy in a two-story building at 239 West William.

Space vacated by the Traffic Violation Section in the Police Station was occupied by the Traffic Division. The continuing expansion of the Operations and Investigations Division also caused the Juvenile and Traffic Safety Sections to be moved to the Police Academy Building and, eventually, approximately half of the second floor of the City Building

was taken over by the Staff and Service Divisions of the Police Department.

As the Police Department continued its expansion, keeping pace with the growing needs of the City, some of the activities of the Department were discontinued. For example, the space utilized for the gymnasium, handball court, and indoor pistol range on the third floor was taken over by the Detective Bureau, Vice Section, and also used for air conditioning equipment and storage.

The first City-County liaison officer was appointed in December of 1957. This officer was assigned to the County Attorney's Office to assist in preparing cases in which the Wichita Police Department had an interest. This liaison officer was provided office space at the Sedgwick County Courthouse and later the Wichita Police Department provided this officer with an assistant.

101

The "meter-maid" program was initiated in Wichita in September of 1958. Fifteen women were employed and trained to check and enforce parking regulations. With the initiation of this program, regular officers previously assigned to this duty were assigned other duties in traffic control.

The Records Section of the Service Division added data processing equipment in 1959. Through the use of this high speed equipment, accident statistics, crime statistics, beat

studies or name of suspects as determined by physical description can be studied completely and rapidly which aids materially in assuring efficient and effective police service.

Existing Operations and Protection in Wichita⁽¹⁾

Administration and Personnel

The Wichita Police Department, consisting of 382 employees, is presently directed by a Chief, who is aided by 4 Lieutenant Colonels. Each of the Lieutenant Colonels is in charge of a major division of the Department. The divisions are: Operations, Investigations, Staff and Service.

102 The Operations Division is the largest division of the Department. It is composed of the Patrol, Traffic, Prison Farm and Reserve (100 volunteers) Sections. This Division employs 225 persons of which 15 are civilian employees.

The Investigations Division is composed of the Vice, Juvenile and Laboratory Sections and the Detective Bureau. The primary responsibility of this division is the disposition of all cases other than traffic. This Division employs 80 persons of which 12 are civilian employees.

The Staff Division is composed of a Training Section, Budget and Research, a Court Services Section and an Accounting Section. This division is the smallest in the Department

(1) Ibid.

with a staff of 22 persons of which 12 are civilians.

The Service Division is composed of the Records, Communications and Maintenance Sections. This Division employs 55 persons of which 38 are civilian employees.

The Department maintains 125 pieces of mobile equipment which includes 82 police cars, 23 solo motorcycles, 6 three-wheeled motor cycles, 8 Cushman motor truckers, 5 trucks and 1 patrol wagon. All of the mobile equipment is equipped with two-way radios. Some of the Department vehicles are also equipped with radar speed timing devices.

Police Facilities

The Wichita Police Department presently operates from several locations which include:

103

1. the Police Station at 115 East William Street,
2. approximately half of the second floor of the City Building,
3. the Police Academy Building located temporarily at the old Emerson School at Waco and Central Avenues,
4. the Radio Operations Building located at 2000 Gentry Drive,
5. the Police Garage and Motor Pool located temporarily in the 300 block of South Water Street,
6. the City Prison Farm located at 701 West Harry Street, and
7. the field training site located on the southwest corner of the Municipal Airport property.

The location of these facilities are indicated on Map 6A.

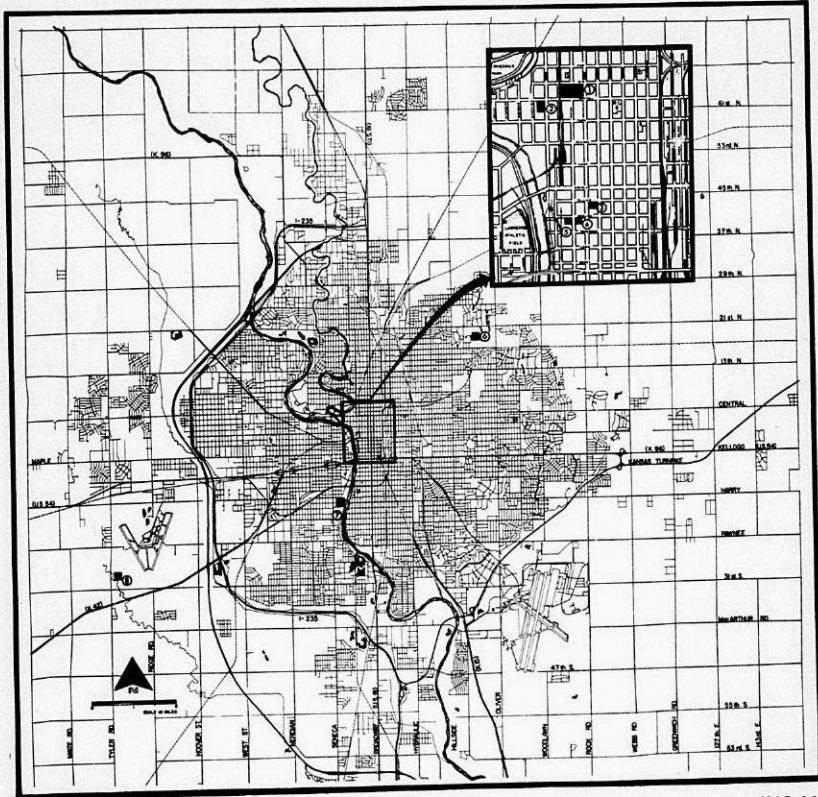
The first floor of the Police Station presently houses the office of the Chief of Police, the offices of the Operations Division, and the offices of the Investigation Division.

The second floor of the Police Station presently contains the matron's office of the Operations Division, the PBX switchboard, the jail and the squad room. The jail contains 15 cells which will accommodate 60 male prisoners and 5 cells for 20 female prisoners. The jail facilities appear to be adequate at the present time since the cells are rarely filled to capacity.

104 The third floor of the Police Station is used for offices by the Detective Bureau and Vice Section of the Investigations Division and for the Police Court, including the Police Judge's office and council rooms.

The Police Station is in poor structural condition, lacks adequate space, and is not properly designed for economical expansion or remodeling.

The Staff and Service Divisions of the Police Department utilize approximately half of the second floor of the City Building. This space is very inadequate and there is no additional room in the City Building for expansion. Even though this space is adjacent to the Main Police Building, there is still a considerable amount of efficiency lost by not housing all of the Service Division together so that the PBX switchboard operator and Records personnel can be utilized more



MAP 6A

FACILITIES UTILIZED FOR POLICE PROTECTION

SOURCE: WSCMAPD - 1965

- | | |
|---------------------------------------|--------------------------------------|
| ① - COUNTY COURTHOUSE | ⑤ - POLICE GARAGE TEMPORARY LOCATION |
| ② - POLICE ACADEMY TEMPORARY LOCATION | ⑥ - RADIO OPERATIONS BUILDING |
| ③ - POLICE STATION | ⑦ - CITY PRISON FARM |
| ④ - MOTOR POOL TEMPORARY LOCATION | ⑧ - FIELD TRAINING SITE |

efficiently.

The Police Academy facilities which were recently re-located from the building at William and Wichita Streets are now located in the old Emerson Elementary School Building at Waco and Central Avenues. This building is leased from the Wichita Board of Education on a temporary basis.

This school building is also utilized by the Training Section (Staff Division), the Juvenile Section (Investigations Division), the Traffic Section (Operations Division) and the Police Reserve Section (Operations Division).

All juvenile cases other than traffic cases are required by law to be processed through the Probate Court located in the Sedgwick County Courthouse. Therefore, the present location of the Juvenile Section at the old Emerson School will improve the efficiency in handling juvenile cases. However, this school site places the location of the Training, Juvenile, Traffic and Police Reserve Sections too far away from the Police Headquarters for efficient operational procedures.

105

The Radio Operations Building (Communications Section of the Service Division) located at 2000 Gentry Drive is utilized by the Police dispatchers and the communications equipment repair personnel. The radio tower at this site is in an ideal location since it is located on one of the highest

topographical points in Wichita. One disadvantage in having the Radio Operations Building at its present location is that the dispatchers are a long distance from the Police Headquarters.

The Police Garage and City Motor Pool are temporarily located in the 300 block of South Water Street, and will have to be moved previous to the completion of the Civic Cultural Center in late 1967. The Police Garage maintains Police vehicles and the Motor Pool vehicles.

The City Prison Farm is located at 701 West Harry Street on a 24-acre tract of land along with facilities to confine 164 prisoners. The farm is supervised by a superintendent appointed by the Police Department.

106

The Prison Farm is not presently utilized for the confinement of female prisoners. The female prisoners convicted of misdemeanors in the Police Court are presently kept in the jail at Police Headquarters for the duration of their sentences. Female prisoners confined for long periods of time occupy vital space required for incoming prisoners.

The Field Training Site at the southwest corner of the Municipal Airport property contains a pistol range and space for training police dogs. The general location of the site is very good since it contains considerable open space which is important to the operation of a training facilities operation of this nature.

Beat System

The beat system of the Wichita Police Department has been organized to allow a larger number of beat officers to be in the field on the second and third shifts or in the night-time hours. From 7:00 a.m. to 3:00 p.m. (first shift) the City is divided into 12 beats, and from 3:00 p.m. to 7:00 a.m. (second and third shifts) the City is divided into 17 beats. The area within each of these beats is assigned to be patrolled by a beat officer.

Squad cars, each with 2 police officers, are assigned to patrol from two to three beats and may aid the beat officer if he requires additional help. The present areas of the beats remain quite stable; however, they are subject to change due to varying numbers of police personnel or changes in the general crime activity in certain areas which would require an adjustment of coverage.

107

Certain units are pre-assigned to respond to special disturbances in certain areas. These units are subject to call from any and all beats as deemed necessary. In the event the squad car and the beat officer are unable to handle a situation, the dispatcher is notified and additional units are sent to the location of the disturbance. A patrol wagon is dispatched to pick up all arrested persons so that the beat officer and squad cars are not required to leave their

areas unprotected to bring the arrested persons to the station.

In the event of a riot situation or similar kind of major disturbance, all on-duty beat officers and squad cars would be sent from their respective beats to the disturbance area and would remain at the area until the disturbance is under control or until police reserves could be assigned to handle the situation.

108 In May of 1964, beat changes in the field were improved through the provision of "precinct" rooms in three schools by the Wichita Board of Education without cost to the Police Department. These rooms, equipped with two-way phones, are located in the Waco Elementary, Mayberry Intermediate and Mead Intermediate Schools.

Arrangements have been made with the Wichita Fire Department to allow police vehicles to obtain gasoline and oil at the various fire stations. This permits the officers to remain on their respective beats rather than driving downtown to the Motor Pool for services and leaving their beats unprotected.

Police Department Budget

The Police Department's budget for 1964 was \$2,369,879, and in 1965 it is \$2,591,488.

History of the Sedgwick County
Sheriff's Department

In 1870 the first sheriff of Sedgwick County was officially elected by a population of 1,095 persons. Since that time the Sheriff's Department has continued to expand as the County population has increased. In 1940, the Department employed 26 persons and in 1947 the first communications system was installed. Previous to this, the Wichita Police Department dispatcher handled all Sheriff Department calls. In 1950 the Sheriff's Department employed 32 persons.

From 1955 to 1959 the most rapid advancements were made in County police protection since the beginning of County protection in 1870. These advancements are summarized as follows by year:

109

1955. The Sheriff's Department re-organized its operational procedures similar to the operation of the Wichita Police Department. Each reported case was assigned a number and described in a new records system.

1956. Two additional patrol cars were purchased which made it possible to provide police protection to the four quadrants of the County. Sheriff's patrolmen operated out of Park City, Derby, Cheney and Andale to serve these quadrants of the County.

(1) The information in this section was obtained from members of the Sedgwick County Sheriff's Department.

1957. The operations of the Department were supplemented by the organization of the Sheriff's Flying Patrol with 11 volunteer members and the Sheriff's Reserve Patrol Unit with 23 members. The Reserve Patrol was an extension of the Civil Defense Auxiliary Unit. These volunteer units are discussed later in this chapter.

1959. A mobile laboratory was added to the Crime Investigation Section of the Department. The entire Sheriff's Department, except for the Sheriff's living quarters, was moved into the new County Courthouse.

Existing Operation and Protection
in Sedgwick County⁽¹⁾

110

Police protection in Sedgwick County, other than provided by the Wichita Police Department for Wichita, is provided by the Sheriff's Department of the Sedgwick County and the police departments of the second and third class cities in the County.

Sedgwick County Sheriff's Department

The Sheriff's Department's main area of concern is the provision of police protection to the unincorporated areas and the third class cities of Sedgwick County.

The Patrol Division and dispatchers utilize a portion of

(1) Ibid.

the first floor of the County Courthouse. The Sheriff's Office, the Undersheriff's Office, the Records Division, Civil Division, Juvenile Division, Delinquent Tax Division, the Offices of the Detective Division and the Laboratory are housed on the second floor of the County Courthouse. Incompleted gymnasium facilities are located on a portion of the third floor. Jail space is provided for female prisoners on the fourth floor and space for male prisoners is provided on the fifth, sixth, seventh and eighth floors. The County Jail is equipped to accommodate up to 350 prisoners; however, 100 to 120 prisoners is the normal maximum number jailed at any one time.

The Sheriff's Department consists of 80 persons who are employed in the following Positions and Divisions:

111

- 1 Sheriff
- 1 Undersheriff
- 1 Property Man
- 10 Detectives
- 2 Juvenile Division
- 2 Laboratories
- 1 Matron
- 1 Jury Clerk
- 2 Delinquent Tax Division
- 6 Civil Division
- 23 Patrolmen
- 14 Jailers
- 7 Records Division
- 71
- 9 Supporting Personnel
- 80 TOTAL EMPLOYEES

The Sheriff's Department maintains 22 police cars and 2 motorcycles equipped with two-way radios.

The communities of Cheney and Mount Hope serve as out-post stations for the patrol. Previously, this service had also been provided from Park City, Derby and Andale.

The Sedgwick County Sheriff's operation is supplemented by aid from several special and volunteer groups which include:

1. Flying Patrol - This patrol, organized by the Sedgwick County Sheriff's Department, is comprised of 11 pilots with single engine planes. These pilots are sworn in as special deputy sheriffs, and used in the event of major crimes at any time and traffic control. Generally speaking, the Flying Patrol operates on week-ends and holidays when the highways are heavily traveled.
2. Sheriff's Posse - This group of 20 men and their mounts are primarily used in policing Lake Afton during the time when special events are being held at the lake. They are also utilized in the rougher terrain of the County to search for escaped convicts, lost persons and downed planes.
3. Boat Patrol - This volunteer patrol, numbering 57 persons, is utilized mainly at Lake Afton during the spring and summer months when the boat traffic on the lake is heavy. They are sworn in as special deputy sheriffs and patrol the lake to watch for offenders. In addition to the boat patrol, there are 5 volunteer underwater divers with skin diving equipment. All members of the Boat Patrol may be used in the event of drowning in lakes, streams and rivers in Sedgwick County.
4. Sheriff's Reserves - Each of the 60 men in this reserve unit spends at least eight hours weekly on active patrol duty. They substitute for regular sheriff deputies and supplement the sheriff's force by serving as road patrolmen and dispatchers in emergency

situations. These reservists are called to help at special events where traffic problems require additional traffic officers.

The Sedgwick County Marshal's Office is located on the third floor of the Sedgwick County Courthouse.

The functions of this office include the serving of papers issued by the Court of Common Pleas, the issuance of civil and felony warrants and the transportation of prisoners in custody from other areas to the Sedgwick County Courthouse.

Police Protection of the
Second and Third Class Cities (1)

All of the second and most of the third class cities in Sedgwick County provide varying degrees of police protection.

113

The protection provided by the various cities is summarized as follows:

- Andale: 1 Marshal - one-way police radio - no police station or jail. The Marshal provides his own vehicle. Andale's annual expense for police protection is \$4,800.
- Bentley: 1 part-time Marshal - no police station or jail. Bentley has an annual expense of approximately \$500 for police protection.
- Cheney: 1 Chief, 2 patrolmen - 1 police vehicle - police station in City Hall - no jail facilities. Cheney maintains an annual budget of \$6,000 for police protection.

(1) This information was compiled from interviews with the Mayors or City Clerks of the Second and Third Class cities in Sedgwick County.

- Clearwater: 1 Chief, 2 deputy police officers - 1 police vehicle with two-way radio - police station in City Hall - no jail facilities. Clearwater's budget for police protection is \$10,000 per year.
- Colwich: 1 Chief - 1 police vehicle with a two-way radio - police station in fire station - no jail facilities. Colwich has an estimated annual expense of approximately \$6,500 for police protection.
- Derby: 1 Chief and 6 patrolmen - 4 dispatchers - 3 police vehicles with two-way radios - electric speed timing device - police station in City Hall - 2 jail cells. Derby has a budget of \$51,057 for police protection.
- Eastborough: 1 Chief and 2 patrolmen - police vehicle with two-way radio. Eastborough has \$26,000 budgeted for police and fire protection, most of which is used for police protection.
- Garden Plain: No personnel - no equipment or facilities. Police protection is provided by the Sedgwick County Sheriff's Department. Garden Plain has no expenditure for police protection.
- Goddard: No personnel - no equipment or facilities. Police protection is provided by the Sedgwick County Sheriff's Department. Goddard has no expenditure for police protection.
- Haysville: 1 Chief and 6 patrolmen - 2 police vehicles with two-way radios - radar timing device - police station in City Hall - no jail facilities. Haysville has a budget of \$42,900 for police protection.
- Kechi: 1 Marshal - 1 police vehicle with two-way radio - no police station or jail facilities. The expense for the provision of police protection in Kechi in 1964 was \$2,800.

- Maize:** 1 part-time Marshal, 1 part-time patrolman - 1 police vehicle - no police station or jail facilities. The estimated annual expense for police protection is \$1,300.
- Mount Hope:** 1 Marshal - 1 police vehicle with two-way radio - no police station or jail facilities. The estimated annual expense for police protection is \$4,500.
- Mulvane:** 1 Chief, 2 patrolmen, 11 reserve policemen - 2 police vehicles with two-way radios - police station in City Hall - no jail facilities. The City Hall is in Sumner County; however, the Police Department has jurisdiction in both counties inside Mulvane's city limits. Mulvane has a budget of \$25,750 for police protection.
- Valley Center:** 1 Chief, 3 patrolmen - 2 police vehicles with two-way radios - police station in City Hall - no jail facilities. Valley Center has a budget of \$19,310 for police protection.
- Viola:** 1 Chief, 1 patrolman - 1 police vehicle - no police station or jail facilities.

115

Cities of the second class which include Derby, Haysville and Valley Center in Sedgwick County are required by State Law to provide a city marshal. The third class cities are not required to maintain a marshal's office unless they maintain a city manager form of government. The local governing bodies of the third class cities in Sedgwick County are all of the mayor-council form of government. Thus, the Sheriff's Department does have a responsibility in the provision of police protection to the third class cities. Although the Sheriff has this responsibility, nearly all of the third class cities do provide some type of police protection within their respective city limits.

Chapter 7

NEEDS AND RECOMMENDATIONS FOR POLICE PROTECTION FACILITIES

Present and future police protection facility needs were estimated on the basis of the present condition and location of facilities; criteria developed for the establishment of police protection facilities; future growth projections indicated in the previous chapters and with assistance of the Wichita Police Department and the Sedgwick County Sheriff's Department.

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City of Wichita

Present Space Needs for Administrative Facilities, Garage and Motor Pool

The present police facility needs for Wichita involves the combining of all the various sections of the Department except the City Prison Farm, the Radio Repair Unit (at the Radio Operations Building) and the Field Training Site into one central location.

The present needs in floor space for new police facilities to house the functions currently located in the main Police Headquarters, second floor of the City Hall, Police Academy (including the Juvenile and Traffic Safety Sections).

Police Garage and Motor Pool (Maintenance Section) and the Dispatching Unit have been estimated to be approximately 87,000 square feet by the Police Department.⁽¹⁾ The Police Garage and Motor Pool is estimated to require approximately 43,600 square feet of the total floor area and the remaining 43,400 square feet is estimated to be needed for the Police Administrative facilities. This floor area estimate for present administrative facility needs includes 7,000 square feet of floor space for a gymnasium and indoor pistol range which would also be beneficial to the operations of the Department.

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Future Space Needs for
Administrative Facilities

The amount of floor area needed by the Police Department in the future is difficult to estimate since it would depend upon the amount of future population, the number of personnel of the Department, the amount of crime and other factors. The two most important factors which affect the size of a police department include the number, density and composition of the population and the amount and type of crime. According to the Federal Bureau of Investigation, the increase in serious

(1) Preliminary estimate by the Police Department, August 11, 1965. This figure does not include estimates for stairways, halls, restrooms, plumbing or heating requirements, etc.

crime from 1958 through 1964 increased approximately 58% while population increased about 10%.⁽¹⁾

Table 7A shows the actual number of Part I Class crime offenses in Wichita since 1940 by two-year intervals.⁽²⁾

Table 7A

NUMBER OF ACTUAL CRIMES IN WICHITA
1940-1964

<u>Year</u>	<u>Number of Crimes</u>
1940	1,567
1942	1,467
1944	1,600
1946	2,844
1948	2,895
1950	3,023
1952	4,363
1954	4,835
1956	6,744
1958	5,841
1960	5,885
1962	6,455
1964	9,923

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Source: Wichita Police Department, 1965.

(1) Crime in the United States, Uniform Crime Reports - 1964, Federal Bureau of Investigation, U.S. Department of Justice, pp. 3, 4. - Serious Crimes are defined as murder, forcible rape, robbery, aggravated assault, burglary, larceny \$50 and over and auto theft.

(2) Wichita Police Department, 1965. - Part I Class Crime Offenses as defined by the Wichita Police Department include murder, manslaughter, rape, robbery, aggravated assault, burglary, larceny and auto theft.

An evaluation of this table indicates that Part I Class offenses increased by approximately 213% since 1940 or 70% from 1958 through 1964. Part I Class offenses defined by the Wichita Police Department would include the reporting of more crime within certain categories than the serious crime category, as defined by the FBI. All larceny is included in the Wichita statistics; whereas, the FBI statistics include only larceny crimes \$50 and over. The Wichita statistics include statutory and forcible rape; the FBI figures include only forcible rape. The Wichita statistics also include manslaughter by negligence while FBI statistics do not include these crimes in their reporting process.

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The extent of future crime is nearly impossible to predict; however, these statistics indicate that major crimes will probably continue to increase in the nation and in Wichita.

As indicated previously, the number of police personnel will also influence police facility space needs. Table 7B indicates that the median number of police employees per 1,000 population has increased from 1.43 to 1.72 since 1941 for cities in Wichita's present population group.

Table 7B
 NUMBER OF POLICE EMPLOYEES
 PER 1,000 POPULATION
 UNITED STATES

<u>Year</u>	<u>Population Range</u>	<u>Median Number Police Employ- ees per 1,000 Population</u>
1941	200,000 to 500,000	1.43
1951	250,000 to 500,000	1.50
1961	250,000 to 500,000	1.62
1964	250,000 to 500,000	1.72

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Source: Municipal Year Book, International City Manager's Association, 1941, p. 44; 1952, p. 415; 1962, p. 411; 1965, p. 424.

At the present time the Wichita Police Department employs 382 persons which is lower than the authorized force of 399 employees for 1965. Table 7C shows that the actual number of police employees per 1,000 population in Wichita has increased from 1.11 in 1940 to 1.42 in 1965, utilizing Sedgwick County Assessor's population figures for the City of Wichita.

Table 7C

NUMBER OF POLICE EMPLOYEES
PER 1,000 POPULATION
WICHITA

<u>Year</u>	<u>Population</u>	<u>Police Employees (a)</u>	<u>Police Employees per 1,000 Population</u>
1940	102,291	114	1.11
1950	192,520	213	1.11
1960	244,500	344	1.41
1965	267,953	382	1.42

(a) Records Section of the Wichita Police Department, 1965.

Source: Wichita Sedgwick County Metropolitan Area Planning Department, 1965.

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In viewing national and local trends concerning increases in crime and numbers of police personnel per population, it appears that a figure of 2.0 police employees per 1,000 population would be a realistic figure for projecting the employee needs of the Police Department by 1985.

As indicated in Chapter 2, it is estimated that 367,000 persons will be residing in the Wichita Urbanized Area by 1985. Assuming that most of this population would be within the Wichita City limits, it is projected that approximately 734 employees will be needed by the Police Department by 1985, utilizing a figure of 2.0 police employees per 1000 population.

Of the 399 authorized personnel positions of the Police Department, 205 require office or other floor space to perform their duties. The 12 employees at the City Prison Farm, the 2 liaison officers at the County Courthouse, and the 4 employees of the Radio Repair Unit at the Radio Operations Building would probably not require space in new police facilities.

Since the Police Garage and Motor Pool (Maintenance Section) would not necessarily be located in the new police building, space needs of the 11 employees of this section should be considered separately from the space needs of police administrative facilities.

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Of the 399 authorized positions, 176 or approximately 44% of the total would require office space or other floor space to perform their duties in the new police administrative facilities.

Assuming that this percent remains nearly the same in the future indicates that approximately 323 of the 734 employees projected for 1985 will need office or other floor space to perform their work.

The following formula was utilized to project future space needs, assuming that the future number of employees and office and floor space needs would be related in approximately

the same ratio as presently experienced.

$$\frac{\text{Present floor space needs}}{\text{Present number of employees requiring floor space}} = \frac{\text{1985 floor space estimate}}{\text{Estimated No. Employees requiring floor space, 1985}}$$

Present floor space needs = 43,400 sq. ft.

Present No. employees requiring floor space = 176

1985 floor space estimate = X

Estimated No. employees requiring floor space, 1985 = 323

X = 74,300 square feet

- 123 These projections indicate that approximately 74,300 square feet of floor area will be needed for police administrative facilities by 1985.

Motor Pool and Police
Garage Future Space Needs

The operation and maintenance of the Motor Pool and all of the police vehicles are under the supervision of the Maintenance Section of the Police Department. There are 82 police cars, 6 trucks, 23 single motorcycles and 14 three-wheel motorcycles and scooters, and 60 Motor Pool cars maintained at temporary facilities in the 300 block of South Water Street. Maintenance facilities consist of major and minor repair work, front end alignment, lubrication and greasing facilities, steam

cleaning and washing, parts storage and tool storage. As indicated previously, present space needs for these facilities are estimated to be approximately 43,600 square feet.

The future space needs for the Motor Pool and Police Garage of the Maintenance Section are of paramount importance in the construction of new police facilities in Wichita. It is difficult to project future requirements for the number of Motor Pool vehicles. Vehicles are added to the Motor Pool as the administrative divisions of the City require additional transportation for their personnel. In anticipating future Motor Pool needs, it was assumed that one vehicle per year would be added to the Motor Pool.

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Projections of vehicle needs for the Police Department would be related to the future size of the Department and, specifically, more closely related to the number of commissioned officers on the force.

The existing number of vehicles under the Department's supervision is indicated in Table 7D as well as projections for 1985. These projections were made in order to estimate the floor space needs for 1985 which are itemized in Table 7E. Sample calculations, leading to the projections in Tables 7D and 7E, are illustrated in Appendix A. Based on these projections and estimates, it appears that by 1985, approxi-

Table 7D

SUMMARY OF PRESENT AND PROJECTED POLICE
PERSONNEL, VEHICLES AND MOTOR POOL

	<u>1965</u>	<u>1985</u>
Population	267,953 (a)	367,000 (b)
Commissioned Officers	321	591
Supporting Personnel	78	143
Total Authorized Personnel	399	734 (c)
Police Cars	82	175
Police Trucks	6	11
Solo Motorcycles	23	50
Total Police Vehicles	111	236 (c)
Meter Maid Vehicles	14	34
Motor Pool Cars	60	80

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(a) Sedgwick County Assessor's Office, 1965.

(b) Economic Analysis of Land Use Requirements, Wichita Urbanized Area, Larry Smith and Company, 1961, Table P, p. B-30.

(c) Refer to Appendix A.

Source: Wichita-Sedgwick County Metropolitan Area Planning Department, 1965.

Table 7E

ESTIMATED SPACE NEEDS FOR POLICE
GARAGE AND MOTOR POOL BY 1985

<u>Item</u>	<u>Quantity</u>	<u>Space Needs per Item in Sq. Ft.</u>	<u>Total Area in Sq. Ft.</u>
<u>Parking (inside)</u>			
Motor Pool Cars	80	350	28,000
Police Cars & Trucks	75 (a)	350	26,250
Solo Motor Cycles	50	60	3,000
3-wheel Cycles & Scooters	34	80	<u>2,720</u>
		Sub-Total	59,970
<u>Shop Facilities</u>			
Major & Minor Repair	15 stalls	@ 400	6,000
Front End Alignment	4 stalls	@ 450	1,800
Lift & Lub-racks	4 stalls	@ 450	1,800
Steam Clean & Washing			3,500
Body Shop & Paint Booths			4,500
Storage for Parts, Tools, Oil, etc.			4,000
Locker Room, Wash- room, Toilet Facilities			880
Offices, 12' x 15'	4	180	720
Gas Service Area, 60' x 75'			<u>4,500</u>
		Sub-Total	27,700
GRAND TOTAL of Estimated Space Needs			<u>87,670</u>

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(a) This figure is 40% of the 186 police cars and trucks estimated to be needed by 1985. (See Table 7D). It is assumed the 60% of the police cars and trucks will be in the field at all times.

Source: Wichita-Sedgwick County Metropolitan Area Planning Department, 1965.

mately 87,670 square feet of floor space will be needed for police vehicles, and the Motor Pool.

The anticipated total needs in floor space by the Wichita Police Department by 1985 is estimated to be:

Police Administration	- 74,300 sq. ft.
Police Maintenance	- <u>87,670</u> sq. ft.
TOTAL	161,970 sq. ft.

This does not include the facilities at the City Prison Farm, the Field Training Site and the Radio Repair Unit.

Recommendations Concerning
Police Facility Needs

127 In order to meet the present and anticipated future needs of the Wichita Police Department, those administrative functions presently operating in the main Police Station, the second floor of the City Building and the Police Academy Building should be located in a new centralized facility. This facility should also include a gymnasium, an indoor pistol range and the Dispatching Unit of the Communications Section. The Dispatching Unit should be located near the Records Section of the Department for more efficient operation.

It is recommended that the Police Garage and Motor Pool of the Maintenance Section be located with, but not necessarily in, the new centralized Police Administrative facility.

It is suggested that these new facilities be constructed to meet estimated 1985 space needs and designed and constructed to provide for future expansion since the facilities will have a useful life of 50 years or more.

It is also recommended that the new police facilities be located in, or adjacent to, the proposed new City Building. Therefore, the location of the new police facilities depends upon the ultimate location of the new City Building. Several sites have been suggested as possible locations for the new City Building. Probably the best site for the City Building, based on City Administrative Center needs and police operation needs, would be somewhere in the four-block area bounded by Central Avenue, Wichita, Second and Main Streets which is a good portion of the area proposed as one of the sites for a new City Administrative Center. The police facilities would benefit from a location in this area due to the following reasons:

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1. The police facilities would be centrally located to give maximum service to all portions of the City.
2. The police facilities would be adjacent to, but not in, the congested portion of the Central Business District which is important to the efficient operation of the Department in case of an emergency. If possible, the emergency vehicular movement of the Department should be hindered as little as possible by pedestrian and vehicular traffic.

3. The police facilities would have access to major vehicular trafficways, especially the proposed Inner Loop Freeway, which would help to provide quick response to any part of the City.
4. The police facilities would be near the Sedgwick County Courthouse so that time could be saved in the transferring of prisoners, processing juvenile cases in the Probate Court, attending Court proceedings, serving as witnesses, etc.

Off-street parking needs should be given careful consideration. Police employees and others whose activities necessitate the utilization of police facilities will need off-street parking space near these facilities. New police facilities will have a useful life of approximately 50 years or over; therefore, consideration should be given to the provision of future expansion of off-street parking space at a later date.

If a new City Building and police facilities are located in the vicinity of the Sedgwick County Courthouse, it may be necessary to provide a large parking garage in the area for public vehicles as well as employee parking.

The facilities at the City Prison Farm appear to be adequate for a considerable length of time; however, it may be necessary to provide space for female prisoners at this facility in the future.

At the present time, the limited precinct operations at the Waco Elementary, Mayberry Intermediate and Mead Intermediate Schools is satisfactory. However, it is anticipated by the Police Department that within the next 10-15 years that a full-scale precinct station may be needed in the north or northeast section of Wichita. This need will be dependent upon the number of incidents involving police action and upon whether this number would continue to increase in the future.

It is difficult to estimate the space needs of a new precinct station; however, these needs would probably involve office space for 3 or 4 personnel and at least 2 cells to accommodate prisoners until they could be transported to the jail facilities at the central police facilities. It is probable that this station would eliminate the present limited precinct operations at the Waco Elementary School. The most desirable location for a new full-scale precinct station is also difficult to determine at this time. Studies should be undertaken by the Police Department to estimate the size and desired location of a possible future full-scale precinct police station when the Department feels the need is justified. It is anticipated that the construction of precinct stations in the future would have little effect on the size of the central police facility.

It is suggested that the Field Training Site located at the Wichita Municipal Airport be retained and improved to meet the growing training needs of the Police Department.

It appears that the Radio Repair Unit should remain at the Radio Operations Building at 2000 Gentry Drive, since the building is in good condition and much of the radio equipment would remain at this location. It also appears that it would not be economically feasible to move the police radio equipment and radio tower to the proposed new police facilities.

Sedgwick County Sheriff's Department

Personnel Needs

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The number of employees required by the Sheriff's Department to provide adequate police protection is dependent upon a number of factors. As indicated previously, the size of the population and the amount of crime are the most important factors.

It appears at the present time that the Sheriff's Department employs an adequate number of police personnel for the amount of population that is served. The Sheriff's Department employs 80 police personnel who serve the third class cities and rural population in Sedgwick County. The rural and third class city population of the County as of June 1, 1965, was approximately 46,000 as reported by the County

Assessor. This indicates that the Sheriff's Department maintains approximately 1.74 employees per 1,000 population and would appear to be a favorable ratio for future police personnel per population due to the fact that crime rates are usually lower in less densely populated areas. Also, most of the third class cities provide some degree of police protection.

It is anticipated that rural areas and third class city population will increase only moderately by 1985. Based on these projections and assuming that crime in rural areas and third class cities will not appreciably increase, it appears that the Sheriff's Department will not need many additional personnel by 1985.

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Facility Needs

The floor space needs of the Sheriff's Department (exclusive of jail cells) are dependent mainly upon the number of employees in the Department. It is assumed, based on low to moderate employee increases, that the space needs of the Sedgwick County Sheriff's Department will increase by only a moderate amount in the next 20 years. Although only moderate space needs are anticipated by 1985, much of the floor space presently utilized by the Sedgwick County Sheriff's Department is utilized to its capacity. The Divisions of the Department that are presently utilizing their floor space to capacity are the:

- Records Division
- Juvenile Division
- Civil Division
- Laboratory
- Patrol Division
- Dispatching Room

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There is very little room for expansion of the Department since nearly all of the space on the first, second and third floors of the Courthouse is being utilized by some type of County function. However, it appears that some additional space might be made available by relocating a few of the Sheriff's Department operations to the existing vacant space on the eleventh floor of the building. Any other expansion of the Department would probably require the relocation of other County offices adjacent to the Sheriff's Department's present offices, so that related police functions might be located in proximity to one another. Suggestions for relocation and rearrangement of some of the functions of the Sheriff's Department are discussed in the following paragraphs.

Records Division. Additional space could be provided for the Records Division by utilizing the space presently used by the Civil Division on the second floor of the Courthouse. Office space could also be made available in this area for the Administrator in charge of the Records, Civil and Juvenile Divisions.

Juvenile Division. The office space vacated by the Administrator of the Records, Civil and Juvenile Divisions, which is adjacent to the office used by the Juvenile Division, should be utilized by this latter Division to provide additional space for its operations.

Civil Division. The Civil Division should be located near the Records Division and the Sheriff's Office. In order to provide adequate floor space for the Civil Division, an area adjacent to the Sheriff's Department offices, not presently related to police functions, should be made available.

Laboratory. The Laboratory, which is presently on the second floor, could be provided adequate space in another area of the Courthouse, possibly on the eleventh floor, and still provide the service required by the Sheriff's Department. The space vacated by the Laboratory should provide the additional space needed by the Detective Division, which is presently adjacent to the Laboratory.

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Dispatching Room. The Dispatching Room, located on the first floor of the Courthouse and shared by the Sedgwick County Fire Department, could be provided adequate space on the eleventh floor.

Patrol Division. With the relocation of the Dispatching

Room to eleventh floor, the space vacated by this function would be available to the Patrol Division of the Sheriff's Department. In the event that the Patrol Division would require more office space, it possibly could be provided from other office space adjacent to the Patrol Division.

Second and Third Class Cities

135 It appears that the second class cities of Derby, Haysville and Valley Center provide an adequate amount of police protection. Derby maintains a jail and it appears that Haysville and Valley Center would benefit by providing at least 2 jail cells each which would be used primarily for hold-over purposes.

The third class cities of Cheney, Clearwater, Eastborough, Mulvane and Viola appear to provide reasonable police protection since they employ an adequate number of personnel to provide 24-hour protection. It is possible that Viola would benefit by providing a police station to assist citizens in contacting the police. It appears that Mulvane could utilize at least a 2-cell jail facility for hold-over purposes, since the total population of this City is approximately 3,000. It is also quite distant from jail facilities in Sedgwick or Sumner County.

The third class cities of Andale, Colwich, Kechi and Mt. Hope appear to maintain a fair amount of police protection although 24-hour coverage would appear to be really impossible with their present number of personnel. The third class cities of Bentley, Goddard and Garden Plain provide little or no police protection and must depend almost entirely on the Sedgwick County Sheriff's Department for protection.

It appears that the third class cities of Andale, Bentley, Colwich, Goddard, Garden Plain, Kechi and Mt. Hope would benefit by the employment of at least 2 police officers (a Chief or Marshal and a Patrolman) so that the provision of 24-hour police protection would be available in each community. Also, it is likely that these cities would benefit by maintaining a police station to assist citizens in contacting the police. The provision of jail facilities will probably not be necessary in these cities unless their population increases to approximately 2,000 or above.

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These suggestions are made on the basis that, even though crime and population will probably not increase a great deal in the future in the second class and third class cities, better protection will be provided in each city. This will also enable the Sedgwick County Sheriff's Department to provide better service to the unincorporated areas in the County.

It is recommended that the second and third class cities consider the above suggestions on the basis of their individual needs and on the basis of their ability to pay for these added police services and facilities.

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Appendix A

METHOD OF PROJECTING THE FUTURE NUMBER OF
POLICE AND MOTOR POOL VEHICLES

In determining the future space needs for police vehicles and the motor pool, certain assumptions and calculations were necessary. Assumptions, data and sample calculations used in preparing Table 7D are listed below.

Police employee projections for 1985 were based on 2.0 employees per 1000 population. Projections for the total number of police vehicles for 1985 were based on the present ratio of one vehicle for approximately 2.5 commissioned officers. Vehicle projections for meter maids and the motor pool were based on the assumption that one vehicle will be added each year. 141

Sample Calculations

- Population x 2.0 per 1,000 = Total Personnel
- Present number of civilian employees +
Total = Percent of Supporting Personnel;
i.e.: $78 + 399 = 19.5\%$
- Supporting Personnel for 1985 = 19.5% of
 $734 = 143$ Employees
- Commissioned Officers for 1985 = $734 -$
 $143 = 591$
- Total number of police vehicles = Number
of Commissioned Officers + 2.5; i.e.:
 $591 + 2.5 = 236$ Vehicles.

Projections of types of vehicles for 1985 were determined on the basis of percentages of each type of vehicle in use during 1965 as illustrated below:

<u>Item</u>	<u>No. for 1965</u>	<u>% of Total</u>
Police Cars	82	74
Trucks	6	5
Solo Motorcycles	<u>23</u>	<u>21</u>
Total Vehicles	111	100

Police cars for 1985 equals 74% of the total number of vehicles (236); i.e.: $236 \times 74\% = 175$ cars.

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