

DR 75-11 - Updating of Goddard
Comprehensive Development Plan

ACTION

DATE

COMMITTEE

Approve motion to

M.A.P.C.

Review { File

4/24/75

~~Goddard P.C.~~

Adopted

4/28/75

April 25, 1975

Mr. Bill Stovall, Chairman
Goddard City Planning Commission
City Building
Goddard, Kansas 67052

Dear Mr. Stovall:

During their regular meeting of April 24, 1975, the Wichita-Sedgwick County Metropolitan Area Planning Commission reviewed the "Goddard - 1975 Update of the Land Use and Transportation Elements of the Goddard Comprehensive Development Plan". At the conclusion of their consideration, the MAPC approved a motion to receive and file the information.

Review of the updating information by the Planning Department staff indicates no apparent conflict with comprehensive plan elements that are adopted or in the process of preparation for the metropolitan area.

We hope the results of these reviews will be useful to you in considering the updating information for final adoption. If you have any questions regarding the same, please feel free to contact our office.

Sincerely,

Jack H. Galbraith
Assistant Secretary

JHG:RLY:rme

April 18, 1975

Wichita-Sedgwick County
Metropolitan Area Planning Commission

Jack H. Galbraith, Chief Planner

DR 75-11

Updating Amendment to the Goddard Comprehensive Development Plan

Attached for your information is a publication entitled "Goddard - 1975 Update of the Land Use and Transportation Elements of the Goddard Comprehensive Development Plan."

As you may recall, the Planning Department staff assisted the City of Goddard in preparing their original Comprehensive Plan which was adopted in 1969. Since that time, a significant amount of development has occurred in and around the City of Goddard. As a result, the Planning Department, at the request of the Goddard City Planning Commission, assisted in preparing the attached updating amendment. In preparing the document, care was taken to avoid any conflicts with adopted elements of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area. The Goddard City Planning Commission has conducted a public hearing and approved the amendments for distribution to interested individuals and agencies.

RECOMMENDATION

It is recommended that the Metropolitan Area Planning Commission receive and file the information and forward any comments you may have to the Goddard Planning Commission.

Jack Galbraith
Chief Planner

JHG:RLY:js

Attachment

L. W. Newcomer, Acting
XXXXXXXXXXXXXXXXXX

ROBERT F. BENNETT
XXXXXXXXXXXXXXXXXXXX

April 2, 1975

Section 8-B
Wichita A.T.S.

Mr. Bill Stovall, Chairman
Goddard City Planning Commission
City Building
Goddard, Kansas 67052

Dear Mr. Stovall:

Thank you for the opportunity to review the document entitled "1974 Update of the Land Use and Transportation Elements of the Goddard Comprehensive Development Plan." The Highway Commission is interested in any planning activities which affect the provision of transportation services to the citizens of Kansas.

We are happy to see that the proposed relocation of US-54 has been taken into account in both the land use and transportation plans. As you may be aware, the improvement of US-54 as shown in your report on Map 6B₁ has received location approval from the Federal Highway Administration.

Again, thank you for the opportunity to review the update to Goddard's Comprehensive Development Plan.

Very truly yours,

VERNEL CRAIG, P. E.
ENGINEER OF PLANNING AND DEVELOPMENT

VLC:VCM:mjr

cc: Mr. Robert Lakin, Wichita-Sedgwick Co. Metro. Planning Commission



GODDARD CITY PLANNING COMMISSION

City Building
Goddard, Kansas
67052

February 24, 1975

To: Interested Individuals, Organizations
and Agencies

From: Bill Stovall, Chairman, Goddard City
Planning Commission

Subject: Review of an Updating Amendment to the Goddard
Comprehensive Development Plan.

As you may be aware, the Goddard City Planning Commission, with the assistance of the Wichita-Sedgwick County Metropolitan Area Planning Department compiled and adopted a Comprehensive Plan in May of 1969. Since that time, a considerable amount of development has taken place in and around the City of Goddard. Due to this activity, it has been necessary to update the City's Comprehensive Plan. The efforts of the Planning Commission in updating the Plan are contained in the attached document entitled "1974 Update of the Land Use and Transportation Elements of the Goddard Comprehensive Development Plan". This document was approved for future adoption by the Goddard City Planning Commission following a public hearing on January 27, 1975. A copy of the resolution specifying such approval is also attached for your reference. In accordance with the laws of the State of Kansas, this information is being submitted to those individuals, agencies and organizations who may have an interest therein.

The law provides 60 days from the receipt of this information to forward comments and recommendations (if any) concerning this plan amendment to the Goddard City Planning Commission.

Following this 60 day period, the Goddard City Planning Commission may consider any forthcoming comments and take final action on their adoption.

It is anticipated that the Goddard City Planning Commission will reconvene on April 28, 1975 at 8:00 p.m. in the Goddard City Building to reconsider the amending document and any forthcoming comments.

Page 2

Any formal adoptive actions taken by the Planning Commission following the April 28th meeting will be forwarded in resolution form with appropriate notation of any revisions to the amending document.

Sincerely,

Bill Horan

Chairman
Goddard City Planning Commission

RESOLUTION

A RESOLUTION OF THE CITY PLANNING COMMISSION OF THE CITY OF GODDARD, KANSAS PROVIDING FOR THE APPROVAL AND SUBSEQUENT ADOPTION OF AN UPDATING AMENDMENT TO THE OFFICIAL COMPREHENSIVE PLAN THERETOFORE ADOPTED:

WHEREAS, pursuant to authority granted by Statutes of the State of Kansas, the City of Goddard created a City Planning Commission, which caused to be made, approved and adopted an official Comprehensive Plan for the City of Goddard and lands outside the municipality that in the opinion of the Commission related to the planning and future development of the municipality; and

WHEREAS, said official Comprehensive adopted Plan entitled "Goddard Comprehensive Development Plan" has been published and made a public record and is incorporated herein by reference; and

WHEREAS, the Planning Commission of the City of Goddard has determined the necessity of updating the official Comprehensive Plan through the preparation, approval and adoption of an amendment thereto entitled "1974 Update of the Land Use and Transportation Elements of the Goddard Comprehensive Development Plan" herein incorporated by reference; and

WHEREAS, the amendment entitled "1974 Update of the Land Use and Transportation Elements of the Goddard Comprehensive Development Plan" has been placed on file for public inspection in the office of the City Clerk of the City of Goddard; and

WHEREAS, pursuant to the provisions of K.S.A. 1973 Supp. 12-704 the Goddard City Planning Commission did give notice by publication in the official city newspaper of a public hearing to be held on the approval and subsequent adoption of an updating amendment to the Comprehensive Development Plan of the City of Goddard; and

WHEREAS, the Goddard City Planning Commission, on January 27, 1975, in the City Building, Goddard, Kansas, did hold a public hearing at which a majority of all members of the Goddard City Planning Commission were present; and

WHEREAS, a majority of all members of the Goddard City Planning Commission did approve for subsequent adoption the document entitled "1974 Update of the Land Use and Transportation Elements of the Goddard Comprehensive Development Plan" as an updating amendment to the official Comprehensive Plan of the City of Goddard.

NOW, THEREFORE, BE IT RESOLVED by the majority of all members of the Goddard City Planning Commission, in meeting duly assembled, that the contents of the document entitled "1974 Update of the Land Use and Transportation Elements of the Goddard Comprehensive Development Plan" are hereby approved for subsequent adoption as an updating amendment to the official Comprehensive Plan of the City of Goddard, Kansas.

BE IT FURTHER RESOLVED that, as provided by K.S.A. 1973 Supp. 12-704, notice of this action shall be given to all interested legislative and administrative groups and agencies in the form of a certified copy of this resolution and document and that said groups and agencies are thereby requested to submit any comments they may have to the Goddard City Planning Commission within 60 days of receipt of same.

BE IT FURTHER RESOLVED, in the event the Goddard City Planning Commission subsequently adopts the updating amendment following the 60 day review period and consideration of any comments received, that the Planning Commission Chairman and Secretary are hereby authorized to file and record the document entitled "1974 Update of the Land Use and Transportation Elements of the Goddard Comprehensive Development Plan" in the official Comprehensive Plan file of the City of Goddard and to affix their signatures thereto.

BE IT FURTHER RESOLVED, in the event that the Goddard City Planning Commission subsequently adopts the updating amendment, a certified copy of the adopting resolution shall be forwarded to all interested legislative and administrative agencies.

APPROVED by at least a majority of all Goddard City Planning Commission members at Goddard, Kansas, this 27th day of January, 1975.

Bill Stovall
Bill Stovall, Chairman
Goddard City Planning Commission

ATTEST:

Lawrence Grove
Lawrence Grove, Secretary
Goddard City Planning Commission

(SEAL)

U.S. 54

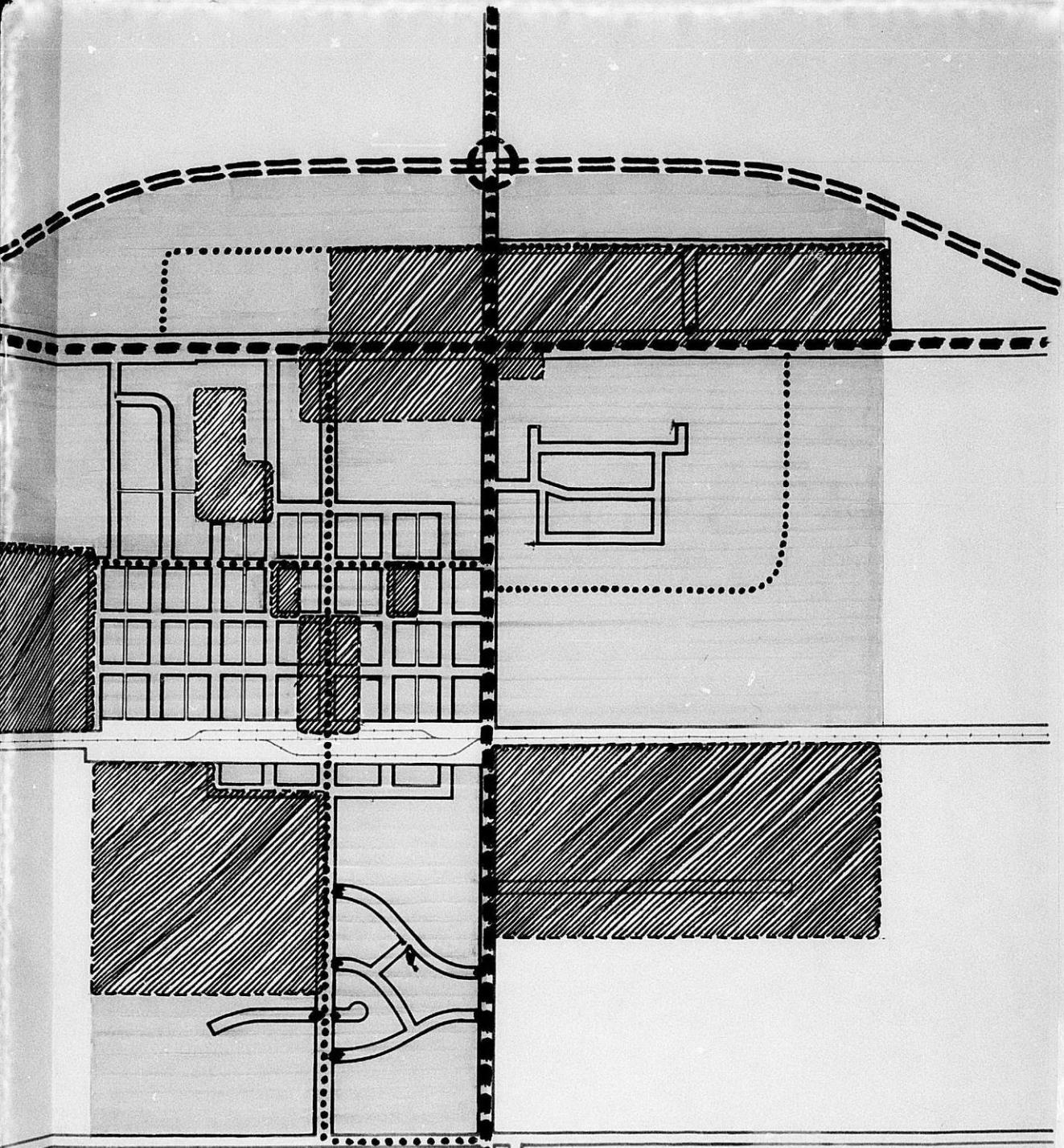
SANTA FE R.R.

23rd ST. S.

215th ST. W.

GODDARD LAND

-  RESIDENTIAL
-  COMMERCIAL
-  PUBLIC-QUASI PUB
-  INDUSTRIAL

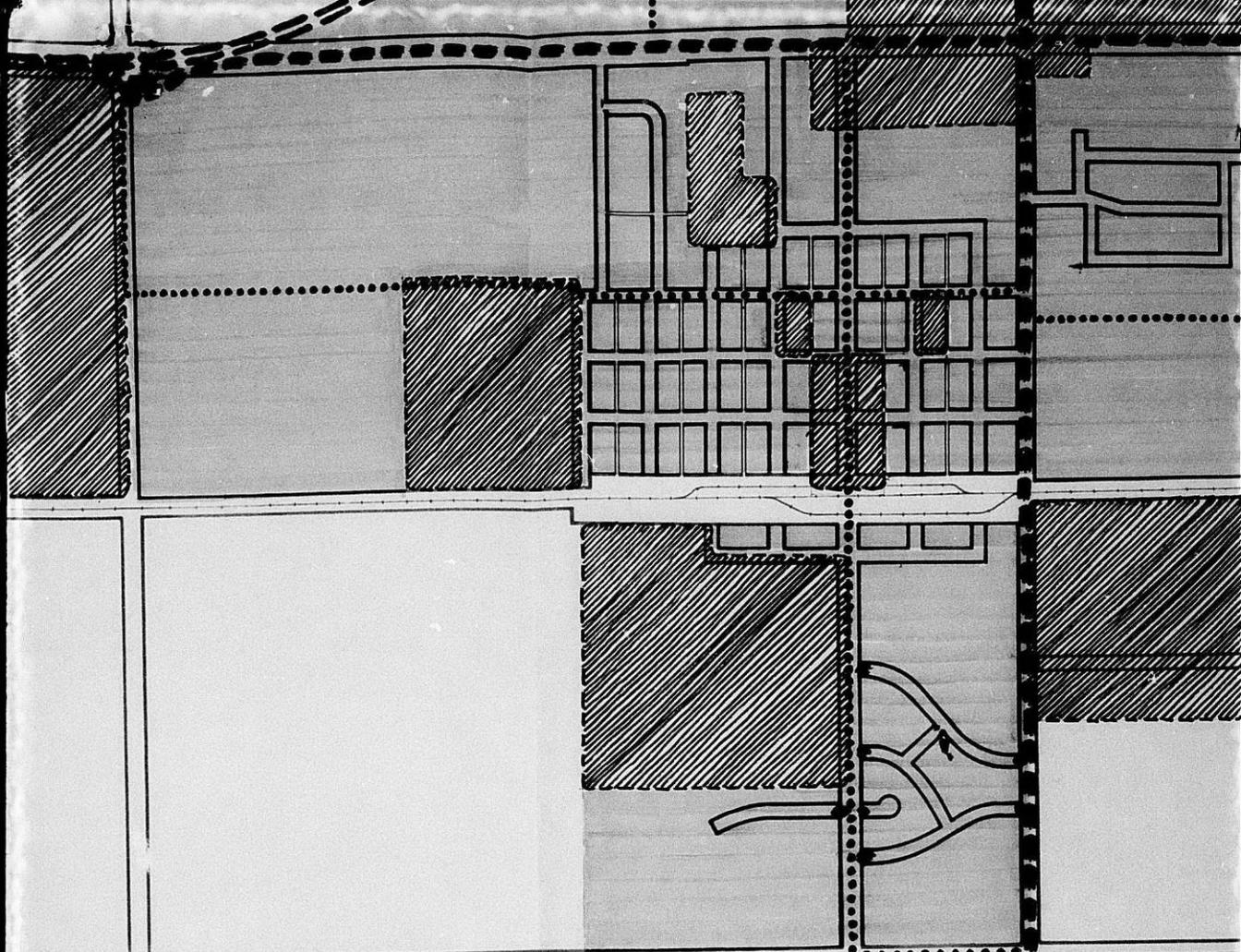


LAND USE PLAN

- == == FREEWAY
- - - ARTERIAL
- COLLECTOR
- INTERCHANGE

199th ST. W

IAL
IAL
QUASI PUBLIC
AL



215TH ST. W.

GODDARD LAND USE PLAN

- | | | | |
|---|---------------------|---|-------------|
|  | RESIDENTIAL |  | FREEWAY |
|  | COMMERCIAL |  | ARTERIAL |
|  | PUBLIC-QUASI PUBLIC |  | COLLECTOR |
|  | INDUSTRIAL |  | INTERCHANGE |



199TH ST. V.

RE: AGENDA ITEM NO. 21

WICHITA-SEDGWICK COUNTY

DATE

April 18, 1975

METROPOLITAN AREA PLANNING DEPARTMENT

TO Wichita-Sedgwick County
Metropolitan Area Planning Commission

FROM Jack H. Galbraith, Chief Planner

DR 75-11

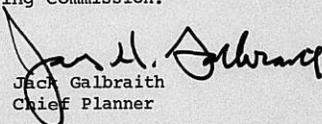
SUBJECT Updating Amendment to the Goddard Comprehensive Development Plan

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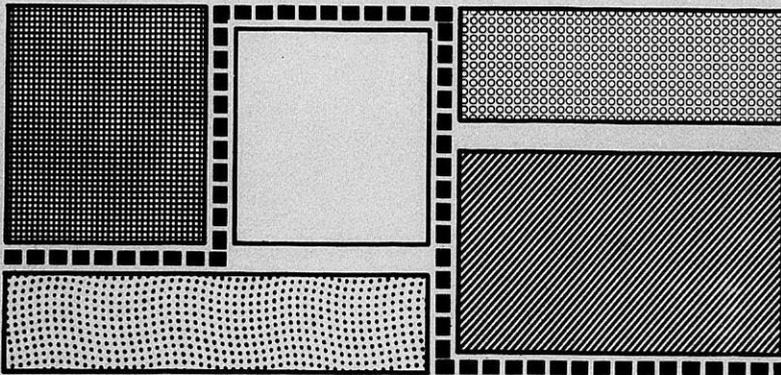

Jack Galbraith
Chief Planner

JHG:RLY:js

Attachment

goddard

1975 update
of the land use
and transportation
elements of the
"goddard comprehen-
sive development plan"



1974 UPDATE OF THE
LAND USE AND TRANSPORTATION ELEMENTS
OF THE GODDARD COMPREHENSIVE
DEVELOPMENT PLAN

On the basis of data collected in July and August of 1974 by the Goddard City Planning Commission in association with the Wichita-Sedgwick County Metropolitan Area Planning Department, it was determined by the Planning Commission that information and recommendations concerning land use and transportation in the adopted Goddard Comprehensive Development Plan should be updated to reflect current conditions. Specifically identified sections of the adopted plan therefore are hereby updated to read as follows:

*Chapter 2, Page 7 and 8 beginning with "Man-made features" and ending with "Natural features";

Presently, there are three major man-made features which can influence the growth of the City. These are U. S. 54 Highway, the railroad, and the present lack of access to the land west of the City. The highway influences growth to the extent that the traffic it carries and the access it provides creates pressures for the development of adjoining properties. Development activities to date have generally consisted of service commercial establishments although higher density residential uses may also be appropriate oriented to highway travelers. These type uses occur as long as access is provided into individual properties. In the case of U. S. 54, access is being provided by a frontage road facility on the north side of the highway and individual driveways on the south.

Current plans of the State Highway Commission call for the upgrading of U. S. 54 to a new limited access freeway facility on an alignment approximately one quarter mile north of its present location. As such, it will become a strong physical barrier to continued growth of the city in the northerly direction.

Goddard Road is designated as a county arterial street from U. S. 54 and bounds the bulk of the city on the east. This road should have little effect on limiting future growth. The road being an arterial street will, however, affect the design of subdivisions and land use adjacent to it.

The railroad runs through the City one-half mile south of and parallel to U. S. 54. The railroad is a significant factor in the growth of the City due to a limited number of crossing points for vehicular traffic and the size of the right-of-way. The railroad will also influence the land use and the design of subdivisions of land adjacent to and near the railroad.

The lack of access to the land west of the City is a result of a previous failure to extend east-west street right-of-way through the school property and the Pruitt addition. This barrier to development has been partially overcome by the more recent acquisition of property for street rights-of-way purposes in the Pruitt addition. Additional east-west access through the school property and/or the unplatted properties to the north would further reduce this development barrier and enhance the possibilities of expanding the city to the west.

* * *

*Chapter 5 - page 29 - paragraph 2

In March, 1968, a land use survey of Goddard was made to determine how each parcel of land was being used. This original survey was updated in June of 1974.

* * *

*Chapter 5 - pages 31 through 40

Existing Land Use
(updated June 1974)

As indicated by Table 5A, there are 646.0 acres of land within the City Limits of Goddard at the present time. Approximately 33% of the land is undeveloped and being used for agricultural purposes. The bulk of the undeveloped land within the city limits is south of the railroad.

18.6% of the developed area of the City is used for residential purposes, with 17.1% being single-family houses. At the present time there are 287 dwelling units; 245 are single-family homes, 4 are two-family structures, and 26 are mobile homes and 8 are in a multi-family structure. Several of the mobile homes are located on lots by themselves or on a lot with a single-family home. The City is, basically, as are most towns in this area, a low density single-family residential community.

At the time the land use survey was updated, 1.0% of the developed land was used for commercial purposes. Of the 6.7 acres used for commercial uses, 2.0 acres were located on Main Street in the business district. Most of the remaining acres were located along U. S. 54.

There are 162.3 acres of industrial uses located in the City of Goddard at the present time. A majority of this use (160 acres) is attributed to the recently developed Western Electric plant to the west of the developed area of the city. The remainder is located in the Goddard Industrial Park Addition in the southeast part of the city.

Of the 80.2 acres used for public and quasi-public uses, 76.6 acres are devoted to school uses and 2.6 acres are used as a park. The remaining one acre is composed of the City Building, two churches and water well. The City park is located just south of the railroad.

Updated Table 5A
EXISTING LAND USE IN GODDARD - 1974

	<u>Acres</u>	<u>% of Total Area</u>	<u>% of Developed Area</u>
<u>Total Area</u>	<u>646.0</u>	<u>100.0</u>	
<u>Developed Area</u>	<u>432.6</u>	<u>67.0</u>	<u>100.0</u>
<u>Residential:</u>	<u>80.0</u>	<u>12.5</u>	<u>18.6</u>
1 family (245)	74.0	11.6	17.1
2 family (4)	1.0	0.2	0.3
mobile home (26)	4.1	0.6	0.9
multi-family (8)	0.9	0.1	0.2
<u>Commercial:</u>	<u>6.7</u>	<u>1.0</u>	<u>1.5</u>
retail sales	5.6	0.9	1.3
services	0.3	0.0	0.1
wholesale & storage	0.8	0.1	0.2
<u>Industrial:</u>	<u>162.3</u>	<u>25.1</u>	<u>37.5</u>
<u>Public/Quasi-Public:</u> ..	<u>80.2</u>	<u>12.4</u>	<u>18.5</u>
schools	76.6	11.9	17.7
parks	2.6	0.4	0.6
other public	0.2	0.0	0.1
quasi-public	0.8	0.1	0.2

	<u>Acres</u>	<u>% of Total Area</u>	<u>% of Developed Area</u>
<u>Transportation and</u>			
<u>Utilities:</u>	103.4	16.1	23.9
street r/w (open)	75.3	11.7	17.4
street r/w (unopen)	9.4	1.5	2.2
utilities/services	0.7	0.1	0.2
railroad r/w	18.0	2.8	4.2
<u>Vacant Land:</u>	213.4	33.0	
agriculture	178.3	27.6	
school owned	10.0	1.5	
other	25.1	3.9	

Of the 103.4 acres used for transportation, communication and utilities, 84.7 acres are used for public street rights-of-way. This is 19.6% of the developed area. The primary reason for such a high percentage of land in comparison to residential (18.6%) being devoted to public street rights-of-way is that the blocks in the older sections of the City are square and small in size. The railroad right-of-way contains 18.0 acres or 2.8% of the developed land.

Land Use Projections

The previous sections of this plan dealing with population, the economy and land use have been descriptive in nature. Within each, there is an effort to gain some understanding of the composition and character of the city as it currently exists. Determination of the inner-relationship of the various characteristics of the community may lead to more accurate projections of future conditions. In the case of population, for example, the original 1968 projections were made on the basis of past trends in the annual growth rate. Review of this information indicates that the projections made are still valid and

reasonably accurate. The original projections called for a 1974 population level of 1000 which corresponds very favorably with the actual population count of 1004 taken in 1974 during the Sedgwick County Assessor's annual enumeration. The average family size was also correctly estimated to increase from 3.3 to 3.5 persons per dwelling unit.

For purposes of projecting future land use, the updated population projection level of 2075 will be used. It was originally anticipated that this level would be gradually reached by the end of the planning period of the original plan (1988). On the basis of recent location of the Western Electric Company in the area, it is now anticipated that rate of growth will accelerate in the early years of the planning period prior to 1980 and become more stabilized in the later years. This probability has been incorporated into recently updated population forecast for all areas and communities in Sedgwick County.¹ The updated forecast for the City of Goddard is as follows:

<u>1973</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>
1000	1649	1756	1862	1969	2075

In addition to this adjustment in the rate of growth, it is also anticipated on the basis of recent local and national trends that the average family size will begin decreasing slightly to a level of 3.1 persons per dwelling unit during the planning period.

¹Wichita-Sedgwick County Metropolitan Area Planning Department, Population Forecast for Sedgwick County to Year 2000, September, 1974.

Using this information and the assumption that the dwelling unit density will increase from 3.5 units/acre to 4.0 units/acre due to an increase in Miti-family housing, land use projections can be made by converting the population projection and average family size into dwelling units, converting dwelling units and dwelling unit density into residential acres needed, and applying percentage development standards to residential land use to arrive at total land needed.

Following the above procedure, it is estimated that 669 dwelling units will be needed to accommodate the projected population. At 4.0 dwelling units per net acre, 96 additional acres of land would be needed for residential purposes. Assuming a vacancy rate of 5%, it is therefore projected that a total of 101 additional residential acres will be needed to accommodate the future population. Using the development standards set out in the original Plan whereby residential land represents 35.7 percent of total developed land requirements, an overall total of 283 additional acres of land will be needed for future development. The amounts projected for the individual land use categories are set out in the following table.

Table 5B
PROJECTED LAND USE
TO ACCOMMODATE FUTURE DEVELOPMENT

	<u>% of Future Developed Land</u>	<u>Developed Acres in 1974</u>	<u>Additional Acres to be Developed</u>	<u>Total Developed Acres</u>
Residential	35.7	80.0	101.0	181.0
Commercial	6.1	6.7	17.3	24.0
Industrial	0.6	162.3	1.7	164.0
Public-Quasi Public	11.7	80.2	33.1	113.3

Trans, Comm, & Public Utilities	11.6	18.7	32.8	51.5
Street R/W	<u>34.3</u>	<u>84.7</u>	<u>97.1</u>	<u>181.8</u>
TOTAL	100.0	432.6	283.0	715.6

Comparing these projections with the information on existing land use presented in Table 5A, it is apparent that there are 213.4 acres of vacant land currently within the corporate limits of the city. This would tend to indicate that 70 additional acres would need to be added to the City to accommodate future development. Such a generalization could only be made on the weak assumption that all of the vacant land now within the city will infact be developed during the coming years. Furthermore, this assumes that the type of development occurring serves only those residents within the city and, therefore, area-wide or regional serving uses are unaccounted for.

For these reasons, the additional 283 acres needed to accommodate future population projections should not be considered as a specific limitation to the expansion of city boundaries during the planning period. Conversely, these land use projections and the corresponding land use plan map should be used as a general quantitative guide to the proper location of future development.

* * *

*Chapter 5, Map 5A "Existing Land Use, Goddard, Kansas"
and Map 5B "Land Use Plan, Goddard, Kansas"

Replace both Maps with their updated versions,
Maps 5A₁, and 5B₁ attached.

* * *

US 54

SANTA FE R.R.

23 RD. ST. S.

215 TH. ST. W.

199 TH. ST. W.

**MAP 5A, EXISTING LAND USE
GODDARD, KANSAS**

-  SINGLE FAMILY RESIDENTIAL
-  MULTIPLE FAMILY RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC/QUASI-PUBLIC

 WSCMAPD 1978
N

US 54

SANTA FE R.R.

23 RD. ST. S.

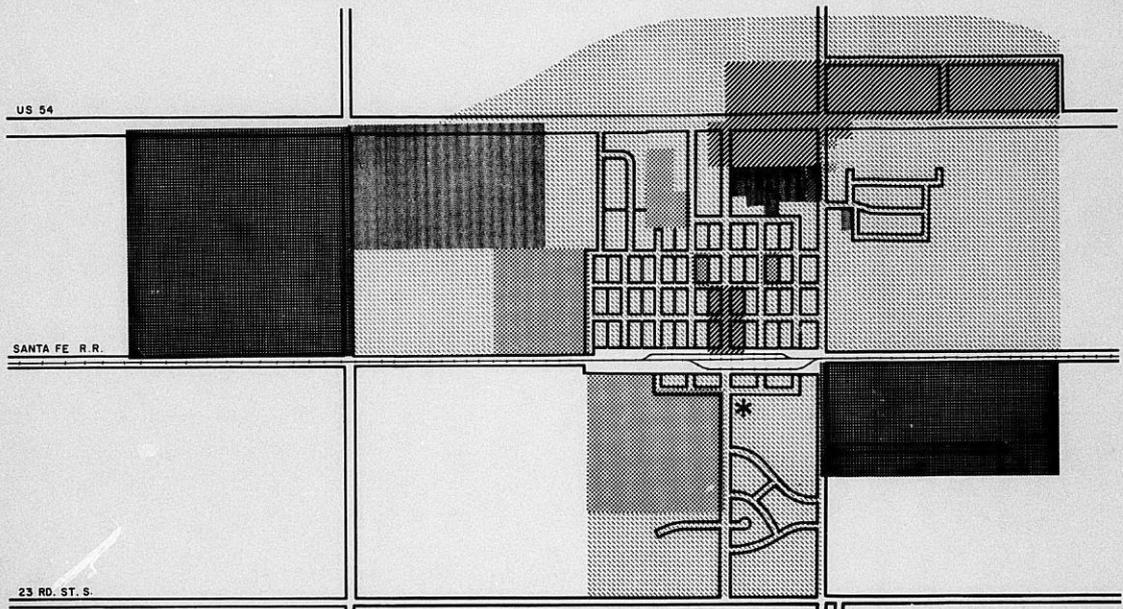
215 TH. ST. W.

199 TH. ST. W.

MAP 5B, LAND USE PLAN
GODDARD, KANSAS

-  HIGHER DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC / QUASI-PUBLIC
-  PARK

 WSCMAPD 1975



*Chapter 5, page 42 and 43:

PROPOSAL: It is recommended that the land needed for residential growth be concentrically distributed to the north, south and east and west of the existing development in the City. Because it is expected that the majority of the residential development in the City of Goddard will be for single-family detached dwellings, the majority of the new growth areas will be this type of use. However, it is possible that the demand for higher density housing may be felt in Goddard, therefore, in order to minimize the infringement of higher density residential development (such as apartments, town houses, mobile home parks) on low density detached residential development, the higher density development should be encouraged to locate with access to collector and arterial level streets, preferable in the area east of the Western Electric property.

* * *

*Chapter 5, page 46, following paragraph 4; add:

An additional industrial area is now located on the southwest corner of U. S. 54 and 215th Street West housing the Western Electric Company. 215th Street should continue to be a buffer for industrial development to the west and the cities urban residential areas to the east.

* * *

*Chapter 6, page 51, paragraph 3;

Long range plans for U. S. 54 include the eventual upgrading the highway to freeway standards. An interchange allowing access to Goddard would probably be at FAS 114 (Goddard Road). Because a potential growth area for Goddard is north of existing U. S. 54, it is suggested that the City of Goddard recommend that when U. S. 54 is upgraded to freeway standards, the freeway by-pass the city approximately one-quarter mile north of the present alignment of U. S. 54.

* * *

*Chapter 6, page 54, paragraph 1, beginning with the 5th sentence and ending with the 1st sentence on page 56;

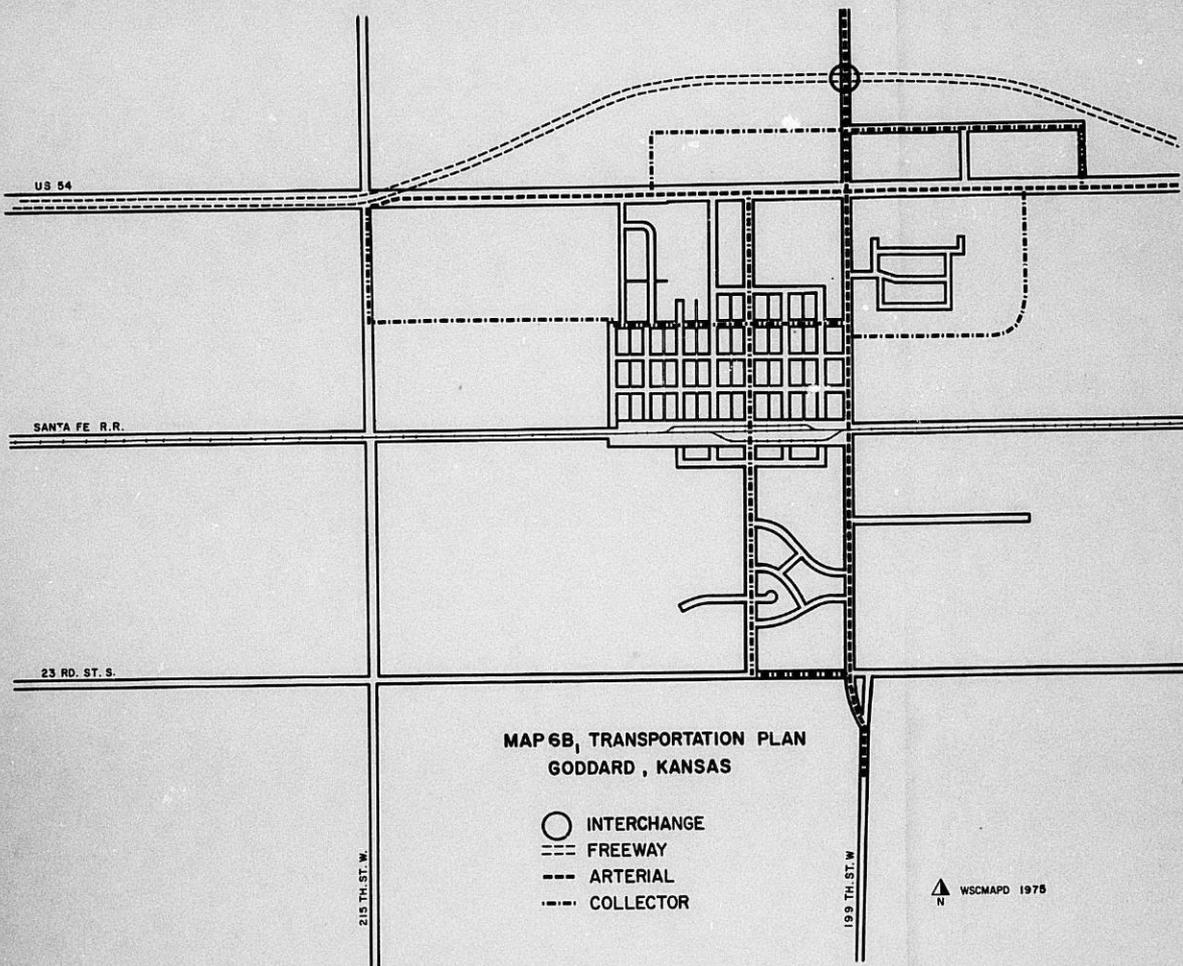
Currently, Main Street from U. S. 54 south to the road one mile south of U. S. 54 and Third Street function as collector streets. Third Street provides cross-town access to the junior high school and to downtown businesses.

It is recommended that Main Street be maintained as a collector street and that Third Avenue from Goddard Road westward be designated as a collector street. The east-west collector system should be extended in some fashion beyond its current terminus at Walnut Street as shown on the Transportation Plan Map (Map 6B₁). Collector streets should also be provided for land in the southeast, northeast, and northwest quadrants from the intersection of U. S. 54 and Goddard Road as shown on Map 6B₁.

* * *

*Chapter 6, Map 6A "Transportation Plan, Goddard, Kansas".

Replace with the updated version, Map 6A, attached.



US 54

SANTA FE R.R.

23 RD. ST. S.

215 TH. ST. W.

199 TH. ST. W.

**MAP 6B, TRANSPORTATION PLAN
GODDARD, KANSAS**

- INTERCHANGE
- — — FREEWAY
- - - - - ARTERIAL
- · · · · COLLECTOR

▲ WSCMAPD 1975
N

*Chapter 6, page 67;

PROPOSAL: The streets that are recommended to be the collector streets in the City of Goddard are Main Street from U. S. 54 to the road one mile south of U. S. 54; Third Avenue from Goddard Road westward. Collector streets should be provided in the southeast, northeast and northwest quadrants around the intersection of Goddard Road and U. S. 54 as those quadrants develop.

Approximate locations are shown on the Transportation Plan Map (MAP 6B1).

* * *

Complied, Reviewed and Approved
January 27, 1975
by the

GODDARD CITY PLANNING COMMISSION

Bill Stoval
Chairman

Larry Grove	Francis Langton
Allen Eck	Dale Miller
Mike Elder	Marshall Gregory

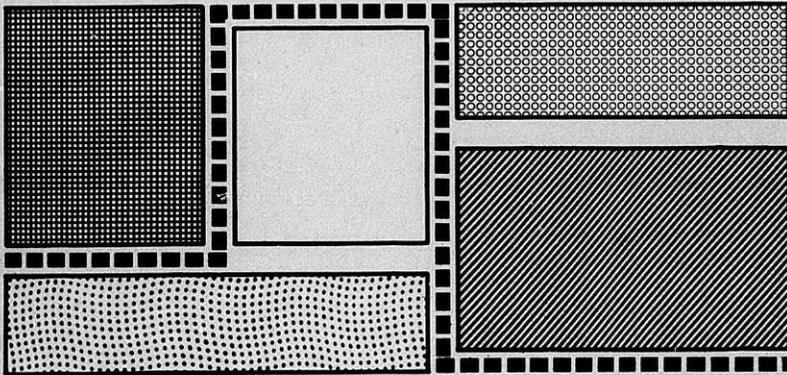
With Staff Assistance from the

WICHITA-SEDGWICK COUNTY METROPOLITAN
AREA PLANNING DEPARTMENT

Robert Lakin, Director
Jack Galbraith, Chief Planner
Robert Young, Principal Planner

goddard

1975 update
of the land use
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sive development plan"



1974 UPDATE OF THE
LAND USE AND TRANSPORTATION ELEMENTS
OF THE GODDARD COMPREHENSIVE
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Presently, there are three major man-made features which can influence the growth of the City. These are U. S. 54 Highway, the railroad, and the present lack of access to the land west of the City. The highway influences growth to the extent that the traffic it carries and the access it provides creates pressures for the development of adjoining properties. Development activities to date have generally consisted of service commercial establishments although higher density residential uses may also be appropriate oriented to highway travelers. These type uses occur as long as access is provided into individual properties. In the case of U. S. 54, access is being provided by a frontage road facility on the north side of the highway and individual driveways on the south.

Current plans of the State Highway Commission call for the upgrading of U. S. 54 to a new limited access freeway facility on an alignment approximately one quarter mile north of its present location. As such, it will become a strong physical barrier to continued growth of the city in the northerly direction.

Goddard Road is designated as a county arterial street from U. S. 54 and bounds the bulk of the city on the east. This road should have little effect on limiting future growth. The road being an arterial street will, however, affect the design of subdivisions and land use adjacent to it.

The railroad runs through the City one-half mile south of and parallel to U. S. 54. The railroad is a significant factor in the growth of the City due to a limited number of crossing points for vehicular traffic and the size of the right-of-way. The railroad will also influence the land use and the design of subdivisions of land adjacent to and near the railroad.

The lack of access to the land west of the City is a result of a previous failure to extend east-west street right-of-way through the school property and the Pruitt addition. This barrier to development has been partially overcome by the more recent acquisition of property for street rights-of-way purposes in the Pruitt addition. Additional east-west access through the school property and/or the unplatted properties to the north would further reduce this development barrier and enhance the possibilities of expanding the city to the west.

* * *

*Chapter 5 - page 29 - paragraph 2

In March, 1968, a land use survey of Goddard was made to determine how each parcel of land was being used. This original survey was updated in June of 1974.

* * *

*Chapter 5 - pages 31 through 40

Existing Land Use
(updated June 1974)

As indicated by Table 5A, there are 646.0 acres of land within the City Limits of Goddard at the present time. Approximately 33% of the land is undeveloped and being used for agricultural purposes. The bulk of the undeveloped land within the city limits is south of the railroad.

18.6% of the developed area of the City is used for residential purposes, with 17.1% being single-family houses. At the present time there are 283 dwelling units; 245 are single-family homes, 4 are two-family structures, and 26 are mobile homes and 8 are in a multi-family structure. Several of the mobile homes are located on lots by themselves or on a lot with a single-family home. The City is, basically, as are most towns in this area, a low density single-family residential community.

At the time the land use survey was updated, 1.0% of the developed land was used for commercial purposes. Of the 6.7 acres used for commercial uses, 2.0 acres were located on Main Street in the business district. Most of the remaining acres were located along U. S. 54.

There are 162.3 acres of industrial uses located in the City of Goddard at the present time. A majority of this use (160 acres) is attributed to the recently developed Western Electric plant to the west of the developed area of the city. The remainder is located in the Goddard Industrial Park Addition in the southeast part of the city.

Of the 80.2 acres used for public and quasi-public uses, 76.6 acres are devoted to school uses and 2.6 acres are used as a park. The remaining one acre is composed of the City Building, two churches and water well. The City park is located just south of the railroad.

Updated Table 5A
EXISTING LAND USE IN GODDARD - 1974

	<u>Acres</u>	<u>% of Total Area</u>	<u>% of Developed Area</u>
<u>Total Area</u>	<u>646.0</u>	<u>100.0</u>	
<u>Developed Area</u>	<u>432.6</u>	<u>67.0</u>	<u>100.0</u>
<u>Residential:</u>	<u>80.0</u>	<u>12.5</u>	<u>18.6</u>
1 family (245)	74.0	11.6	17.1
2 family (4)	1.0	0.2	0.3
mobile home (26)	4.1	0.6	0.9
multi-family (8)	0.9	0.1	0.2
<u>Commercial:</u>	<u>6.7</u>	<u>1.0</u>	<u>1.5</u>
retail sales	5.6	0.9	1.3
services	0.3	0.0	0.1
wholesale & storage	0.8	0.1	0.2
<u>Industrial:</u>	<u>162.3</u>	<u>25.1</u>	<u>37.5</u>
<u>Public/Quasi-Public:</u> .	<u>80.2</u>	<u>12.4</u>	<u>18.5</u>
schools	76.6	11.9	17.7
parks	2.6	0.4	0.6
other public	0.2	0.0	0.1
quasi-public	0.8	0.1	0.2

	<u>Acres</u>	<u>% of Total Area</u>	<u>% of Developed Area</u>
<u>Transportation and</u>			
<u>Utilities:</u>	103.4	16.1	23.9
street r/w (open)	75.3	11.7	17.4
street r/w (unopen)	9.4	1.5	2.2
utilities/services	0.7	0.1	0.2
railroad r/w	18.0	2.8	4.2
<u>Vacant Land:</u>			
agriculture	178.3	27.6	
school owned	10.0	1.5	
other	25.1	3.9	

Of the 103.4 acres used for transportation, communication and utilities, 84.7 acres are used for public street rights-of-way. This is 19.6% of the developed area. The primary reason for such a high percentage of land in comparison to residential (18.6%) being devoted to public street rights-of-way is that the blocks in the older sections of the City are square and small in size. The railroad right-of-way contains 18.0 acres or 2.8% of the developed land.

Land Use Projections

The previous sections of this plan dealing with population, the economy and land use have been descriptive in nature. Within each, there is an effort to gain some understanding of the composition and character of the city as it currently exists. Determination of the inner-relationship of the various characteristics of the community may lead to more accurate projections of future conditions. In the case of population, for example, the original 1968 projections were made on the basis of past trends in the annual growth rate. Review of this information indicates that the projections made are still valid and

reasonably accurate. The original projections called for a 1974 population level of 1000 which corresponds very favorably with the actual population count of 1004 taken in 1974 during the Sedgwick County Assessor's annual enumeration. The average family size was also correctly estimated to increase from 3.3 to 3.5 persons per dwelling unit.

For purposes of projecting future land use, the updated population projection level of 2075 will be used. It was originally anticipated that this level would be gradually reached by the end of the planning period of the original plan (1988). On the basis of recent location of the Western Electric Company in the area, it is now anticipated that rate of growth will accelerate in the early years of the planning period prior to 1980 and become more stabilized in the later years. This probability has been incorporated into recently updated population forecast for all areas and communities in Sedgwick County.¹ The updated forecast for the City of Goddard is as follows:

<u>1973</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>
1000	1649	1756	1862	1969	2075

In addition to this adjustment in the rate of growth, it is also anticipated on the basis of recent local and national trends that the average family size will begin decreasing slightly to a level of 3.1 persons per dwelling unit during the planning period.

¹Wichita-Sedgwick County Metropolitan Area Planning Department, Population Forecast for Sedgwick County to Year 2000, September, 1974.

Using this information and the assumption that the dwelling unit density will increase from 3.5 units/acre to 4.0 units/acre due to an increase in Multi-family housing, land use projections can be made by converting the population projection and average family size into dwelling units, converting dwelling units and dwelling unit density into residential acres needed, and applying percentage development standards to residential land use to arrive at total land needed.

Following the above procedure, it is estimated that 669 dwelling units will be needed to accommodate the projected population. At 4.0 dwelling units per net acre, 96 additional acres of land would be needed for residential purposes. Assuming a vacancy rate of 5%, it is therefore projected that a total of 101 additional residential acres will be needed to accommodate the future population. Using the development standards set out in the original Plan whereby residential land represents 35.7 percent of total developed land requirements, an overall total of 283 additional acres of land will be needed for future development. The amounts projected for the individual land use categories are set out in the following table.

Table 5B
PROJECTED LAND USE
TO ACCOMMODATE FUTURE DEVELOPMENT

	<u>% of Future Developed Land</u>	<u>Developed Acres in 1974</u>	<u>Additional Acres to be Developed</u>	<u>Total Developed Acres</u>
Residential	35.7	80.0	101.0	181.0
Commercial	6.1	6.7	17.3	24.0
Industrial	0.6	162.3	1.7	164.0
Public-Quasi Public	11.7	80.2	33.1	113.3

Trans, Comm, & Public Utilities	11.6	18.7	32.8	51.5
Street R/W	<u>34.3</u>	<u>84.7</u>	<u>97.1</u>	<u>181.8</u>
TOTAL	100.0	432.6	283.0	715.6

Comparing these projections with the information on existing land use presented in Table 5A, it is apparent that there are 213.4 acres of vacant land currently within the corporate limits of the city. This would tend to indicate that 70 additional acres would need to be added to the City to accommodate future development. Such a generalization could only be made on the weak assumption that all of the vacant land now within the city will in fact be developed during the coming years. Furthermore, this assumes that the type of development occurring serves only those residents within the city and, therefore, area-wide or regional serving uses are unaccounted for.

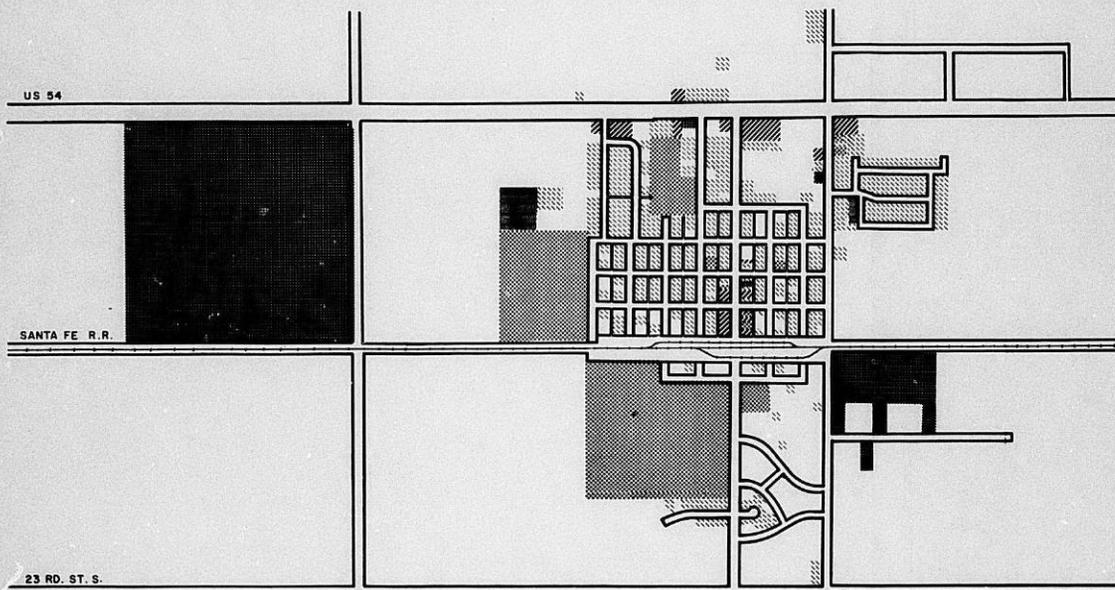
For these reasons, the additional 283 acres needed to accommodate future population projections should not be considered as a specific limitation to the expansion of city boundaries during the planning period. Conversely, these land use projections and the corresponding land use plan map should be used as a general quantitative guide to the proper location of future development.

* * *

*Chapter 5, Map 5A "Existing Land Use, Goddard, Kansas"
and Map 5B "Land Use Plan, Goddard, Kansas"

Replace both Maps with their updated versions,
Maps 5A₁, and 5B₁ attached.

* * *



**MAP 5A, EXISTING LAND USE
GODDARD, KANSAS**

-  SINGLE FAMILY RESIDENTIAL
-  MULTIPLE FAMILY RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC/QUASI-PUBLIC

215 TH. ST. W.

199 TH. ST. W.

 WSCMAPD 1978
N

US 54

SANTA FE R.R.

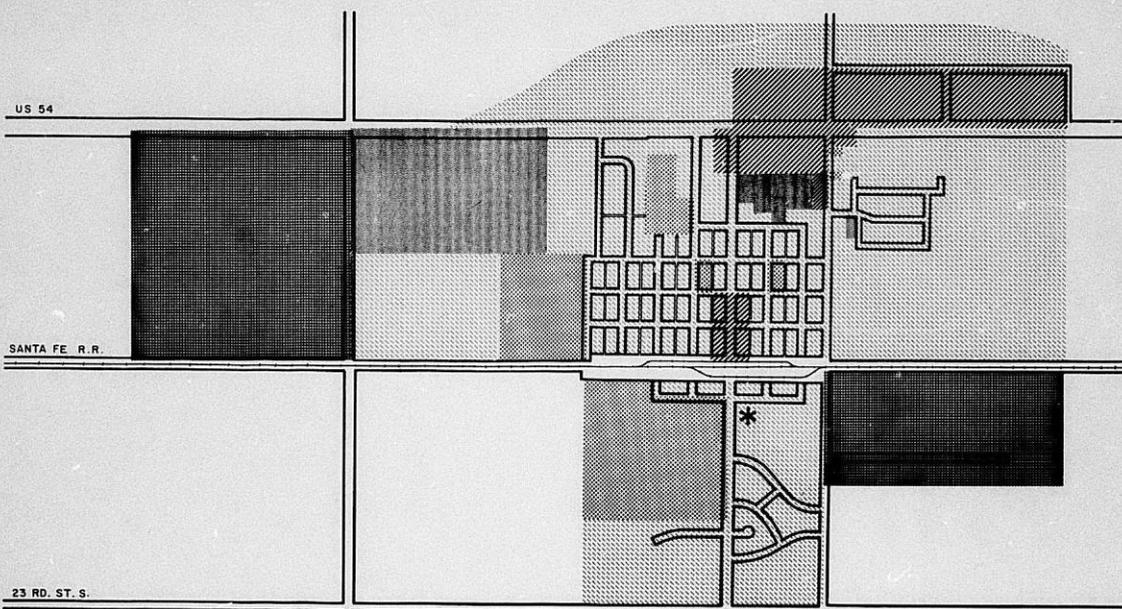
23 RD. ST. S.

215 TH. ST. W.

199 TH. ST. W.

- MAP 5B, LAND USE PLAN
GODDARD, KANSAS**
-  HIGHER DENSITY RESIDENTIAL
 -  LOW DENSITY RESIDENTIAL
 -  COMMERCIAL
 -  INDUSTRIAL
 -  PUBLIC /QUASI-PUBLIC
 -  * PARK

 N WSCMAPO 1975



*Chapter 5, page 42 and 43;

PROPOSAL: It is recommended that the land needed for residential growth be concentrically distributed to the north, south and east and west of the existing development in the City. Because it is expected that the majority of the residential development in the City of Goddard will be for single-family detached dwellings, the majority of the new growth areas will be this type of use. However, it is possible that the demand for higher density housing may be felt in Goddard, therefore, in order to minimize the infringement of higher density residential development (such as apartments, town houses, mobile home parks) on low density detached residential development, the higher density development should be encouraged to locate with access to collector and arterial level streets, preferable in the area east of the Western Electric property.

* * *

*Chapter 5, page 46, following paragraph 4; add:

An additional industrial area is now located on the southwest corner of U. S. 54 and 215th Street West housing the Western Electric Company. 215th Street should continue to be a buffer for industrial development to the west and the cities urban residential areas to the east.

* * *

*Chapter 6, page 51, paragraph 3;

Long range plans for U. S. 54 include the eventual upgrading the highway to freeway standards. An interchange allowing access to Goddard would probably be at FAS 114 (Goddard Road). Because a potential growth area for Goddard is north of existing U. S. 54, it is suggested that the City of Goddard recommend that when U. S. 54 is upgraded to freeway standards, the freeway by-pass the city approximately one-quarter mile north of the present alignment of U. S. 54.

* * *

*Chapter 6, page 54, paragraph 1, beginning with the 5th sentence and ending with the 1st sentence on page 56;

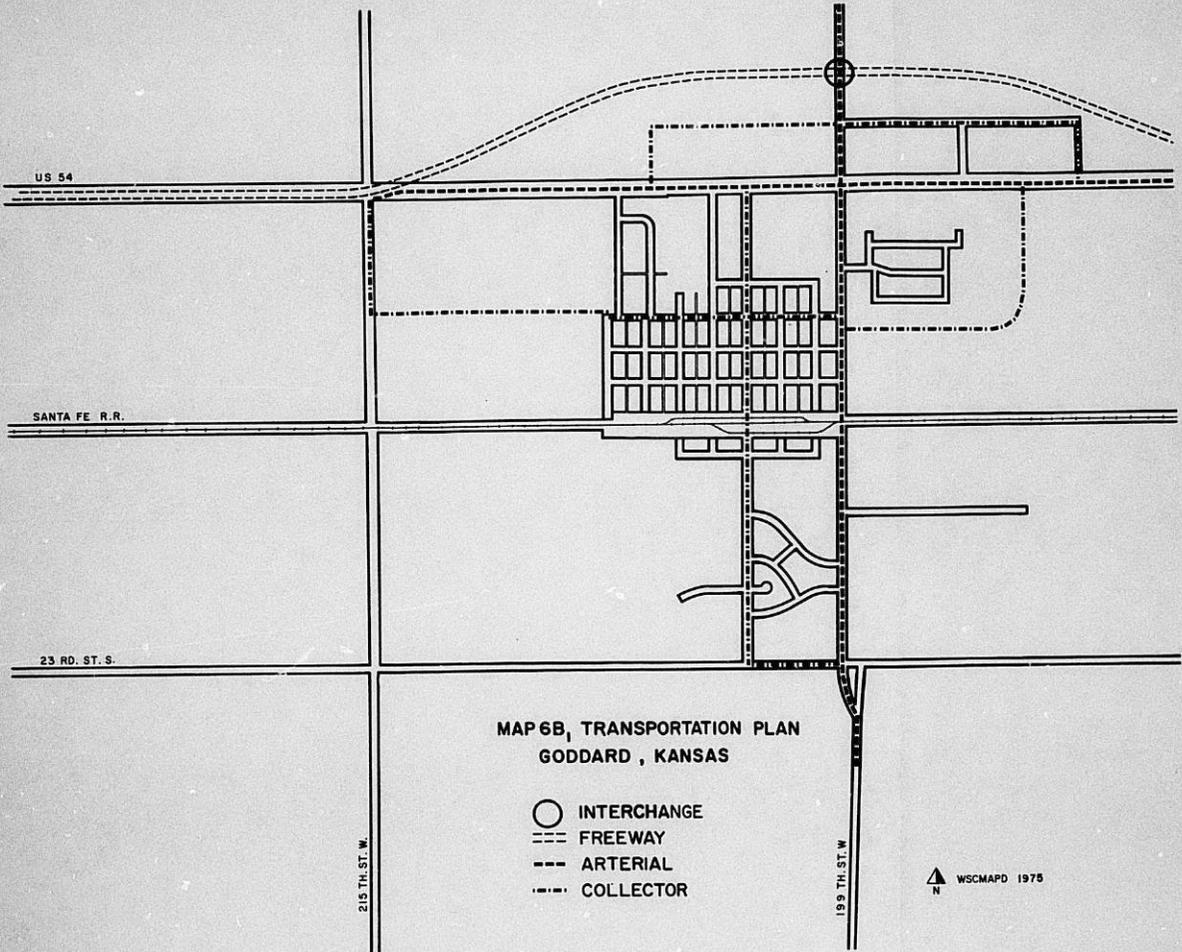
Currently, Main Street from U. S. 54 south to the road one mile south of U. S. 54 and Third Street function as collector streets. Third Street provides cross-town access to the junior high school and to downtown businesses.

It is recommended that Main Street be maintained as a collector street and that Third Avenue from Goddard Road westward be designated as a collector street. The east-west collector system should be extended in some fashion beyond its current terminus at Walnut Street as shown on the Transportation Plan Map (Map 6B₁). Collector streets should also be provided for land in the southeast, northeast, and northwest quadrants from the intersection of U. S. 54 and Goddard Road as shown on Map 6B₁.

* * *

*Chapter 6, Map 6A "Transportation Plan, Goddard, Kansas".

Replace with the updated version, Map 6A, attached.



MAP 6B, TRANSPORTATION PLAN
 GODDARD, KANSAS

- INTERCHANGE
- ≡≡≡ FREEWAY
- ARTERIAL
- - - COLLECTOR

▲ WSCMAPD 1975
 N

*Chapter 6, page 67;

PROPOSAL: The streets that are recommended to be the collector streets in the City of Goddard are Main Street from U. S. 54 to the road one mile south of U. S. 54; Third Avenue from Goddard Road westward. Collector streets should be provided in the southeast, northeast and northwest quadrants around the intersection of Goddard Road and U. S. 54 as those quadrants develop.

Approximate locations are shown on the Transportation Plan Map (MAP 6B1).

* * *

Complied, Reviewed and Approved
January 27, 1975
by the

GODDARD CITY PLANNING COMMISSION

Bill Stoval
Chairman

Larry Grove	Francis Langton
Allen Eck	Dale Miller
Mike Elder	Marshall Gregory

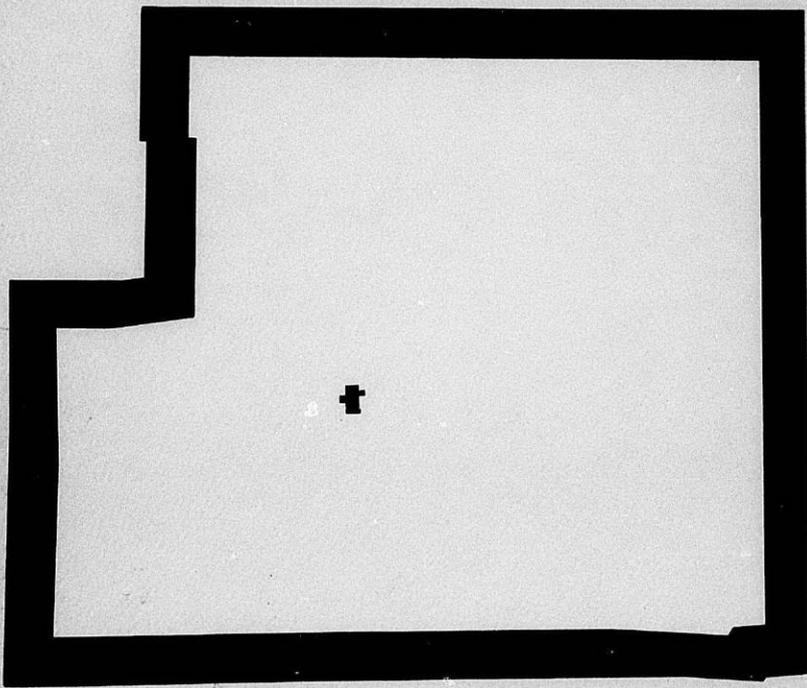
With Staff Assistance from the

WICHITA-SEDGWICK COUNTY METROPOLITAN
AREA PLANNING DEPARTMENT

Robert Lakin, Director
Jack Galbraith, Chief Planner
Robert Young, Principal Planner

goddard

comprehensive
development plan



prepared in cooperation with **THE CITY OF GODDARD PLANNING
COMMISSION** by the **WICHITA-SEDGWICK COUNTY METROPOLITAN
AREA PLANNING DEPARTMENT** MAY 1969

ACKNOWLEDGEMENTS

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

Irvin H. Myers
Superintendent of Schools
Unified School District 265

F. Wayne Dike
Maintenance - City of Goddard

Sedgwick County Fire Department

Professional Engineering Consultants
Engineer for the City of Goddard

All the citizens of Goddard who furnished information and responded to the resident questionnaire survey.

CITY OF GODDARD KANSAS

Wilbur R. Floyd, Mayor
Cecil C. Rowsey, Mayor (before May, 1969)

city council

Until May, 1969

Raymond N. Friess
Dale K. Hosey
Bill L. Long
John T. McCammon
Carman H. Pate, Jr.

Since May, 1969

Laurin R. Champ
Kale L. Churchman
Dale K. Hosey
Hale J. Moody
Dale L. Voge

city planning commission

William F. Carpenter, Chairman

A. J. Cavanaugh
Lynn C. Hill
Lyle R. Johnson
Ross P. Presnal (until March, 1969)

Truman W. Mauck
John T. Miller
Oscar Shipley

wichita-sedgwick county metropolitan area planning department

C. Bickley Foster, Director of Planning (until June, 1969)
Robert A. Lakin, Assistant Director of Planning
Robert L. Young, Senior Planner, Current Plans Division

staff participants

Steven E. Thompson, Community Planner II, Current Plans Division
Gary L. Pierce, Graphics Supervisor
Susan Haines, Planning Aide II, Graphics
Verna J. Penney, Secretary
Ruby M. Eubanks, Typist-Clerk

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introduction

Cities are not shaped entirely in a haphazard way. There are basic requirements and factors which influence the locations of the various types of land uses (residential, commercial, industrial, etc.). Without satisfying the requirements of the land user to an acceptable degree, the land use would either not exist or would not exist for long. This is not to say that all cities develop by themselves in the most desirable pattern of land use. There are many sites within a community which meet the basic requirements of more than one type of land user. By allowing each land user to satisfy only his requirements without considering the requirements of the surrounding land users, pockets of undeveloped and underdeveloped land can result. This can make a very inefficient pattern of land use that could be expensive for the city to provide basic services to and can inhibit further growth. The point is that the use of one parcel of land affects other parcels of land.

The purpose of planning is to help guide the use of land in an orderly fashion which would minimize the conflicts between the various users of land and allows the city to provide services in an efficient manner.

The purpose of the plan, therefore, is to satisfy the goals and objectives of the community within the constraints of those factors which influence land use.

legal basis for planning 1

Any incorporated city in the state of Kansas is authorized by Kansas Statutes (K.S.A. 1967 Supplement 12-704) to have that city's planning commission make or cause to be made, a comprehensive plan for the development of such city and any unincorporated territory lying outside the city which, in the opinion of the Planning Commission, forms the total community of which the city is a part.

In the preparation of the plan, comprehensive surveys and studies of past and present conditions and trends relating to land use; population and building intensity; public facilities; transportation and transportation facilities; economic conditions; natural resources; plus any other element deemed necessary to the comprehensive plan shall be made.

The plan shall give the Commission's recommendations for the development or redevelopment of the community.

The Planning Commission may approve the recommended comprehensive plan as a whole, by a single resolution, or by successive

resolutions approve parts of the plan. Before the approval of the plan, the Planning Commission shall hold a public hearing. Upon the approval of the plan, or parts thereof, copies of the plan shall be submitted to the governing body of the city and all other legislative and administrative agencies affected by the plan proposals. These agencies shall then have 60 days to consider the proposed plan and to submit its recommendations to the Planning Commission. The Planning Commission shall reconsider the plan and may adopt the plan or parts thereof as the official plan of the city.

The Planning Commission may at any time review or reconsider the plan and any part of the plan and propose amendments, extensions or additions to the plan. The procedure for the adoption of any amendments, extensions and additions to the plan is the same as that required for the adoption of the original plan.

The Planning Commission is required by K.S.A. 12-704 to review the plan annually to determine if any portion of the plan has become obsolete or needs changing.

basic information 2

Geographical Location

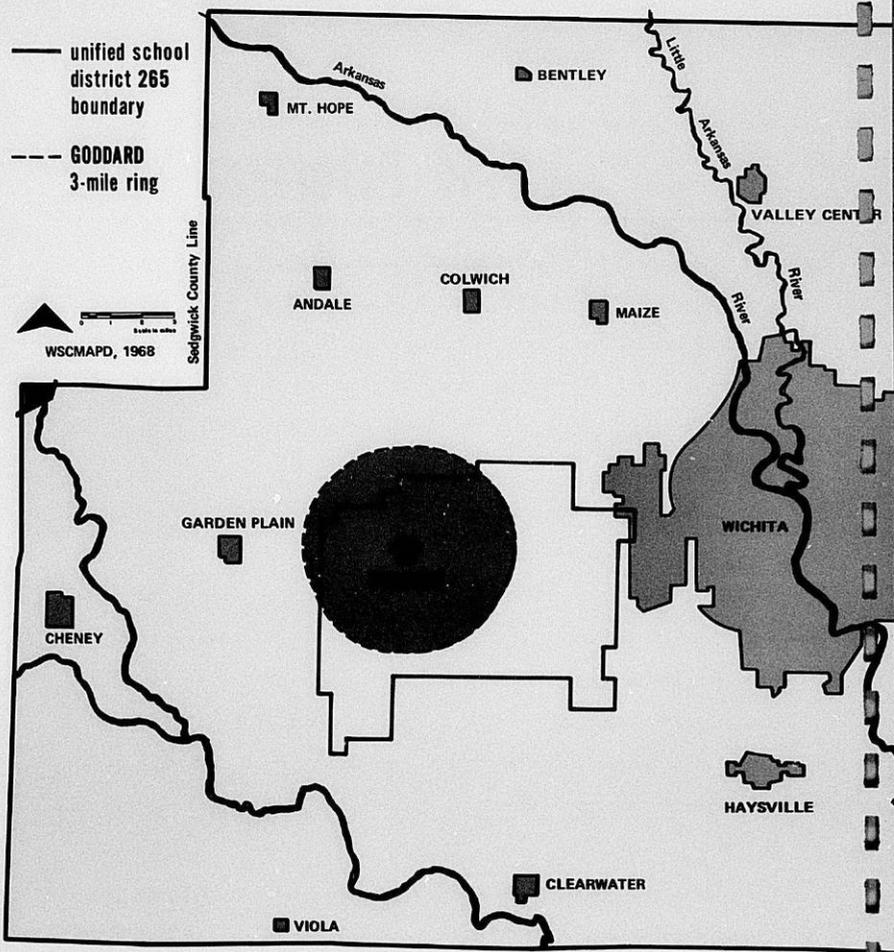
The City of Goddard, Kansas, is located in the western half of Sedgwick County along U. S. Highway 54 in south-central Kansas and is 8 miles west of the City of Wichita. The City of Garden Plain, Kansas, lies 6 miles west of Goddard and is approximately the same size.

Goddard lies entirely on the south side of U. S. 54 Highway with the City Limits extending one mile south. The Santa Fe Railroad goes through the City one-half mile south of and parallel to U. S. 54 Highway. The area north of the railroad and west of Goddard Road comprises the bulk of the developed area within the City Limits. The area south of the railroad that is in the City Limits is largely undeveloped and is mostly used for agricultural purposes. The City extends a little over one-half mile east to west.

Physical Features

An important function in the planning for future growth of cities is the physical features of the city and the surrounding

MAP 2A GEOGRAPHICAL LOCATION GODDARD, KANSAS



area. The physical features are classified into categories, natural and man-made.

The natural features that affect development include soil types, climate, topography, and natural drainageways. Man-made features include highways, railroads, drainage ditches, etc. Map 2B shows the major natural and man-made features of Goddard and the immediate surrounding area.

Man-made features

Presently, there are three major man-made features which can influence the growth of the City. These are U. S. 54 Highway, the railroad, and the present lack of access to the land west of the City. The highway presents more of a barrier to the development of the City than might be apparent at the present time because the Kansas Highway Commission has designated it as a limited access highway. Eventually, U. S. 54 will be upgraded to interstate standards. If the highway remains on its present alignment, there will probably be only one crossing of U. S. 54 which is likely to be an interchange at Goddard Road. Whatever development does occur north of U. S. 54 will be segregated from the remainder of the City.

Goddard Road which is designated as a county arterial street from U. S. 54 South bounds the bulk of the city on the east. This road should have little effect on limiting future growth. The road being an arterial street will, however, affect the design of subdivisions and land use adjacent to it.

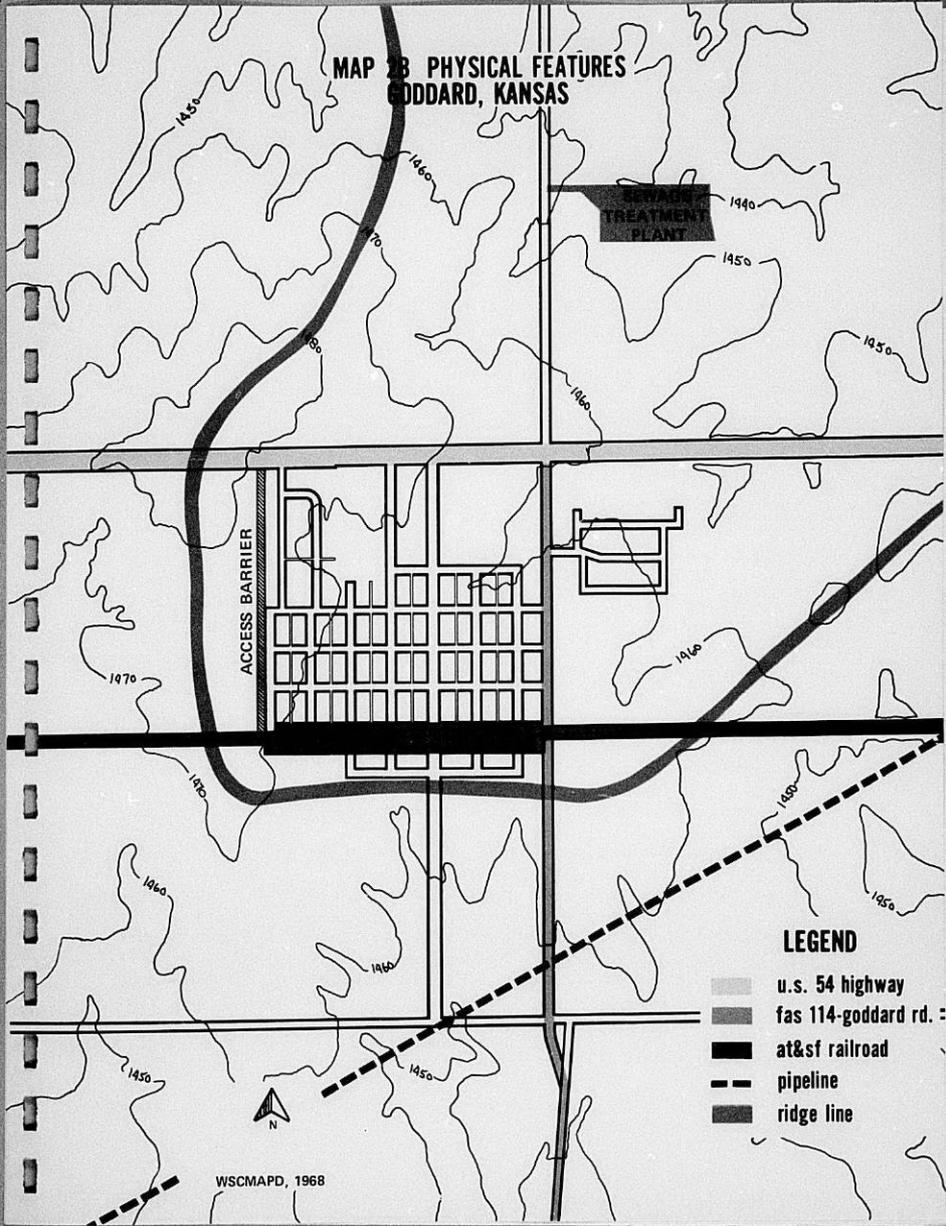
The railroads which runs through the City one-half mile south of and parallel to U. S. 54. The railroad is a significant factor in the growth of the City due to a limited number of crossing points for vehicular traffic and the size of the right-of-way. The railroad will also influence the land use and the design of subdivisions of land adjacent to and near the railroad.

Presently, the lack of access to the land west of the City has been caused by the lack of streets through the school property and the Pruitt addition. This barrier to development could possibly be overcome by acquiring street rights-of-way through either or both the school property and the Pruitt addition.

Natural features

The area around Goddard is typical of south-central Kansas, which is relatively flat land with little tree cover. The land

MAP 28 PHYSICAL FEATURES
GODDARD, KANSAS



LEGEND

-  u.s. 54 highway
-  fas 114-goddard rd. :
-  at&sf railroad
-  pipeline
-  ridge line

WSCMAPD, 1968

is indicated on Map 2B. The land which slopes away from the gravity flow can be served by either providing additional treatment facilities or through the use of lift stations. The cost of providing such service to these areas, however, would be increased to the City.

In general, the soils that are characteristic in the Goddard area are alluvial soils and are friable, silty, and clayey in appearance and composition. According to U. S. Agricultural Soil Conservation Service, these types of soils have a percolation rate of 0.30 to 7.50 inches in 90 minutes.

Soils with a percolation rate of less than 1.0 inches in 90 minutes are not very suitable for septic tank sewage disposal, therefore, development to suburban densities should be discouraged in these areas until a public sewage system can be provided.

Sedgwick County ranks sixth in wheat production among the 105 counties in Kansas. Because much of the area around Goddard is well suited for crop production, the agricultural land should be conserved as much as possible. It should not, however, be a strict limiting factor to the proper future expansion of the City. If the City encourages compact growth, agricultural lands can be conserved as much as possible.

is used mainly for grain crops, especially wheat. The land slopes to the east and south from the City. The slope of the land is an important factor in locating sewer and water facilities in urban ring areas.

The climate of the area is classified as continental. It is characterized by wide temperature variations, abundant spring rainfall, high winds, clear skies, and much sunshine. The area is subject to frequent and abrupt weather changes, usually of short duration.

The area is fortunate in having a favorable seasonal distribution of rainfall. About 22 inches, or 70% of the average annual precipitation, falls during the April to September growing season. Little precipitation occurs in winter. Rainstorms, which produce a relatively large amount of rain in a short period of time, are responsible for most of the precipitation that falls in the area. When the rainstorms are preceded by large amounts of rainfall, and the ground is close to saturation, flooding can occur.

Because of the blighting influence of odors and smoke emissions upon land use, wind directions and velocities are important

factors in the location of industry and other activities that may otherwise hinder residential and commercial development. Air pollution is becoming an increasing problem each year as more sources of air pollution are created. Even in Kansas, where problems of air pollution are not severe or even in existence, the Legislature (in 1968) has seen fit to pass legislation controlling the emission of pollutants into the air. Directional frequency of winds in south-central Kansas show that industrial installations that are known sources of air pollution would have less adverse effects if they were located north of population centers.

Topography and the resulting drainage systems are major determinants of urban growth patterns. They influence locations of transportation routes, street systems, public facilities (water purification plant, sewage disposal plant), directions in which urban growth may occur, and the location of various types of development. The land topography of the land in Goddard generally slopes away from the flow of the sewer system south of the railroad and west of the western city limits. The area that can generally be served by gravity flow to the sewage treatment plan

is indicated on Map 2B. The land which slopes away from the gravity flow can be served by either providing additional treatment facilities or through the use of lift stations. The cost of providing such service to these areas, however, would be increased to the City.

In general, the soils that are characteristic in the Goddard area are alluvial soils and are friable, silty, and clayey in appearance and composition. According to U. S. Agricultural Soil Conservation Service, these types of soils have a percolation rate of 0.30 to 7.50 inches in 90 minutes.

Soils with a percolation rate of less than 1.0 inches in 90 minutes are not very suitable for septic tank sewage disposal, therefore, development to suburban densities should be discouraged in these areas until a public sewage system can be provided.

Sedgwick County ranks sixth in wheat production among the 105 counties in Kansas. Because much of the area around Goddard is well suited for crop production, the agricultural land should be conserved as much as possible. It should not, however, be a strict limiting factor to the proper future expansion of the City. If the City encourages compact growth, agricultural lands can be conserved as much as possible.

population and economy 3

Growth and Character of the Population

In order to estimate what the physical and social needs might be in approximately twenty years, a projection to estimate the size and characteristics of the population in twenty years is made. The size and character of the population to be planned for is more important than the specific year that it is expected to occur in because the physical needs of the community are largely dependent on the size and character of the population to be served.

Historically, as shown on Table 3A, the City has experienced an average yearly increase of approximately 5.5% since 1950. If this trend should continue, the population in twenty years would reach 2,000. It is quite likely that this figure would be attained because of the close proximity to the employment centers in and around Wichita.

Table 3A

GODDARD POPULATION GROWTH
1940-1968

<u>Year</u>	<u>Popu- lation</u>	<u>Numerical Increase Over Previous Period</u>	<u>% Change From Previous Period</u>
1940	248 (a)		
1950	274 (a)	26	10.5 (10 years)
1955	373 (b)	99	36.1 (5 years)
1960	533 (a)	160	42.9 (5 years)
1961	486 (b)	-47	-8.8 (1 year)
1962	498 (b)	12	2.5 (1 year)
1963	566 (b)	68	13.7 (1 year)
1964	537 (b)	-29	-5.1 (1 year)
1965	568 (b)	31	5.8 (1 year)
1966	643 (b)	75	13.2 (1 year)
1967	754 (b)	111	17.3 (1 year)
1968	770	16	2.1 (1 year)

Source: (a) U. S. Census (b) Sedgwick County Assessor

Therefore, for planning purposes, a projected population of 2,000 is used for calculating the spatial and enviromental needs for the planning period. This should be fairly accurate unless a major employer locates nearby or some other situation occurs which cannot be anticipated. The plan should be continually reviewed, however, to determine if a significant change in the population rate is occurring which may warrant a revision of the plan proposals.

The 1960 U. S. Bureau of Census information on population characteristics for cities with a population of less than 2,500 is limited. Thus, it becomes necessary to examine the characteristics given for a larger unit of government for which information is unavailable and which, it is hoped, is characteristic of Goddard. For this reason, the population distribution and composition discussed in this report is based on information for Attica Township. The City of Goddard lies in Attica Township and as of 1960 made up half of the township's population.

By comparing the 1960 age-sex distribution for Attica Township to age-sex distribution for the entire 1960 Wichita

CHART 3A GODDARD POPULATION TRENDS

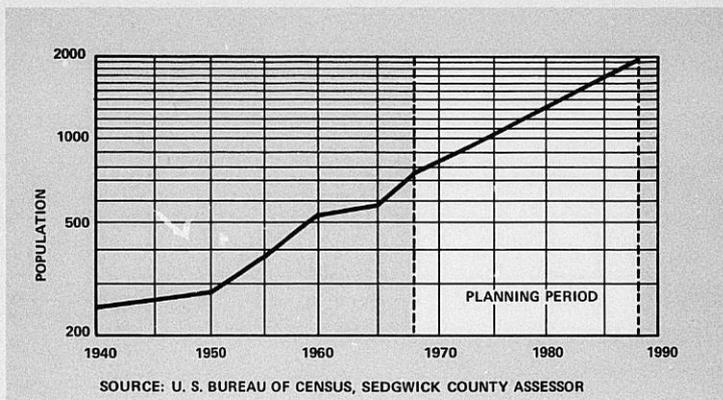
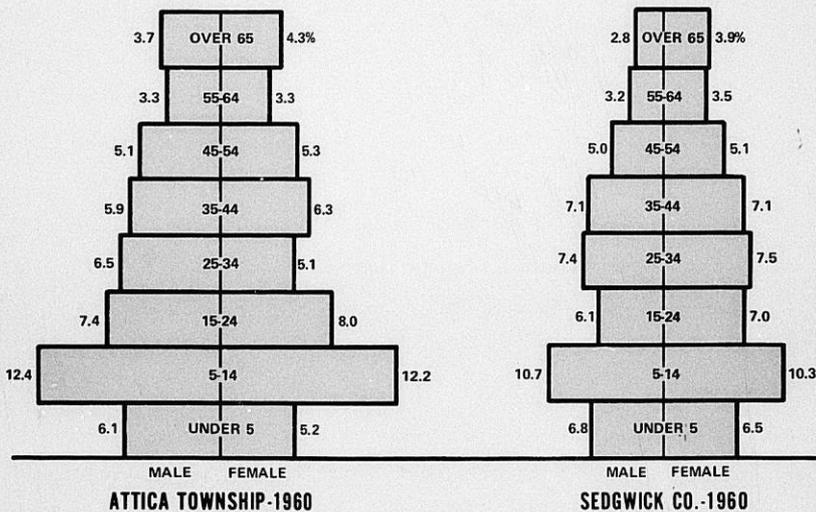


CHART 3B COMPARATIVE AGE-SEX DISTRIBUTION



SOURCE: U. S. BUREAU OF CENSUS

SMSA (Standard Metropolitan Statistical Area)¹, it is noted that they are similar. However, it should be noted that in 1960 the household size in Attica Township was 3.75 persons as compared to 3.27 persons in the Wichita SMSA. 68.6% of the males over 14 and 68.3% of the females over 14 in Attica Township were married compared to 75.0% of the males over 14 and 70.3% of the females over 14 in the Wichita SMSA. This indicated that the family size in Attica Township was larger with a greater percentage of persons over 14 residing with the family (probably most of school age) than in the Wichita SMSA.

While the 1960 Census indicated an average household size of 3.75 persons, a recent survey indicated a population of 770 (Sedgwick County Assessor's figure for 1968) and 236 dwelling units (WSCMAPD Survey, March 1968). This is approximately 3.3 persons per dwelling unit.

A recent resident questionnaire-survey indicated that the City has had a sizeable growth of young families since

1. The 1960 Wichita SMSA included all of Sedgwick County. In 1963, the U. S. Bureau of the Budget expanded the Wichita SMSA to include the western half of Butler County in addition to all of Sedgwick County.

1960. Therefore, the average household size can be expected to rise to approximately 3.5 persons per dwelling unit. For calculation purposes to approximate land use needs, 3.5 persons per dwelling unit is used.

Economy

The City of Goddard's primary role as an agricultural based community has changed to that of a residential community for people employed outside of the immediate area. The City and its environs provide a limited number of employment opportunities and shopping facilities. However, the City has continued to grow because of the proximity to the industrial and business areas in and around the City of Wichita. According to the Transportation Study, Volume 1, produced by the Wichita-Sedgwick County Metropolitan Area Planning Department, the average travel time between Goddard and the central business district of Wichita, during the peak hour period (4:30 - 5:30 p.m.), is between 20 and 25 minutes.

The following table shows the place of employment by type of employment as compiled from Polk's 1966 Suburban Directory.

Table 3B

TYPE AND PLACE OF EMPLOYMENT-1966

Place of Employment	No.	%	Mfg.	Trade	Serv.	Trans	Public/
						Comm &	Quasi-
						Pub Util	Public
GODDARD	33	27.0	0	13	5	2	18
Wichita	77	54.6	46	3	13	13	2
Farm	8	5.7					
Unknown	14	9.9					
Other	4	2.8					
	141	100.0	46	16	18	15	20

Source: Compiled from the 1966 Wichita Suburban Directory, Published by R. L. Polk & Co., Kansas City, Mo. 1967

From Table 3B, it can be seen that about 55% of the working force is employed in Wichita, with most working in manufacturing firms. Of those employed in Goddard, most were employed at commercial trade and public/quasi public (schools, churches, etc.) places of employment. Of the 18 employed at public/quasi-public places 10 were employed by the Public School System.

As compiled from Polk's 1966 Wichita Suburban Directory approximately 17% of the household heads of the City of Goddard were either retired or widowed. This does not include the retirees living in the Liva Vista Nursing Home which is located outside of the city limits.

Table 3C lists the commercial and industrial activities that are located in the Goddard area at the present time.

Table 3C

GODDARD COMMERCIAL & INDUSTRIAL BUSINESS-1968

<u>Type of Activity</u>	<u>Number of Establishmts</u>	<u>Type of Establishment</u>	<u>Location</u>
Retail	1	Lumber yard	Main Street
	1	Hardware store	Main Street
	1	Meat Locker & sales	Main Street
	1	Grocery store	Main Street
	1	Drive-in restaurant	U. S. 54
	1	Restaurant	U. S. 54
	2	Service stations	U. S. 54
Service	1	Beauty shop	Main Street
	1	Barber shop	1st Avenue
	1	Cleaners	Main Street
	1	Attorney's office	Main Street
	1	Auto & truck repair	Goddard Rd.
Wholesale & Storage	1	Grain elevator (presently vacant)	Santa Fe Ave.
	1	Construction warehouse	Goddard Rd. (outside city limits)
	1	Honey Wholesaler	Main Street

Source: WSCMAPD Land Use Survey, March 1968

According to a recent resident survey, the residents of Goddard depend upon Wichita for the bulk of their employment and they must depend on shopping facilities in Wichita. It is quite

likely that Goddard will continue to have Wichita as its main source of employment. Commercial trade and service type activities will probably expand to serve the people in and around Goddard with the emphasis on convenience type items (groceries, hardware, sundries, etc.), but these type of facilities will depend on how fast the population of the trade area increases and on the presence of a willing developer.

There are presently two types of activities that are based on providing goods and services to people outside the community. These are highway services, which serve both the resident and the highway traveler, and those activities which ship products out of the community. The latter type of activity in Goddard consists mainly of shipping agricultural products for processing elsewhere. Recently, the Santa Fe Railroad closed the Goddard depot. This will mean that agricultural products which rely on rail shipping will be shipped out of neighboring cities. Goddard will probably decline in its role as an agricultural community even though agricultural production will be an important land use in the area around Goddard.

Commercial development on Main Street has declined in recent years, as evidenced by vacant structures, while increasing along U. S. 54. However, most of the commercial development along U. S. 54 is to provide goods and services to the traveler. It is quite probable that the bulk of future commercial development will be in the vicinity of U. S. 54, which provides better access and exposure to the people in the area.

In general, the economy of Goddard is closely tied to the economy of Wichita. It is likely that this trend will continue in the future. At the present time, the economic growth of Wichita is favorable and steady, which means that Goddard should continue to grow.

building conditions 4

One of the primary reasons for a survey of building conditions is to attempt to identify any possible problem areas that would have a blighting influence on the City. A survey of building conditions offers not only an indication of physical deterioration and blight, but also allows an opportunity to identify areas which are possibly social problem areas.

The building conditions of all buildings in the city have been evaluated by a visual survey and generalized into two categories; standard and substandard.

1. Standard: The building shows only minor defects that are considered to be normal maintenance items such as a need for new paint and minor repairs. This category is designed to coincide with the U.S. Bureau of Census' classification of sound housing as defined in the 1960 Census of Housing.
2. Substandard: This category contains buildings which need more extensive repairs than would normally be provided in regular maintenance. Also included are those buildings which are probably not worth repairing. This category is designated to coincide with the 1960 U. S. Census of Housing classifications of deteriorating and dilapidated.

Table 4A

COMPARATIVE BUILDING CONDITIONS

	Goddard(1)	Sedg.Co.(2)	Sedg.Co. Rural(2)	Rural Sedg.Co. Non-farm
Standard	82.8%	85.1%	77.8%	80.0%
Sub-Standard	17.2	14.9	22.2	20.0

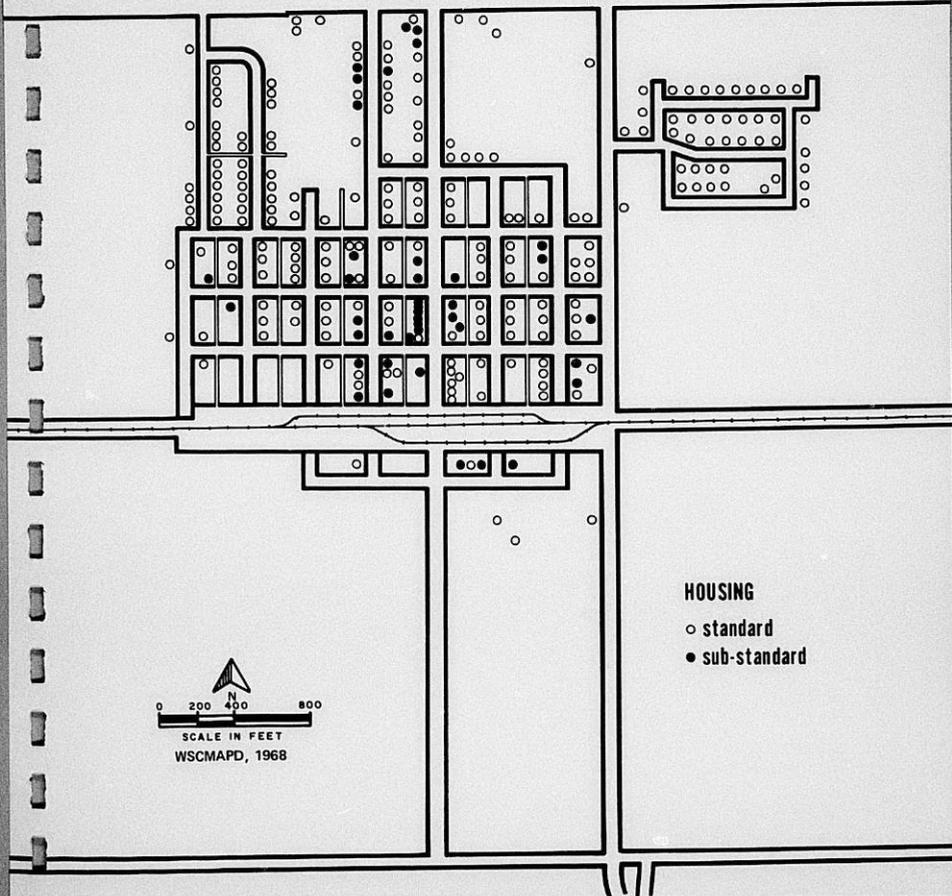
Source: (1) Building Condition Survey, March, 1968, WSCMAPD
 (2) U. S. Census of Housing, 1960

As can be seen from Table 4A, the proportions of building conditions in Goddard are between the average conditions found in Sedgwick County Rural Non-Farm category and that in the City of Wichita.

The bulk of the substandard buildings are found within two blocks of Main Street and within three blocks of the railroad. Another cluster of substandard buildings is found near U. S. 54. The first area is in the older, original part of town. This is to be expected as these buildings are substantially older than the buildings found in the other parts of the City, since the City had little growth before 1950.

An area of blight, even a small area, can affect the use of the land and the housing conditions around it. Blight can act as a deterrent to the development and redevelopment of land in the vicinity of blight leaving pockets of underdeveloped

**MAP 4A HOUSING CONDITIONS
GODDARD, KANSAS**



land. When an area becomes blighted, a health and sanitation problem can occur both within the blighted area and around the blighted area causing further blight.

A program for upgrading the building conditions in the City should be undertaken to prevent having a blighted area in the central part of the City which would inhibit growth and development within the City.

There are several ways that can be used to upgrade the building conditions in the City. The City could use one or more of the following suggestions plus any others which may accomplish the objective of upgrading the building conditions that may not be mentioned.

1. City officials can encourage a city-wide clean up and paint up campaign. This type of campaign will encourage the property owner to take the initiative to improve his buildings and grounds.
2. The City can take it on itself to remove dilapidated buildings by using the condemnation powers as authorized by state statutes. This method can be successful in removing the biggest eyesores in the community but should be used if no better way is possible. This can be used in conjunction with a paint up, clean up campaign to upgrade building conditions in the entire community.

- 6
3. The use of updated zoning ordinances, subdivision regulations, and various codes such as building, electrical, plumbing, and housing codes can help prevent future blighting conditions, by preventing the mixing of incompatible land uses and insuring that future development will be up to community standards.
 4. By utilizing the community renewal program through the Federal Department of Housing and Urban Development, the city may be eligible for federal aid in eliminating blight in the community. This program may also be used in aid programs of concentrated code enforcement. A word of caution should be noted, however, the federal government can require other requirements which the community may feel it does not need and cannot afford.

Future growth should occur as much as possible within the City Limits of Goddard by building on vacant developable land and redeveloping land as needed. However, to accommodate the projected population, land will have to be developed that is presently outside the City. This land should be annexed into the City before it is developed and is likely to be developed in a reasonable period of time, thereby insuring that it is developed to community standards.

land use 5

Introduction

The comprehensive development plan is to be used as a guide for future growth and redevelopment of the City. Because many land uses that now exist will more than likely continue to exist for some time, it is appropriate to know how the land is now being used. In order to make the plan as workable as possible, it must be accepted that the present land uses are not easily changed. Therefore, the plan must take into account the present land use pattern in the development of the future land use plan.

In March, 1968, a land use survey of Goddard was made to determine how each parcel of land was being used.

By analyzing the present land use in light of population and economic projections, an approximation can be made of how much land will be needed by the various categories of land uses by the end of the planning period.

The land use for Goddard has been classified into six general categories. These categories are as follows:

1. Residential: This category contains all of the land used for the purpose of housing the residents of the City of Goddard. This included single-family homes, two-family homes and mobile homes. While motels provide housing, they are not included in this category because they are primarily a commercial venture providing housing for travelers and temporary housing. Within this residential category, there are three sub-categories. These are:
 - a. Single-family: A parcel of land which contains one single-family dwelling unit.
 - b. Two-family: A parcel of land which contains a two-family dwelling unit.
 - c. Mobile home: Any parcel which contains a mobile home or a mobile home park.
2. Commercial: The commercial category contains land and buildings where goods and services are sold or exchanged. Within this category are retail commercial (grocery store, hardware store, etc.), service commercial (barbershop, cleaners, offices, etc.), and wholesale and storage.
3. Industrial: This category contains land and buildings which are used in the manufacture and processing of goods which are generally sold to consumers elsewhere.
4. Public and Quasi-public: This category contains all land and buildings which are owned and operated for the public. Within this category are schools, parks, churches, governmental lands and buildings, and any other use which is public in nature.

5. Transportation, Communications, and Public Utilities: Any facility or land which provides transportation, communication, and public utilities needs for the community are contained in this category.
6. Vacant land: All land which is presently being used for agricultural purposes or does not contain any buildings and is not presently being used is classified in this category.

Existing Land Use

As indicated by Table 4A, there are 374.2 acres of land within the City Limits of Goddard at the present time. Approximately 50% of the land is undeveloped and most is being used for agricultural purposes. The bulk of the undeveloped land is south of the railroad. 84.9% of the land in the City Limits south of the railroad is undeveloped while 26.6% of the land north of the railroad is undeveloped.

36.6% of the developed area of the City is used for residential purposes, with 34.5% being single-family houses. At the present time there are 243 dwelling units; 216 are single-family homes, 4 are two-family structures, and 23 are mobile homes. Most of the mobile homes are located on lots by themselves or on a lot with a single-family home. The City is, basically, as are most towns in this area, a low density single-

family residential community.

At the time the land use survey was made, 2.6% of the developed land was used for commercial purposes. Of the 4.8 acres used for commercial uses, 2.0 acres were located on Main Street in the business district. Most of the remaining 2.8 acres was located along U. S. 54.

There are no industrial uses located in the City of Goddard at the present time. The City does have a siding from the railroad but at the present time no industrial establishment is operating near the railroad.

Of the 32.1 acres used for public and quasi-public uses, 28.5 acres are devoted to school uses, 2.6 acres are used as a park. The remaining one acre contains the City Building, two churches and water well. The City has only one park which is located just south of the railroad. This location is not readily accessible to the bulk of the population.

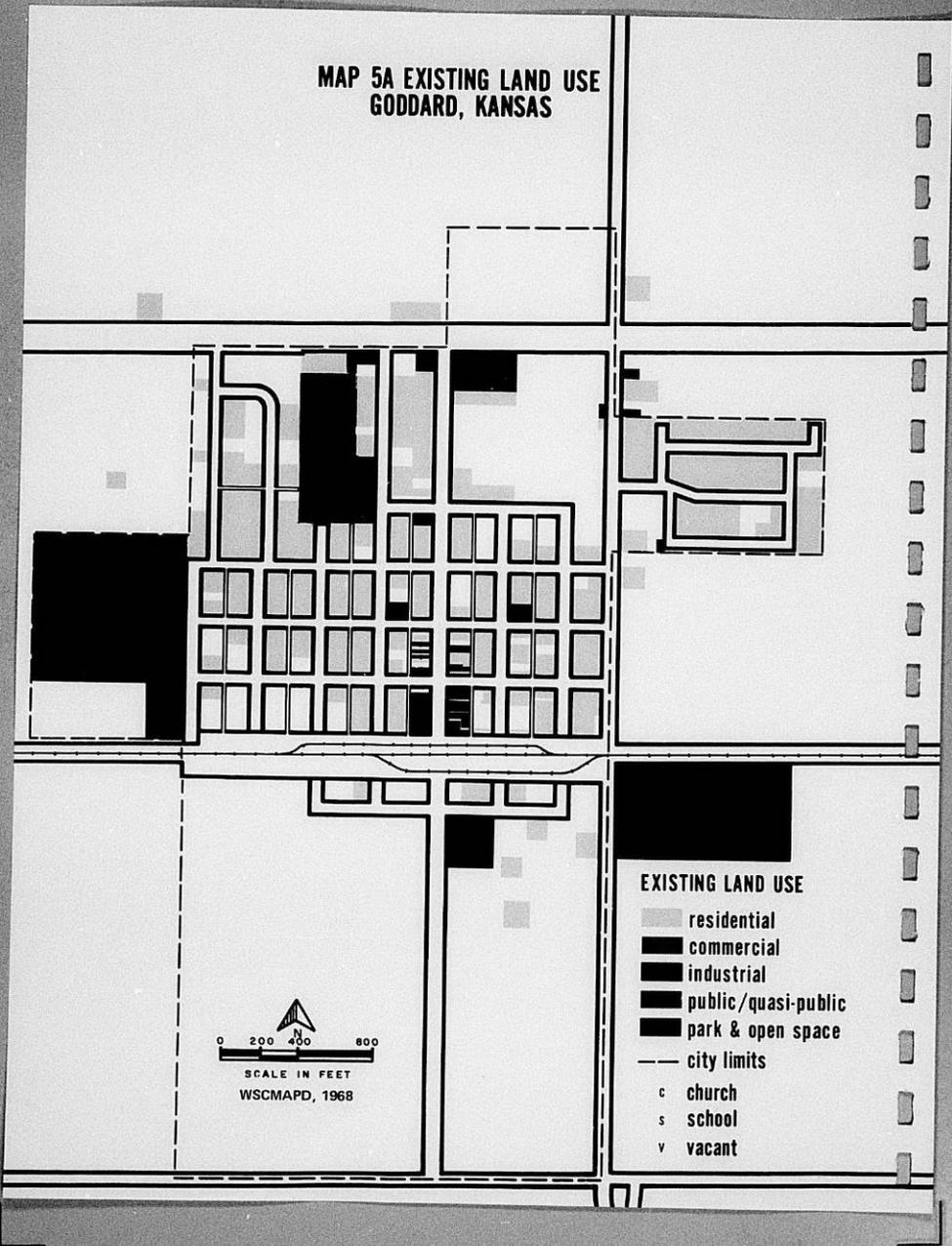
Table 5A
EXISTING LAND USE IN GODDARD - 1968

	<u>Acres</u>	<u>% of Total Area</u>	<u>% of Developed Area</u>
Total Area	374.2	100.0	
Developed Area	185.7	49.6	100.0
Residential	67.0	18.1	36.1
1 family (216)	63.0	17.0	33.9
2 family (4)	1.0	0.3	0.5
mobile home (23)	3.1	0.8	1.7
Commercial	4.6	1.2	2.5
retail sales	3.5	0.9	1.9
services	0.3	0.1	0.2
wholesale & storage	0.8	0.2	0.4
Industrial	0.0	0.0	0.0
Public/Quasi-public	32.1	8.6	17.3
schools	28.5	7.6	15.3
parks	2.6	0.7	1.4
other public	0.2	0.1	0.1
quasi-public	0.8	0.2	0.4
Transportation and Utilities	31.9	21.6	44.1
street r/w (open)	63.2	16.9	34.0
street r/w (not open)	4.9		
utilities/service	0.7	0.2	0.4
railroad r/w	18.0	4.8	9.7
Vacant Land	188.5	50.4	
agriculture	151.5	40.5	
school owned	10.0	2.7	
other	27.0	7.2	

Source: WSCMAPD Land Use Survey, March, 1968

Of the 80.9 acres used for transportation, communication and utilities, 63.2 acres are used for public street rights-of way. This is 34.0% of the developed area. The primary reason for such a high percentage of land being devoted to

MAP 5A EXISTING LAND USE
GODDARD, KANSAS



EXISTING LAND USE

- residential
- commercial
- industrial
- public/quasi-public
- park & open space
- city limits
- c church
- s school
- v vacant



SCALE IN FEET
WSCMAPD, 1968

public street rights-of-way is that the blocks in the older sections of the City are small in size. The railroad right-of-way contains 18.0 acres or 9.7% of the developed land.

Land Use Projections

During 1962, the Wichita-Sedgwick County Metropolitan Area Planning Department prepared a study on land use in Sedgwick County. In this report (The Land Use Technical Report), projections for future land use were prepared for the various sectors in the County, based on trends of past development and a "guided growth" concept. The "guided growth" forecast differs from the trends forecast only in the method of distributing residential and residential serving areas.

The following table gives the percentage of developed land as it exists in Goddard in February, 1968, and both the "trends" and "guided growth" forecasts developed in the Land Use Technical Report for the section in which Goddard lies.

Table 5B

LAND USE FORECAST
USE PERCENTAGES OF DEVELOPED LAND

	Goddard <u>1968 (1)</u>	1985 <u>Trends (2)</u>	Guided <u>Growth (2)</u>
Residential	36.1%	34.1%	35.7%
Commercial	2.5	6.2	6.1
Industrial	0.0	0.7	0.6
Public/Quasi-public	17.3	12.3	11.7
Tran, Comm & Util (Includ- ing streets & alleys)	<u>44.1</u>	<u>46.7</u>	<u>45.9</u>

Source: (1) WSCMAPD Land Use Survey, March, 1968
(2) WSCMAPD Land Use Technical Report, January, 1963

Since most of the land other than streets in a city like Goddard is used for residential purposes, an estimate must be made for the amount of land that will be used for residential purposes. In order to make this estimate, assumptions about the density of dwelling units, the number of people per dwelling unit, percentage of single-family homes and the percentage of occupied dwelling units. The assumptions on residential development for the City of Goddard are as follows:

1. Future residential development will continue at a density of approximately 4.0 dwelling units per net acre.
2. The average population per dwelling unit will be approximately 3.5.
3. Approximately 90% of future residential growth will be single-family homes.

4. Approximately 95% of the dwelling units will be occupied.

Based on the above assumptions, approximately 601 dwelling units would be needed for a population of 2,000.

$$a = \frac{2,000 \text{ population}}{3.5 \text{ pop. per DU}}$$

$$b = .05 a$$

$$a + b = 601 \text{ dwelling units (DU)}$$

At 4.0 dwelling units per net acre, approximately 150 acres of land would be devoted to residential uses.

$$\frac{601 \text{ dwelling units}}{4.0 \text{ DU per net acre}} = 150 \text{ net acres}$$

To approximate the total number of developed acres needed for a population of 2,000 for all uses, it is necessary to know the percentage of developed land forecast for residential use. By using the 1985 "guided growth" forecast developed in the Land Use Technical Report, 35.7% of the developed land will be used for residential purposes. This results in an approximate 420 acres needed for all uses for a population of 2,000.

$$.357x = 150 \text{ acres (total developed acres)}$$

$$x = 420 \text{ acres (total developed acres)}$$

The following table indicates the project percentage of developed land for each classification as developed in the "guided growth" forecast; the total acres for each classification based on 2,000 population; the number of acres that are developed in 1968; and, the additional acres in each classification that is forecast to develop for a total population of 2,000.

Table 5C

PROJECTED LAND USE DEVELOPMENT
FOR 2,000 POPULATION

	<u>% of Developed Land</u>	<u>Acres for 2,000 Population</u>	<u>Developed Acres in 1968</u>	<u>Additional Acres to be Developed</u>
Residential	35.7	150	67	83
Commercial	6.1	26	5	21
Industrial	0.6	2	0	2
Public/Quasi Public Trans, Comm &	11.7	49	32	17
Public Util	11.6	49	19	30
Street R/W	<u>34.3</u>	<u>144</u>	<u>63</u>	<u>81</u>
TOTAL	100.0	420	186	234

Source: WSCMAPD Land Use Survey, March, 1968

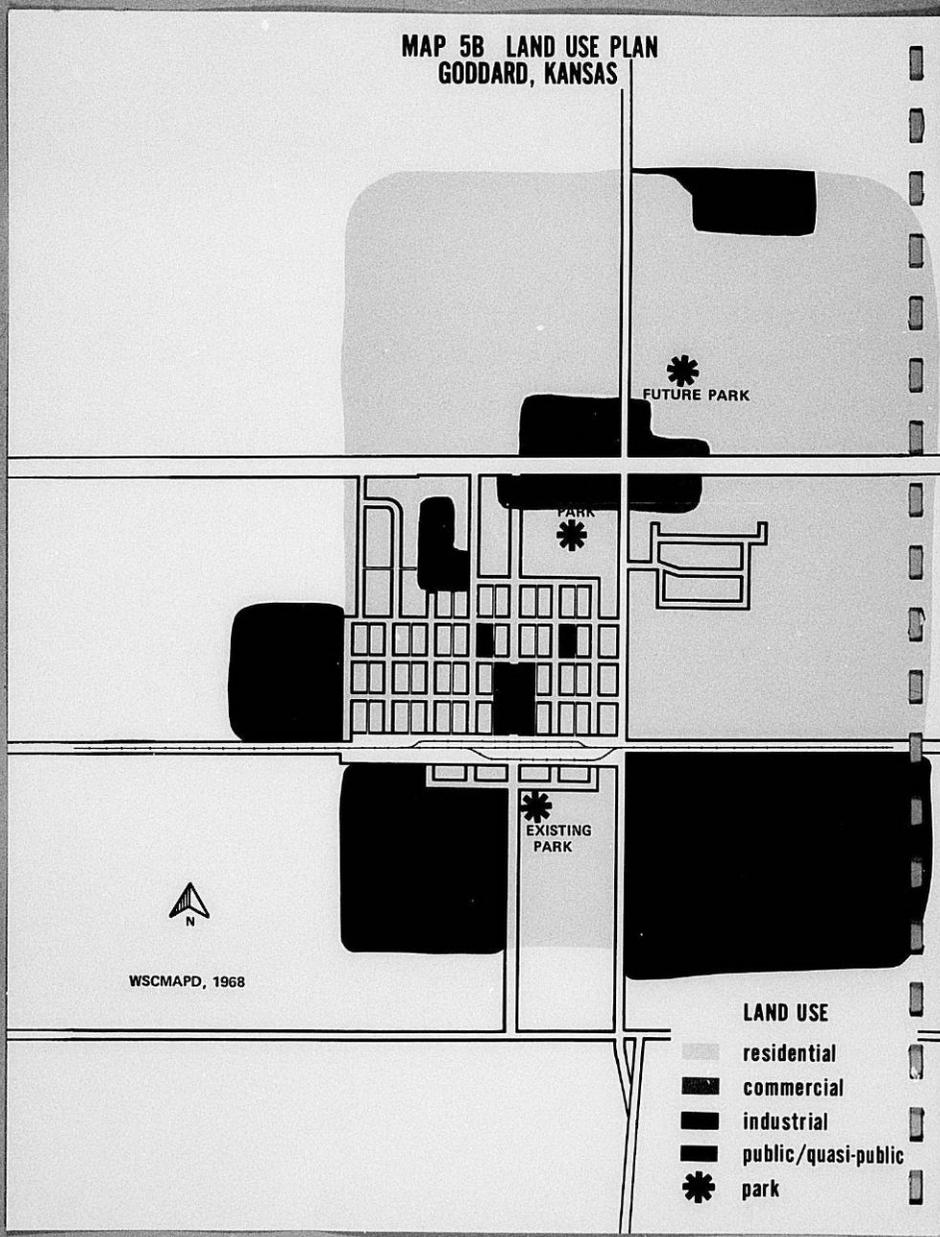
As can be seen from the preceding table, approximately 234 acres will need to be developed to accommodate a total population

of 2,000.

If it is assumed that 5% of the total land within the City will be vacant, then the City should contain about 441 acres. If the land that is within the City Limits at the present time (374 acres) should develop to this proportion, then there would be a need for an additional 67 acres of land to be added to the city.

It is not likely that all of the land within the City Limits will be developed; therefore, the 67 acres would be the approximate minimum number of acres that would be added to the City to accommodate a population of 2,000.

MAP 5B LAND USE PLAN
GODDARD, KANSAS



WSCMAPD, 1968

- LAND USE**
- residential
 - commercial
 - industrial
 - public/quasi-public
 - park

LAND USE PLAN

GOAL: To provide for orderly Land Use development of the City of Goddard in a manner which will maintain the small city atmosphere of the City and make the City of Goddard a more desirable place to live and do business.

RESIDENTIAL LAND

Objective: To preserve the low density residential character of the City.

Policy: Utilize zoning and subdivision controls to insure that densities and character of development are maintained.

Policy: Prevent non-residential uses from encroaching on residential areas and residential uses on non-residential areas (both existing and proposed).

Objective: To encourage that newly developing land be developed contiguous with existing developed land.

Policy: To discourage the subdivision of land within the growth area of the City until the City can provide the necessary services to the subdivision without excessive costs to the City.

Objective: To upgrade and maintain existing and future residential areas to insure a pleasant and healthy environment for the residents.

Policy: Encourage the residents to maintain and improve their property.

Policy: Encourage the redevelopment of residential properties that have outlived their healthy usefulness.

Policy: To encourage the adoption of any codes and ordinances which may be necessary to insure a pleasant and healthy environment.

PROPOSAL: It is recommended that the bulk of the land needed for residential growth be to the north and east of the existing development in the City. Because it is expected that the majority of the residential development in the City of Goddard will be for single-family detached dwellings, the bulk of the land in the growth will be for this type of use. However, it is possible that the demand for higher density housing may be felt in Goddard, therefore, in order to minimize the infringement of higher density residential development (such as apartments, town houses, mobile home parks) on low density detached residential

development, the higher density development should be encouraged to locate with access to collector and arterial level streets.

COMMERCIAL LAND

- Objective: The development and expansion of commercial activities which will provide for the needs of the community.
- Policy: To protect the proposed commercial areas from encroachment by non-commercial uses through the use of zoning and subdivision regulations.
- Policy: To encourage the establishment of business concerns and/or corporations in Goddard.
- Policy: To provide a level of public services that would be necessary for attracting commercial establishments.
- Policy: To utilize subdivision and zoning regulations to establish and preserve a desirable character for the commercial development of the community.
- Policy: To encourage the owners of business establishments to invest in the maintenance and upgrading of their property to improve the overall aesthetics of business areas.
- Objective: The development of compact commercial areas within the designated business areas.
- Policy: To discourage scattered commercial uses from being established outside of designated business areas through the use of zoning regulations.

Policy: To discourage the establishment of commercial activities outside of the City which would have an adverse affect on the commercial areas in the city and the other uses outside of the city.

PROPOSAL: The first two blocks north of the railroad should be utilized as a commercial area and an effort should be made to upgrade the area as there are a number of buildings which need repair or demolition. Commercial activity in this area is not expected to expand beyond this two block area, therefore any new commercial uses should be discouraged from establishing along Main Street outside of the area until the area is fully developed.

Most of the commercial activity in Goddard is more likely to establish along U. S. 54 rather than in the present business district. The bulk of the retail commercial development should be centered on the intersection of U. S. 54 and Goddard Road. This should be the core of the retail area.

The remaining commercial land should be used for service commercial uses that are automobile oriented

such as service stations, repair shops, drive-in restaurants, etc. These types of uses are generally not compatible with the retail core and should be kept separate. The bulk of the service commercial activities should be encouraged to locate along U. S. 54 on either side of Goddard Road. An effort should be made to prevent too much scattering of uses along U. S. 54 which would hinder compact development.

INDUSTRIAL LAND

- Objective: The establishment of industrial facilities in Goddard which would be located where they would not detract from the rest of the community.
- Policy: To designate an industrial area that can be expanded in such a location where it would be attractive for industrial development without conflicting with other land uses.
- Policy: To protect industrial areas from encroachment by incompatible uses through the use of zoning regulations.
- Policy: To utilize subdivision regulations to insure proper and efficient development of industrial areas.

Policy: To provide a level of public services that would be necessary for attracting industrial firms.

PROPOSAL: The land southeast of the intersection of the railroad and Goddard Road should be utilized for industrial uses. This land is separated from other uses by the railroad and Goddard Road; it has access to an arterial street (Goddard Road), the railroad and the Wichita Municipal Airport (via U. S. 54). There are no uses which would prevent the expansion of industrial uses to the south and east.

While most of this land slopes away from the gravity flow of the sewer system, a lift station to sewer the area for industrial uses should be able to serve the industrial needs over the next twenty years.

Because most of this land lies directly south of a residential area, industrial uses which produce objectionable odors, smoke or noise should be discouraged from locating in this area.

PUBLIC AND QUASI-PUBLIC LAND

Objective: To provide adequate land for public and quasi-public uses in a location that will be easily accessible to residents of the community without being a detriment to the surrounding land.

Policy: To encourage the location of public uses along collector and arterial streets.

Policy: To provide objective public review through the application of appropriate standards to insure desirable site development and adequate off-street parking facilities.

PROPOSAL: It appears that there would not be a need for any additional school sites in the City of Goddard during the next twenty years. If the need should arise, any school sites should be located where they are easily accessible to the bulk of the population.

If any additional church or other institutional sites are needed in the City, they should be located on either collector or arterial streets to minimize the vehicular traffic on local residential streets.

It is recommended that the City of Goddard increase the amount of land used for park and recreation use

to approximately 20 acres by the time the population reaches 2,000. Rather than attempt to increase the size of the existing park by this amount, it is suggested that the City establish a neighborhood park of approximately 8 acres south of U. S. 54 and eventually another 8 acre park north of U. S. 54. These parks should be located where they are accessible to most of the residents on their side of the highway. The park south of the highway should have the highest priority as this area is the most developed at this time. However, as the land north of the highway is developed, the City should acquire a site while land in a desirable location is available. This site can be developed when the need arises.

transportation & circulation 6

Introduction

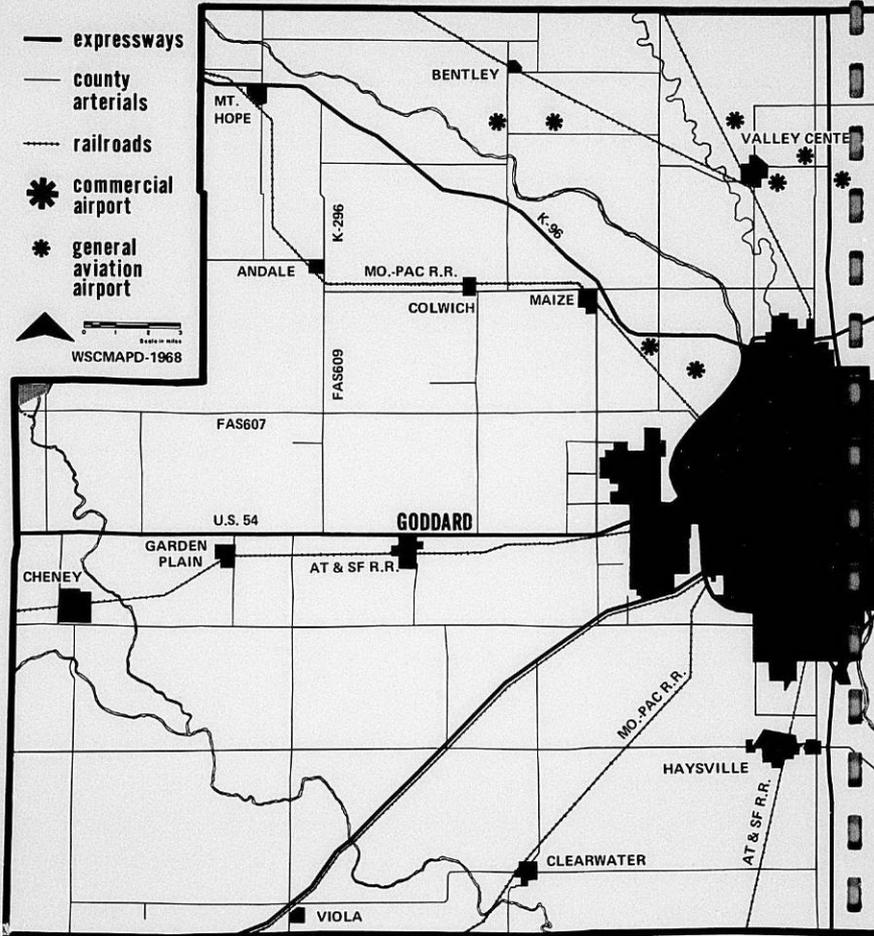
Transportation deals with the movement of goods and people from one place to another. There are several modes of travel such as by automobile, truck, rail, air and by foot. The objective of the transportation plan element of a comprehensive plan is to maximize the efficiency of the circulation system and to minimize the conflicts between the various modes of travel and levels of traffic.

Regional System

The Regional System is that system which connects the City of Goddard with other communities and areas within the region. The Regional System consists of expressways and freeways, County arterial streets, railroads, and air facilities.

As mentioned earlier, the City of Goddard is located along U. S. 54 which is currently being upgraded to limited access expressway standards and is in the Metropolitan and State Plan to be a full freeway facility.

MAP 6A REGIONAL TRANSPORTATION SYSTEM GODDARD, KANSAS



Goddard Road, on the east side of the City, is designated as a Federal Aid Secondary (FAS 114) and is considered a County arterial street. MacArthur Road, which is a County arterial street extending from the western County line east to the Boeing Company facilities on Oliver Street, southeast of Wichita, is located two miles south of the City Limits of Goddard.

Map 6A shows the City of Goddard's relationship in the Sedgwick County major street system.

Long range plans for U. S. 54 include the eventual upgrading the highway to freeway standards. An interchange allowing access to Goddard would probably be at FAS 114 (Goddard Road). Because the potential growth area for Goddard is north of U. S. 54, it is suggested that the City of Goddard recommend that when U. S. 54 is upgraded to freeway standards, the freeway by-pass the city approximately one-half mile north of the present alignment of U. S. 54.

This would prevent the bisection of the community and would use the present highway as an arterial level street. However, in order to attain a balance between efficient transportation system and land use needs, all existing and future development

along the present alignment of U. S. 54 should be serviced by frontage roads.

City Street System

The street system which provides circulation primarily for automobiles and trucks is one of the largest users of land in a city. The street system is generally broken down into different levels of service.

The highest level as identified by the most intensively used streets are the expressways or freeways. This level of street is used primarily as a limited access high speed route connecting two or more cities and for providing high speed travel through a large city. Because of the relative small size of the City of Goddard, there does not appear to be a need for this level of street to provide for cross-city traffic and this level of street was discussed in the previous section dealing with the Regional System.

Arterial Streets

Arterial streets are those streets which are designed to carry traffic throughout the city and/or county. This level of street is generally considered to be the through streets.

While the City of Goddard is not large enough to have an arterial street system of its own, Goddard Road (FAS 114) from U. S. 54 south is designated as a County arterial street, as mentioned earlier. It is recommended that Goddard Road be considered as a City arterial street with the eventual conversion of U. S. 54 to an arterial street. All mile line roads in the Goddard area should be treated as potential arterial streets and an effort should be made to obtain the recommended rights-of-way when adjacent land is platted.

Generally, arterial streets should be designed to carry four moving lanes of traffic. However, the traffic volume on the two existing arterial streets is not sufficiently heavy at the present time to justify four lanes. Sufficient right-of-way should be maintained, however, to facilitate any widening of the streets when the need arises. The recommended right-of-way width for arterial streets is a minimum of 100 feet. On street parking should be discouraged on arterial streets.

Collector Streets

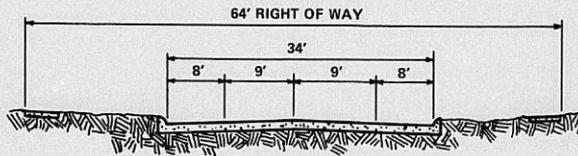
The next level of streets are collector streets. The function of a collector street is primarily to carry traffic

from local areas to the arterial streets. Collector streets should provide for two 12 foot moving lanes and two parking lanes which would make a roadway width of 40 feet. The right of way for a collector street should be 70 feet if curbed and guttered. Generally, houses should not face onto collector streets whenever possible. Currently, Main Street from U. S. 54 south to the road one mile south of U. S. 54 and Walnut Street function as collector streets. Walnut Street provides the major access to the junior and senior high schools for school busses coming from U. S. 54. This presents a problem as the north 1300 feet of Walnut has platted residential lots facing onto the street.

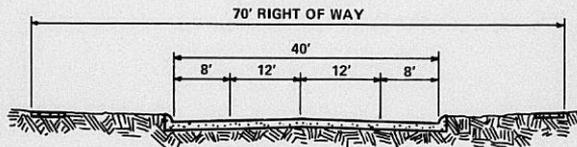
It is recommended that Main Street be maintained as a collector street and that Third Avenue from Goddard Road to Walnut Street be designated as a collector street. Walnut Street would be a collector street south of Third Avenue to a point south of the railroad and would then continue east to Main Street as shown on the Transportation Plan Map (Map 6B). Collectors streets should be provided for land in the southeast, northeast, and northwest quadrants from the intersection of

54

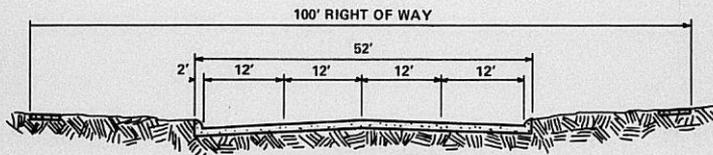
CHART 6A SUGGESTED STREET STANDARDS



LOCAL STREET
Cross Section



COLLECTOR STREET
Cross Section



ARTERIAL STREET
Cross Section

U. S. 54 and Goddard Road as shown on Map 6B.

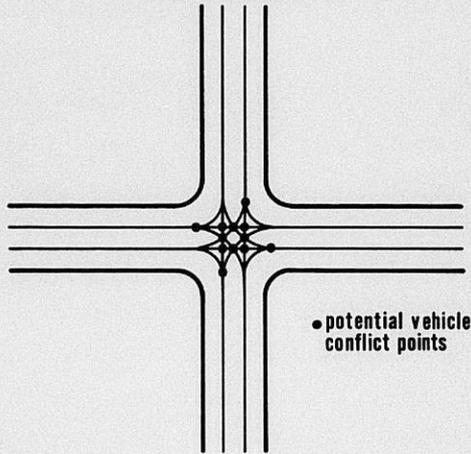
Local Streets

Local or residential streets are those streets whose primary function is to provide access to the abutting property. To minimize the conflict of pedestrian-vehicular traffic in residential areas, the local streets should be designed so as to discourage through traffic. This can be accomplished by designing the streets so that they cannot function as collector streets. Local streets should not traverse long distances and it is desirable that they intersect at "T" intersections rather than crossing each other. The advantages of "T" intersections are that they minimize the number of vehicular conflicting points (see chart 6B), as compared to a 4-way intersection, and they also help discourage through and speeding traffic. The local streets should be designed so that they feed into the collector streets as efficiently as possible.

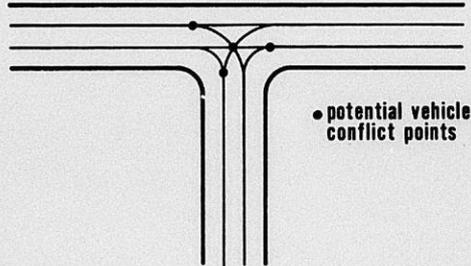
Because the railroad runs through the City, the streets should be designed so that residential lots back onto, rather than face the railroad right-of-way.

CHART 6B COMPARISON OF "4-WAY" AND "T" INTERSECTIONS

"4-WAY" INTERSECTION



"T" INTERSECTION



The local streets should provide for two 9-foot moving lanes and two 8-foot parking lanes which means a roadway width of 34 feet. The right-of-way width is recommended to be 64 feet.

At the present time there are only two City streets that are hard surfaced. One is Main Street and the other is Goddard Road (FAS 114). The remainder of the streets are sanded with open drainage ditches. The unpaved streets provide the only routes for children going to and from the schools and during periods of limited rainfall the excessive dust creates a nuisance to those living in the vicinity.

The east-west streets with 60 feet of right-of-way have very large ditches for drainage making the traveled portion very narrow.

With respect to improvements of the street system a resident questionnaire survey indicated that the lack of paved streets and proper street maintenance are considered to be a primary concern in the community.

With the exception of Goddard Road and Main Street, which are maintained by the County, all of the streets are maintained

by the City of Goddard.

Because of the relative small population of Goddard it may not be necessary to construct roadways to the widths suggested for arterial and collector streets shown on Chart 6A during the planning period. However, the right-of-way widths should be acquired so that when the roadway needs to be widened, there will be sufficient right-of-way.

Railroads

The Santa Fe Railway goes through the City parallel to U. S. 54. At the present time, the depot at Goddard is closed and there are no regular stops.

A railroad can be considered to be both an asset or a liability to the community. A railroad is an asset in terms of serving the present needs of the City and in terms of its potential for servicing any future industrial development that may choose to locate in the Goddard area. In this regard, care must be taken to properly designate areas accessible to rail extensions for future industrial development. The railroad is considered a liability because it bisects the community creating a vehicular and pedestrian crossing hazard and makes utility

crossings more expensive, as well as the deteriorating affects of noise, vibration, dust and odors of passing trains. This liability is not too serious a problem, however, as the rail traffic is not too heavy. The potential economic advantages of having rail facilities presently outweigh its physical liabilities in the City of Goddard. Care should be taken. To continually maintain and upgrade safety measures and devices to protect life and property from the obvious rail traffic hazards.

Mass Transit

At the present time, the City of Goddard is not served by any form of mass transit system, either locally or connecting to other cities. It is not likely that the need for such service will arise in the next 20 to 30 years, barring any unforeseen circumstance such as having a large portion of the working force employed in an employment center outside the immediate Goddard area.

Airports

The City of Goddard is only a little over seven miles from the Wichita Municipal Airport facility. The transportation link

(U. S. 54) between Goddard and the airport is good. The Wichita airport provides adequate service both now and within the planning period for commercial and private aircraft service. Even if the function of the Wichita Airport should change to exclude private craft, there is an additional private field (Park Raceway) on the west side of Wichita with good access from Goddard.

Pedestrian Circulation

The pedestrian circulation system deals with providing for on foot traffic from one place to another. Generally, pedestrian traffic is provided for by sidewalks, paths, and malls, etc.; which should provide adequate separation of vehicular and pedestrian traffic. The pedestrian circulation system aids in increasing the safety of the pedestrians going to the schools and the business district and also aids in the circulation between stores in the business district.

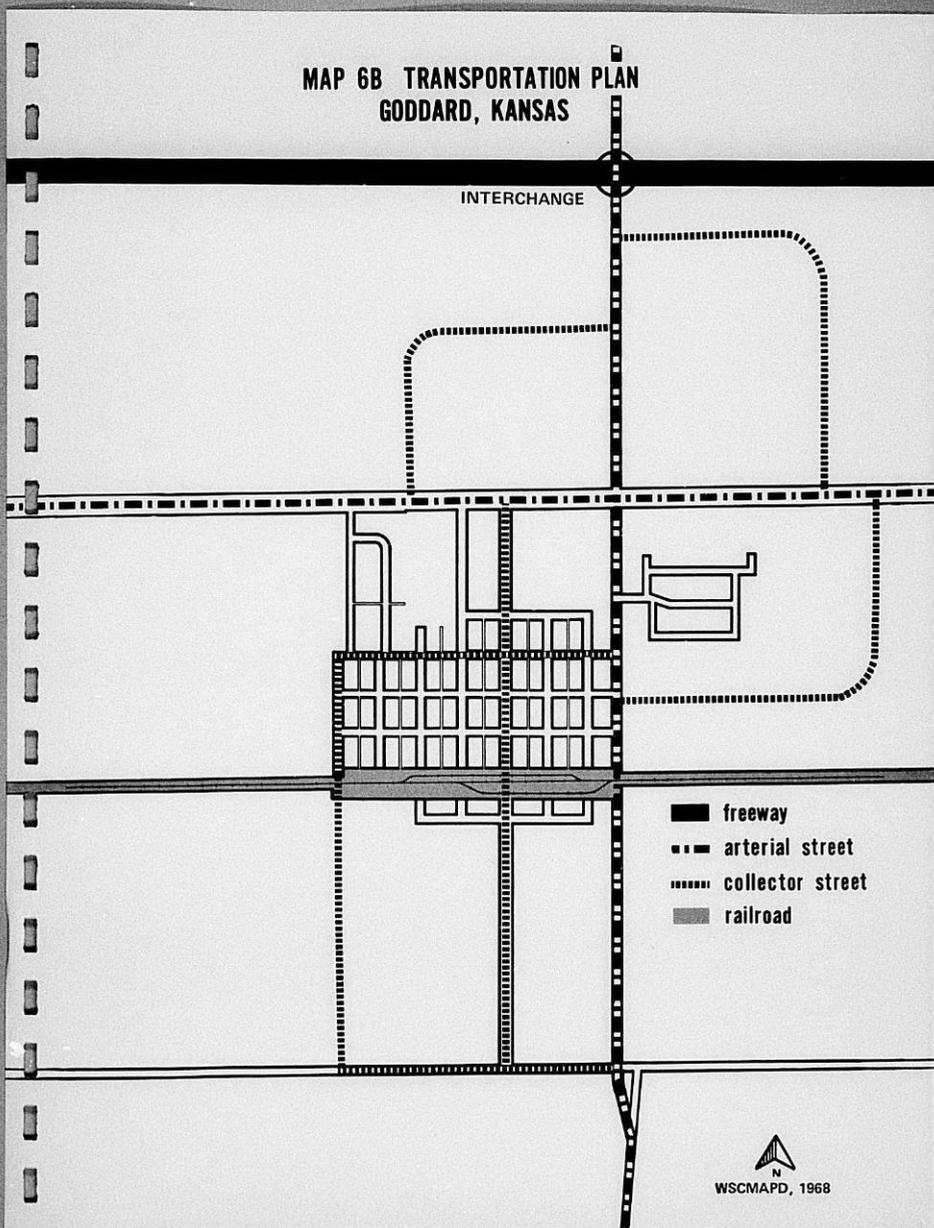
Currently there are few sidewalks in the City of Goddard. Most pedestrian circulation takes place on the streets and roadways. This does not appear to be a major problem at the present time. However, as the population increases and vehicular traffic

increases, this could become a problem especially with respect to the safety of elementary school bound children. Since the schools generate the majority of daily pedestrian and vehicular traffic, the installation and maintenance of sidewalks should at least be considered primarily along the major routes to the school facilities.

Even though sidewalks may not currently be desired or needed in some areas that do not have them, it is recommended that rights-of-way for streets include sufficient area for sidewalks in newly developing areas. The sidewalk right-of-way should be sufficiently set back from the street to allow for the planting inbetween of trees, shrubs, flowers, etc., which would enhance the suburban residential character of the City. The planting strip can also aid in the removal of snow from the streets in the winter and allow for a transition in grade for driveways between the sidewalk and street without disrupting the sidewalk.

MAP 6B TRANSPORTATION PLAN
GODDARD, KANSAS

INTERCHANGE



- freeway
- arterial street
- collector street
- railroad

WSCMAPD, 1968

TRANSPORTATION PLAN

GOAL: To provide for an maintain a transportation system for efficient vehicular and pedestrian circulation without creating a health or safety hazard.

Arterial Streets

Objective: The development of an arterial street system that would connect the County arterial street system with a minimum of conflicts between through traffic and local traffic.

Policy: To protect the arterial street right-of-way from encroachment of uses that would hinder the function of the street through the use of zoning regulations.

Policy: To establish design criteria through subdivision regulations and require that they be met.

Policy: To discourage on street parking along arterial streets.

PROPOSAL: Both the present alignment of U. S. 54 and Goddard Road should be maintained as arterial streets.

These two streets should be maintained as such and additional right-of-way should be acquired by dedication on plats, when possible, to bring the streets

up to the recommended standards of 100 feet right-of-way. Generally arterial streets should be designed to carry four moving lanes of traffic. However, the traffic volume on Goddard Road is not sufficiently heavy to justify more than two lanes at the present time. The arterial right-of-way standard should be maintained, however, for widening when the need arises in the future. All mile line roads in the Goddard area should be considered to be potential future arterial streets and should be treated as such.

Collector Streets

Objective: The development of a system of collector streets primarily to channel traffic from local streets to arterials and to and from local traffic generators such as schools and commercial areas.

Policy: To designate certain streets as collector streets and require that future development provides for their extension as additional land is developed.

Policy: To encourage new plats to minimize the number of direct access points onto collector streets from adjacent property.

Policy: To establish design criteria for collector streets and require that they be met.

PROPOSAL: The streets that are recommended to be the collector streets in the City of Goddard are Main Street from U. S. 54 to the road one mile south of U. S. 54; Third Avenue from Goddard Road west to Walnut Street; Walnut Street from Third Avenue south across the railroad to the extension of South Avenue; South Avenue from the intersection with the extension of Walnut Street east to Main Street. Collector streets should be provided in the southeast, northeast and northwest quadrants around the intersection of Goddard Road and U. S. 54 as those quadrants develop.

Approximate locations are shown on the Transportation Plan Map (MAP 6B).

Local Streets

Objective: The development of a system of local streets to provide access to residential areas and safety to residents.

Policy: To encourage subdivision design which will discourage through traffic in residential areas.

Policy: To encourage subdivision design which will connect local streets to collector streets rather than to arterial streets.

Policy: To establish design criteria for local streets and require that they be met.

Railroads

Objective: The continuance of rail service to Goddard.

Policy To encourage uses which utilize the railroad to locate in or near Goddard to help insure the retention of this asset.

Policy: To minimize the number of crossing points of the railroad by other transportation facilities to minimize the safety hazards connected with the railway.

Pedestrian Circulation

Objective: Minimize the conflicts between pedestrian traffic and vehicular traffic.

Policy: To require future subdivisions to install sidewalks and other pedestrian walkways.

Policy: To install sidewalks or other pedestrian walkways in existing areas, especially between the residential areas and the schools.

Policy: To maintain an adequate pedestrian circulation system in the business area to minimize the number of pedestrian-vehicular conflicts.

community facilities 7

Introduction

A system of adequate, well maintained community facilities is an important part of any city. Community facilities refer to public, quasi-public and privately sponsored services such as recreational areas, schools, libraries, churches, fire and police protection, and water and sewer systems.

The importance of providing adequate community facilities should increase as technical and social changes give people higher incomes and increased leisure time. By being the most desirable places to live, the cities having sufficient community facilities will experience most of the future healthy growth.

School System

The City of Goddard is located within Unified School District 265 (U.S.D. 265), which covers approximately 65 square miles. There are two concentrations of population in the school district; the City of Goddard and the eastern edge of

the district along U. S. 54.

At the present time, there are approximately 4,200 people living in the school district. Approximately 18% of the school district population resides in the City of Goddard. Assuming that Goddard remains at 18% of the school district population for the next twenty years, the population in the school district in twenty years would be approximately 11,100. Table 7A shows the estimated population of the school district for 1978 and 1988.

Table 7A

	POPULATION PROJECTION - USD 265			
	1960	1967	1978	1988
GODDARD	533	754	1300	2000
Remainder of USD	1934	3546	5900	9100
TOTAL	2467	4200	7200	11,100

Source: WSCMAPD, 1968

At the present time, Unified School District 265 has a total enrollment of 1,105 students. 576 are enrolled in elementary school (kindergarten through sixth grade); 297 in junior high (grades seven through nine); and 232 in high school (grades ten through twelve).

Assuming an average population per dwelling unit of 3.5, there would be approximately 2,057 dwelling units in 1978 and 3,171 in 1988. By using the factors of .60 children ages 5-11, .27 children ages 12-14, and .25 children ages 15-17 per dwelling unit, as developed from the Wichita-Sedgwick County Metropolitan Area Planning Commission School Facilities Plan, there would be approximately 2,300 students in 1978 and 3,550 students in 1988 in the school district. Table 7B shows the estimated number of children in each category (elementary, junior high, and high school) for 1967-68 and 1978 and 1988.

Table 7B

PROJECTED ENROLLMENT

	ESTIMATED SCHOOL ENROLLMENT		
	1967-68 (1)	1978 (2)	1988 (2)
Elementary (K-6)	576	1235	1900
Junior High (7-9)	297	555	850
High School (10-12)	232	510	800
TOTAL	1105	2300	3550

Source: (1) Superintendent, Unified School District 265
 (2) WSCMAPD, Developed from School Facilities Plan

It should be noted that the preceding projections are based on past growth. The population in the area could increase faster

or slower than expected due to circumstances unforeseen at the present time. However, if it is remembered that the needs are related to the size of the population, then the projections are still useful up to the time the projected level is reached.

Based on the projected population for 1978 and 1988 and the desirable level of 25 students per regular classroom, according to the Superintendent of USD 265, Table 7C gives the estimated number of classrooms needed for 1978 and 1988.

Table 7C

ESTIMATED NEEDED CLASSROOMS

	Existing Classrooms	Classrooms Needed 1978	Classrooms Needed 1988
Elementary (K-6)	24	49	76
Junior High (7-9)	10	22	34
High School (10-12)	13	20	32

Source: WSCMAPD, 1968

NOTE: The above classroom totals do not reflect special classrooms and facilities for other than normal academic programs.

As can be seen from the projections, there will be a need for additional facilities for all grade levels. While there

are many solutions to provide for the needs of the school system, it has been recommended in the 1968 School Facilities Survey, prepared by the Kansas State Department of Public Instruction, that the school district plan and construct a new senior high school for grades 9-12 with a site not less than forty acres. The present junior and senior high school facilities could then be converted for a "Middle School" for grades 5-8 or 6-8. The district should plan to construct a new primary building in the northeast corner of the district for grades K-4 which could be expanded as funds are available and space is needed into an elementary facility. The survey further indicates that the administrative offices for the school district should be located separately from the regular school buildings.

Since the receipt of the "School Facilities Survey", U.S.D. 265 has acquired a high school site and is progressing toward construction of the new high school. The site is located just south of the railroad and west of Main Street and is approximately 50 acres in size.

The present junior-senior high school site should be adequate for expanding the facilities to meet the needs of the enrollment in grades 5-8 for the next twenty years.

If U.S.D. 265 chooses to construct primary schools as needed in other concentrated areas of population to serve that area, it appears that the present elementary school site would be adequate to serve the City of Goddard and its immediate surrounding area.

Water and Sewer Facilities

Virtually all human activities require a supply of water and a method of waste disposal. There are several ways to satisfy the needs for water and waste disposal. However, when the density of development reaches a point where it no longer can be identified as rural, it is generally undesirable to provide water and sewer services with individual systems.

Sewer System

When the density of development reaches urban and suburban densities, individual sewage disposal systems (such as septic tanks) can pollute nearby wells supplying water. To insure against this happening, urban and suburban development

should be serviced by a central sewage disposal system whenever possible.

The City of Goddard has a sewage disposal system and treatment plant which was placed into operation in 1953. Recently the treatment plant was expanded to a capacity to serve approximately 1,250 people. According to the City engineer, the plant can be expanded to accommodate the 2,000 population expected within twenty years. If the population grows at the rate estimated, the plant will need to be expanded by 1978. The plant should be expanded before it reaches capacity to prevent any overloading problems.

Water System

A water system not only provides water for human consumption but for commercial uses, industrial uses, recreational uses, and fire protection.

A city should have an adequate system to provide for the daily consumption needs plus an adequate amount of water in reserve for fire protection.

At the present time, the City of Goddard has a central water supply system which was placed into operation in 1957.

The system consists of three wells, an elevated storage tank, and a distribution system. However, only two of the wells are operative at present.

Well pump capacity of the two operative wells is rated at approximately 100 gallons per minute (50 CPM each), and the capacity of the elevated tank is 50,000 gallons. The water is of reasonably good quality and is chlorinated at the well with a Hypochlorite Solution feeder.

During periods of high water usage and little rainfall in the recent past, the water supply has reached critically low stages for domestic consumption. Such periods have also resulted in low pressure and inadequate supply for fire protection purposes.

According to the report, "Water Supply in the Wichita Metropolitan Area", prepared by the Wichita-Sedgwick County Metropolitan Area Planning Department, the recommended fire flow for the City of Goddard should be 500 gallons per minute (GPM) for a four hour period. The storage tank can provide 210 GPM over a four hour period.

At the present time, the maximum fire flow that can be generated (with no consumption) would be 310 GPM over a four hour period (storage tank plus pump capacity). However, it is unlikely that consumption would ever reach zero; therefore, it becomes necessary to account for daily consumption in determining the amount of water required for adequate fire flow. In the report "Water Supply in the Wichita Metropolitan Area" it was determined that the daily water consumption in cities the size and composition of Goddard was approximately 80 gallons per person. Since the 1968 population of Goddard is 770, the potential daily water consumption would be 61,600 gallons or 43 GPM. Because the consumption rate is not constant throughout a 24-hour period, the consumption rate could be higher than the existing pumping capacity during peak hours of the day, thereby further reducing the water available for fire protection purposes during those periods.

In order to provide an adequate supply of water for both consumption and fire protection at the present time, the water system should be capable of supplying water at a rate of at least 543 GPM (500 GPM for fireflow plus 43 GPM for personal

consumption) for a four hour period which is considerably higher than the 310 GPM maximum presently available. By the time the population reaches 2,000, the water system would have to produce at least 600 GPM over a four hour period in order to be adequate, assuming that no industries or commercial ventures requiring large amounts of water are hooked on to the Goddard water system.

On July 12, 1968, the Sedgwick County Fire Department conducted a flow test at approximately 90% of the fire hydrants in the City. The flow ranged from a high of 914 GPM at Main Street and Santa Fe to a low of 114 GPM at the Junior High-High School. According to the Sedgwick County Fire Department, a flow of 1,500 GPM should be available in the business area and 2,000 GPM around the schools. To achieve this flow it is necessary to have adequate pressures as well as a large enough quantity of water.

It is recommended that the City of Goddard upgrade their water system to provide for an adequate supply of water for both consumption and fire protection for a population of 2,000 plus a reasonable amount of surplus that would be an attraction for

new development.

An engineering firm (retained by the City of Goddard) could determine the deficiencies, if any, that exist in the distribution system and could determine a source for the supply of water. If the City needs to go a distance of more than 2 or 3 miles from the City to obtain an adequate supply of water, the possibility of hooking onto the Wichita water system should be investigated for feasibility.

Fire Protection

At the present time, the City of Goddard does not maintain a fire department. The City received fire protection from the Sedgwick County Fire Department Station Number 5. Station Number 5 is located near Andale Road and U. S. 54, a distance of approximately three miles west of the City of Goddard. Sedgwick County Fire Station Number 3 is located seven miles east of Goddard near Tyler Road and U. S. 54 (near the Wichita city limit). In case of serious fires or when Station Number 5 is unable to respond, Station Number 3 would be able to respond to fires in Goddard.

The Sedgwick County fire stations are considered to provide adequate fire protection within their respective 5-mile ideal response areas.

Fire insurance rates on homes and businesses are in part determined by the ability of a community to provide good fire protection. The Kansas Inspection Bureau has established fire insurance classifications for cities in Kansas. The range of classifications are from 1st class (which is the highest level of fire protection) to 10th class (which is the lowest level of fire protection). Fire insurance premium rates are affected by the level of the fire insurance classification for the city.

Items which are evaluated in determining the fire insurance rating are the adequate and/or existence of water supply, fire department, fire alarm, police, building laws, fire prevention, and structural conditions.

According to the Wichita-Sedgwick County Metropolitan Area "Fire and Police Facilities Plan", the City of Goddard maintains a 9th class fire insurance rating. In order to provide 8th class or better rating within the city limits, the city must be served by regularly trained volunteer or compensated

fire department with adequate equipment and an adequate water supply and distribution system.

While the City of Goddard receives adequate protection from the Sedgwick County Fire Department, the water supply, as mentioned in the previous section, is inadequate for fire protection purposes. In order to provide for adequate fire protection, the City would need to upgrade the water supply and distribution system to provide adequate fire flow.

Police Protection

The City of Goddard has no budget equipment, facilities or personnel for police protection. The Sedgwick County Sheriff's Department provides police protection in the Goddard area.

While a city of the third class is not required to maintain a marshall's office, the City would benefit by maintaining and budgeting for police protection within its city limits either by the present arrangement; by employing a marshall, or through a cooperative arrangement with one or more nearby cities so that protection could be available at least on short notice.

Parks and Recreation

It is expected that the amount of time spent on leisure time activities will continue to increase as it has in the past. While some of the leisure time will be used for recreation activities located away from the City, the demand for facilities to meet this need within the community will also increase.

At the present time, the City of Goddard has one park of 2.6 acres. There are no other parcels of land devoted exclusively to park and recreation use. However, the school grounds do supplement the outdoor recreational needs of the community, especially for children. In public park and recreation areas, however, there is a need to provide for leisure time activities for all age groups, whereas the school grounds generally provide for the activities of school age children.

As a general rule of thumb for estimating minimum space needs for park and recreation uses, the National Recreation Standard of one acre per 100 population is used. By this generalized criteria, the City of Goddard should have 7.7 acres of land presently devoted for park and recreation use. By the

end of the planning period, the City should have a minimum of 20 acres for the projected population of 2000.

The City should retain its existing park to be a neighborhood playground and park. The present facilities should be maintained and upgraded as the resources become available.

Rather than increase the size of the existing park, it is recommended that the City acquire two park sites, one south of U. S. 54 and one north of U. S. 54.

The sites should basically fit the desirable standards for a neighborhood park recommended in the Open Space, Parks and Recreation Plan for the Wichita-Sedgwick County Metropolitan Area. The sites should be a minimum of 8 acres in size; should be well centered within residential development; and be within 3/4 mile walking distance of the residence it serves. The park should contain sufficient open space for informal play, a play lot for younger children, plus places for picnicking, sitting, sunning and quiet relaxation.

The park south of the highway should have the highest priority (for both acquisition and development) as this area is the most developed at this time. However, as the land north

of the highway is developed, the city should acquire a site
while land in a desirable location is available.

COMMUNITY FACILITIES PLAN

GOAL: To achieve and maintain a level of public facilities and services as is deemed desirable for the health, safety, and welfare of all the citizens of the city.

Education and Cultural Services

Objective: The development of adequate educational and cultural facilities for all age groups.

Policy: To cooperate with other organizations (both public and private) in establishing and maintaining educational and cultural facilities for the residents of Goddard.

PROPOSAL: The school board for U.S.D. 265 should be encouraged to maintain a high level of educational opportunities and facilities in the City. An adult education program should be encouraged to be established at such time as it becomes feasible.

The City should maintain a library in the City and should levy funds for the support of a library. It is recommended that a library in Goddard be connected

with the regional library system operating in the area thereby increasing the availability of library services.

Fire and Police Protection

Objective: The provision of adequate fire and police protection for the citizens of Goddard.

Policy: Through the use of codes and ordinances, land use and transportation planning, maintain a city which can be serviced at a minimum cost.

PROPOSAL: Continue to upgrade fire protection by providing an adequate supply of water for fire protection purposes.
Provide adequate police protection through an agreement with the Sedgwick County Sheriff's Department or by establishing a city marshall's office.

Utility Services

Objective: The provision of a level of utility service which adequately meets the needs and desires of the citizens of Goddard.

Policy: To encourage the upgrading of utility systems that are economically feasible for the city.

Policy: To require that utility systems be so designed that they can be extended into the projected growth area of the City with a minimum of cost to accommodate

the projected population.

Policy: To utilize Subdivision regulations to ensure the dedication of easements for the proper expansion of the utility systems.

PROPOSAL: The expansion of the sewer system and sewage treatment plant to serve the projected population when economically feasible. The private utility companies should be encouraged to make provisions for expanding their systems to serve the projected growth areas.

The water supply and distribution system should be upgraded to provide for the consumption and fire protection needs for the projected population.

Parks, Recreation, and Public Open Space

Objective: The development of a park, recreation, and public open space system that would meet the leisure time needs of all age groups and would improve the aesthetic amenities of the community.

Policy: To encourage the acquisition and development of an additional park site in a location that would be accessible to as many of the residents as possible.

Policy: To utilize and develop as much as possible all drainage ways (both manmade and natural) as public open space areas.

PROPOSAL: The City should acquire a park site of approximately 8 acres south of U. S. 54 and north of the railroad. This park should be located where it would have good access to most of the residents living south of the highway. An approximate suggested location is shown on the Land Use Plan Map (Map 5B). As the land north of the highway becomes developed, the City should reserve a site for another 8 acre park in the area. This park should also be located where it would be easily accessible to the residents (approximate location shown on Map 5B).

The school facilities should continue to supplement the recreational needs of the community.

implementing the plan 8

If the goals and objectives of the community as reflected by the Comprehensive Development Plan are to be meaningful, the community must have some method or methods of goal achievement. Carrying out or implementing the proposals of the community's Comprehensive Development Plan is a common method of goal achievement. There are several techniques that are available to the city for implementation of the plan proposals; such as various codes and ordinances, programming of present and future expenditures (commonly known as a Capital Improvements Program), and public relations and community involvement. While all of the techniques available are useful to some degree, the city officials may feel that certain techniques are not appropriate for their community.

All available implementation techniques should be examined, however, to determine which best meet the needs of the community.

The following sections discuss briefly the various techniques generally available for the implementation of the community's Comprehensive Development Plan.

Zoning Regulations

Zoning regulations are probably the most commonly used tool for plan implementation. It is often, however, the most misused tool and probably the least effective on the long range view. Zoning regulations should be used to achieve a goal, namely the implementation of the plan, and should not be used arbitrarily with no goal in mind. Like all regulatory measures, zoning is useless if it is not enforced and administered fairly and impartially.

The purpose of zoning is essentially to insure the proper relationship of land uses; that adequate space is available for the use; that the density of development is held at a level which can be serviced adequately by public services and facilities such as streets, schools, recreation, and utility systems; and that the development will provide adequate light, air, and privacy for those people living

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and working in the city.

The governing body of the city is authorized by Kansas Statutes (K.S.A. 1967 Supplement 12-707) to divide the city into zones or districts by ordinance to regulate and restrict the location and use of buildings and the use of land within each district or zone.

Before the city can adopt a zoning ordinance, the governing body shall require the planning commission to recommend the nature and number of zoning districts, the boundaries of the zoning districts, and the appropriate regulations to be enforced. Kansas Statutes (K.S.A. 12-708) require that the planning commission's recommendations be based on an adopted land use plan as a part of the city's comprehensive plan, if the city has adopted such a plan.

Before the planning commission gives its recommendations to the governing body, the planning commission must hold a public hearing on the proposals. The planning commission must then adopt its recommendations in the form of a zoning ordinance and submit the same along with an accurate written

summary of the proceedings of the public hearing to the governing body.

The governing body may either approve the recommendations by the adoption of the same by ordinance or return the same to the planning commission for further consideration together with a statement specifying the basis for disapproval.

Once the ordinance is approved and adopted, the governing body may from time to time supplement, change or generally revise the boundaries or regulations contained in the zoning ordinance by amendment. A proposal for an amendment may be initiated by the governing body, the planning Commission, or upon application of the owner of the property affected. The procedure for amending the ordinance is basically the same as required for adoption of the original ordinance.

The governing body of the city is authorized by Kansas Statutes to adopt a zoning ordinance for only that area within the corporate limits of the city. The Board of Sedgwick County Commissioners has the authority to zone the unincorporated territory of the County. At the present time, the Sedgwick County Zoning Resolution is being used

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in the unincorporated area lying within 3 miles of those cities which have adopted a zoning ordinance for their city and which have become a member city of the Wichita-Sedgwick County Metropolitan Area Planning Commission. However, the County can adopt county-wide zoning under other statutory authority and even though the city may not choose to adopt a zoning ordinance itself.

For a successful zoning program, a zoning ordinance which meets the needs of the community must be written and adopted, there must be consistent and intelligent administration and enforcement, and there must be support from the citizens of the community.

Subdivision Regulations

Although the general type of individual development (residential, commercial or industrial) is specified by zoning, the zoning ordinance does not exercise any control over the detailed physical design of the community. The layout and installation of streets, sidewalks and utilities; and the provision for or reservation of parks, school sites, and other

items of similar nature are examples of items involved in the physical form of the city. Since these items are important to the effectuation of the Comprehensive Plan, many cities formulate, adopt, and enforce specific development standards to guide future urban development. These development standards are commonly referred to as subdivision regulations.

The city planning commission of any city which has adopted a comprehensive plan is authorized by Kansas Statutes (K.S.A. 1967 Supplement 12-705) to adopt and amend regulations governing the subdivision of land located within an area which is designated by resolution of the governing body. Such area shall include the incorporated area of the city and may include any unincorporated territory lying outside of but within 3 miles of the nearest point on the city limits, provided such territory is within the same county in which such city is located and does not extend more than one-half the distance between the city's corporate limits and the corporate limits of another city which has adopted subdivision regulations.

Like the zoning ordinance, there must be a public hearing held by the planning commission. While the planning

commission adopts the subdivision regulations, the regulations are not effective unless and until submitted to and approved by the governing body of the city.

The content of such subdivision regulations (as authorized by K.S.A. 1967 Supplement 12-705) may include the following:

- A. Regulations may fix location and width of streets, building lines, open spaces, safety and recreational facilities, minimum width, depth and area of lots and compatibility of design.
- B. Regulations may require and fix extent to which and the manner in which streets shall be improved and water, sewer, drainage and other utility mains and piping or connections or other physical improvements shall be installed.
- C. Regulations may authorize governing body, in lieu of completion of construction of improvements, to accept a corporate surety bond, cashier's check, escrow account or other like security in amount fixed by governing body conditioned upon actual completion of such improvements within time specified in accordance with regulations.

Capital Improvement Program

The Capital Improvement Program (CIP) is a comprehensive list of those physical improvements to the city that will be needed by the community within a short range time period (5-10 years) to carry on an adequate program of public services.

The CIP lists and schedules public and governmental physical improvements correlated with the financial capabilities of the community over a period of time.

The major physical facilities programmed for capital expenditures include the following:

- (1) streets
- (2) parking facilities
- (3) parks
- (4) playgrounds
- (5) water, sewer and other utility facilities
- (6) street lighting systems
- (7) public buildings - schools, libraries, public garages and warehouses, fire and police stations and the necessary major equipment for their operation.

The CIP is used to program acquisition and construction of public improvements only and does not deal with annually recurring operating expenditures.

The governing body generally assigns the responsibility

for formulating the CIP to the planning commission. In order to prepare the CIP, the planning commission must formulate goals and policies which reflect the community's needs and desires which are used to give guidance in establishing priorities for projects. A list of desired improvement projects are acquired from public officials, citizens and professional groups, the city engineer, and public works officials.

The planning commission evaluates the project list for compliance with the comprehensive plan, the established goals and objectives, community needs, and the ability to finance.

A draft of the CIP is prepared scheduling projects over a time period (5-10 years) such as the example given on Chart 8A . After a review by the governing body and the necessary revisions are made, the planning commission recommends to the governing body along with a resolution which, if approved by the governing body, adopts the total project list as the city's CIP and designates the first year as the Capital Improvement Budget.

The relationship between the comprehensive plan and the

CHART 8A SAMPLE CAPITAL IMPROVEMENT PROGRAM

PROJECT NUMBER	PROJECT DESCRIPTION						PROJECT COST	METHOD OF FINANCING
		1968	1969	1970	1971	1972		
	<u>MAJOR STREETS</u>							
MS-11	Elm Street; Walnut to Maple	X					10,000 10,000	GO SA
MS-12	Beech Ave.; 1st Street to 3rd Street			X			15,000 15,000	GO SA
MS-13	Main Street; Anna to Atwater Street					X	20,000 20,000	GO SA
	<u>BRIDGES</u>							
B-15	Bridge; Elm Street @ Berry Creek	X					25,000	GO
B-16	Bridge; Main Street @ Crooked Creek					X	40,000	GO
	<u>PUBLIC BUILDINGS</u>							
PB-1	New City Hall and Fire Station				X		125,000	GO
PB-2	Community Building					X	75,000 75,000	GO F
	<u>PARKS</u>							
P-2	Community Park Land Acquisition		X				5,000 5,000	GO F
	Drives & Parking			X			2,000	GO
	Shelter Building				X		12,000	GO
	Tennis Court					X	12,000 5,000	F GO
	ABBREVIATIONS USED FOR "METHOD OF FINANCING"							
	R - Revenue Bonds							
	GO - General Obligation Bonds, paid for by City at large							
	SA - Special Assessment General Obligation Bonds, paid for by properties specially benefitted by the improvement							
	F - Federal Funds							
	C - Cash							

CIP is one of reciprocal benefit. The plan provides a basis for developing the CIP by anticipating the needs for the future. The CIP encourages an annual review of the plan pertaining to capital expenditures and thereby updating the plan as new factors and needs come to light. The CIP can also be the major tool in carrying out the plan by directing the investment of the city in supplying services to those areas and projects that meet the city's goals and withholding them in areas that do not. An example: Don't build sewer lines west if growth is desired east to center on a school already to the east. Use the money to protect existing investment and encourage more.

Codes

The aforementioned regulations (zoning and subdivision) do not provide for any control over the quality of the structures or minimum housing and sanitation conditions in the city. In order for the city to maintain better control of the environment of the city, the governing body may desire to adopt codes dealing with the minimum standards pertaining to the construction of buildings, the installa-

TABLE 8A

MODEL CODES

Building Codes

Southern Standard Building Code
 Southern Building Code Congress
 Brown-Marx Building, Birmingham, Alabama
 National Building Code
 National Board of Fire Underwriters
 85 John Street, New York 31, New York

Uniform Building Code
 International Conference of Building Officials
 50 South Los Robles, Pasadena, California

Basic Building Code
 Building Officials Conference of America, Inc.
 1313 East 60th Street, Chicago 37, Illinois

Electrical Codes

National Electrical Code
 National Board of Fire Underwriters
 85 John Street, New York 31, New York

Plumbing Codes

American Standard National Plumbing Code, ASA A40.8-1955
 The American Society of Mechanical Engineers
 29 W. 39th St., N.Y. 18, N.Y.
 Southern Standard Building Code Part III, Plumbing
 Southern Building Code Congress
 Brown-Marx Building, Birmingham, Alabama

Housing Codes

A Proposed Housing Ordinance
 American Public Health Assn.
 1790 Broadway, N.Y. 19, N.Y.
 Southern Standard Building Code Part IV (Housing)
 Southern Building Code Congress
 Brown-Marx Building, Birmingham, Alabama
 Uniform Housing Code
 International Conference of Building Officials
 50 S. Los Robles, Pasadena, California

Fire Prevention Codes

Fire Prevention Code
 Nat'l Bd. of Fire Underwriters
 85 John St., New York 31, N.Y.

tion of plumbing and electrical wiring, and sanitation and housing.

The basic construction codes (building, plumbing, and electrical) specify the minimum standards dealing with the materials used and the construction and installation techniques while the housing and sanitation codes set minimum standards dealing with the level of environmental health and sanitation and the minimum requirements for the housing of people (to prevent overcrowding, lack of plumbing, etc.).

The use of the various environmental and construction codes can help prevent the construction of substandard buildings and to assist in the upgrading of the city's environment. The city can be protected more effectively from blighting influences; can protect property values; and can minimize health and safety hazards.

Most of these codes are available in standardized form from national and regional sources (such as listed in Table 8A) and can be adopted by reference. However, because the situation varies between cities, the codes should be examined to determine if the code meets the community's needs

and to tailor the basic model code if necessary.

One thing to keep in mind is that the codes are technical in nature and enforcement can be a problem in a small city. Intergovernmental agreements (such as cooperating with one or more other cities to obtain a sufficient staff to review plans, inspect buildings, issue building permits, etc.) for the administration of the codes may be the most realistic answer to enforcement.

If the city feels that it desires one or more of these codes, the city should plan on enforcing them, because without adequate enforcement they are next to worthless.

Community Involvement

While there are requirements in the form of public hearings (for the adoption of the comprehensive plan, zoning ordinances, subdivision regulations, etc.) which lead to a degree of community involvement, it is desirable to go beyond the legal requirements. This can be accomplished by involving not only other governmental functions (such as school boards, watershed districts, ect.) in the formulation of plans and projects but also involving service groups (such as Chamber of Commerce,

Lions Club, Knights of Columbus) and interested citizens.

The success of the plan hinges on public understanding, interest, and participation. Without public support, the plan cannot achieve much success and probably should not. The whole idea of a plan is to provide a development guide for the city which is aimed at making a better place, or maintaining a desirable place, in which to live. The plan should be for the residents of the community and should, therefore, be responsive to the desires of the community.