

DR 74-33 - Derby Comprehensive
Plan Consultant
Coordination

ACTION

DATE

COMMITTEE _____

M.A.P.C. _____

B.C.C./B.C.C. _____

PART 1

PURPOSE OF PLAN AND REGIONAL INFLUENCE

PURPOSE OF PLANNING. . . .

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

In more specific terms, 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 to provide accompanying public services in an efficient manner. With the rising cost of such services and the increasing emphasis upon improving the quality of the environment, there is a significant need for and responsibility upon government now and in the future to provide services in an economical way. Most physical facilities follow rather than lead development to the extent that compromises in the locations of public services affect the efficiency and, thus, the cost for services on a long-range basis. To prevent such situations, the process of planning is a means of making better short-range decisions by relating them to a long-range plan.

Planning as a process consists of inventorying and then analyzing the existing conditions of an area, establishing goals and setting standards, projecting future needs, deciding upon alternative solutions to problems, preparing the comprehensive development plan document, and selecting methods of implementing the plan. Throughout the process, officials and citizens should be involved to the maximum extent feasible, have access to the plan materials, and have a method of communicating an input of ideas and reactions. To the extent possible, this process has been followed in the preparation of this Comprehensive Development Plan for the City of Derby.



LEGAL BASIS OF PLAN. . . .

Kansas statutes provide for a broad interpretation of what constitutes a plan. According to the City Planning Laws in K.S.A.12-704, the planning commission "is hereby authorized to make or cause to be made a comprehensive plan for the development of such city and any unincorporated territory lying outside of the city but within the county in which such city is located, which in the opinion of the commission forms the total community of which the city is a part". In effect, this becomes the "planning area" for preparation of the plan.

The plan "shall" consider ". . .comprehensive surveys and studies of past and present conditions and trends. . ."relative to population, economic conditions, land use, natural resources, transportation, public facilities, and ". . .include any other element deemed necessary to the comprehensive plan". The plan ". . .shall show the commission's recommendations for the development or redevelopment. . ."of the planning area including:

- "(a) The general location, extent and relationship of the use of land for agriculture, residence, business, industry, recreation, education, public buildings and other community facilities, major utility facilities both public and private and any other use deemed necessary; (b) Population and building intensity standards and restrictions and the application of the same; (c) Public facilities including transportation facilities of all types whether publicly or privately owned which relate to the transportation of persons or goods; (d) Public improvement programming based upon a determination of relative urgency; (e) The major sources and expenditure of public revenue including long range financial plans for the financing of public facilities and capital improvements, based upon a projection of the economic and fiscal activity of the community, both public and private; (f) Utilization and conservation of natural resources, and (g) Any other element deemed necessary to the proper development or redevelopment of the area."

After completion, a plan may be adopted by the City Planning Commission as a whole or in parts. The statutes require a public hearing by the planning commission to consider adoption which must be preceded by a legal notice and a 20-day waiting period. After "approval" by resolution, a certified copy of the plan document ". . .shall be submitted to the governing body of the city and all other legislative and administrative agencies affected thereby". Within 60 days such agencies shall consider the plan and submit a statement of their recommendations. The planning commission shall then reconsider the plan again in light of comments received and thereafter may adopt it by resolution. Copies are

again certified to affected agencies and the plan becomes the official comprehensive plan for the city. It ". . . shall constitute the basis or guide for public action to insure a coordinated and harmonious development or redevelopment which will best promote the health, safety, morals, order, convenience, prosperity and general welfare as well as a wise and efficient expenditure of public funds". Amendments to the plan are made by the same procedures as for the original adoption.

THE PLANNING AREA. . . .

For purposes of this Plan document, the "Planning Area" referred to herein comprises the entire boundary of the subdivision jurisdiction of the City of Derby, Kansas as legally described in Article 1 of Section 1-104 of the Derby Subdivision Regulations as adopted on October 10, 1974 plus an eastern extension of such boundary to include 127th Street East and bounded on the north by 55th Street South and on the south by 95th Street South. The approximately 35 square mile Planning Area is delineated on the accompanying map of Regional Location, Figure 1-A. A more detailed illustration of the Planning Area is also shown on the Map of Zoning and Subdivision Jurisdiction in Part 11, Figure 11-A.

THE COMPREHENSIVE PLAN. . . .

This Plan document constitutes the Comprehensive Development Plan for the City of Derby, Kansas for 1975-1995 and covers the Planning Area as described in the preceding section. When officially adopted, it replaces the earlier plan of 1965 entitled, General Development Plan--Derby, Kansas, as prepared for the Planning Commission by Oblinger-Smith, Planning Consultants of Wichita, Kansas.

This is a "comprehensive" plan in that it strives to interrelate a broad range of individual "functional" plans to the overall relationship of land use, transportation and community facilities. For example, the location of a school as a community facility is related to the land use it serves and to the transportation system it operates upon.

References will periodically be made to the "Planning Period" which is the 20-year period from 1975-1995. This period appears to be the practical limits for forecasting possible future situations and needs. In some cases, longer periods of planning are considered necessary such as for water supplies and natural open space areas with some unique qualities. These probably should be viewed in terms of needs over a 50-year period. Some references are made to the "near future" which implies a period something less than five years. A basic issue is to consider whether an existing facility will last throughout the "planning period" or need to be modified or replaced in some way due to the population projections.

Figure 1-A

MAP OF REGIONAL LOCATION
OF THE PLANNING AREA

Follows
p. 1-3

Purpose of Plan

While there are many uses for the City's Comprehensive Plan document, the following specific ones are noted now and others are referred to throughout the text and particularly in Part 11 on Plan Implementation:

1. To provide a source of information and Plan proposals on which City officials can base on-going short-range decisions within the context of long-range planning.
2. To serve as the legal basis for the City's Zoning Regulations and for use in the continuing review of zoning cases both in the City and the outside zoning "area of influence".
3. To provide a legal basis for the City's Subdivision Regulations and the review and approval of plats based on growth policies and the availability of services.
4. To coordinate and establish a working relationship between the City and other cities, the County, the region, and the State on various plan proposals.
5. To provide information and a guide for private developers towards common goals for the overall development of the Derby area.
6. To assist the City in selecting and applying for State and Federal grant programs.

SIGNIFICANCE OF THE REGION. . . .

With the fast modes of Transportation and communication today, planning for an area must take into account the significance of "the region" which affects it. Such a region varies in size depending upon physical, socioeconomic and/or governmental situations. The most notable links within a region are usually physical in nature. For example, a river which provides drainage to one part of a region might greatly affect the quantity and quality of water in another part. Railroads, highways, bridges, and airports all provide links within a region and beyond. These features coupled with modern transportation vehicles have led to the increased mobility of people, thus broadening their area of influence for economic, social and cultural functions.

The activities of an area are influenced by the communication network in and around it in the form of television, radio and newspapers. People are often motivated to shop and attend sports and cultural events in those areas from which such communications originate. The convenience of the telephone system is a means of communication for social, economic and emergency purposes.

As the second largest city in Sedgwick County, Kansas, Derby is greatly affected by its location next to the City of Wichita and, in general, by being in the Wichita Standard Metropolitan Statistical Area. Within a few miles, Derby is surrounded by Wichita to the north, Haysville to the west, Mulvane to the south and Rose Hill to the east in Butler County. These relationships are further illustrated on the map of Regional Location, Figure 1-A.

PART 2

HISTORICAL DEVELOPMENT

FORMATIVE YEARS. . . .

On March 7, 1869 the Alexander Garrett family from Ohio brought their covered wagon to a stop on the bank of Spring Creek at a spot just south and slightly east of the present high school. They took out a claim and later built a sod house. From this beginning, the Derby area had a continuous history of development. The Mulvane area to the south was still known as Indian Territory and a constant menace to early settlers. The advantages of good water, soil conditions, nearby woodland and a plentiful supply of wild animals provided the necessary food and fiber to survive the hardships of the early years.

By 1870 a ferry boat was started across the Arkansas River and a blacksmith and wagon shop and a drug store were built. The town itself was established by J. Houte Minnich and John Hufbauer when they filed a plat on July 11, 1871. Since they came from El Paso in Illinois, they decided the new village should bear their name. The original plat covered the area from Kay Street on the south to Madison on the north and between Georgie Avenue to Water Street. The town began to prosper, but a disastrous fire in 1878 consumed half of the business district and many people left and the original town fathers lost hope. Later that year, however, George Litzenberg reorganized the town company and development continued.

By 1880 the railroad had pushed further south and the mail for El Paso, Kansas and El Paso, Texas were constantly being mixed up. To ease this problem, the railroad depot was named Derby after one of their officials, C. F. Derby, who came to the county in 1870. Gradually the people began to call the town Derby. However, when the town of about 300 was formally incorporated on June 1, 1903 as a third class city with a mayor-council form of government by the Board of County Commissioners, it was still named El Paso. It was not until 1957 that the name was officially changed from El Paso to Derby.

HISTORICAL DEVELOPMENT. . . .

The commercial picture of Derby in its formative history is somewhat similar to the pattern today, i.e., a series of small to medium sized businesses and industries not particularly dominated by any one firm or classification of activities. Before the tragic fire in 1878, the town already contained a dry goods store, drug store, hotel, wagon maker and blacksmith shops, shoe store, meat market, and two feed stores. One of the first industries

Figure 2-A

EARLY AND RECENT AERIAL
PHOTOGRAPH OF DERBY AREA

Follows
p. 2-1

was a sawmill started by Dr. Fabrique, an early day Wichita doctor. The production of cottonwood lumber for homes thrived until 1874 when the railroads could bring in more desirable lumber. There was also a brick factory of Mr. Emery who made most of the bricks for the finer Wichita residences. The first Derby bank was started in 1884 by Dr. H. C. Tucker, an early business, civic and religious leader. While it closed in a few years, the present Farmers and Merchants State Bank opened in the same building in 1907 and has continuously operated in Derby since then.

Early methods of transportation showed the effects of the region on the Derby area. The ferry boat across the River in 1870 was replaced in 1873 by a toll bridge. This gave the farmers to the west access to Derby during periods of high water and all seasons of the year. It was washed away in 1877 and replaced again in 1880. Down through the years other bridges burned or were lost to high water. By 1874 there was a regular stage coach service to the town. In fact, it was a junction for stages and there were daily trips to Wichita, Winfield and Arkansas City as well as tri-weekly runs to Ft. Sill and Wellington. A very significant effect upon the town which enabled it to survive occurred when the Atchison, Topeka, and Santa Fe Railway was extended from Wichita on July 18, 1879.

As with many other cities typical of its period, Derby struggled to provide the services which made possible an urban community. Many were started as volunteer efforts that were later formalized into public services. Many schools have been built since the first school district was organized in 1872 with a bond issue of \$1,500. A number of school buildings were burned and some affected by high winds and tornadoes. Each time the community rebuilt a better school. From its origin as a volunteer library in 1957, the present modern building was opened in 1968. Telephone service was operated from a store in 1908 and became part of the Southwestern Bell Telephone System in 1955. The Kansas Gas and Electric Company was granted a franchise to serve the City in the late 1920s. Various volunteer fire and police services had been available over the years. In the early 1950s, these were organized into more formalized structures and the County responsibility for fire protection shifted to the City. The installation of a water system by the El Paso Water Company began in 1953. With the construction of the City's first primary sewage treatment plant at that same time, these two facilities set the developmental pattern for the rapid growth which was to occur and to create the modern City of Derby today.

HISTORICAL PRESERVATION. . . .

A review of the historical development of the Derby area reveals the significance of the past in shaping the future. Continuing efforts to plan in the City should take into account the

effect that history has had not only on the physical conditions, but the cultural heritages.

In surveying historical sites in Sedgwick County, the 1973 inventory by the Kansas State Historical Society entitled, Historic Preservation in Kansas--Volume 2, lists only one place for Derby. The First Presbyterian Church still at Baltimore and Emma built of stone in 1926 was recognized for its Gothic style of architecture and, in particular, its square bell tower. The older City Hall was moved to Wichita's Historic Cowntown in 1966 when the present building was built. While there may be limited opportunities to preserve other structures of the past, with the age of Derby and the National Bicentennial year in progress it does appear that some efforts should be made to begin a systematic collection and recognition of Derby history. This might be undertaken by a private group working in conjunction with the City, the library, the park board, and the school district to set aside a place for historical display purposes. The library is maintaining a file now on Derby history. For more historical information, the "Derby Diary" published during the City's Centennial year of 1969 is a useful source as well as the Derby Progress Editions of the Daily Reporter.

Bob Young
DERBY COUNCIL
MEETS TUES. 7/15

APPENDIX A

SECTION A - STANDARDS FOR WORK AND PURPOSE

All the work to be performed under this Contract shall be of a nature which will employ the methods and procedures necessary to provide studies and surveys for a Comprehensive Plan. The intent of this project is to provide a workable Comprehensive Plan and other tools of planning which will meet the objectives and goals of the Commission and will guide the sound and efficient growth of the area.

SECTION B - COMMUNITY INVOLVEMENT

The Contractor as a part of this Contract shall provide the Commission and the Division with sufficient information seven (7) days before scheduled meetings about the subjects to be covered in order that the Commission may release this information to the local press in an attempt to better foster citizen understanding and involvement in the planning project. A final short written summarization of the project once it is completed is to be submitted by the Contractor to the Commission and to the Division for public release. The material supplied to the Commission and to the Division under this Section shall be considered as a part of the Contract but under no circumstance shall the Commission or the Division be required to offer compensation to the Contractor for any such information and material. The Contractor shall also include a statement as to Citizen Involvement to be submitted to the Division semi-annually by the end of the months of December and June.

SECTION C - ENVIRONMENTAL ASSESSMENT

The Contractor shall prepare an environmental assessment when the assisted work program will result in developmental plans or policies for land use, major community facilities, major utility systems, major transportation systems or the protection of natural areas.

SECTION D - PRINTING REPORTS

Final printing of reports shall not begin until such time as the Division sends the Contractor a written approval of the preliminary reports.

SECTION E - PLANNING AREA

The Planning Area for the project covers the "Area of Influence" as presently defined by mutual agreement between the Wichita-Sedgwick County Metropolitan Area Planning Commission and the City of Derby, Kansas, and as further extended eastward to 127th Street East.

SECTION F - DATA AND SERVICES TO BE FURNISHED BY THE COMMISSION

In accordance with this Contract, the Contractor will be furnished at no cost the following services:

1. Temporary working space and local telephone service will be provided periodically as a convenience while collecting data.
2. Copies will be provided or loaned of existing plans, studies, reports, maps and surveys which would be of assistance in the preparation of this Plan.
3. Planning Commissioners, the City Clerk, the City Engineer, and other local officials and staff will be available periodically to provide related data and to discuss the affects of various plan proposals.
4. Copies of agendas and minutes of the Commission will be made available.

SECTION G - COMPREHENSIVE PLAN WORK ITEMS

The initial product of work items #1 and #2 will be re-produced copies of typed chapters sufficient in quantity for preliminary review by the Governing Body, the Commission members, the Wichita-Sedgwick County Metropolitan Area Planning Department, and interested agencies and staffs.

The Contractor will coordinate work items with the Wichita-Sedgwick County Metropolitan Area Planning Department and maximize the use of regional data available for the Plan.

To periodically review the chapters prepared, the Contractor will be available to meet with the Planning Commission a minimum of four meetings and a maximum of five.

WORK ITEM 1

1. Title of Work Item: Land Use Patterns
2. Contractor's Fee: \$1,235.00
3. Description of Work: This item is to complete the land use plan chapter of Work Phase I to include the remainder of the Planning Area outside the Derby city limits. The Contractor shall:
 - a. Map the data on existing land use from the records of the Wichita-Sedgwick County Metropolitan Area Planning Department plus a field survey check.

- b. Analyze the existing land use situation.
- c. Establish desirable standards and evaluate future demands for residential, commercial and industrial purposes.
- d. Prepare plan proposals for future land uses anticipated in the area during the 20-year planning period.

WORK ITEM 2

1. Title of Work Item: Transportation
2. Contractor's Fee: \$750.00
3. Description of Work: This item is to complete the transportation plan chapter of Work Phase I to include the remainder of the Planning Area outside the Derby City limits and to add the Federal Aid Highway System designations. The Contractor shall:
 - a. Collect data and analyze the existing road system.
 - b. Establish desirable standards and designate a future functional system of roads for the planning period.
 - c. Describe the new Federal Aid Highway System and incorporate the plans for Derby's Urban System and Sedgwick County's Rural System as it affects the Planning Area.

WORK ITEM 3

1. Title of Work Item: Preparation of Final Plan Document
2. Contractor's Fee: \$2,975.00 00
3. Description of Work: Graphics in the form of maps and charts as listed in the preliminary chapter copies will be drafted for the final Comprehensive Development Plan document in camera-ready format for reproduction. One hundred (100) printed copies of the above graphics and the final approved text of the Plan will be published in a back-to-back printed ring-bound report ready for local adoption purposes. All graphics will be printed in black and white except the future land use maps of Derby's "Growth Area" and the Planning Area, plus transportation maps where needed for clarity, will be printed in color. A mounted presentation colored map will be prepared at a scale of 1" = 1000' of the Planning Area to depict the land use, transportation, and community facility proposals of the Comprehensive Plan.

WORK ITEM 4

1. Title of Work Item: Plan Review and Adoption
2. Contractor's Fee: \$940.00
3. Description of Work: Assistance will be provided the Planning Commission as described below relative to arrangements and procedures for the formal adoption of their Comprehensive Development Plan document. Services shall include providing the following meeting presentations and draft copies:
 - a. A list of community facility and transportation projects including possible funding sources to be added to the Capital Improvement Program section of the Comprehensive Plan.
 - b. Assistance will be provided by way of a presentation and advisory assistance as needed at an informal meeting and later a formal public hearing of the Planning Commission, followed by a final adoption meeting.
 - c. An official public hearing notice.
 - d. Press release on the Plan proposal and adoption preparations.
 - e. Approving and adopting resolutions.
 - f. Certifications (2).
 - g. Suggested distribution lists and appropriate transmittal correspondence.

SUMMARY OF COST

WORK ITEMS

| | |
|---------------------------------------|-------------------|
| 1. Land Use Patterns | \$1,235.00 |
| 2. Transportation | 750.00 |
| 3. Preparation of Final Plan Document | 2,975.00 |
| 4. Plan Review and Adoption | <u>940.00</u> |
| TOTAL | <u>\$5,900.00</u> |
| Local Share | \$1,967.00 |
| HUD Share | <u>\$3,933.00</u> |
| TOTAL | <u>\$5,900.00</u> |

Young

CITY OF DERBY

PLANNING COMMISSION

Derby, Kansas 67037

RESOLUTION

Derby City Planning Commission

BE IT RESOLVED that the Derby City Planning Commission has reviewed the progress and product of the comprehensive planning project, CPA-KS-07-16-1027 for FY76, has kept the City Council informed of the project, and has found the contractual obligations with the firm of Foster & Associates have been met to the satisfaction of all parties.

FURTHER, that all materials as stipulated in the "701" comprehensive planning contract have been reviewed by all parties concerned in their final form and accepted by the Derby City Planning Commission.

SIGNED this 11th day of December 1975.

L. O. Payne

L. O. Payne, Chairman
Derby City Planning Commission

cc: Gerald L. Yocom, Mayor
Ward Clements, City Clerk
Bob Young, MAPD
Bickley Foster, Planning Consultant



| <u>Facility or Service</u> | <u>Adequate</u> | <u>Inadequate</u> |
|----------------------------|-----------------|-------------------|
| Ambulance Service | 95% | 5% |
| Fire Protection | 94% | 6% |
| School System | 90% | 10% |
| Library | 90% | 10% |
| Police Protection | 89% | 11% |
| Sewer System | 86% | 14% |
| Water Supply | 85% | 15% |
| Street Lighting | 84% | 16% |
| Street Maintenance | 80% | 20% |
| Storm Drainage | 77% | 23% |
| Refuse Disposal | 72% | 28% |
| Sidewalks | 59% | 41% |
| Park Land | 57% | 43% |
| Recreation Program | 49% | 51% |

Not only in the above results, but by the comments added to the survey forms, there was a noticeable concern expressed for the adequacy of parks and recreation and various suggestions made for their improvement. Except for the above items and the provision of sidewalks, there was generally a good rating given to other public facilities in the City.

Existing community facilities and proposed needs as described in the following sections are summarized on the map of Community Facilities, Figure 10-A, at the end of the chapter.

PARKS AND RECREATION AREAS. . . .

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

The data for much of this section has been considerably aided by the report entitled, Five Year Comprehensive Recreation Plan and Park Improvements, prepared earlier for the City by the architectural firm of Woodman-Van Doren in 1974.



Existing Facilities

English Park is located south of James Street between Lakeview Drive and Westview Drive. It occupies 3.9 acres and includes picnic tables, barbecue grills, a picnic shelter, restrooms, several pieces of playground equipment, and a small practice softball field. It functions mainly as a tot lot and to a limited degree as a neighborhood park. Large-scale activities, however, are limited by a drainage channel which cuts diagonally through the area.

Hand Park occupies 9.9 acres adjacent to and west of Swaney Elementary School in the southern part of the City. Its facilities include picnic tables, barbecue grills, shelter house, restrooms, and playground equipment. A concrete lined drainage channel extends through the area, thus restricting its use for large-scale activities. It efficiently serves, however, as a neighborhood park facility.

Riley Park consists of 3.3 acres located in the southeast part of town along Spring Creek. The main facility in this park is a full-use lighted softball diamond, but several pieces of tot playground equipment are also located on the site.

Brookwood Addition has recently dedicated 15.4 acres near Riley Park along Spring and Dry Creeks. The creeks make the area very attractive for open space, while the remaining land could be used for a few neighborhood facilities, but large scale recreational activities or structures would not be feasible.

Crane Park is a 4.4 acre wooded area located along Dry Creek in the northeast part of the City. Its facilities include picnic tables, barbecue grills, and a few pieces of playground equipment. It serves primarily as a neighborhood picnicking area and tot lot.

Brook Forest Park is another wooded area along Dry Creek. This 1.8 acre site is located along Madison Street and is currently undeveloped. Although it is subject to flooding, the site has potential for tot lot development and bike paths.

Triangle Park, the smallest of the City's parks, is located at the intersection of Derby Avenue and Kay Street. It is too small and impractical for any type of active recreational use, but it does provide visual relief from urban development and could be landscaped to beautify the area.

Another City-owned recreational area is the 1.8 acre site occupied by the swimming pool near the center of the City. The site includes a 50-meter pool, a bathhouse, and parking area. These facilities are of minimum quality and are overcrowded.

Several other recreational facilities used by the public are on school owned property. These include softball play areas, a lighted baseball field, gymnasiums, track and football fields, and tennis courts.

A "rule-of-thumb" standard often used in evaluating a city's total recreation area is a minimum of one acre per 100 persons. By this standard, the City's total recreational area should now (1975) be about 83 acres and should be about 121 acres by 1995. While the combined area of the "park" land previously mentioned is approximately 41 acres, it is in fact far less because much of the land is in open space or limited use areas composed of creeks, trees, rugged topography, and small and odd shaped parcels. None of these areas lend themselves to large scale activities such as tennis courts, ball diamonds, soccer and other field activities, recreational and craft buildings, and community type outdoor celebrations and events. Even if trees could be removed and land graded for some larger recreational use, the result would be a less attractive area, lack of parking, and an intensity of use which would actually reduce the value of the park to nearby residents. The use and availability of land on church and school property makes many activities possible that could not otherwise be accommodated in the City's recreation program. Such arrangements are limited, however, by competing for program schedules, by choice of location, and by equipment and facilities available. A very important long-range factor is that such additional land and/or facilities cannot always be relied on to be available in the future nor can the City use the land on which to construct facilities deemed to be needed for the total recreation program.

To alleviate this deficit, the Derby Park Board has been trying to acquire additional land for years. In 1974, a 40-acre site was acquired southeast of the City and an option arranged on 80 acres nearby. Two bond elections failed in 1975 to provide the financing necessary to develop and purchase the land. Such a community-wide park is still very much needed. It would provide the large scale acreage now lacking and necessary for a more complete and balanced range of recreational opportunities. In addition to a community-wide site, the growth anticipated to the east would indicate the need for a neighborhood facility perhaps north of Madison Avenue and in conjunction with a new school site.

It should be remembered that the proposals made thus far have been based on providing a minimum amount of recreational acreage. Many cities provide much more. Any possibilities for further expanding and improving the City's total park and recreation area should be strongly considered for the positive benefits which could be accrued by the City, its residents, and its businesses before possible sites are preempted for other uses.

EDUCATIONAL FACILITIES. . . .

The City of Derby is the base of operations for Unified School District #260, which serves an area of approximately fifty square miles. This area includes McConnell Air Force Base, Oak-

Derby are involved in new construction projects, and the other major hospital is in the process of planning a construction program. Because of the high level of services which are offered in Wichita and its proximity to Derby, there is no need for a hospital to be constructed in Derby; nor is there a need for an emergency clinic in Derby.

Mental Health

Sedgwick County has a good mental health service. There are three mental health centers. The South Center at 3620 East Sunnysbrook is located about eight miles from Derby and is easily accessible to the residents.

Nursing Homes

At this time, there are no nursing homes in the City. There are 1,891 nursing home beds presently in Sedgwick County, and there are 368 beds which are, or soon will be, in the process of construction. Two potential nursing homes wish to locate in the Derby area and have requested financial bonding assistance from the City. It is likely that only one such facility would be needed to adequately serve the City through the first part of the planning period. If a nursing home is constructed, however, it will be intended to serve patients from the entire County.

Physicians

There are two medical doctors now servicing Derby, both of whom are on the staff of St. Joseph Hospital. There is one osteopath who is on the staff of the Osteopathic Hospital in Wichita. According to a local physician, there is a need for another doctor to serve the City. When residents were surveyed in the Questionnaire, the second highest response (43%) to the question on whether more local services were needed indicated the need for another "doctor".

WATER SYSTEM. . . .

The water system serving the City is owned and operated by the El Paso Water Company. The original system began operation in 1953 with 42 customers and now serves over 2,420.

The existing water supply source consists of five water wells located along the west bank of the Arkansas River. These wells have a total rated pumping capacity of 2,800 gallons per minute (GPM), and the largest individual well rate is 650 GPM. An automatic control system regulates output from the wells according to water demand. The water is pumped through a ten-inch transmission line to the west side of the Arkansas River and a ten-inch line crosses the river augmented by a fourteen-inch line carried on the Washington Street bridge. All water is chlorinated before distri-

bution, and Calgon is added to reduce hardness. While the output is somewhat hard and does contain quantities of iron and manganese, it is currently approved for use by the State Health Department.

Existing storage facilities include a ground level storage reservoir with a 500,000 gallon capacity and two elevated storage towers with a total capacity of 400,000 gallons. Three high service pumps with a total pumping capacity of about 2,100 GPM pump water from the ground level storage reservoir into the elevated storage tower and the distribution system.

The Water Company has expanded and extended the distribution system so as to make water service available to all areas within the City and to new areas that are annexed. The distribution system consists of approximately 30 miles of line ranging in size from two-inch to twelve-inch with 62% comprising four-inch pipe. Present policy is to install at least six-inch lines in new areas.

Future Needs

It is obvious that additional demands will be placed upon the water system during the planning period. The present annual consumption is approximately 240 million gallons with 0.66 million gallons being used per day (MGD). Maximum daily consumption is 1.5 MGD. The average usage rate is appropriately 90 gallons per day and national trends would indicate that this will continue to rise. If the land proposed for industry is utilized, this will place an additional demand on the system which is currently not a substantial amount. The largest effect upon the consumption, however, will come from the expansion of residential areas predominantly to the east with some expansion to the north and south. Meeting these demands for water is an important element in achieving the projected population and land use growth policies as proposed in this Development Plan.

Several studies are now underway to assist the City in determining the future water supply needs. These include the continuing engineering evaluations made by the Water Company and a study for the City Council to determine the status of the current and anticipated future needs and the appraised value of the system if the City were to purchase it. A plan is also currently being prepared on all water facilities in Sedgwick County by the Metropolitan Area Planning Department. The total effect of these studies should provide Derby with appropriate decision-making information during a period of changing State and Federal water quality standards.

Most of the Planning Area outside the City limits and east of K-15 Highway is served by the Sedgwick County Rural Water District #3. This water district, which has just recently begun operation, extends water service to about 465 customers in and beyond the Planning Area. Its source of supply is the City of Wichita. Such systems should emphasize the rural needs and not be used to encourage urban type development.

The activities of an area are influenced by the communication network in and around it in the form of television, radio and newspapers. People are often motivated to shop and attend sports and cultural events in those areas from which such communications originate. The convenience of the telephone system is a means of communication for social, economic and emergency purposes.

As the second largest city in Sedgwick County, Kansas, Derby is greatly affected by its location next to the City of Wichita and, in general, by being in the Wichita Standard Metropolitan Statistical Area. Within a few miles, Derby is surrounded by Wichita to the north, Haysville to the west, Mulvane to the south and Rose Hill to the east in Butler County. These relationships are further illustrated on the map of Regional Location, Figure 1-A.

Planning at the regional level is carried out by a multitude of organizations which affect Derby both directly and indirectly. There are planning agencies for health, economic development, aging, air quality control, transportation, manpower, criminal justice, and many more. There are also regional service areas for libraries, soil conservation, highways, agricultural extension, mental health, social welfare, and many more which are both public and private.

In the late 1960s, the Governor of Kansas designated eleven major Planning and Development Regions of the State with 25 sub-regions. Derby is located in the 13-county South Central Region 04. More specifically, the City is in sub-state region 042 which comprises the counties of Butler, Harvey and Sedgwick. While the initial creation of such districts was to form boundaries for various regional planning and service areas, the complexity of the South Central Region has made it difficult to fully utilize the boundaries and a State-wide study has been underway this year to resolve various boundary problems which have arisen.

In only a few situations is Derby represented directly as a community on regional agencies. While many regional groups are created as sub-state functions or Federal agencies, much of Derby's representation occurs through the Sedgwick County Board of Commissioners or by whom they appoint to various county, city-county, and multi-county organizations. Derby is a "member city" of the Wichita-Sedgwick County Metropolitan Area Planning Commission, however, it is indirectly represented by five out of ten appointments to that Commission by the County Commissioners. The remaining five are appointed by the Wichita Board of City Commissioners. As a multi-functional city-county planning commission assisted by a professional planning staff, various planning services are performed for Derby and a tremendous amount of information has been compiled both for local, county and regional planning purposes. The Metropolitan Area Planning Commission is responsible for the preparation and adoption of the Comprehensive Development Plan elements for the Wichita-Sedgwick County Metropolitan Area.

The Derby Planning Area is also within the jurisdiction of the Central Plains Tri-County Planning Committee which includes the counties of Butler, Harvey and Sedgwick. Representation on the nine-member committee is by a member of the County Commissioners, an appointee of theirs, and a member of the Metropolitan Area Planning Commission. While this committee is informally structured at present, there is an organizational study underway which seeks to define its appropriate multi-functional role and to determine proper representation for the participating counties and cities.

While Derby retains its local responsibility for planning, its regional location causes it to be considerably affected by the decisions which are also being made by the regional planning and development agencies around it. In order to benefit by and have a voice in these regional activities, it places a difficult burden on the City both in the way of representation and communication. Derby should review its situation in regard to its proper role in regional planning activities and how best it can make an input into those decisions that affect its development and well-being as a community.

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| 16. Abstracts | | | | |
| This report analyzes the regional influences, history, physical features, population, economy, and housing of the City of Derby as a background for the Plan. After establishing goals for the Planning Area, plan proposals have been made for future land use, transportation and community facilities. Suggested plan implementation methods are included. | | | | |
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| 17b. Identifiers/Open-Ended Terms | | | | |
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City of Derby

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OFFICIAL PLAN ADOPTION

This document entitled, Comprehensive Development Plan: 1975-1995, dated September 1975, is an official Plan of the City of Derby, Kansas. Following an officially advertised public hearing held on _____, 1975, this document was approved by a Resolution of the Derby City Planning Commission on _____, 1975, and certified copies submitted to the Derby City Council and other legislative and administrative agencies affected thereby for their recommendations. Having received such recommendations after at least a 60-day waiting period, this Plan document was reconsidered and finally adopted by Resolution of the Derby City Planning Commission on _____, 1976.

_____, Chairman
Derby City Planning Commission

ATTEST:

_____, Secretary
Derby City Planning Commission

COMPREHENSIVE DEVELOPMENT PLAN

for

DERBY, KANSAS

1975-1995

Prepared for

DERBY CITY PLANNING COMMISSION

by

Foster & Associates
Planning Consultants
Wichita, Kansas

September 1975

The preparation of the report was financed in part through a comprehensive planning grant from the U. S. Department of Housing and Urban Development. This program is administered in Kansas by the Division of State Planning and Research, Department of Administration, in cooperation with the Division of Planning and Community Development, Kansas Department of Economic Development. Matching funds provided by the City of Derby.

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ACKNOWLEDGEMENTS

Due to the present and anticipated growth of the City of Derby, arrangements were initiated in the Spring of 1973 by the Derby City Planning Commission to replace the General Development Plan of 1965. The preparation of this new Plan document was undertaken during a project period from August 1973 to December 1975. These dates reflect the span of time during which field surveys were conducted, data was compiled, and chapters written for various parts of the text and maps.

In addition to the matching funds provided for the project by the Derby City Council, City officials appreciated the added financial grant from Federal Comprehensive Planning Assistance funds of the U. S. Department of Housing and Urban Development which were made available initially through the Planning Division of the Kansas Department of Economic Development under the directorship of Dennis C. McCartney. Later, in the last work phase, similar funds were allocated from the new Division of State Planning and Research in the Kansas Department of Administration. They were again administered, however, through the reorganized Division of Planning and Community Development of KDED, now under the supervision of Byron K. Wood, Acting Director. Supervising Representatives at various times for the contractual arrangements were Edwin Riemann, Dale Peterson, Stan McAdoo and Charles Lusk.

During the course of Plan preparation, all members of the Planning Commission assisted in providing data and/or reviewing the text and maps. Tate Butler, Arthur T. Woodman and Luther O. Payne served as chairman of the Planning Commission and provided leadership and guidance to the conduct of the planning work. Each in turn served as the local Supervisory Representative to oversee the project and as liaison to the Planner-in-Charge, C. Bickley Foster of Foster & Associates, who served as planning consultants in association with Joseph L. Forinash, Socioeconomic Consultant.

Many local, County, regional, and State agencies provided information for the Plan and such sources are referenced throughout the document. Particular appreciation should be noted for the local assistance of the Planning Commission's Secretary, Jerry Oatsdean; the City Clerk, Ward R. Clements; the City Engineers, Campbell & Castle, P.A.; and various members of the Derby Chamber of Commerce. Coordination and technical assistance was most helpfully provided by various staff members of the Wichita-Sedgwick County Metropolitan Area Planning Department through their liaison person, Robert L. Young, Principal Planner. Coordination with the Central Plains Regional Planning Commission was provided through their relationship with MAPD. The health facilities section was drafted by the staff of the Health Planning Council of South Central Kansas.

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Insurance Administration of the U. S. Department of Housing and Urban Development. This designation became effective June 28, 1974 and enabled City residents to join the flood insurance program. These areas are delineated on the map of Development Influences. At some future date, these flood prone areas will be further delineated to show the anticipated 100 year flood level, i.e., a one percent chance occurrence of flooding in any one year.

Ground water availability varies from 500 to 1,000 gallons per minute (gpm) in the area along the Arkansas River, from 100 to 500 gpm throughout the rest of the City and most of the rest of the Planning Area, and from 10 to 100 gpm in the extreme eastern part of the Planning Area. The source of the City's water supply is wells located along the west bank of the Arkansas River. Sedgwick County Rural Water District #3 serves nearly all of the Planning Area outside the City and east of K-15 Highway.

Most of the Planning Area east of the River is in the Spring Creek Drainage Area, while that area west of the River is in the Lower Cowskin Creek Drainage Area. Both areas are part of the larger Arkansas River Watershed.

TOPOGRAPHY. . . .

Topography and the resulting drainage systems are important factors in determining land capability for many types of land uses. They also have considerable effects upon the cost of urban construction and the efficiency of service areas for water, sewerage, and storm drainage. Derby has good relief with a general north to south slope. Elevations in the City vary from a high of 1,320 feet to a low of 1,230 feet, a fall of 90 feet.

A principal drainage channel extends from the north to the south through the center of the City (near Westview Drive) and drains most of the northern and central parts of the City. Dry Creek runs through the northeast corner of the City and offers drainage to that area, and Spring Creek drains the extreme southeast part of town. Each of these channels enters the Arkansas River via Spring Creek south of town. The extreme western part of town drains west into the River.

WOODLAND. . . .

According to maps prepared by the U. S. Geological Survey, the only significant woodland in the Planning Area is along the Arkansas River and the other streams. The value of these areas is basically not economic, but aesthetic. Left in their natural state, they provide visual relief from contiguous urban development and can also serve as buffer areas between land uses. Planning efforts should encourage the preservation of these and other aesthetically pleasing open spaces.

Much of the population growth which occurred between 1960 and 1970 was in areas which were within the Derby city limits in 1960. Of the 1,489 person increase in population, 1,056 of those new persons were within the 1960 City limits.

Table 4-B. POPULATION IN 1970 OF AREAS ANNEXED BETWEEN 1960 AND 1970

| | 1970 Population | | | 1960 Population | Change, 1960 to 1970, in 1960 area |
|------------|-----------------|-----------------|--------------------|--------------------|--|
| | Total | In 1960 area | In annexed area | | |
| Derby | 7,947 | 7,514 | 433 | 6,458 | 1,056 |
| Wichita | 276,554 | 237,372 | 39,182 | 254,698 | -17,326 |
| Augusta | 5,977 | 5,863 | 114 | 6,434 | -571 |
| Kingman | 3,622 | 3,474 | 148 | 3,582 | -108 |
| Newcom | 15,439 | 14,742 | 697 | 14,877 | -135 |
| Wellington | 8,072 | 7,801 | 271 | 8,809 | -1,008 |

Source: 1970 U. S. Census of Population.

Table 4-B shows that Derby is unique in this regard compared to several typical cities in this area. Most cities have experienced a population decline within their 1960 boundaries. Population increases have been due to annexation during the decade prior to 1970. The reason for the exception in Derby appears to be the availability of undeveloped land within the city in 1960 and a relatively substantial population increase during the decade.

FAMILY SIZE¹ . . .

In 1973, there were 8,016 Derby residents in 2,151 households for an overall average family size of 3.7 persons. Correspondingly, Wichita had an average family size of 2.7 persons and Sedgwick County 2.9 persons.

A principal reason for the greater family size in Derby is the relatively high incidence of younger families with

¹Data assembled from 1973 Wichita-Sedgwick County Intergovernmental Enumeration.

FERTILITY RATIO. . . .

The fertility ratio is defined as the number of children under 5 years per 1,000 women 15 to 49 years. Table 4-C shows that Derby has a significantly low fertility ratio. Although low fertility rates have been a continuing national trend for some time, Derby's rate is comparatively low for this area of Kansas.

Table 4-C. FERTILITY RATIO: 1970¹

| Derby | Wichita | Sedgwick County | Augusta | Newton | Urban Kansas |
|-------|---------|--------------------|---------|--------|-----------------|
| 292 | 352 | 353 | 348 | 337 | 338 |

¹Children under 5 years per 1000 women 15 to 49 years.

Source: 1970 U. S. Census of Population.

DEPENDENCY RATIO. . . .

In general, the dependency ratio represents the number of persons not economically active per 100 persons who are economically active. For ease of computation persons 18-64 years of age are defined as economically active. Consequently, one can readily compute child, aged, and total dependency ratios. Table 4-D shows that Derby has a relatively high total dependency ratio.

Table 4-D. DEPENDENCY RATIOS

| | 1973 | | | 1970 |
|-----------------------------|-------|---------|--------------------|-----------------|
| | Derby | Wichita | Sedgwick County | Urban Kansas |
| Child Dependency Ratio 1 | 77.1 | 53.2 | 57.1 | 58.6 |
| Aged Dependency Ratio 2 | 3.8 | 15.3 | 14.1 | 18.8 |
| Total Dependency | 80.9 | 68.5 | 71.2 | 77.3 |

¹Child dependency ratio is defined as the number of children 0-17 years old per 100 persons 18-64 years of age.

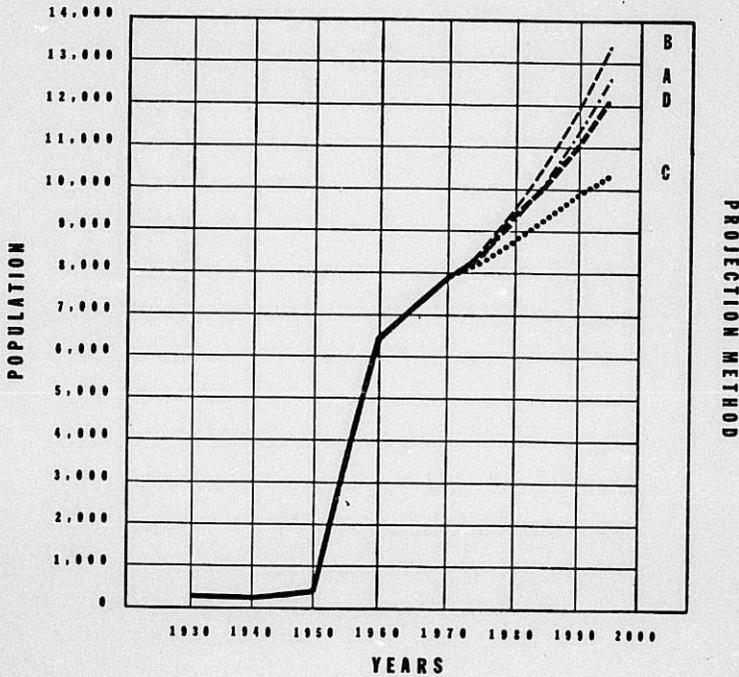
²Aged dependency ratio is defined as the number of persons 65 years and older per 100 persons 18-64 years of age.

³Total dependency ratio is a combination of the child and dependency ratios.

Source: 1973 Wichita-Sedgwick County Intergovernmental Enumeration.
1970 U.S. Census of Population.

of the results which create both high and low projections. For purposes of this Plan, Projection D is considered the "most likely" to be realized and therefore, is used as the basis of estimating future improvements and potential development needs. This projection represents a slightly higher future population estimate than was used as the "upper limit" of growth in the City's 1965 General Development Plan. The four projections described are depicted in Figure 4-B.

FIGURE 4-B. POPULATION PROJECTIONS FOR DERBY:1975-2000



SOURCE: U.S. CENSUSES OF POPULATION AND WICHITA-SEDCWICK COUNTY METROPOLITAN AREA PLANNING DEPARTMENT, FEBRUARY 1974.

The goods manufactured in Derby are relatively diversified and include wood and metal products, printing, and electrical and mechanical equipment. This diversity, increasing stability, and expansion further substantiates the suggestion made earlier that the Derby economy has been developing and maturing in recent years.

PUBLIC FINANCE. . . .

As a community is examining its present and future development, it is important to take note of public finances, that is, how well the community has been and will be able to finance the improvement of public facilities and services necessary to stimulate desirable development. Table 5-G compares the 1974 assessed tangible valuation, bonded indebtedness, and tax levies for Derby and several nearby cities. Derby, with a total property mill levy of 75.193, has the 14th lowest mill levy of the 109 first and second class cities in Kansas. Although comparisons of assessed valuation and tax levies must be made with care because, for example, sometimes property is assessed by different methods in different counties, it is still useful to get a comparative "feel" among communities. Based on such data, Derby would appear to be in a favorable position relative to other areas.

Table 5-G. ASSESSED TANGIBLE VALUATION, BONDED INDEBTEDNESS AND TAX LEVIES

| | 1973 Population | 1973 Assessed Tangible Valuation | Assessed Tangible Valuation Per capita | Bonded Indebtedness 9/30/73 | Bonded Indebtedness Per Capita | 1974 Tax Levy (mills) |
|-------------------|--------------------|---|---|-----------------------------------|--------------------------------------|-----------------------------|
| Derby | 8,016 | \$ 12,702,307 | \$ 1,585 | \$ 761,000 | \$ 95 | 75.193 |
| Augusta | 6,074 | 9,789,005 | 1,612 | 2,704,666 | 445 | 78.90 |
| El Dorado | 11,775 | 20,100,187 | 1,707 | 1,936,000 | 164 | 100.40 |
| Haysville | 6,309 | 7,458,584 | 1,182 | 893,792 | 142 | 67.778 |
| Kingman | 4,143 | 6,013,874 | 1,452 | 1,201,000 | 290 | 77.87 |
| Wichita | 262,166 | 593,667,260 | 2,259.30 | 102,781,000 | 391 | 94.730 |
| Rockford Township | 1,567 | 3,806,273 | 2,429.02 | none | - | .497 |
| Sedgwick County | 335,564 | 802,281,940 | 2,390.85 | 5,071,000 | 15 | 13.306 |

Source: Kansas Government Journal, January 1974.

Bonded indebtedness indicates the degree to which a community is using debt financing to invest in its future by developing facilities and services. In 1973 Derby had a bonded indebtedness per capita of only \$94.94 compared to as much as \$445.29 for Augusta and \$391.15 for Wichita. Based on its 1974 assessed valuation, Derby's maximum debt limit as of

May 14, 1974 was \$1,905,346 at the 15% State statute limitation and \$3,175,576 at \$622,000 was 4.8% of the assessed valuation. At the same time, the bonded indebtedness of most of the City's bonds are for ten year periods and, therefore, the indebtedness does not extend as far into the future as is often found in other cities. Derby is in a very good position to expand debt financing, if necessary, to implement current plans or those to be developed.

Table 5-H portrays similar finance data for the Derby and other nearby unified school districts. With the exception of Augusta, the per pupil average budget of \$749.17 is quite low in comparison with the other school districts. While no attempt is being made here to assess the quality of the public school facilities, if it is deemed in further study to require improvements the bonded debt per pupil of \$106.76 could be increased relatively easily, based upon the debt burdens other districts are carrying.

Table 5-H. ADOPTED BUDGET, TANGIBLE VALUATION, BONDED DEBT, AND SCHOOL LEVY

| | Derby | Augusta | El Dorado | Haysville | Kingman | Wichita |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|---------------|
| Unified school district number | 260 | 402 | 490 | 261 | 331 | 259 |
| Number of certified employees 9/15/73 | 299.5 | 108.6 | 154.8 | 190.0 | 93.4 | 3,167.7 |
| School adopted budget 1973-74 | \$ 4,021,920 | \$ 1,382,894 | \$ 2,135,806 | \$ 2,784,760 | \$ 1,162,817 | \$ 47,274,200 |
| FTE pupils 9/15/73 | 5,324.8 | 1,852.6 | 2,518.4 | 3,442.7 | 1,400.9 | 50,996.8 |
| Per pupil average cost | \$ 749.17 | \$ 746.46 | \$ 848.08 | \$ 808.89 | \$ 830.05 | \$ 927.00 |
| Tangible assessed valuation (1973) | \$30,201,290 | \$14,263,753 | --- | \$29,782,332 | \$35,407,926 | \$635,951,131 |
| Tangible valuation per pupil | \$ 5,671.82 | \$ 7,699.32 | --- | \$ 8,650.86 | \$ 25,275.13 | \$ 12,470.41 |
| Bonded Debt 9/30/73 | \$ 568,500 | \$ 1,610,000 | \$1,965,000 | \$ 2,126,000 | none | \$ 1,600,000 |
| Bonded debt per pupil | 106.76 | 869.05 | 780.26 | 617.54 | --- | 31.37 |
| Total 1974 school levy (mills) | 30.459 | 33.03 | 36.00 | 20.553 | 31.98 | 43.553 |

*Full time equivalent

Source: Kansas Government Journal, January 1974.

nized. A principal disadvantage is that the data is collected only once every ten years. Furthermore, for 1970 much of the data was collected as part of a sample mail survey (5 or 15%) of all housing units which indicates considerable statistical limitations.

To augment the Federal Census data, the Wichita-Sedgwick County Intergovernmental Enumeration is conducted annually through the County Assessor's Office. Questions concerning housing are included annually and are summarized for Derby and available at the Wichita-Sedgwick County Metropolitan Area Planning Department.

A local system for compiling data on housing conditions could be developed from the continuing records of administering the building, zoning and subdivision codes. Such a reporting system would prove valuable in determining housing trends and the effectiveness of code enforcement.

Persons of minority races occupy less than one percent of the City's total housing units. Housing characteristics as related to race are, therefore, not included in the following sections.

Total Units and Occupancy - Vacancy Status

The 1970 Census recorded a total of 2,079 housing units in the City. Of these, 2,023 were occupied, 80.9% by owners and 19.1% by renters. The remaining 56 units (2.7% of the total) were either vacant for sale (26 units), vacant for rent (19 units), or other vacant (11 units).

The Intergovernmental Enumeration figures for 1974 show a total of 2,216 housing units in Derby. Of these, 2,166 units were occupied, 84.9% by owners and 15.1% by renters. The remaining 50 units (2.2% of the total) were vacant.

Each of these tabulations supports two general conclusions. First, the City's housing vacancy rates of 2.7% in 1970 and 2.2% in 1974 are very low when compared to the 1970 Census rates for Kansas, Sedgwick County, and Wichita of 7.6%, 6.8%, and 7.1%, respectively. Secondly, a relatively high percentage of the City's occupied housing units are owner-occupied. These figures for the City were 80.9% in 1970 and 84.9% in 1974, while the same figures, according to the 1970 Census, for Kansas, Sedgwick County, and Wichita, were 69.1%, 64.0%, and 61.7%, respectively.

Structural Characteristics

The Census data shows that in 1970, 95.2% (1,962 units) of the housing units were located in single-unit structures. Another 1.1% were located in duplexes, and other multiple-family structures

corresponding figures for Wichita (6.3%), Sedgwick County (6.5%), and Kansas (5.9%) where more single-person dwellings affect the statistics.

Housing Values and Rents

Table 6-A shows that in 1970, the median value of owner-occupied housing units in the City was \$15,800. The corresponding medians for Wichita, Sedgwick County, and Kansas were \$15,500, \$13,600, and \$12,100, respectively. The higher value in Derby can most likely be attributed to the percentage of recent new dwellings with their higher costs due to inflation.

Table 6-A. HOUSING VALUES AND RENTS FOR DERBY

| OWNER-OCCUPIED HOUSING UNITS VALUES | 1970 | | 1974 | |
|--|------|----------|------|----------|
| | No. | % | No. | % |
| Less than \$5,000 | 20 | 1.3 | 13 | 0.7 |
| \$5,000 - 9,999 | 70 | 4.4 | 39 | 2.1 |
| 10,000 - 14,999 | 589 | 37.3 | 422 | 22.9 |
| 15,000 - 19,999 | 521 | 33.0 | 597 | 32.5 |
| 20,000 - 24,999 | 165 | 10.4 | 258 | 14.0 |
| 25,000 - 29,999 | 90 | 5.7 | 154 | 8.4 |
| 30,000 or more | 125 | 7.9 | 356 | 19.4 |
| Median | | \$15,800 | | \$18,730 |
| RENTER-OCCUPIED UNITS MONTHLY RENTAL VALUES | | | | |
| Less than \$50 | 9 | 2.3 | 8 | 2.4 |
| \$ 50 - \$ 99 | 95 | 24.7 | 51 | 15.6 |
| 100 - 149 | 218 | 56.6 | 170 | 52.0 |
| 150 - 199 | 47 | 12.2 | 76 | 23.3 |
| 200 - 249 | -- | -- | 8 | 2.4 |
| 250 or more | -- | -- | 14 | 4.3 |
| No cash rent | 16 | 4.2 | -- | -- |
| Median | | \$121 | | \$130 |

Source: 1970 U. S. Census of Housing.
1974 Wichita-Sedgwick County
Intergovernmental Enumeration.

Based on this criteria, the results of the last field survey are summarized in Table 6-B below:

Table 6-B. RESIDENTIAL BUILDING CONDITION
SURVEY OF DERBY: 1974

| | <u>Rating</u> | <u>Number of Units</u> | <u>Percent of Units</u> |
|----------------------|---------------|----------------------------|-----------------------------|
| | 1 | 211 | 9.5 |
| | 2 | 179 | 8.1 |
| <u>Sound</u> | 3 | 342 | 15.4 |
| | 4 | 317 | 14.3 |
| | 5 | 382 | 17.2 |
| | 6 | 355 | 16.0 |
| <u>Deteriorating</u> | 7 | 229 | 10.3 |
| | 8 | 164 | 7.4 |
| <u>Dilapidated</u> | 9 | 25 | 1.1 |
| | 10 | 12 | 0.5 |
| <u>Total</u> | | <u>2,216</u> | <u>100%</u> |

Source: 1974 Intergovernmental Enumeration

The average rating for all structures was 4.56. Comparing this data with the criteria for the survey, it indicates that 52.5% of the residences were in need of minor to major repairs with strong emphasis on minor repairs needed.

Whereas the Intergovernmental Enumeration data on building conditions has the capabilities for being mapped at increasingly detailed levels, it has not been mapped to date and the cost of computerizing the necessary location data is probably hard to justify. To obtain such location information and other data for this Plan and the new zoning and subdivision regulations, a visual survey of structural conditions was made by the consultants in conjunction with the existing land use field survey of December 1973. The method of rating was somewhat similar to that used in the 1960 Census of Housing except the buildings were not internally evaluated and non-residential buildings were included. These were the general guidelines used:

Sound structures were those which had no defects or only slight defects which might normally be corrected during the course of regular maintenance.

A major difference between locally prepared codes and national ones is that the former are often "specification" codes which describe in detail exactly what materials are to be used, the size and spacing of units, and the methods of assembly. The national codes prescribe the objective to be accomplished and allow broad leeway to the designers in selecting the materials and methods that achieve the required results, thus they are considered "performance" codes.

Other advantages of model codes include:

- They provide simple yet adequate standards for construction.
- They are free from local prejudices.
- They can reflect more expertise and are more capable of keeping abreast of construction technology.
- They are available at less cost than the probable expense of drafting a local code.
- They are more acceptable to Federal agencies where a community is undertaking Federally funded housing projects.
- They are uniform in content, and, therefore, builders, architects, engineers, etc., find it convenient to work with codes with which they are most familiar.

Existing Codes

Derby presently is using the 1967 abbreviated version of the National Building Code. It has also adopted a 1972 Electrical Code as used by the City of Wichita (Title 19) and also their Plumbing Code (Title 21). In addition to a Zoning Ordinance and Subdivision Regulations, there are also various local laws on health matters. There is no locally adopted fire code, however, there is a "fire zone" within which fire resistance structures are required as part of the building code. Depending upon the code, enforcement is the responsibility of the City Clerk or the Building Trades Inspector.

As urban areas take the initiative in adopting various codes, often less desirable land uses and structures seek locations in less regulated unincorporated rural areas. In the Derby Planning Area, however, there are now actually more extensive regulatory controls on construction and environmental concerns than in the City itself. Sedgwick County has had zoning and subdivision regulations for many years around Derby. In May 1975, the County

- Develop the central shopping area's appearance as an attractive and harmonious design with an identifiable and unified area providing an efficient and interesting place to shop and work.
- Recognize the need for some "strip" commercial development along frontage roads and for a limited number of neighborhood convenience shopping areas.
- Recognize the importance of developing the limited industrial land in and adjacent to the City by those industries most likely to enhance the economy and the environment in a positive manner.
- Consider proposals for an industrial park which would maintain high environmental standards and be appropriately buffered from adjacent incompatible land uses.

Transportation

- Achieve and maintain a safe, efficient, and balanced system of transportation facilities capable of serving the needs of all residents and of supporting the City's economy.
- Recognize that many modes of transportation have regional implications and solutions.
- Consider the short and long-range implications of the "energy crisis" in the selection and design of transportation facilities.
- Coordinate future road improvements with the County so that rights-of-way initially acquired and bridges constructed will serve the long-range urbanizing needs.
- Ensure the continued existence of an improved airport to serve the southeast area of the County.

Facilities and Services

- Coordinate the development of community facilities and services with the land use and transportation elements of the Comprehensive Plan as a means of encouraging orderly future growth.
- Plan ahead for future facilities so that efficiently located sites will not be preempted by other uses.
- Recognize the feasibility of various jurisdictional levels at which a public or private facility could be provided at the greatest efficiency.

Figure 8-C

MAP OF FUTURE LAND USE
IN THE DERBY PLANNING AREA (COLOR)

Follows
p. 8-20

PART 9
TRANSPORTATION

TRANSPORTATION SYSTEM. . . .

An efficient system for transporting people and commodities is extremely important to the development of any urban area. In planning, emphasis should be placed upon the development of the total transportation system, with consideration given to all modes of transport which are economically feasible. A purpose of transportation planning is to maximize the efficiency of the total transportation system while minimizing the conflicts between the various modes of travel. A factor which has recently gained much attention in the analysis of transportation methods is energy resources and consumption. This chapter recognizes various transportation methods which either are or could be major components of Derby's transportation system.

Attention in planning is also given to the relationships of the City's transportation system to its land use patterns and community facilities. For example, the type of street needed to serve a commercial area will likely vary considerably in right-of-way pavement width and thickness, turning radii, etc., than a street serving a residential area. Delineating streets by their functional use in carrying traffic is a way of providing a safer system while maximizing the financial investment.

Any transportation system for Derby is particularly affected by its regional location. Transportation planning at the regional level has been assigned to two committees as determined by inter-governmental agreements signed in the early 1960s between the Wichita City Commission, the Sedgwick County Board of Commissioners, the Kansas State Highway Commission, and the Federal Highway Administration (now part of the U. S. Department of Transportation). Such an agreement is a legal requirement for continued Federal funding of transportation projects in all standard metropolitan statistical areas. The major recommending body is the Policy Coordinating Committee for Transportation Planning for the Wichita Metropolitan Area. This is composed of representatives from the four organizations noted above plus the Chairmen of the Metropolitan Area Planning Commission and the Transit Authority. To assist in compiling data and studies for what is known as the Continuing Transportation Planning Process, there is a Technical Advisory Committee for Transportation Planning in the Wichita Metropolitan Area. The membership is made up of technical specialists in a wide range of transportation systems including highways, aviation, railroads, mass transit, etc. Derby in effect is represented by the Chairman of the County Commissioners on the Policy Committee and by the County Engineer on the Technical Committee plus the Wichita-Sedgwick County Metropolitan Area Planning Commission and the Planning Department staff.

PUBLIC TRANSPORTATION SERVICE. . . .

There is no scheduled rail or air passenger service available in Derby, but each of these services is available in Wichita and, therefore, is easily attainable to Derby's residents. Continental Trailways Bus Company makes "flag stops" at a specified location in Derby as needed. There is every reason to believe that such service will continue for the foreseeable future.

Taxi services based in Wichita will make runs to Derby on demand, but the Wichita Metropolitan Transit Authority currently serves no further south than Oaklawn. Possibilities are being considered, however, to extend the future service area of MTA to more of the suburban areas, including Derby. Because of the economic, environmental, and convenience benefits associated with such mass transit service, and because 61% of the City's working population are employed in Wichita as determined by the Resident Questionnaire Survey, such planning and implementative actions should be encouraged and supported by the City. The most recent study of mass transit for the Wichita Metropolitan Area is contained in the report entitled, Transit Development Plan: 1975-79, which has been approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission and prepared by their Planning Department assisted by several consulting firms. While the idea of extended service is mentioned, it will necessitate a request from Derby to have the necessary detailed service area studies made in the annual update of the transit program and may involve a subsidy.

No intracity taxi service is currently available in the City except for the service provided by Wichita-based companies. Because the ratio of elderly population is low and, as determined by the Resident Questionnaire, 87% of the households in the City have two or more cars, the demand for taxi service is not extensive and, therefore, not an immediate concern. The possibility of this demand increasing as the population increases and ages, however, should be monitored during the planning period.

RAILROADS. . . .

A main line of the Atchison, Topeka, and Santa Fe Railway Company runs in a general north-south direction through the western part of the Planning Area and through the City limits. Its nearest connecting cities are Mulvane to the southeast and Wichita to the northwest. Full-time agency service is provided through the Wichita station. The only other railroad in the Planning Area is a branch line of A.T.&S.F. which crosses the extreme corner at 127th Street East and 95th Street south.

Railroads are currently in a changing period, and there is reason to believe that energy conditions might cause them to again emerge as a prime transportation source. The City's proximity to Wichita, however, makes it impractical to suggest now that agency

for such a developing area, a location on the north or south side of Madison Avenue East would be desirable if properly screened with landscaping and a fence to preserve the surrounding area and to provide ease of accessibility on a major street to all parts of the City. Due to the anticipated rise in population during the planning period, it will be necessary to increase the number of personnel and the number of maintenance vehicles needed over the years.

LAW ENFORCEMENT. . . .

Not only is crime increasing nationally, but the resulting citizen concern for protection of their personal and material well-being is placing added emphasis upon local police services. The Derby Police Department is located in the Municipal Building and is accessible to the public 24 hours a day. Its space which includes all its offices and two 2-man temporary holding cells, is quite limited. The Department employs 11 full-time officers who work 40 hours weekly. Each officer has participated in a State training program plus departmental training. Also employed by the Department are four dispatchers who provide 24-hour service, and one secretary. The Department has five law enforcement vehicles. The average replacement time for these is two years. Equipment used by the Department includes one radar unit utilized for speed control.

The Department serves basically inside the City limits, but does upon request assist the Sedgwick County Sheriff in the surrounding area. The City has a relatively low crime rate, especially for a suburban community, of about 250 cases a month. Traffic-related cases are the most common offenses. This low crime rate is at least partially due to a non-paid volunteer force of a number of reserve officers who aid the Department's efforts and are especially helpful during special events, e.g., parades, large community gatherings, etc.

Future Needs

The most obvious future need by the Police Department is more space, especially for offices and interview rooms. As previously mentioned, the problem of inadequate space in the Municipal Building may necessitate an additional building for City offices in the foreseeable future. If such a development occurs, the advantages of expanding the Police Station's space in the existing building should be considered. These include the fact that it is relatively centrally located within the business district where the greatest protection is needed, and the fact that the adjacent Fire Station, ambulance service and civil preparedness activities can be served by the same dispatching facilities.

Other than this need for additional space, vehicles, equipment, etc., will need to be increased during the planning period as needed to maintain the same high level of service for the City's projected growth.

FIRE PROTECTION. . . .

Organization and Facilities

The Derby Fire Department occupies a 2,414 square foot station which is attached to the Municipal Building. It was constructed in 1966, is in good structural condition, and should serve adequately throughout the planning period.

The Department has 33 volunteer firemen which compose three companies. The average response per fire run is about 16 firemen. In recent years there has been an average of about 100 fire runs per year. A 24-hour alarm system is provided through the police dispatcher's office.

The vehicles used by the Department are as follows:

| | | |
|------|--------------------|---------------------|
| 1948 | Ford Truck | w/750 gallon tank |
| 1956 | Ford Firetruck #12 | w/500 gallon tank |
| 1959 | Ford Firetruck | w/1,000 gallon tank |
| 1954 | Willys Jeep | w/±100 gallon tank |

Assistance agreements are maintained with surrounding towns and with Sedgwick County. Station #6 of County Fire District #1 is located at 6400 South Rock Road and provides service to most of the Planning Area around Derby. The City Fire Department, however, also serves the surrounding rural area.

Fire Insurance Classification

For the purpose of assisting the development of fire insurance rates, the Insurance Service Office of Kansas classifies municipalities with reference to their fire defenses and physical conditions. Classifications are based on a one to ten basis with first being the best. Based on Derby's last inspection in 1954, it is classified as a municipality of the eighth-class. The Planning Area around the City is ninth-class unless it is within 1,000 feet of a fire hydrant, in which case it is seventh-class.

Future Needs

Nationwide experience indicates that fire trucks tend to lose their reliability after 20-25 years of service. Although this "rule-of-thumb" is subject to considerable variation because of different service demands, it is probable that one and maybe

two of the City's existing firetrucks will require replacement during the planning period. Another possible vehicle need is that of an equipment truck.

As previously mentioned, Derby is presently rated eight-class for fire insurance purposes. It is recommended that the City determine the improvements necessary to raise this classification, and then weigh the potential costs of such improvements against the potential savings on insurance premiums. The new "Grading Schedule for Municipal Fire Protection" of 1974 places more emphasis on fire prevention and safety control, therefore, the adoption and enforcement of an adequate fire code (as described in the chapter on Housing) would probably have a positive effect on the City's classification.

HEALTH FACILITIES AND SERVICES. . . .

The purpose of comprehensive health planning is to provide adequate physical and mental health services for all residents of the Planning Area and to assure an environment which contributes positively to healthy individual and family living. To carry out this purpose, health planning is concerned with the facilities, technical equipment, and manpower to deliver services and with developing and applying health criteria for conserving and improving the environment. Sedgwick County is a member of the Health Planning Council for South Central Kansas, therefore, most of the following information and analysis was provided through their staffed operation.

Ambulance Service

Derby has a new ambulance which was purchased in 1974 and is fully equipped with first aid equipment, and a new garage has recently been constructed west of the Municipal Building. For most runs, the response time is 12 minutes from Derby to St. Joseph Hospital in Wichita. The ambulance service consists of 35 volunteers and is a source of considerable community pride. A training course has recently been given to the volunteers to upgrade medical knowledge. The ambulance service extends outside the City limits with a service area basically the same as the U.S.D. #260 boundaries. The Wichita-Sedgwick County Ambulance Service also serves this unincorporated area. Back-up agreements are maintained with the County and the City of Mulvane.

Hospitals

There are no hospitals in Derby, however, there are eight in Wichita, with a total of 2,249 beds. Of the Wichita hospitals, St. Joseph Hospital is the nearest to Derby, being approximately ten miles away. Three of the four major hospitals which serve

approved processing or disposal site, the retention of this site is encouraged if it can be brought into compliance with State health regulations.

Another requirement of the Plan is that each city arrange for the collection of all residential, commercial, and industrial solid waste produced in the city at least once a week or as often as necessary to prevent nuisances. To comply with this requirement, Derby intends to license private collectors in order to serve the City. The City has recently adopted an ordinance prohibiting backyard burning, and thereby further implementing the County Plan's recommendations.

More detailed data and standards concerning collection, storage containers, handling "special solid wastes", etc., are provided in the aforementioned County Plan and should provide the City with guidance in this matter during the planning period.

ELECTRIC, GAS AND TELEPHONE SERVICE. . . .

The Kansas Gas and Electric Company provides electric service to the City and the surrounding area. Three different circuits currently supply the City, and their capacity can be increased to meet any reasonable demand which might arise during the planning period consistent with the long-range concerns nationally which affect this energy source.

The Gas Service Company provides gas service to Derby, and Cities Service supplies the gas used in the City. The current status of the gas and oil industry does not make possible meaningful projections of local supply and service needs for the 20-year planning period. Continuous monitoring of the situation will be needed.

Telephone service to the City and surrounding area is provided by Southwestern Bell Telephone Company. The City has direct distance dialing service and is part of the toll-free metropolitan area.

Each of the above companies maintain a current and long-range planning program to meet the needs of their customers. Such further detailed information as may be needed periodically by the City and its potential developers should be obtained from the respective companies.

WM. D. MAUK, SR., 1st District
1220 Teckliter, Augusta, Kansas

ROBERT PATTERSON
R. R. 2, Leon, Kansas

JOHN B. CAMERON
R. R. 4, El Dorado, Kansas

COUNTY COMMISSIONERS
BUTLER COUNTY, KANSAS

EL DORADO, KANSAS 67042
November 4, 1975



To: Community Planning Course Participants

"Urban Conservation" is a new term being used to describe what ought to be done to preserve, protect and enhance the private and public investments already made in cities. One of its concerns is blight which is a common problem of urbanization. Fortunately, blight is something that cities and counties can do something about through a variety of methods. At the Thursday, November 13th final session of the Community Planning Course, the methods of reducing and eliminating urban and rural blight will be explored as our first topic. Attention will be given to a somewhat similar question - "What can be done to improve the attractiveness of our community?" As part of the presentation on the use of codes, Architect, Tom Pott, of the firm of McVay, Schmidt & Allen, Architects & Planners of Wichita, will be present to talk about the selection, contents and administration of various construction codes.

One of the pressing problems for most areas is how to improve the quality and quantity of housing. This will be our second topic for the evening.

Certificates will be presented to persons who have attended four or more sessions. We have a goodly number who have already earned their certificates and others will attain that goal by attending this final session. As representing the co-sponsors of the course, the certificates will be presented by Dennis McCartney, Chief of Long-range Planning for The Planning and Community Development Division of The Kansas Department of Economic Development; by Edwin Talbourn, President of the Community College; and myself, representing Butler County and the participating cities. In addition to the co-sponsors mentioned above, we want to express special appreciation to the following city governing bodies who helped finance and support this course. Andover, Augusta, Benton, Cassoday, Elbing, Latham, Rose Hill, Towanda and Whitewater cities.

To determine your response to The Course and to assist KDED in its evaluation, we would appreciate you reading and then bringing with you the enclosed "Evaluation Form" to be filled out at the November 13th session.

As usual, we will meet at the College in the Lecture Hall at 7:30 P.M. The "final course" will be ready for you including doughnuts and coffee. "Graduation" at 9:30 P.M. See you then!

Sincerely,

A handwritten signature in cursive script that reads "Robert Patterson".

Robert Patterson, Chairman

P.S. Our records show that you have now attended ___ sessions towards receiving a certificate. Kenneth S. Long, County Zoning Administrator.

WM. D. MAUK, SR., 1st District
1220 Leckliter, Augusta, Kansas

ROBERT PATTERSON
R. R. 2, Leon, Kansas

JOHN B. CAMERON
R. R. 4, El Dorado, Kansas

**COUNTY COMMISSIONERS
BUTLER COUNTY, KANSAS**

EL DORADO, KANSAS 67042
October 24, 1975

TO: Community Planning Course Participants.

How do cities insure that adequate public improvements are available when development takes place? What are desirable design criteria for street systems and lot arrangements? These are some of the questions to be discussed in the next session of the Community Planning Course on Thursday, October 30th, when attention is focused on land subdivision regulations and capitol improvement programming.

These two topics are very much interrelated because of the need to coordinate the provision of facilities with the design and timing of developments and annexations. Color slides will be shown to illustrate good and bad design features of subdivisions. The purpose, contents, adoption and administration of city subdivision regulations will be discussed.

Because of their role in processing plats and preparing data for capitol improvements programs, you may wish to bring this session to the attention of your city councilmen, planning commissioners, city clerk, city attorney, city engineer, and utility superintendent. We will meet again at 7:30 p.m., in the Lecture Hall at Butler County Community College.

A subject which rated very high on your interest finder check lists was "Mobile home planning." This will be the special topic for after 9:30 p.m. for 30 minutes.

A fair number of participants have now earned their certificates already by attending all four of the sessions so far. Quite a few more will attain that goal by being present at the fifth session on October 30th.

Sincerely,


Robert Patterson, Chairman

RP:cw



The Daily Reporter

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there is nothing
so powerful
as the truth

have you sold
something good
about Derby
today?

OFFICIAL CITY PAPER OF DERBY, KANSAS

VOL. XVI NUMBER 173 DERBY, KANSAS FRIDAY, SEPTEMBER 5, 1975 COPY 15¢

Planners Review Long-Range Plan

The Derby Planning Commission made a complete review of the comprehensive plan for the city's long-range development at its Thursday night meeting.

The planners waded through the 11-chapter analysis to make alterations in preparation for discussion with the city council later this year. A future public hearing also will be set for the comprehensive plan.

AMONG THE TOPICS included in the study are

such items as community facilities, future expansion, city history, economic analysis, housing land use, transportation and regional influence.

The study centers on an analysis of city facilities such as parks, streets, sewers, drainage, water service and fire and police protection. Among the possibilities considered in the plan is future public mass transit for the city. The project will be published sometime this year.

Bickley Foster, professional planning consultant, has been working with the planning commission on this and other projects.

FOSTER MADE special mention at last night's meeting of the need for more usable city park area. Much of Derby's 41 acres of parks cannot be converted into facilities such as tennis courts, baseball diamonds, and other playing fields. The city is currently looking into purchasing 40 more acres on the east edge of town.

Other items discussed by the commission in-

See Page 4:
Planners

Students Invited

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Bob - 9/8

The first meeting date
is 9/11B. Ken Long is
mailing you more
information on first
meeting - Bick

from: _____ date: 9-10-75

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| <input type="checkbox"/> handle | <input type="checkbox"/> library |

remarks: _____

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COUNTY COMMISSIONERS
BUTLER COUNTY, KANSAS

EL DORADO, KANSAS 67042

April 1, 1975



TO: City Clerks in Butler County and
City Managers in Augusta and El Dorado

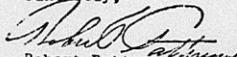
An initial survey of communities in Butler County indicates that there is an interest in conducting a Community Planning Course for officials and citizens. This would cover a wide variety of planning subjects related to a Comprehensive Development Plan for land use, transportation and community facilities and various methods of implementing a Plan including zoning and subdivision regulations. The Course would include how to prepare, maintain, and administer such planning and regulatory items. The extent of subjects would indicate that at least six sessions would be appropriate.

The Course will be co-sponsored by the Butler County Board of Commissioners, the County Planning Board, and the Butler County Community Junior College. If each participating city would contribute up to \$100 to have their officials and citizens attend, the County will share the balance to defray the expenses. We have, however, requested Federal #701 funds from the Kansas Department of Economic Development and if they become available after July 1st, 1975, we will only need \$50 from each city to match the Federal share. Thus, we would propose to bill the participating cities for \$50 initially and the remainder only if needed later. KUED has participated in several such Courses in which Bickley Foster of Wichita has been the instructor and we have asked him to conduct this one.

Because several cities have expressed an interest in creating a local planning commission, we thought that it might be beneficial to hold a preliminary session to provide information and a sample ordinance on how to create such a commission. This would enable cities to appoint people in time to attend the Course. Your city is cordially invited to be represented at such an informational session on Tuesday, April 8, 1975, at 7:30 p.m. in the Lecture Hall at the Butler County Community Junior College. Mr. Foster tells us that his experience has been that over one-half of the existing planning commissions he is acquainted with have problems in the formation of their group. It may be that cities presently having planning commissions may wish to attend with copies of their adopted ordinance to review their structure and to share their experiences with others. We propose that the first session of the Course start on May 13th and this would provide time to enact an ordinance and appoint members. The rest of the sessions could begin early in the Fall on a twice a month basis.

If you would like more information at this time, please contact our Zoning Administrator, Kenneth Long, at 321-5335 in the Courthouse. We hope that your officials and citizens will find such a Course helpful in the future development of your community.

Sincerely,


Robert Patterson, Chairman

RP:mp

WM. D. MAUK, SR., 1st District
1220 Leckliter, Augusta, Kansas

ROBERT PATTERSON
R. R. 2, Leon, Kansas

JOHN B. CAMERON
R. R. 4, El Dorado, Kansas

COUNTY COMMISSIONERS
BUTLER COUNTY, KANSAS

EL DORADO, KANSAS 67042

April 17, 1975

To: GOVERNMENTAL AND COMMUNITY ORGANIZATIONS
AND CITIZENS IN BUTLER COUNTY

An earlier survey in Butler County indicated an interest in having a Community Planning Course conducted for local officials, their staffs, and citizens. Its purpose would be to cover a wide variety of planning subjects related to a Comprehensive Development Plan for land use, transportation and community facilities and various methods of implementing a Plan including zoning and subdivision regulations. The Course would include how to prepare, maintain and administer such planning and regulatory items. Subjects would be directed to communities of the size in our County.

The Course will be co-sponsored by the Butler County Board of Commissioners, our County Planning Board, the Butler County Community Junior College and various City Councils within the County. The extent of subjects would indicate that at least six sessions would be appropriate. We have asked the Planning Division of the Kansas Department of Economic Development to also be a co-sponsor and to determine if Federal funds might be available to share in the costs. If this does occur, the Planning Division will present certificates in recognition of those participants attending four or more sessions. There will be no charge to participants.

The first session will begin on Tuesday, May 13th from 7:30-9:30 P.M. in the Lecture Hall at the Butler County Community College on the east side of El Dorado. At the first session, a color slide presentation will illustrate "why" communities need to plan. Also, how city planning commissions are created, function and operate. The relationship will be discussed between city, county, regional and state planning activities. Various publications will be distributed to be circulated for reading during the summer months. The remaining five sessions would begin again in the Fall on a twice a month basis.

Each session will include a "coffee break" which will provide an opportunity for you to meet and share planning experiences with other persons. For participants who can stay from 9:30-10:00 P.M., there will be a presentation of special subjects with more time for discussion. For example, how to plan for mobile home development. For the first special subject, a movie will be shown on city planning entitled, "All the People, All the Time." Bickley Foster, a planning consultant from Wichita with 21 years experience in the planning field, will be the instructor with periodic guest speakers.

(over)

-2-

It is our hope that a broad range of local officials and citizens will be interested participants from both rural and urban areas and public and private groups. Attached is a registration form and an "interest finder" checklist. The latter will be used to determine the contents for the Fall sessions and the special subject time. It will be helpful if these forms are returned to our County Zoning Administrator prior to May 13th and call Kenneth Long at 321-5335 in the Courthouse if you need further information. To save fuel, perhaps each city could make some arrangements for car pools.

We hope that participation in this Course will provide the kind of assistance you may need in improving local planning and implementing capabilities for the better development of your area and for citizens to better understand the role of local planning and how it affects them.

Sincerely yours,



Robert Patterson, Chairman

RP:mp

"COMMUNITY PLANNING COURSE"

REGISTRATION FORM and INTEREST FINDER CHECK LIST

Please return this form before May 13, 1975 to the Butler County Zoning Office, County Courthouse, El Dorado, Kansas, 67042.

Registration

I want to participate in the "Community Planning Course"

Name: _____

Address: _____

_____, Kansas. Zip Code: _____

Phone: (316) _____ (Identify phone number as residence () or business ().)

Which city or township do you live in?

City: _____ Township: _____

(Please answer the questions below applicable to your situation.)

I am an elected official serving in the capacity of: _____

for _____ (Type of governmental body.)

I am serving as an appointed member on the _____

_____ (board, commission, committee, etc.) for

_____ (City, township or county.)

I am a staff member of the following agency: _____

I am a citizen serving on the _____ organization in my community.

I am a citizen interested in attending the course. Check: _____

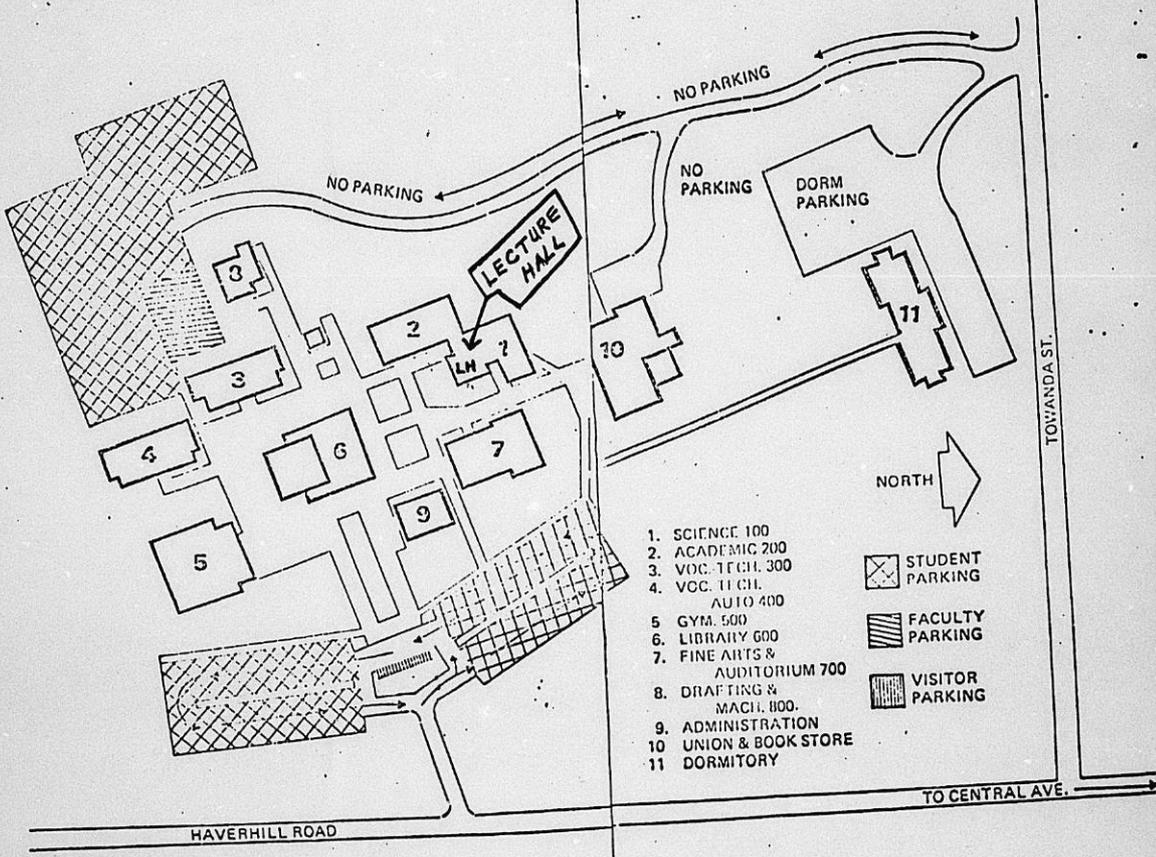
(Continued on Reverse Side)

Interest Finder Check List

In order to determine the topics on which you would like to have us give particular emphasis in the course, please check those subjects listed below as well as note any additional ones which you feel would enable you to better assist your community in planning for its future development:

- | | |
|--|---|
| <input type="checkbox"/> Forming a city planning commission | <input type="checkbox"/> Land subdivision regulations |
| <input type="checkbox"/> Functions of a city or county planning commission | <input type="checkbox"/> Capital improvement programs |
| <input type="checkbox"/> Regional planning functions | <input type="checkbox"/> Federal funds for planning |
| <input type="checkbox"/> Sources of planning data and assistance | <input type="checkbox"/> Population characteristics and projections |
| <input type="checkbox"/> Preparation of a comprehensive plan | <input type="checkbox"/> Economic analysis & forecasts |
| <input type="checkbox"/> Residential land use planning | <input type="checkbox"/> Methods of informing the public on planning |
| <input type="checkbox"/> Industrial land use planning | <input type="checkbox"/> Citizen participation |
| <input type="checkbox"/> Commercial land use planning | <input type="checkbox"/> Community opinion surveys |
| <input type="checkbox"/> Street and highway planning | <input type="checkbox"/> Construction codes (building, housing, fire, plumbing, etc.) |
| <input type="checkbox"/> Parks and recreation | <input type="checkbox"/> Sanitation Codes |
| <input type="checkbox"/> Water facilities | <input type="checkbox"/> Reducing and removing urban and rural blight |
| <input type="checkbox"/> Sewerage facilities | <input type="checkbox"/> Urban beautification projects |
| <input type="checkbox"/> Fire stations | <input type="checkbox"/> Preserving agricultural land |
| <input type="checkbox"/> Libraries | <input type="checkbox"/> Use of soil information |
| <input type="checkbox"/> Health facilities | <input type="checkbox"/> Mapping the community |
| <input type="checkbox"/> School site planning | <input type="checkbox"/> Improving housing conditions |
| <input type="checkbox"/> Solid waste management | <input type="checkbox"/> Mobile home planning |
| <input type="checkbox"/> Zoning ordinances | <input type="checkbox"/> Economic development |
| <input type="checkbox"/> Functions of boards of zoning appeals | <input type="checkbox"/> Street naming and numbering |

List others: _____



1. SCIENCE 100
2. ACADEMIC 200
3. VOC. TECH. 300
4. VOC. TECH. AUTO 400
5. GYM. 500
6. LIBRARY 600
7. FINE ARTS & AUDITORIUM 700
8. DRAFTING & MACH. 800.
9. ADMINISTRATION
10. UNION & BOOK STORE
11. DORMITORY

-  STUDENT PARKING
-  FACULTY PARKING
-  VISITOR PARKING

NORTH 

FOSTER & ASSOCIATES
2818 N. EDWARDS AVE.
WICHITA, KANSAS 67204



Mr. Robert Young
Wichita-Sedgwick County MAPD
City Building Annex -- Rm. 401
104 South Main Street
Wichita, Kansas 67202

Butte Co. Planning Course - Sept 18
every other thurs to Nov. 13th

Derby

FUTURE LAND USE IN THE URBAN AREA. . . .

The purpose of this section is to project an efficient and compatible arrangement of land uses for the future development of the urbanized portion of the Planning Area within and around the City of Derby. Similar planning for the remaining unincorporated rural area is described in the last sections of this chapter. Projections of land use patterns must consider a number of factors including physical features and respective developmental influences (Part 3), population projections (Part 4), economic considerations (Part 5), general goals (Part 7), and transportation plans (Part 9) as well as existing land use distribution, land use compatibilities, utility lines and service potentials, community attitudes, and proposed development projects. These variables and other factors have been utilized in determining Derby's future "urban development" pattern, direction, and extent as described herein during the 20-year planning period.

This particular urban development area is significant in assisting the City in determining the legal boundaries of their adopted "growth area map". This map establishes the jurisdiction as provided for in the City's Subdivision Regulations with-in which improvements are to be constructed to City standards except this requirement may be waived when such land is one or more parcels removed from the City limits. In any event, the intent is to design subdivisions in the designated area to urban standards and to ensure the construction of improvements at such time as development takes place. It is not anticipated that the growth area map would follow the urban pattern exactly, but would periodically be changed to reflect utility service area potentials and the foreseeable rate of growth.

General Land Use Pattern

A graphic illustration of the Future Urban Development Area is shown in Figure 8-B. The most predominant factor affecting the shape of the urban growth area is the dependence upon an expanded sewer system. This in turn is shaped by the topography and the increasingly poor soil conditions for septic tank systems as urbanization spreads further from the City. In fact, growth will stagnate unless an aggressive sewer installation program is undertaken. If in the meanwhile numerous large lots are built upon with on-site sewage systems, this will impede the orderly installation of sewers.

The Arkansas River and resulting flood plain constitute a formidable barrier to develop westward. Thus, the A.T.&S.F. Railway and the river front nearest the City become a logical urban growth boundary until such time as sewer lines could feasibly be extended northward on the west side of the railroad.

To the south, a logical limit line would be at the drainage basin divide just north of 95th Street South. This approximates the half-section line between 87th and 95th Streets South and extends from the railroad on the west almost to Webb Road to the east. Drainage to the south of this line flows into the Mulvane area of influence.

On the east side, a boundary could be established for this planning period which generally follows a drainage line north-south and just west of Webb Road. This would extend from approximately the half-section line between 87th and 95th Street South northward to a lot depth, about 200', north of 71st Street South. Such a line would permit a large amount of growth and yet still not necessitate construction of another branch of the sewer system into the area east of Webb Road.

From the northern point just previously described, the urban limits could extend westward along 71st Street South to Rock Road and then north to the half-mile line and westward to the railroad. While this northernmost line should be somewhat flexible due to the convenience in extending sewers further north, there is a concern for placing medium to high density development further into the flight path of aircraft from McConnell Air Force Base. Not only is Federal financing for housing difficult to obtain, there is the added concern for safety and the noise level factor. Some of the latter problem can be attenuated by design features and insulation. In the Resident Questionnaire Survey, 44% of the respondents reflected an interest in "reduced densities in the flight pattern".

It is fully realized that this much urbanized land is not needed to satisfy the 1995 City population projection of 12,111. If one considers that the 1973 population of 8,016 occupied a developed area of 1,032 acres and a total City area of 1,225, it is probably that about one square mile, i.e., 640 acres, could accommodate the land use needs of the projected growth. Additional potential urban land should be projected, however, since (1) land is not bought in an orderly fashion; (2) subdivisions take years to sell out; (3) a choice is needed to prevent a monopoly on land; (4) some low density developments already exist in the potential urban area; and (6) some pieces of land simply cannot be developed until the economics make it possible. In effect, the urban development area proposed is not a restraining affect upon the amount of land to be developed, but it does guide the direction and extent.

Individual classifications of future land use patterns are described in the following sections and also relate to Figure 8-B.

Residential

The gently rolling topography around Derby offers many attractive and varied locations for housing. To gain some insight into how much land might be needed for residential use, the following assumptions might be made. The 51% projected increase in population of 4,095 persons from 1973 to 1995 would form 1,107 households at the 1973 average family size of ~~3.7~~ ^{high}. Assuming that these households would be accommodated in single-family dwellings only located on 10,000 square-foot lots, they would occupy 318 acres of land including the 25% taken up by street right-of-way. In theory, the projected population could be accommodated now on the lots already platted and those in process plus the multiple-family units proposed.

Based on present trends and utility service, residential growth should continue eastward between Spring Creek and 71st Street South. Similar growth will probably continue to expand northward. Urban type growth to the south of Spring Creek will be dependant upon extensive new sewer lines and, therefore, development may be slow in materializing. These sewer lines, however, are important not only to develop the south area but to eventually expand eastward especially as growth approaches Rock Road.

While the above areas will mostly be built in single-family units with probably some duplexes, there will be continued interest in constructing apartments as part of the national trend. There are quite a number of areas already zoned for apartments at low-densities of 14.5 per acre as well as some at the medium-density of 24.8. The location of some apartments, especially in built-up areas, has caused citizen concern and a low 20% of the respondents to the Resident Survey indicated an interest in zoning for multi-dwellings. As these are built, a study should be made to assess their advantages and disadvantages to the community. Do they pay their way in regard to city services? Does the density produce any undue affects upon traffic? To what extent are they filled to capacity?

Some guidelines might be mentioned on locating apartments. Being adjacent to the intersections of arterial and collector streets affords an opportunity to disperse the traffic flow. Spreading out their locations tends to minimize their impact upon community facilities such as schools and parks. Various methods can be used to buffer the visual effect between multiple and single-family dwellings. Setbacks provide some relief from the effects created by height. Some demand is often felt to build apartments near central shopping areas as a convenience especially for elderly persons. Such units also provide needed accommodations for young single and married persons and those working in the business area.

Land and development costs plus the competition of other areas has limited the layout of mobile home parks in Derby. Individual lots as sites for mobile homes are not permitted by the Zoning Ordinance in the City. Although mobile homes are considered to be a solution to some housing problems, it is doubtful if any will develop inside Derby except as the City grows further away from its core area. High standards for development are required for mobile home parks now and, if constructed, they should be limited to arterial street locations with proper buffering of single-family houses. Residents responding to the Questionnaire indicated only a 7% interest in "zoning for more mobile home parks". An assumption of 40% of the respondents was that mobile home parks should be accommodated in the "outside" area.

Public and Semi-Public

There is limited expansion possibilities on most of the existing public facility sites including parks and schools. The main increases in public land as described in the Community Facility chapter will be in larger park sites and a new school location. Many churches have and will continue to expand on their present site. The nearness of Wichita evidently precludes having too many semi-public uses in the form of institutions.

Commercial

The existing commercial area in the 1965 Plan showed it to be 3% of the City's developed area. In the 1973 survey, it was still 3% and yet the potential appears to exist for much stronger business activity. A large share of the shopping is done elsewhere as indicated by the results of the Resident Questionnaire:

| <u>Items</u> | <u>Derby</u> | <u>Wichita</u> | <u>McConnell AFB</u> | <u>Elsewhere</u> |
|--------------|--------------|----------------|----------------------|------------------|
| Groceries | 74% | 13% | 10% | 3% |
| Drugs | 67% | 21% | 10% | 2% |
| Furniture | 11% | 87% | -- | 2% |
| Appliances | 27% | 71% | 1% | 1% |
| Hardware | 56% | 42% | 1% | 1% |

Reasons given for shopping outside Derby were as follows:

- Wider selection - 73%
- Price is better - 57%
- Items unavailable - 53%
- Convenient to work - 7%

The convenience to work factor may play a greater role than statistically indicated.

Respondents (435) were asked to check and/or list stores and services needed in Derby. Listed below are the results:

| <u>Store or Service Needed</u> | <u>Percent of Respondents</u> | <u>Store or Service Needed</u> | <u>Percent of Respondents</u> |
|--------------------------------|-------------------------------|--------------------------------|-------------------------------|
| Clothing | 67 | Hardware | 14 |
| Doctor | 43 | Furniture | 12 |
| Motel | 38 | Auto Repair | 11 |
| Hospital | 33 | Appliance | 9 |
| Grocery | 29 | Cleaners | 9 |
| Nursing Home | 29 | Drug | 8 |
| Shoe Repair | 27 | Barber Shop | 2 |
| Restaurant | 25 | Department Store | 2 |
| Dentist | 15 | Discount Store | 2 |

There were 19 other businesses listed which tallied less than 2% each. A complete listing is contained in the summary of the Questionnaire which is on file with the Planning Commission.

Of the respondents, 85% "generally found it easy" to locate a parking space in the central shopping area with only an occasional problem experienced by others. The ability to find parking should be maintained as an asset and other features should be improved upon to attain a better shopping atmosphere. Some of these improvements evidently relate to merchandizing practices although physical design can be of help to avoid an overall "hodgepodge" appearance. Too many signs, too many curb cuts, too many clashing colors and a lack of aesthetic design for individual buildings will lead to a reduced level of interest on the part of potential customers. There is a need for unified activities to promote the shopping area and improve its appearance. The continued vitality of the business area is important not only for the convenience of shoppers and the income of business firms, but also to enhance local job opportunities and expand the tax base due to the limited number of non-residential properties in town.

The Derby shopping area is actually a combination of commercial activities, i.e., highway business, offices, neighborhood convenience stores, shopping centers, some non-retail heavy commercial services, and some characteristics of a central business district. Such a combination makes it difficult to capitalize upon the individual features which make certain classifications of commercial areas an asset to a specific location. It also makes it almost impossible to establish common developmental reg-

ulations which enhance the uniqueness of each classification without creating large numbers of non-conforming land uses and structures. A decided advantage to the area is its compactness and limited intrusion of commercial uses into residential areas. On the other hand, the scatteration of retail stores within the business area looses the advantages associated with the economic principle of "culmulative attraction". The Baltimore Avenue-K-15 trafficway serves a combination of purposes, i.e., through traffic, internal city circulation and access to the shopping area. While the through traffic creates business for the area, it is also a disadvantage to local shoppers. Although the through traffic will continue to increase, it may be limited by the possibility of converting the Kansas Turnpike to a toll-free highway by 1990, the improvements proposed for Broadway Avenue and the general improvement of other County roads.

Several improvements as outlined below are possible for the central shopping area:

- Broaden the east-west width of the commercial area and discourage such uses from extending further south of Belmont Avenue.
- Permit commercial uses to extend further north on K-15 on the frontage road only.
- Intensify the use of commercial land along Baltimore by expanding existing structures where possible and replacing non-commercial uses and marginal operations.
- Encourage office uses and lighter commercial activities to locate to the east of Baltimore Avenue as a buffer to residential areas and to concentrate more retail stores and relieve some traffic on Baltimore.
- Carefully consider the extention of commercial uses on selected locations at some future time for one additional block east of Georgie Avenue when warranted by economic demand and the condition of non-commercial structures.
- Redistribute existing and encourage new businesses of a heavier service commercial nature to locate west on either side of Buckner Street and between Pittman Street on the south and Wedgewood Drive to the north.
- Encourage joint action by the business firms to promote the Derby trading area and to initiate continued efforts to improve the appearance of the commercial area.
- Permit the construction on arterial streets of some neighborhood shopping centers in outlying areas to the east as a convenience to residents.

Industrial

The competition of other industrial sites in the Wichita Metropolitan Area and the modest amount of land accessible to facilities and not likely to blight good residential areas have limited the expansion of industry in Derby. The most desirable sites are found along the west side of the A.T.&S.F. railroad south of Washington Street and along Buckner Street. While the sites would not be large, they have access to rail and highway transportation and utilities.

The old town area between the railroad and the river in the City limits has a mixture of land uses, i.e., residential, heavy commercial, and industrial, plus scattered vacant lots. Only a massive rehabilitation effort could attract private interests to create a desirable residential setting overlooking the river. This is not likely to happen. Adequate commercial land can be found on K-15 and there is no need to expand it westward away from the direction of population growth. Although there are considerable disadvantages, the continuing and slow trend to convert the area to small industrial and warehousing sites should continue. This is the apparent desire of the current residents and it does provide an opportunity for resale of older residential properties. The attractiveness of the area for industry could be enhanced by improvements to streets in and leading into the area and continued enforcement of construction and environmental codes.

In order to broaden the tax base, there is some need to consider what additional efforts might be made to attract industrial uses. The Resident Questionnaire found that 49% of the respondents felt a need for a "program to attract industry". The Planned Unit Development District in the new City Zoning Ordinance offers an opportunity to construct an industrial park to a high quality of environmental standards and to limit the types of industrial activities. Although there are limited sites in the Planning Area near the City, it may be possible to find the right combination of access routes, topography, and utilities that could make such a park feasible and still buffer its effects upon adjacent land uses.

Open Space Land

Some land in an urbanizing area should not be used, but left in its natural state as "open space land". The author, William H. Whyte, once called it, "Important, do-nothing land". Such land is really considered an important resource which gives form and character to the remaining urbanized setting. A park is a park, a streamway is a streamway, a woodland is a woodland, and a flood plain is a flood plain; however, if preserved in their natural state, they too become "open space". Charles E. Doell defined recreation as, "the refreshment of the mind or body

or both through some means which is in itself pleasurable". Who can measure the value to one's mind of the pleasure derived from viewing the natural beauty of open space? It is refreshing because it is there and it is seen. It becomes a visual relief from contiguous urban development.

Open space serves many tangible as well as intangible purposes and today's environmental concerns serve only to increase the value of open space in both urban and rural areas. Some of the purposes of preserving open space are:

1. To maintain or enhance the conservation of natural or scenic resources.
2. To protect natural streams, water supply areas, and flood plains and to reduce erosion.
3. To preserve a sanctuary for wildlife and natural vegetation.
4. To provide an aesthetic setting for structures and sites of historical, botanical, geological, zoological, and architectural significance.
5. To give shape and form to urban areas and identity to individual neighborhoods and provide buffer areas between land uses.

The concentration of urban development in Derby has limited the remaining open space. Public and semi-public uses have been limited in site size and for the most part have not been near natural settings to enhance the feeling of open space within the urban area. Natural drainageways along Dry and Spring Creeks where adjacent stands of trees exist have been preserved within subdivisions and given added amenity to the residential setting. Only in a few park and open space areas does the public have access to these natural features. It is proposed that the preservation of such stream areas along both creeks continue throughout the urban growth area and where possible be expanded in width to permit public access by way of hiking and biking trails.

PART 7

GOALS

PURPOSE OF COMMUNITY GOALS. . . .

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

It is often said that successful people are goal-oriented. The same is true of communities, i.e., those that have recognizable common goals lay the basis for achieving the kind of community in which the residents desire to live, to work, and to find cultural and social satisfaction.

Setting goals also makes it more possible to determine priorities when various activities compete for money, time and manpower. With the priority of goals established, better coordination of effort and resources becomes possible. This is true not only in the interrelationship of one governmental body to another, but the relationship between private enterprise, property ownership and governmental activities. If the goals and priorities of any one agency or individual are not in accord with the overall project, there is usually a lowering of efficiency and an increase in cost and time in achieving the final results.

Goals become a method of establishing efficient working relationships within an area. They often make difficult tasks achievable.

GENERAL GOALS. . . .

In order to establish some basic principles to guide the preparation of this Plan document, a list of general goals has been formulated for the Derby Planning Area. These have evolved during the planning process from the Resident Questionnaire Survey, discussions with the Planning Commission and individual community leaders and officials, and from analyzing the background data for the Plan as contained in the first six chapters. More specific goals are to be found throughout the remaining chapters which also serve as policy plan proposals for this Comprehensive Plan document.

General Goals

- Strive to be a healthy, safe, convenient, and efficient community with a pleasant and attractive atmosphere for shopping, working, passing leisure time, and everyday living.
- Maintain the distinctive character and identity of each living, working, shopping, and leisure time area while interrelating them to form a desirable and coordinated combination of function, circulation, and image.
- Seek to retain those characteristics of life which are best attained by living in a small town atmosphere.
- Recognize in the local planning the regional influences on Derby characterized by a large proportion of the work force commuting elsewhere for employment and having somewhat similar patterns for shopping purposes.

Land Use

- Recognize the City's growth limitations imposed by major natural and man-made barriers.
- Continue to concentrate urban growth in and around Derby so as to avoid scattered development at urban densities in the rural area.
- Preserve throughout the Planning Area those natural and unique settings of woodland and creek valleys that serve as "buffers" between land uses, sanctuaries for wildlife, natural drainage-ways, and provide a visual amenity to the urban scene.
- Seek methods of eliminating or minimizing the effects of blighting conditions which lower property values and subtract from the quality of the environment.
- Ensure that residents have the opportunity to obtain adequate housing of some type meeting all health and safety requirements.
- Protect the identifiable character and sense of privacy within each residential area from the encroachment of incompatible land uses and the dangers of through traffic.
- Establish a residential density pattern which will produce desirable concentrations for providing services without causing congestion or excessive drain on community facilities.
- Continue to maintain and strengthen the central shopping area as a compact commercial center and expand its collective ability to provide a complete range of goods and services for the City's residents and surrounding trade area.

- Develop the central shopping area's appearance as an attractive and harmonious design with an identifiable and unified area providing an efficient and interesting place to shop and work.
- Recognize the need for some "strip" commercial development along frontage roads and for a limited number of neighborhood convenience shopping areas.
- Recognize the importance of developing the limited industrial land in and adjacent to the City by those industries most likely to enhance the economy and the environment in a positive manner.
- Consider proposals for an industrial park which would maintain high environmental standards and be appropriately buffered from adjacent incompatible land uses.

Transportation

- Achieve and maintain a safe, efficient, and balanced system of transportation facilities capable of serving the needs of all residents and of supporting the City's economy.
- Recognize that many modes of transportation have regional implications and solutions.
- Consider the short and long-range implications of the "energy crisis" in the selection and design of transportation facilities.
- Coordinate future road improvements with the County so that rights-of-way initially acquired and bridges constructed will serve the long-range urbanizing needs.
- Ensure the continued existence of an improved airport to serve the southwest area of the County.

Facilities and Services

- Coordinate the development of community facilities and services with the land use and transportation elements of the Comprehensive Plan as a means of encouraging orderly future growth.
- Plan ahead for future facilities so that efficiently located sites will not be preempted by other uses.
- Recognize the feasibility of various jurisdictional levels at which a public or private facility could be provided at the greatest efficiency.

- Develop an adequate amount of land to provide space for recreational programs designed to meet the needs of all age groups and both sexes.
- Maintain the quality of the school system.
- Make a continuing effort to plan and implement the anticipated sanitary sewer needs because of their long-range consequences upon development.

Implementation of Plans and Policies

- Have the City Planning Commission adopt and maintain the Comprehensive Plan to guide the overall development of the Planning Area.
- Maintain the City's Zoning Ordinance to guide future developmental activities into compatible spatial patterns.
- Maintain the Subdivision Regulations for the City and outside jurisdiction to ensure the harmonious design of new developments and the provision of all necessary facilities.
- Work with County officials to ensure the proper standards and enforcement of zoning, health and construction codes in the unincorporated portion of the Planning Area.
- Encourage those private development projects which reflect sound planning and meet the guidelines of the Comprehensive Plan.
- Maintain a high level of coordination and cooperation between public agencies and private interests in regard to developmental policies, programs, and projects by working with developers at an early stage.
- Continue to annex land to the east, south, and north of Derby which is in the process of development.
- Maintain a close working relationship with the planning activities of the Wichita-Sedgwick County Metropolitan Area Planning Commission and Department as well as those of the surrounding cities.
- Continue to encourage citizen involvement in the planning process and increase the public's awareness and knowledge of plan proposals.
- Emphasize the importance of adopting and enforcing various construction and environmental codes, particularly to maintain the long-range quality of the City's housing supply and the tax base.

MAPD
Bob
Young

Industrial

Existing industrial land uses in the City are relatively limited. Only 5.6 acres, 0.6% of the City's developed land, are currently used industrially. These land uses are all located on scattered sites along or west of the A.T.&S.F. railroad tracks in the western and older part of town.

As previously noted in the chapter on the Economy, the industries in town are diversified in nature and not large in number. A list of the industries in the City is provided in Table 5-F. They are also not characterized by large employment or large site sizes. The Sterling Company, a metal products manufacturing firm, is the largest industry in town in terms of area occupied. All of the industries are provided with urban type utilities and services.

Transportation Rights-of-Way

A total of 391.2 acres, about 32% of all the land in the City, is used for either street or railroad rights-of-way. This includes the City's "paper" streets, i.e., those which are platted but not yet built.

As previously noted, most of Derby's platted streets reflect modern design concepts, e.g., longer blocks, curved streets, etc., which minimize the total amount of land needed for transportation. The exception is the original town area, where relatively short 300' blocks and a gridiron pattern are common. The latter is generally considered to be an inefficient traffic pattern leading to accidents at the many 4-way intersections. Due to the intensity of existing development, it is not likely that any of these short streets could be vacated.

Vacant and Agricultural

Approximately 194 acres, or 15.8% of the City's total land area, are either vacant or used for agricultural purposes. Most of this land is located near the central part of town or in the north or northeast parts, and has either been pre-planned or platted for future residential use. Other vacant land includes scattered sites in the older parts of town particularly in the industrially zoned area west of the railroad.

EXISTING LAND USE OUTSIDE THE CITY. . . .

The Derby Planning Area, which is delineated in Part 1 of this report, consists of approximately 35 square miles, of which only about two square miles are within the City limits. The remaining part of the Planning Area adjacent to and surrounding the City consists of land uses which will likely influence or be in-

fluenced by the City's planning efforts during the planning period. In order to gain a greater perception of the City's growth area, surrounding growth influences, etc.; and also to provide the legal basis necessary for the adoption of extraterritorial subdivision regulations, the land use patterns in that part of the Derby Planning Area outside the City limits were field surveyed by the consultants in August 1975 and are described and analyzed in the following sections. Graphically, the existing land use pattern is further illustrated on Figure 8-B.

General

The Planning Area around the City consists basically of agricultural land and related farm uses, but there are also several scattered areas of non-farm residential development. The only part of the Planning Area which has experienced any significant trend in commercial or industrial development is the frontage along Highway K-15 north of town which leads to Wichita.

Although Derby is the focal point of the Planning Area, analysis and recommendations for future development should also recognize the potential external development influences. These include several nearby cities such as Haysville, Mulvane and Rose Hill, but especially Wichita to the north as well as the McConnell Air Force Base, and the Boeing Airplane Company plant site.

Residential

About 600 residential units, including approximately 110 mobile homes, are located in the rural area around the City. These units accommodate approximately 2,200 people. Only about 30% of these residences are considered as farmhouses, while the remaining 70% are rural non-farm dwellings.

The non-farm residential areas outside the City are extremely variable both in terms of housing types and densities. There are some subdivisions which have only large, new single-family housing units located on large lots, i.e., up to ten acres. On the other hand, there are concentrated groupings of mobile homes. Also present are relatively intense subdivisions with mixed housing types, including single-family houses, mobile homes, duplexes and other multiple-family residential structures.

As would be expected, there are also a number of individual residences, including several mobile homes, in the Planning Area. Nearly all of these are located along the mile-line roads, and most are considered to be farmhouses.

An interesting point is the lack of contiguity or any particular location pattern in the development of these various types of residential uses. Some of the more sparsely developed areas, i.e., those with basically agricultural land and farm-

FIGURE 8-B
EXISTING LAND USE MAP
FOR DERBY PLANNING AREA

(Note: City of Derby area to be
referred to Figure 8-A
as an inset.

Follows
p. 8-6

houses, are those immediately outside the City, and the residential subdivisions of a more urban nature are scattered in all directions throughout the Planning Area.

There is also considerable variation in the quality of the housing. This ranges from large expensive new homes on larger lots to deteriorated old dwellings including former farmhouses and mobile homes. Each of these situations will present a different set of conditions as annexation takes place and services are provided to a larger growth area.

Public & Semi-Public

Several of the public land uses in the Planning Area are located just outside the City boundary and are intended to serve mainly the residents of Derby. These facilities include the City's second sewage treatment plant, which is located to the south of the City, a water tower east of town, and the new 40-acre park site southeast of town. Semi-public land uses near the City include three churches and a nursery school, all of which are located within residential areas.

Facilities further out from the City are mostly located to the east and northeast, and, except for the County Fire Station located at Rock Road and 63rd Street South, are all semi-public. These include the Hidden Lakes Golf Course, a building and land used by the Knights of Columbus, and Hamilton Airfield.

Commercial

Nearly all of the commercial land uses in the Planning Area outside the City are located north of town along the frontage road on the east side of Highway K-15. The most intensely developed area along the frontage road is the mile between 63rd Street South and 71st Street South (Meadowlark Road). This area, which has some residential and industrial uses intermixed, contains a variety of business types, including a gasoline station and automotive garage, a veterinarian's office, a lumber and hardware store, and a bar. The intermixture of commercial, industrial and residential uses has caused many structures to deteriorate.

The only commercial uses in the Planning Area not located along K-15 are a service station at 63rd Street South and Rock Road, an aircraft repair business at Hamilton Airfield, and a doctor's office and antique store located south of town off of Woodlawn Boulevard.

Industrial

Industrial land uses around the City are, like the commercial uses, mainly contained to the frontage area along Highway K-15 north of town. The largest industrial type land use in this area

is an automobile salvage yard, but there are also some small manufacturing businesses. The mixture of land uses in the area contributes to an overall blighting situation which does not attract better quality commercial enterprises.

The only industrial use not located along the K-15 frontage is a sand excavation company south of the City. This site also works in conjunction with a private land fill operation.

FUTURE LAND USE IN THE URBAN AREA. . . .

The purpose of this section is to project an efficient and compatible arrangement of land uses for the future development of the urbanized portion of the Planning Area within and around the City of Derby. Similar planning for the remaining unincorporated rural area is described in the last sections of this chapter. Projections of land use patterns must consider a number of factors including physical features and respective developmental influences (Part 3), population projections (Part 4), economic considerations (Part 5), general goals (Part 7), and transportation plans (Part 9) as well as existing land use distribution, land use compatibilities, utility lines and service potentials, community attitudes, and proposed development projects. These variables and other factors have been utilized in determining Derby's future "urban development" pattern, direction, and extent as described herein during the 20-year planning period.

This particular urban development area is significant in assisting the City in determining the legal boundaries of their adopted "growth area map". This map establishes the jurisdiction as provided for in the City's Subdivision Regulations within which improvements are to be constructed to City standards except this requirement may be waived when such land is one or more parcels removed from the City limits. In any event, the intent is to design subdivisions in the designated area to urban standards and to ensure the construction of improvements at such time as development takes place. It is not anticipated that the growth area map would follow the urban pattern exactly, but would periodically be changed to reflect utility service area potentials and the foreseeable rate of growth.

General Land Use Pattern

The projected land use patterns for the Planning Area are illustrated in Figure 8-C. The most predominant factor affecting the shape of the urban growth area is the dependence upon an expanded sewer system. This in turn is shaped by the topography and the increasingly poor soil conditions for septic tank systems as urbanization spreads further from the City. In fact,

growth will stagnate unless an aggressive sewer installation program is undertaken. If in the meanwhile numerous large lots are built upon with on-site sewage systems, this will impede the orderly installation of sewers.

The Arkansas River and resulting flood plain constitute a formidable barrier to develop westward. Thus, the A.T.&S.F. Railway and the river front nearest the City become a logical urban growth boundary until such time as sewer lines could feasibly be extended northward on the west side of the railroad.

To the south, a logical limit line would be at the drainage basin divide just north of 95th Street South. This approximates the half-section line between 87th and 95th Streets South and extends from the railroad on the west almost to Webb Road to the east. Drainage to the south of this line flows into the Mulvane area of influence.

On the east side, a boundary could be established for this planning period which generally follows a north-south drainage line just west of Webb Road. This would extend from approximately the half-section line between 87th and 95th Street South northward to a lot depth, about 200', north of 71st Street South. Such a line would permit a large amount of growth and yet still not necessitate construction of another branch of the sewer system into the area east of Webb Road.

From the northern point just previously described, the urban limits could extend westward along 71st Street South to Rock Road and then north to the half-mile line and westward to the railroad. While this northernmost line should be somewhat flexible due to the convenience in extending sewers further north, there is a concern for placing medium to high density development further into the flight path of aircraft from McConnell Air Force Base. Not only is Federal financing for housing difficult to obtain, there is the added concern for safety and the noise level factor. Some of the latter problem can be attenuated by design features and insulation. In the Resident Questionnaire Survey, 44% of the respondents reflected an interest in "reduced densities in the flight pattern".

It is fully realized that this much urbanized land is not needed to satisfy the 1995 City population projection of 12,111. If one considers that the 1973 population of 8,016 occupied a developed area of 1,032 acres and a total City area of 1,225, it is probably that about one square mile, i.e., 640 acres, could accommodate the land use needs of the projected growth. Additional potential urban land should be projected, however, since (1) land is not bought in an orderly fashion; (2) subdivisions take years to sell out; (3) a choice is needed to prevent a monopoly on land; (4) some low density developments already exist in the potential urban area; and (5) some pieces of land simply

cannot be developed until the economics make it possible. In effect the urban development area proposed is not intended to restrain the amount of land to be developed, but it does guide the direction and extent.

Individual classifications of future land use patterns are described in the following sections and also relate to Figure 8-C.

Residential

The gently rolling topography around Derby offers many attractive and varied locations for housing. To gain some insight into how much land might be needed for residential use, the following assumptions might be made. The 51% projected increase in population of 4,095 persons from 1973 to 1995 would form 1,107 households at the 1973 average family size of 3.7. Assuming that these households would be accommodated in single-family dwellings only located on 10,000 square-foot lots, they would occupy 318 acres of land including the 25% taken up by street right-of-way. In theory, the projected population could be accommodated now on the lots already platted and those in process plus the multiple-family units proposed. *Right*

Based on present trends and utility service, residential growth should continue eastward between Spring Creek and 71st Street South. Similar growth will probably continue to expand northward. Urban type growth to the south of Spring Creek will be dependant upon extensive new sewer lines and, therefore, development may be slow in materializing. These sewer lines, however, are important not only to develop the south area but to eventually expand eastward especially as growth approaches Rock Road.

While the above areas will mostly be built in single-family units with probably some duplexes, there will be continued interest in constructing apartments as part of the national trend. There are quite a number of areas already zoned for apartments at low-densities of 14.5 per acre as well as some at the medium-density of 24.8. The location of some apartments, especially in built-up areas, has caused citizen concern and a low 20% of the respondents to the Resident Survey indicated an interest in zoning for multi-dwellings. As these are built, a study should be made to assess their advantages and disadvantages to the community. Do they pay their way in regard to city services? Does the density produce any undue affects upon traffic? To what extent are they filled to capacity?

Some guidelines might be mentioned on locating apartments. Being adjacent to the intersections of arterial and collector streets affords an opportunity to disperse the traffic flow.

Spreading out their locations tends to minimize their impact upon community facilities such as schools and parks. Various methods can be used to buffer the visual effect between multiple and single-family dwellings. Setbacks provide some relief from the effects created by height. Some demand is often felt to build apartments near central shopping areas as a convenience especially for elderly persons. Such units also provide needed accommodations for young single and married persons and those working in the business area.

Land and development costs plus the competition of other areas has limited the layout of mobile home parks in Derby. Individual lots as sites for mobile homes are not permitted by the Zoning Ordinance in the City. Although mobile homes are considered to be a solution to some housing problems, it is doubtful if any will develop inside Derby except as the City grows further away from its core area. High standards for development are required for mobile home parks now and, if constructed, they should be limited to arterial street locations with proper buffering of single-family houses. Residents responding to the Questionnaire indicated only a 7% interest in "zoning for more mobile home parks". An assumption of 40% of the respondents was that mobile home parks should be accommodated in the "outside" area.

Public and Semi-Public

There are limited expansion possibilities on most of the existing public facility sites including parks and schools. The main increases in public land as described in the Community Facility chapter will be in larger park sites and a new school location. Many churches have and will continue to expand on their present sites. The nearness of Wichita evidently precludes having too many semi-public uses in the form of institutions.

Commercial

The existing commercial area in the 1965 Plan showed it to be 3% of the City's developed area. In the 1973 survey, it was still 3% and yet the potential appears to exist for much stronger business activity. A large share of the shopping is done elsewhere as indicated by the results of the Resident Questionnaire:

| <u>Items</u> | <u>Derby</u> | <u>Wichita</u> | <u>McConnell AFB</u> | <u>Elsewhere</u> |
|--------------|--------------|----------------|----------------------|------------------|
| Groceries | 74% | 13% | 10% | 3% |
| Drugs | 67% | 21% | 10% | 2% |
| Furniture | 11% | 87% | -- | 2% |
| Appliances | 27% | 71% | 1% | 1% |
| Hardware | 56% | 42% | 1% | 1% |

Reasons given for shopping outside Derby were as follows:

Wider selection - 73%
Price is better - 57%
Items unavailable - 53%
Convenient to work - 7%

The convenience to work factor may play a greater role than statistically indicated.

Respondents (435) were asked to check and/or list stores and services needed in Derby. Listed below are the results:

| <u>Store or Service Needed</u> | <u>Percent of Respondents</u> | <u>Store or Service Needed</u> | <u>Percent of Respondents</u> |
|--------------------------------|-------------------------------|--------------------------------|-------------------------------|
| Clothing. | 67 | Hardware | 14 |
| Doctor | 43 | Furniture | 12 |
| Motel | 38 | Auto Repair | 11 |
| Hospital | 33 | Appliance | 9 |
| Grocery | 29 | Cleaners | 9 |
| Nursing Home | 29 | Drug | 8 |
| Shoe Repair | 27 | Barber Shop | 2 |
| Restaurant | 25 | Department Store | 2 |
| Dentist | 15 | Discount Store | 2 |

There were 19 other businesses listed which tallied less than 2% each. A complete listing is contained in the summary of the Questionnaire which is on file with the Planning Commission.

Of the respondents, 85% "generally found it easy" to locate a parking space in the central shopping area with only an occasional problem experienced by others. The ability to find parking should be maintained as an asset and other features should be improved upon to attain a better shopping atmosphere. Some of these improvements evidently relate to merchandising practices although physical design can be of help to avoid an overall "hodgepodge" appearance. Too many signs, too many curb cuts, too many clashing colors and a lack of aesthetic design for individual buildings will lead to a reduced level of interest on the part of potential customers. There is a need for unified activities to promote the shopping area and improve its appearance. The continued vitality of the business area is important not only for the convenience of shoppers and the income of busi-

ness firms, but also to enhance local job opportunities and expand the tax base due to the limited number of non-residential properties in town.

The Derby shopping area is actually a combination of commercial activities, i.e., highway business, offices, neighborhood convenience stores, shopping centers, some non-retail heavy commercial services, and some characteristics of a central business district. Such a combination makes it difficult to capitalize upon the individual features which make certain classifications of commercial areas an asset to a specific location. It also makes it almost impossible to establish common developmental regulations which enhance the uniqueness of each classification without creating large numbers of non-conforming land uses and structures. A decided advantage to the area is its compactness and limited intrusion of commercial uses into residential areas. On the other hand, the scatteration of retail stores within the business area loses the advantages associated with the economic principle of "cumulative attraction". The Baltimore Avenue-K-15 trafficway serves a combination of purposes, i.e., through traffic, internal city circulation and access to the shopping area. While the through traffic creates business for the area, it is also a disadvantage to local shoppers. Although the through traffic will continue to increase, it may be limited by the possibility of converting the Kansas Turnpike to a toll-free highway by 1990, the improvements proposed for Broadway Avenue and the general improvement of other County roads.

Several improvements as outlined below are possible for the central shopping area:

- Broaden the east-west width of the commercial area and discourage such uses from extending further south of Belmont Avenue.
- Permit commercial uses to extend further north on K-15 on the frontage road only.
- Intensify the use of commercial land along Baltimore by expanding existing structures where possible and replacing non-commercial uses and marginal operations.
- Encourage office uses and lighter commercial activities to locate to the east of Baltimore Avenue as a buffer to residential areas and to concentrate more retail stores and relieve some traffic on Baltimore.
- Carefully consider the extension of commercial uses on selected locations at some future time for one additional block east of Georgie Avenue when warranted by economic demand and the condition of non-commercial structures.

- Redistribute existing and encourage new businesses of a heavier service commercial nature to locate west on either side of Buckner Street and between Pittman Street on the south and Wedgewood Drive to the north.
- Encourage joint action by the business firms to promote the Derby trading area and to initiate continued efforts to improve the appearance of the commercial area.
- Permit the construction on arterial streets of some neighborhood shopping centers in outlying areas to the east as a convenience to residents.

Industrial

The competition of other industrial sites in the Wichita Metropolitan Area and the modest amount of land accessible to facilities and not likely to blight good residential areas have limited the expansion of industry in Derby. The most desirable sites are found along the west side of the A.T.&S.F. railroad south of Washington Street and along Buckner Street. While the sites would not be large, they have access to rail and highway transportation and utilities.

The old town area between the railroad and the river in the City limits has a mixture of land uses, i.e., residential, heavy commercial, and industrial, plus scattered vacant lots. Only a massive rehabilitation effort could attract private interests to create a desirable residential setting overlooking the river. This is not likely to happen. Adequate commercial land can be found on K-15 and there is no need to expand it westward away from the direction of population growth. Although there are considerable disadvantages, the continuing and slow trend to convert the area to small industrial and warehousing sites should continue. This is the apparent desire of the current residents and it does provide an opportunity for resale of older residential properties. The attractiveness of the area for industry could be enhanced by improvements to streets in and leading into the area and continued enforcement of construction and environmental codes.

In order to broaden the tax base, there is some need to consider what additional efforts might be made to attract industrial uses. The Resident Questionnaire found that 49% of the respondents felt a need for a "program to attract industry". The Planned Unit Development District in the new City Zoning Ordinance offers an opportunity to construct an industrial park to a high quality of environmental standards and to limit the types of industrial activities. Although there are limited sites in the Planning Area near the City, it may be possible to find the right combination of access routes, topography, and utilities that could make such a park feasible and still buffer its effects upon adjacent land uses.

Open Space Land

Some land in an urbanizing area should not be used, but left in its natural state as "open space land". The author, William H. Whyte, once called it, "Important, do-nothing land". Such land is really considered an important resource which gives form and character to the remaining urbanized setting. A park is a park, a streamway is a streamway, a woodland is a woodland, and a flood plain is a flood plain; however, if preserved in their natural state, they too become "open space". Charles E. Doell defined recreation as, "the refreshment of the mind or body or both through some means which is in itself pleasurable". Who can measure the value to one's mind of the pleasure derived from viewing the natural beauty of open space? It is refreshing because it is there and it is seen. It becomes a visual relief from contiguous urban development.

Open space serves many tangible as well as intangible purposes and today's environmental concerns serve only to increase the value of open space in both urban and rural areas. Some of the purposes of preserving open space are:

1. To maintain or enhance the conservation of natural or scenic resources.
2. To protect natural streams, water supply areas, and flood plains and to reduce erosion.
3. To preserve a sanctuary for wildlife and natural vegetation.
4. To provide an aesthetic setting for structures and sites of historical, botanical, geological, zoological, and architectural significance.
5. To give shape and form to urban areas and identity to individual neighborhoods and provide buffer areas between land uses.

The concentration of urban development in Derby has limited the remaining open space. Public and semi-public uses have been limited in site size and for the most part have not been near natural settings to enhance the feeling of open space within the urban area. Natural drainageways along Dry and Spring Creeks where adjacent stands of trees exist have been preserved within subdivisions and given added amenity to the residential setting. Only in a few park and open space areas does the public have access to these natural features. It is proposed that the preservation of such stream areas along both creeks continue throughout the urban growth area and where possible be expanded in width to permit public access by way of hiking and biking trails.

FUTURE LAND USE IN THE RURAL AREA. . . .

For the purpose of this section, that part of the Derby Planning Area which is not included in the previously defined future "urban development area", is referred to as the "rural" area. Although this rural area is outside the projected area of intensive City growth during the planning period, its development will probably be of a basically non-farm nature. Furthermore, the long-range (beyond the planning period) growth of the City could include large portions of this area, and therefore, its development should be planned in a manner by which it can eventually be conveniently and efficiently integrated into the City's network of facilities, utilities, and services. Especially of concern in this respect are right-of-way standards, utility easements, and possible re-subdivision of large lots.

Most development in the rural area during the planning period will probably be non-farm residential, including both individual dwelling sites and scattered subdivisions similar to those already existing. Residential densities currently permitted by the combined effect of County zoning and Derby City subdivision regulations vary from a minimum of 7,500 square feet per residence to more than ten acres. Residences on lots ten acres or larger in size are presently exempt from the requirements of platting when they are not located in a flood plain and can satisfy the sewage disposal conditions. The residential zone covering the largest part of the Planning Area is the County's lowest density zone and requires a minimum lot size of two acres. The next zone with public water and sewerage facilities requires a minimum of 15,000 square feet, however, platting regulations raise this to a standard of 40,000 square feet where on-site sewage disposal and wells are used. The latter size can be reduced to 20,000 square feet in cases where a public water system is utilized and soil conditions can adequately accommodate septic tanks. The highest density residential zone which requires availability of both public water supply and sewage systems necessitates a 7,500 square foot lot minimum. This standard is slightly higher than the 6,800 minimum permitted in the City limits.

A separate requirement of at least five acres per lot applies to all residences utilizing private sewage lagoons. This regulation is especially significant in the extreme eastern part of the Planning Area, where distance from the City's sewage system and poor soil conditions for septic tank use make lagoons the most feasible alternative.

Another factor in the location of future subdivisions is the condition of the highways or roads serving them. While gravel surfaces may suffice for the internal township streets in these subdivisions, it is preferable that the abutting major roads which provide access to the subdivisions be paved. If they are not, the additional traffic may result in a considerable increase in County road maintenance expense.

While there are some multiple-family dwellings in the area near the City, future residential development outside the City should be basically single-family. Mobile home parks and subdivisions should be expected to develop, but standards should be maintained which insure that this occurs in a manner that will not discourage further development in adjacent areas.

It is important to remember that although these residential areas may initially be developed to provide their own general services, i.e., water and sewage systems, the possibility always exists that they will at some point turn to the City for the provision of these and other community services and facilities. Such being the case, it is very important that each plat in the Planning Area be considered as a potential future part of an urban area, i.e., the City of Derby.

Even with the best of planning and setting standards for the further development of this predominately rural area, the wide choice of lot sizes being permitted creates an obvious difficulty in achieving integrated and compatible overall development. The question needs to be raised--Are all these lot sizes needed and, if so, is there some pattern which could be devised that would better channel their location? A logical policy would be to guide the development of lots which choose to have municipal-type water and sewer service to areas closest to the City and limit their development elsewhere. But on the other hand, what about those lots with either or neither water or sewer? The common denominator of such location decisions is predicated upon soil conditions and underground water supplies. With the detailed data on soil conditions now becoming available through the Sedgwick County Conservation District, future area or neighborhood plans could be prepared which could delineate the best pattern for the various lot sizes.

In order to more specifically define the proposed future land use patterns in the Planning Area, various parts of the rural area are delineated and described in the following sections.

West of the Arkansas River

The Arkansas River provides a distinct physical barrier to the City's westward growth. However, the proximity of the area west of the River to the City plus the aesthetic river setting give it a certain attraction for residential development. This fact is graphically evidenced by Figure 8-B, which shows that the area has already experienced significant housing development.

Except for filling in the existing subdivisions, future residential development west of the River should be kept to a very low density. This recommendation is made not only because of the barrier to City services and facilities imposed by the River, but also in order that the land can be more readily used for agricul-

tural purposes. Also considered is the fact that there is more than enough land in the Planning Area east of the River to accommodate the projected population growth.

In addition, parts of the area west of the River have potential for other types of development. The Open Space, Parks and Recreation Plan for the Wichita-Sedgewick County Metropolitan Area proposes the area surrounding the apex of the River and the Wichita-Valley Center flood-control channel for use as open space and a semi-regional park.

As previously mentioned in this Plan, the feasibility of navigation on the Arkansas River has been studied by the U. S. Corps of Engineers, and one alternative route proposes the northern terminal be at Derby. The terminal area along the River would most likely be south of the bridge, but no specific site delineations have yet been made. Although this development is still just a possibility and would not probably occur until after the 1995 planning period, its potential long-range benefits warrant the protection of this general area from any type of intensive development which might preclude its future use as the waterway terminal. The broad flood plain of the River now tends to discourage adjacent development and any future uses will be increasingly regulated by virtue of the County having joined the National Flood Insurance Program.

Between Highway K-15 and the Arkansas River

This part of the "rural" Planning Area is divided into northern and southern parts by that present section of the City which borders the River. The land abutting the River in the northern part is included in the adopted metropolitan plans for an open space and semi-regional park area as previously mentioned. The development potential for the rest of this northern area, especially that part south of Meadowlark Road, is extremely variable. Its aesthetic attraction, which could be further enhanced by the official selection of the River area as an open space and park area, makes it a desirable area for residential development. On the other hand, its terrain and relatively close access to the railroad and possible utilities gives it an industrial potential. In view of these alternatives and the various factors involved, including other related plans and proposals not yet completed or finally acted upon, further study of this area by the Planning Commission is proposed in order to avoid a premature designation which might not be the best long-range land use. The extent to which the area in the City adjacent to the River develops industrially will have some obvious affect upon the proper use to the north.

The southern part of this area south of Sunny Del Street is included in the potential development area of the previously mentioned waterway terminal. This area around the River should be

protected from any types of development which could preclude its future use as part of the terminal area. In the meanwhile, further residential development should be discouraged except possibly for mobile homes since the area east of Buckner is proposed for industrial uses.

K-15 Frontage Area

This is the most probable area for future commercial development in the Planning Area outside the City. Highway K-15 leading to Wichita has already attracted a number of businesses and will likely continue to do so. Such development, however, should be confined to the K-15 frontage area south of 63rd Street until such time that the commercial development possibilities within that area have been reasonably built-up. This policy would limit the area affected by such "strip" development.

As mentioned in the description of existing land uses, this area currently has mixed commercial, industrial, and residential uses. In order that it might serve as a more functional and concentrated highway and heavy commercial area, this intermixture should be minimized by gradually eliminating residential uses and not encouraging additional industrial uses.

North of Projected Urban Area

While an extensive part of the Planning Area is affected by the flight patterns of McConnell Air Force Base, the area to the north of the City is the most affected. (See Figure 3-A, the map of developmental influences, for a delineation of flight zones.) The air traffic creates problems of air pollution, vibration, noise, and safety. Ideally, it would be desirable to maintain areas under the flight zones in agricultural and open space uses. As long as such land remains privately owned, however, there will realistically be a continuing effort to develop parts of it. Except for commercial areas along Highway K-15 previously noted, any other urban uses should be limited to very low density residential. Such dwellings should be specially insulated, landscaped and oriented such as to minimize the effects of the noise as much as possible.

Federal financing for residences is not available for land located in the main flight pattern, i.e., an area determined as having a Composite Noise Rating (CNR) of 115. In the next flight zone, a CNR of 100 also precludes funding unless a favorable environmental impact statement can be prepared which shows that remedial measures can be undertaken to minimize the inside noise level. Such studies in the past have not resulted in Federal financing except for some existing structures. Private capital has been used in the past to finance new construction in the flight zones.

This raises the policy question as to the extent to which development should be permitted to occur in view of the long-range effect upon retaining the viability of the air base in this area. Presently, a new system of determining the environmental effect of airports upon adjacent areas is being prepared by the U. S. Air Force. When finally developed, this new system called Aviation Installation Compatible Use Zone (AICUZ) will provide an additional planning tool to assist Derby in making future land use decisions within flight patterns.

East and South of the Projected Urban Area

Most of the additional residential development outside the projected urbanizing area will probably occur to the east and south. As previously described, most of this development should be of a single-family non-farm rural character with varying densities. However, because of poor soil conditions for septic tanks, and until service from the City's sewage system is provided, most development should be of a very low density. The need for sewage lagoons is an increasingly more important factor on lot sizes as development approaches 127th Street East. In terms of the amount of land actually used, the areas should continue to be basically agricultural in character.

PART 10
COMMUNITY FACILITIES

PLANNING FOR COMMUNITY FACILITIES. . . .

Although private enterprise can and does provide for many of the services in a community, there are others that are more identified as being supported and administered by public funds. This chapter evaluates the needs of community facilities that are or may be supported by public or quasi-public funds in the Derby Planning Area. The extent to which such facilities are available often reflects the degree and quality of urban life that may be anticipated. Not too many years ago, government provided only the very basic necessities for health and safety. Today, technical and social changes have given people higher incomes and more leisure time so that an increase in the demand for community facilities has occurred. Modern businesses seek out those communities which cannot only provide them with the land and utilities for their buildings, but have the facilities that give their employees the amenities of the "good life". This makes for a lower ratio of turnover in employment and more satisfied employees. The availability of good facilities, particularly those relating to schools and recreation, often makes the difference whether a "quality" industry with higher salary ranges moves to a community.

Determining the relationship of service areas to land use, streets, and natural features is an important part of planning for the location of community facilities. Different types of facilities serve varying numbers of people to justify their need. Some facilities serve residential uses and, therefore, should be located on a neighborhood basis. Others serve the whole community and should be centralized and easily accessible from many directions. There are optimum locations for each facility to maximize their efficiency and economy in serving the public. It is very important to not only plan far ahead for their location, but to acquire sites in advance of need that may otherwise be preempted for other purposes. It is also important to acquire large enough sites to accommodate future as well as immediate facility space needs and to provide enough space for buffering, landscaping, and adequate parking. By doing such, community facilities also serve as good examples for private development. Each zoning case and subdivision plat should be reviewed in light of the need for easements, rights-of-way, or land acquisition appropriate for public facilities.

The Resident Questionnaire included a rating as follows of community facilities to determine their adequacy:

| <u>Facility or Service</u> | <u>Adequate</u> | <u>Inadequate</u> |
|----------------------------|-----------------|-------------------|
| Ambulance Service | 95% | 5% |
| Fire Protection | 94% | 6% |
| School System | 90% | 10% |
| Library | 90% | 10% |
| Police Protection | 89% | 11% |
| Sewer System | 86% | 14% |
| Water Supply | 85% | 15% |
| Street Lighting | 84% | 16% |
| Street Maintenance | 80% | 20% |
| Storm Drainage | 77% | 23% |
| Refuse Disposal | 72% | 28% |
| Sidewalks | 59% | 41% |
| Park Land | 57% | 43% |
| Recreation Program | 49% | 51% |

Not only in the above results, but by the comments added to the survey forms, there was a noticeable concern expressed for the adequacy of parks and recreation and various suggestions made for their improvement. Except for the above items and the provision of sidewalks, there was generally a good rating given to other public facilities in the City.

Existing community facilities and proposed needs as described in the following sections are summarized on the map of Community Facilities, Figure 10-A, at the end of the chapter.

PARKS AND RECREATION AREAS. . . .

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

The data for much of this section has been considerably aided by the report entitled, Five Year Comprehensive Recreation Plan and Park Improvements, prepared earlier for the City by the architectural firm of Woodman-Van Doren in 1974.

Existing Facilities

English Park is located south of James Street between Lakeview Drive and Westview Drive. It occupies 3.9 acres and includes picnic tables, barbecue grills, a picnic shelter, restrooms, several pieces of playground equipment, and a small practice softball field. It functions mainly as a tot lot and to a limited degree as a neighborhood park. Large-scale activities, however, are limited by a drainage channel which cuts diagonally through the area.

Hand Park occupies 9.9 acres adjacent to and west of Swaney Elementary School in the southern part of the City. Its facilities include picnic tables, barbecue grills, shelter house, restrooms, and playground equipment. A concrete lined drainage channel extends through the area, thus restricting its use for large-scale activities. It efficiently serves, however, as a neighborhood park facility.

Riley Park consists of 3.3 acres located in the southeast part of town along Spring Creek. The main facility in this park is a full-use lighted softball diamond, but several pieces of tot playground equipment are also located on the site.

The developers of the Brookwood Addition have recently contributed about 15.4 acres to be used for park and recreation development. This land is located just east and southeast of Riley Park along Spring and Dry Creeks. It has not yet been developed, therefore, it currently serves basically as an open space area.

Crane Park is a 4.4 acre wooded area located along Dry Creek in the northeast part of the City. Its facilities include picnic tables, barbecue grills, and a few pieces of playground equipment. It serves primarily as a neighborhood picnicking area and tot lot.

Brook Forest Park is another wooded area along Dry Creek. This 1.8 acre site is located along Madison Street and is currently undeveloped. Although it is subject to flooding, the site has potential for tot lot development and bike paths.

Triangle Park, the smallest of the City's parks, is located at the intersection of Derby Avenue and Kay Street. It is too small and impractical for any type of active recreational use, but it does provide visual relief from urban development and could be landscaped to beautify the area.

Another City-owned recreational area is the 1.8 acre site occupied by the swimming pool near the center of the City. The site includes a 50-meter pool, a bathhouse, and parking area. These facilities are of minimum quality and are overcrowded.

Several other recreational facilities used by the public are on school owned property. These include softball diamonds, a lighted baseball field, gymnasiums, track and football fields, and tennis courts.

A "rule-of-thumb" standard often used in evaluating a city's total recreation area is a minimum of one acre per 100 persons. By this standard, the City's total recreational area should now (1975) be about 83 acres and should be about 121 acres by 1995. The combined area of the parks previously mentioned is approximately 41 acres, thus, the City has an existing deficit of about forty-two recreational acres.

Purchase of a 40-acre site southeast of the City was completed in October of 1974, and site plans are currently being prepared for its recreational use. Development of this area as a community park with various facilities which are presently being provided by schools would not only alleviate most of the City's existing deficit in total acreage, it would also provide the type of large-scale recreational area currently lacking and badly needed in order to provide a more complete and balanced range of recreational opportunities.

Approximately 40 more recreational acres would still be needed during the planning period in order to provide the minimum 121 recreational acres projected as needed by 1995. The major contributor to this incremental acreage should be another large site capable of providing community-wide facilities and services. An appropriate location for such a site would be in the residential growth area projected east of the existing City and north of Madison Street.

It should be remembered that the proposals made thus far have been based on providing a minimum amount of recreational acreage. Any possibilities for further expanding and improving the City's total park and recreation area should be strongly considered for the positive benefits which could be accrued by the City, its residents, and its businesses.

Detailed improvement possibilities for existing and potential parks and recreation areas in the City are provided in the aforementioned "Five Year Comprehensive Recreation Plan and Park Improvements". These should be considered for implementation as soon as feasible in order that a more efficient use of each facility may be realized and future park land reserved before sites are preempted for other uses.

EDUCATIONAL FACILITIES. . . .

The City of Derby is the base of operations for Unified School District #260, which serves an area of approximately 50 square miles. This area includes McConnell Air Force Base, Oak-

lawn, and nearly all of the Derby Planning Area. The District's six elementary schools, two junior high schools, and one senior high school had a combined enrollment in 1974 of about 5,300 students. Each of the schools has the highest possible rating given by the State Department of Education, and the District provides a full range of special services.

Elementary

El Paso Elementary is located in the northeast part of the City and occupies a site of approximately 10 acres. The building is constructed of stone and brick and was erected in 1967 with an addition in 1973. The school has seven open classrooms averaging 3,500 square feet. It serves grades K-6 and had a 1974 enrollment of 524. Its estimated capacity is 600 students.

Pleasantview Elementary School is located in the northwest part of the City and occupies approximately three acres. The original building was constructed in 1955, and additions were later built in 1956, 57 and 59. The school is a combination of frame and brick construction and contains 19 general classrooms with an average size of 900 square feet. It serves grades K-6 and had a 1974 enrollment of 435. Its estimated capacity is 540 students.

J. W. Swaney Elementary School is located in the southern part of the City, where it occupies a site of 3.2 acres. It was erected in 1956, and additions were constructed in 1964 and 1965. The main building is brick, and the portables are of frame construction. The school contains 20 general classrooms averaging 720 square feet. Its 1974 enrollment was 370, and its estimated capacity is 450.

One other elementary school also serves the City. St. Mary's, a parochial school, serves grades K-8 and had a 1974 enrollment of about 300 students.

Other U.S.D. #260 elementary schools are Paul B. Cooper Elementary and Oaklawn Elementary, both of which are located at Oaklawn, and Wineteer Elementary, which is located near McConnell AFB. Each of these school buildings has been erected since 1954, and each serves grades K-6. Enrollment in 1974 and estimated capacity for Cooper is 384 and 540, for Oaklawn is 335 and 540, and for Wineteer is 569 and 500.

Junior High

Derby Junior High School is located in the east central part of the City and occupies a site of 12 acres. There are three buildings on the site: the original junior high building, a brick structure which was erected in 1951; the old Derby Elementary School, a brick building constructed in 1923 and now utilized as

part of the junior high; and the vocational education building, a metal structure which was added in 1974 and is also used by the Derby Senior High. The school has 39 general classrooms averaging 700 square feet in size. Serving grades 7-9, the school's 1974 enrollment was 863. Its estimated capacity is about 800 students.

U.S.D. #260 has one other junior high, Carlton Junior High in Oaklawn. This school occupies a 20-acre site, and was built of brick in 1960 with additions in 1968 and 1973. It has 27 classrooms averaging 900 square feet, and had a 1974 enrollment of 511. Its estimated capacity is 500 students.

Senior High

Derby Senior High occupies approximately 40 acres and is located immediately east of the Junior High in the east central part of the City. It is a brick structure which was erected in 1959 with additions in 1965 and 1970. The school serves grades 10-12 for the entire school district and is a member of the North Central Association of Secondary Schools and Colleges. It has 45 general classrooms averaging 900 square feet and had a 1974 enrollment of 1,303. Its estimated capacity is 1,100 students.

Future Needs

U.S.D. #260 has a yearly turnover rate of about 30%, thus subjecting student enrollment projections to considerable variation. It is evident, however, from existing enrollment and capacities figures that some schools in the City and District are already overcrowded, and projected population increases will likely further contribute to the problem.

A possible solution to this problem is currently being studied by the District and is under general approval of the Board of Education. It involves conversion from the present junior high system, which serves grades 7-9, to a "middle school" concept serving grades 6-8. Such a plan would affect the Derby schools in the following manners:

1. By removing the 6th grade from each elementary school, the enrollment in each would be decreased to a point whereby the existing facilities should have sufficient capacity to serve through the planning period.
2. By combining the existing Derby Junior High facilities with the adjacent Senior High, the joint facilities should have sufficient capacity to serve grades 9-12 at least through the initial part of the planning period.

3. A new school building which would function as the "middle school" could be constructed to meet the projected needs of grades 6-8 throughout and beyond the planning period. A potential site for such a school is to the east of the City and north of Madison Street. (It is important that such a location be coordinated with the City since a large park site is also proposed for this general area.)

The above plan seems to be a feasible and economical solution. It maximizes the use of existing school facilities, all of which are structurally sound and, with continued maintenance and remodeling, should be able to adequately serve throughout the planning period. It also minimizes the need for new buildings and expansion projects. It has similar positive effects on those schools in the District located outside of Derby.

The fact that this does seem to be an economical solution is especially significant in the Derby school district, for it has the State's second lowest rate of assessed valuation per pupil from which to draw its main tax base.

LIBRARY FACILITIES. . . .

Often in the past, libraries were considered somber places where quiet meditation was required in a surrounding of books. Such thinking has undergone considerable change in recent years and libraries have expanded their services and created an enjoyable atmosphere as community centers for informational, educational, recreational, and cultural enrichment purposes. Periodicals, recording and listening rooms, films and arts and crafts are a part of the modern day library. Persons of all ages use libraries from preschool age children to senior citizens as well as students and businessmen.

The Derby Public Library was built in 1968 at 621 North Derby Street. It occupies a lot 106' width by 150' long, almost 16,000 square feet in size. The one story structure contains 5,600 square feet. There is off-street parking available for 20 vehicles conveniently near the two entrances.

The collection available includes books, periodicals, films, records, cassettes, and art objects as well as the services of a reference area, technical library, and a children's story hour. The book collection by volume amounts to 17,239. For 7,251 registered borrowers, there were individual services performed totaling 63,691 items. Staffing consists of two full-time persons plus two part-time and two students. The facility is open from Monday

through Saturday with the hours of 10:00 A.M. to 8:00 P.M. Saturday hours are 10:00 A.M. to 6:00 P.M. The main operating expenses are obtained from the 2.864 mill levy by the City.

Derby's library is a member of the South Central Kansas Regional Library System, one of seven in the State. The organization (SCKLS) serves twelve counties with the membership from 65 libraries. It is the State's largest library system and has its headquarters in Hutchinson. SCKLS is financed by a one-half mill levy on the City since it pays less than 3.0 mills for its own local library operation. The regional services benefit the local library system in both a direct and indirect manner. Books on loan are rotated every six months between libraries to supplement the local permanent collection. A Mail-A-Book program is conducted for rural residents. There is also a Dial-A-Book system by which requests can be made through a Wide Area Telephone Service (WATS). Recordings of books along with cassette tape players are provided to the blind and physically handicapped. Over 16,000 films are available as well as records, filmstrips, and cassettes. A program called "Let's Pretend" is conducted to acquaint young children with library facilities.

The additional services of the regional library system has broadened the ability of the Derby Library to fulfill the local function and it will be a decided asset in the future to meet the needs of the planning period and the entire Planning Area. Residents in the rural part of the Planning Area may now obtain a free card to borrow items from the Derby Library as well as those at Wichita and Mulvane. Since library service is a people type of service, it will experience increased requests as the population in the City rises 45% during the 20-year planning period plus the additional rural population. Sometime during the latter part of the planning period there will probably be a need to expand the structure. Whereas the site does not allow for much expansion, there is an additional 14 feet to the west that could be utilized. Another possibility would be to construct a basement level.

MUNICIPAL BUILDING. . . .

The Derby Municipal Building is located at 229 North Baltimore. It is a brick building and was constructed in 1966. The main first floor part of the building occupies about 4,840 square feet with approximately the same amount of space in a basement. The City Clerk's office, City Council meeting room, Police Station, and Chamber of Commerce office occupy the main floor, while the basement includes a large meeting room and several storage rooms. The attached Fire Station has no basement and occupies an area of 2,414 square feet.

The building is in good structural condition, but is faced with a definite lack of interior space. Existing offices, especially the Police Station, are already crowded, and the projected population increase interests that more space for City offices and meeting facilities will be required during the planning period.

Due to the small total site size of 15,000 square feet (100'x150') and noting that the site is surrounded by streets on two sides, an alley on one side, and another building on the other side, it seems improbable that the building could be expanded except in extremely minor ways. Expansion is further complicated by the fact that the existing exterior area on the site is already insufficient to provide adequate off-street space for parking during meetings.

It seems likely, therefore, that a separate additional building or annex will become needed during the planning period to provide sufficient space for City offices. The advantages of a location to the west or northwest (across the street) of the existing building should be considered in site determination for such a new building, as should the need for an area large enough to provide adequate space for parking, buffering, landscaping, and possible further future expansion. Even though the center of the population will be moving eastward, there are decided advantages in maintaining the same location convenient to the business district and adjacent to the facilities for police, fire, and civil preparedness.

MAINTENANCE FACILITIES. . . .

Proper maintenance of public facilities is not only a method of continuing the usefulness of an investment, but contributes to the safety and convenience of the public and promotes the overall attractiveness of a community.

Derby's Maintenance Shop is located on a three acre site along with one of the City's sewage treatment plants on the north side of Washington Street where the bridge crosses the Arkansas River. The Shop consists of a 60'x60' metal structure which includes facilities for the repair and storage of vehicles and a small office area. The Maintenance Department is mainly concerned with the maintenance of streets and drainage ways, the street cleaning program, and the mowing of grass.

While the facilities may well remain where they are during the planning period, legally the continuation of their location may be tied in with the continued existance of Sewer Plant No. 1 on the same site. Should it become necessary to relocate the Shop, the new facilities should be moved towards the east to centralize its location in the growth area. As an east-west axis

for such a developing area, a location on the north or south side of Madison Avenue East would be desirable if properly screened with landscaping and a fence to preserve the surrounding area and to provide ease of accessibility on a major street to all parts of the City. Due to the anticipated rise in population during the planning period, it will be necessary to increase the number of personnel and the number of maintenance vehicles needed over the years.

LAW ENFORCEMENT. . . .

Not only is crime increasing nationally, but the resulting citizen concern for protection of their personal and material well-being is placing added emphasis upon local police services. The Derby Police Department is located in the Municipal Building and is accessible to the public 24 hours a day. Its space which includes all its offices and two 2-man temporary holding cells, is quite limited. The Department employs 11 full-time officers who work 40 hours weekly. Each officer has participated in a State training program plus departmental training. Also employed by the Department are four dispatchers who provide 24-hour service, and one secretary. The Department has five law enforcement vehicles. The average replacement time for these is two years. Equipment used by the Department includes one radar unit utilized for speed control.

The Department serves basically inside the City limits, but does upon request assist the Sedgwick County Sheriff in the surrounding area. The City has a relatively low crime rate, especially for a suburban community, of about 250 cases a month. Traffic-related cases are the most common offenses. This low crime rate is at least partially due to a non-paid volunteer force of twenty-four reserve officers who aid the Department's efforts and are especially helpful during special events, e.g., parades, large community gatherings, etc.

Future Needs

The most obvious future need by the Police Department is more space, especially for offices and interview rooms. As previously mentioned, the problem of inadequate space in the Municipal Building may necessitate an additional building for City offices in the foreseeable future. If such a development occurs, the advantages of expanding the Police Station's space in the existing building should be considered. These include the fact that it is relatively centrally located within the business district where the greatest protection is needed, and the fact that the adjacent Fire Station, ambulance service and civil preparedness activities can be served by the same dispatching facilities.

Other than this need for additional space, vehicles, equipment, etc., will need to be increased during the planning period as needed to maintain the same high level of service for the City's projected growth.

FIRE PROTECTION. . . .

Organization and Facilities

The Derby Fire Department occupies a 2,414 square foot garage which is attached to the Municipal Building. It was constructed in 1966, is in good structural condition, and should serve adequately throughout the planning period.

The Department has 33 volunteer firemen which compose three companies. The average response per fire run is about 16 firemen. In recent years there has been an average of about 100 fire runs per year. A 24-hour alarm system is provided through the police dispatcher's office.

The vehicles used by the Department are as follows:

| | |
|-------------------------|---------------------|
| 1948 Ford Truck | w/750 gallon tank |
| 1956 Ford Firetruck #12 | w/500 gallon tank |
| 1959 Ford Firetruck | w/1,000 gallon tank |
| 1954 Willys Jeep | w/tank M-170. |

Assistance agreements are maintained with surrounding towns and with Sedgwick County. Station #6 of County Fire District #1 is located at 6400 South Rock Road and provides service to most of the Planning Area around Derby. The City Fire Department, however, also serves the surrounding rural area.

Fire Insurance Classification

For the purpose of assisting the development of fire insurance rates, the Insurance Service Office of Kansas classifies municipalities with reference to their fire defenses and physical conditions. Classifications are based on a one to ten basis with first being the best. Based on Derby's last inspection, it is classified as an eighth-class municipality. The Planning Area around the City is ninth-class unless it is within 1,000 feet of a fire hydrant, in which case it is seventh-class.

Future Needs

Nationwide experience indicates that fire trucks tend to lose their reliability after 20-25 years of service. Although this "rule-of-thumb" is subject to considerable variation because of different service demands, it is probable that one and maybe

two of the City's existing firetrucks will require replacement during the planning period. Another possible vehicle need is that of an equipment truck.

As previously mentioned, Derby is presently rated eight-class for fire insurance purposes. It is recommended that the City determine the improvements necessary to raise this classification, and then weigh the potential costs of such improvements against the potential savings on insurance premiums. The new "Grading Schedule for Municipal Fire Protection" of 1974 places more emphasis on fire prevention and safety control, therefore, the adoption and enforcement of an adequate fire code (as described in the chapter on Housing) would probably have a positive effect on the City's classification.

HEALTH FACILITIES AND SERVICES. . . .

The purpose of comprehensive health planning is to provide adequate physical and mental health services for all residents of the Planning Area and to assure an environment which contributes positively to healthy individual and family living. To carry out this purpose, health planning is concerned with the places, technical equipment, and manpower to deliver services and with developing and applying health criteria for conserving and improving the environment. Sedgwick County is a member of the Health Planning Council for South Central Kansas, therefore, most of the following information and analysis was provided through their staffed operation.

Ambulance Service

Derby has a new ambulance which was purchased in 1974 and is fully equipped with first aid equipment, and a new garage has recently been constructed west of the Municipal Building. For most runs, the response time is 12 minutes from Derby to St. Joseph Hospital in Wichita. The ambulance service consists of 35 volunteers and is a source of considerable community pride. A training course has recently been given to the volunteers to upgrade medical knowledge. The ambulance service extends outside the City limits with a service area basically the same as the U.S.D. #260 boundaries. The Wichita-Sedgwick County Ambulance Service also serves this unincorporated area. Back-up agreements are maintained with the County and the City of Mulvane.

Hospitals

There are no hospitals in Derby, however, there are eight in Wichita, with a total of 2,249 beds. Of the Wichita hospitals, St. Joseph Hospital is the nearest to Derby, being approximately ten miles away. Three of the four major hospitals which serve

Derby are involved in new construction projects, and the other major hospital is in the process of planning a construction program. Because of the high level of services which are offered in Wichita and its proximity to Derby, there is no need for a hospital to be constructed in Derby; nor is there a need for an emergency clinic in Derby.

Mental Health

Sedgwick County has a good mental health service. There are three mental health centers. The South Center at 3620 East Sunnysbrook is located about eight miles from Derby and is easily accessible to the residents.

Nursing Homes

At this time, there are no nursing homes in the City. There are 1,891 nursing home beds presently in Sedgwick County, and there are 368 beds which are, or soon will be, in the process of construction. Two potential nursing homes wish to locate in the Derby area and have requested financial bonding assistance from the City. It is likely that only one such facility would be needed to adequately serve the City through the first part of the planning period. If a nursing home is constructed, however, it will be intended to serve patients from the entire County.

Physicians

There are two medical doctors now servicing Derby, both of whom are on the staff of St. Joseph Hospital. There is one osteopath who is on the staff of the Osteopathic Hospital in Wichita. According to a local physician, there is a need for another doctor to serve the City. When residents were surveyed in the Questionnaire, the second highest response (43%) to the question on whether more local services were needed indicated the need for another "doctor".

WATER SYSTEM¹

The water system serving the City is owned and operated by the El Paso Water Company. The original system began operation in 1953 with 13 customers and (now serves over 2,250).

The existing water supply source consists of five water wells located along the west bank of the Arkansas River. These wells *in 1974 served a population of about 7853 people.*

¹The source of much of this information and for further detailed data regarding this subject is from a report currently being prepared by the Wichita-Sedgwick County Metropolitan Area Planning Department on water facilities in Sedgwick County.

have a total rated pumping capacity of 2,150 gallons per minute (gpm), and the largest individual well rate is 550 gpm. An automatic control system regulates output from the wells according to water demand. All water is chlorinated before distribution, and Calgon is added to reduce hardness. The output, however, is still high in hardness, some samples exceeding the recommended limit of 400 parts per million (ppm), and contains large quantities of iron and manganese.

Existing storage facilities include a ground level storage reservoir with a 500,000 gallon capacity and an elevated storage tower with a 400,000 gallon capacity. *Two under they have added one later* Three high service pumps with a total pumping capacity of about 2,000 gpm pump water from the ground level storage reservoir into the elevated storage tower and the distribution system.

The Water Company has expanded and extended the distribution system so as to make water service available to all areas within the City. Service is also extended into new areas that are annexed by the City. The distribution system consists of approximately 30 miles of line ranging in size from two-inch to twelve-inch.

Future Needs

Using population projections and per capita water usage figures, existing and future water requirements can be figured. A standard often used in determining a water system's sufficiency is the maximum daily demand plus fire flow. The existing system in the City is presently unable to supply the water to meet that standard, and unless improvements are made, this deficiency will become more serious as the population and number of users increases.

Proposed improvements needed to overcome this deficiency through the planning period include increasing the high service pump capacity, increasing the storage capacity, and increasing the supply source. In addition, a water treatment plant is needed to improve the water quality. *OK*

An alternative to these costly capital improvements would be for the City of Wichita to supply water to the El Paso water system. The close proximity of this potential source plus the fact that it has a good quality of water in sufficient quantity to serve Derby warrants serious consideration of this alternative. *OK*

Most of the Planning Area outside the City limits and east of K-15 Highway is served by the Sedgwick County Rural Water District #3. This water district, which has just recently begun operation, extends water service to about 465 customers in and beyond the Planning Area. Its source of supply is the City of Wichita.

SEWAGE SYSTEM. . . .

Urban development is dependent upon proper sewage disposal. The availability or potential for sewer service is a factor in determining directions and densities of residential growth. As mentioned in the chapter on Physical Features, this factor is especially important in the Derby Planning Area since the suitability for septic tank use is severely limited throughout much of this area by soil conditions. The degree of effort which is made over the next few years to solve long-range sewage collection and disposal problems will be a major determinant of the extent of growth, its density, and where it takes place during the planning period.

According to the information provided below by the City Engineers, Campbell and Castle, the present Derby sanitary sewerage system is comprised of two primary treatment plants and the necessary sewer mains, laterals, and other appurtenances required to deliver the waste water to the treatment plants. A quantity breakdown of the various sewer pipes is presented in the following table:

| <u>PIPE SIZE (Inches)</u> | <u>QUANTITY (Lineal ft.)</u> | <u>PERCENTAGE OF TOTAL SYSTEM</u> |
|-----------------------------------|----------------------------------|---------------------------------------|
| 8 | 111,400 | 81.7 |
| 10 | 1,400 | 1.0 |
| 12 | 9,300 | 6.8 |
| 18 | 10,400 | 7.6 |
| 24 | 3,900 | 2.9 |
| TOTALS | 136,400 | 100.0 |

= 25.83 Miles

The City's present treatment facilities will not meet the 1977 Federal Water Quality Standards and will have to be upgraded to provide at least secondary treatment. The west treatment plant (Plant #1) currently receives approximately 10% of the waste flow, the other 90% receiving treatment at the south treatment plant (Plant #2). To eliminate duplication of secondary treatment facilities, it has been recommended that the secondary treatment be provided only at Plant #2. A connection, therefore, will be required between Plant #1 and Plant #2. Diversion of the flow from Plant #1 to Plant #2 plus the anticipated growth of Derby will also require that the present primary treatment system at Plant #2 be expanded.

The need for additional sewer mains to serve the urbanizing area around Derby has been anticipated and a comprehensive sewer main study for the Planning Area is presently being prepared for the City by Campbell and Castle, Consulting Engineers of Wichita. The sewer plan will provide design criteria and recommended pipe sizes and locations. Phased execution of the proposed plan should provide the City with a sanitary waste disposal system that will be in compliance with future water quality criteria and be applicable to the projected growth potential.

STORM DRAINAGE¹. . . .

Good design and proper maintenance of how storm drainage water is handled can contribute to the safety, health and convenience of the public. Due to Derby's location near the Arkansas River, there are a number of drainage ways which cause periodic flooding problems.

A principal drainage channel traverses the City from north to south and is lined from Kay Street south to the City limits. From Kay Street north it is largely an open grass lined channel in which concrete drop structures have been intermittently placed to prevent undercutting and erosion. The section of this channel most vulnerable to flooding extends from Kay Street to James Street where the channel is relatively narrow and the grade is lower. This channel section drains most of the northern and central parts of the City and has on occasion crested above its banks and flooded adjacent streets and properties. Improvements to this section of the channel should include widening, deepening, resodding the banks, and channel lining.

Another major potential problem area exists along the banks of Dry Creek in the east part of the City. Recent residential development in this area could be damaged in the event of stream overflow. Any further building development adjacent to this stream should be prohibited within the flood hazard area.

Spring Creek west of Woodlawn Boulevard is another problem drainage area. Due to increased runoff into the Creek caused by upstream development, minor congestion causes water back-up in this section during heavy rains. This section of Spring Creek should be cleaned and maintained and development adjacent to its banks within the flood prone area be discouraged.

¹ Major parts of this section have been excerpted and summarized from a report entitled, Drainage -- Problems and Protection, prepared by the Wichita-Sedgwick County Metropolitan Area Planning Department, August 1973.

The southwest part of the City also has a drainage problem. This concerns a small creek which extends from the railroad tracks west to the River between Pittman and Washington Streets. The relatively steep gradient of this creek has caused erosion of its upper reaches. It has also often overflowed its banks and caused nuisance ponding on adjacent properties. Improved maintenance of the channel and bank stabilization should remedy the problem.

Almost all of the above described areas fall within the special flood hazard areas as delineated in 1974 by the Flood Insurance Administration (FIA) of the U. S. Department of Housing and Urban Development. These flood prone areas are shown on the map of Developmental Influences, Figure 3-A. By joining the Federal Flood Insurance Program, the City of Derby has agreed to cooperate in keeping new buildings out of these floodable areas.

In order to provide a more comprehensive approach towards a long-range solution to drainage problems, an engineering study should be undertaken in the near future for the City and the urban growth area. A major benefit of such a drainage plan would be to establish locations and widths for easements which could be obtained in the platting process as well as a generally determination of how the storm water would be handled. This advanced planning effort could help to retain more natural drainage ways with resulting aesthetic and environmental benefits compared to costly structural solutions.

SOLID WASTE MANAGEMENT. . . .

In June of 1974, Sedgwick County completed and the Board of County Commissioners adopted its "Solid Waste Management Plan", which was prepared jointly by the County Department of Public Works and the Health and Planning Departments of Wichita-Sedgwick County. The purpose of this Plan was to develop a solid waste management system that will provide safe and sanitary storage, collection, processing, and disposal of solid waste, in order to further the (". . .) protection of the health, safety, and welfare of the citizens, the protection of property values, and the maintenance of an environment conducive to quality living. . ."

A major component in solid waste management is the selection of disposal sites. At this time two sanitary landfills now jointly operated by Wichita and Sedgwick County provide such disposal opportunities. The closest of these to Derby is located at 3800 South Hydraulic. The private trash dump located about one mile south of the City and west of the railroad tracks is being considered for upgrading as a sanitary landfill operation. Because of the convenience offered by this site for Derby, its Planning Area, and the surrounding rural and urban areas, and because the Plan makes it unlawful to dump waste in any place other than an

approved processing or disposal site, the retention of this site is encouraged if it can be brought into compliance with State health regulations.

Another requirement of the Plan is that each city arrange for the collection of all residential, commercial, and industrial solid waste produced in the city at least once a week or as often as necessary to prevent nuisances. To comply with this requirement, Derby intends to contract with a private collector to serve the City. The City has recently adopted an ordinance prohibiting backyard burning, and thereby further implementing the County Plan's recommendations.

More detailed data and standards concerning collection, storage containers, handling "special solid wastes", etc., are provided in the aforementioned County Plan and should provide the City with guidance in this matter during the planning period.

ELECTRIC, GAS AND TELEPHONE SERVICE. . . .

The Kansas Gas and Electric Company provides electric service to the City and the surrounding area. Three different circuits currently supply the City, and their capacity can be increased to meet any reasonable demand which might arise during the planning period consistent with the long-range concerns nationally which affect this energy source.

The Gas Service Company provides gas service to Derby, and Cities Service supplies the gas used in the City. The current status of the gas and oil industry does not make possible meaningful projections of local supply and service needs for the 20-year planning period. Continuous monitoring of the situation will be needed.

Telephone service to the City and surrounding area is provided by Southwestern Bell Telephone Company. The City has direct distance dialing service and is part of the toll-free metropolitan area.

Each of the above companies maintain a current and long-range planning program to meet the needs of their customers. Such further detailed information as may be needed periodically by the City and its potential developers should be obtained from the respective companies.

FIGURE 10-A

MAP OF
COMMUNITY FACILITIES

Follows
p.10-18

from: *WTS*

date: *7/11/75*

admin. adv. plans com. dev. social graphics

- lakin
- brasham
- ratliffe
- nebanks
- nealon, v
- smith
- hanson
- rando
- hahn
- stockwell
- colman
- hanson
- may
- bradley
- better
- hend
- carlman
- hobbit
- ringwald
- getraith
- lytle
- young, bob
- shirley
- deason
- meak
- richter
- may, d.
- johnson
- mitchell
- gheen
- affman
- irak
- hahl
- fitzner
- gales
- pierce
- garland
- pale
- conner
- yerk
- erook
- livesey

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- geschwind
- heinicke
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- shan
- nealon, p
- leow
- heinicke, j.a.

- | | |
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| <input type="checkbox"/> all staff | <input type="checkbox"/> information |
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| <input type="checkbox"/> handle | <input type="checkbox"/> library |

remarks: *Comments from Jindshik and Doehring. Please omit comments marked out in red.*

Verbally
Transmitted to
CBF - 7/15/75

Transportation Comments:

Coordinating Committee membership also includes the Chairman of the MTA.

Use
1
Bickley has implied that our 1980 Functional Classification is the proposed street system for the planning period (1975-1995). Our functional classification does not include any arterial streets in the undeveloped area east of Derby. I think he should explain the purpose of the 1980 functional classification and also include a street plan (arterials & collectors) based on the land uses anticipated by 1995. He certainly has done something like this, but it does not appear in the transportation section.

Correct
but better
left uncorrected
~~He has tried to explain how Derby fits into the transportation planning process for this area. I hope it does not raise too many questions as to why Derby's representatives on the Coordinating and TAC Committees are county officials.~~

Use
In the area of public transportation, he mentions the possibility of MTA providing service to Derby. It may be misleading in that he talks of the MTA extending its service area. Some people may think we are talking about regular bus service for Derby itself rather than a line connecting Derby and Wichita. Naturally, he does not point out that Derby would probably need to subsidize the service, but does state studies would need to be made prior to providing service.

should be emphasized

716
Comments on Housing Analysis of Derby:

Verbally transmitted to CBF
7/15/75

page 6-2

Questions on housing are asked every year on the Enumeration.

page 6-4

Higher housing values in Derby due not really to the "percentage of building in more recent years", but to the higher percentage of newer homes, better quality homes, i.e. generally above average.

Use
all
of
this

page 6-7

I would leave out the words "minor to major".

You might point out that we generally use 1-5 as 'sound', 6-8 as 'deteriorating' to some extent, and 9-10 as fairly 'dilapidated'.

p 6-15 paragraph 2 - This does not at all answer the question of whether or not Derby should have or needs "low-income" housing. What it says is why build low-income housing since it will just attract low-income people - then why even address the question at all.
Note that 12.9% of Derby households (716 people) have income less than \$ 7000.

from: Uping date: _____

admin. adv. plans com. dev. social graphics

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| <input type="checkbox"/> rubin | <input type="checkbox"/> young, bob | <input type="checkbox"/> offman | <input type="checkbox"/> garland |
| <input type="checkbox"/> cubank | <input type="checkbox"/> may | <input type="checkbox"/> shirley | <input type="checkbox"/> irak |
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| <input type="checkbox"/> hahn | <input type="checkbox"/> hobbit | <input type="checkbox"/> richter | <input type="checkbox"/> crook |
| | <input type="checkbox"/> ringwald | <input type="checkbox"/> may, d. | <input type="checkbox"/> liversy |
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| <input type="checkbox"/> nelson, p | | | |
| <input type="checkbox"/> leaw | | | |
| <input type="checkbox"/> bolnick, j.a. | | | |

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| <input type="checkbox"/> all staff | <input type="checkbox"/> information |
| <input checked="" type="checkbox"/> comment | <input type="checkbox"/> files |
| <input checked="" type="checkbox"/> note & return | <input type="checkbox"/> signature |
| <input type="checkbox"/> handle | <input type="checkbox"/> library |

remarks: Mike - Please read
section on transportation
- return your comments
to me when you are done and
will forward to Randy + Willie.
WRS

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

July 7, 1975

TO Bill Stockwell, Chief Planner

FROM Robert L. Young, Principal Planner *RLY*

SUBJECT Review of Derby's Plan Elements

Attached are two draft elements of Derby's Comprehensive Plan forwarded to our office by C. Bickley Foster, Planning Consultant. You, and other members of your division, may be particularly interested in reviewing the contents of these elements. If there are any mis-statements of facts concerning the past and present planning activities of the Advanced Plans Division, please let me know as soon as possible and I will advise C. Bickley of the same.

Robert L. Young
Principal Planner

RLY:js
Attachment

PART 6

HOUSING ANALYSIS

INTRODUCTION. . . .

Maintaining and improving the quality and quantity of housing should be one of the highest priorities of the planning efforts of public officials and private interests in the City of Derby. On the Resident Questionnaire Survey, people were asked to check what policies should be considered during the preparation of the Comprehensive Plan. The highest ranked item by a 78% rating was "maintain good residential areas". The importance of this goal can be more clearly realized when one considers the facts that residential areas are the largest users of developed land and are a major source for a community's tax revenues.

The economic importance of housing is not confined to the tax structure, for a healthy housing market benefits many businesses, including homebuilders, realtors, bankers, lumberyards, and others. Through the "multiplier effect", the exchange of money for these housing supplies and services enhances the area's total economic environment. In addition, an adequate housing supply increases the ability to attract new businesses and their employees.

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

Responsibility for maintaining the good housing situation in the City should be assumed by both public and private interests, and should be done on a continuing basis. This chapter analyzes housing conditions and trends and suggests ways in which desirable housing goals might be attained.

SUMMARY OF HOUSING STATISTICS. . . .

This section provides a statistical summary and description of Derby's housing characteristics. Much of the information provided herein is compiled from the 1970 Census of Housing conducted by the U. S. Bureau of the Census. While this census data is very useful, it does have certain limitations which should be recog-

nized. A principal disadvantage is that the data is collected only once every ten years. Furthermore, for 1970 much of the data was collected as part of a sample mail survey (5 or 15%) of all housing units which indicates considerable statistical limitations.

To augment the Federal Census data, the Wichita-Sedgwick County Intergovernmental Enumeration is conducted annually through the County Assessor's Office. Questions concerning housing are ~~periodically~~ included and are summarized for Derby and available at the Wichita-Sedgwick County Metropolitan Area Planning Department.

A local system for compiling data on housing conditions could be developed from the continuing records of administering the building, zoning and subdivision codes. Such a reporting system would prove valuable in determining housing trends and the effectiveness of code enforcement.

Persons of minority races occupy less than one percent of the City's total housing units. Housing characteristics as related to race are, therefore, not included in the following sections.

Total Units and Occupancy - Vacancy Status

The 1970 Census recorded a total of 2,079 housing units in the City. Of these, 2,023 were occupied, 80.9% by owners and 19.1% by renters. The remaining 56 units (2.7% of the total) were either vacant for sale (26 units), vacant for rent (19 units), or other vacant (11 units).

The Intergovernmental Enumeration figures for 1974 show a total of 2,216 housing units in Derby. Of these, 2,166 units were occupied, 84.9% by owners and 15.1% by renters. The remaining 50 units (2.2% of the total) were vacant.

Each of these tabulations supports two general conclusions. First, the City's housing vacancy rates of 2.7% in 1970 and 2.2% in 1974 are very low when compared to the 1970 Census rates for Kansas, Sedgwick County, and Wichita of 7.6%, 6.8%, and 7.1%, respectively. Secondly, a relatively high percentage of the City's occupied housing units are owner-occupied. These figures for the City were 80.9% in 1970 and 84.9% in 1974, while the same figures, according to the 1970 Census, for Kansas, Sedgwick County, and Wichita, were 69.1%, 64.0%, and 61.7%, respectively.

Structural Characteristics

The Census data shows that in 1970, 95.2% (1,962 units) of the housing units were located in single-unit structures. Another 1.1% were located in duplexes, and other multiple-family structures

accounted for 2.2%. The remaining 1.5% of the City's housing consisted of 31 mobile homes. This high percentage of housing units in single-unit structures is verified by the County Assessor's 1974 figures, which show 96.7% of the City's housing as single units or mobile homes, and is especially significant when compared with the 1970 corresponding percentages for Wichita (74.4%), Sedgwick County (76.8%), and Kansas (81.9%).

Information regarding the age of structures not only gives a relative idea of the possible degree of deterioration, but also usually indicates the probable extent of functional obsolescence. The 1970 Census data shows that only 5.8% (119 units) of the City's housing was built prior to 1950, while 66.6% (1,373 units) was built during the 1950s and 27.6% (569 units) between 1960 and March of 1970. Wichita, on the other hand, had 51.0% of its housing built prior to 1950, and Sedgwick County as a whole had 47.4%. In comparison, Derby's housing is considerably newer.

Another important structural characteristic regards the availability of certain facilities, specifically plumbing and kitchen facilities¹. Information of this nature aids the understanding of basic housing conditions in an area and of the standards of living which exist within the dwelling units themselves. Only 0.6% of the City's housing units lack some plumbing facilities, while the corresponding figures for Wichita, Sedgwick County, and Kansas are 2.4%, 2.4%, and 5.6%, respectively. These figures further verify the fact that Derby's housing supply is comparatively newer and more modern.

Occupancy and Utilization of Housing Units

According to 1970 Census data, only 8.8% of the City's housing units have less than five rooms. The median number of rooms was 5.5 for owner-occupied units, 5.0 for renter-occupied units, and 5.4 overall. This is slightly higher than the medians of 5.1 for Kansas, 4.8 for Wichita, and 5.0 for Sedgwick County.

The median number of persons per unit for the City in 1970 was 3.9 for owner-occupied units, 3.7 for renter-occupied units, and 3.9 overall. This indicates a larger average household size than for Kansas and Wichita, where the medians are both 2.5.

A standard of 1.00 or less persons per room is considered an acceptable level on which to base criteria to determine whether overcrowding exists. By this standard, about 8.8% of the City's housing units are overcrowded. This proportion is higher than the

¹The U. S. Census Bureau defines complete plumbing facilities as "hot piped water, flush toilet, and a bathtub or shower for this household only"; and complete kitchen facilities as "range or cook-stove, sink with piped water, and a mechanical refrigerator for this household only".

corresponding figures for Wichita (6.3%), Sedgwick County (6.5%), and Kansas (5.9%) where more single-person dwellings affect the statistics.

Housing Values and Rents

Table 6-A shows that in 1970, the median value of owner-occupied housing units in the City was \$15,800. The corresponding medians for Wichita, Sedgwick County, and Kansas were \$13,500, \$13,600, and \$12,100, respectively. The higher value in Derby can most likely be attributed to the percentage of building in more recent years.

Table 6-A. HOUSING VALUES AND RENTS FOR DERBY

| OWNER-OCCUPIED HOUSING UNITS VALUES | 1970 | | 1974 | |
|--|------|----------|------|----------|
| | No. | % | No. | % |
| Less than \$5,000 | 20 | 1.3 | 13 | 0.7 |
| \$5,000 - 9,999 | 70 | 4.4 | 39 | 2.1 |
| 10,000 - 14,999 | 589 | 37.3 | 422 | 22.9 |
| 15,000 - 19,999 | 521 | 33.0 | 597 | 32.5 |
| 20,000 - 24,999 | 165 | 10.4 | 258 | 14.0 |
| 25,000 - 29,999 | 90 | 5.7 | 154 | 8.4 |
| 30,000 or more | 125 | 7.9 | 356 | 19.4 |
| Median | | \$15,800 | | \$18,730 |
| RENTER-OCCUPIED UNITS MONTHLY RENTAL VALUES | | | | |
| Less than \$50 | 9 | 2.3 | 8 | 2.4 |
| \$ 50 - \$ 99 | 95 | 24.7 | 51 | 15.6 |
| 100 - 149 | 218 | 56.6 | 170 | 52.0 |
| 150 - 199 | 47 | 12.2 | 76 | 23.3 |
| 200 - 249 | -- | -- | 8 | 2.4 |
| 250 or more | -- | -- | 14 | 4.3 |
| No cash rent | 16 | 4.2 | -- | -- |
| Median | | \$121 | | \$130 |

Source: 1970 U. S. Census of Housing.
1974 Wichita-Sedgwick County
Intergovernmental Enumeration.

The Intergovernmental Enumeration figures for 1974 show the median value of owner-occupied housing units to be about \$18,730. While part of the increase over the 1970 median could be due to the different tabulation methods, the most likely causes are the continuing construction of higher priced houses and inflation in general.

The median monthly rental value of the City's rental housing units in 1970 was \$121, considerably higher than the same medians for Wichita (\$82) and Kansas (\$75). This indicates that although the quantity of rental units in Derby is somewhat limited, a fact previously noted, they are likely of a relatively good quality.

HOUSING CONDITIONS. . . .

Data on the condition of housing is very useful in assessing the overall quality of the housing inventory and to note trends that may need particular attention. Contrary to most communities, Derby has had quite a number of such surveys during the last 15 years. A summary of them is presented in this section which is for the City area only.

The last U. S. Census of Housing which surveyed conditions was taken in 1960. It consisted of a visual evaluation of the exterior plus a determination of the extent of plumbing facilities inside. Conditions were rated as either "sound", "deteriorating", or "dilapidated". Of the 1,647 units surveyed, 1,579 (95.9%) were found to be in sound condition, 53 (3.2%) were deteriorating, and only 15 (0.9%) considered dilapidated. This high percentage of sound conditions obviously reflects the fact that at that time 51% of the dwellings were not over five years old.

Another survey was conducted in 1969 and summarized in a report entitled, "Housing Element for Derby, Kansas" prepared by the City Planning Commission. The survey of external conditions only was divided into four categories as follows: Good, fair, poor, and dilapidated. A detailed description of these categories is described in the above report. The tabular summary, however, was based on three categories and is shown below:

| | <u>Number of Units</u> | <u>Percent of Total Units</u> |
|---|----------------------------|-----------------------------------|
| <u>Sound</u> | | |
| Needs little or no repair or only minor repair | 1,950 | 96.8 |
| <u>Poor</u> | | |
| Needs minor repair | 50 | 2.5 |
| <u>Dilapidated</u> | | |
| Probably not worth repairing | <u>15</u> | <u>0.7</u> |
| Total | 2,015 | 100% |

Beginning in 1971, an annual housing condition survey has been conducted as part of the Intergovernmental Enumeration. Enumerators are trained to rate the external conditions of residential structures. The rating was done on a scale of 1 through 10 with 1 being the "best" condition and 10 being the "worst". Below are the instructions given to the enumerators for rating exterior building conditions:

"Examine the outside walls, roof, eaves troughs, doors, windows, yard, lawn and shrubbery at this address. Carefully read down the scale until you come to the description that most closely fits the exterior appearance of the dwelling. If you have trouble choosing between a pair of numbers, read the description above and below the description you are considering, and choose the number in the pair that is closest to the above or below description. Indicate the number that comes closest.

- 1 Overall excellent condition, like-new appearance, desirable, picturesque.
- 2
- 3 Exterior walls, roof, eaves, doors and windows with uniform, smooth surfaces, strong unfaded colors: All exterior items well matched, completed and intact.
- 4
- 5 Exterior walls faded, dull: Roof, eaves, door and window surfaces irregular, tarnished, weathered, windows lacking luster or gloss. One or more conditions in need of repair.
- 6
- 7 Spots on exterior walls and trim that are peeling, chipping, or cracking; eaves or roof crooked, rusted, bent, or with ragged edges; windows and doors soiled, rough, worn, repairs definitely in order.
- 8
- 9 Larger surface areas are generally bare, peeling, cracking; exterior walls or roof show holes, open cracks, or missing materials; parts of eaves or roof are loose, hanging, or missing; rotten window sills, or frame; deep wear on stairs or doorsills.
- 10 Overall critical disrepair, destruction, ruin, abandonment or near-abandonment condition."

Based on this criteria, the results of the last field survey are summarized in Table 6-B below:

Table 6-B. RESIDENTIAL BUILDING CONDITION
SURVEY OF DERBY: 1974

| <u>Rating</u> | <u>Number of Units</u> | <u>Percent of Units</u> |
|---------------|----------------------------|-----------------------------|
| 1 | 211 | 9.5 |
| 2 | 179 | 8.1 |
| 3 | 342 | 15.4 |
| 4 | 317 | 14.3 |
| 5 | 382 | 17.2 |
| 6 | 355 | 16.0 |
| 7 | 229 | 10.3 |
| 8 | 164 | 7.4 |
| 9 | 25 | 1.1 |
| 10 | <u>12</u> | <u>0.5</u> |
| Total | 2,216 | 100% |

Source: 1974 Intergovernmental Enumeration

The average rating for all structures was 4.56. Comparing this data with the criteria for the survey, it indicates that 52.5% of the residences were in need of ~~minor to major~~ repairs with strong emphasis on minor repairs needed.

Whereas the Intergovernmental Enumeration data on building conditions has the capabilities for being mapped at increasingly detailed levels, it has not been mapped to date and the cost of computerizing the necessary location data is probably hard to justify. To obtain such location information and other data for this Plan and the new zoning and subdivision regulations, a visual survey of structural conditions was made by the consultants in conjunction with the existing land use field survey of December 1973. The method of rating was somewhat similar to that used in the 1960 Census of Housing except the buildings were not internally evaluated and non-residential buildings were included. These were the general guidelines used:

Sound structures were those which had no defects or only slight defects which might normally be corrected during the course of regular maintenance.

Deteriorating structures were defined as those which needed more repairs than would be normally expected to be provided in the course of regular maintenance.

Dilapidated structures were those buildings which could not obviously provide healthy, safe and adequate shelter for the occupants and which had such critical defects as to require extensive repairs which could most likely not be economically justified and, thus, in time lead to their removal.

Information from the 1973 survey was recorded on a color map which is available for study from the Planning Commission. In reviewing the results on individual lots, it is obviously possible that observations and conclusions might vary among different persons viewing the same structure and, therefore, more detailed individual study would be needed to solve a particular situation. It should also be noted that the survey was taken during December which is not an encouraging month to initiate outside repairs, but has the advantage of less vegetation to conceal possible defects. The number of single-family residences needing to improve their exterior surfaces with paint was very high. If a larger number of categories had been utilized as criteria, it would have revealed a much larger number of homes needing minor repairs, particularly painting, than are reflected in the actual totals.

The survey results showed 36 residences in deteriorating condition and three dilapidated. In addition, there were five non-residential structures considered deteriorating and four rated dilapidated. As was similarly reported in the 1969 survey, the most concentrated area of substandard structures was observed to be adjacent to and west of the A.T.&S.F. Railway. In the 1973 survey, 21 structures or 43.8% of the total of 48 substandard units in the City were located in the above described area. Although there were quite a number of units which had been or were in the process of being repaired, there were a substantial number of environmental factors around the dwellings which distracted from the improvements being made. These included outside storage, trash, inoperable vehicles, poor drainage, lack of cutting weeds during the normal mowing season, and mixed land uses.

The area bounded by the railroad on the west, Sunny Dell Street on the south, Derby Avenue on the east, and Madison Avenue on the north actually had more substandard, i.e., 23, but in a much more scattered pattern. Three of the dilapidated structures were old residences and one was used for commercial storage purposes. Only three deteriorated structures were noted in the central shopping area along Baltimore Avenue. While outside environmental factors were not part of rating the building conditions, there were relatively few of them noted around the structures in the above described area. Most of the deterioration is caused by the age of the structures and their interim status while waiting to be torn down or renovated for commercial purposes.

Outside of two areas described above, only four widely scattered deteriorated residences were noted. As mentioned before, however, there were a fair number of dwellings which might well have been similarly classified due to their poorly painted condition, but were not rated as such since this was not the normal repair season when one would expect this type of work to be completed.

ENVIRONMENTAL CONDITIONS. . . .

The environmental characteristics of a residential area can often have negative effects upon the quality of the housing itself, the general appearance of the entire neighborhood, and the health and welfare of the residents in the area. Common among such negative environmental conditions are:

- *deteriorating or makeshift buildings,
- *vacant lots overgrown with weeds,
- *inoperative vehicles parked in yards,
- *storage of lumber or other materials in yards,
- *periodic flooding conditions, and
- *improper trash and junk disposal.

In general, Derby is relatively free of such environmental problems except in the area west of the railroad. In the latter area, some of these conditions exist because of the industrial zoning classification, condition of the road, age of structures, and vacant scattered lots. In other parts of town, an occasional bad condition can be spotted in a scattered location, however, many of these represent a temporary situation and not necessarily a chronic condition. Sometimes the narrow side yards in the older areas present a bad appearance visually and yet they may be simply over crowded from normal outside activities.

Many of such factors can be eliminated by proper maintenance and by homeowners taking pride in their property and City. Where warranted, the enforcement of sanitation and other codes may be necessary to eliminate hard core problems so that they do not spread and create an overall blighted condition. Future surveys of land use and/or structural conditions should include mapping undesirable environmental factors to be identified for remedial action.

CONSTRUCTION, HEALTH, AND PLANNING CODES. . . .

One of the best ways that Derby can maintain and improve the quality of its housing inventory is through the adoption and/or enforcement of construction, health, and planning codes. Their overall purpose and legal basis for enforcement is to protect the health, safety, property and general welfare of the individual and his community. This purpose is achieved by setting standards for materials and/or performance; establishing administrative procedures for approving permits, licenses, cases, or plats; and creating enforcement procedures for inspection and appeals.

Some of the benefits to housing offered by the adoption of such codes are:

- A dwelling constructed to code standards provides the buyer with some minimum safeguards to protect his investment and provides a better chance of more years of productive service.
- The tax base of the City is strongly dependent upon the assessed valuation of housing. Unless the quality of construction is built into them initially and maintained, the tax base is slowly eroded.
- It is extremely difficult, if not impossible, to maintain the value of a house if through the lack of codes or their enforcement the neighborhood is permitted to deteriorate.
- Codes serve to reduce the effects of blight, and their effective enforcement can also be used to rehabilitate blighted areas.
- Insurance rates are lower where codes are effective in reducing hazards both in the home and neighborhood.
- The ability of a community to attract and hold desirable employers and productive workers is often related to the overall general appearance and "liveability" of the area. Codes, by setting standards, have a substantial effect upon maintaining the liveability of a community.

Types of Codes

There is no one code that covers all the features of construction, health and planning activities. To efficiently protect the health, safety, and welfare of the public and the individual, each of a number of codes should play a role. A list of the most useful of these codes and a brief description of each follows:

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

BUILDING CODES govern the construction requirements for all types of buildings by regulating their design, methods of construction, quality of materials, types of use, degree of occupancy, site location factors, and certain equipment required for their construction and operation.

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

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

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

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

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

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

LAND SUBDIVISION REGULATIONS and ZONING ORDINANCES differ from the other codes described herein in many ways, including their procedures for preparation, adoption, and administration. While their general purposes are much broader than those of the other codes, they can have significant effects upon the housing itself and the pattern of residential development. Subdivision regulations are designed to ensure the harmonious development of residential areas and other land uses; to provide for the necessary facilities and utilities and their proper location; and to determine an appropriate design for lots and streets. Zoning is used to regulate the location and use of buildings and the uses of land for residential and other uses; set standards for building size and height and extent of lot coverage; conserve and protect property values; and to facilitate the adequate provision of community facilities and utilities.

Model Codes

There are a number of national organizations which have prepared and keep up-to-date "model" codes for regulating construction standards and procedures. A list of sources for such codes is provided in Table 6-C. Because of their particular local functions, there are only national "guidelines" for mobile home parks. These may be obtained from the U. S. Departments of Housing and Urban Development and Health, Education and Welfare. The Kansas State Department of Health and Environment can provide assistance on sanitation codes.

Table 6-C. SOURCES FOR MODEL CODES¹

| | |
|--|--|
| <u>Uniform Building Code</u> (1973) | <u>Basic Building Code</u> (1975) |
| <u>Uniform Fire Code</u> (1973) | <u>Basic Fire Code</u> (1975) |
| <u>Uniform Housing Code</u> (1973) | <u>Basic Housing Code</u> (1975) |
| <u>Uniform Mechanical Code</u> (1973) | <u>Basic Mechanical Code</u> (1975) |
| <u>Uniform Sign Code</u> (1973) | <u>Basic Plumbing Code</u> (1975) |
| <u>Uniform Code for Abatement of Dangerous Buildings</u> (1973) | Building Officials and Code Administrators International, Inc. 1313 East 60th Street Chicago, Illinois 60637 |
| International Conference of Building Officials Midwest Regional Office 6738 N.W. Tower Drive Kansas City, Missouri 64151 | <u>National Building Code</u> (1967) |
| <u>Uniform Plumbing Code</u> (1973) | American Insurance Association 85 John Street New York, N. Y. 10038 |
| International Association of Plumbing & Mechanical Officials 5032 Alhambra Avenue Los Angeles, California 90032 | <u>National Electrical Code</u> (1975) |
| <u>One & Two Family Dwelling Code</u> | <u>Life Safety Code</u> (1973) |
| | National Fire Protection Ass'n. 60 Batterymarch Street Boston, Massachusetts 02110 |

Published jointly by the International Conference of Building Officials, American Insurance Association, Building Officials and Code Administrators International, Inc., and Southern Building Code Conference.

¹An additional source of model codes is the Southern Building Code Congress. This is not used as extensively in Kansas because of differences in weather conditions. The data following the name of each code indicates its latest publication year.

A major difference between locally prepared codes and national ones is that the former are often "specification" codes which describe in detail exactly what materials are to be used, the size and spacing of units, and the methods of assembly. The national codes prescribe the objective to be accomplished and allow broad leeway to the designers in selecting the materials and methods that achieve the required results, thus they are considered "performance" codes.

Other advantages of model codes include:

- They provide simple yet adequate standards for construction.
- They are free from local prejudices.
- They can reflect more expertise and are more capable of keeping abreast of construction technology.
- They are available at less cost than the probable expense of drafting a local code.
- They are more acceptable to Federal agencies where a community is undertaking Federally funded housing projects.
- They are uniform in content, and, therefore, builders, architects, engineers, etc., find it convenient to work with codes with which they are most familiar.

Existing Codes

Derby presently is using the 1967 abbreviated version of the National Building Code. It has also adopted a 1972 Electrical Code as used by the City of Wichita (Title 19) and also their Plumbing Code (Title 21). In addition to a Zoning Ordinance and Subdivision Regulations, there are also various local laws on health matters.

As urban areas take the initiative in adopting various codes, often less desirable land uses and structures seek locations in less regulated unincorporated rural areas. In the Derby Planning Area, however, there are now actually more extensive regulatory controls on construction and environmental concerns than in the City itself. Sedgwick County has had zoning and subdivision regulations for many years around Derby. In May 1975, the County

adopted the following national model codes which apply in all of the unincorporated area: Uniform Building Code (1973); One and Two Family Dwelling Building Code (1971); Uniform Plumbing Code (1973); Uniform Mechanical Code (1973); and National Electrical Code (1975). The administration of these new codes has been assigned to the recently created Division of Building, Planning and Related Inspection Services within the County's Department of Public Works. Environmental conditions and health matters are further covered by the County's Sanitation Code as administered through the Wichita-Sedgwick County Department of Community Health.

Several years ago the State of Kansas changed from the National Building Code to the Uniform Building Code. This is the controlling factor for buildings whenever they might be built by the State in the Planning Area. Kansas also has adopted a national mobile home construction code which, when applied to units produced at a factory, overrides any local building codes formerly applicable.

In analyzing the above situation, it appears that the Planning Area outside the City is adequately covered by planning, construction, and environmental codes provided they are kept up-to-date and enforced during the planning period. Derby, however, should as soon as possible reevaluate its needs for both updating and expanding its set of codes to maintain existing structures, to prevent and eliminate blighting conditions, and to provide adequate standards for new construction. This effort should be undertaken with the objective of seeking some relative uniformity with the types of codes used by the County, surrounding cities and the State. Also, in view of the few dilapidated structures which should be fixed up or removed, an ordinance for the abatement of dangerous structures should be adopted. Under State statutes, almost all of the codes described herein which the City may need could be conveniently adopted "by reference". According to the Resident Questionnaire Survey, there would probably be citizen support for such an improved code adoption and enforcement program. Next to considering policies "to maintain good residential areas" as checked by 78% of the respondents, the next highest rating at 73% was noted for a policy to "adopt construction codes".

ANALYSIS. . . .

Derby enjoys a certain uniqueness in regard to its housing situation compared to many other communities in the State. It is a so-called "bedroom community" within the Wichita Metropolitan Area characterized, in general, by good quality homes in good residential areas lived in by middle aged parents who are mainly in the middle to upper middle income groups with considerable numbers of children.

With only 3.4% of the population in 1970 over 60 years of age, there is not a demand for housing the elderly. Unless there is a drastic change in the historic migration pattern of the community, the demand for housing the elderly in some special facility would probably only modestly increase during the planning period. Even the Questionnaire indicated that only five percent of the respondents moved to Derby to retire. This is further substantiated by the Resident Questionnaire Survey which indicated that 43% of the households had moved to Derby in the last five years and less than two-thirds had lived there more than ten years. This migration rate for a five year period is about twice the national average and not a movement of older people.

While there is always a market demand for low income housing in most any community, there is only a limited local need in Derby since there are fewer jobs that create such a need. According to the Questionnaire only one-quarter of the residents hold jobs in the City, with 61% traveling to Wichita for employment and the remaining 14% elsewhere. To provide low income housing without related job opportunities would only cause low income people to travel unduly. Basically, low income housing is taken care of by the nearest of the City of Wichita and the limited numbers of such housing in Derby and nearby.

The 1974 Intergovernmental Enumeration accounted for only eight non-white households with a total of 41 people. Of these, four were black families totaling 18 persons. The relative lack of local job opportunities and the high cost of housing presents many of the same problems to minority persons as to others who wish to move to Derby. Local regulations, particularly zoning, provide for a broad range of housing types and a wide variety of densities and standards. Economically and market-wise it would be hard to justify the need for a Local Housing Authority to secure Federal funds for low-income housing.

A current and probably continuing concern is in determining the appropriate density and location for apartment buildings. Many people would like to be the last person to move into town particularly if it meant having apartments to accommodate more people. Other people feel that apartments provide a desirable choice of housing not otherwise to be found within the City. On the Resident Questionnaire, only 20% of the respondents favored a policy of "zoning for multi-family dwellings". The present number of such facilities is very limited, however, there are quite a number of apartment sites planned but not under construction mainly due to the difficulties of financing.

Problems and Barriers

Where difficulties exist in the housing supply, these may be identified as both or either problems or barriers in finding solutions to housing. The extent of such concerns may be ex-

pressed in the following list, many of which are typically common national concerns and found in many communities:

1. Lack of housing choices throughout the changing cycle of family life and new life styles.
2. General lack of rental properties and limited selection of types of rental housing available.
3. Consistently low vacancy ratio partially offset by high turnover of property ownerships.
4. Limited housing suitable for rehabilitation to add to the inventory.
5. Lack of low-income dwelling units for the specialized needs of the elderly.
6. Mobile home parks permitted locally, but not likely to occur due to the cost of land and improvements and less costly development possibilities outside of City. (The Resident Questionnaire indicated that only 7% of the respondents would encourage a policy of "zoning for mobile home parks" in the City.)
7. High costs of constructing new dwelling units.
8. High mortgage interest rates which add to construction costs.
9. Limited Federal funding for housing programs. (For example, Derby as part of the Wichita housing market is not eligible for Farmers Home Administration loans.)
10. Probable limitations in existing construction codes on the use of prefabricated and modular housing methods.
11. Raising of assessed valuations and, thus, a tax increase is a penalty for those homeowners who improve their property.
12. Very high proportion of housing built during a relatively short time span leading to the possibility of large amounts of deterioration occurring in a similar short time period. (The large numbers of homes built during the 1950s are now fifteen to 25 years old.)
13. In limited areas, mixing of land uses has created blighting conditions for housing.
14. Need for additional trained personnel to administer zoning, construction and environmental codes.

15. Existing building permit system is not used to continuously monitor the quantity and quality of housing.

HOUSING WORK PROGRAM. . . .

Derby is known as a "good place to live" and the quality of the housing inventory and the extent of new housing is tremendously impressive. This good image is largely due to the pride people exhibit in their property, the construction standards of private developers, and the public improvements required by the City. There are, however, a number of activities which could prove useful in maintaining and continuing to improve the housing situation. It is proposed that a Housing Work Program be initiated as a five year project of the City. To oversee the program, a Housing Advisory Coordinating Committee should be created. Members could be appointed by the City Council with representation selected from such groups as the Council itself, planning commission, building inspection, business organizations, construction trades, realtors, homebuilders, financial institutions and interested citizens. The Committee's responsibility would be to evaluate and to make coordinated recommendations to applicable organizations for carrying out items in the Housing Work Program as listed below:

1. Analyze the sufficiency of existing construction and environmental codes and update and adopt those codes needed to improve and protect the quality of housing.
2. Work towards establishing a trained, full-time City inspection division to effectively enforce the codes affecting development and rehabilitation.
3. Explore the feasibility of using the Federal Community Development Block Grant Program funding for a concentrated code enforcement program at some later date.
4. Adopt an ordinance for the abatement of dangerous structures and begin a project to rehabilitate or remove dilapidated structures.
5. Promote an annual "spring clean-up" or a "clean-up, paint-up, fixup" program as a joint public and private effort to improve environmental conditions and the appearance of structures.
6. Join the Statewide P.R.I.D.E. Program to undertake supportive projects to better the housing situation.
7. Recognize the use of modular and prefabricated housing as a method of meeting the housing needs.

8. Review administrative and legal procedures on a continuing basis to overcome barriers which developers may encounter in an efficient processing of their proposals.
9. Continually review the changing Federal housing programs and funding available to determine if such efforts are warranted in Derby.
10. Promote periodic public presentations and exhibits which would stimulate interest in building and remodeling and to provide information on financial assistance and the construction of new dwelling units.
11. Through a continuing information program, promote a public awareness of the importance attached to improving the quality and quantity of housing through a working relationship of government and private initiative.
12. Establish a regular system for monitoring the status of the housing inventory.
13. Update and extend the Housing Work Program on a five year basis as a continuing objective of the comprehensive planning process.

PART 9

TRANSPORTATION

TRANSPORTATION SYSTEM. . . .

An efficient system for transporting people and commodities is extremely important to the development of any urban area. In planning, emphasis should be placed upon the development of the total transportation system, with consideration given to all modes of transport which are economically feasible. A purpose of transportation planning is to maximize the efficiency of the total transportation system while minimizing the conflicts between the various modes of travel. A factor which has recently gained much attention in the analysis of transportation methods is energy resources and consumption. This chapter recognizes various transportation methods which either are or could be major components of Derby's transportation system.

Attention in planning is also given to the relationships of the City's transportation system to its land use patterns and community facilities. For example, the type of street needed to serve a commercial area will likely vary considerably in right-of-way pavement width and thickness, turning radii, etc., than a street serving a residential area. Delineating streets by their functional use in carrying traffic is a way of providing a safer system while maximizing the financial investment.

Any transportation system for Derby is particularly affected by its regional location. Transportation planning at the regional level has been assigned to two committees as determined by inter-governmental agreements signed in the early 1960s between the Wichita City Commission, the Sedgwick County Board of Commissioners, the Kansas State Highway Commission, and the Federal Highway Administration (now part of the U. S. Department of Transportation). Such an agreement is a legal requirement for continued Federal funding of transportation projects in all standard metropolitan statistical areas. The major recommending body is the Policy Coordinating Committee for Transportation Planning for the Wichita Metropolitan Area. This is composed of representatives from the four organizations noted above plus the Chairman of the Wichita-Sedgwick County Metropolitan Area Planning Commission. To assist in compiling data and studies for what is known as the Continuing Transportation Planning Process, there is a Technical Advisory Committee for Transportation Planning in the Wichita Metropolitan Area. The membership is made up of technical specialists in a wide range of transportation systems including highways, aviation, railroads, mass transit, etc. Derby in effect is represented by the Chairman of the County Commissioners on the Policy Committee and by the County Engineer on the Technical Committee plus the Wichita-Sedgwick County Metropolitan Area Planning Commission and the Planning Department staff.

* MTA Chair

PUBLIC TRANSPORTATION SERVICE. . . .

There is no scheduled rail or air passenger service available in Derby, but each of these services is available in Wichita and, therefore, is easily attainable to Derby's residents. Continental Trailways Bus Company makes "flag stops" at a specified location in Derby as needed. There is every reason to believe that such service will continue for the foreseeable future.

Taxi services based in Wichita will make runs to Derby on demand, but the Wichita Metropolitan Transit Authority currently serves no further south than Oaklawn. Possibilities are being considered, however, to extend the future service area of MTA to more of the suburban areas, including Derby. Because of the economic, environmental, and convenience benefits associated with such mass transit service, and because 61% of the City's working population are employed in Wichita as determined by the Resident Questionnaire Survey, such planning and implementative actions should be encouraged and supported by the City. The most recent study of mass transit for the Wichita Metropolitan Area is contained in the report entitled, Transit Development Plan: 1975-79, which has been approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission and prepared by their Planning Department assisted by several consulting firms. While the idea of extended service is mentioned, it will necessitate a request from Derby to have the necessary detailed service area studies made in the annual update of the transit program.

No intracity taxi service is currently available in the City except for the service provided by Wichita-based companies. Because the ratio of elderly population is low and, as determined by the Resident Questionnaire, 87% of the households in the City have two or more cars, the demand for taxi service is not extensive and, therefore, not an immediate concern. The possibility of this demand increasing as the population increases and ages, however, should be monitored during the planning period.

RAILROADS. . . .

A main line of the Atchison, Topeka, and Santa Fe Railway Company runs in a general north-south direction through the western part of the Planning Area and through the City limits. Its nearest connecting cities are Mulvane to the southeast and Wichita to the northwest. Full-time agency service is provided through the Wichita station. The only other railroad in the Planning Area is a branch line of A.T.&S.F. which crosses the extreme corner at 127th Street East and 95th Street south.

Railroads are currently in a changing period, and there is reason to believe that energy conditions might cause them to again emerge as a prime transportation source. The City's proximity to Wichita, however, makes it impractical to suggest now that agency

service in Derby be initiated without considerable increases in freight demand. While there is no reason to believe at this time that there would be any change in the A.T.&S.F. line, such matters should continue to be monitored during the planning period.

Continuing attention should be given to the safety features at each of the street-rail intersections in the City in order that they be kept at a standard sufficient to prevent vehicular train accidents.

AIRPORTS. . . .

The City of Derby does not have a municipal airport, but there are two privately owned airfields for general aviation purposes which are open to the public and within easy driving distance. Hamilton Field is the nearest and is located on a 40-acre site about one and one-half miles east of the City. This is a Basic Utility airfield with two turf runways and when surveyed in 1974 had 29 based aircraft, all single-engine. Cook Airfield, Inc. is located four and one-half miles east of the City on eighty acres and is also classified as a Basic Utility airfield. It has two runways, one of which is asphalt, and 46 based aircraft in 1974, all but one of which is single-engine.

Wichita Mid-Continental Airport is also located within easy driving distance of the City (about 13 road miles) and provides a full range of passenger, freight and other commercial services.

A major study of airports was compiled in July 1974 entitled, Tri-County Airport System Plan for Butler, Harvey and Sedgwick Counties. It was sponsored by the Wichita-Sedgwick County Metropolitan Area Planning Commission and the governing bodies of the City of Wichita and the counties of Butler, Harvey and Sedgwick. The consulting firms of Langston-Kitch and Associates, Inc., Wichita; Landrum and Brown, Inc., of Cincinnati, Ohio; and Schaefer, Schirmer and Associates, Inc., Wichita jointly prepared the Plan. It was adopted by W-SCMAPC in October 1974 as an Element of the Comprehensive Development Plan for the Wichita Metropolitan Area. While the Plan makes specific recommendations regarding the needs of existing publicly owned airports in the region, it did not fully resolve the issue of public vs privately owned airports as to which sites would ultimately be selected for prime development purposes. In addition to Hamilton and Cook as possible sites, two other sites designated as #6 and #7 were studied, the latter two being located between Derby and Mulvane. The Plan did conclude that an airport for general aviation operations was needed sometime after 1985 in the Southeast Quadrant of the County in the vicinity of Derby, Mulvane and Rose Hill. This could be a private airfield or one operated at the municipal or county level. As an aviation minded community, Derby will need to determine its future role in the effort to select and insure that there will be a Southeast Quadrant airfield during the twenty-year period.

BICYCLES. . . .

Bicycling is a means of transportation which has recently regained considerable popularity throughout the country as well as in Derby. Among the benefits offered by biking are physical exercise, elimination of fuel expense, and no air pollution. It is an especially suitable means for local transportation in Derby, because the City's compact shape makes most points within easy biking distance. It also has special significance for the City because of the high ratio of children in the population.

The importance of these benefits and advantages warrants the encouragement of increased bike use, not simply as a means for pleasure but also as a bona fide method of getting from one place to another. Such encouragement might be offered by providing conveniently located bike racks or parking shelters at centers of activity. Even greater encouragement could be offered by developing designated "bikeways". Such action would not only increase the safety of bike usage by decreasing the potential conflicts with other transportation facilities, but could also significantly increase the City's recreational offering if developed in conjunction with the parks and open space areas. The development of bikeways in other parts of the Planning Area is not as likely, however, Federal funds now encourage states to include such trails where desirable in conjunction with highway construction of the Federal Aid System.

As a guide to the implementation of bikeways, an excellent source of information may be found in the booklet entitled, "BIKEWAYS: State of the Art-1974", published by the U. S. Department of Transportation, Federal Highway Administration.

SIDEWALKS. . . .

The increasing costs of mechanical transportation have caused the alternative of pedestrianism to become more attractive. Besides the obvious economic advantages, walking is physically beneficial to the individual and also beneficial to the environment by not contributing to air and noise pollution. These advantages suggest that walking could become a more important part of Derby's local transportation system in the future. As its popularity increases, so will the need for sidewalks.

The main business area of the City has a fairly complete sidewalk system, as do most of the newer residential areas. Much of the City's residential growth in the 1950s was so rapid, however, that the installation of sidewalks was not included. This lack has been partially remedied by later sidewalk additions along the most heavily travelled streets and connecting schools and other community facilities. Those areas still lacking sidewalks should be analyzed, and where needed and feasible, gaps should be elimi-

nated in the system particularly those leading to major public and semi-public facilities.

The compounding of this problem has been prevented by the current general policy of including sidewalks with street construction projects. This is the most economical way to construct sidewalks and should be continued through the planning period.

PARKING. . . .

An efficient circulation system in a community involves an interrelated concern for parking. The basic purpose of streets is to move traffic and secondly to park vehicles. On-street parking should be used for periodic parking and not all day use for employees or extended business or leisure time pursuits. A local street system utilizing 30-foot pavement widths assumes periodic and staggered parking to insure adequate traffic flow since it is not feasible to park two vehicles and have two other vehicles pass each other at the same time.

Appropriate amounts of off-street parking are now being required by the City's and County's Zoning Regulations for new public and private developments. Public facilities where large numbers of people congregate should serve as examples in providing off-street parking areas as needed.

STREET SYSTEM IN THE CITY. . . .

Derby's existing street system consists of about 35 miles of streets, all of which are paved. A number of other streets are currently under construction or under contract. Except for the part of town west of Baltimore Avenue, most of the streets have curbs and gutters.

As previously mentioned in the chapter on Land Use, much of the City's new residential areas have modern street arrangements, i.e., longer blocks, curvilinear streets, cul-de-sacs, and T-intersections. These design concepts not only increase the efficiency of use for the total land area, but are also considered to be significantly safer for moving vehicles and for the adjacent residents. The older part of town, however, is basically platted in a gridiron street system with 300' blocks. This type of street arrangement is considered inefficient in terms of both safety and land use, but due to the intensity of existing development, it is not likely that any of these short streets could be vacated.

Four-lane streets in town consist of Baltimore Avenue, Madison Avenue, and Woodlawn Boulevard. The rights-of-way on these streets vary from 60' to 100'. Two-lane streets have predominantly 60' rights-of-way with 30' paved surfaces.

Functional Urban Street Classifications

A functional urban street system can be divided into four categories: principal arterials, minor arterial streets, collector streets, and local streets. In a functional system, each type of street serves a different purpose, thus requiring different design and right-of-way widths. To avoid over-design and cost, the street is related to the amount and type of usage expected. Such a system directs traffic to where it can best be served and reduces through traffic in residential areas. The right-of-way standards designated below provide space not only for the paved street area, but also for curbs, sidewalks, utilities and signs.

Principal arterials should serve the major centers of activity, carry the major portion of trips entering and leaving the urban area as well as the majority of through movements, and carry the highest traffic volumes. In addition, they should carry considerable intra-area travel. Interstate highways and other freeways and expressways are included in this classification. The primary function of principal arterials is not service to abutting land, but the provision of travel service to major traffic movements.

Minor arterial streets should interconnect with and augment principal arterials and provide service for trips of moderate length. This classification includes all arterials not classified as principal and places more emphasis on the function of land access and less on traffic mobility than does the higher level.

Arterial streets should normally be spaced not more than one mile apart in fully developed areas. It is necessary that they be planned with a wide right-of-way, a desirable standard being 100' with a 48' roadway. This provides room for 4-12' lanes with curb and gutter plus adequate space for sight distances and some special treatment of turning lanes at intersections.

Collector streets collect traffic from the many local streets and feed it into the arterial streets. They serve to connect neighborhoods and to provide access to facilities such as schools and parks. A desirable standard for collectors would be an 80' right-of-way with a 40' paved area to accommodate two 12' moving lanes and two 8' parking areas.

Local streets are used primarily to serve abutting properties mainly in residential areas. Through traffic on them should be discouraged and a liberal use of loop streets, cul-de-sacs, and T-intersections encouraged to provide safety and privacy to the various neighborhoods. A desirable standard for local streets would be a 60' right-of-way

with a 30' paved area. Where greater intensity of on-street parking may be anticipated, a 64' right-of-way with a 34' pavement is warranted, thus, permitting two 9' moving lanes and two 8' parking areas.

Proposed Street System

Based on the previous functional descriptions and considering Derby's existing and projected transportation needs during the planning period, the City Planning Commission, with assistance from the Wichita-Sedgwick County Metropolitan Area Planning Department, determined the City's urban functional street system as illustrated in Figure 9-A. These 2.36 miles of principal arterials, 4.81 miles of minor arterials, and 2.33 miles of collectors are also listed in Table 9-A

Installation of traffic signs should be based upon this functional street system. That is, in the determination of right-of-way at intersections, priority should be given to arterials, then collectors.

If the standards for rights-of-way and street widths previously mentioned for the different types of streets can in some cases not be met, then various alternate methods for achieving the desired traffic flow width can be implemented. The most practical of such methods often is simply to prohibit parking on one side of the street, thereby, enabling the use of that parking land for moving traffic.

Table 9-A. PROPOSED FUNCTIONAL STREET SYSTEM

| | <u>Direction</u> | <u>From</u> | <u>To</u> | <u>Length (Approx. Feet)</u> |
|------------------------------------|------------------|------------------------------|------------------------------|--------------------------------------|
| PRINCIPAL ARTERIALS | | | | |
| Baltimore Avenue (K-15 Highway) | N/S | North entrance to City | South entrance to City | 1.49 |
| Madison Avenue | W/E | K-15 | ECL | .79 |
| Washington Street | W/E | WCL | K-15 | .08 |
| MINOR ARTERIALS | | | | |
| Buckner Street | N/S | Meadowlark Road | K-15 | .70 |
| Georgie Avenue | N/S | Madison Ave. | Kay St. | .45 |
| Woodlawn Boulevard | N/S | Meadowlark Road | SCL | 2.27 |
| Meadowlark Road | W/E | Buckner St. | Woodlawn Blvd. | .48 |
| James Street | W/E | Buckner St. | Woodlawn Blvd. | .48 |
| Kay Street | W/E | K-15 | Woodlawn Blvd. | .43 |
| COLLECTORS | | | | |
| Lincoln Street | W/E | Buckner St. | Woodlawn Blvd. | .48 |
| Britain Street | W/E | Nelson Dr. | Westview Drive | .30 |
| Market Street | W/E | Woodlawn Blvd. | ECL | .35 |
| English Street | W/E | K-15 | Woodlawn Blvd. | .40 |
| Nelson Drive | NW/SE | Buckner St. | Britain St. | .17 |
| Georgie Avenue | N/S | Britain St. | Madison Ave. | .14 |
| Westview Drive | N/S | James Street | Madison Ave. | .49 |

Example: WCL = West City Limit

FIGURE 9-A
MAP OF THE
FUNCTIONAL STREET SYSTEM FOR DERBY

Follows
p. 9-8

MAPP
Bob Young

with a 30' paved area. Where greater intensity of on-street parking may be anticipated, a 64' right-of-way with a 34' pavement is warranted, thus, permitting two 9' moving lanes and two 8' parking areas.

Proposed Street System

Based on the previous functional descriptions and considering Derby's existing and projected transportation needs during the planning period, the City Planning Commission, with assist-

Table 9-A. PROPOSED FUNCTIONAL CITY STREET SYSTEM

| | <u>FROM</u> | <u>TO</u> | <u>APPROX. MILES</u> |
|----------------------------|----------------------|------------------|--------------------------|
| <u>PRINCIPAL ARTERIALS</u> | | | |
| *Madison Ave. | K-15 | Proposed UAB (E) | .95 |
| *Washington St. | Proposed UAB (W) | K-15 | .3 |
| K-15 (Baltimore Ave.) | Proposed UAB (NW) | Proposed UAB (S) | 1.70 |
| <u>MINOR ARTERIALS</u> | | | |
| *Meadowlark Rd. | K-15 (UAB W) | Proposed UAB (E) | 1.75 |
| *James Street | Buckner St. | Proposed UAB (E) | 1.02 |
| *Washington St. | K-15 | Georgie Ave. | .07 |
| *Kay Street | K-15 | Proposed UAB (E) | .95 |
| *Buckner St. | Meadowlark Rd. | K-15 | .7 |
| *Georgie | Madison Ave. | Kay Street | .48 |
| *Woodlawn Blvd. | Meadowlark Rd. | 87th St. South | 2.1 |
| <u>COLLECTORS</u> | | | |
| Britain St. | K-15 | Westview Dr. (E) | .3 |
| Market St. | K-15 | Madison Ave. | 1.1 |
| English St. | K-15 | Woodlawn Blvd. | .5 |
| 87th Street | Woodlawn Blvd. | Proposed UAB (E) | .5 |
| Nelson Dr. | Buckner St. | Britain St. | .2 |
| Georgie | Britain St. | Madison Ave. | .13 |
| Westview Dr. (E) | James Street | Madison Ave. | .5 |
| *Woodlawn Blvd. | 87th St. South | Proposed UAB (S) | .2 |

Note: UAB=Urban Area Boundary projected for 1980.
*Proposed Federal-Aid Urban System.



ance from the Wichita-Sedgwick County Metropolitan Area Planning Department, determined the City's functional street system as illustrated in Figure 9-B at the end of this chapter. These 2.95 miles of principal arterials, 7.07 miles of minor arterials, and 3.43 miles of collectors are also listed in Table 9-A. Mileage figures include road extensions to the projected 1980 Urban Area Boundary as determined by the groups noted previously.

Installation of traffic signs should be based upon this functional street system. That is, in the determination of right-of-way at intersections, priority should be given to arterials, then collectors.

If the standards for rights-of-way and street widths previously mentioned for the different types of streets can in some cases not be met, then various alternate methods for achieving the desired traffic flow width can be implemented. The most practical of such methods often is simply to prohibit parking on one side of the street, thereby, enabling the use of that parking lane for moving traffic.

Proposed Federal-Aid Urban System

The 1970 Federal Highway Act created a new functional classification system for highways which designated cities of 50,000 population or more as having urban street systems. The revised Federal Highway Act of 1973 extended such a system to cities over 5,000. Derby is now included in a competitive funding category of all cities in Kansas between 5,000 to 14,999 in population. The proposed street system as described in the previous section is the first step in the process of selecting an "Urban Street System" for Derby. The same groups mentioned above have prepared such a system for Derby which has been approved by the City Council and submitted to the Kansas State Highway Commission. The latter must approve the system within certain Federal guidelines by June 30, 1976 after which the new program would become the basis for future Federal funding of selected streets within a so-called Urban Area Boundary (UAB) around Derby. The funding ratio for this program is 70% Federal and 30% local.

The proposed 1980 Federal-Aid Urban Street System for Derby's UAB is superimposed upon Figure 9-B at the end of this chapter. The streets are also further identified in the listing in Table 9-A. The total mileage amounts to 8.52.

ROAD SYSTEM OUTSIDE THE CITY. . . .

While the City's street system is a major concern of this chapter, the importance of those roads in the Planning Area outside Derby should also be part of the total planning effort. They provide access to and from the City and often have considerable effect on the City's growth patterns and direction. Not only do they serve to interconnect the City with its surrounding rural area, but also with other population centers, and, thereby, greatly affecting the City and its residents both economically and socially. This is especially true in Derby's case, for, as previously noted in this Plan, substantial portion of the City's population travels outside the City for employment and shopping.

There are approximately 75 miles of roads in the Planning Area outside the City, and slightly more than 50% of this mileage is paved. Existing road surface types and jurisdictional classifications, i.e., State highway, County road, etc., are illustrated graphically in Figure 9-A. Rights-of-way vary in width depending upon function, topography and drainage circumstances. Such right-of-way information for specific sections of roadway may be obtained from the Sedgwick County Department of Public Works.

State Highways

There is only one State highway in the Derby Planning Area. K-15 Highway extends in a general north-south direction through the City, connecting it with Mulvane to the south and Wichita to the north. About five miles of the highway is in the Planning Area outside the City.

According to the Kansas Rural Highway Sufficiency Report prepared by the State Highway Commission in 1974, that part of K-15 north of the City is rated 90. A 100 rating is the highest possible. This section of highway is four-lane and has an annual average daily traffic (AADT) of 11,330. That part of K-15 south of the City is two-lane and carries an AADT of 5,180. Its very low rating of 49 indicates it is in need of considerable improvement.

Federal-Aid Secondary Roads

Counties are served by the present Federal Aid Secondary (FAS) roads in much the same way that collector streets serve in cities. Traffic is collected from the county roads by the FAS roads and channeled into the State and Federal highways. They also serve as connecting routes for rural areas and between cities which are not linked by major highways. The FAS program is administered by the County with matching Federal funds.

FIGURE 9-A

EXISTING ROAD SYSTEM OUTSIDE THE CITY

Follows
p. 9-9

There are three FAS roads totalling about 16 miles in the Planning Area. The most important of these to the City is probably FAS 81 which is also designated as 79th Street South. It extends from the City to the east and west and is all paved through the Planning Area. It is the only road in the Planning Area which crosses the Arkansas River.

The other two FAS roads are both located east of the City and are north-south routes. These are FAS 1651 (Rock Road) and FAS 309 (Greenwich Road). Rock Road is paved throughout, but Greenwich Road is unpaved from 79th Street South through the Planning Area's southern boundary at 95th Street.

County and Township Roads

County and township roads are the most basic parts of the rural highway system, and their major function is generally to provide access to rural residences, farms, ranches, and abutting land. They do not usually serve large volumes of traffic.

There are about 21 miles of County roads in the Planning Area outside the City. All but less than two miles of these roads are paved. The remaining 33 miles of roads in the Planning Area are township roads, all of which are unpaved. In general, the roads are adequately maintained, but the continuing scattered pattern of urbanization places an increasing burden on township governments. For example, the townships do not have equipment to construct and maintain paved streets. At some future time, a County Unit Road System might be considered where-by such maintenance is carried out by County government.

Functional Rural Road Classifications

Rural roads consist of those facilities outside of urbanized areas and may be classified into five categories: principal arterials, minor arterials, major collectors, minor collectors, and local roads. As with the functional urban system previously described for Derby, each of these rural road categories serves a different purpose in the total circulation system and, thus, requires different design and right-of-way widths.

A summary of these classifications and their characteristics as defined by the Federal Highway Administration follows:

Principal arterials in a rural system serve basically corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. They include all Interstate highways and most freeways. Their major function is traffic movement.

Minor arterials, in conjunction with principal arterials, form a network linking cities, larger towns, and other traffic generators. They form an integrated network providing interstate and intercounty service. Their major function is likewise to provide for traffic movement with minimal interference.

Major collectors serve generally intracounty travel and constitute those routes on which predominant travel distances are shorter than on arterial routes. They should provide service to the larger towns not served by the higher road categories, as well as to other traffic generators of equivalent intracounty importance, e.g., schools, parks, or large businesses or industries.

Minor collectors should be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. In addition to serving intracounty travel, they should also provide service to smaller communities not served by the higher road categories and should link locally important traffic generators with their hinterland.

Local roads serve primarily to provide access to rural residences, farms, ranches and adjacent land. They also provide service to travel over relatively short distances.

Right-of-way standards for the above new classification system are not now available. From the standpoint of the City of Derby, it is very important to note that while the roads outside the City are referred to as a "rural system", many of them will become part of the "urban system" for the City in the long-range future. For this reason, urban right-of-way standards should be required both in land acquisition and in the process of platting even though construction may initially be to rural standards. According to the City's Subdivision Regulations, the minimum right-of-way standards outside of the growth area are 120' for FAS routes, 100' for arterials, 80' for collectors, and 70' for local roads. Actually the designation of certain mile-line County roads as "local" is a misnomer in that they will serve a much larger function in the future and should still be planned as a 100' ROW.

Proposed Functional Rural Road System

Using the functional classifications just described and projected transportation needs to 1980, the Sedgwick County Engineer and the Wichita-Sedgwick County Metropolitan Area Planning Department have proposed that the functional rural road system in the Derby Planning Area be as illustrated in Figure 9-C. No principal arterials and only one minor arterial,

K-15 Highway, are proposed for the Planning Area. Major collectors are two east-west routes (65rd Street South and 79th Street South) and two north-south routes (Rock Road and Greenwich Road). Proposed as minor collectors are 95th Street South and Woodlawn Boulevard between the projected Derby Urban Area Boundary and 95th Street. All other roads in the Planning Area are, of course, proposed to be local roads.

This proposed functional system coincides with the proposed Federal aid system, as previously described, for the rural area around the City. Specifically, the proposed Federal aid rural system for 1980 in the Planning Area outside the City consists of all roads classified higher than "local". These are shown in Figure 9-C and may be graphically correlated with the Federal aid urban system for the City as illustrated in Figure 9-B.

FIGURE 9-B

MAP OF THE PROPOSED
FUNCTIONAL AND URBAN STREET SYSTEM FOR DERBY

Follows
p. 9-12

FIGURE 9-C

MAP OF THE PROPOSED
FUNCTIONAL AND RURAL ROAD SYSTEM
FOR THE
PLANNING AREA OUTSIDE DERBY

Follows
p. 9-12

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PART 3
PHYSICAL FEATURES

INTRODUCTION. . . .

Land use and development activities within a community or any other planning area are greatly affected by that area's physical features, both natural and man-made. In some situations, these features form avenues encouraging development, but in other cases they may restrict development possibilities and limit directions available for urban growth. Consideration should be given to the physical features in a planning area so that developmental policies and guidelines can be established which maximize their advantages and minimize their disadvantages. Such policies are necessary to guide growth in an economically efficient and aesthetically pleasing manner.

This chapter presents a description of Derby's physical features and natural resources and their implications for future development. The following sources among others may be referred to for more detailed data on these topics:

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

The Next Thirty Years, A sewage facility plan prepared by Professional Engineering Consultants for the Wichita-Sedgwick County Metropolitan Area Planning Commission, 1971.

Drainage Problems and Protection, Wichita-Sedgwick County Metropolitan Area Planning Department, 1973.

Feasibility Report for Extending Navigation from the Port of Gatoosa to Vicinity of Wichita, Kansas, U. S. Corps of Engineers, Tulsa District, 1975.

CLIMATE. . . .

Climate is an outstanding feature of nature which greatly affects agricultural, economic, and development activities. Derby and Sedgwick County have a typical continental climate characterized by warm summers, cold winters, abundant spring rainfall and relatively high wind velocities.

Precipitation is primarily in the form of rain originating in the Gulf of Mexico. Average annual precipitation is about 30.7 inches, but considerable variation in yearly and monthly

distribution is common. May and June are normally the wettest months as each averages more than four inches of rainfall.

The average yearly temperature is about 57 degrees with a January mean of 31 degrees and a July mean of 82 degrees. The temperature is 90 degrees or higher an average of 76 days per year and is sub-freezing about one month a year. The growing season (freeze-free period) is about 202 days.

Surface wind velocities are relatively high and are normally strongest in March and April. Prevailing wind direction is from the south, and the average annual wind velocity is 13.3 m.p.h. A detailed "wind rose" pattern for this area may be obtained at Mid-Continent Airport.

GEOLOGICAL FORMATIONS. . . .

Underlying the City is bedrock which was formed nearly 200 million years ago during the Permian Period of the Paleozoic Era. This bedrock, which is relatively old in geological terms, is primarily composed of marine deposits containing salt and gypsum and is part of a rock layer called Wellington Formation.

An extended period of erosion during the Mesozoic Era removed many of Sedgwick County's sedimentary deposits, therefore, all surface features in Derby are results of geologic activity during the Tertiary and Pleistocene periods of the Cenozoic Era, and existing sedimentary deposits are relatively recent. During the Tertiary Period, the uplift of land in the Rocky Mountains area and subsequent erosion of these mountains caused rock debris to be deposited in the Arkansas River Valley as sand and gravel. In fact, most of the River's course across Sedgwick County is through river bottom deposits which are still being augmented. These sand and gravel deposits are the only significant mineral resources in the City's Planning Area.

More detailed data on geological formations in the Area may be obtained from the Kansas Geological Survey office in Lawrence, Kansas.

SOILS. . . .

The soil conditions in Derby and its surrounding Planning Area are extremely variable. The western part of the Planning Area includes the Arkansas River, and soil conditions from about one-half mile west of the River to the A.T.&S.F. railroad tracks running through the west part of town are characterized by coarse textures and high water tables and are generally unsuitable for urban development. Soil types in this area include Waldeck, Lesho, Pratt, Lincoln and Tabler.

Most of the area within the City limits has good soil conditions which are generally compatible with urban development, but the suitability for the use of septic tanks in this area is severely limited except on some specific sites. The soil type in the City is primarily Vanoss, a silty loam. The area south, southeast, and east of the City has similar soil characteristics and in this respect is the most suitable direction for future urban growth.

The soils to the north and northeast of the City have a high clay content and a high shrink-swell potential, thus restricting their usefulness for urban development and construction. These same soil characteristics are found in the eastern part of the Planning Area and become progressively more prominent farther away from the Arkansas River. The primary soil type in this area is Irwin.

The area with soil conditions most appropriate for the future urban growth of the City is designated on the map of Development Influences in Figure 3-A at the end of this chapter.

More detailed soil data may be obtained through the Sedgwick County Conservation District office in Wichita. The field work for a soil survey of the County was completed in May 1975 by the U.S.D.A. Soil Conservation Service. When finally published, the Soil Survey for Sedgwick County, Kansas, will constitute a major source of information for planning in both the rural and urban areas.

WATER RESOURCES. . . .

The major body of water in the Planning Area is the Arkansas River, which runs just outside and at one point along the City's western boundary. The Wichita-Valley Center Flood Control Project Canal, which diverts part of the River's flow around those cities, rejoins the River channel just west of Derby. The feasibility of navigation on the River has been studied by the U. S. Corps of Engineers, and one alternative route (the Ark Route) for such navigation proposes the northern terminal be in the Derby area. If realized, such a possibility could obviously have considerable long-range development effects in the River area west of the City.

Dry Creek is an intermittent flowing stream which enters the City from the north near the eastern City limit. It runs into Spring Creek, another intermittent stream just east of the City. Spring Creek then runs along the City's southeastern boundary before entering the Arkansas River south of town.

Parts of the City along both these creeks and the River have been designated as "special flood hazard areas" by the Federal

Insurance Administration of the U. S. Department of Housing and Urban Development. This designation inside the City became effective June 28, 1974. These areas are delineated on the map of Development Influences. At some future date, these flood prone areas will be further delineated to show the anticipated 100 year flood level, i.e., a one percent chance occurrence of flooding in any one year. *connected*

Ground water availability varies from 500 to 1,000 gallons per minute (gpm) in the area along the Arkansas River, from 100 to 500 gpm throughout the rest of the City and most of the rest of the Planning Area, and from 10 to 100 gpm in the extreme eastern part of the Planning Area. The source of the City's water supply is wells located along the west bank of the Arkansas River. Sedgwick County Rural Water District #3 serves nearly all of the Planning Area outside the City and east of K-15 Highway.

Most of the Planning Area east of the River is in the Spring Creek Drainage Area, while that area west of the River is in the Lower Cowskin Creek Drainage Area. Both areas are part of the larger Arkansas River Watershed.

TOPOGRAPHY. . . .

Topography and the resulting drainage systems are important factors in determining land capability for many types of land uses. They also have considerable effects upon the cost of urban construction and the efficiency of service areas for water, sewerage, and storm drainage. Derby has good relief with a general north to south slope. Elevations in the City vary from a high of 1,320 feet to a low of 1,230 feet, a fall of 90 feet.

A principal drainage channel extends from the north to the south through the center of the City (near Westview Drive) and drains most of the northern and central parts of the City. Dry Creek runs through the northeast corner of the City and offers drainage to that area, and Spring Creek drains the extreme southwest part of town. Each of these channels enters the Arkansas River via Spring Creek south of town. The extreme western part of town drains west into the River.

WOODLAND. . . .

According to maps prepared by the U. S. Geological Survey, the only significant woodland in the Planning Area is along the Arkansas River and the other streams. The value of these areas is basically not economic, but aesthetic. Left in their natural state, they provide visual relief from contiguous urban development and can also serve as buffer areas between land uses. Planning efforts should encourage the preservation of these and other aesthetically pleasing open spaces.

TRANSPORTATION FACILITIES. . . .

Transportation facilities often serve as major barriers or avenues for various types of development. K-15 Highway between Derby and Wichita encourages commercial development along its frontage road area. The A.T.&S.F. Railway line which runs through the western part of the City serves as a barrier to many types of development, especially those which could most readily capitalize on the aesthetic quality of the Arkansas River area. It does, however, serve as an avenue for further possible industrial uses.

FLIGHT PATTERNS. . . .

A particular development influence in the Derby area results from its proximity to McConnell Air Force Base north of town and the Hamilton Airport east of town. Low altitude flight patterns from the Base pass through the City's Planning Area and have considerable noise effects and some safety hazards. In addition, the development potential of various tall structures, e.g., radio or television towers, is limited in the flight hazard areas around these airports. These flight patterns and hazard areas are delineated on the map of Development Influences.

SUMMARY OF DEVELOPMENT INFLUENCES. . . .

Soil conditions in the Planning Area suggest that the areas south, southeast, and east of the City are the best directions for its future growth. Soils in these areas are generally compatible with most types of urban construction, but the suitability for the use of septic tanks in these areas, as well as the existing City area, is severely limited except on some specific sites.

Parts of the City along the Arkansas River, Dry Creek, Spring Creek, and the drainage channel in the center of town have been designated as "special flood hazard areas". These and other areas along streams should be kept clear of future urban construction. Such efforts would serve a double purpose by keeping incompatible land uses from these areas as well as protecting the aesthetic quality of the streams and their adjacent woodland areas.

As previously mentioned, the possibility of extending navigation on the Arkansas River from the south to the Derby area has been considered. Although no commitments have been made and despite the fact that implementation of such a project even now would not physically reach Derby until after the planning period, the magnitude of the long-range potential benefits of such a project indicate that the area around the River which could be affected should be protected from premature development of potentially incompatible land uses. The fact that this area is not

projected as needed to meet the City's growth needs during the planning period further asserts this recommendation. The potential for sand and gravel operations all along the River, however, should continue to be recognized and encouraged where feasible. Reclamation plans should be required for each such activity to ensure that its future use might become a compatible asset to the area.

Recognition of the prevailing southerly wind should also be shown by not allowing facilities which produce excessive odor or air pollutants, e.g., certain industries, to be located in the southern part of the Planning Area.

Future development should also recognize the flight patterns and hazard areas resulting from McConnell Air Force Base and other airports in or around the Planning Area. Such planning should strive to minimize the disadvantages of the flight zones, but seek to maintain the continued viability of the airports.

Figure 3-A

MAP OF
DEVELOPMENT INFLUENCES

Follows
p. 3-6

PART 11

PLAN IMPLEMENTATION

METHODS OF IMPLEMENTATION. . . .

A plan, in the absence of other plans, can become a strong motivating force to guide policy making decisions in both the public and private sector. The merits of the proposals within the plan itself can also become a means of encouragement and provide ideas toward the accomplishments of the planning goals. Use of a plan as a tool of leadership is often an effective method to achieve results. Still, a plan is a plan, however, unless it is implemented by some effective means which of necessity involves a conscious effort. This chapter provides ideas for implementing this Comprehensive Plan by way of administrative, legal, intergovernmental, educational, promotional, and community involvement methods.

Upon adoption of this Plan document by the City of Derby, it should be studied in detail to determine the best methods for implementing each of the proposals. Probably the most important ingredient in all the methods is the working relationship which is established between governmental agencies, private organizations, developers, and citizens to achieve a desired community effort. Determining who is to carry out specific proposals is also extremely important because in community-wide endeavors, "everybody's business" can easily become "nobody's business" and nothing gets accomplished. The organizational effort involved becomes the key to successful implementation of the Plan.

ZONING REGULATIONS. . . .

The main method for regulating the use of land and structures and the only method for specifically controlling the location of such uses and structures is by the adoption of zoning regulations. Such regulations provide the legal method to divide an area into various districts which contain compatible land uses and establish densities for residential districts and the intensity of development in relation to the necessary public and private services and utilities. They also specify the height and building setback lines for structures which affects the degree of open space. Provisions are included to ensure an adequate number of parking spaces. Zoning acts to prevent conflicts in the use of land, depreciation of property values, and undue overcrowding or congestion. It is the major tool to resolve conflicts between adjacent land uses while also guiding the overall pattern of land use development for the future. The goal of zoning should be to ensure high standards for development without unduly restricting private initiative or causing excessive development

costs. Zoning regulations cannot be made retroactive and, therefore, are not effective in clearing up past mistakes. State statutes require that land used for "agricultural purposes" be exempted from such regulations.

State enabling acts make it possible for the City of Derby to establish zoning within its boundaries and to extend such extra-territorial zoning up to three miles outside unless a county or a township assumes this responsibility. A county may adopt zoning in its entire unincorporated area or on a three-mile basis around a city which already has adopted zoning regulations.

In Sedgwick County since the late 1950s, the Board of County Commissioners have established zoning by request in the three-mile areas around seven of the 16 cities in the County including Derby. Three cities, Colwich, Garden Plain, and Mt. Hope have local zoning with extra-territorial jurisdiction over their three-mile limits. Grand River Township, next to the Cheney Reservoir, has township zoning which is rarely done in Kansas. Butler County, the largest county in the State, adopted zoning for all of its unincorporated area in 1968. The cities surrounding Derby, i.e., Wichita, Haysville, Mulvane and Rose Hill (Butler County), all have zoning within their boundaries. Recently, Sedgwick County has permitted Rose Hill to extend its zoning westward almost to 127th Street East. Any substantive amount of annexation further east by Derby will cause the two zoning jurisdictions to overlap. It is believed that the Sedgwick County Zoning Resolution will take precedent over that of Rose Hill's at that time.

Because of the overlapping boundaries created by the County's three mile zoning pattern, the cities of Wichita, Haysville, Mulvane and Derby in the mid-1960s entered into a "gentlemen's agreement" to recognize certain boundary lines between themselves for the administration of zoning. This jurisdiction is illustrated in Figure 11-A. In effect, zoning applications within Derby's "zone of influence" permits the City Planning Commission to hold a preliminary local hearing to make a recommendation on the case which is forwarded to the Wichita-Sedgwick County Metropolitan Area Planning Commission and ultimately to the Board of County Commissioners. For the most part, these recommendations have been followed over the years by the County.

In the future, it would seem merely a matter of time before Sedgwick County would extend zoning to the entire unincorporated area and to end what has become a hodgepodge of jurisdictions and non-jurisdictions. Often less desirable land uses have gravitated to the unzoned areas only to become nonconforming uses at some future date when zoning is extended to the area. Derby should endorse such a county-wide jurisdiction while retaining its opportunity to recommend on extra-territorial zoning matters. County-wide zoning would bring the area between Derby and Butler County under the same regulations and thus present a cohesiveness

to the planning and zoning for that area. Derby's zone of influence could then be extended to the Butler County line.

Figure 11-A

Map of
ZONING AND SUBDIVISION JURISDICTION

Derby has used zoning within the City to guide development since the late 1950s. In early 1975, a new modern zoning code was adopted expanding the number of district classifications from five to eleven. This provided more flexibility in the choice of zones while at the same time created slightly higher development standards and better methods of guiding growth. If reviewed annually for minor changes and every five years for major revisions, the current zoning code should serve adequately through the planning period. As a prerequisite, the adoption of local zoning must be legally based on land use studies or a land use plan element such as is found in Part 8 of this Plan document. Changes in the zoning districts "shall, if based upon the comprehensive land use plan, be presumed to be reasonable", according to State statutes. Derby should regularly receive a report from the County Zoning Administrator relative to the status of zoning permits and the continuing enforcement of the regulations in the "zone of influence". Periodic meetings should be arranged with the Wichita-Sedgwick County Metropolitan Area Planning Commission and its

Department to continue to improve upon the effectiveness of zoning in the area around Derby.

SUBDIVISION REGULATIONS. . . .

Another major method of controlling the design and development of an area is by the use of land subdivision regulations. They are effective in setting standards for the arrangement and design of streets, utility easements, lots, size of blocks, open space, installation of public improvements, and proper drainage. Such regulations can provide a working arrangement between agencies and developers to reserve sites for public facilities such as parks, schools, fire stations, sewage treatment plants and other public buildings.

Under State statutes, cities must first adopt a comprehensive plan before proceeding to adopt subdivision regulations within their city limits and may extend them extra-territorially for a distance up to three miles outside. Counties can adopt such regulations for all of the unincorporated area or for three miles around a city. If both a city and county want jurisdiction in the same three-mile area, a joint city-county subdivision committee must be formed to administer the regulations, however, this is considered to be a cumbersome method. A preferable method adopted in Sedgwick County has been for individual cities to adopt subdivision regulations for their boundaries plus some distance outside but within a three-mile area. The County has adopted such regulations for all the remaining unincorporated area. This arrangement recognizes that cities are the main providers of urban utilities and, thus, should logically administer their initial design and construction. Interim standards are applied in a rural area until such time as urbanization becomes a reality. Five cities in the County now have this arrangement between the County Subdivision Resolution as administered by the Wichita-Sedgwick County Metropolitan Area Planning Commission and the locally defined extra-territorial jurisdiction.

Because of the nearness of Wichita, Haysville and Mulvane, the Derby subdivision jurisdiction is almost coterminous with its "zone of influence" except on the expanding eastern boundary. (See Figure 11-A.) Sometime during the 20-year planning period, Derby should request to have this jurisdiction extended further east. Presently, the City has modern subdivision regulations which resulted from a major revision in 1974 of their 1968 set of regulations. The City's approval of plats in the extra-territorial jurisdiction requires the installation of improvements to urban City standards in the official "growth area" as delineated in Part 8 of this Plan document entitled "Land Use Patterns". Land which is located outside this growth area, but within the Derby subdivision jurisdiction, is subject to improvement standards as may be required by the Wichita-Sedgwick County Community

Health Department and the Sedgwick County Engineer. With annual reviews and periodic five year updates, the City's Subdivision Regulations should prove adequate as a basis for developmental design standards during the planning period.

COMPREHENSIVE PLAN PROJECT REVIEW. . . .

Whenever the Planning Commission has adopted a comprehensive plan or any elements thereof, a procedure is established under K.S.A.12-704a to review projects proposed by the City which relate to the Plan. According to the State statutes that after Plan adoption, ". . .henceforth no public improvement, public facility or public utility of a type embraced within the recommendations of the comprehensive plan or portion thereof shall be constructed without first being submitted to and being approved by the planning commission as being in conformity with the plan". If the Planning Commission does not make such a report within 60 days, the project shall be deemed to have been approved by them and the City may proceed with the project. In the event that the Planning Commission finds that the proposed project is not in conformity to the comprehensive plan, the Commission must submit their findings in writing to the City Council. The governing body may, by a recorded vote of three-fourths the majority of its membership, overrule the disapproval of the Planning Commission and proceed with the project. In this case, the plan is deemed to have been amended and the Planning Commission should reflect the necessary changes in its plan.

Many City projects are approved in such a manner as to satisfy this procedure during the processing of plats which do bear a relationship to the comprehensive plans. Other projects could be processed for "project review" by having the Planning Commission review the annual capital improvement program. The concept of project review enables the City Council to make current decisions in relationship to long-range planning and still retain their final decision authority.

CAPITAL IMPROVEMENT PROGRAMMING. . . .

With the growing complexity of financing and constructing public improvement projects, it is important that a governmental unit establish some procedures for making such determinations in an efficient manner. Such a process is referred to as capital improvement programming. The resulting program or "CIP" is a long-range financial plan covering a period of usually five to six years. This establishes the priority, timing, cost estimates, and sources of funding for public physical improvements. It does not deal with annually recurring operating expenses except to note the effect which a new facility may have on future operating budgets, e.g., a park or fire station.

A significant function of the CIP is to coordinate the sequence of financing and construction of a project that may involve joint funding between city, county, State and Federal agencies plus private organizations. The anticipated use of State or Federal funds may necessitate scheduling ahead for several years. The use of a CIP is an effective way of guiding the direction and timing of growth and is especially useful in relation to the new State law requirements for annexations.

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

The last long-range CIP was prepared for the Planning Commission in May 1970 for the period 1971-1976. It has not been annually projected further, however, the City does prepare an annual CIP as part of its budgeting process.

County CIP

ANNEXATION. . . .

Policies toward annexation become another tool in how plans are implemented. Areas adjacent to a city are most likely to be the city of the future. The new 1974 State statutes on annexation procedures require that certain preliminary studies be undertaken to plan for an orderly annexation approach so that in time the appropriate public facilities may be made available when needed. By using a capital improvement program to schedule public projects and to guide the prior development of an area by the use of zoning and subdivision regulations, the annexation process will be facilitated and the quality of the annexable area will be enhanced.

Does not require study.

The Resident Questionnaire Survey brought forth the following attitudes towards annexation assuming the City would continue to grow and expand its boundaries. Seventy-seven percent of the respondents favored annexation of "adjacent built-up" land. Still more, 86% favored annexing land "as it is developed". Somewhat surprisingly, 49% were for annexing "undeveloped" land. From the 435 questionnaires returned, response to the question of which direction to annex resulted thusly: North, 26%; East, 71%; South, 58%; and West, 19%. While the City is generally protected from adverse developments in its Planning Area by the various city and county land use and construction and health codes, it should continue to annex adjacent land in the process of development. Furthermore, it should seek out those areas which would make for more efficient service areas and facilitate the installation of improvements.

CONSTRUCTION AND ENVIRONMENTAL CODES. . . .

While zoning and subdivision regulations are important implementing tools, they do not provide standards for the quality of construction nor for housing and sanitation conditions. This can instead be accomplished through the adoption of various construction and environmental codes by a city. State statutes do not permit cities to adopt such codes for extra-territorial areas. Counties, however, can also adopt such codes and Sedgwick County has recently enacted several. Codes may be adopted which provide minimum standards for building construction and plumbing, electrical and gas installations. Housing codes prevent overcrowding and maintain a minimum level of health and safety features in the home. Environmental codes can be used in the regulation of refuse disposal, abandoned and inoperable vehicles, the installation of septic tank systems and private water supplies, and the removal of dilapidated structures. All of these codes are important to upgrade and maintain the housing inventory and provide methods to rehabilitate existing blighted areas, particularly in view of the difficulty of securing local, State or Federal monies for such undertakings.

A more detailed description of these codes relative to housing conditions is presented in Part 6. Included is a list of suggested model and local codes which should be considered for updating or adoption by Derby. There are many technical aspects to administering these codes and training is needed on a continuing basis for the designated building inspector since new materials and methods are constantly being introduced. Joint cooperation between the County and the City may prove beneficial in administering somewhat similar codes. Local advisory committees composed of citizens and technicians in the construction field are used to decide appeals in the event of unusual hardship circumstances and to periodically review the codes to keep them up-to-date.

NEIGHBORHOOD AND PROJECT PLANS. . . .

By their very purpose, comprehensive plans tend to generalize rather than specify detailed planning proposals. As development takes place, more specific information is needed on which to base more detailed decisions. A regular part of the ongoing planning process should be to prepare "neighborhood" and "project" plans. Neighborhood plans may consider in detail the land use, transportation, and public facility needs of a section of a city which poses unusual or difficult conditions. Such plans are particularly useful in newly developing areas to tie together streets and utilities or blighted areas needing to be rehabilitated. They provide assistance in making decisions on land use and zoning cases and facilitate a working relationship with developers. Project plans involve specific site studies for limited purposes such as an industrial park, recreation area, public building, etc.

Such neighborhood and project plans may be prepared by the Planning Commission as requested to assist the City Council and may be followed by approval as policy guidelines for future decisions. In their simplest form, they may consist of a map and a small explanatory report. The new mile line sectional maps being prepared by the City Engineer offer an excellent opportunity to use them as a base for neighborhood plans. These could be prepared over a period of time for the official growth area. Such a plan would be useful in the gradual rehabilitation and development of the area west of the A.T.&S.F. Railway tracks. Because of the potential for blighting conditions to occur west of the river, neighborhood plans would also prove beneficial there. As part of such activities, it is very important that persons who may be affected by such plans be involved with their preparation.

ECONOMIC DEVELOPMENT. . . .

An important part of implementing a comprehensive plan is the attention given to a viable economic development program. To attain this goal, economic development should be viewed in its broadest concept. Not only is it a matter of attracting new and expanding existing industries in Derby, but promoting other businesses and service activities as well. Even further, it is necessary to maintain a constant effort to see that adequate energy sources and utilities are available now and will continue to be in the future; to ensure that workers are adequately housed and that the potential exists to meet the housing needs of new businesses; to maintain and improve the transportation system; and to encourage the cultural and recreational activities which interest young people and continue to promote enjoyable family life.

This Plan report contains various proposals that directly promote or support various economic development activities. Particular note has been made of the need to balance the tax base with some additional non-residential development so that services can be made available to maintain the desirability of the fine residential areas. Communities that are most successful in achieving such goals are those who utilize the most effective organizational efforts. Such promotional activities take place at many levels--city, county, region, state and national--and are carried out by both private and public groups. Each level of organizational structure has a function to perform and each supplements and reinforces the other. Success at the local level entails the ability to harness the technical services and funding sources available at the County, regional, State and Federal levels.

Fragmented and undefined roles lead to frustration and lack of results. Efforts should be undertaken to formulate and clarify

the role of local economic development entities so that an effective coordinating structure is available to better utilize outside resources and to promote the best interests of the area. While the Planning Commission can be of considerable assistance in planning site developments and related transportation and facility needs, the function of economic development on an organized promotional basis is better carried on by a separate group. Such a group should be formally designated by the City Council and their role defined and goals made known.

FEDERAL AND STATE GRANT PROGRAMS. . . .

Although the amounts of money have been limited, there is nevertheless an increased effort on the part of the Federal and State governments to provide additional funding for smaller communities. Eligibility requirements have changed so that more programs are available to smaller entities. This is now true through the Community Development Block Grant Program, the Rural Development Act, the Revenue Sharing Act, the Law Enforcement Assistance Act and many other physical, social and economic grant programs.

Assistance on grant programs is available at the regional level through various functional agencies. This does not preclude the need, however, for designating at the Derby City level who is responsible for monitoring the availability of grants and who prepares and follows-up on applications. This suggests that a recognized local communicative system is necessary to gain the most in working with regional, State and Federal agencies. Competition is strong in this field and some larger cities have employed full-time "grantsmen" or private firms to assist in this process. The Sedgwick County Board of Commissioners carry a significant burden in maintaining the necessary contacts, appointments, and memberships with and financing for regional organizations on behalf of the cities and the rural area.

In pursuit of grant funds, those who succeed develop a sense of timing, perception, knowledge of the requirements, and, most important, have the data ready when the appropriate time arises. Patience is a virtue in this activity and "if at first you don't succeed--try, try again" is a motto to keep in mind. Experience gained from each grant application becomes an accumulative value over the years.

Programs suggested in this Comprehensive Plan document are now or may become eligible for Federal and State grant programs. This Plan provides basic data for applications and for some programs provides eligibility requirements. For example, continued funding after August 22, 1977 of Federal Comprehensive Planning Assistance grants is predicated on the inclusion in this report of the elements on housing and land use. To assist the City Council, the Planning Commission should review this Plan period-

ically to recommend projects for which appropriate funding would be sought. As part of this process, the Planning Commission should coordinate with regional and State agencies to ensure that its local Plans are reflected in the regional and State plans. This is additionally important because of the A-95 review process at the State and regional clearing house levels and the fact that many Federal grants now require that Kansas have statewide functional plans which in turn make the local governments eligible if their projects are in accordance with them.

INTERGOVERNMENTAL COOPERATION. . . .

Numerous opportunities exist for plan implementation through intergovernmental cooperation. Such joint undertakings often not only reduce the cost of singularly providing a facility or service, but improve the quality and/or make possible something that was not economically feasible on an individual basis. Many State and Federal grant programs now require various degrees of joint cooperation in order to be eligible, and some provide added financial incentives. The new Community Development Block Grant program gives a higher priority rating to projects to be jointly undertaken.

A "Check List of Intergovernmental Cooperation Opportunities" as assembled in 1972 by the Kansas League of Municipalities listed 81 statutory authorizations for voluntary cooperation excluding those laws which actually require local units to act together. Beyond these, there are many other opportunities for interlocal cooperation practices not specifically provided by statutes.

Implementing plan proposals by intergovernmental cooperation becomes a matter of evaluating each project initially to determine if a better project could be achieved at equal or less cost through a city or county or regional combined effort.

THE PLANNING COMMISSION. . . .

The Derby City Planning Commission's major responsibility as the "authorized agency" under State statutes is to prepare, adopt and keep up-to-date the Comprehensive Development Plan of the City of Derby. It also has various roles in implementing the Plan which are outlined as follows:

1. Review of the Plan annually as required by State statutes and report to the City Council on its status by the first of June. Such an annual review may result in minor changes in the Plan with a major review scheduled every five years.

2. Periodic review of improvement projects as submitted by the City Council and recommendations made as to their conformance to the Plan.
3. Preparation and maintenance of zoning and subdivision regulations through public hearings and recommendations to the City Council.
4. Initiating neighborhood or project plans to provide more detailed data for newly developing areas or rehabilitating older areas or for special projects in the City.
5. Assisting the City Council and its other boards on special planning projects including capital improvement programming.
6. Maintaining a convenient library of information on local plans, maps, and policies readily accessible to officials, citizens, and potential developers.
7. Establishment of a working relationship to help carry out plans with local, county, regional, State and Federal groups.

COMMUNITY INVOLVEMENT. . . .

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

Community involvement in and an understanding of the City of Derby's planning activities can be achieved in many ways, such as:

1. Continue to conduct business and hearings in open meetings for which notice has been adequately given, agendas provided, minutes taken, and opportunity made available for the public to voice their opinions.
2. Distribution of information to the news media and encouraging them to attend and report upon meetings.
3. Printing materials in sufficient quantity that can be widely circulated and available in public places.

4. Making speakers available to community organizations on planning topics.
5. Scheduling an annual report meeting in which public officials and leaders of civic organizations are invited to hear and comment on the planning activities and to report back to their members.
6. Involving the residents of an area in the preparation of plans which affect them.
7. Appointing various citizen committees to study and make recommendations on specific plans.
8. Having Planning Commission members and City Councilmen keep the public informed on planning matters through their personal contacts.
9. Arranging for liaison representation to and/or from organizations related to the implementation of Plan elements.

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

From the desk of...

C. BICKLEY FOSTER

To Bill Date 5/17/74

Thanks for Randy's help on Population projections!

Attached are the population and economy chapters for the Derby Comprehensive Plan. More will be done next year plus graphics will be added at that time.

Would you please have them reviewed and, if possible, let me know of any comments by Thurs. afternoon 5/23?

We meet with the Planning Commission that evening. Please note the difficulty of getting economy data for this sized city -
Bickley

MAPD

NOTE

This document contains individual chapters which have been prepared for subsequent inclusion in the Comprehensive Development Plan for the City of Derby, Kansas. While having received initial approval by the Planning Commission, they will be further reviewed at a later date as a complete draft before final printing of the Plan document. The necessary graphics as noted in the text are scheduled for drafting at a later stage in the project.

Interim Chapters
for the
COMPREHENSIVE DEVELOPMENT PLAN
of the
CITY OF DERBY

Prepared
for the
DERBY CITY PLANNING COMMISSION

by
Foster & Associates
Planning Consultants
Wichita, Kansas

Project Initiated: August 1973

The preparation of this report was financially aided through a Federal comprehensive planning assistance grant from the U. S. Department of Housing and Urban Development and administered in Kansas by the Planning Division of the Kansas Department of Economic Development. Matching funds have been provided by the City of Derby.



PART 4
POPULATION

INTRODUCTION. . . .

To be effective, any planning process must address itself to the needs of the area for which the planning is undertaken. The needs of the area are, in fact, the needs of its people. It is, therefore, essential to understand the many characteristics of the population and to project the growth of the community through the twenty-year planning period.

TRENDS. . . .

Derby was the home of 8,016 persons in 1973, an increase of 0.9% from 1970 and 24.1% from 1960. The population of Sedgwick County increased by 2.2% during the 1960-1970 time period and then decreased by 4.3% to a 1973 total of 335,564. During the same periods, the Kansas population increased by 3.2 and 2.3% respectively.

Table 4-A. POPULATION TRENDS, 1930-1973

| | <u>1930¹</u> | <u>1940</u> | <u>1950</u> | <u>1960</u> | <u>1970</u> | <u>1973</u> |
|-----------------|-------------------------|--------------|--------------|---------------|---------------|---------------|
| Derby | 274 | 265 | 438 | 6,458 | 7,947 | 8,016 |
| Index | <u>100.0</u> | <u>96.7</u> | <u>159.9</u> | <u>2356.9</u> | <u>2900.4</u> | <u>2925.5</u> |
| Wichita | 111,110 | 114,966 | 168,279 | 254,698 | 276,554 | 262,766 |
| Index | <u>100.0</u> | <u>103.5</u> | <u>151.5</u> | <u>229.2</u> | <u>248.9</u> | <u>236.5</u> |
| Sedgwick County | 136,330 | 143,311 | 222,290 | 343,231 | 350,694 | 335,564 |
| Index | <u>100.0</u> | <u>105.1</u> | <u>163.1</u> | <u>251.8</u> | <u>257.2</u> | <u>246.1</u> |
| Kansas | 1,880,999 | 1,801,028 | 1,905,299 | 2,178,611 | 2,249,071 | 2,301,623 |
| Index | <u>100.0</u> | <u>95.7</u> | <u>101.3</u> | <u>115.8</u> | <u>119.6</u> | <u>122.4</u> |

¹ Base year for index.

Source: U. S. Census of Population and 1973 Wichita-Sedgwick County Intergovernmental Enumeration.

Table 4-A illustrates that, by far, the greatest recent population growth occurred in the 1950s. The growth continued through 1973, including the 1970-1973 period when the Wichita and Sedgwick County populations both declined.

Much of the population growth which occurred between 1960 and 1970 was in areas which were within the Derby city limits in 1960. Of the 1,489 person increase in population, 1,056 of those new persons were within the 1960 City limits.

Table 4-B. POPULATION IN 1970 OF AREAS ANNEXED BETWEEN 1960 AND 1970

| | 1970 Population | | | 1960 Population | Change, 1960 to 1970, in 1960 area |
|------------|-----------------|-----------------|--------------------|--------------------|--|
| | Total | In 1960 area | In annexed area | | |
| Derby | 7,947 | 7,514 | 433 | 6,458 | 1,056 |
| Wichita | 276,554 | 237,372 | 39,182 | 254,698 | -17,326 |
| Augusta | 5,977 | 5,863 | 114 | 6,434 | -571 |
| Kingman | 3,622 | 3,474 | 148 | 3,582 | -108 |
| Newton | 15,439 | 14,742 | 697 | 14,877 | -135 |
| Wellington | 8,072 | 7,801 | 271 | 8,809 | -1,008 |

Source: 1970 U. S. Census of Population.

Table 4-B shows that Derby is inique in this regard compared to several typical cities in this area. Most cities have experienced a population decline within their 1960 boundaries. Population increases have been due to annexation during the decade prior to 1970. The reason for the exception in Derby appears to be the availability of undeveloped land within the city in 1960 and a relatively substantial population increase during the decade.

FAMILY SIZE¹ . . .

In 1973, there were 8,013 Derby residents in 2,151 households for an overall average family size of 3.7 persons. Correspondingly, Wichita had an average family size of 2.7 persons and Sedgwick County 2.9 persons.

A principal reason for the greater family size in Derby is the relatively high incidence of younger families with

¹Data assembled from 1973 Wichita-Sedgwick County Intergovernmental Enumeration.

children still in the home. The median age of all heads of households is 41.9 years compared to 45.8 years in Wichita and 45.2 years in Sedgwick County.

AGE-SEX DISTRIBUTION. . . .

Figure 4-A graphically illustrates the age distribution of the Derby population. There is a high proportion of persons 30-49 years old and their children ages 5-19 years. The 30-49 year age group includes 31.5% of the Derby population compared to 23.0% for Sedgwick County and 22.1% for urban Kansas. Similarly, persons age 5-19 years make up 39.2% of the Derby population, but only 29.5 and 29.1% of the Sedgwick County and urban Kansas populations, respectively. On the other hand, only 3.4% of the population is 60 years or older while Sedgwick County and urban Kansas consist of 12.3 and 14.7% persons 60 years or older, respectively.

One may also note that 50.9% of the Derby population are males, compared to about 48.5% of Sedgwick County and 48.7% of urban Kansas. Derby males have relative predominance in the age groups 15-19 and 40-64 years. The only age group which has a proportionately large number of females is that of 25-34 years.

Figure 4-A
AGE-SEX DISTRIBUTION CHART

FERTILITY RATIO. . . .

The fertility ratio is defined as the number of children under 5 years per 1,000 women 15 to 49 years. Table 4-C shows that Derby women have a significantly low fertility ratio. Although low fertility rates have been a continuing national trend for some time, Derby's rate is comparatively low for this area of Kansas.

Table 4-C. FERTILITY RATIO: 1970¹

| Derby | Wichita | 1970 ¹ | | | Urban Kansas |
|-------|---------|--------------------|---------|--------|-----------------|
| | | Sedgwick County | Augusta | Newton | |
| 292 | 352 | 353 | 348 | 337 | 338 |

¹Children under 5 years per 1000 women 15 to 49 years.

Source: 1970 U. S. Census of Population.

DEPENDENCY RATIO. . . .

In general, the dependency ratio represents the number of persons not economically active per 100 persons who are economically active. For ease of computation persons 18-64 years of age are defined as economically active. Consequently, one can readily compute child, aged, and total dependency ratios. Table 4-D shows that Derby has a relatively high total dependency ratio.

Table 4-D. DEPENDENCY RATIOS

| | 1973 | | | 1970 |
|-----------------------------|-------|---------|--------------------|-----------------|
| | Derby | Wichita | Sedgwick County | Urban Kansas |
| Child Dependency Ratio 1 | 77.1 | 53.2 | 57.1 | 58.6 |
| Aged Dependency Ratio 2 | 3.8 | 15.3 | 14.1 | 18.8 |
| Total Dependency | 80.9 | 68.5 | 71.2 | 77.3 |

¹Child dependency ratio is defined as the number of children 0-17 years old per 100 persons 18-64 years of age.

²Aged dependency ratio is defined as the number of persons 65 years and older per 100 persons 18-64 years of age.

³Total dependency ratio is a combination of the child and dependency ratios.

Source: 1973 Wichita-Sedgwick County Intergovernmental Enumeration.
1970 U.S. Census of Population.

Further, the child dependency ratio is substantially higher and the aged dependency ratio is substantially lower than those of the rest of the area and the State. These ratios restate, in a concise form, age characteristics noted earlier and point out the need to bear well in mind this age structure when planning and financing community facilities.

RACE. . . .

There are relatively few persons of minority races in Derby. Only 1.2% of the population is non-white. Wichita and Sedgwick County are 10.7 and 8.9% non-white, respectively, and urban Kansas is 7.7% non-white. Table 4-E shows that the largest minority group in Derby in 1970 was Indian followed closely by Negro.

Table 4-E. POPULATION BY RACE, 1970

| | <u>Derby</u> | <u>Wichita</u> | <u>Sedgwick County</u> |
|-----------|--------------|----------------|----------------------------|
| White | 7,855 | 246,943 | 319,575 |
| Negro | 30 | 26,841 | 27,783 |
| Indian | 42 | 1,549 | 1,877 |
| Japanese | 10 | 185 | 273 |
| Chinese | 2 | 273 | 297 |
| Filipino | 2 | 106 | 119 |
| All Other | 6 | 657 | 770 |
| Total | 7,947 | 276,554 | 350,694 |

Source: 1970 U.S. Census of Population.

EDUCATION. . . .

In terms of number of school years completed, Derby residents are better educated than their counterparts in Sedgwick County and urban Kansas. Table 4-F points out that 79.8% of the city's residents have completed four years of high school or better compared to 63.3% of Wichita, 63.4% for Sedgwick County, and 62.9% for urban Kansas. This is largely due to the relatively younger population in Derby and especially the relative absence of older persons who were raised in a time when higher education was less common.

Table 4-F. NUMBER OF YEARS OF SCHOOL COMPLETED BY PERCENT
FOR PERSONS 25 YEARS OLD AND OLDER: 1970

| | <u>Derby</u> | <u>Wichita</u> | <u>Sedgwick County</u> | <u>Urban Kansas</u> |
|--|--------------|----------------|----------------------------|-------------------------|
| Total persons 25 years old and over | 3,678 | 146,379 | 182,009 | 786,788 |
| No school years completed | --- | 0.5 | 0.5 | 0.7 |
| Elementary: | | | | |
| 1-4 years | 0.7 | 1.6 | 1.5 | 1.7 |
| 5-7 years | 0.7 | 5.6 | 5.4 | 5.8 |
| 8 years | 5.2 | 11.2 | 11.5 | 12.9 |
| High School: | | | | |
| 1-3 years | 13.6 | 17.7 | 17.7 | 16.1 |
| 4 years | 46.3 | 36.1 | 37.1 | 35.0 |
| College: | | | | |
| 1-3 years | 16.6 | 14.2 | 13.8 | 14.0 |
| 4 years | 16.9 | 13.0 | 12.5 | 13.9 |
| Total | 100.0 | 100.0 | 100.0 | 100.0 |
| Median school years completed | 12.6 | 12.4 | 12.4 | 12.4 |

Source: 1970 U. S. Census of Population.

PROJECTIONS. . . .

Planning for the future should be undertaken in light of what the anticipated population of the community might be throughout the planning period. A community should have adequate facilities and services to meet the needs of its residents when the needs occur. On the other hand, it is costly and wasteful to build and develop public improvements which are in excess of actual need and, therefore, unused. Thus, it is of primary importance to develop a sound population projection to be used as a basis for subsequent planning.

A projection is developed by assuming specific patterns of behavior for each of the determinants of population change, i.e., births, deaths, and net migration. Projections thus developed are not predictions in the sense that they foretell future population changes. Rather, they state what population changes would occur if certain other circumstances and conditions were to exist. The validity and accuracy of any projection are dependent upon whether the assumed conditions do exist throughout the period of the projection. Such conditions are subject to change either as a result of "natural" or "autonomous" factors, or as a result of conscious efforts to alter such conditions.

Certain broad, general assumptions are normally made with any projection to set the framework within which to construct the projection. Those assumptions regarding the projection period 1975 through 1995 are as follows:

1. The form of government and the political, economic and social organization and institutions of the United States will remain substantially unchanged.
2. No all out war (declared or undeclared), internal revolution, nation-wide devastation, major depression, epidemic or other disaster will occur.

Table 4-G. POPULATION PROJECTION: 1975-1995

| Projection | 1973 (Actual) | 1975 | 1980 | 1985 | 1990 | 1995 |
|------------|------------------|-------|-------|--------|--------|--------|
| A | 8,016 | 8,353 | 9,259 | 10,263 | 11,375 | 12,609 |
| B | 8,016 | 8,432 | 9,528 | 10,713 | 11,995 | 13,380 |
| C | 8,016 | 8,249 | 8,769 | 9,364 | 9,926 | 10,344 |
| D | 8,016 | 8,345 | 9,438 | 10,113 | 11,099 | 12,111 |

Source: Wichita-Sedgwick County Metropolitan Area Planning Department, February 1974.

*also based on 430,000
01450100*

*but those for Derby
are higher*

Several revised projections have recently been developed for Sedgwick County and for Derby by the Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD). These projections represent a considerable downward revision from those prepared by MAPD in 1969. In the interest of consistent county-wide planning, the MAPD projections for Derby are incorporated into this plan. They are shown in Table 4-G.

Projection A is based on the rate of change of the Derby population since 1960. The average yearly change in population through 1973 was 2.08%. The assumption implied in this projection is that all interacting social, economic, political, and other factors will continue to affect population growth in Derby in such a way that the net effect on growth will equal the average since 1960.

Projection B is based on the average increase in the Derby population as a share of the Sedgwick County population. Since 1960, the average increase in the share of the County population residing in Derby has been 0.037%. The corresponding County population projection is based on a one percent annual growth resulting in a population of 440,000 in the year 2000.

Projection C is based on the cohort-survival method and is developed by assuming certain fertility, death, and migration rates for specific age and sex cohorts. Assumptions underlying the projection are as follows:

1. Age-specific survival rates will be those of the U. S. Bureau of the Census projected to the year 2000.
2. The fertility rate will be 2.1 children per woman. This is similar to the pattern in Sedgwick County during 1971 and 1972.
3. The sex ratio at birth will be 1.05 males per females.
4. The net migration will be zero throughout the projection period. (*immigration = outmigration*)

Inasmuch as Derby appears to have been experiencing net in-migration in the recent past and can be expected to continue to do so in the foreseeable future, this cohort-survival projection probably tends to understate the actual population which would exist if all other assumptions were to hold true.

Projection D is the average of the first three projections. Averaging projections has been shown to yield good results as a projection technique since it tends to represent an averaging

of the results which create both high and low projections. For purposes of this Plan, Projection D is considered the "most likely" to be realized and therefore, is used as the basis of estimating future improvements and potential development needs. This projection represents a slightly higher future population estimate than was used as the "upper limit" of growth in the City's 1965 General Development Plan. The four projections described are depicted in Figure 4-B.

Figure 4-B
POPULATION PROJECTIONS: 1975-1995

PART 5

ECONOMIC ANALYSIS

INTRODUCTION. . . .

The nature and quality of the economy are critical factors in the resulting growth and development of a community. The health of the local economy tends to determine limits to the overall development while, at the same time, reflecting the overall health of the community. For example, a community wishing to undertake an extensive and costly program of upgrading certain facilities would likely meet considerable resistance from taxpayers if there were either high unemployment or uncertainty regarding future employment prospects. On the other hand, business firms are often reluctant to begin or expand operations in communities which do not provide adequate facilities and services.

Citing such a seeming paradox is not to say that a community cannot grow and develop unless it is, in fact, already developed. Rather, the implication to be taken is that effective development should be the result of balanced comprehensive planning for that development. The economy should be developed along with the various facilities and services so that each virtually supports and facilitates the other.

LABOR FORCE. . . .

All persons either employed or actively seeking employment are generally considered to be in the labor force. A large proportion of the Derby population participates in the labor force. Table 5-A reflects that 88.6% of the Derby males 16 years and older are in the labor force compared to 82.5% in Wichita and 78.8% in urban Kansas. For all Derby women 16 years and older, the 44.2% participation rate is virtually the same as that for Wichita and urban Kansas.

Most, although not all, of the differences in the participation rates can be explained by the relative absence of persons 65 years and older in Derby. For example, of the 2,305 Derby women ages 16 to 64 years, only 1,042, or 45.2% are in the labor force. In Wichita, on the other hand, 50.0% of the women 16 to 64 years old participate in the labor force. Statistically, this slightly higher participation rate in Wichita is probably caused by the greater incidence of women ages 65 years and over, an age group which characteristically has a lower labor force participation.

Table 5-A. LABOR FORCE PARTICIPATION OF DERBY: 1970

| | Derby | | Wichita | |
|---------------------------------|-------|--------|---------|---------|
| | Male | Female | Male | Female |
| Persons, 16 years old and older | 2,317 | 2,397 | 89,836 | 102,680 |
| Labor force | 2,053 | 1,059 | 74,105 | 46,925 |
| Percent of total | 88.6 | 44.2 | 82.5 | 45.7 |
| Civilian labor force | 1,799 | 1,059 | 71,786 | 46,880 |
| Employed | 1,701 | 951 | 66,878 | 43,187 |
| Unemployed | 98 | 108 | 4,908 | 3,693 |
| Percent of civilian labor force | 5.4 | 10.2 | 6.8 | 7.9 |
| Not in labor force | 264 | 1,338 | 15,731 | 55,755 |
| Under 65 years | 237 | 1,263 | 9,529 | 43,677 |
| 65 years and over | 27 | 75 | 6,202 | 12,078 |

Source: 1970 U. S. Census of Population.

Table 5-B. OCCUPATIONS BY PERCENTAGE: 1960 AND 1970

| | Derby | | Wichita | | Sedgwick County | | Urban Kansas | |
|---|-------------------|-------|---------|---------|-----------------|---------|-------------------|---------|
| | 1960 | 1970 | 1960 | 1960 | 1960 | 1970 | 1960 | 1970 |
| Total employed, 16 years old and over | 2,063 | 2,652 | 98,395 | 110,065 | 126,416 | 134,715 | 493,996 | 572,833 |
| Professional, technical and kindred workers | 26.3 | 21.8 | 15.4 | 17.0 | 15.1 | 16.5 | 13.7 | 16.4 |
| Managers and administrators | 5.6 | 10.3 | 9.1 | 9.4 | 9.0 | 9.3 | 10.4 | 10.2 |
| Sales workers | 6.2 | 8.8 | 9.0 | 9.1 | 8.5 | 8.7 | 9.1 | 8.9 |
| Clerical and kindred workers | 15.9 | 20.2 | 18.3 | 19.4 | 17.4 | 18.9 | 16.6 | 19.1 |
| Craftsmen, foremen and kindred workers | 21.2 | 16.7 | 15.6 | 14.1 | 16.7 | 14.7 | 14.4 | 13.2 |
| Operatives, except transport | 11.2 ¹ | 9.5 | 11.0 | 10.5 | 11.3 | 10.8 | 14.4 ¹ | 9.7 |
| Transport equipment operatives | | 1.2 | 3.1 | 3.2 | 3.0 | 3.4 | | 3.4 |
| Laborers, except farm | 1.6 | 2.8 | 3.0 | 3.3 | 2.8 | 3.3 | 4.2 | 4.3 |
| Farmers and farm managers | - | - | 0.2 | 0.1 | 1.1 | 0.7 | 0.6 | 0.5 |
| Farm laborers and farm foremen | - | 0.4 | 0.2 | 0.2 | 0.4 | 0.4 | 0.5 | 0.5 |
| Service workers | 6.7 | 7.6 | 9.1 | 12.3 | 8.4 | 12.0 | 9.8 | 12.5 |
| Private household workers | 1.7 | 0.6 | 2.0 | 1.2 | 1.9 | 1.2 | 2.4 | 1.3 |
| Not reported | 3.5 | - | 3.9 | - | 4.4 | - | 4.0 | - |
| | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

¹ Includes all operatives.

Source: 1960 and 1970 U. S. Census of Population.

EMPLOYMENT BY OCCUPATIONS. . . .

Table 5-B indicates that there has been a significant increase in Derby residents employed as managers and administrators, sales workers and clerical and kindred workers. Conversely, while there has been an increase in the numbers of persons employed as professional, technical and kindred workers, and as craftsmen, foremen and kindred workers, there has been a significant decrease in the proportion of persons employed in these occupational categories.

It is not surprising that the changes of Derby in Table 5-B generally parallel those changes which occurred in Wichita and Sedgwick County. Derby is quite closely tied to the economy of the larger urban area. However, the direction and magnitude of the changes mentioned previously suggest that in the decade ending in 1970, the Derby economy has been maturing and has broadened somewhat beyond as much dependence upon the aircraft industry.

EMPLOYMENT BY INDUSTRY. . . .

The heavy employment in the aircraft industry by Derby residents is illustrated from another perspective in Table 5-C

Table 5-C. PERSONS EMPLOYED BY INDUSTRY BY PERCENT, 1960-1970

| | Derby | | Wichita | | Sedgwick County | | Urban Kansas | |
|--|------------------|--------|---------|---------|-----------------|---------|-------------------|---------|
| | 1960 | 1970 | 1960 | 1970 | 1960 | 1970 | 1960 | 1970 |
| Total employed, 16 years old and over | 2,063 | 2,652 | 98,395 | 110,065 | 126,416 | 134,715 | 493,996 | 572,833 |
| Construction | 2.9 | 3.7 | 4.6 | 4.9 | 5.0 | 5.0 | 6.0 | 5.6 |
| Manufacturing | 48.8 | 35.6 | 31.2 | 26.6 | 32.3 | 27.2 | 20.5 | 19.1 |
| Durable goods | (45.7) | (31.1) | (24.3) | (20.6) | (25.7) | (21.0) | (11.1) | (10.8) |
| Transportation | 3.3 ¹ | 1.2 | 3.5 | 2.9 | 3.5 | 3.1 | 10.0 ¹ | 5.0 |
| Communications, utilities, and sanitary services | | 2.5 | 2.8 | 2.6 | 2.7 | 2.5 | | 3.3 |
| Wholesale and retail trade | 14.4 | 23.0 | 20.7 | 22.4 | 19.8 | 22.1 | 22.4 | 23.7 |
| Finance, insurance, business and repair services | 4.7 | 5.8 | 7.8 | 9.0 | 7.4 | 8.7 | 7.1 | 8.5 |
| Professional and related services | 13.3 | 16.8 | 13.3 | 19.5 | 12.4 | 18.9 | 15.3 | 21.5 |
| Educational services | n.r. | (10.4) | (5.4) | (8.0) | (5.3) | (8.0) | n.r. | (9.6) |
| Public administration | 5.9 | 5.4 | 4.5 | 4.6 | 4.3 | 4.4 | 5.2 | 5.4 |
| Other industries | 4.8 | 5.9 | 8.2 | 7.6 | 8.8 | 8.2 | 10.1 | 8.0 |
| Industry not reported | 2.0 | - | 3.4 | - | 3.7 | - | 3.4 | - |
| | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

¹ Includes transportation and communications and other public utilities.
n.r. - not reported

Source: 1960 and 1970 U. S. Census of Population.

in terms of the extensive employment in manufacturing, especially the 31.1% employed in the manufacturing of durable goods compared to 20.6% for Wichita and 10.8% for urban Kansas. The development of the Derby economy, however, is dramatically pointed out in the decrease of persons employed in durable goods manufacturing from 45.7% in 1960 to the 31.1% noted in 1970.

Employment in wholesale and retail trade has increased to 23.0% of the employed work force and was comparable in 1970 to Wichita and urban Kansas. Although increases in finance, insurance, business and repair services, and in professional and related services were experienced during the decade, the proportion of the Derby population so employed is still below that of the Wichita area and of urban Kansas.

INCOME. . . .

Derby is the home of persons of generally higher incomes than is so for Wichita or for urban Kansas. Table 5-D shows

Table 5-D. INCOME OF FAMILIES BY PERCENT: 1959 AND 1969

| | Derby | | Wichita | | Urban Kansas | |
|----------------------|-------------------|-------|-------------------|--------|-------------------|---------|
| | 1960 | 1970 | 1960 | 1970 | 1960 | 1970 |
| All families | 1,504 | 1,940 | 66,505 | 72,490 | 347,295 | 378,519 |
| Less than \$ 1,000 | 1.3 | 1.8 | 3.0 | 2.5 | 3.3 | 1.9 |
| \$ 1,000 to \$ 1,999 | 1.1 | 0.8 | 4.7 | 2.1 | 5.8 | 2.6 |
| \$ 2,000 to \$ 2,999 | 1.5 | 1.9 | 6.0 | 3.5 | 7.3 | 4.0 |
| \$ 3,000 to \$ 3,999 | 4.1 | 1.8 | 8.4 | 4.4 | 9.4 | 4.8 |
| \$ 4,000 to \$ 4,999 | 8.8 | 1.7 | 11.7 | 4.6 | 12.2 | 5.0 |
| \$ 5,000 to \$ 5,999 | 14.6 | 3.5 | 14.6 | 5.7 | 14.0 | 6.1 |
| \$ 6,000 to \$ 6,999 | 19.9 | 6.2 | 12.3 | 7.2 | 11.9 | 7.1 |
| \$ 7,000 to \$ 7,999 | 13.2 | 9.5 | 9.5 | 8.0 | 9.3 | 7.7 |
| \$ 8,000 to \$ 8,999 | 9.4 | 8.9 | 7.6 | 7.9 | 7.0 | 7.7 |
| \$ 9,000 to \$ 9,999 | 7.9 | 8.6 | 5.8 | 7.6 | 5.0 | 7.3 |
| \$10,000 to \$11,999 | - | 15.5 | 11.8 ² | 13.3 | - | 13.2 |
| \$12,000 to \$14,999 | - | 16.9 | - | 14.4 | - | 13.9 |
| \$15,000 to \$24,999 | 18.2 ¹ | 21.8 | 3.2 | 14.6 | 14.8 ¹ | 14.3 |
| \$25,000 to \$49,999 | - | 0.6 | 1.3 ³ | 3.2 | - | 3.6 |
| \$50,000 or more | - | 0.6 | - | 0.9 | - | 0.8 |
| | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

¹Includes all families with incomes of \$10,000 or more.

²Includes all families with incomes of \$10,000 to \$14,999.

³Includes all families with income of \$25,000 or more.

Source: 1960 and 1970 U. S. Census of Population.

that 82.4% of the families had monies in 1969 of \$7,000 or more compared to 69.9% and 68.5% for Wichita and urban Kansas, respectively. Similarly, in 1959, 83.2% of Derby families had incomes of \$5,000 or more compared to 66.1 and 62.0% in Wichita and urban Kansas, respectively.

The median income of Derby families and unrelated individuals is \$10,691 compared to \$7,812 for those in Wichita, \$9,559 in Sedgwick County, and \$7,115 in urban Kansas. Per capita income of persons is also relatively high at \$3,561. Table 5-E emphasizes the higher income levels by pointing out that significantly fewer persons are below the poverty level than is so for other parts of Kansas.

These observations are consistent with the occupational patterns, that is, a high proportion of persons employed as

Table 5-E. INCOME AND POVERTY STATUS OF FAMILIES AND UNRELATED INDIVIDUALS, 1969

| | Derby | Wichita | Sedgwick County | Urban Kansas |
|--|----------|----------|--------------------|-----------------|
| Median income | \$10,691 | \$ 7,812 | \$ 9,559 | \$ 7,115 |
| Per capita income of persons | \$ 3,561 | \$ 3,272 | \$ 3,209 | \$ 3,167 |
| Income less than ¹ poverty level | | | | |
| Families | 93 | 5,932 | 7,119 | 31,017 |
| Percent of all families | 4.8 | 8.2 | 7.9 | 8.2 |
| Mean income deficit | \$ 1,484 | \$ 1,640 | \$ 1,625 | \$ 1,400 |
| Unrelated individuals | 25 | 8,439 | 9,125 | 55,092 |
| Percent of all un- related individuals | 20.3 | 32.9 | 32.9 | 40.7 |
| Mean income deficit | \$ 934 | \$ 943 | \$ 941 | \$ 908 |
| Persons | 357 | \$30,622 | \$35,874 | \$164,624 |
| Percent of all persons | 4.5 | 11.2 | 10.4 | 11.5 |

¹Excludes inmates of institutions and members of the Armed Forces living in barracks, college students in dormitories, and unrelated individuals under 14 years.

Source: 1970 U. S. Census of Population.

professional, technical and kindred workers and as craftsmen, foremen and kindred workers, all of which are considered better paying occupational categories.

INDUSTRY. . . .

While limited in number, there are some manufacturing firms located in Derby. Table 5-F illustrates the types of

Table 5-F. MANUFACTURING FIRMS LOCATED IN DERBY: 1962-63, 1967-68 AND 1972-73

| 1962-63 | 1967-68 | 1972-73 | Manufactured Products |
|---------------------------------|------------------------------|------------------------------|--|
| ---- | ---- | Adams Enterprises, Inc. | (Sonar canes for the blind) |
| ---- | ---- | Air Control, Inc. | (Auto alternator power and checking units) |
| B-T Box Co. | ---- | ---- | (Wooden boxes and crates, pallets) |
| Baldwin Display Products Co. | Baldwin Display Products Co. | Baldwin Display Products Co. | (Custom homes, store fixtures, kitchens) |
| ---- | ---- | Clifton's, Inc. | (Hydraulic cylinders and lifters) |
| ---- | Daily Reporter | Daily Reporter | (Newspaper) |
| Derby Star-Herald | ---- | ---- | (Newspaper) |
| Hercules Aircraft and Co., Inc. | ---- | ---- | (Aircraft) |
| Hershey Ready-Mix | Hershey Ready-Mix | Hershey Ready-Mix | (Cement products) |
| ---- | Kansas Fire Equipment | Kansas Fire Equipment | (Fire trucks) |
| ---- | ---- | Printseal, Inc. | (Vinyl book covers, commercial printing) |
| Smith's Locker Plant | ---- | ---- | (Processed meats) |
| ---- | Sterling Co. | Sterling Co. | (Various finished metal products) |
| ---- | Weekly Publishers | Weekly Publishers | (Publications) |

Source: Directory of Kansas Manufactures and Products, Kansas Department of Economic Development.

firms which have been located in Derby since 1962 as reported in the Kansas Directory of Manufacturers and Products. Although there were six manufacturing firms in both the 1962-63 and the 1967-68 periods, only two of the firms in the former period were still operating during the latter. However, all such firms operating in 1967-68 were still in existence in 1972-73. In addition, four new firms began operations during this period.

The goods manufactured in Derby are relatively diversified and include wood and metal products, printing, and electrical and mechanical equipment. This diversity, increasing stability, and expansion further substantiates the suggestion made earlier that the Derby economy has been developing and maturing in recent years.

PUBLIC FINANCE. . . .

As a community is examining its present and future development, it is important to take note of public finances, that is, how well the community has been and will be able to finance the improvement of public facilities and services necessary to stimulate desirable development. Table 5-G compares the 1974 assessed tangible valuation, bonded indebtedness, and tax levies for Derby and several nearby cities. Derby, with a total property mill levy of 75.193, has the 14th lowest mill levy of the 109 first and second class cities in Kansas. Although comparisons of assessed valuation and tax levies must be made with care because, for example, sometimes property is assessed by different methods in different counties, it is still useful to get a comparative "feel" among communities. Based on such data, Derby would appear to be in a favorable position relative to other areas.

Table 5-G. ASSESSED TANGIBLE VALUATION, BONDED INDEBTEDNESS AND TAX LEVIES

| | 1973 Population | 1973 Assessed Tangible Valuation | Assessed Tangible Valuation Per capita | Bonded Indebtedness 9/30/73 | Bonded Indebtedness Per Capita | 1974 Tax Levy (mills) |
|-------------------|--------------------|---|---|-----------------------------------|--------------------------------------|-----------------------------|
| Derby | 8,016 | \$ 12,702,307 | \$ 1,585 | \$ 761,000 | \$ 95 | 75.193 |
| Augusta | 6,074 | 9,789,005 | 1,612 | 2,704,666 | 445 | 78.90 |
| El Dorado | 11,775 | 20,100,187 | 1,707 | 1,936,000 | 164 | 100.40 |
| Haysville | 6,309 | 7,458,584 | 1,182 | 893,792 | 142 | 67.778 |
| Kingman | 4,143 | 6,013,874 | 1,452 | 1,201,000 | 290 | 77.87 |
| Wichita | 262,166 | 593,667,260 | 2,259.30 | 102,781,000 | 391 | 31.981 |
| Rockford Township | 1,567 | 3,806,273 | 2,429.02 | none | - | .497 |
| Sedgwick County | 335,564 | 802,281,940 | 2,390.85 | 5,071,000 | 15 | 13.306 |

Source: Kansas Government Journal, January 1974.

Bonded indebtedness indicates the degree to which a community is using debt financing to invest in its future by developing facilities and services. In 1973 Derby had a bonded indebtedness per capita of only \$94.94 compared to as much as \$445.29 for Augusta and \$391.15 for Wichita. Based on its 1974 assessed valuation, Derby's maximum debt limit as of

May 14, 1974 was \$1,905,346 at the 15% State statute limitation and \$3,175,576 at \$622,000 was 4.8% of the assessed valuation. At the same time, the bonded indebtedness of most of the City's bonds are for ten year periods and, therefore, the indebtedness does not extend as far into the future as is often found in other cities. Derby is in a very good position to expand debt financing, if necessary, to implement current plans or those to be developed.

Table 5-H portrays similar finance data for the Derby and other nearby unified school districts. With the exception of Augusta, the per pupil average budget of \$749.17 is quite low in comparison with the other school districts. While no attempt is being made here to assess the quality of the public school facilities, if it is deemed in further study to require improvements the bonded debt per pupil of \$106.76 could be increased relatively easily, based upon the debt burdens other districts are carrying.

Table 5-H. ADOPTED BUDGET, TANGIBLE VALUATION, BONDED DEBT, AND SCHOOL LEVY

| | Derby | Augusta | El Dorado | Haysville | Kingman | Wichita |
|---------------------------------------|--------------|--------------|-------------|--------------|--------------|---------------|
| Unified school district number | 260 | 402 | 490 | 261 | 331 | 259 |
| Number of certified employees 9/15/73 | 299.5 | 108.6 | 154.8 | 190.0 | 93.4 | 3,167.7 |
| School adopted budget 1973-74 | \$ 4,021,920 | \$ 1,382,894 | \$2,135,806 | \$ 2,784,760 | \$ 1,162,817 | \$ 47,274,200 |
| FTE ¹ pupils 9/15/73 | 5,324.8 | 1,852.6 | 2,518.4 | 3,442.7 | 1,400.9 | 50,996.8 |
| Per pupil average cost | \$ 749.17 | \$ 746.46 | \$ 848.08 | \$ 808.89 | \$ 830.05 | \$ 927.00 |
| Tangible assessed valuation (1973) | \$30,201,290 | \$14,263,753 | --- | \$29,782,332 | \$35,407,926 | \$635,951,131 |
| Tangible valuation per pupil | \$ 5,671.82 | \$ 7,699.32 | --- | \$ 8,650.86 | \$ 25,275.13 | \$ 12,470.41 |
| Bonded Debt 9/30/73 | \$ 568,500 | \$ 1,610,000 | \$1,965,000 | \$ 2,126,000 | none | \$ 1,600,000 |
| Bonded debt per pupil | 106.76 | 869.05 | 780.26 | 617.54 | --- | 31.37 |
| Total 1974 school levy (mills) | 30.459 | 33.03 | 36.00 | 20.553 | 31.98 | 43.553 |

¹Full time equivalent

Source: Kansas Government Journal, January 1974.

ANALYSIS. . . .

The foregoing discussion of the Derby economy suggests the following principal features:

1. The residents constitute a relatively young work force.
2. By occupation, a large, although decreasing, proportion of the residents are either professional, technical, and kindred workers or are craftsmen, foremen, and kindred workers.
3. A significantly increasing proportion of residents are employed as managers and administrators, as sales workers, or as clerical and kindred workers.
4. By industry, a large, although decreasing, proportion of residents are employed in the manufacture of durable goods, mostly in the aircraft industry.
5. A relatively small proportion are employed in finance, insurance, business and repair services, or in professional and related services.
6. Derby is the home of families with generally higher than average incomes.
7. The increasing maturity of the economy is evidenced by the increasing diversity and stability of the manufacturing firms located in the City.
8. Derby has the capability to publicly finance fairly broad improvements in community facilities and services.

These points represent some of the "past" and "present" of the Derby economy. What of its future? The scope of this analysis is not broad enough to permit the depth of study from which specific recommendations for economic development could be based. However, several general recommendations are suggested by the analysis which has been made.

First, it is important to recognize that Derby, as are all communities, regions, and states, is a part of a larger economy. For Derby, its "larger economy" includes the predominance of the greater Wichita area economy. This should be accepted as a "given" factor in the development of the Derby economy. Economic development planning and efforts

should be directed specifically at emphasizing the advantages and minimizing the disadvantages of that larger economy to the best interest of Derby.

Second, this analysis has demonstrated once again that economic data for communities the size of Derby is significantly lacking, especially in light of the proximity of Wichita. The most obvious data lacking relates to (1) the local industry -- its products and services, its market area, and its current and projected employment, (2) sales, both retail and wholesale -- types of products and services, market, and market area served, (3) finance -- level and type of deposit and loan activity, and the degree to which local financial institutions meet the needs of the community, and (4) employment -- the place of employment (Derby or elsewhere) of Derby residents and the residence of persons employed in the City, and detailed unemployment data for the residents. ^{ENHANCE}

Some of the above information which is collected is summarized with similar data for ^{ENHANCE} Sedgwick County or the Wichita SMSA (Standard Metropolitan Statistical Area). Consequently, the nature of an activity is obscured by the presence of similar activity in the same area. Much of the data could not be published because the small number of firms in Derby would create problems of confidentiality and non-disclosure of information which can be identified with an individual or firm. Still other data is not collected because Derby, itself, does not represent a major economic center.

Sound planning for the development of Derby requires an understanding of the community which the above data would help to provide. Consequently, ways should be explored to obtain such information on a periodic basis to facilitate a more sufficient understanding of how the economics of the City operate and thereby be able to determine economic development policies that would be mutually supportive of the community's overall goals.]

This economic analysis suggests that a major "marketable" asset of Derby is a good, clean community which does not have many of the problems experienced by larger cities. As a result, many families have chosen to live in Derby while their highly trained or educated "bread winners" are employed elsewhere in the Wichita area. This image of Derby as a good place to live should, for sound economic reasons, not be sacrificed for a policy of growth for growth sake. Rather, firms attracted and encouraged to expand should be of the type and in the numbers which will not detract, but enhance the "good community" image.

July 14, 1975

Mr. L. O. Payne, Chairman
Derby Planning Commission
1213 Brookforest Court
Derby, Kansas 67037

Dear Mr. Payne:

The Wichita-Sedgwick County Metropolitan Area Planning Department is in receipt of a proposed contract by and between Foster and Associates, Planning Consultants and the City of Derby, Kansas for the completion of plan preparation activities including the planning area around the City. We have reviewed the individual work items of the proposed contract and advised the consultant of those areas within which the Planning Department is engaged in related planning activities. The Consultant has maintained an active liaison with our department during the completion of work Phase I and II covered by prior contact. This liaison has been instrumental in avoiding a duplication of planning effort. We have been assured that this liaison will be continued during the Phase now covered by the proposed contract. We therefore feel confident that efforts to be undertaken will be coordinated with the planning activities of our office and will be consistent with comprehensive plan element now on file or in the process of development for the Wichita-Sedgwick County Metropolitan area.

Sincerely,

Robert L. Young
Principal Planner

RLY:rme

cc: Foster & Associates, 2818 North Edwards, 67204
Stan McAdoo, Planning Division
Dept. of Economic Development
122-S State Office Building
Topeka, Kansas 66612

July 7, 1975

Bill Stockwell, Chief Planner

Robert L. Young, Principal Planner

Review of Derby's Plan Elements

Attached are two draft elements of Derby's Comprehensive Plan forwarded to our office by C. Bickley Foster, Planning Consultant. You, and other members of your division, may be particularly interested in reviewing the contents of these elements. If there are any mis-statements of facts concerning the past and present planning activities of the Advanced Plans Division, please let me know as soon as possible and I will advise C. Bickley of the same.

Robert L. Young
Principal Planner

RLY:js
Attachment

December 17, 1974

Mr. Dale Peterson
Planning Division
Department of Economic
Development
122-S State Office Building
Topeka, Kansas 66612

Dear Mr. Peterson:

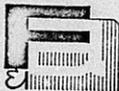
The Metropolitan Area Planning Department is in receipt of a proposed contract by and between Mr. C. Bickley Foster, Planning Consultant and the City of Derby, Kansas for the performance of comprehensive planning activities (copy attached). We have reviewed the plan work items of the contract and have advised the Planning Consultant of those areas within which the Planning Department is currently engaged in related planning activities. In particular, these include Housing, Land Use, Transportation and the parks, recreation segment of the Community Facilities item. We have been assured by the Consultant that these items will be coordinated with appropriate project personnel of the Planning Department to avoid any possible omissions or duplications of effort.

Sincerely yours,

Robert L. Young
Principal Planner

RLY:rme
Attachment

cc: C. Bickley Foster, Planning Consultant
2818 North Edwards, 67204



FOSTER & ASSOCIATES - PLANNING CONSULTANTS
2818 N. EDWARDS AVE. WICHITA, KANSAS 67204 PHONE 316/838-7563
C. BICKLEY FOSTER, MEMBER
AMERICAN INSTITUTE OF PLANNERS

December 18, 1974

Mr. Dale Peterson, Planner
Planning Division -- KDED
State Office Building
Topeka, Kansas 66612

Dear Dale:

The planning contract for the City of Derby for this year has been procured thus far as follows and the proposed Scope of Services is enclosed:

1. The Derby City Planning Commission has approved the work items and recommended them to the City Council.
2. The preparation of the items has been coordinated with the Wichita-Sedgwick County Metropolitan Area Planning Department to avoid duplication and maximize use of available or to be available data. Bob Young has been assigned the liaison representative on the project. I understand from him that a letter is being forwarded to you as a review of the work items. The completion of the land use and transportation plan items for outside the immediate Derby growth area is predicated upon data being assembled by July 1, 1975 by MAPD. This will have to be mapped and write up made for Derby after that date as part of Phase II. This matter has been discussed with Dennis McCartney and he is aware of the variety of regional influences upon the Derby "Area of Influence". The latter is approximately a 3-mile ring.
3. The City Council last night approved the Scope of Services for transmittal to you and authorized the Mayor to sign the Contract.
4. The City has escrowed \$1,150 as half payment from 1974 funds awaiting a bill from your office at a later date. This assumes that it will be possible for the contract to be dated in 1974. The City has budgeted the remaining half funds to pay before July 1, 1975. They have also budgeted for the Phase II project after July 1st.



-2-

The City has asked me to convey this to you and appreciates the funding efforts of KDED and HUD in assisting the local planning activities.

Sincerely yours,

G. Bickley Foster, AIP
Planner-in-Charge

CBF:vf

cc: Hon. Bernard F. Daley, Mayor
Mr. Art Woodman, Chairman, Planning Commission
Mr. Ward Clements, City Clerk
Mr. Bob Young, MAPD ✓

APPENDIX A

SECTION A - STANDARDS FOR WORK AND PURPOSE

All the work to be performed under this Contract shall be of a nature which will employ the methods and procedures necessary to provide studies and surveys for a Comprehensive Plan. The intent of this project is to provide a workable Comprehensive Plan and other tools of planning which will meet the objectives and goals of the Commission and will guide the sound and efficient growth of the area.

SECTION B - COMMUNITY INVOLVEMENT

The Contractor as a part of this Contract shall provide the Commission and the Division with sufficient information seven (7) days before scheduled meetings about the subjects to be covered in order that the Commission may release this information to the local press in an attempt to better foster citizen understanding and involvement in the planning project. A final short written summarization of the project once it is completed is to be submitted by the Contractor to the Commission and to the Division for public release. The material supplied to the Commission and to the Division under this Section shall be considered as a part of the Contract but under no circumstance shall the Commission or the Division be required to offer compensation to the Contractor for any such information and material. The Contractor shall also include a statement as to Citizen Involvement to be submitted to the Division semi-annually by the end of the months of December and June.

At the end of the project year, the Commission shall provide the Division with a complete set of Commission "Minutes of Meetings".

SECTION C - ENVIRONMENTAL ASSESSMENT

The Contractor shall prepare an environmental assessment when the assisted work program will result in developmental plans or policies for land use, major community facilities, major utility systems, major transportation systems or the protection of natural areas.

SECTION D - PRINTING REPORTS

Final printing of reports shall not begin until such time as the Division sends the Contractor a written approval of the preliminary reports.

SECTION E - PLANNING AREA

The Planning Area for the project covers the "Area of Influence" as presently defined by mutual agreement between the Wichita-Sedgwick County Metropolitan Area Planning Commission and the City of Derby, Kansas. It is understood that certain subjects prepared for the Plan, however, will not necessitate Planning Area consideration initially or in final form and, thus, are noted on the work items as "Derby only".

SECTION F - DATA AND SERVICES TO BE FURNISHED BY THE COMMISSION

In accordance with this Contract, the Contractor will be furnished at no cost the following services:

1. Temporary working space and telephone service will be provided periodically as a convenience while collecting data.
2. Copies will be provided or loaned of existing plans, studies, reports, maps and surveys which would be of assistance in the preparation of this Plan.
3. Planning Commissioners, the City Engineer, and other local officials and staff will be available periodically to provide related data and to discuss the affects of various plan proposals.
4. Copies of agendas and minutes of the Commission will be made available.

SECTION G - COMPREHENSIVE PLAN WORK ITEMS

It is understood for this phase of the Comprehensive Plan work items that formal graphics are not included except for sketches where desirable on available base maps to facilitate conveying information for group presentation and discussion purposes. It is anticipated that drafting of graphics, final Plan review, final printing of report, and Plan adoption will be accomplished in Phase II of the overall project. The end product of the following items will be reproduced copies of typed chapters sufficient in quantity for preliminary review by the Governing Body, the Commission members, the Wichita-Sedgwick County Metropolitan Area Planning Department, and interested agencies and staffs.

The Contractor will coordinate work items with the Wichita-Sedgwick County Metropolitan Area Planning Department and maximize the use of regional data available for the Plan.

To periodically review the chapters prepared, the Contractor will be available to meet with the Planning Commission a minimum of four meetings and a maximum of five.

WORK ITEM #1

1. Title of Work Item: Geography and Regional Influences, History, and Physical Features
2. Contractor's Fee: \$1,700
3. Description of Work: Three separate chapters will be prepared on the following subjects: (a) Geographical Location and Regional Influences--A study of the relationship of Derby to the regional developmental influences around it; (b) History--A brief description of historical events which influenced the development of Derby. (Derby only); (c) Physical Features and Natural Resources--The natural and man-made features of the Planning Area will be evaluated to determine the potentialities or limitations which affect development.

WORK ITEM #2

1. Title of Work Item: Housing Analysis
2. Contractor's Fee: \$700
3. Description of Work: An analysis will be made of the local housing situation utilizing Federal, County, and local census data as well as the housing conditions survey previously compiled and existing problems analyzed and suggestions made to overcome obstacles in meeting the housing needs. (Derby only.)

WORK ITEM #3

1. Title of Work Item: Goals for Development
2. Contractor's Fee: \$400
3. Description of Work: A preliminary and final goal statement will be drafted describing the desires for development as expressed in terms of goal statement. Copies will be provided for other groups to review and comment upon the goals proposed. The Community Survey made previously will serve as a background for preparation of the goals.

WORK ITEM #4

1. Title of Work Item: Land Use Pattern
2. Contractor's Fee: \$1,600
3. Description of Work: The existing land uses will be calculated from the field survey made previously and the pattern analyzed.

Estimates will be made for anticipated amounts of land to be used for residential, commercial and industrial purposes. Desirable standards will be described and special problem areas studied. Recommendations will be made for future land uses anticipated during the 20-year planning period. (Derby only plus growth area. To be expanded to Planning Area in phase two of project.)

WORK ITEM #5

1. Title of Work Item: Transportation
2. Contractor's Fee: \$400
3. Description of Work: The existing modes of Transportation will be described and their condition analyzed. Desirable standards will be suggested and policy recommendations made for future transportation needs during the planning period. A functional system of streets will be delineated. (Derby only plus growth area. To be expanded to Planning Area in phase two of project.)

WORK ITEM #6

1. Title of Work Item: Community Facility Needs
2. Contractor's Fee: \$1,700
3. Description of Work: The existing condition of community facilities will be described and their sufficiency for use during the planning period analyzed. Desirable standards will be described. Policy recommendations will be made for anticipated future community facility needs.

WORK ITEM #7

1. Title of Work Item: Plan Implementation
2. Contractor's Fee: \$400
3. Description of Work: Based on the proposals made in previous work items, various methods will be described as to how the Comprehensive Development Plan could be implemented after its adoption in phase two. In addition to various administrative, legal, project plans, and community involvement efforts, policies for implementing land use plan proposals will be outlined.

SUMMARY OF COST

WORK ITEMS

| | |
|--|--------------|
| 1. Geographical Location and Regional Influences, History, and Physical Features and Natural Resources | \$ 1,700 |
| 2. Housing Analysis | 700 |
| 3. Goals for Development | 400 |
| 4. Land Use Patterns | 1,600 |
| 5. Transportation | 400 |
| 6. Community Facilities | 1,700 |
| 7. Plan Implementation | <u>400</u> |
| Total | \$ 6,900 |
| LOCAL SHARE | \$ 2,300 |
| HUD SHARE | <u>4,600</u> |
| Total | \$ 6,900 |

APPENDIX A

SECTION A - STANDARDS FOR WORK AND PURPOSE

All the work to be performed under this Contract shall be of a nature which will employ the methods and procedures necessary to provide studies and surveys for a Comprehensive Plan. The intent of this project is to provide a workable Comprehensive Plan and other tools of planning which will meet the objectives and goals of the Commission and will guide the sound and efficient growth of the area.

SECTION B - COMMUNITY INVOLVEMENT

The Contractor as a part of this Contract shall provide the Commission and the Division with sufficient information seven (7) days before scheduled meetings about the subjects to be covered in order that the Commission may release this information to the local press in an attempt to better foster citizen understanding and involvement in the planning project. A final short written summarization of the project once it is completed is to be submitted by the Contractor to the Commission and to the Division for public release. The material supplied to the Commission and to the Division under this Section shall be considered as a part of the Contract but under no circumstance shall the Commission or the Division be required to offer compensation to the Contractor for any such information and material. The Contractor shall also include a statement as to Citizen Involvement to be submitted to the Division semi-annually by the end of the months of December and June.

At the end of the project year, the Commission shall provide the Division with a complete set of Commission "Minutes of Meetings".

SECTION C - ENVIRONMENTAL ASSESSMENT

The Contractor shall prepare an environmental assessment when the assisted work program will result in developmental plans or policies for land use, major community facilities, major utility systems, major transportation systems or the protection of natural areas.

SECTION D - PRINTING REPORTS

Final printing of reports shall not begin until such time as the Division sends the Contractor a written approval of the preliminary reports.

SECTION E - PLANNING AREA

The Planning Area for the project covers the "Area of Influence" as presently defined by mutual agreement between the Wichita-Sedgwick County Metropolitan Area Planning Commission and the City of Derby, Kansas. It is understood that certain subjects prepared for the Plan, however, will not necessitate Planning Area consideration initially or in final form and, thus, are noted on the work items as "Derby only".

SECTION F - DATA AND SERVICES TO BE FURNISHED BY THE COMMISSION

In accordance with this Contract, the Contractor will be furnished at no cost the following services:

1. Temporary working space and telephone service will be provided periodically as a convenience while collecting data.
2. Copies will be provided or loaned of existing plans, studies, reports, maps and surveys which would be of assistance in the preparation of this Plan.
3. Planning Commissioners, the City Engineer, and other local officials and staff will be available periodically to provide related data and to discuss the affects of various plan proposals.
4. Copies of agendas and minutes of the Commission will be made available.

SECTION G - COMPREHENSIVE PLAN WORK ITEMS

It is understood for this phase of the Comprehensive Plan work items that formal graphics are not included except for sketches where desirable on available base maps to facilitate conveying information for group presentation and discussion purposes. It is anticipated that drafting of graphics, final Plan review, final printing of report, and Plan adoption will be accomplished in Phase II of the overall project. The end product of the following items will be reproduced copies of typed chapters sufficient in quantity for preliminary review by the Governing Body, the Commission members, the Wichita-Sedgwick County Metropolitan Area Planning Department, and interested agencies and staffs.

The Contractor will coordinate work items with the Wichita-Sedgwick County Metropolitan Area Planning Department and maximize the use of regional data available for the Plan.

To periodically review the chapters prepared, the Contractor will be available to meet with the Planning Commission a minimum of four meetings and a maximum of five.

WORK ITEM #1

1. Title of Work Item: Geography and Regional Influences, History, and Physical Features
2. Contractor's Fee: \$1,700
3. Description of Work: Three separate chapters will be prepared on the following subjects: (a) Geographical Location and Regional Influences--A study of the relationship of Derby to the regional developmental influences around it; (b) History--A brief description of historical events which influenced the development of Derby. (Derby only); (c) Physical Features and Natural Resources--The natural and man-made features of the Planning Area will be evaluated to determine the potentialities or limitations which affect development.

WORK ITEM #2

1. Title of Work Item: Housing Analysis
2. Contractor's Fee: \$700
3. Description of Work: An analysis will be made of the local housing situation utilizing Federal, County, and local census data as well as the housing conditions survey previously compiled and existing problems analyzed and suggestions made to overcome obstacles in meeting the housing needs. (Derby only.)

WORK ITEM #3

1. Title of Work Item: Goals for Development
2. Contractor's Fee: \$400
3. Description of Work: A preliminary and final goal statement will be drafted describing the desires for development as expressed in terms of goal statement. Copies will be provided for other groups to review and comment upon the goals proposed. The Community Survey made previously will serve as a background for preparation of the goals.

WORK ITEM #4

1. Title of Work Item: Land Use Pattern
2. Contractor's Fee: \$1,600
3. Description of Work: The existing land uses will be calculated from the field survey made previously and the pattern analyzed.

Estimates will be made for anticipated amounts of land to be used for residential, commercial and industrial purposes. Desirable standards will be described and special problem areas studied. Recommendations will be made for future land uses anticipated during the 20-year planning period. (Derby only plus growth area. To be expanded to Planning Area in phase two of project.)

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3. Description of Work: The existing condition of community facilities will be described and their sufficiency for use during the planning period analyzed. Desirable standards will be described. Policy recommendations will be made for anticipated future community facility needs.

WORK ITEM #7

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3. Description of Work: Based on the proposals made in previous work items, various methods will be described as to how the Comprehensive Development Plan could be implemented after its adoption in phase two. In addition to various administrative, legal, project plans, and community involvement efforts, policies for implementing land use plan proposals will be outlined.

SUMMARY OF COST

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| 7. Plan Implementation | 400 |

Total \$ 6,900

LOCAL SHARE \$ 2,300

HUD SHARE 4,600

Total \$ 6,900



STATE OF KANSAS DEPARTMENT OF ECONOMIC DEVELOPMENT
STATE OFFICE BUILDING / TOPEKA, KANSAS 66612 / (913) 296-3481

• ROBERT B. DOCKING, GOVERNOR • DAVID C. OWEN, LT. GOVERNOR, CHAIRMAN • ALBERT L. KAMAS, VICE-CHAIRMAN
KANSAS ECONOMIC DEVELOPMENT COMMISSION: C. PRICE BERRYMAN, JACK KELLEY, EDWIN R. LINQUIST, RALPH McGEE,
J. A. MERMIS, JR., BEN P. ROBINSON, LEIGH WARNER
JAMES H. DeCOURSEY, JR., DIRECTOR

MEMORANDUM

TO: All Persons Concerned with Planning

FROM: Dennis C. McCartney, Director, Planning Division *DCM*

SUBJECT: Planning Assistance Appropriations for Fiscal Year 1976

DATE: December 9, 1974

If you have not already been informed the Division would like to advise all persons concerned with planning that the 701 monies appropriated earlier this year by the senate may now be in jeopardy because of recommended cutbacks in many federal programs.

The congress authorized a FY '76 budget of \$130 million for 701 programming. The senate after consideration voted to appropriate \$100 million for FY '76. On November 26, 1974 President Ford sent a message to the congress recommending a cutback in funds effecting the 701 program to \$50 million for the upcoming fiscal year. Congress is now considering the Presidents recommendation.

The National Association of Regional Councils is presently lobbying against the Presidents recommended cutback. The Planning Divisions takes this opportunity to inform you of these events so that you to may make your concerns known to your senator and congressman.

