

HAYSVILLE PLANNING COMMISSION & BOARD OF ZONING APPEALS

Agenda

October 23, 2025

6:00 p.m., Municipal Building, 200 W. Grand

- I. Call to Order
- II. Roll Call
- III. Presentation and Approval of Minutes
 - A. [Minutes of September 25, 2025](#)
- IV. Public Forum
- V. Old Business
 - A. [Zone Change request from “SF” Single-Family Residential to “MF4” Multi-Family Four Residential for property generally located at 6401 South Sunnyside Road](#)
- VI. New Business
 - A. [Review of a Text Amendment to the Zoning Regulations: Changes to Article 3. General Regulations and Article 4. Zoning Districts](#)
 - B. [Review of the South Meridian Corridor Plan](#)
 - C. [Review of the 2026 Capital Improvements Plan](#)
- VII. Correspondence
- VIII. Off Agenda
 - A. Next Meeting Date
- IX. Adjournment

HAYSVILLE PLANNING COMMISSION/BOARD OF ZONING APPEALS

Minutes

September 25, 2025

The regular Planning Commission Meeting was called to order by Chairperson Tim Aziere at 6:00 p.m. in the Council Chambers at the Haysville Municipal Building, 200 W. Grand Ave., Haysville, KS 67060.

The members present were Mark Williams, Brandon Trube, Debbie Coleman, Tim Aziere, Dan Rinke, and Jeff Blood. Also present was Planning and Zoning Administrator, Kailyn Hogan, and Deputy Administrative Officer, Georgie Carter.

The first item of business was the Minutes of August 28, 2025.

Motion by Trube, Second by Blood.

To approve the minutes as presented.

Williams aye, Trube aye, Aziere aye, Blood aye.

Coleman abstain, Rinke abstain.

Motion carried.

There was no one to speak under Public Forum.

Under Old Business was a Zone Change request from “SF” Single-Family Residential to “MF4” Multi-Family Four Residential for property generally located at 6401 South Sunnyside Road:

HOGAN: So this is our zone change that was presented our last meeting in August. At that meeting, you all made a motion that failed with a vote of two in favor and three opposed. According to state statute, when a motion fails, the default recommendation would be denial, and that can be forwarded to city council. But our city code actually has a 60 day waiting period before that default recommendation can be forwarded.

As such, this item is going to remain on our agenda as old business until either that 60 day period is over, or you make a new motion that passes. The public hearing has closed for this item, so the public is not invited to speak. I can go through the staff report again if requested and answer any questions you may have. Otherwise, your options are to table this item and wait out that 60 day period, or make a new motion. That motion can be a recommendation of approval or a recommendation of denial.

AZIERE: So even though it was recommended for denial before?

TRUBE: Well, it wasn't. The motion was recommending for approval but that failed to pass. So now if we make a motion for the denial and that passes, that clears it off the table.

AZIERE: Everyone was here except Coleman.

COLEMAN: So where does that put me in voting for this? I stayed on top of it, and I was contacted by a community member.

AZIERE: So you are aware of the case?

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COLEMAN: I am aware.

AZIERE: And you heard the discussion?

COLEMAN: Well, I read the minutes.

AZIERE: Okay. We're happy to have as much discussion as you need to get caught up.

COLEMAN: I was raised in that neighborhood, so I am very familiar with every aspect of that neighborhood.

AZIERE: You don't have any other concerns or questions? You feel like you're informed enough to vote?

COLEMAN: Yes.

Motion by Trube, Second by Coleman.

To deny the zone change.

Williams aye, Trube aye, Coleman aye, Aziere aye, Rinke aye.

Blood abstain.

Motion carried.

Under New Business was a Public Hearing for a Conditional Use request to allow an Accessory Dwelling Unit for property generally located at 203 West Sunflower Drive:

HOGAN presented the staff report. There were no questions for staff.

AZIERE: Does the applicant wish to speak? State your name and address for the record.

PAIGE ROUNDS, 203 W Sunflower Dr: Good evening. First of all, I like to thank you guys for taking time out of your evenings to hear me out. My name is Paige Rounds, and I live at 203 West Sunflower Drive. I'm here today requesting approval for an accessory dwelling unit for 400ft² in my backyard. The purpose of this project is to provide safe and affordable housing for my mother, who is recently disabled, allowing her to live close by while maintaining her independence. The design is modest in size, consistent with the residential character of the neighborhood, and will meet all required setbacks and building codes. We worked closely with Kailyn here, as well as Evergy, to ensure that the structure will have the necessary clearance from utility lines and will not create safety and infrastructure concerns. The ADU will connect to existing utilities that are already there and will not place undue burden on services. I believe that this project benefits both my family and the community by supporting multi-generational living while preserving the look and feel of our neighborhood, and I respectfully ask for your support and approval of this request. And thank you again for your time. If you have any questions, feel free to let me know.

AZIERE: I do have one. Do you have any concerns with the requirement for a six foot fence that staff is recommending?

ROUNDS: No. I've been in discussions with both my neighbors on both sides for years about replacing those fences. They're four foot fences. I use the term fence very loosely here.

AZIERE: Okay. Thank you. Any other questions for the applicant?

ROUNDS: Thank you.

AZIERE: Now is the time for any member of the public to speak. Is there anyone from the public that would like to speak? Public comment is now closed for planning commission action. The floor is open for commissioners' comments.

TRUBE: It seems pretty straight forward.

AZIERE: Any general discussion? Anything?

WILLIAMS: I thought I read, couldn't find it now on my phone, but something about the gas line that runs through the backyard was in conflict.

AZIERE: Yeah. I think if I remember correctly, with what I read, any of your existing services that are going to go under, above or around that structure will have to be relocated. That will have to be at your cost. You are aware of that?

ROUNDS: Yeah. For the gas line, I had my yard flagged a few years ago, it is far enough away. We're actually not going to run gas to it, anyway. It will be fully electric.

AZIERE: I know you said it doesn't run under there, but if it did run under the building, they'd want to relocate so they can access it if something happens. Either way you are aware of that.

ROUNDS: Right. The only issue is that the current drop line for the house runs right above it, but we have reached out to Evergy about moving it at our expense.

Motion by Trube, Second by Coleman.

To approve the conditional use request for an accessory apartment subject to the conditions outlined in the staff report.

Williams aye, Trube aye, Coleman aye, Aziere aye, Rinke aye, Blood aye.

Motion carried.

Under New Business was a Public Hearing for a Variance request to reduce the minimum area of a dwelling from 600 sq. ft. to 400 sq. ft. in the "SF" Single-Family Residential District for property generally located at 203 West Sunflower Drive:

Motion by Trube, Second by Rinke.

To recess the Planning Commission and convene the Board of Zoning Appeals.

Williams aye, Trube aye, Coleman aye, Aziere aye, Rinke aye, Blood aye.

Motion carried.

HOGAN presented the staff report.

AZIERE: So we have a minimum DU size?

HOGAN: We have a minimum dwelling unit size.

AZIERE: DU.

HOGAN: Yes.

AZIERE: We don't have a minimum accessory structure size requirement?

HOGAN: No.

AZIERE: So we are applying a full dwelling unit size regulation on an accessory dwelling structure? That's the rule that we are breaking, and if we are okay with that, then every other condition is met.

COLEMAN: However, a tiny home is less square footage than it with 599 square feet.

AZIERE: Forgive me, but we have requirements for tiny homes that are in our code currently?

HOGAN: Yes, in our tiny home district, the homes have to be less than 600 square feet. So the maximum dwelling unit size is 599.

TRUBE: And this qualifies as a tiny home?

HOGAN: If a zone change was done for this property to make it tiny home, the current dwelling unit would be a non-conforming structure. So we would not allow that zone change.

AZIERE: Any more questions for staff at this time? Does the applicant wish to speak?

ROUNDS: I don't really have anything else to add to my initial opening. But the reason we chose the 400 square foot, you know, size was because my yard is large, but it's narrow, and we didn't want it to take up too much space or get too close to the utility pole. And it also allowed us to have the carport on the side without, you know, taking up my entire yard. So that was kind of the purpose behind that.

AZIERE: And, sorry, I know it's in here somewhere because I saw it. Your structure, without the carport, is 20 by 20 as opposed to 20 by 30.

ROUNDS: Yes.

AZIERE: Any questions for the applicant? Now's the time for any member of the public to speak. Public comment is now closed for Board of zoning appeals action. The floor is open to commissioner's comments.

TRUBE: I'm inclined to recommend approval. You know, it's a ten foot difference in building size..

AZIERE: Yeah. And I think because of what it is, it's kind of going to look like a shed in someone's backyard. And everybody else in the neighborhood has a shed. I don't know why this would be any different. And the size being smaller, in my opinion, makes it easier to approve than harder. I know that it doesn't meet the requirement that we have, but that seems like an easy decision. So any more discussion? Is there a motion?

TRUBE: I'll go ahead and move that we approve the variance request to reduce the minimum dwelling size from 600 to 400ft².

HOGAN: It is my understanding that state statute is what requires us to meet all five conditions. We can confirm with Josh if we need to meet all five. But since it only meets 4 out of 5, we can't approve it.

AZIERE: But we can recommend approval to the council?

HOGAN: You guys are the only body that approves this.

AZIERE: So if we can't approve it, why is it in front of us?

HOGAN: If you find a way that it does meet this first condition, that it's unique to the property and not caused by the property owner, then you can approve it.

AZIERE: So explain to me again what it doesn't meet?

HOGAN: So we've got those five conditions. Those are what's in italics and underlined in the staff report. Those five are outlined in a state statute that says that all five of these must be met in order for a variance to be approved. And staff has determined that the first condition is not met. If you can find different evidence, or you can determine that that is met, then you can approve it. But if you can't determine that that condition is met, then you will have to recommend denial. But we can confirm with Josh if you have to have all five, so another option is to table it.

TRUBE: And the narrow shape of the property doesn't qualify for number one?

HOGAN: That is your guys's determination.

COLEMAN: I think that would qualify.

TRUBE: Yeah, I mean, the property owner didn't cause the shape of the property to be what it is. So I would think one would qualify by the narrowness of the lot.

Motion by Trube, Second by Williams.

To approve the variance request as presented with the conclusion that the narrowness of the lot satisfies the first condition.

Williams aye, Trube aye, Coleman aye, Aziere aye, Rinke aye, Blood aye.

Motion carried..

Motion by Trube, Second by Williams.

To adjourn the Board of Zoning Appeals and reconvene the Planning Commission.

Williams aye, Trube aye, Coleman aye, Aziere aye, Rinke aye, Blood aye.

Motion carried.

Under New Business was a Review of a Text Amendment to the Zoning Regulations: Changes to Article 6. Nonconforming Lots & Structures; Article 11. Floodplain Management:

HOGAN: If you guys could flip to Article 10. Nonconformities in your binders. There's a sheet for your notes again. And then we have a staff report this week. There's a summary of our changes in the staff report. And I'll go over every change for the most part. The redline version of this article has some comments with details for why we're making these changes. If you want to flip to that page as well.

Our first change is going to be changing the name of this article to just Nonconformities instead of Nonconforming Lots and Structures. That's because this article deals with more than just lots and structures. There's a section for other certain circumstances that deals with landscaping and fencing and such. Our other change is adding the word nonconforming into this article. It's implied, but never actually stated, besides the title. We'll also be removing 1000.C where it has that date of adoption. It's implied that anything created after the adoption of these regulations is regulated, we don't need that actual date in there.

In section 1001, we've removed the allowance to expand the non-conforming use. There's an article that staff reviewed in the changes of this nonconforming uses that went over the court cases dealing with nonconforming uses and structures. And according to those court cases, we're not required to allow nonconforming uses to expand. So we are going to remove that allowance. We've also removed the allowance for a nonconforming use to be changed into another nonconforming use. When a nonconforming use is going to expire, it should only be replaced with something that is conforming. That is backed up by court cases as well.

In section 1002, we've modified the requirement for modifications and alterations to nonconforming structures. That is still allowed. In 1004, we have modified what qualifies as the removal of other nonconformities. Our landscaping regulations and our off street parking regulations both require conformance in different ways than this article had stated. So we changed it so they now all match.

Section 1006. Discontinuance. Previously, we had different periods of inactivity for if a nonconforming use occurred indoors, or if a nonconforming use occurred outdoors. We changed the discontinuance to be the same for both of those, regardless of where the use is occurring.

Section 1008 has been removed from this article. Registration is not required by state statute and staff has never adopted procedures for the registration of nonconformities. We just have an in-house inventory of where they exist. But that is all the changes to the nonconforming section. Do you have any questions?

TRUBE: Does that require a motion?

HOGAN: No.

BLOOD: Can I ask a question?

HOGAN: Sure.

BLOOD: So back in 1006.C, in the first paragraph, it went from the Board of Zoning Appeals to the Zoning Administrator. So that's just staff?

HOGAN: The zoning administrator will deal with whether a nonconforming use is abandoned or not. That's not something that needs to be presented to the Board of Zoning Appeals by state statute. Any other questions?

Floodplain management is our next section. That's all the way at the end of your binders. We don't have any changes to this section. It's just formatting it to match what the new regulations will look like. And again, this is just a review, so we don't need a motion.

There was no Correspondence.

Under off agenda:

AZIERE: Off agenda?

HOGAN: Our next meeting is October 23rd.

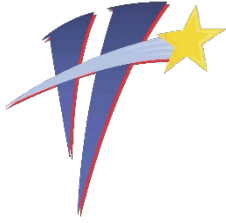
Motion by Trube, Second by Williams.

To adjourn tonight's meeting.

Williams aye, Trube aye, Coleman aye, Aziere aye, Rinke aye, Blood aye.

The meeting adjourned at 6:29 p.m.





CITY OF HAYSVILLE, KANSAS

PLANNING/ZONING DEPARTMENT- 200 W. GRAND AVE., P.O. BOX 404
HAYSVILLE, KANSAS 67060 - (316) 529-5900 (316) 529-5925 - FAX

MEMORANDUM

TO: Haysville Planning Commission

FROM: Russ Kessler, Mayor
Haysville City Council Members

SUBJECT: Zone Change from “SF” Single-Family Residential to “MF4” Multi-Family Four Residential for property generally located south of East 63rd Street and approximately 500 feet west of South Broadway Avenue (6401 South Sunnyside Road)

DATE: October 23, 2025

On October 14, 2025, the City Council reviewed the proposed zone change. The council then voted to return the Planning Commission’s recommendation for further consideration, adopting staff’s advice.

The council returned the commission’s recommendation because the commission did not provide a rationale for denying the zone change. For recommendations on zone changes, the commission must always state its reasoning based on the criteria in the Golden Rules. If the commission disagrees with staff’s recommendation, it must clearly state its rationale for the denial and specifically reference the relevant Golden Rules criteria considered in its decision, in addition to the staff report analysis.

The Golden Rules are attached for your consideration.

When the City Council returns a recommendation, the Planning Commission can take these actions:

- (1) Resubmit the original recommendation by a simple majority vote of the members present and voting.
- (2) Submit a new or amended recommendation by a simple majority vote of the members present and voting.

If the Planning Commission fails to deliver its recommendation to the City Council following this meeting, the City Council shall consider such course of inaction on the part of the Planning Commission as a resubmission of the original recommendation and proceed accordingly.

THE GOLDEN RULES

1. The zoning, uses and character of the neighborhood: Factual description of the application area and surrounding property as to existing zoning, land uses, general condition, age of structure, etc.
2. The suitability of the subject property for the uses to which it has been restricted: How is the property currently zoned and what uses are allowed on the property? Are these uses suitable given surrounding zoning and site criteria? Are the current allowed uses the only ones which might be appropriate for this property?
3. Extent to which removal of the restrictions will detrimentally affect nearby property: Can the uses allowed in the requested district be good neighbors to existing development? This is a subjective question. The focus should be on facts, not fears, and should be based on issues that zoning can address (e.g. allowed uses, minimum lot size, height, setbacks, traffic, etc.)
4. Length of time subject property has remained vacant as zoned: Factual information, but its importance may be somewhat subjective. A property might be vacant because the current zoning is unsuitable, but there may be other reasons not related to zoning. Some examples might be a glut of available property of the same zoning district, financing problems, speculation, lack of available services or other development problems.
5. Relative gain to the public health, safety and welfare as compared to the loss in value or the hardship imposed upon the applicant: The protection of public health, safety and welfare is the basis for zoning. The relationship between the property owner's right to use and obtain value from their property and the City's responsibility to its citizens should be weighed.
6. Conformance of the requested change to the adopted or recognized Comprehensive Plan: Does the request agree with the adopted plan recommendations? If not, is the plan out-of-date or are there mitigating circumstances which speak to the nonconformity?
7. Impact of the proposed development on community facilities: Are water and sewer available for extension? How are roads impacted? Can other community facilities (e.g. police, fire, parks, libraries, schools) handle the increased development? Should be based on factual information referencing standards used to make the determination.
8. Opposition or support of neighborhood residents: This is just one of the factors to be considered and by itself is not sufficient reason to approve or deny a request.
9. Recommendation of staff: Should be based on the preceding eight factors, adopted plans and policies, other technical reports (e.g. Capital Improvement Programs, facility master plans, etc.) which speak to the topic and staff's best professional judgement.



Haysville Planning Commission Staff Report

ZON 2025-004

CASE SUMMARY

Property Location: Generally located south of East 63rd Street and approximately 500 feet west of South Broadway Avenue (6401 South Sunnyside Road)

Applicant: Daniel Schmeidler (property owner) | K.E. Miller Engineering (agent)

Request: Zone Change from “SF” Single-Family Residential to “MF4” Multi-Family Four Residential

Prepared By: Kailyn Hogan, Planning and Zoning Administrator

Meeting Date: October 23, 2025

Public Hearing: Not required at this time. Held by the Planning Commission on August 28, 2025

ANTICIPATED MEETING SCHEDULE

Body	Meeting Date	Action
Planning Commission	August 28, 2025	Held required public hearing. Failed to make a recommendation. Default recommendation shall be denial if no recommendation made after 60 days.
Planning Commission	September 25, 2025	Item readdressed as old business. Made a recommendation for denial.
City Council	October 14, 2025	Returned the recommendation to the Planning Commission because no rationale was given for denial.
Planning Commission	October 23, 2025	Resubmit the original recommendation, amend the original recommendation, or make a new recommendation on the request. Recommendation is forwarded to City Council.
City Council	November 10, 2025	Adopt the recommendation of the Planning Commission as presented, override the recommendation, or return the recommendation to the Planning Commission.

SITE DATA

Legal Description	LOT 1, BLOCK 1, WARD'S 4 TH ADDITION to Sedgwick County, Kansas
Existing Zoning	“SF” Single-Family Residential
Lot Area	14,784 square feet / 0.339 acres
Future Land Use	Residential
Built Form	Undeveloped

BACKGROUND

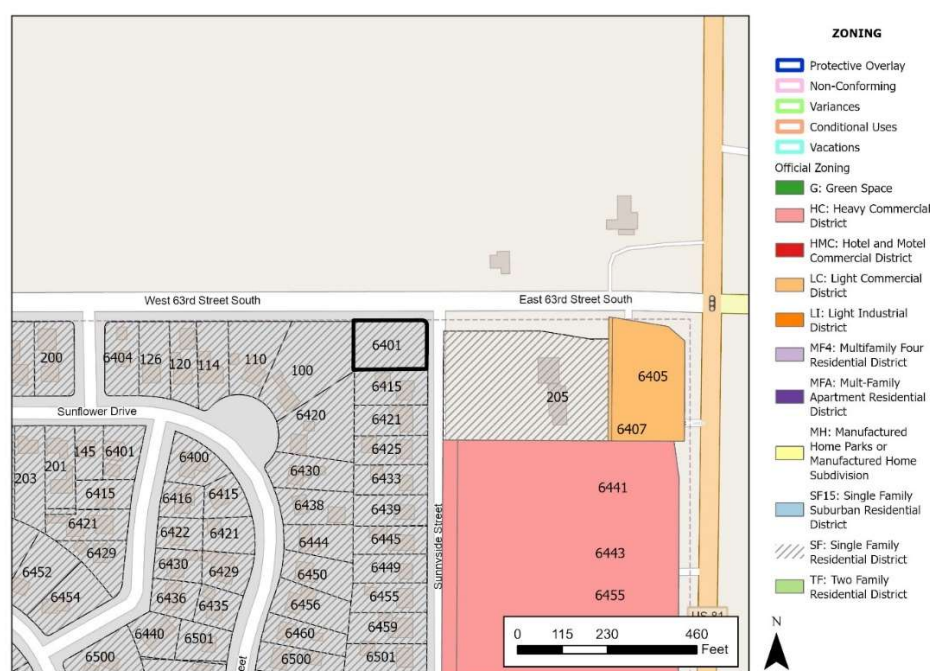
SITE DESCRIPTION AND PRESENT USE. The applicant is requesting a zone change from “SF” Single-Family Residential to “MF4” Multi-Family Four Residential for property generally located at 6401 South Sunnyside Road. The property is 0.339 acres and is located at the intersection of 63rd Street South and South Sunnyside Road. The property has access to South Sunnyside Road, a paved one-way local street. The property is currently undeveloped. It has access to city water and sewer.

The property was platted in 1951 as Lot 1, Block 1, Ward’s 4th Addition to Sedgwick County and later annexed into the City of Haysville. At the time of annexation, the property was designated as park land on the Land Use Map. The current land use designation is residential. The property was sold to the current property owner by the City of Haysville in June 2023.

SURROUNDING PROPERTIES AND NEIGHBORHOOD. The predominant land use of the neighborhood is single-family residential. Properties to the north are zoned RR Rural Residential and are used primarily for agricultural purposes and contain two single-family dwelling units. Property to the east is zoned “SF” Single-Family Residential and contains a large-lot single-family dwelling. Properties to the south and west are zoned “SF” Single-Family Residential and contain single-family dwellings. Properties to the southeast are zoned “HC” Heavy Commercial and contain an auction house, truck and trailer rental, and shed sales. Such heavy commercial activities are buffered from the single-family dwellings by a tree-covered section of the property.

ADJACENT ZONING AND LAND USE.

NORTH:	RR Rural Residential	Agriculture and single-family dwelling
SOUTH:	“SF” Single-Family Residential and “HC” Heavy Commercial	Single-family dwellings, auction house, truck and trailer rental, and shed sales
EAST:	“SF” Single-Family Residential	Single-family dwellings
WEST:	“SF” Single-Family Residential	Single-family dwellings



PROJECT DESCRIPTION. The property owner may address any questions related to the development of the site, but such proposed development is not a criteria in the consideration of this zone change. This review is only on evaluating the suitability of the property for the “MF4” Multi-Family Four Residential district. Future development could include any use permitted under the “MF4” district regulations.

PUBLIC COMMENTS. The public hearing notice was published on August 7, 2025. At the time of publication of this staff report, staff had not received any comment on the zone change request. Comments received after the publication of this staff report will be distributed at the meeting.

ANALYSIS

The current zoning, “SF” Single-Family Residential, allows for low-density, single-family residential development while the requested zoning, “MF4” Multi-Family Four Residential, allows for medium-density, multi-family development. Both districts allow a limited number of public and civic uses aimed to serve the needs of those living in nearby neighborhoods. The table below compares the development standards from the City of Haysville Zoning Regulations for both zoning districts.

Development Standards	“SF” Single-Family	“MF4” Multi-Family Four
Minimum lot area	6,000 square feet	6,000 square feet
Minimum lot width	50 feet	50 feet
Minimum lot depth	90 feet	90 feet
Front setback	25 feet, corner lots must have at least a minimum front yard setback on the primary street frontage and at least 15 feet minimum on the other	25 feet, corner lots must have at least a minimum front yard setback on the primary street frontage and at least 15 feet minimum on the other
Rear setback	20 feet	20 feet
Side setback	6 feet	6 feet
Maximum height	45 feet	35 feet
Minimum Area of Dwelling	600 square feet	600 square feet

The subject property meets the minimum lot area, lot width, and lot depth requirements with a 14,784 square foot lot area, 99.5 foot lot width and 150 foot lot depth, respectively.

FINDINGS. The following criteria shall be evaluated as they relate to the specific case being considered, and such stipulation as deemed appropriate in relation to any request for a zone change may be developed by the commission and incorporated into any recommendation in support of the requested zone change.

1. Zoning uses and character of the neighborhood.

The predominant land use of the neighborhood is single-family residential.

Properties to the north are zoned RR Rural Residential and are used primarily for agricultural purposes and contain two single-family dwelling units. Property to the east is zoned “SF” Single-Family Residential and contains a large-lot single-family dwelling. Properties to the south and west are zoned “SF” Single-Family Residential and contain single-family dwellings. Properties to the southeast are zoned “HC” Heavy Commercial and contain an auction house, truck and trailer rental, and shed sales. Such heavy

commercial activities are buffered from the single-family dwellings by a tree-covered section of the property.

All properties are in fine to good condition.

2. Suitability of the subject property for the uses to which it has been restricted.

The subject property is currently zoned “SF” Single-Family Residential and is suitable for low density, single-family residential development and a limited number of public and civic uses aimed to serve the needs of those living in nearby neighborhoods. Such uses are appropriate given the context of the surrounding zoning being primarily “SF” Single-Family Residential.

3. Extent to which removal of the restrictions will detrimentally affect nearby property.

The following uses are permitted, conditionally or by right, in the “MF4” Multi-Family Four Residential District that are not allowed in the “SF” Single-Family Residential District. Uses permitted conditionally are designated by a (C) behind the use.

- Two-Family
- Three- and Four-Family
- Multi-Family (C)
- Day Care, General (C)
- Hospital
- Nursing Facility (C)

Removing the restrictions of the “SF” Single-Family Residential zoning district may detrimentally affect nearby property if special considerations are not taken to ensure development occurs at “house-scale.”

If special considerations are taken, Two-Family and Three- and Four-Family developments can seamlessly blend into the fabric of an existing neighborhood and avoid detrimentally affecting nearby property. “House-scale” typically means smaller building footprints, lower perceived density, activated building fronts with street orientation and front porches, and hidden parking. Below are some examples of this type of development from Missing Middle Housing, a movement dedicated to building multi-unit development that blends with single-family development.

Duplex	Triplex	Fourplex
		
Gross Building SF 3,264	Gross Building SF 3,264	Gross Building SF 3,338
Number of Units 2	Number of Units 3	Number of Units 4
Price \$4,000 per unit	Price \$4,000 per unit	Price \$4,000 per unit

Additionally, the City has previously established provisions to protect single-family and two-family development from potential adverse effects on aesthetics from multi-family development.

Section 501-E. of the Landscaping Regulations requires all multi-family development above two-family to provide a landscaped buffer of 15 feet between all abutting single-family or two-family development.

A minimum of 1 shade tree, or their equivalent must be placed in the buffer for every 50 feet of common property line. At least 1/3 of all required plantings in the buffer must be evergreen.

This regulation also requires all parking to be screened from the abutting single-family or two-family development. Such screening shall be to a minimum of 3 feet above the parking surface. Walls and fences may be used in combination with plantings, but may not be the sole means of screening.

Staff does not recommend any use outside of residential be allowed on this property. The only access to the property is via South Sunnyside Road, a paved, one-way local street. The width of the street does not meet the City's minimum standards for local streets and has no available on-street parking. Thus, establishments that would generate traffic would detrimentally affect nearby properties and potentially cause issues with public safety. Non-residential uses could be considered if South Sunnyside Road was a two-way road or if other modes of transportation were accommodated for in the neighborhood.

4. *Length of time subject property has remained vacant as zoned.*

The subject property is undeveloped. It was platted in 1951.

5. *Relative gain to the public health, safety and welfare as compared to the loss in value or the hardship imposed upon the applicant.*

Staff foresees negative affects to the public safety as a result of the approval of this zone change. The subject property only has access to South Sunnyside Road, which is a paved one-way local street. The applicant requested access to 63rd Street but was denied by Sedgwick County Public Works. Depending on the location of the driveway, those exiting the property may be encouraged to drive the wrong way on South Sunnyside Road to exit onto 63rd Street. Staff did not witness any current residents driving the wrong way on South Sunnyside Road.

Approval of the zone change request would allow the applicant to use the property to the full extent of their intended use. Denial of the zone change would not limit the property owner's ability to use the subject property for a different approved use in the "SF" Single-Family Residential district, nor limit the property owner's ability to apply for a different zoning designation.

6. *Conformance of the requested change to the adopted or recognized comprehensive plan.*

The requested zone change is in conformance with the City of Haysville's Comprehensive Plan. The requested zone change supports Population Objective 3 "to increase housing diversification within the community," and the Housing Goal to "provide a variety of housing choices to current and future populations."

The City of Haysville's Comprehensive Plan includes the 2023 Land Use Plan Map. The Map identifies the area in which the subject site is located to be appropriate for Residential uses. The requested zoning district is "MF4" Multi-Family Four Residential, making the change in conformance with the City's Land Use Plan Map.

7. *Impact of the proposed development on the community facilities.*

Staff does not anticipate the proposed development to have any significant negative impact on community facilities.

8. *Opposition or support of neighborhood residents.*

At the time of publication of this staff report, staff had not received any comment on the zone change request.

RECOMMENDATION

Based upon information available prior to the public hearings, planning staff recommends that the request for a zone change from “SF” Single-Family Residential District to “MF4” Multi-Family Four Residential District be **APPROVED** with the addition of a protective overlay. This recommendation is based on the above listed findings.

The protective overlay shall read as follows:

- **PERMITTED USES:** The following uses shall be permitted by right:
 - Single-Family
 - Two-Family
 - Three- and Four-Family
 - Group Home
 - Home occupations that typically do not generate additional vehicular traffic. Examples of such uses and occupations include offices for sales persons, sales representatives, manufacturer’s representatives, etc. when no retailing or wholesaling is made or transacted on the premises; offices for architects, engineers, lawyers, doctors, dentists and members of similar professions; offices for service type businesses such as insurance agents, brokers, decorators, painters, business consultants, tax advisors, and photographers; home crafts, such as model making, rug weaving, etc.; and ministers, rabbis, and priests for counseling purposes only.
 - Short-Term Residential Rental
- **SITE DEVELOPMENT STANDARDS:** In keeping with the spirit and intent of the Zoning Regulations and the character of the existing neighborhood, the following site development standards shall be applied to the property:
 - The principal structure shall be oriented to face South Sunnyside Road;
 - The maximum height of all structures shall be 25 feet or two stories, whichever is lesser;
 - A covered porch shall be erected at the front entrance(s) of the principal structure. Such porch shall be built at the building setback line or encroaching upon the building setback line; and
 - The exterior of all structures shall be either brick or vinyl siding.
- **PARKING:** All required off-street parking spaces shall be located in the rear of the property behind the principal structure, other than those located on hard surface drives.
- **ACCESS:** Complete access control shall be dedicated for the north 30 feet of street frontage along South Sunnyside Road.

It should be known that the Planning Commission has the authority to recommend a zone change to a lesser zoning district (“TF” Two-Family Residential) than what has been proposed without republication of a notice. The Planning Commission is granted this authority by K.S.A. 12-757. The City’s zoning district classification chart can be found at www.haysvilleks.gov/planning-zoning.

Staff has prepared an alternative recommendation with that authority in mind. If the Planning Commission chooses to recommend approval of a zone change from “SF” Single-Family Residential to “TF” Two-Family

Residential, staff recommends **APPROVAL** with the addition of a protective overlay. This recommendation is based on the above finds.

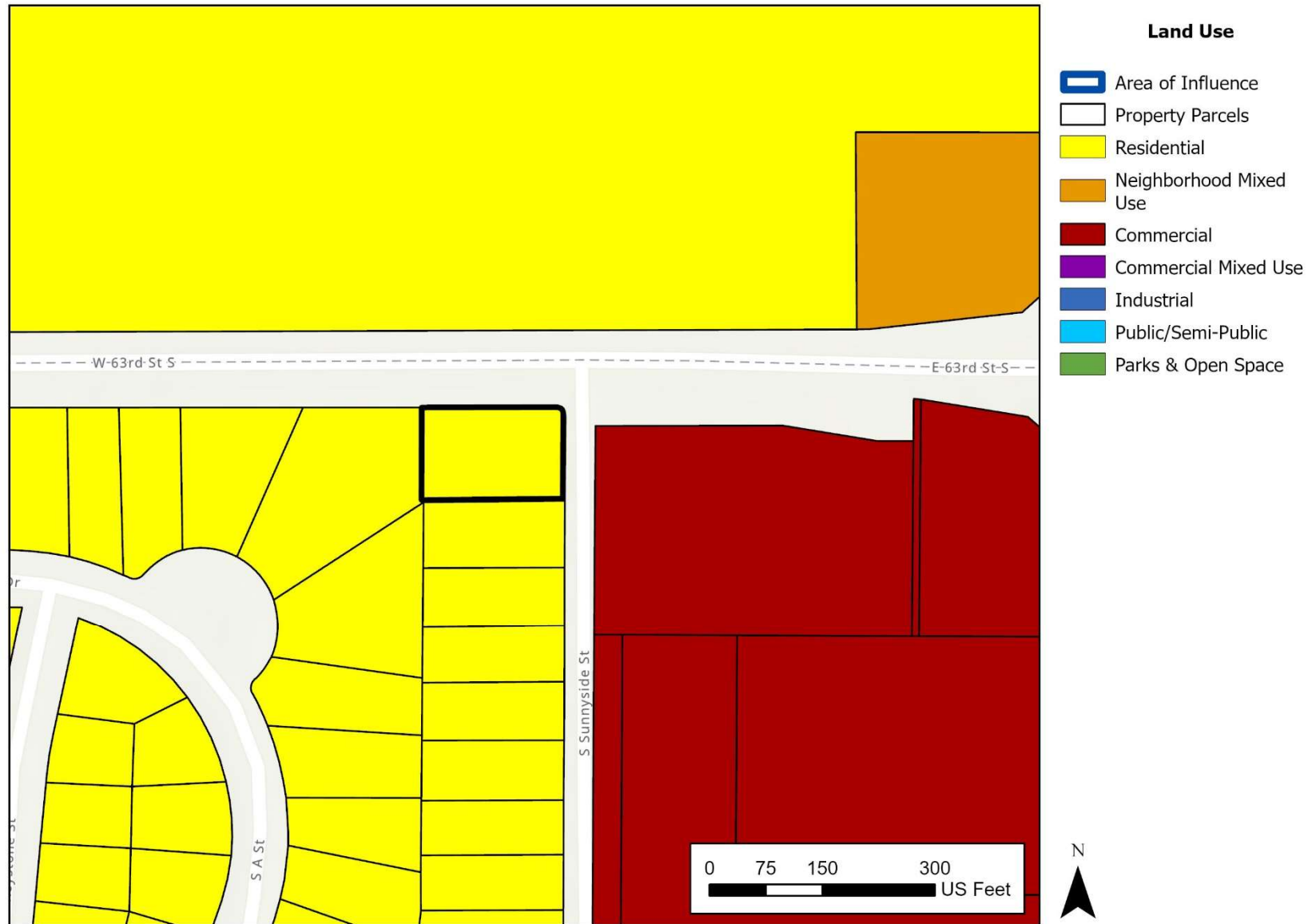
The protective overlay shall read as follows:

- **PERMITTED USES:** The following uses shall be permitted by right:
 - Single-Family
 - Two-Family
 - Group Home
 - Home occupations that typically do not generate additional vehicular traffic. Examples of such uses and occupations include offices for sales persons, sales representatives, manufacturer's representatives, etc. when no retailing or wholesaling is made or transacted on the premises; offices for architects, engineers, lawyers, doctors, dentists and members of similar professions; offices for service type businesses such as insurance agents, brokers, decorators, painters, business consultants, tax advisors, and photographers; home crafts, such as model making, rug weaving, etc.; and ministers, rabbis, and priests for counseling purposes only.
 - Short-Term Residential Rental
- **SITE DEVELOPMENT STANDARDS:** In keeping with the spirit and intent of the Zoning Regulations and the character of the existing neighborhood, the following site development standards shall be applied to the property:
 - The principal structure shall be oriented to face South Sunnyside Road;
 - The maximum height of all structures shall be 25 feet or two stories, whichever is lesser;
 - A covered porch shall be erected at the front entrance(s) of the principal structure. Such porch shall be built at the building setback line or encroaching upon the building setback line; and
 - The exterior of all structures shall be either brick or vinyl siding.
- **PARKING:** All required off-street parking spaces shall be located in the rear of the property behind the principal structure, other than those located on hard surface drives.
- **ACCESS:** Complete access control shall be dedicated for the north 30 feet of street frontage along South Sunnyside Road.

ATTACHMENTS

1. Aerial Map
2. Land Use Map
3. Site Photos
4. Neighboring Property Photos
5. Copy of the Public Hearing Notice





Looking north away from property



Looking south away from property



Looking east away from property



Looking west towards property









NOTICE OF PUBLIC HEARING

TO WHOM IT MAY CONCERN: At 6:00 p.m. on Thursday, August 28, 2025, in the Council Chambers at City Hall, 200 W Grand, Haysville, Kansas, the Haysville Planning Commission will hold a public hearing to consider a request for a zone change from "SF" Single-Family Residential to "MF4" Multi-Family Four Residential. The property under consideration is generally located at 6401 South Sunnyside Road, Haysville, KS 67217, and is legally described as follows:

LOT 1, BLOCK 1, WARD'S 4TH ADDITION to Haysville, Sedgwick County, Kansas.

Comments, both written and oral, will be heard by the Planning Commission at the time of the hearing. Comments can be submitted to: City of Haysville, Attn: Planning Department, 200 W Grand Ave, P.O. Box 404, Haysville, Kansas 67060 or by email to khogan@haysvilleks.gov. Written comments will be accepted up to 4:00 p.m. on the day of the meeting.

For additional information call (316) 529-5900 or visit the City's website at www.haysvilleks.gov.

(to be published August 7, 2025)



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6401 S Sunnyside Rd #00296743

From Debra Holder <debra.m.holder@gmail.com>

Date Thu 8/28/2025 11:59 AM

To Kailyn Hogan <khogan@haysvilleks.gov>

 4 attachments (349 KB)

1000 W WALLINGFORD.pdf; 5836 S JONES.pdf; S PATTIE.pdf; S PATTIE 2.pdf;

[You don't often get email from debra.m.holder@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Good Morning Ms. Hogan,

Even though we do intend upon attending the meeting this evening at 6pm in relation to the zoning change request on the property at 6401 S Sunnyside, I wanted to get this email sent just in case anything happens to prevent us from attending.

I am the next door neighbor to that property at 6415, I have been in this residence since 2007, most on this block are long time property owners and have seen some people come and go throughout the years.

I am very aware of what this zoning change would open the door to and I am firmly opposed to it.

We just recently had nuisance neighbors move out of the rental property to the south and then given this requested zoning change, that opens that property to the north up to potentially getting multiple residence on one parcel of land that will most likely also become rentals.

One nuisance family is bad enough but the potential to have four possible nuisance families or people moving in on the north after duplexes are built will cause problems in our neighborhood.

Also, after looking in to the history of the property owner and him being a contractor who has a history of building structures like this, I would really like to see this request denied to change the zoning. We would maybe handle one single family residence but to deal with that many new people on an already well traveled, sometimes congested south bound street would cause issues really quickly.

I have also attached history of the property owner and recent pictures of the upkeep of the lot after being mowed for only the fourth time this year. In the two years that he has owned it, his mowing crew only comes to mow once every six weeks to two months, grass normally is almost as tall as me and also given that entire lot is known to be a sticker patch, their inadequate, haphazard mowing as caused stickers to also begin encroaching on our lot.

Given what we have observed, trends and the history is ultimately all deciding factors of why we are very much against the proposal of zoning change.

Thank you for your time and allowing the opportunity for input.













Sent from Debra Holder's iPhone

NOTICE OF PUBLIC HEARING

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For additional information call (316) 529-5900 or visit the City's website at www.haysvilleks.gov.

(to be published August 7, 2025)



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Haysville Planning Commission Staff Report

AMEND 2025-001 – Article 3. General Regulations

CASE SUMMARY

Zoning Regulation Article/Section: Article 3. General Regulations

Prepared By: Kailyn Hogan, Planning and Zoning Administrator

Meeting Date: October 23, 2025

ANTICIPATED MEETING SCHEDULE

Body	Meeting Date	Action
Planning Commission	October 23, 2025	Review the proposed amendment to the Zoning Regulations.
Planning Commission	December 11, 2025	Hold public hearing for the proposed amendment to the Zoning Regulations, and make a recommendation for approval, approval with modifications, or denial of the amendment. This recommendation is forwarded to City Council.
City Council	January 12, 2025	Adopt the recommendation of the Planning Commission as presented, override the recommendation, or return the recommendation to the Planning Commission.

SUMMARY OF CHANGES

This article of the Zoning Regulations identifies the base districts, provides for the minimum bulk regulations for all districts, and the minimum regulations for accessory structures and uses in all districts.

Staff is proposing moving Article 3. General Regulations to Article 4 of the Zoning Regulations. This move is necessary because of additional proposed amendments to the Zoning Regulations. The numbering and formatting of the article will be modified to reflect this move and match the rest of the City Code.

The changes to Section 300. Base districts include replacing the list of base districts with a table, including the special base districts (P-O and HD-O) in such table, and codifying the hierarchy for the base districts.

The changes to Section 303. Regulations; All districts include allowing multiple principal structures per lot in all non-single-family districts, allowing architectural appendages and porches to encroach into setbacks in all districts, and relocating the use chart from Article 4.

The changes to Section 304. Accessory uses and structures include establishing a front setback for accessory structures, special setbacks for corner lots, and replacing the list of setback requirements with a table. Regulations for auxiliary structures were also added.

ANALYSIS

Staff reviewed the general regulation sections of surrounding cities, the international standard, and prior versions of the City's when considering changes to this article of the Zoning Regulations.

Code	Reason	Notes
The Haysville Municipal Zoning and Planning Code (1956 Edition)	Oldest record of the zoning regulations.	The provisions on removing minerals from the ground and the location of manufactured homes is included in this version of the code. State statute has since overruled these provisions.
Wichita-Sedgwick County Unified Zoning Code (2024 Edition)	This city is the largest nearby city to the City of Haysville and should be used as a source of inspiration considering its code is joint with Sedgwick County. It is common planning knowledge that city codes should attempt to match county, state and federal code.	The UZC lists the specific base districts in a table and has included a provision on the hierarchy of the districts. An established hierarchy is important as the Planning Commission is able to recommend lower zoning districts during zone change hearings if a hierarchy published. The UZC also splits up their all district regulations into (1) use regulations and (2) dimensional or development regulations.
Zoning Regulations of the City of Goddard, Kansas (2025 Edition)	While smaller than the City of Haysville, this city is rapidly growing and demonstrates progressive zoning regulations.	Includes a provision for the number of allowed uses and structures per lot.
Zoning Regulations of the City of Derby, Kansas (2025 Edition)	This city is the closest city in terms of size and location to the City of Haysville.	None.
International Zoning Code (2021 Edition)	This code establishes minimum requirements for zoning regulations.	None.

Upon reviewing this article of the Zoning Regulations, staff considered the legality of the established provisions on removing minerals from the ground (303.E) and the restriction on manufactured homes (303.F). The following relevant state statutes were examined in the review of this section of the zoning regulations.

State Statute	Law	Effect on Code
K.S.A. 12-763	The governing body shall not adopt or enforce zoning regulations which have the effect of excluding manufactured homes from the entire zoning jurisdiction of the governing body. In addition, the governing body shall not adopt or enforce zoning regulations which have the effect of excluding residential-design manufactured	As of January 1, 1992, section 303.F is invalid. This section is not enforced throughout the rest of the zoning regulations either, as the use chart shows manufactured homes as a permitted use in the SF-15, SF

	homes from single-family residential district solely because they are manufactured homes. Nothing in this section shall be construed as precluding the establishment of architectural or aesthetic standards applicable to manufactured homes so as to ensure its compatibility with site-built housing in the same zoning district. Nothing in this section shall be construed to preempt or supersede valid restrictive covenants running with the land. The provisions of this section shall become effective on and after January 1, 1992.	and SFZ districts, as well as the MH district. This section can be removed. The allowance for manufactured homes in the single-family districts should be changed to residential-design manufactured homes.
K.S.A. 12-757a	No city or county may establish procedures regarding the adoption of special use or conditional use permits for mining operations subject to K.S.A. 49-601 et seq., and amendments thereto, which require the approval of more than a majority of all members of the governing body.	Mining operations under K.S.A. 46-601 et seq. include any underground or surface mine developed for the purpose of extracting rocks, minerals, and industrial materials, other than coal, oil and gas. Operations under 2 acres are not included, nor is the removal of sand and gravel from streams.
K.S.A. 74-623	<i>(left intentionally blank)</i>	This statute gives the state corporation commission the sole authority to regulate oil and gas activities. Cities do not have the authority regulate.

Further changes are proposed to the general regulations that are not listed in this staff report. You may view those changes and the reasons for such in the red-lined version of this code. The red-lined and clean version of this code are attached to this staff report.

RECOMMENDATION

No motion or recommendation is needed at this time. This is just a review of a proposed amendment to the general regulations.

ARTICLE 4

GENERAL REGULATIONS

SECTION 401. BASE DISTRICTS.

401.A. GENERAL. The zoning districts presented in this article are referred to as “Base Districts” because they establish the basic zoning regulations that apply to all properties classified in, or shown on, the Official Zoning Map as in that zoning district. All land in the City has a base district classification. Base district regulations control the types of uses allowed and the way in which uses, and buildings may be developed on a site. The base district regulations are the default regulations; they always control unless expressly overridden by or pursuant to any applicable Overlay Zoning District regulations.

401.B. BASE DISTRICTS ESTABLISHED. The base districts will be divided as prescribed in Table 401.B.

Table 401.B. Base districts.

DISTRICT CODE	DISTRICT NAME
Residential Base Districts	
SF-15	Single-Family Suburban Residential
SF	Single-Family Residential
SFZ	Single-Family Zero Lot Line Residential
TH	Tiny Home Residential
TF	Two-Family Residential
MF4	Multi-Family Four Residential
MH	Manufactured Home Residential
Commercial and Mixed Use Base Districts	
MFA	Multi-Family Apartment Residential
HMC	Hotel and Motel Commercial
LC	Light Commercial
HC	Heavy Commercial
Industrial Base Districts	
LI	Light Industrial
HI	Heavy Industrial
Special Base Districts	
P-O	Protective Overlay
HD-O	Original Town Historic Overlay

401.C. BASE DISTRICT HIERARCHY. References in these regulations to less restrictive or more restrictive zoning districts refer to the residential, commercial, and industrial base districts established in Table 401.B and represent a progression from the SF-15 district as the most restrictive base district to the HI district as the least restrictive base district. Special base districts are not included in the hierarchy.

SECTION 402. DISTRICT MAP ADOPTED.

402.A. OFFICIAL ZONING MAP. Boundaries of the zoning districts set out in Section 401 are hereby established as shown on the map designated as the "Official Zoning Map." The map and all the notations, references and information shown thereon are hereby made as much a part of these regulations as if the same were set forth in full herein. It shall be the duty of the City Clerk to keep in file in his or her office an authentic copy of the map, and all changes, amendments or additions thereto. Duplicate copies thereof shall be kept on file in the office of the Zoning Administrator.

402.B. DISTRICT BOUNDARIES. When definite distances in feet are not shown on the "Official Zoning Map," the district boundaries are intended to be along existing street, alley, or platted lot lines or extension of the same, and if the exact location of such line is not clear, it shall be determined by the Zoning Administrator, due consideration being given to location as indicated by the scale of the map.

402.C. STREETS. When the streets or alleys on the ground differ from the streets or alleys as shown on the "Official Zoning Map," the Zoning Administrator may apply the district designations on the map to the streets and alleys on the ground in such manner as to conform to the intent and purpose of these regulations. Whenever any street, alley or other public way is vacated by official action of the governing body, the zoning districts adjoining each side of such street, alley or public way shall automatically extend to the center of such vacation and all the area included in this vacation shall then and thenceforth be subject to all regulations of the extended district.

SECTION 403. ANNEXED TERRITORY.

403.A. CLASSIFICATION. All land hereafter annexed shall be classified as SF-15, SF or SFZ, as designated by the annexation ordinance. The property owner, Planning Commission or governing body may file an application initiating a request for a change in zoning classification to any other district and/or for a conditional use permit. Such changes may be considered during the process of annexation. The commission may also hold the required public hearing on a rezoning change or conditional use permit application prior to annexation, however, the effectuating ordinance or resolution for the zone change or conditional use permit cannot be published until the land is first annexed into the city.

403.B. ORDINANCE PUBLICATION. The annexation ordinance must be published before a zone change ordinance or conditional use permit resolution may be published for the same property, even when published on the same day.

SECTION 404. USE STANDARDS; ALL DISTRICTS.

404.A. GENERAL. The following use standards shall apply to all zoning districts.

404.B. NUMBER OF USES ON A LOT. Any combination of permitted or conditional uses and accessory uses may be allowed on a single lot or within a single building in accordance with all applicable requirements of these regulations and building code.

404.C. NONCONFORMING USES. No building or structure or land may be used or changed to be used in any way to not comply with all of the district regulations established by these regulations for the district in which the use is located, except as noted in Article 10.

404.D. PERMITTED AND CONDITIONAL USES. The principal uses that are allowed in each base district as either a permitted or conditional use are listed in Table 404.L.

1. A permitted use is compatible with the other uses allowed in the district, and therefor does not require an additional permit.
2. A conditional use requires approval from the governing body to assess whether the proposed use will be compatible with the character of the area and the other uses allowed in the district. The governing body may place conditions on the proposed use as it deems necessary to ensure compatibility.

Table 404.L. Use chart.

****insert table****

404.E. SPECIAL USE STANDARDS.

1. Residential uses.
 - a. Accessory apartment.
2. Public and civic uses.
 - a. Recycling processing center.
3. Commercial uses.
 - a. Construction sales and service.
 - b. Recreational vehicle campground.
 - c. Service station.
 - d. Short-term residential rental.
 - e. Vehicle and equipment sales, outdoor.
 - f. Vehicle repair, general.
4. Industrial, manufacturing and extractive uses.
 - a. Manufacturing, limited.

- b. Manufacturing, general.
 - c. Storage, outdoor.
 - d. Vehicle storage yard.
 - e. Welding or machine shop.
- 5. Agricultural uses.

SECTION 405. DIMENSIONAL STANDARDS; ALL DISTRICTS.

405.A. GENERAL. The following dimensional standards shall apply to all zoning districts.

404.B. NUMBER OF PRINCIPAL BUILDINGS ON A LOT. There shall be only one (1) principal structure permitted on each lot in the SF-15, SF, SFZ, and TH districts. Multiple principal buildings on one lot may be permitted in all other districts as follows:

1. Each building must meet the district setbacks and the distance between buildings must be not less than twice the side setback required in the district unless approved under the provisions of a planned unit development.
2. Approval of multiple buildings on a lot will not constitute a right to subdivide or separately convey those structures except in accordance with the regulations in effect at the time of the proposed subdivision.

405.C. TYPE OF CONSTRUCTION. Except as specifically noted in these regulations, the type of construction permitted will be governed by the building codes duly adopted and in use in the city.

405.D. YARDS AND COURTS. The yard regulations and the lot area provisions required by these regulations shall be considered minimum regulations for each and every building or structure existing at the time of the effective date of these regulations and for any building or structure hereafter erected or structurally altered.

1. No yard, court or other open space provided about any building for the purpose of complying with the provisions of these regulations shall be diminished in any way or used, in whole or in part, as a yard, court or other open space for another building.
2. Through lots and corner lots shall only have front yards and side yards.

405.E. NONCONFORMING STRUCTURES. No building or structure shall be erected, converted, enlarged, reconstructed or structurally altered in any way to not comply with all of the district regulations established by these regulations for the district in which the building or structure is located, except as noted in Article 10.

405.F. LANDSCAPING. The street yards of all lots shall be landscaped and maintained in good condition, in accordance with Appendix E, Article 501, except for:

1. Lots zoned SF-15, SF, SFZ or TF; or
2. Lots zoned LI or HI where all adjacent lots are zoned the same or less restrictive.

405.G. OFF-STREET PARKING. Every building or structure hereafter erected, enlarged or converted to a use which requires off-street parking shall provide garage space or parking space in compliance with all of the district regulations established by these regulations for the district in which the building or structure is located, in accordance with Appendix E, Section 500.

405.H. LOADING AND UNLOADING SPACES. Every building or structure hereafter erected, enlarged or converted for commercial or industrial purposes, shall provide reasonable facilities for the loading or unloading of goods in compliance with all the district regulations established by these regulations for the district in which the building, structure or land is located, in accordance with Appendix E, Section 500.

405.I. TEMPORARY BUILDINGS. Offices, sheds, warehouses and open-air storages used by building contractors in connection with the building of a principal building or the development of an area, may be erected and used in any district; provided, that they shall be removed from the premises within 10 days after substantial completion of the project or unusual suspension of work, or upon permit expiration, whichever is the earlier date.

405.J. SETBACKS.

1. Where there are through lots, front setbacks shall apply to both streets.
2. Where there are corner lots, front setbacks shall apply to the primary frontage. An additional front setback may apply to the secondary frontage.
3. On principal residential structures an open, unenclosed porch; chimneys; awnings; basement escape windows wells and similar architectural appendages may extend into a required setback but shall not encroach upon any platted or recorded easement.
4. No portion of any building shall be located in any platted or recorded easement or alley.
5. When recorded plats show setbacks different than the minimum setback requirements prescribed by these regulations, the platted setbacks shall be used.
6. All schools, libraries, churches, community houses and other public and semi-public buildings shall have a minimum 25-foot side yard setback on the side of the lot adjoining another building site.

405.K. HEIGHT. No part of any structure, including a wind energy conversion system, may project through the plane defining maximum height, except for the following structures:

1. Chimneys, flues, stacks, fire escapes, elevator enclosures, ventilators, skylights, water tanks and similar roof structures needed to operate and maintain the building on which they are located.
2. Flagpoles, steeples, bell towers, carillons, monuments, and cupolas.
3. Wireless communication facilities, in accordance with Appendix E, Section 505.

SECTION 406. ACCESSORY USES AND STRUCTURES; ALL DISTRICTS.

406.A. ACCESSORY USES AND STRUCTURES. Accessory uses and structures are permitted in connection with any lawfully established principal use, except as otherwise expressly provided in these regulations.

406.B. DIMENSIONAL STANDARDS; ACCESSORY STRUCTURES. The following standards shall apply to all accessory structures:

1. **Front setback.** Accessory structures shall not be located nearer to the front property line than the principal structure.
2. **Side and rear setback.** Accessory structures must meet district accessory setback requirements, as prescribed in Table 406.B.
3. **Corner lot setback.** Accessory structures shall not be located nearer to the primary frontage than the principal structure and must meet the district setback requirements for the secondary frontage.
4. **Location.** Accessory structures may only be located in the side or rear yards, as prescribed in Table 406.B.
5. **Building separation.** Unless attached to the principal structure, accessory structures shall be located at least three feet from the primary structure.
6. **Additional construction.** If an existing detached accessory structure exists, conforms to current code, and meets setback requirements, a permit may be approved for the construction of an additional accessory structure.
7. **Easements.** Accessory structures shall not encroach on any easement and may not block drainage.

Table 406.B. Accessory Structure Dimensional Standards (in feet, unless otherwise noted)

District	Setback requirements		Location	
	Minimum side yard	Minimum rear yard	Side yard	Rear yard
SF-15			✓	✓
SF			✓	✓
SFZ				✓
TH				
TF				✓
MF4				✓
MH	3	3	✓	✓
MFA				✓
HMC				✓
LC			✓	✓
HC	3 ¹	3 ¹	✓	✓
LI			✓	✓
HI			✓	✓

1. Setbacks shall be 6 feet for combustible structures.

406.C. AUXILIARY STRUCTURES. Auxiliary structures are permitted in connection with any lawfully established principal use, except as otherwise expressly provided in these regulations.

406.D. DIMENSIONAL STANDARDS; AUXILIARY STRUCTURES. There shall be no dimensional standards for auxiliary structures unless a building permit is required for construction or installation. If a building permit is required, the dimensional standards for accessory structures shall apply.

DRAFT

**ARTICLE ~~ARTICLE 43.~~
GENERAL REGULATIONS**

SECTION ~~4301.~~ — BASE DISTRICTS

401.A. GENERAL. The zoning districts presented in this article are referred to as “Base Districts” because they establish the basic zoning regulations that apply to all properties classified in, or shown on, the Official Zoning Map as in that zoning district. All land in the City has a base district classification. Base district regulations control the types of uses allowed and the way in which uses, and buildings may be developed on a site. The base district regulations are the default regulations; they always control unless expressly overridden by or pursuant to any applicable Overlay Zoning District regulations.

401.B. BASE DISTRICTS ESTABLISHED. The base districts will be divided as follows:

Table 401.B. Base districts.

DISTRICT CODE	DISTRICT NAME
Residential Base Districts	
SF-15	Single-Family Suburban Residential
SF	Single-Family Residential
SFZ	Single-Family Zero Lot Line Residential
TH	Tiny Home Residential
TF	Two-Family Residential
MF4	Multi-Family Four Residential
MH	Manufactured Home Residential
Commercial and Mixed Use Base Districts	
MFA	Multi-Family Apartment Residential
HMC	Hotel and Motel Commercial
LC	Light Commercial
HC	Heavy Commercial
Industrial Base Districts	
LI	Light Industrial
HI	Heavy Industrial
Special Base Districts	
P-O	Protective Overlay
HD-O	Original Town Historic Overlay

1. — A. — Residential — SF15, SF, SFZ, TH, TF, MF4, MFA, MH;

2. ~~B. Commercial – HMC, OC, LC, HC;~~

3. ~~C. Industrial – LI, HI;~~

401.C. BASE DISTRICT HIERARCHY. References in these regulations to less restrictive or more restrictive zoning districts refer to the residential, commercial, and industrial base districts established in Table 401.B and represent a progression from the SF-15 district as the most restrictive base district to the HI district as the least restrictive base district. Special base districts are not included in the hierarchy.

Commented [KH1]: An established hierarchy is important as the Planning Commission is able to recommend lower zoning districts during zone change hearings if a hierarchy published.

Commented [KH2R1]: This is also accompanied by the Zoning Classification Chart available on the Planning and Zoning page of the city website.

SECTION 301 — DISTRICT MAP ADOPTED**402. DISTRICT MAP ADOPTED.**

402.A. OFFICIAL ZONING MAP. Boundaries of the zoning districts set out in ~~Section 43010~~ are hereby established as shown on the map designated as the ~~“Official Zoning Map.”~~ The map and all the notations, references and information shown thereon are hereby made as much a part of ~~these regulations is chapter~~ as if the same were set forth in full herein. It shall be the duty of the ~~Ceity~~ Clerk to keep in file in his or her office an authentic copy of the map, ~~and~~ all ~~chanr~~ges, amendments or additions thereto, ~~and~~ ~~D~~uplicate copies thereof shall be kept on file in the ~~zoning~~ office ~~of the Zoning Administrator.~~

402.B. DISTRICT BOUNDARIES. When definite distances in feet are not shown on the ~~“Official Zoning district Map,”~~ the district boundaries are intended to be along existing street, alley, or platted lot lines or extension of the same, and if the exact location of such line is not clear, it shall be determined by the ~~Z~~oning ~~A~~administrator, due consideration being given to location as indicated by the scale of the ~~zoning district~~ map.

402.C. STREETS. ——— When the streets or alleys on the ground differ from the streets or alleys as shown on the ~~“Official Zoning district Map,”~~ the ~~Z~~oning ~~A~~administrator may apply the district designations on the map to the streets and alleys on the ground in such manner as to conform to the intent and purpose of the ~~zoning regulations~~ se regulations. Whenever any street, alley or other public way is vacated by official action of the governing body, the zoning districts adjoining each side of such street, alley or public way shall automatically extend to the center of such vacation and all the area included in this vacation shall then and thenceforth be subject to all regulations of the extended district.

SECTION 403. ANNEXED TERRITORY.

~~D. — While both ordinances may be published on the same day, the annexation ordinance must be published first if they are published on separate days.~~

403.AE. CLASSIFICATION. — All land hereafter annexed shall be classified as SF-15, SF or SFZ, as designated by the annexation ordinance. The property owner, Planning Commission or governing body may file an application initiating a request for a change in zoning classification to any other district and/or for a conditional use permit. Such changes may be considered during the process of annexation. ~~T-While the Planning Commission~~commission may also hold the required public hearing on a rezoning change or conditional use permit application prior to annexation, however, the effectuating ordinance or resolution for the zone change or conditional use permit cannot be published until the land is first annexed into the city. ~~While a zone change or conditional use ordinance and annexation ordinance may be published on the same day, the annexation ordinance must be published first if they are published on separate days. Whenever any street, alley or other public way is vacated by official action of the governing body, the zoning districts adjoining each side of such street, alley or public way shall automatically extend to the center of such vacation and all the area included in this vacation shall then and thenceforth be subject to all regulations of the extended district.~~

403.B. ORDINANCE PUBLICATION. The annexation ordinance must be published before a zone change ordinance or conditional use permit resolution may be published for the same property, even when published on the same day.

302 — BOUNDARIES OF DISTRICTS

The boundaries of the districts are, unless otherwise indicated, the centerline of streets and alleys.

SECTION 303 — REGULATIONS; ALL DISTRICTS **404. USE STANDARDS; ALL DISTRICTS.**

The rules and regulations governing all zoning districts in the city shall be as follows:

404.A. GENERAL. The following use standards shall apply to all zoning districts.

404.B. NUMBER OF USES ON A LOT. Any combination of permitted or conditional uses and accessory uses may be allowed on a single lot or within a single building in accordance with all applicable requirements of these regulations and building code.

404.C. NONCONFORMING USES. No building or structure or land may be used or changed to be used in any way to not comply with all of the district regulations established by these regulations for the district in which the use is located, except as noted in Article 10.

404.D. PERMITTED AND CONDITIONAL USES. The principal uses that are allowed in each base district as either a permitted or conditional use are listed in Table 404.L.

1. A permitted use is compatible with the other uses allowed in the district, and therefor does not require an additional permit.
2. A conditional use requires approval from the governing body to assess whether the proposed use will be compatible with the character of the area and the other uses allowed in the district. The governing body may place conditions on the proposed use as it deems necessary to ensure compatibility.

Table 404.L. Use chart.

****insert table****

404.E. SPECIAL USE STANDARDS.

1. Residential uses.
 - a. Accessory apartment.
2. Public and civic uses.
 - a. Recycling processing center.
3. Commercial uses.
 - a. Construction sales and service.
 - b. Recreational vehicle campground.
 - c. Service station.
 - d. Short-term residential rental.
 - e. Vehicle and equipment sales, outdoor.
 - f. Vehicle repair, general.

4. Industrial, manufacturing and extractive uses.

- a. Manufacturing, limited.
- b. Manufacturing, general.
- c. Storage, outdoor.
- d. Vehicle storage yard.
- e. Welding or machine shop.

5. Agricultural uses.

Commented [KH3]: Still under consideration.

SECTION 405. DIMENSIONAL STANDARDS; ALL DISTRICTS.

405.A. GENERAL. The following dimensional standards shall apply to all zoning districts.

404.B. NUMBER OF PRINCIPAL BUILDINGS ON A LOT. There shall be only one (1) principal structure permitted on each lot in the SF-15, SF, SFZ, and TH districts. Multiple principal buildings on one lot may be permitted in all other districts as follows:

1. Each building must meet the district setbacks and the distance between buildings must be not less than twice the side setback required in the district unless approved under the provisions of a planned unit development.
2. Approval of multiple buildings on a lot will not constitute a right to subdivide or separately convey those structures except in accordance with the regulations in effect at the time of the proposed subdivision.

405.C. TYPE OF CONSTRUCTION. A. —Except as specifically noted in ~~these regulations~~is article, the type of construction permitted will be governed by the building codes duly adopted and in use in the city.

405.D. YARDS AND COURTS. The yard regulations and the lot area provisions required by these regulations shall be considered minimum regulations for each and every building or structure existing at the time of the effective date of these regulations and for any building or structure hereafter erected or structurally altered.

- ~~1. No yard, court or other open space provided about any building for the purpose of complying with the provisions of these regulations is chapter shall be diminished in any way or again used, in whole or in part, as a yard, court or other open space for another building.~~

1. _____

2. Through lots and corner lots shall only have front yards and side yards.

~~C. —Except as hereinafter provided:~~

405.E. NONCONFORMING STRUCTURES. 1. —No building or structure shall be erected, converted, enlarged, reconstructed or structurally altered ~~for use, nor shall any building or structure or land to be used or changed in use in any way~~ to not comply with all of the district regulations established by ~~this these chapter regulations~~ for the district in which the building ~~or~~ structure ~~or land~~ is located, except as noted in Article 106.

~~No land required for yards or for lot area provisions now in use for an existing building or structure hereafter erected or structurally altered shall be considered as a minimum for a yard or lot area for any other building or structure.~~

Commented [KH4]: Moved here from 405.J. Setbacks section.

405.F. LANDSCAPING. The ~~street yards~~required front and side yard areas of all lots shall be landscaped and maintained in good condition, in accordance with Appendix E, Article 501, except for:

1. ~~Lots zoned SF-15, SF, SFZ or TF; or~~
2. ~~Lots zoned LI or HI where all adjacent lots are zoned the same or less restrictive, unless such lot is zoned "LI" Light Industrial or "HI" Heavy Industrial, and all adjacent lots are zoned the same.~~

Commented [KH5]: Added to match provisions regulations as listed in the Landscaping Regulations.

405.G. OFF-STREET PARKING. 3. —Every building or structure hereafter erected, enlarged or converted to a use which requires off-street parking shall provide garage space or parking space in compliance with all of the district regulations established by the ~~ese regulations is chapter~~ for the district in which the building or structure is located, in accordance with Appendix E, Section 500.

405.H. LOADING AND UNLOADING SPACES. 4. —Every building or structure hereafter erected, enlarged or converted for commercial or industrial purposes, shall provide reasonable facilities for the loading or unloading of goods in compliance with all the district regulations established by the ~~ese regulations is chapter~~ for the district in which the building, structure or land is located, in accordance with Appendix E, Section 500.

405.I. TEMPORARY BUILDINGS. D. —Offices, sheds, warehouses and open-air storages used by building contractors in connection with the building of a principal building or the development of an area, may be erected and used in any district; provided, that they shall be removed from the premises within 10 days after substantial completion of the project or unusual suspension of work, or upon permit expiration, whichever is the earlier date. ~~(See Section 704 for permit procedure.)~~

~~E. —It shall be unlawful to remove minerals from the ground except in "HI" Heavy Industrial Districts (excluding water).~~

Commented [KH6]: K.S.A. 757a and K.S.A. 74-623 restrict the city's ability to regulate mining activities.

~~F. —It shall be unlawful to use a manufactured home as a dwelling structure or habitation except in "MH" Manufactured Home Parks or Subdivisions and in compliance with all the regulations and requirements contained in the current ordinance regulating manufactured homes in Section 408.~~

Commented [KH7]: K.S.A. 12-763 restricts the city's ability to regulate manufactured homes.

~~H. —Whenever a provision appears requiring the head of a department or some other officer or employee to do some act or perform some duty, it is to be construed to authorize the head of the department or other officer to designate, delegate and authorize subordinates to perform the required act or duty unless the terms of the provision or section specify otherwise.~~

Commented [KH8]: Moved to Article 1. Section 102. Rules of Interpretation

405.J. I-SETBACKS.

1. ~~1.~~ —Where there are through lots, ~~front yard requirements~~front setbacks shall apply to both streets.
2. Where there are corner lots, front setbacks shall apply to the primary frontage. An additional front setback may apply to the secondary frontage.

3. ~~On principal residential structures an open, unenclosed porch; chimneys; awnings; basement escape windows wells and similar architectural appendages may extend into a required setback but shall not encroach upon any platted or recorded easement.~~

~~4.~~

~~2.4. 2.~~ No portion of any buildings shall ~~not~~ be located in any platted or recorded easement or alley.

~~3. 3.~~ When recorded plats show setbacks ~~greater-different~~ than the minimum setback requirements ~~prescribed by these regulations,~~ ~~the greater-platted~~ setbacks shall be used.

~~5.~~

~~4. 4.~~ A ~~side yard setback of 25 feet shall be provided for~~ all schools, libraries, churches, community houses and other public and semi-public buildings shall have a minimum 25-foot side yard setback on the side of the lot adjoining another building site.

~~5.6.~~

~~J.405.K. HEIGHT. N~~ No part of any structure, including a wind energy conversion system, may project through the plane defining maximum height, except for the following structures:

1. ~~1.~~ Chimneys, flues, stacks, fire escapes, elevator enclosures, ventilators, skylights, water tanks and similar roof structures needed to operate and maintain the building on which they are located.
2. ~~2.~~ Flagpoles, steeples, bell towers, carillons, monuments, and cupolas.
3. ~~3.~~ Wireless communication facilities, ~~must be~~ in accordance with Appendix ~~section E,~~ Section 505.

~~Wireless Communications.~~

SECTION 304 — ACCESSORY USES AND STRUCTURES, ALL DISTRICTS **406. ACCESSORY USES AND STRUCTURES; ALL DISTRICTS.**

406.A. — ACCESSORY USES AND STRUCTURES. ~~Accessory uses and structures are p~~Are permitted in connection with any lawfully established ~~p~~Principal ~~u~~Use, except as otherwise expressly provided in these ~~Zoning Regulations~~regulations.

406.B. DIMENSIONAL STANDARDS; ACCESSORY STRUCTURES. The following standards shall apply to all accessory structures:

- ~~1.~~ **1. Front setback.** Accessory structures shall not be located nearer to the front property line than the principal structure.
- ~~2.~~ **2. Side and rear setback.** Accessory structures ~~m~~—Must meet district accessory setback requirements, ~~as prescribed in Table 406.B.~~
- ~~1.3.~~ **3. Corner lot setback.** Accessory structures shall not be located nearer to the primary frontage than the principal structure and must meet the district setback requirements for the secondary frontage.
- ~~2.4.~~ **2. Location.** Accessory structures ~~may~~Can only be located in the side or rear yards, ~~as prescribed in Table 406.B.~~
- ~~3.5.~~ **3. Building separation.** Unless attached to the principal structure, accessory structures ~~s~~Shall ~~not~~ be located ~~closer at least than~~ three feet from the primary structure.
- ~~4.~~ **4. Additional construction.** If an existing detached accessory structure ~~exists~~, conforms to current code, and meets setback requirements, a permit may be approved for ~~the additional construction of an additional accessory structure.~~
- ~~6.~~
- ~~5.7.~~ **5. Easements.** Accessory structures ~~s~~Shall not encroach on any easement and may not block drainage.

Table 406.B. Accessory Structure Dimensional Standards (in feet, unless otherwise noted)

<u>District</u>	<u>Setback requirements</u>		<u>Location</u>	
	<u>Minimum side yard</u>	<u>Minimum rear yard</u>	<u>Side yard</u>	<u>Rear yard</u>
<u>SF-15</u>			✓	✓
<u>SF</u>			✓	✓
<u>SFZ</u>				✓
<u>TH</u>				
<u>TF</u>				✓
<u>MF4</u>				✓
<u>MH</u>	<u>3</u>	<u>3</u>	✓	✓
<u>MFA</u>				✓
<u>HMC</u>				✓
<u>LC</u>			✓	✓
<u>HC</u>	<u>3¹</u>	<u>3¹</u>	✓	✓
<u>LI</u>			✓	✓

HI			✓	✓
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1. Setbacks shall be 6 feet for combustible structures.
- B. ~~Allowed Accessory Structure Location by District.~~**
- 1. ~~SF15 – Side and/or rear yard.~~
 - 2. ~~SF – Side and/or rear yard.~~
 - 3. ~~SFZ – Rear yard.~~
 - 4. ~~TH – Rear yard, only two accessory structures are allowed, 5 feet setback from side/rear lot line.~~
 - 5. ~~TF, MF4, MFA – Rear yard.~~
 - 1. 6. ~~MH – Side and/or rear yard, 3 feet setback from the side or rear lot line.~~
 - 7. ~~HMC, OC – Rear yard.~~
 - 8. ~~LC & HC – Side and/or rear yard.~~
 - 9. ~~LI & HI – Side and/or rear yard.~~

406.C. AUXILIARY STRUCTURES. Auxiliary structures are permitted in connection with any lawfully established principal use, except as otherwise expressly provided in these regulations.

406.D. DIMENSIONAL STANDARDS; AUXILIARY STRUCTURES. There shall be no dimensional standards for auxiliary structures unless a building permit is required for construction or installation. If a building permit is required, the dimensional standards for accessory structures shall apply.

Commented [KH9]: Auxiliary structures are defined as structures no more than 99 sq ft. Building permits are only required for structures that are 100 sq ft or more. Since no permit is required, no site plans are submitted, and it is nearly impossible to regulate their location. If the sq ft regulation for building permits were ever to change, I have added in that the accessory structure standards shall apply to regulate the construction.

ARTICLE 7

INDUSTRIAL ZONING DISTRICTS

SECTION 701. LI LIGHT INDUSTRIAL DISTRICT REGULATIONS

701.A. PURPOSE. This district is intended for light industrial businesses which are consistent with the capacity and availability of public and private utility services, and which do not require large amounts of land, generate large amounts of traffic, or create environmental problems in the way of odor, smoke, dust, glare, vibration or sound.

701.B. USE STANDARDS. The permitted and conditional uses allowed in this district are listed in Table 404.L, in accordance with Section 404.

701.C. DIMENSIONAL STANDARDS. The following standards shall apply to all principal structures in this district as listed in Table 701.C, in accordance with Section 405. See Section 406 for the dimensional standards for accessory structures.

Table 701.C. LI Dimensional Standards.

Minimum lot area (sq. ft.)	Minimum lot dimensions		Minimum setback requirements			Maximum building height	Minimum area of dwelling (sq. ft.)
	Width	Depth	Front yard	Side yard	Rear yard		
10,000	60	90	35 ¹	10 ²	20	N/A	N/A

1. Corner lots shall have a minimum 35-foot front yard setback on the secondary frontage.
2. If zero lot line development is allowed, or any portion of the building is more than 150 feet from a street, dedicated fire lanes shall be provided in the rear on at least two sides of the building.

701.D. PARKING REGULATIONS. See Appendix E, Section 500.

701.E. LANDSCAPING REGULATIONS. See Appendix E, Section 501.

701.F. SPECIAL LI DISTRICT REGULATIONS. The following special regulations shall apply to all property in the LI District, except as otherwise allowed or approved in accordance with these regulations.

1. No outdoor operations, display, or storage is permitted within the front yard setback, except as provided for below:
 - a. Required and accessory customer and employee vehicle parking and parking for vehicles used in conjunction with the business occupying the zoning lot is permitted in the front yard setback.
 - b. If the principal use of the lot is the sales or rental of vehicles or equipment, the display of such vehicles or equipment may be located on paved areas within the front yard setback.

2. All items stored outdoors, including vehicles, must be kept on an all-weather or hard surface.
3. All items stored outdoors, excluding vehicles, shall not be visible from ground level view in any adjacent lot that is a lesser zoning district.
4. Operations or products must not be objectionable due to odor, dust, smoke, noise, vibration, or other similar causes.
5. Any illumination shall be so arranged as to reflect the light away from adjoining premises.

SECTION 702. HI HEAVY INDUSTRIAL DISTRICT REGULATIONS

702.A. PURPOSE. This district is intended for uses that have the potential of generating limited environmental impact, including but not specifically limited to the creation of odor, smoke, dust, glare, vibration, noise, and the use of dangerous and/or hazardous materials.

702.B. USE STANDARDS. The permitted and conditional uses allowed in this district are listed in Table 404.L, in accordance with Section 404.

702.C. DIMENSIONAL STANDARDS. The following standards shall apply to all principal structures in this district as listed in Table 702.C, in accordance with Section 405. See Section 406 for the dimensional standards for accessory structures.

Table 702.C. HI Dimensional Standards.

Minimum lot area (sq. ft.)	Minimum lot dimensions		Minimum setback requirements			Maximum building height	Minimum area of dwelling (sq. ft.)
	Width	Depth	Front yard	Side yard	Rear yard		
10,000	100	100	35 ¹	0 ²	0 ³	N/A	N/A

1. Corner lots shall have a minimum 35-foot side setback on the secondary frontage.
2. If a side yard is provided, a setback of not less than 5 feet shall be provided.
3. If a rear yard is provided, a setback of not less than 5 feet shall be provided. Additionally, if any portion of the building is more than 150 feet from a street, dedicated fire lanes shall be provided in the rear yard on at least two sides of the building.

702.D. PARKING REGULATIONS. See Appendix E, Section 500.

702.E. LANDSCAPING REGULATIONS. See Appendix E, Section 501.

702.F. HI DISTRICT SPECIAL REGULATIONS. The following special regulations shall apply to all property in the HI District, except as allowed or approved in accordance with these regulations.

1. No outdoor operations, display, or storage is permitted within the front yard setback, except as provided for below:
 - a. Required and accessory customer and employee vehicle parking and parking for vehicles used in conjunction with the business occupying the zoning lot is permitted in the front yard setback.
 - b. If the principal use of the lot is the sales or rental of vehicles or equipment, the display of such vehicles or equipment may be located on paved areas within the front yard setback.
2. All items stored outdoors, including vehicles, shall be kept on an all-weather or hard surface.
3. All items stored outdoors, excluding vehicles, shall not be visible from ground level view in any adjacent lot that is a lesser zoning district.
4. Any illumination shall be so arranged as to reflect the light away from adjoining premises.

ARTICLE 7

INDUSTRIAL ZONING DISTRICTS

SECTION 701. LI LIGHT INDUSTRIAL DISTRICT REGULATIONS

701.A. PURPOSE.

This district is intended for light industrial businesses which are consistent with the capacity and availability of public and private utility services, and which do not require large amounts of land, generate large amounts of traffic, or create environmental problems in the way of odor, smoke, dust, glare, vibration or sound.

701.B. USE STANDARDS. The permitted and conditional uses allowed in this district are listed in Table 404.L, in accordance with Section 404.

701.C. DIMENSIONAL STANDARDS. The following standards shall apply to all principal structures in this district as listed in Table 701.C, in accordance with Section 405. See Section 406 for the dimensional standards for accessory structures.

Table 701.C. LI Dimensional Standards.

Minimum lot area (sq. ft.)	Minimum lot dimensions		Minimum setback requirements			Maximum building height	Minimum area of dwelling (sq. ft.)
	Width	Depth	Front yard	Side yard	Rear yard		
10,000	60	90	35 ¹	10 ²	20	N/A ³	N/A

1. Corner lots shall have a minimum 35-foot front yard setback on the secondary frontage.

~~1.~~ If zero lot line development is allowed, or any portion of the building is more than 150 feet from a street, dedicated fire lanes shall be provided in the rear on at least two sides of the building.

~~2. Heights for conditional uses shall be determined as part of the conditional use approval.~~

~~3-2.~~

701.D. PARKING REGULATIONS. See Appendix E, Section 500.

701.E. LANDSCAPING REGULATIONS. See Appendix E, Section 501.

701.F. SPECIAL LI DISTRICT REGULATIONS. The following special regulations shall apply to all property in the LI District, except as otherwise allowed or approved in accordance with these regulations.

1. No outdoor operations, display, and/or storage is prohibited-permitted within the front yard setback, except as provided for below:-

- a. Required and accessory customer and employee vehicle parking and parking for vehicles used in conjunction with the business occupying the zoning lot is permitted in the front yard setback.
- a-b. If the principal use of the lot is the sales or rental of vehicles or equipment, the display of such vehicles or equipment may be located on paved areas within the front yard setback.
2. No required off-street parking space or loading space area shall be utilized for storage or the display of vehicles or items for sale.
2. All items stored outdoors, including vehicles, must be kept on an all-weather or hard surface.
3. All items stored outdoors, excluding vehicles, shall not be visible from any adjacent non-elevated street nor from ground level view in any adjacent lot that is a lesser or lower intensity zoning district and kept on an all-weather surface.
4. All business activities shall occur within fully enclosed structures or solid screened areas, except as otherwise allowed or approved in accordance with these regulations.
4. Operations or products are must not be objectionable due to odor, dust, smoke, noise, vibration, or other similar causes.
5. Any illumination shall be so arranged as to reflect the light away from adjoining premises.

Commented [KH1]: Historically, parking regulations have required excess parking that is rarely fully utilized. Property owners should be allowed to exercise their own discretion on whether a parking space is needed or can be used for another purpose.

Commented [KH2]: Hard to enforce and unnecessary in one of the highest zoning districts.

SECTION 702. HI HEAVY INDUSTRIAL DISTRICT REGULATIONS

702.A. PURPOSE. This district is intended for uses that have the potential of generating limited environmental impact, including but not specifically limited to the creation of odor, smoke, dust, glare, vibration, noise, and the use of dangerous and/or hazardous materials.

702.B. USE STANDARDS. The permitted and conditional uses allowed in this district are listed in Table 404.L, in accordance with Section 404.

702.C. DIMENSIONAL STANDARDS. The following standards shall apply to all principal structures in this district as listed in Table 702.C, in accordance with Section 405. See Section 406 for the dimensional standards for accessory structures.

Table 702.C. HI Dimensional Standards.

Minimum lot area (sq. ft.)	Minimum lot dimensions		Minimum setback requirements			Maximum building height	Minimum area of dwelling (sq. ft.)
	Width	Depth	Front yard	Side yard	Rear yard		
10,000	100	100	35 ¹	10 ²	20 ³	N/A ³	N/A

1. Corner lots shall have a minimum 35-foot side setback on the secondary frontage.

~~1. Heights for conditional uses shall be determined as part of the conditional use approval.~~

2. If zero lot line development is allowed a side yard is provided, a setback of not less than 5 feet shall be provided.

~~2.3.~~ If a rear yard is provided, a setback of not less than 5 feet shall be provided. Additionally, if any portion of the building is more than 150 feet from a street, dedicated fire lanes shall be provided in the rear yard on at least two sides of the building.

702.D. PARKING REGULATIONS. See Appendix E, Section 500.

702.E. LANDSCAPING REGULATIONS. See Appendix E, Section 501.

702.F. HI DISTRICT SPECIAL REGULATIONS. The following special regulations shall apply to all property in the HI District, except as allowed or approved in accordance with these regulations.

1. No outdoor operations, display, and/or storage is prohibited-permitted within the front yard setback, except as provided for below:

a. Required and accessory customer and employee vehicle parking and parking for vehicles used in conjunction with the business occupying the zoning lot is permitted in the front yard setback.

~~b.~~ If the principal use of the lot is the sales or rental of vehicles or equipment, the display of such vehicles or equipment may be located on paved areas within the front yard setback.

~~1. No required off-street parking space or loading area shall be utilized for storage or the display of vehicles or items for sale.~~

Commented [KH3]: Historically, parking regulations have required excess parking that is rarely fully utilized. Property owners should be allowed to exercise their own discretion on whether a parking space is needed or can be used for another purpose.

2. All items stored outdoors, including vehicles, shall be kept on an all-weather or hard surface.

Q-3. All items stored outdoors, excluding vehicles, shall not be visible from any adjacent non-elevated street nor from ground level view in any adjacent lot that is a lesserower intensity-zoning district. and kept on an all-weather surface.

Q. All business activities shall occur within fully enclosed structures or solid-screened areas, except as otherwise allowed or approved in accordance with these regulations.

Q. Operations or products are not objectionable due to odor, dust, smoke, noise, vibration, or other similar causes.

Q. Any illumination shall be so arranged as to reflect the light away from adjoining premises.

Q-4.

Commented [KH4]: Hard to enforce and unnecessary in one of the highest zoning districts.

Commented [KH5]: This is the one zoning district where operations should be allowed to be objectionable.





CITY OF HAYSVILLE, KANSAS

PLANNING AND ZONING DEPARTMENT – 200 WEST GRAND AVENUE, P.O. BOX 404
HAYSVILLE, KANSAS 67060 – PH (316) 529-5900 | FAX (316) 529-5925

MEMORANDUM

To: Haysville Planning Commission

From: Kailyn Hogan, Planning and Zoning Administrator

Subject: Review of South Meridian Corridor Plan

Date: October 23, 2025

The *South Meridian Corridor Plan* provides guidance for future improvements to an approximate 5.4 mile portion of Meridian Avenue within the southern part of Sedgwick County. The area under study is located along Meridian from a point one-quarter mile north of 55th Street South to one-eight mile south of 95th Street South. The plan addresses land use, transportation, and aesthetic enhancements of the corridor through the year 2035 (*South Meridian Corridor Plan*, pg. 4).

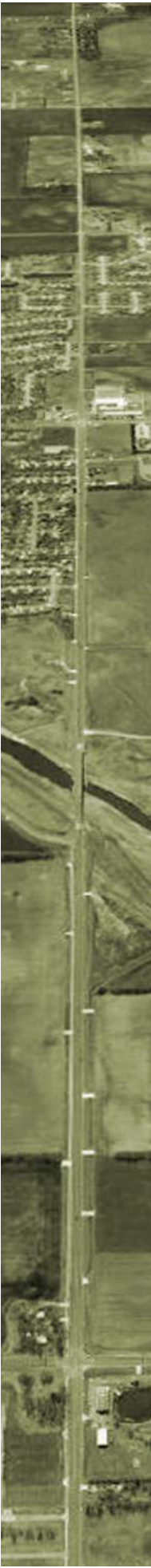
Staff reviewed the *South Meridian Corridor Plan* prior to tonight's meeting and found the following recommendations to be completed by the Planning and Zoning Department.

Plan Recommendation	Description/Notes	Projected Timeline
Adopt the land use classifications as they are defined in the corridor plan (pg. 25-26).	The classifications would be formally adopted in the Comprehensive Plan.	December 2025
Adopt the land use plan for the Meridian Corridor as presented (pg. 27).	The land use plan would be formally adopted in the City of Haysville's <i>Official Land Use Plan Map</i> .	Summer 2026
Consider the adoption of landscaping and screening regulations for residential development (pg. 40).	Public input supported the development of this regulation, but there was no clear preference to the extent of landscaping or screening required.	TBD
Develop an access management policy (pg. 46).	The plan recommends this policy be developed for the entire City, not just the Meridian Corridor. The policy should be consistent with the principles outlined in the plan.	TBD
Consider adopting a policy that requires new subdivision projects to provide collector street intersections at quarter-mile intervals where feasible (pg. 47).	The policy would be adopted in the Subdivision Regulations.	Spring 2026

The *South Meridian Corridor Plan* is attached for your reference.

The background of the slide is an aerial photograph of a rural landscape. A vertical strip on the left side of the image is highlighted in a darker shade of green, indicating a specific corridor or area of interest. The rest of the image shows a patchwork of fields, roads, and some small buildings.

SOUTH MERIDIAN CORRIDOR PLAN



ACKNOWLEDGEMENTS

The process of developing the South Meridian Corridor Plan was an important undertaking that drew on the abilities and cooperative efforts of many people. A Core Group was formed early in the process to add their technical expertise to the Plan along with an Advisory Group who provided broad direction. Composed of local business owners, concerned citizens, planners, transportation engineers, Unified School District (USD) #261 officials, and local and state officials, these interdisciplinary groups helped set the tone for the Plan and what it should accomplish. Members of the committees attended meetings, reviewed drafts, and provided valuable assistance throughout the process to answer questions and provide guidance. Special thanks to those employees of USD #261 who arranged meeting space and assisted in publicizing the Plan’s community outreach efforts. Our thanks go to those who participated in determining the direction and content of the Plan, and to all those who gave their time and support in the interest of building a better community.

Haysville Governing Body

- Ken Hampton, Mayor
- Keith Pierce, Ward I
- Michael Conrady, Ward I
- Derrick Slocum, Ward II
- Seth Konkel, Ward II
- Bob Rardin, Ward III
- Pat Ewert, Ward III
- Russ Kessler, Ward IV
- Mike Kanaga, Ward IV

WAMPO Transportation Policy Body

- Tim Norton, Sedgwick County, Chairperson
- Tom Jones, Sedgwick County Association of Cities, Vice Chairperson
- Davonna Moore, Kansas Department of Transportation
- Jeff Longwell, City Of Wichita
- Don Klausmeyer, Metropolitan Area Planning Commission
- Caroline Hale, Andover/Butler County & Mulvane/Sumner County
- Pete Meitzner, City Of Wichita
- Janet Miller, City Of Wichita
- Jim Skelton, Sedgwick County

Project Consultants

- Philip J Meyer, LA - Project Administrator, Baughman Company, P.A.
- Russ Ewy, AICP - Project Manager, Baughman Company, P.A.
- Brandon Boydson, LA, Baughman Company, P.A.
- Kurt Culbertson, FASLA, AICP - DesignWorkshop
- Britt Palmberg, AICP - DesignWorkshop

Haysville Planning Commission

- Tim Aziere, Ward I, Chairperson
- Janet Parton, Ward II, Vice Chairperson
- Katie Roggenbaum, Ward II
- Robert Wethington, Ward III
- Don Schneiter, Ward III
- Devin Streets, Ward IV
- Michael Dunn, At Large

WAMPO Technical Advisory Committee

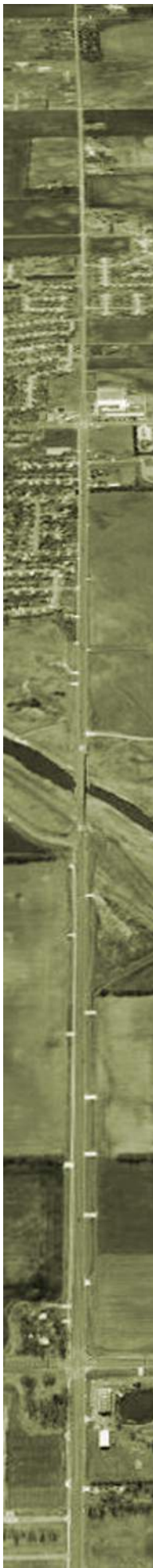
- Tom Jones - Chairperson
- John Schlegel, Wampo Representative
- Shawn Mellies, City Of Wichita
- Gary Janzen, City Of Wichita
- Paul Gunzelman, City Of Wichita
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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Purpose

The South Meridian Corridor Plan provides guidance for future improvements to an approximate 5.4-mile portion of Meridian Avenue within the southern part of Sedgwick County. The area under study is located along Meridian from a point one-quarter mile north of 55th Street South to one-eighth mile south of 95th Street South. The plan addresses land use, transportation and potential pedestrian, and aesthetic enhancements of the corridor through the year 2035.

Why Now?

Recent transportation studies in the region point to a need for the creation of an arterial street network to improve east/west connectivity and capacity within southern Sedgwick County. With the City of Haysville poised for additional growth and the likelihood this growth will occur along Meridian provides an important opportunity to begin planning for improvements. The timing is right to plan for this anticipated change and create a long term vision for land use, transportation, and open space on Meridian.

What Does it Do?

The Plan outlines land use, transportation, and to a degree open space goals. The Plan explores roadway configuration alternatives that strive to increase safety and capacity along Meridian, while creating a more pedestrian friendly street with an improved visual character. It identifies new land uses and patterns that seek to strengthen the corridor by encouraging growth of existing uses while incorporating new and complimentary ones. This study is intended to be a resource for decision makers, City and County staff, and potential private investors on the corridor.

What Doesn't it Do?

The Plan does not propose the specific redevelopment or dictate the location and type of future development of any site along the corridor, but seeks to guide future market driven redevelopment through 2035. The Plan does not immediately change the road alignment or close any access drives for businesses or residents.

What Happens Next?

The City of Haysville and Sedgwick County will use the Plan to guide transportation and land use decisions along Meridian. Potential next steps include preparing an access management policy, programing plans for the reconstruction of the various segments of Meridian, and determining the City's financial role in enhancements for the corridor. Please refer to the "Corridor Recommendations" section for more information on the Plan's specific objectives.

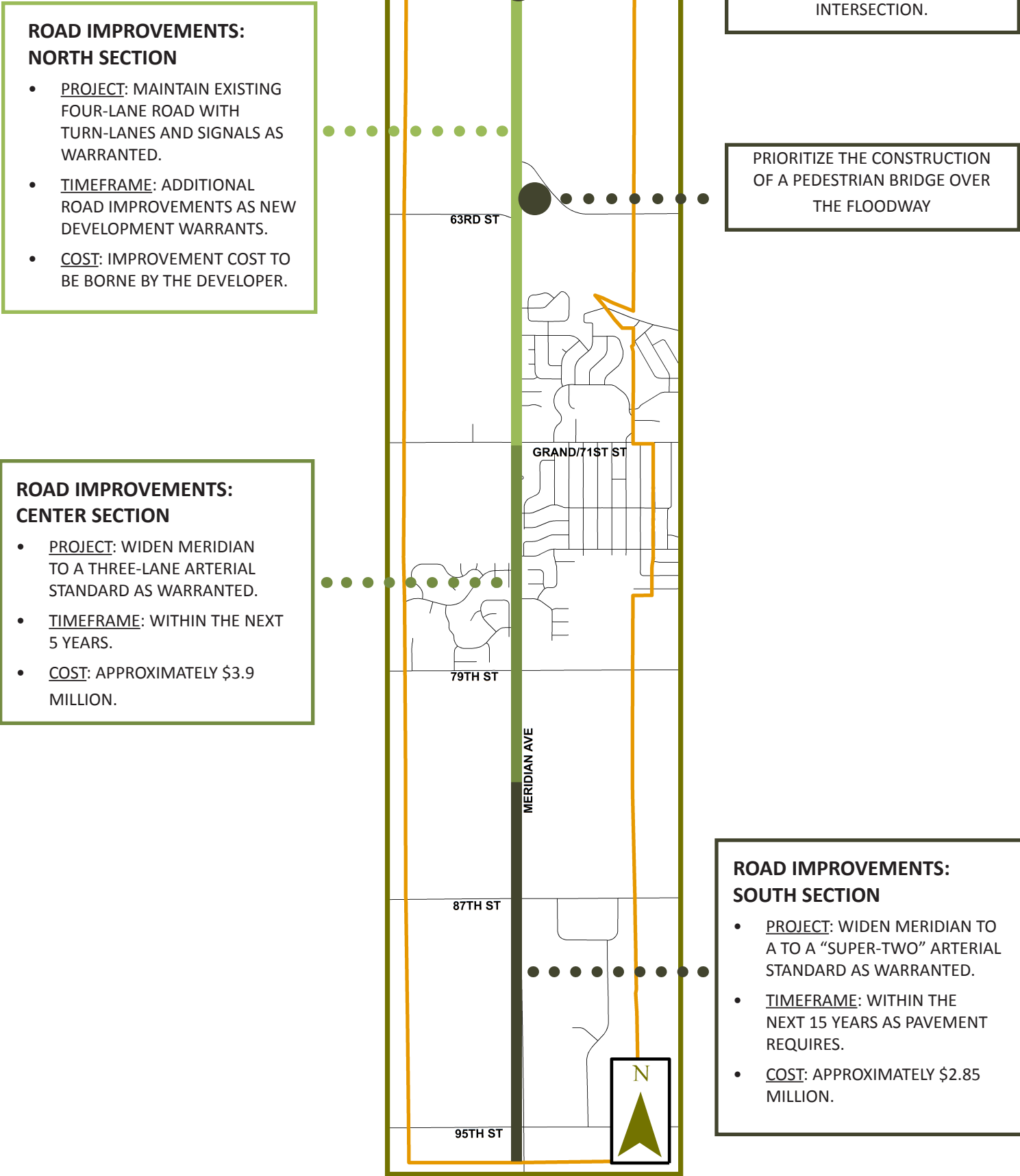
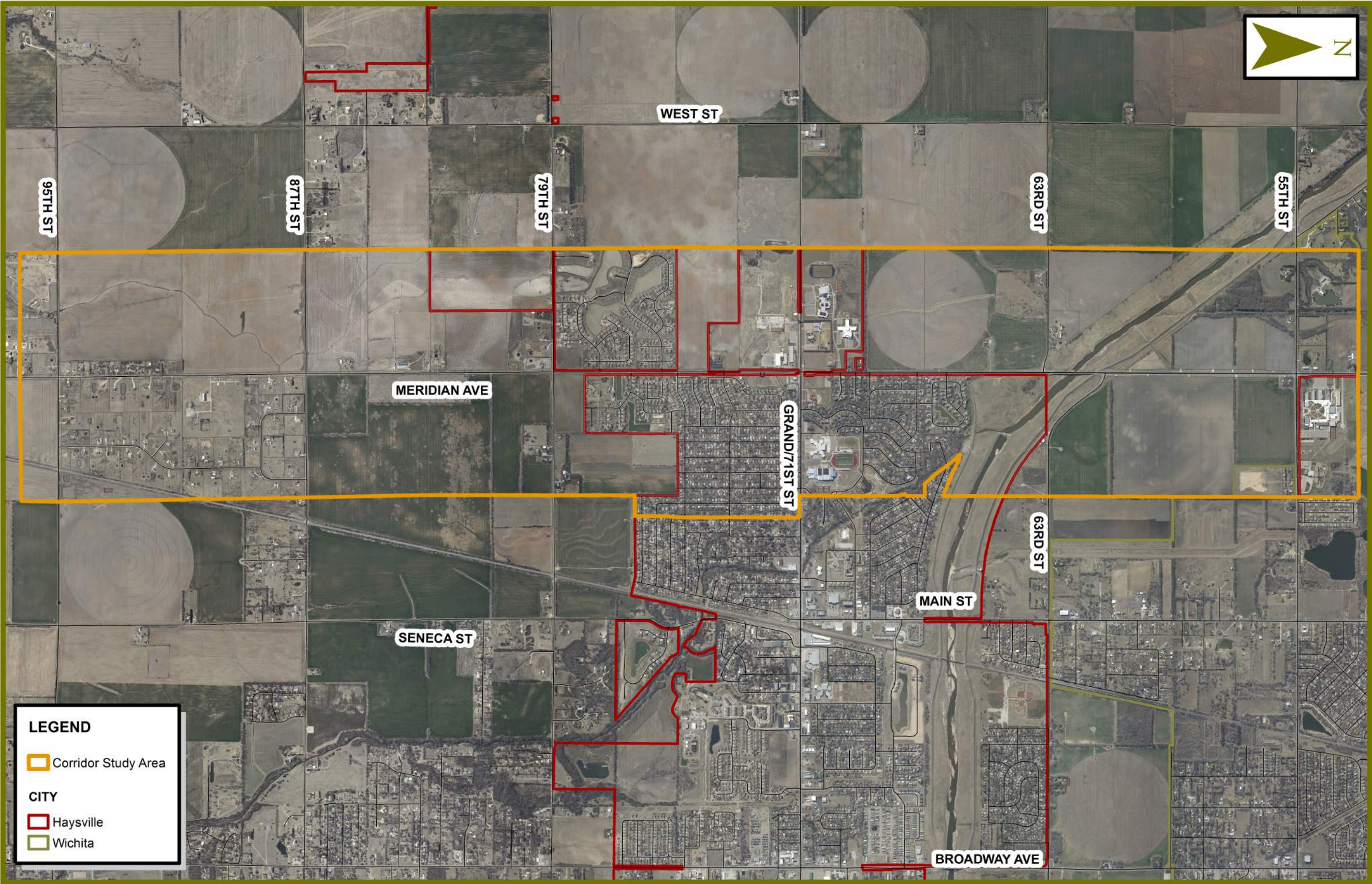


Figure 1: South Meridian Corridor Study Area



PROJECT BACKGROUND

In December, 2011 the Wichita Area Metropolitan Planning Organization (WAMPO) requested proposals to conduct an analysis of the “South Meridian Corridor” in Haysville and unincorporated Sedgwick County. The project encompasses an area centered along Meridian Avenue from one-quarter mile north of 55th Street to one-eighth mile south of 95th Street, and generally extends one-half mile east and west of Meridian (see Figure 1).

The Plan serves to guide development within the Meridian corridor through the year 2035, a timeline consistent with the Metropolitan Transportation Plan (MTP) 2035. To assist in its creation, WAMPO selected a consultant team comprised of Baughman Company, P.A. and DesignWorkshop to complete the project with assistance from the City of Haysville.

PROJECT OBJECTIVE

The South Meridian Corridor Plan (referred to as the Plan) will create a basis for ensuring Meridian continues to be a safe, accessible, efficient and appealing arterial corridor as development occurs through the year 2035.

A “Corridor Plan” is a document that outlines a long-range vision of typically 15 to 30 years for transportation improvements and development strategies communities can use to help generate positive momentum. This Plan can provide decision makers and the community with recommended policies to help guide future public improvements and private development within the corridor. The Plan examines the current conditions of the area, develops a future vision based on input from residents and business owners of the area and then formulates specific goals, objectives, and policies that will help implement that vision. This plan is intended to identify and develop a long-range plan ensuring that the South Meridian Corridor continues to grow and develop while addressing the needs and desires of the community.

The timing is right to be ahead of Haysville’s future growth and create a long term vision for land use, transportation, and open space along Meridian. In discussions among project consultants and administrators leading into this project, it was agreed Meridian offers a unique opportunity to positively impact the quality of life of Haysville and the surrounding community, as well as enhance its ability to capture a greater share of quality development going forward. As such, this project should be approached from a different perspective compared to similar corridors in the area.

The Plan explores roadway configuration alternatives that strive to maintain the roadway’s high level of service and make Meridian a more pedestrian friendly street with an improved visual character. It identifies land use patterns that seek to strengthen the unique districts within the corridor by encouraging growth of existing uses and introduction of new and complimentary ones.

The Plan will address the interactions and functions of several major and minor nodes along the corridor, illustrate its linkages with other key transportation routes within the area, and provide a broad discussion of future transportation/land use relationships as this corridor develops.

With these objectives in mind, one function the Plan does not serve is to dictate the specific development, or redevelopment, of any tract of land along the corridor but seeks to guide future market driven growth over the planning period. The Plan does not immediately change the road configuration, secure right-of-way, or close any access drives for businesses/residents. This Plan is intended to be a resource for decision makers, City and County staff, and potential private investors on the corridor.

PLANNING APPROACH

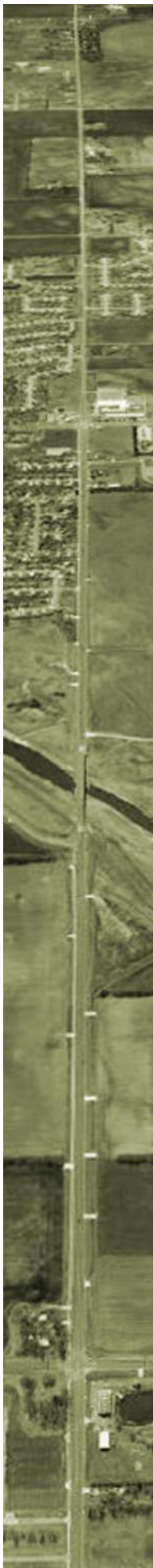
Meridian is a critical arterial roadway within south-central Sedgwick County, along which a significant percentage of adjacent properties have yet to be fully-developed. It is with this “blank canvas” mind-set that the community has a greater ability to help guide future development along Meridian rather than being forced to retrofit a relatively larger amount of frontage along other roadways.

The planning process for the South Meridian Corridor Plan was organized around a public consensus building process that included both a Core Group and Advisory Group comprised of local governmental officials, WAMPO and City of Haysville staff, property owners, school officials, and Haysville Forward members. The combination of these varied perspectives provided the consulting team with insight and community aspirations that were incorporated into the plan.

Successful corridor planning efforts tend to follow best practices as listed below and produce plans that are:

- **Comprehensive**, based on a full understanding of the dynamics of transportation and all interacting influences within the corridor;
- **Proactive**, seeking to identify and address transportation-related problems before they arise, rather than after they have grown to the point of being intolerable;
- **Visionary**, meaning that the recommended strategies for the corridor arise from a shared vision for the corridor established by local communities and state agencies with jurisdiction over the corridor; and
- **Collaborative**, meaning that transportation agencies, local governments, stakeholders and the public-at-large all participate in the development, implementation, and monitoring of the corridor plan.





PLAN INTEGRATION

This Plan will be the next logical step toward implementing previous planning efforts, such as the Haysville Comprehensive Plan, the Wichita-Sedgwick County Comprehensive Plan, WAMPO’s Metropolitan Transportation Plan (MTP) 2035, as well as others. Several of these studies directly affect recommendations of this Plan, while others provide more limited guidance. This section will discuss these various studies as they relate to and influence the South Meridian corridor.

City of Haysville Comprehensive Plan

Updated in 2012, the City of Haysville’s Comprehensive Plan calls for continued steady growth over the course of the planning period. Based on recent trends and the expectations of local officials, much of this growth is anticipated to occur along the western edge of Haysville and within the corridor boundary.

The Comprehensive Plan furthers several primary transportation goals, namely increasing the safety and convenience of the transportation network, accommodating non-motorized travel when possible, and including aesthetic elements in the roadway design. Planning considerations found in the Land Use section call for the orderly extension of infrastructure to support urban growth as well as provide protection of prime agricultural areas within the City’s planning jurisdiction.

South Area Transportation Study

The South Area Transportation Study (SATS) plan originated to address the issues facing the southern-most area of WAMPO’s jurisdiction. One of the principle issues is the lack of linkages throughout the area which affect the mobility of the population of several suburban cities and restrain the economic opportunities within the region.

The Meridian Corridor is identified as a major link (Tier 1 Priority) in the overall network of transportation routes within the SATS due to its connectivity with I-235 to the north, Grand Avenue within Haysville and the proposed 95th Street Parkway. Some of the suggested improvements in SATS have been completed, specifically Meridian being expanded to four-lanes between 47th Street and Grand Avenue. The Plan calls for 63rd Street to become a four-lane arterial west of Broadway (Tier 2 Priority), as well as 79th Street in order to act as a connector between Derby and Haysville (Tier 2 Priority).

The SATS plan states a preference for a “Four-Lane Arterial Parkway” system on the Tier 1 arterials (Greenwich Road, 95th Street, 119th Street, and Meridian Avenue) to reduce travel times between areas of development and growth as well as providing better access throughout the area. The SATS plan doesn’t identify a significant need for an expanded arterial network in this area at this time, however. Based on this finding, it is presumed the Plan’s alternative to the parkway design of Meridian remaining a “Paved Two-Lane Route” is consistent with this Plan’s recommendations. In general, this “Paved Two-Lane Route” alternative should provide many of the same benefits as the “Four-lane Arterial Parkway” option to a lesser extent, but also at a “substantially” lower cost. Both this Plan and the SATS share similar recommendations for such issues as right-of-way preservation, implementation of access controls, and increased mobility as an “interim solution.”

Metropolitan Transportation Plan (MTP) 2035

The vision of the Metropolitan Transportation Plan (MTP) 2035 is to foster a transportation system throughout the region that is safe, efficient, accessible and affordable. Improvements to Meridian should be in line with the MTP 2035 short-term and long-term objectives.

The MTP 2035 supports the assumption that the Meridian corridor will play a major role in supporting Haysville’s population growth, primarily in areas located between the floodway and 79th Street. As such, the Plan outlines several potential road projects. Within the “Eligible for Funding List”, Meridian is identified to be widened to a four-lane urban standard arterial in two separate projects. The first project improves Meridian between Grand and 79th Street and the second project expands Meridian from 79th Street to 87th Street. Also listed in the MTP 2035’s “Eligible for Funding List” is the proposed pedestrian bridge over the Wichita-Valley Center Floodway and the Kirby Park Loop bicycle/pedestrian trail. All projects have an anticipated timeframe for implementation between 2014 and 2019.

City of Haysville Safe Routes to School Plan

In 2006, WAMPO was awarded \$15,000 in Phase I funding from the Safe Routes to School (SRTS) Program to create a regional plan focused on the education and encouragement aspects of the “5 E’s” (Engineering, Education, Enforcement, Encouragement, and Evaluation).

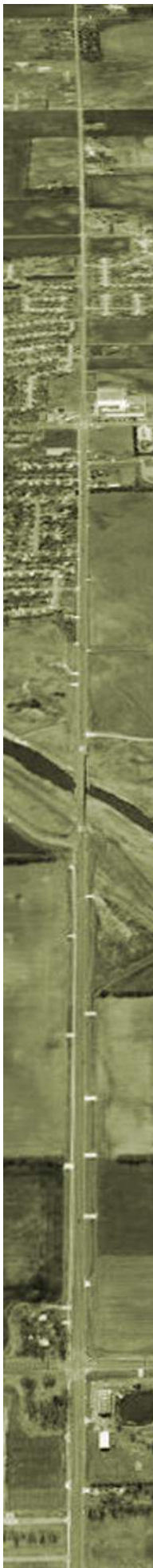
During this time, several communities in the region also applied for SRTS funding but were not selected. WAMPO extended an offer to each of those communities to assist in SRTS planning efforts using the funding that had been awarded. Subsequently, WAMPO teamed up with the Safe Kids Wichita Area Coalition, the City of Valley Center, Valley Center Public School District (USD 262), the City of Cheney, Cheney Public School District (USD 268), the City of Haysville, Haysville Public School District (USD 261), and Harry Street Elementary School in the Wichita Public School District (USD 259).

Regarding physical improvements to the South Meridian Corridor, the SRTS Plan identifies expansions and/or improvements to Haysville’s system of hike and bike paths, ensure adequate sidewalks or pedestrian trails are included in new subdivisions, and install intersection improvements such as pedestrian actuated crosswalks.

WAMPO Regional Pathways System Plan

The Regional Pathways System Plan identifies two connections with Meridian - the proposed greenway along the floodway and a portion of the rural loop (Oz Trail) from 79th Street beyond 95th Street. However, neither are identified as priority missing links.

The Oz Trail is a proposed 100-mile loop around the City of Wichita that recreational cyclists can use for riding opportunities away from more heavily traveled urban arterials. This trail calls for the use of future paved roadway shoulders, or on-street bicycle lanes developed to urban street standards, as roadway segments are improved as part of Sedgwick County’s Capital Improvements Program (CIP).



As parts of the WAMPO region continue to grow and roadways become widened to accommodate additional lanes and vehicular traffic flows, it is important to consider accommodating bicycle travel. Share-the-road signs are appropriate for use on higher speed suburban and rural roadways and should be implemented in conjunction with shoulder improvements.

Regarding the “Big Ditch Greenway”, a change in the Wichita-Valley Center Flood Control Project (referred to further as the “Floodway”) use rights would need to be realized before these areas could be used for a regional pathway system. If it comes to be, this route would provide connectivity from the City of Valley Center through western Wichita, and then across the north side of Haysville to Derby.

Sedgwick County Drainage Project No. D-21

In 2011 the Sedgwick County Board of County Commissioners requested a study of the drainage basin within the south-central portion of the county. The existing conditions related to storm-water runoff greatly impact the future development of areas south and west of Haysville and a long-term solution was sought.

The Sedgwick County Drainage Project No. D-21, referred to as “D-21”, outlines a drainage basin approximately 3,500 acres in area, which the southern three miles of the Meridian corridor planning boundary is affected. Termed the “Meridian Tributary”, drainage collects in the northern reaches of the basin and runs south from a point generally one-half mile west of Meridian to a discharge point approximately one-half mile south of 95th Street. The Meridian Tributary is largely undefined, but the proposed improvements would create a system of 30-foot to 70-foot wide channels to convey runoff. The primary system would run north to south along the half-mile line between Meridian Avenue and West Street, with a second channel running approximately 400 feet west of Meridian starting at a point approximately one-quarter mile south of 79th Street to a point north of 95th Street, then turning west to connect to the primary channel.

Effects of these proposed D-21 design solutions on the future road design of Meridian are minimal. In fact, once in place, the drainage channel will allow Meridian to be designed with a more typical stormwater sewer system instead of requiring expanded capacity, thereby keeping construction and design costs lower. Development west of Meridian and south of 79th Street will incur additional construction cost to bridge the secondary channel, but it is reasonable to assume these costs will not be too great as to impede growth. A timeframe for the implementation of D-21, a nearly \$9 million project, has yet to be established and funding mechanisms are still being discussed.

WAMPO Safety Plan

The Safety Plan is a “coordinated, strategic, and informed planning process for reducing fatalities, injuries, and traffic crashes on all public roads in the WAMPO region.” The Safety Plan recommends strategies to increase the safety of roadways that are applicable to future improvements to Meridian. Although none of the intersections along Meridian are identified as needing specific changes or enhancements, the Safety Plan calls for increased access management policies and a program to “identify and remediate hazardous/substandard pedestrian and bicycle road crossings.”

South Broadway Corridor Plan

A similar study as this one in many regards, the South Broadway Corridor Plan addresses the future design and function of one of the area’s major north/south roadways. Although the two corridors offer a considerable amount of differences in existing conditions, function, improvement needs and future traffic volumes, they are both vital to the community’s transportation network.

South Wichita/Haysville Area Plan

Completed in 2001, the South Wichita/Haysville Area Plan formed a foundation for decisions related to future development within a broad area centered around 55th Street and Seneca. The northern two miles of the Meridian Corridor is included in the discussion and the most-relevant element, expansion of Meridian from two-lanes to four-lanes has since been implemented. Other general goals of the South Wichita/Haysville Area Plan which remain applicable include strengthening commercial development standards and expanding pedestrian-oriented facilities.

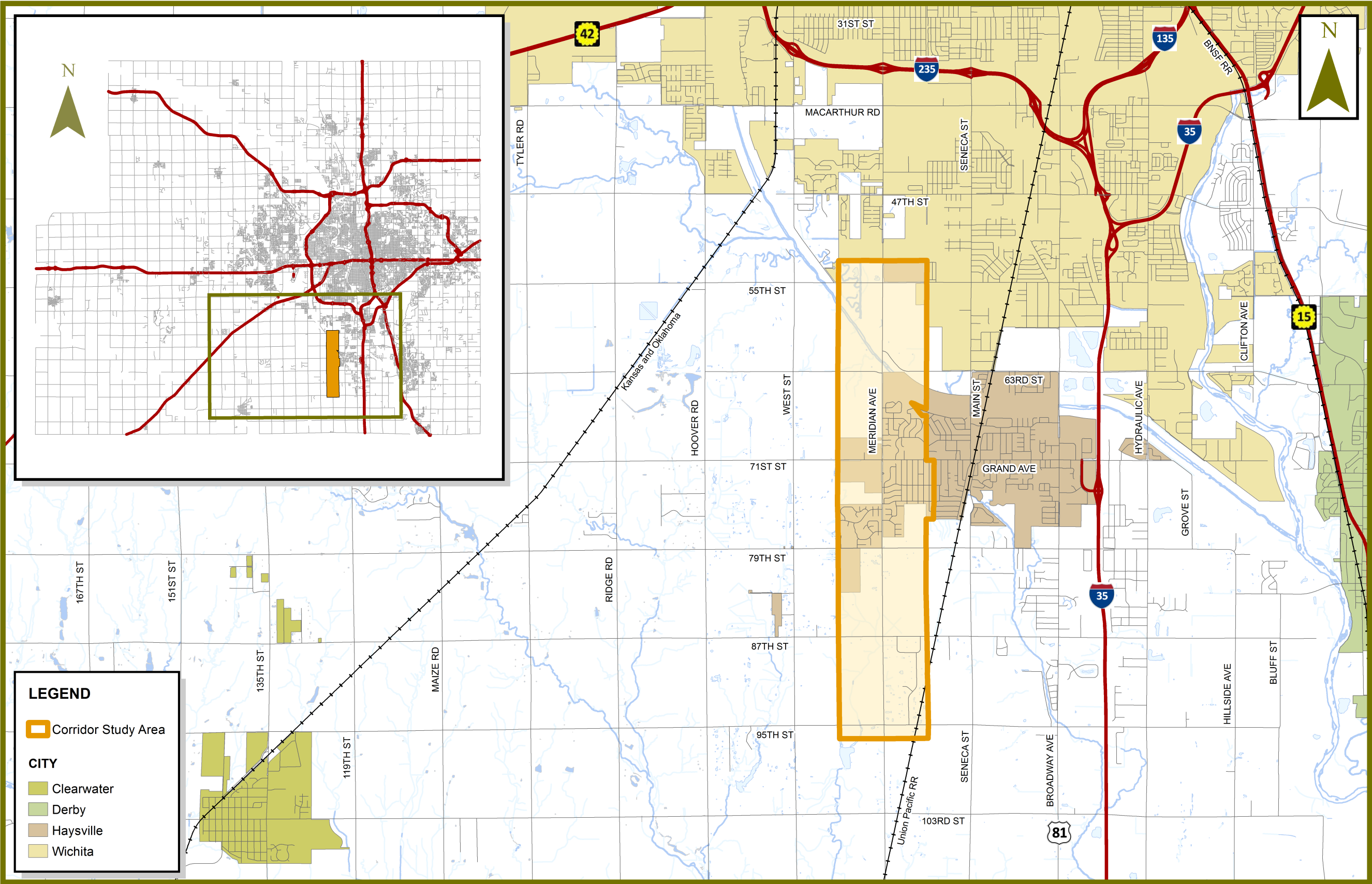
WAMPO Congestion Management Process (CMP)

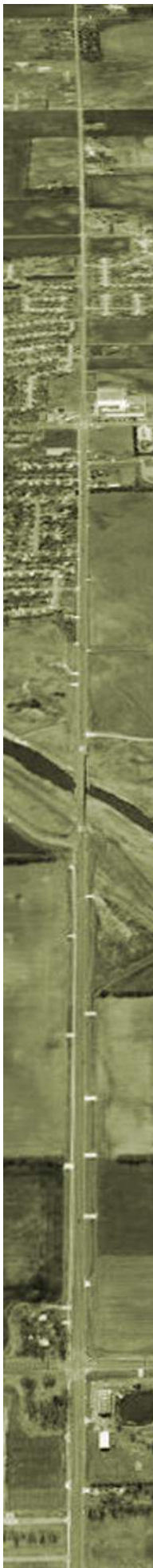
Developed in 2008 and updated 2011, the WAMPO Congestion Management Process evaluates roads throughout its jurisdiction in an effort to identify areas where transportation efficiencies were reduced by lack of capacity, high incidence of crashes and site-specific land use conflicts which contribute to congestion. At the time the CMP was developed, Meridian was identified as warranting action to reduce the potential for congestion between 55th Street and Grand. Based on current traffic counts it appears the issue of congestion was subsequently addressed by the recent road widening project, and no other portions of the corridor were noted.

The image is a large aerial photograph of a landscape, likely a rural or semi-rural area. It shows a network of roads, fields, and some small clusters of buildings. A vertical strip of the image is highlighted with a darker, semi-transparent overlay, indicating a specific corridor of interest. The text 'CORRIDOR CONTEXT' is positioned in the lower right area of the image.

CORRIDOR CONTEXT

Figure 2: Regional Perspective Map





REGIONAL PERSPECTIVE

Meridian is a major north/south arterial roadway within the south-central region of Sedgwick County, and primarily serves as a link from the west side of Haysville into Wichita with an interchange connection to I-235. Meridian is also an important link to the community of Peck, located three miles south of the study area on the Sedgwick County/Sumner County line, and ties into 103rd Street, a paved County arterial that currently serves as the major east/west road serving Clearwater (see **Figures 1 and 2**).

Meridian is identified in the regional transportation planning context as an important link between the future 95th Street South Area Parkway System to the south and I-235 to the north, as well as supporting east/west connections with other principle section line roads. Along with 119th Street to the west and Greenwich Road to the east, Meridian is considered the center axis in a proposed transportation network serving the southern portion of the County. Running parallel to the east of Meridian is U.S. Highway 81 (Broadway) and the Kansas Turnpike (I-35) 2 miles and 2.5 miles, respectively. These two facilities comprise the two major conveyors of traffic volumes in the area.

EXISTING COMMUNITY CHARACTERISTICS

Haysville is located south of Wichita in Sedgwick County, Kansas and is in the WAMPO transportation planning area. While the majority of the corridor study area currently lies in unincorporated Sedgwick County with a very small portion located within the City of Wichita, Haysville will likely incorporate the future growth expected along Meridian.

The City of Haysville has a population of 10,826 (2010 Census) persons and according to its 2012 Comprehensive Plan, anticipates population growth to increase to approximately 16,700 persons through 2035. Population densities are primarily located east of Meridian although much of the land expected to accommodate future urban growth lies to the west.

The South Meridian Corridor is also equally distributed among four townships; Ohio, Salem, Riverside, and Waco. Under state statutes the township appoints a “road overseer” to direct the construction and maintenance of all township roads, bridges, and culverts. These duties are under the supervision of the township board and the county engineer. Although no portion of Meridian is maintained by these townships, coordination with the Sedgwick County Public Works Department may be beneficial at the section line intersections.

With the exception of several small tracts of land south of 55th Street and east of Meridian that are within Wichita’s city limits, the balance of the Plan area is in Haysville’s Zoning Area of Influence. Haysville’s subdivision jurisdiction encompasses the entire Area of Influence, while zoning applications must receive a recommendation by the Haysville Planning Commission that is ultimately decided by the Board of County Commissioners. With this in mind, the South Meridian Corridor Plan assumes most urban-level development to occur on the fringe of Haysville and be incorporated into the city limits of Haysville as a result.

Areas north of Floodway may be annexed by either Wichita or Haysville. However, it is expected the unincorporated land within Plan’s study area should be annexed by Haysville as development occurs in the future.

Existing Land Use Pattern

Although the current development pattern along the Meridian corridor has not contributed to a degradation of the road’s safety, function, or capacity, there is a possible need for policies to be put in place or amended to help guide land use decisions and future transportation improvements.

The South Meridian corridor study area is comprised of approximately 3,150 acres containing 1,623 individual tracts of land owned by 1,374 individuals or entities. Of the corridor’s land area, approximately 70% of the land is classified as an agricultural use or otherwise undeveloped and 18.5% is classified as residential. The total 2011 appraised value of these properties is \$234,938,970. **Figure 3** shows the existing land use based on current County tax classification within the corridor and the current zoning pattern is seen in **Figure 4**.

The project area also contains several USD #261 school facilities; Campus High School, Haysville Middle School, Haysville West Middle School, Freeman Elementary School, Rex Elementary School, Prairie Elementary School, and the District’s administrative offices. There are several smaller churches within the corridor and the intersection of Grand and Meridian is developed with a few local-serving commercial uses (see **Figure 5**).

The study area south of 79th Street is primarily rural in nature with some suburban, large-acre residential lot developments. The single industrial use located between 87th Street and 95th Street is utility-based and not a significant traffic generator.

One consideration of this Plan is to account for regional land use changes, specifically the impact of the new Kansas Star Casino which is within five miles of the Meridian and 95th Street intersection.

Existing Parks, Public Uses and Open Spaces, and other Community Resources

The project area contains four developed City parks – Timberlane and Timberlane North, Riggs Park, and Kirby Park (see **Figure 6**). The City of Haysville also owns approximately 80 acres of land one-quarter mile west of Meridian south of 79th Street that is expected to serve as an active recreation facility at some point in the future.

Haysville has expanded their system of sidewalks and bike trails into areas within the Meridian corridor. The 1.05 mile Timberlane Bike Path runs north of Grand Avenue and extends into the study area to a point approximately one-quarter mile east of Meridian. The Meridian expansion north of Grand Avenue to 55th Street includes a 5-foot sidewalk on the east side of the road extending from Grand Avenue north to a terminus on either side of the Wichita-Valley Center Flood Control and onto the 55th Street intersection.

There are no facilities operated by the City of Haysville located within the corridor’s boundary that would impact the objectives of the study. Likewise, the initial analysis of the corridor did not reveal historic or cultural resources, or otherwise important scenic opportunities, which would warrant consideration in this project.

Figure 3: Existing Land Use Along the Meridian Corridor

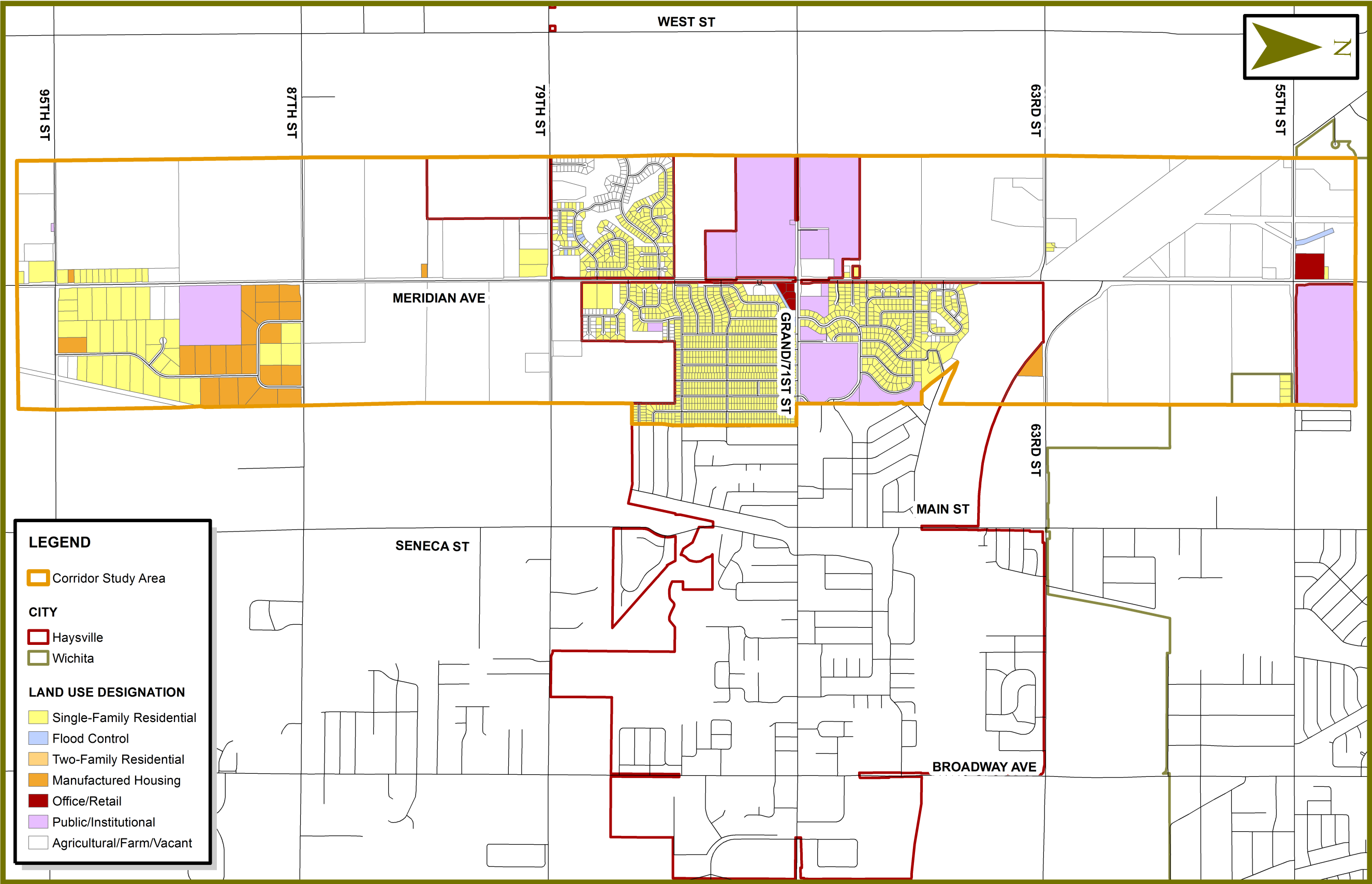


Figure 4: Existing Zoning along the Meridian Corridor

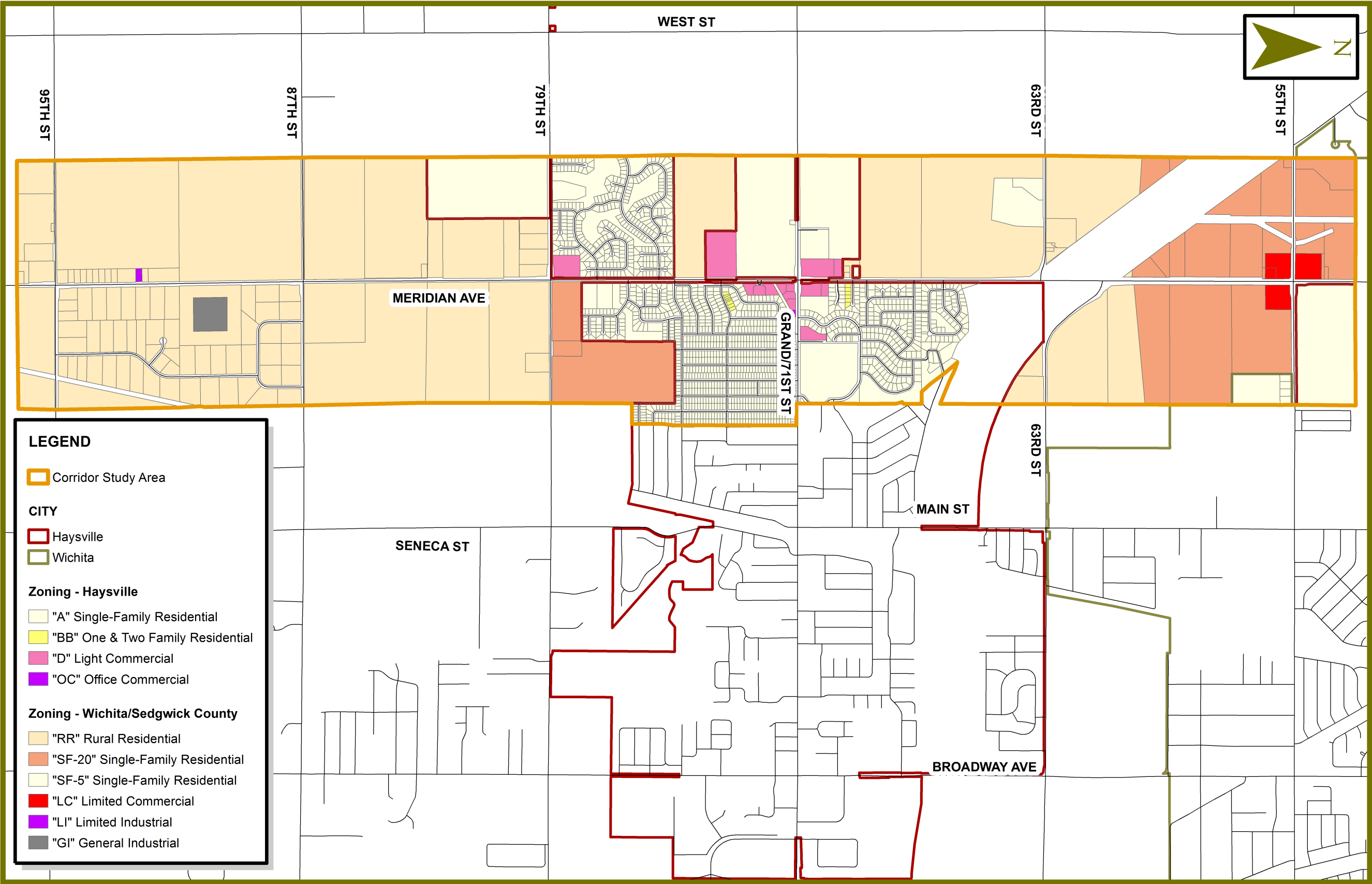


Figure 5: Area School Districts

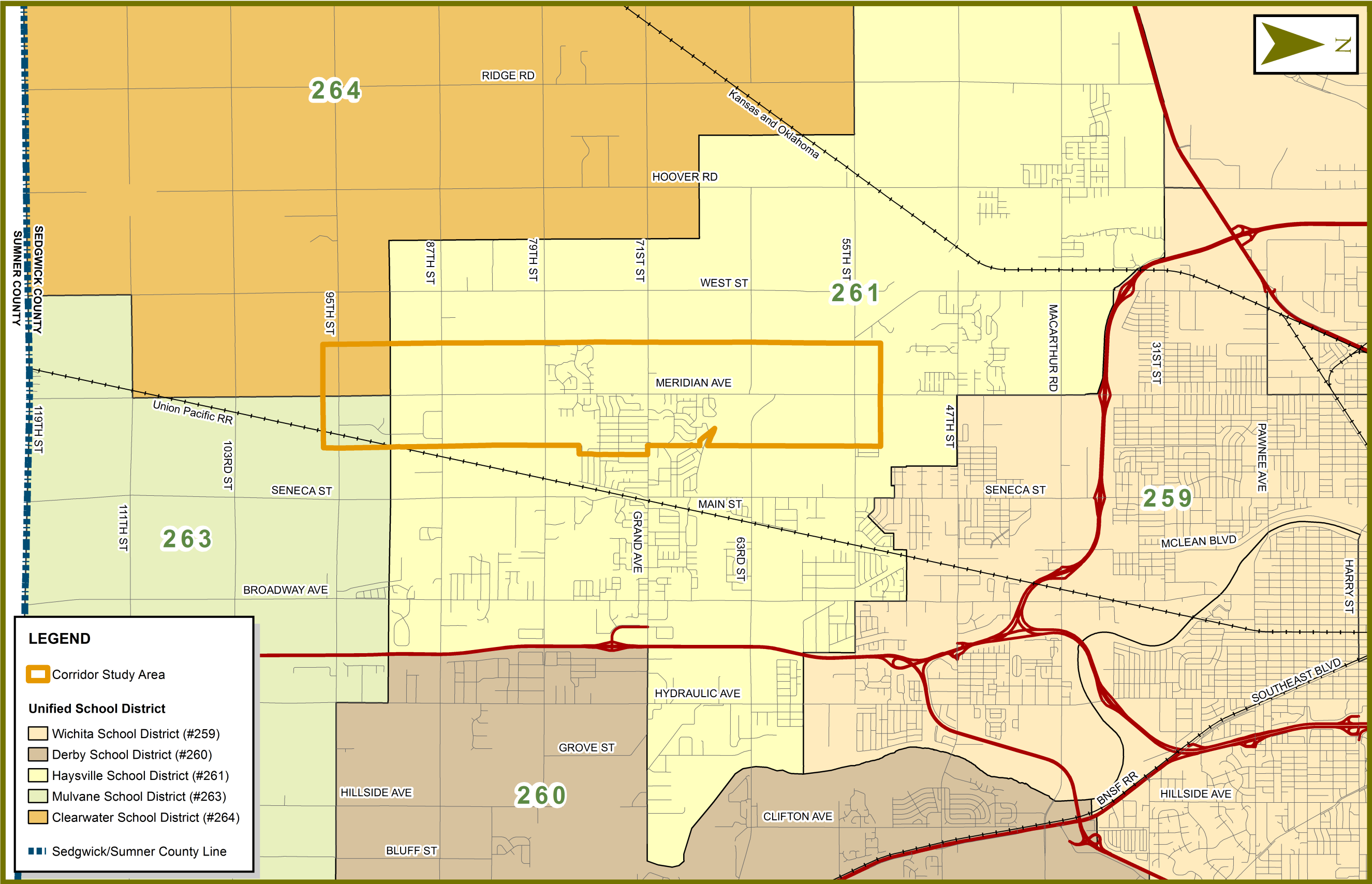
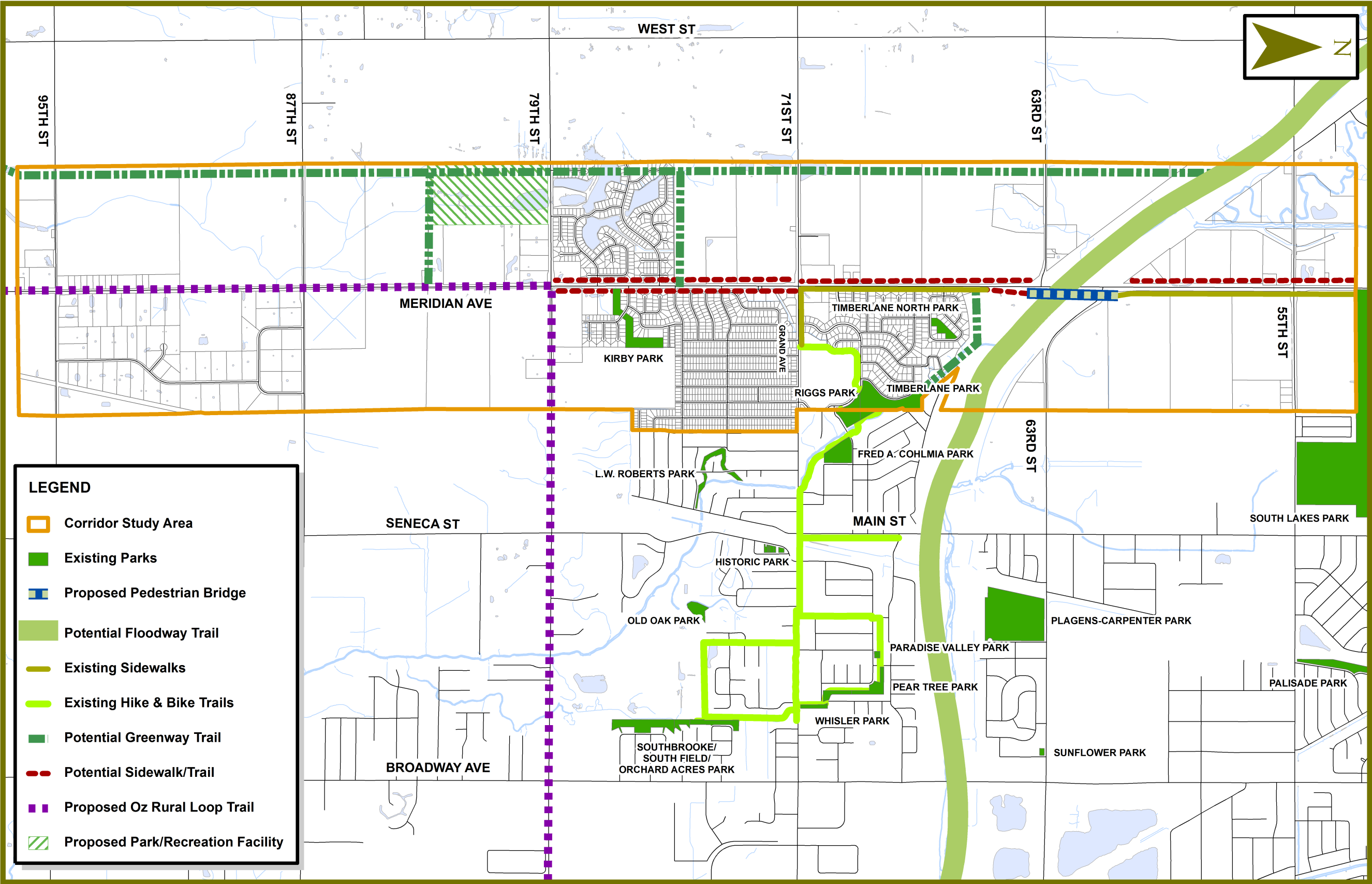


Figure 6: Parks and Pedestrian System Map



EXISTING ROADWAY CHARACTERISTICS

To facilitate discussion of certain elements of this project, Meridian will be grouped into three segments: The Northern Section which runs from one-quarter mile north of 55th Street to Grand; the Center Section running from Grand to one-half mile south of 79th Street; and the Southern Section beginning one-half mile north of 87th Street to one-eighth mile south of 95th Street.

Each segment either serves a unique function, carries dissimilar traffic volumes, is geometrically different, or a combination of the above. The Northern Section is a four-lane urban standard road which provides access into south Wichita and onto I-235. It also provides a critical transportation link between school facilities. The Central Section also carries a large percentage of residential traffic on Haysville’s west side, but remains a two-lane County standard roadway. Also a two-lane County standard segment, the Southern Section primarily serves a number of large-lot, suburban residential developments in addition to handling agriculture-related traffic.

Meridian is classified as a “Minor Arterial” between 55th Street and 79th Street, according to WAMPO’s Federal Roadway Functional Classification Map. This classification states the Minor Arterial System should “interconnect with the principal arterial system and provide service to trips of moderate length at somewhat of a lower level of travel mobility than principal arterials.” Meridian south of 79th Street is classified as a “Rural Major Collector”. The section of Meridian between I-235 and Grand Avenue (71st Street) has been improved to a four-lane urban standard road over the past several years through a series of construction project overseen by the City of Wichita and Sedgwick County. South of Grand Avenue, Meridian remains a two-lane asphalt roadway serving rural areas to the Sumner County line.

The corridor currently carries a traffic volume of approximately 6,600 to 8,100 Average Daily Trips (ADT) between 55th Street and Grand Avenue and a lesser volume of 1,377 to 1,563 ADT between 87th Street and 95th Street. **Table 4** (on page 29) contains the traffic counts for each mile segment of Meridian under study. Turning movements were also recorded for each arterial intersection node along Meridian. The intersections with 55th Street and Grand Avenue experience the highest turn volumes, while the 87th Street and 95th Street intersections see the least amount.

Surface Width and Type

South Meridian was historically a two-lane, 24-foot wide asphalt mat roadway (a lesser paving standard) constructed with open ditches and without shoulders. In 2010/2011 Sedgwick County expanded the roadway section between 55th Street and Grand Avenue (71st Street) from a two-lane to four-lane wide asphaltic concrete roadway. This North Section was reconstructed with curb, gutter and stormwater sewer, typically referred to as an “Urban Standard”. This standard also incorporates better paving material and depth of pavement into the design that helps create a much improved driving surface. The remaining segments between Grand Avenue and 95th Street remain as two-lane section line roads with open ditches that are somewhat narrower and deeper with occasional tree rows.

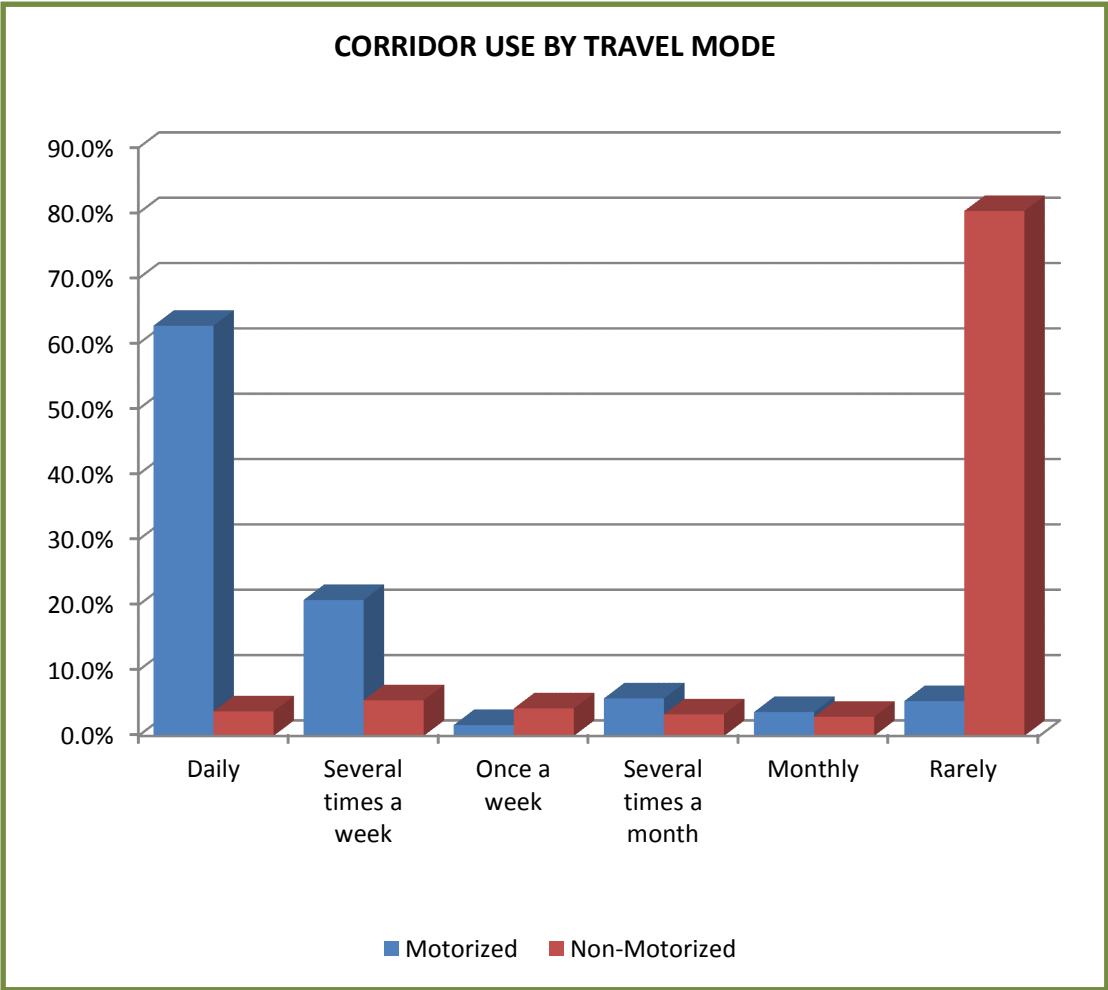
The Meridian/55th Street and Meridian/Grand intersections are paved to the Urban Standard and improved with turn lanes. The intersections with Meridian at east-bound 63rd Street, 79th Street and 87th Street are paved, while west-bound 63rd Street, west-bound 87th Street, and the 95th Street intersections are unimproved sand or gravel roads (see **Figure 7**).

Existing Right-of-Way Widths

As found in many fringe areas where urban meets rural development patterns, there are various right-of-way widths along Meridian within the study corridor limits. Standard practice within Sedgwick County is for arterial roads to consist of 120 feet of right-of-way (60 feet of half-street right-of-way) along the roadway expanding out at the intersections to 150 feet of right-of-way (75 feet of half-street right-of-way).

The North Section of Meridian, where recently rebuilt to four-lanes, is within varying widths of right-of-way. The intersection with 55th Street is a standard four-lane arterial intersection with sufficient right-of-way. East-bound 63rd Street is a paved road with only 100 feet of right-of-way with portions apparently constructed within the Wichita-Valley Center Floodway right-of-way. The unimproved west-bound section of 63rd Street is built within only 50 feet of total right-of-way (25 feet half-street right-of-way on both sides of the centerline).

Meridian’s intersection with Grand has the recommended 150 feet of right-of-way dedicated, and right-of-way for Grand/71st Street beyond the intersection is 100 feet in width (50 feet half-street right-of-way on both sides of the centerline). The Center and South Sections are two-lane facilities with right-of-way width ranging from 80 to 110 feet, primarily due to the majority of the land being undeveloped for non-agricultural uses (see **Figure 8**). The ROW at the section-line intersections also vary at each node from the standard 150 feet (75-foot half-street right-of-way). Again, this is common at rural intersections where additional urban standard rights-of-way are not immediately needed.



Source: Public Survey Data

Figure 7: Road Surface Type within Study Area

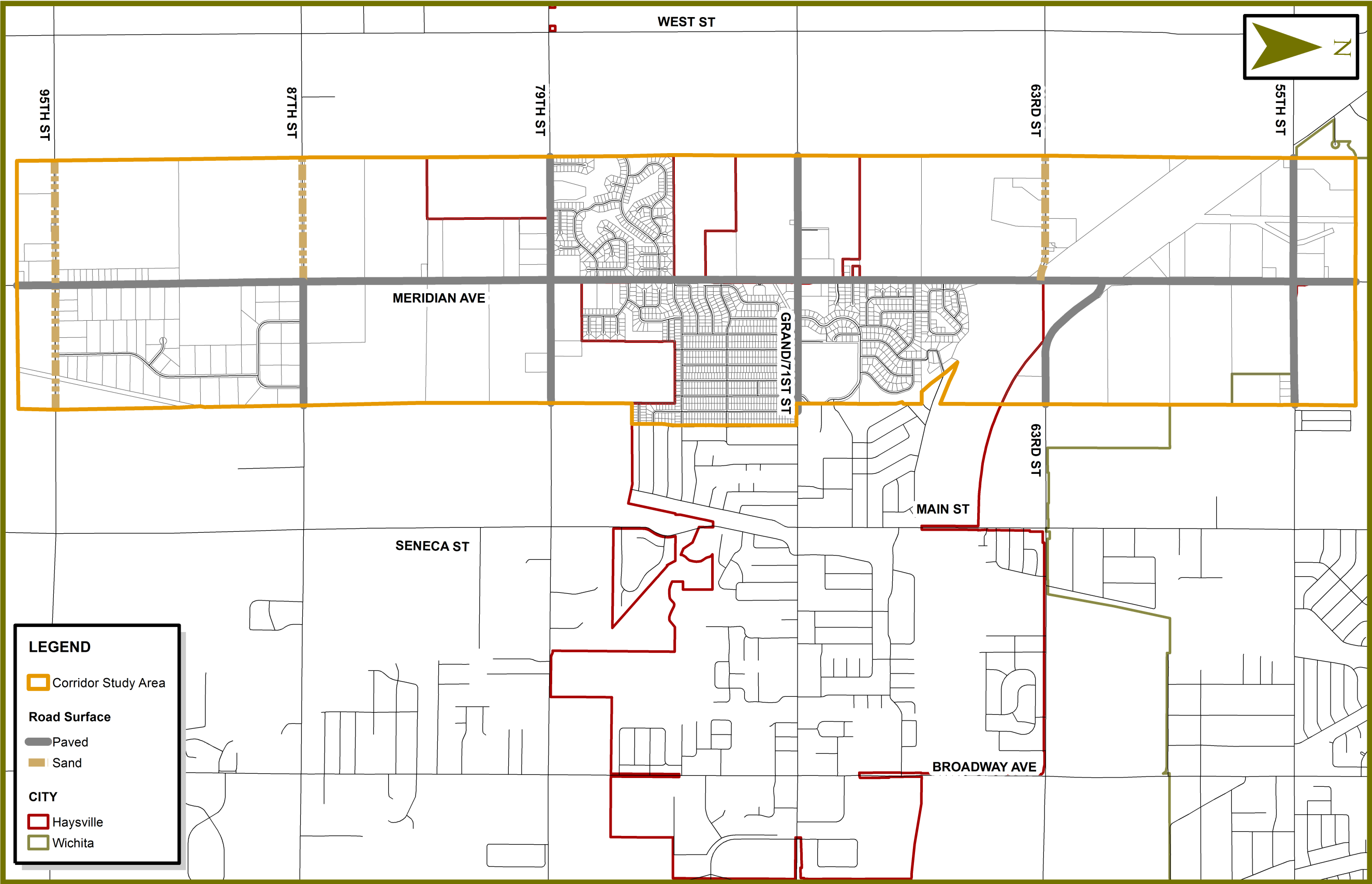
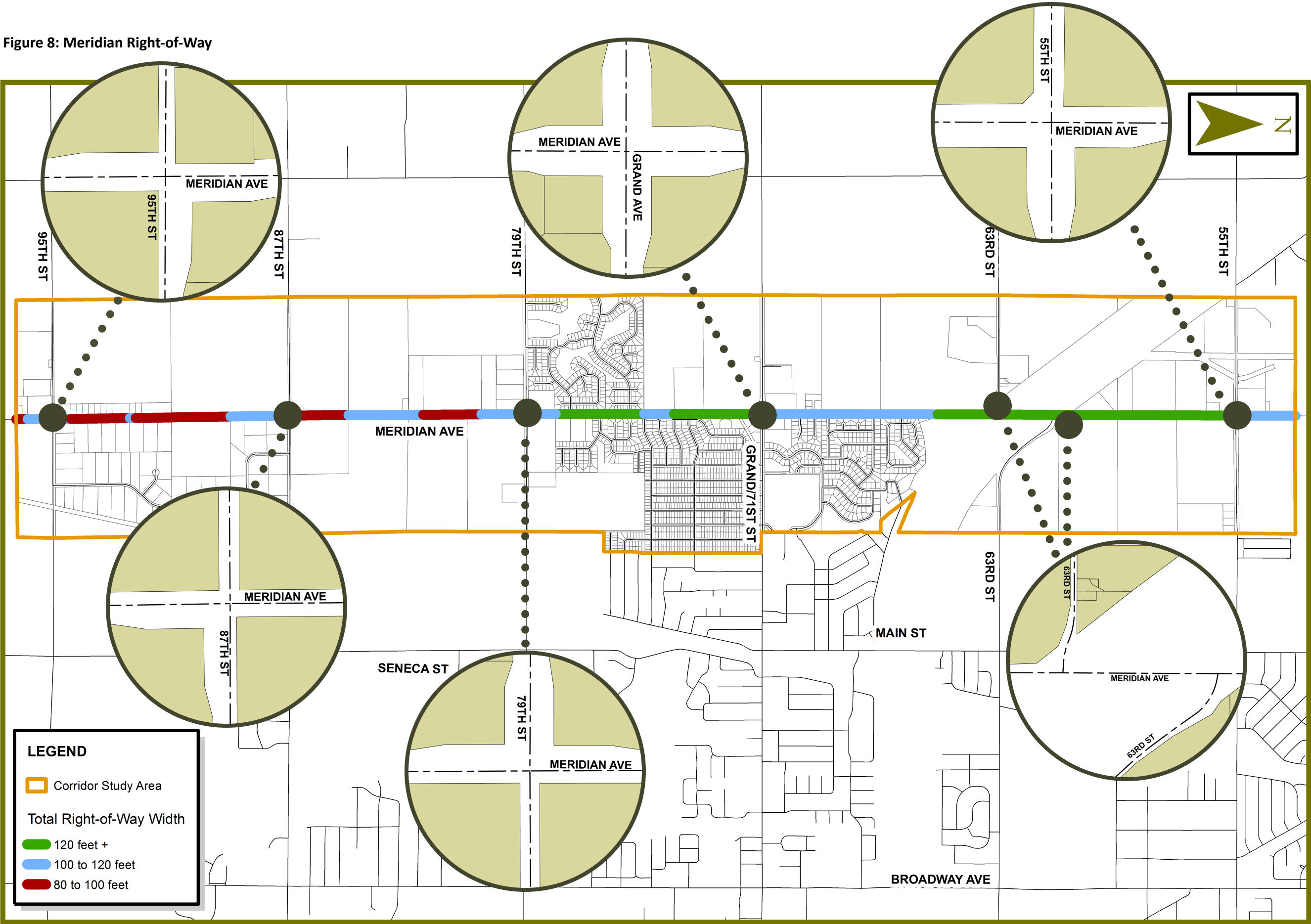


Figure 8: Meridian Right-of-Way



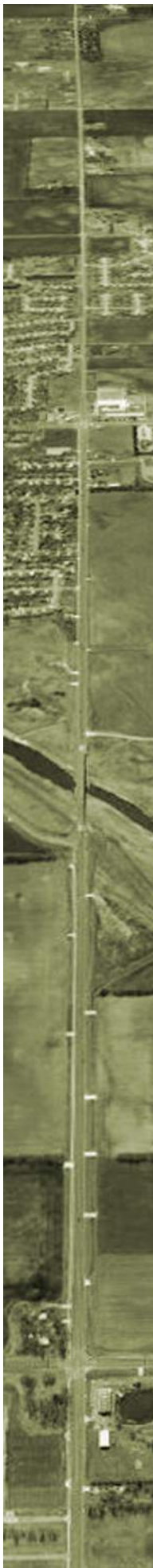


Table 1: Access Points on Meridian Corridor

Meridian Segment	Private Drive Connections	Minor Street Connections
55th St. to 63rd St.	19	0
63rd St. to Grand Ave.	12	6
Grand Ave. to 79th St.	11	5
79th St. to 87th St.	10	0
87th St. to 95th St.	31	0

Source: Baughman field work, Spring 2012

Access Control and Signalization

Access management can be defined as the control of the number, location, and spacing of entryways onto a roadway. Typically these connections include street intersections and private driveways. Management of these access points is a critical element in ensuring the future safety and mobility of a corridor. There are currently no unified access controls in place along Meridian within the study area, meaning the number of points of ingress and egress onto the roadway are unlimited and based on site specific developments. Case by case decisions are made for control over the placement and geometrics of connections as proposed projects are reviewed during the subdivision platting process for the safety of the traveling public. **Table 1** illustrates a somewhat problematic issue common along rural arterials where large-lot suburban residential development creates a substantial number of access points with the roadway. These connections can impede safe and efficient travel by contributing to frequent and poorly spaced turn movements. The sections of Meridian developed primarily with urban-density residential subdivisions contain much fewer drive connections and provide in their place local and collector street connections.

Regarding signalization along the corridor, the intersection of Meridian and Grand is the location of the only traffic signal within the corridor. 55th Street is controlled by a four-way stop sign system, while the remaining section-line intersections maintain stop signs on the east/west cross streets.

Other Existing Transportation Infrastructure

The Union Pacific Railroad runs through a portion of the southeast corner of the corridor, but intersects with Meridian outside the Plan’s boundary approximately three-quarter of a mile south of 95th Street. Union Pacific transports 10 to 25 gross tons of cargo on this route annually. Based on the existing suburban residential development directly to the west of this section of rail line, and the elevation of the track being significantly higher than adjacent grades, it is assumed there will be little opportunity to create connections with the railroad. The region is served by Mid-Continent Airport located approximately 5 miles northwest of the study area.

Existing Utilities, Infrastructure and Miscellaneous Conditions

The City of Haysville either currently serves or is the most logical provider of future service with regard to public utilities and infrastructure. Haysville water and sewer mains are located along 79th Street providing the possibility for future extension into the southern portion of the corridor, and municipal services exist in the northern portion of the Timberlane developments abutting the floodway for potential extension north. In order to open the areas between 55th Street and 63rd Street for future urban development, an additional pump lift station for sanitary sewer service would be required. Haysville also currently serves areas north of the floodway near Seneca with water and future extension of mains to the west will be required as growth occurs.

PHYSICAL DEVELOPMENT CONSTRAINTS

This section documents constraints with the potential to impede future development or future streetscape and roadway improvements.

The topography of the region typically does not stand in the way of development; however the southern half of the corridor is directly impacted by a substandard drainage capacity for stormwater run-off. Residential development in particular is at a standstill based in part by the inability to convey drainage in a manner that does not cause downstream drainage issues. The County studied this issue over the past decade and is looking into the feasibility of creating an area wide open channel system (referred to as “D-21”) running north to south that will carry drainage along the west edge of the study area to a southern discharge point. As illustrated by **Figure 12**, few areas are effected by floodplain and those that are impacted should not prevent development from occurring.



Wichita-Valley Center Floodway looking southeast

One prominent physical feature of the corridor is the Wichita-Valley Center Floodway project built between 1948 and 1958 to help mitigate flooding problems in and around Wichita. Although the floodway serves a critical function, it also impacts the ability for crossings. Specifically, the bridge over this facility is the longest in the County and was built without pedestrian accommodations thereby severing non-motorized access between Haysville and Campus High School. There are no identified environmental issues directly affecting development with the Meridian corridor itself, but underground contaminant plumes are found further to the northwest which may have a generalized impact on the direction Haysville grows well into the future.

Figure 9: North Section - Meridian



Figure 10: Center Section - Meridian

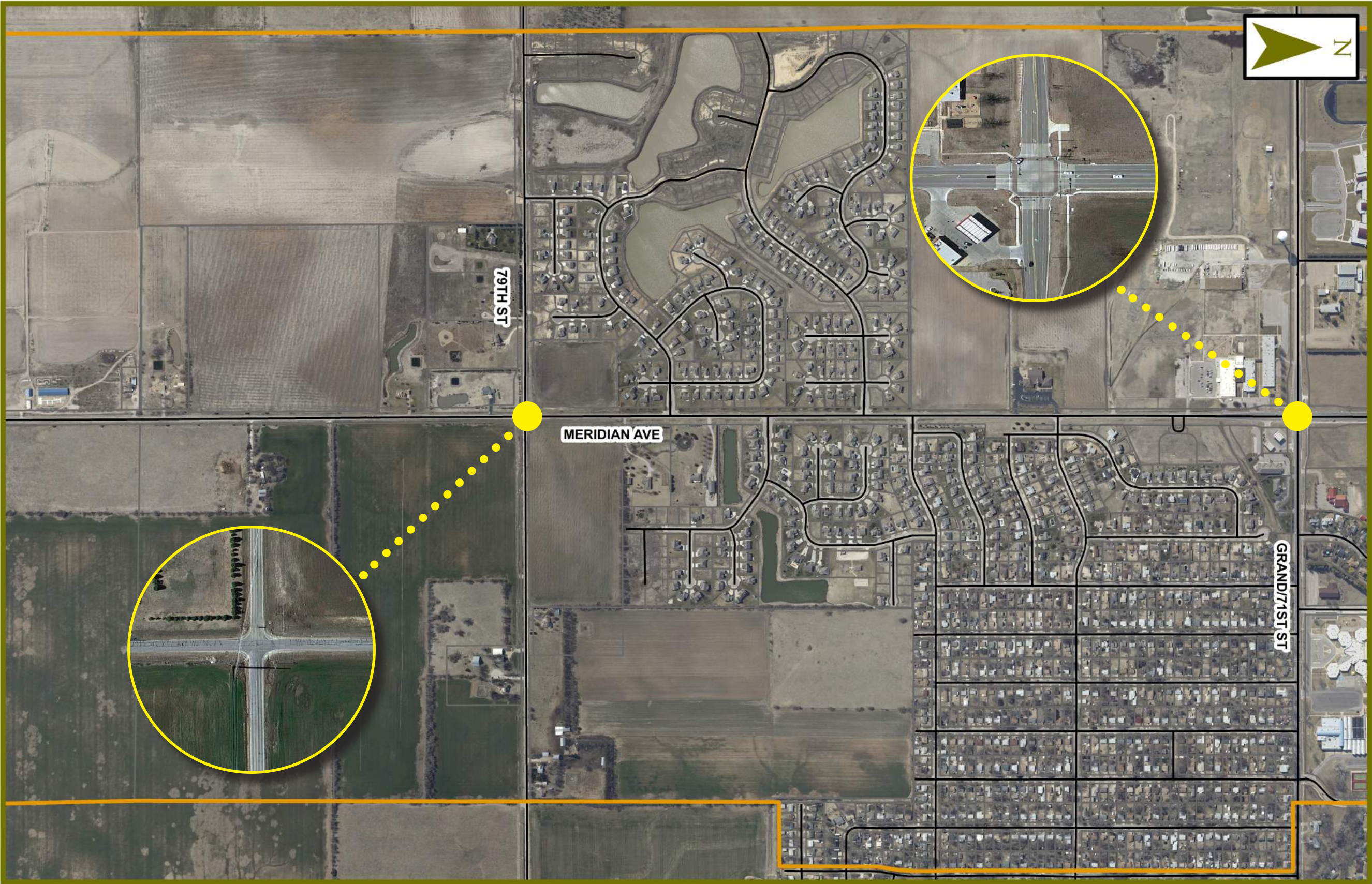


Figure 11: South Section - Meridian

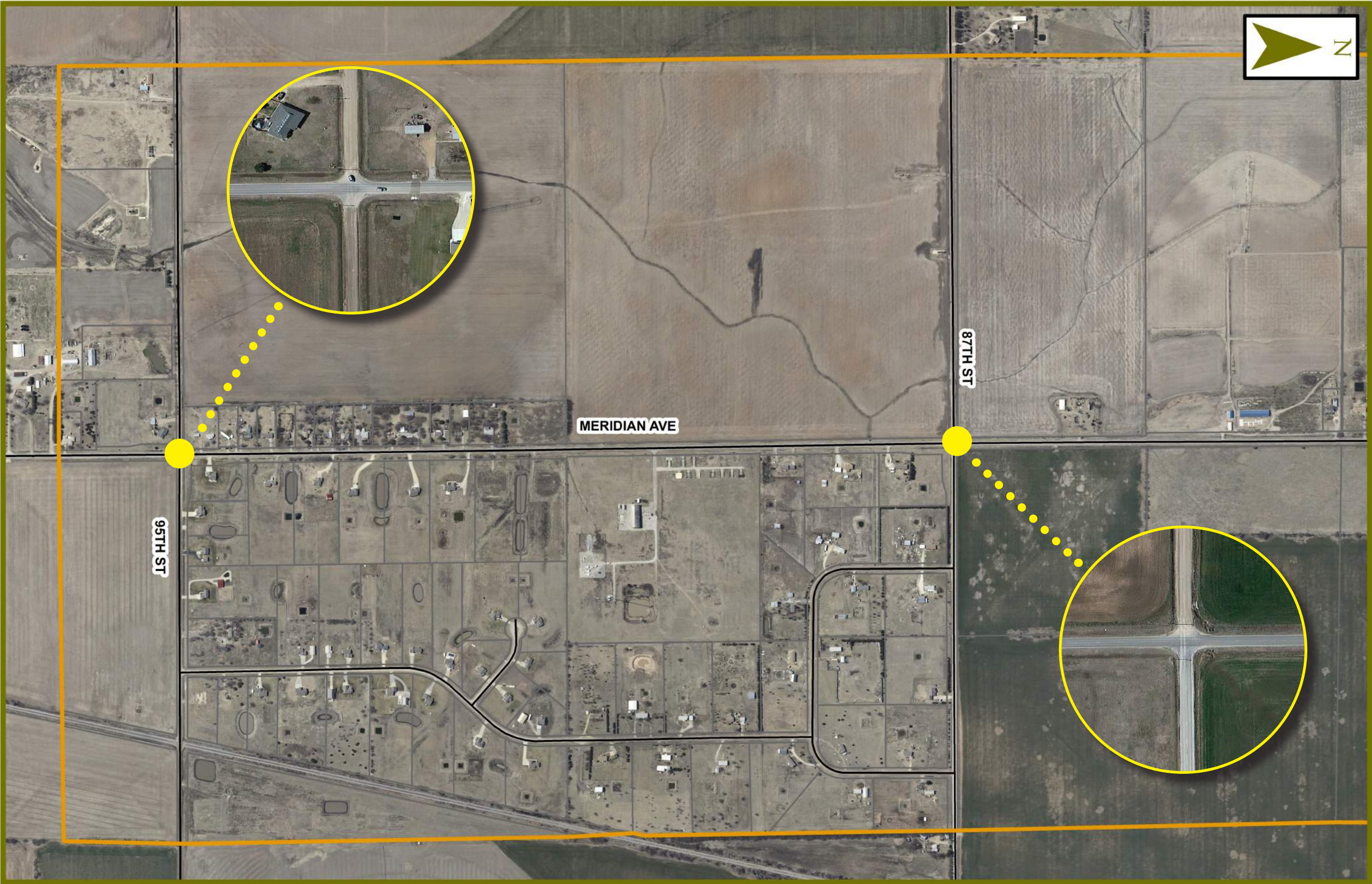
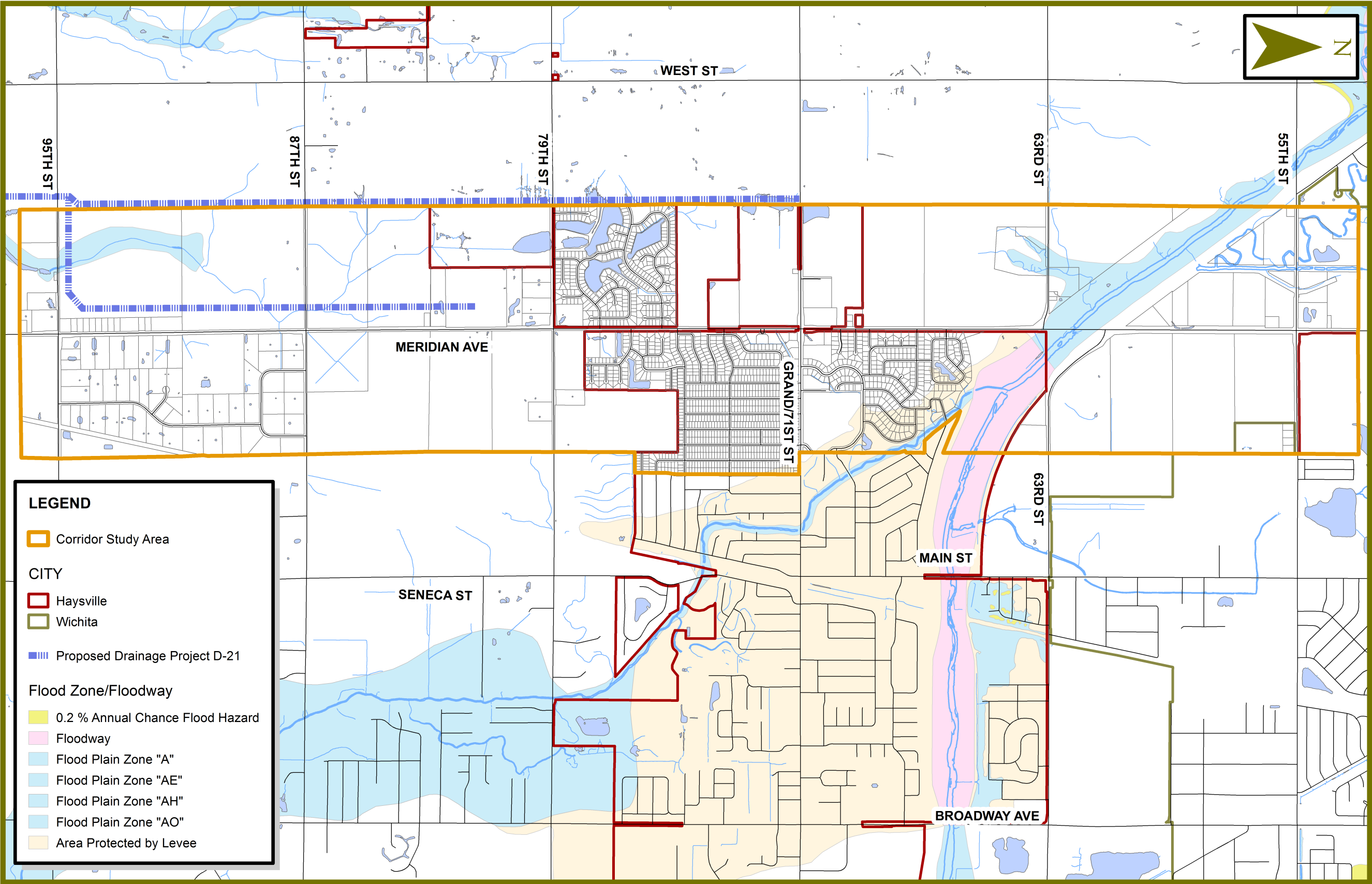
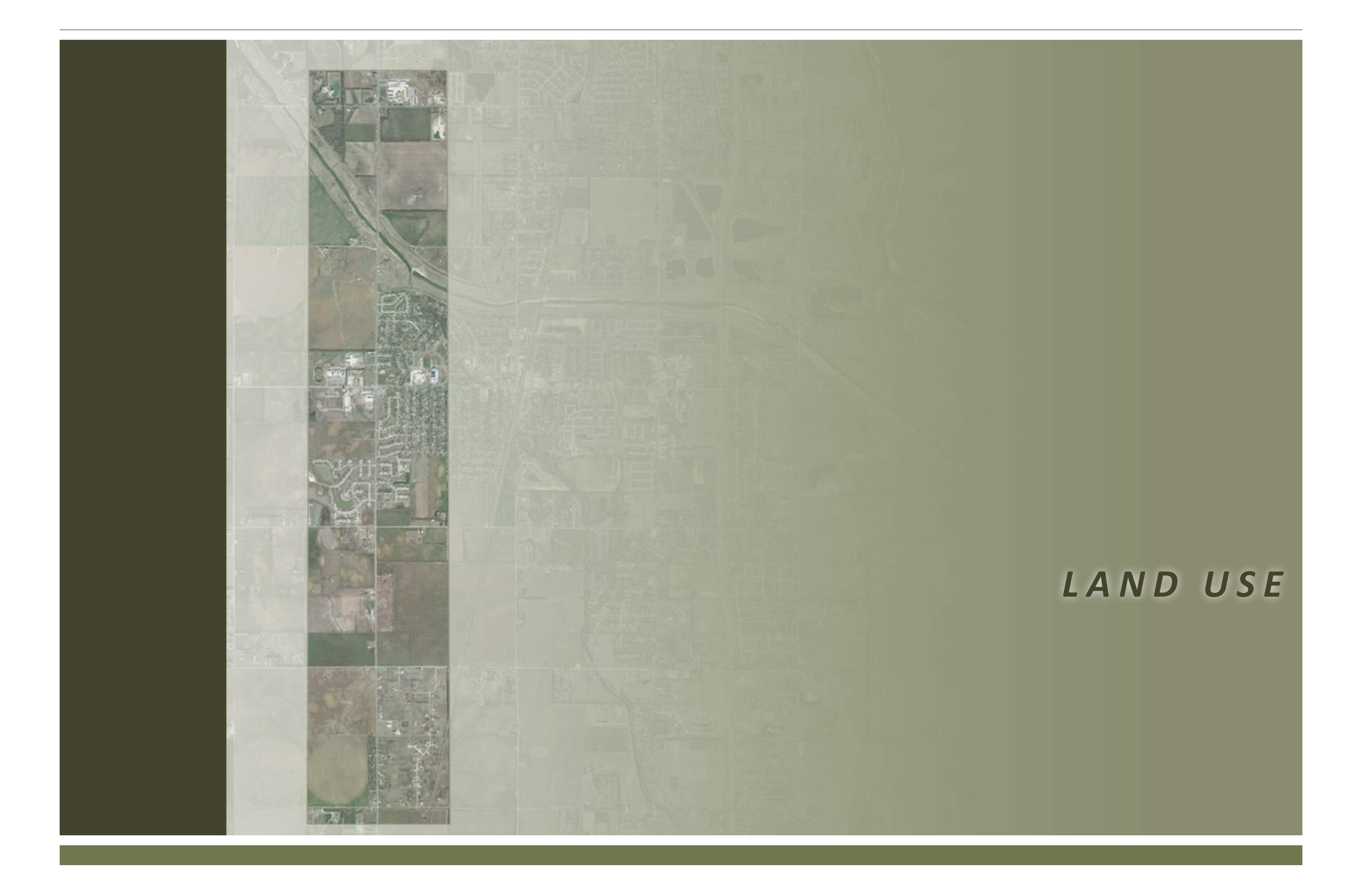


Figure 12: Area FEMA Floodplain Map



The image is a full-page aerial photograph of a landscape, likely a rural or semi-rural area. It shows a mix of agricultural fields, some with distinct patterns, and areas of denser vegetation or trees. A dark, solid vertical bar runs along the left edge of the image. A dark, solid horizontal bar runs along the bottom edge. The text 'LAND USE' is positioned in the lower right quadrant of the image, overlaid on the aerial photograph.

LAND USE

LAND USE ANALYSIS

The Plan's findings are predicated on the future land use mix, which will shape the character of traffic impacts along Meridian. The subject of land use has played a critical role throughout much of the Plan's development.

The project team developed three land use alternatives based on several stakeholder work sessions. These work sessions used "chips" for the various land use designations expected to develop over the course of the planning period. These land use chips were arranged over an aerial map of the corridor to indicate likely locations for future development.

Ultimately three sessions were conducted and the results were refined into the three Land Use Option maps used in discussion with the public in the second input session. Based on the comments made at the second open forum, results from the online survey, and discussions with the project team a final Land Use Option was created. The Plan utilizes this option as a basis for calculating future traffic demands on Meridian.

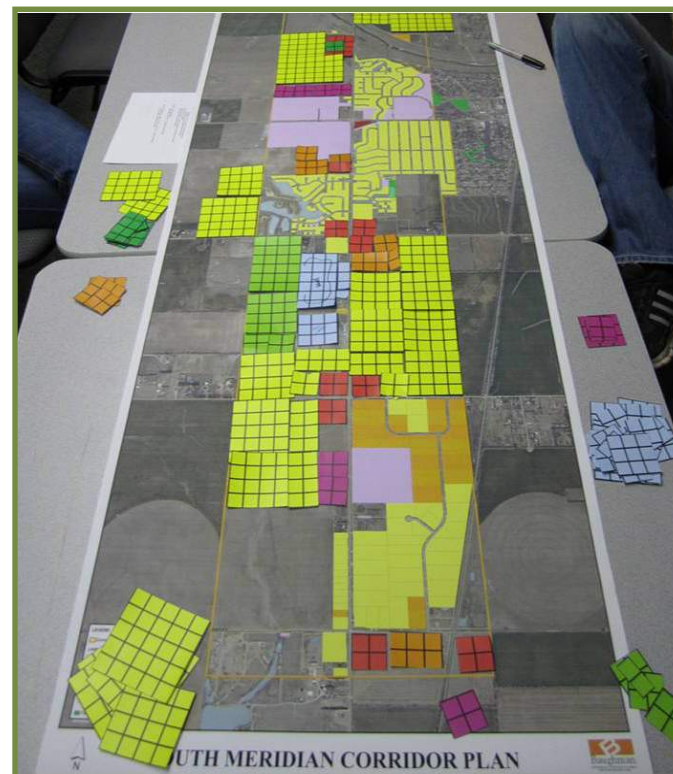
Growth Trends

In addition to the overall decline in housing starts over the past several years, several factors impact the area's growth potential. The existing Country Lakes subdivision north and west of the intersection of 79th Street and Meridian provides the corridor with the most immediate opportunity for residential development with other housing sites limited to infill projects due to the fact that new subdivision activity south of 79th Street is curtailed until the implementation of the D-21 drainage project. Areas north of Grand within the corridor would accommodate future growth without the constraint of needing D-21 to be built.

According to the MAPD's Development Trends Report, the City of Haysville has experienced a reduction in building permit activity from a 2006-2009 average of 69 permits to only 20 permits issued in 2010. However, in its recently updated Comprehensive Plan the City of Haysville estimates a growth rate of 1.95% based on an increasing level of building activity over the past year.

General Impact on Meridian

The Plan's Land Use Option illustrates a relatively typical suburban development pattern occurring between 55th Street to one-half mile south of 79th Street. Within this portion of the corridor, the majority of new development is predicted to happen north of Grand and spread up to 55th Street.



Land Use worksession using "chips"

It should be noted that the pace of growth is expected to be relatively slow in the near term, and complete build out of the study area should extend well beyond the Plan's timeframe.

Meridian's design and function vary along the corridor - ranging from four-lanes within the urbanizing areas at the northern end of the study area to a two-lane roadway serving rural and suburban uses within the southern portion of the study area. Based on these distinct characteristics of the corridor, the Plan groups the corridor into three segments: 55th Street to Grand, Grand to one-half mile south of 79th Street, and one-half mile north of 87th Street to 95th Street.

Land Use Designations

It is anticipated that areas immediately outside of urbanized areas will continue to develop as they have in the past. The single family detached subdivision is a common development pattern in the County's suburbs, and this will continue to be the case unless and until the market demand for different products dictates otherwise.

Haysville has indicated a desire for future development within the Meridian corridor be more suburban in nature, meaning a continued transition of existing agricultural areas to low-density residential projects, the potential for an expansion of school facilities, smaller mix of local-serving commercial, office, and multi-family residential uses.

The Plan uses the following land use classifications:

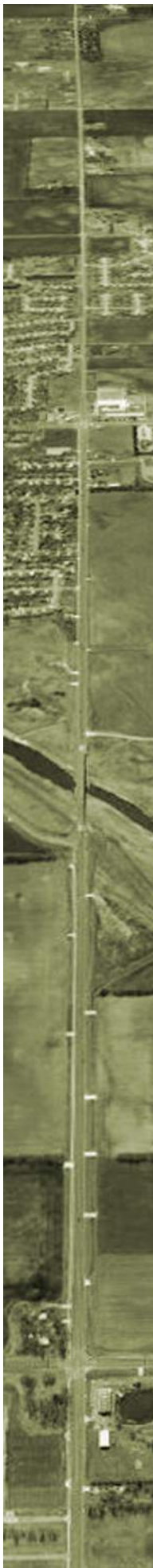
Low-Density Residential: Pattern of residential areas developed with single-family, urban-scale lots, typically yielding 2 to 2.5 dwelling units per acre of land. It is also assumed that the development of single-family detached houses on one-acre lots and larger may continue within the suburban growth areas as well.

Moderate-Density Residential: Twin homes, patio homes, and town homes are common uses in these areas. Often less used than traditional single-family residential, moderate-density offers an important housing type for a growing community. Traffic implications are similar to other low-density residential uses.

High-Density Residential: Typically represents multi-level, multi-tenant apartment complexes, with densities ranging between 12 and 18 dwelling units per acre. These developments usually seek direct connections to the arterial street, and may require turn-lane improvements to account for the added traffic volumes.



Land Use worksession with the Haysville Planning Commission



Mixed-Use: These are areas with the greatest flexibility in terms of land use and may be comprised of one or several use types. Although considered to be less of a traffic generator than true “commercial” developments, mixed use projects still require appropriate site design to ensure traffic impacts are kept minimal.

Office: Due to the fact that many office projects are relatively small in scope and have limited hours of operation, most are considered compatible with all other land use classifications. It should be noted some office uses, such as banks, can generate a high amount of traffic.

Commercial: Within the context of the Meridian corridor, commercial development is expected to occur at the arterial intersection nodes where the traffic generated can fully utilize the existing or future intersection improvements. It is expected most commercial projects within the study area will be local-serving, thereby limiting major traffic impacts associated with regional shopping districts.

Public/Institutional: These uses, such as schools and churches, have the ability to be significant traffic generators in a similar fashion as most other non-residential development. As such, their location at nodes should be encouraged.

Parks and Open Space: This designation recognizes areas that would otherwise have less development value for other uses, such as the Big Ditch or floodplains, or land already under consideration for park related uses.

Agriculture/Future Urban Development: The Plan recognizes the agricultural nature of existing tracts within the study boundary, and expects future urban development to occur in these areas beyond the Plan’s timeframe. The Plan does not expect these areas to impact traffic volumes in a significant manner.

Table 2 and the following chart show the distribution of the above-referenced land use categories for those undeveloped properties within the study area. It is assumed there will be a need for approximately half the corridor’s available land to support the residential growth expected over the next several decades with over a third of the area remaining in agricultural production.

Table 2: Land Use Distribution

PREFERRED LAND USE OPTION	ACRES	PERCENT
LOW DENSITY RESIDENTIAL	722	45%
MODERATE DENSITY RESIDENTIAL	29	2%
HIGH DENSITY RESIDENTIAL	0	0%
MIXED USE	72	4%
COMMERCIAL	52	3%
INSTITUTIONAL	52	3%
PARKS	72	4%
AGRICULTURE	626	39%
TOTAL	1,625	100%

Source: Baughman field work, Spring 2012

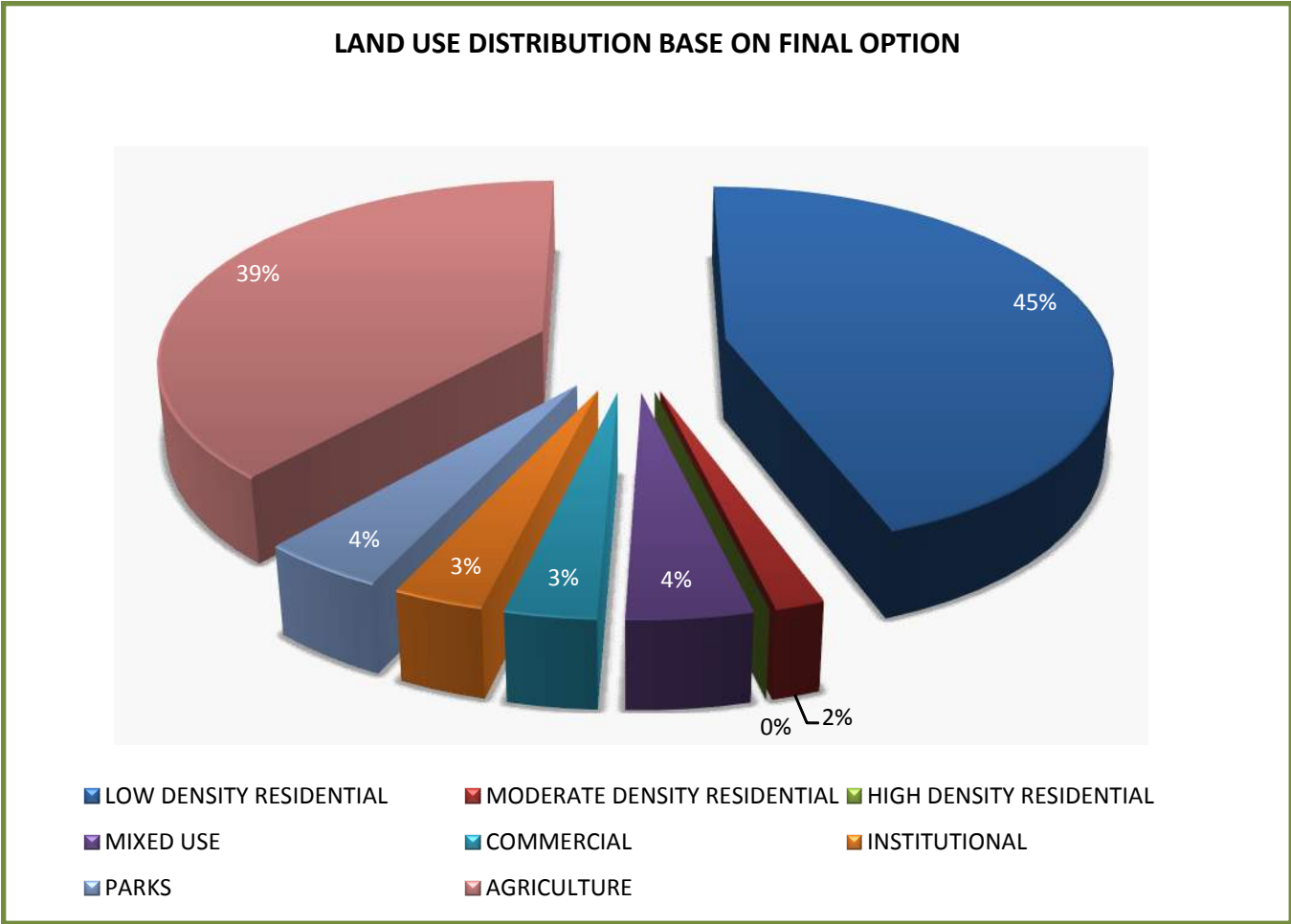
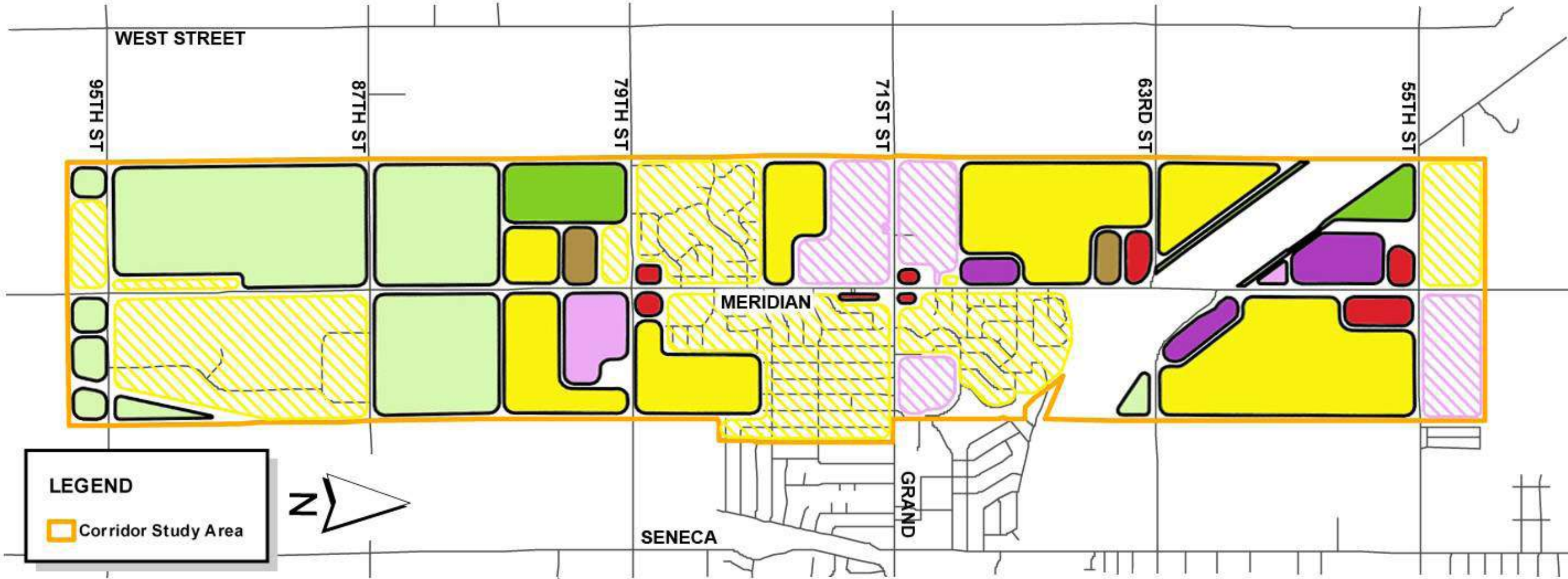


Figure 13: Land Use Option for the Meridian Corridor

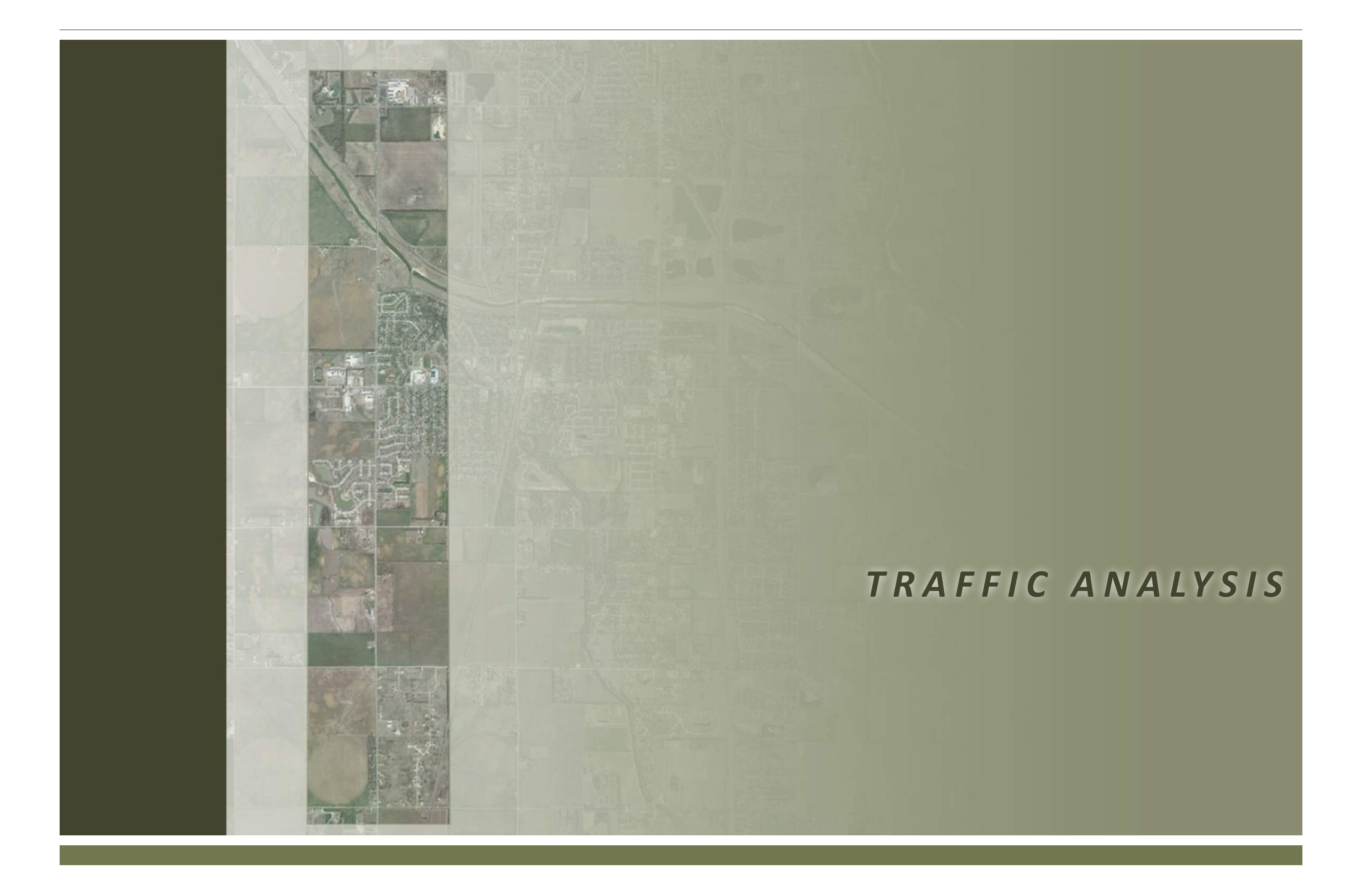


The final Land Use Option used by this study is based on a typical suburban fringe development pattern seen throughout the region. This pattern is characterized by non-residential uses concentrated at the arterial intersections with the balance of available land comprised of low-density residential subdivisions, open space, and institutional uses. The existing land use pattern at Grand and Meridian is established to a great extent, leaving the 55th Street, 63rd Street, and 79th Street intersections with the greatest potential for higher-intensity development in the future. Areas within the northern two-thirds of the study area are assumed to be more likely to develop due in part to the ease of infrastructure extension and relative lack of drainage issues. This option also assumes less development occurring within the southern third of the corridor with a focus on maintaining the existing agricultural uses over the planning period.

The formation of this option takes into account several broad factors that affect land development. Among them are physical development constraints such as drainage, the efficient extension of municipal infrastructure to support development, school district boundaries, proximity to other transportation routes, as well as property owner sentiment. It is not the intent of this Plan to dictate or restrict future growth from following a different pattern than the one shown here, but simply to form the basis on which the Plan’s recommendations are created. Further, this Land Use Option is not indefinite and acknowledges that other development scenarios may be appropriate.

LAND USE CLASSIFICATIONS

	LOW-DENSITY RESIDENTIAL		COMMERCIAL
	MODERATE-DENSITY RESIDENTIAL		MIXED USE
	HIGH-DENSITY RESIDENTIAL		PARKS & OPEN SPACE
	PUBLIC/CIVIC USES		AGRICULTURE
	INSTITUTIONAL		EXISTING RESIDENTIAL
	OFFICE		EXISTING INSTITUTIONAL

The background of the slide is an aerial photograph of a suburban or rural area, showing a grid of fields, some developed land with buildings, and winding roads. A solid dark olive-green vertical bar runs along the left edge of the slide. In the lower right quadrant, the words "TRAFFIC ANALYSIS" are written in a bold, italicized, sans-serif font.

TRAFFIC ANALYSIS

EXISTING TRAFFIC EVALUATION

The following sections outline the roadway characteristics and baseline traffic conditions along the selected portions of the Meridian corridor.

Baseline Traffic Conditions

Baseline traffic conditions along the South Meridian Corridor study area (i.e., traffic volumes, accident data, roadway capacity, and level-of-service) were established early in the planning process. Traffic volume and turning movement data were collected over the month of March, 2012 using tube counters at each counting location. The study utilizes Kansas Department of Transportation (KDOT) accident information gathered between 2006 and 2011. Standard transportation engineering methods and practices were used to analyze current and future traffic volumes and future capacity constraints. The Plan also considered a mix of future land use models to better understand design needs, such as lane configuration, pedestrian accommodations, signalization, and access management along the corridor.

Table 3: Meridian Corridor Characteristics

Meridian Segment	Average Daily Trips	Lane Configuration	Median	Posted Speed
55th St. to 63rd St.	6,826	Four-lane	No	40 mph
63rd St. to Grand Ave.	9,578	Four-lane	No	40 mph
Grand Ave. to 79th St.	4,048	Two-lane	No	40 mph
79th St. to 87th St.	1,935	Two-lane	No	55 mph
87th St. to 95th St.	N/A	Two-lane	No	55 mph

Source: Baughman field work, Spring 2012

Traffic Counts

Baughman Company collected current traffic count data along the Meridian corridor from north of 55th Street to south of 95th Street. After comparing the collected data to the data provided by WAMPO, some differences were found. While generally in line with the WAMPO data for the northern portion of the study area, the southern portion varies from the WAMPO data greatly.

The WAMPO model is not typically used for detailing specific locations such as the Meridian corridor and the resulting differences in the projections can be expected. In broader terms, the regional traffic model becomes less specific as one expands out into the rural or fringe areas. It is understandable that localized counts show a different level of traffic volume under these circumstances.

Table 4 summarizes the average daily traffic (ADT) measured at the five vehicle count locations along Meridian.

Table 4 – Baseline Traffic Conditions

Intersection	Projected ADT*			Speed	
	2008	2020	2035	2012	85th %
	(Veh)	(Veh)	(Veh)	(Veh)	(mph)
55th and Meridian					
North of 55th Street	6,829	8,055	8,705	6,221	47.2
South of 55th Street	7,536	8,320	8,924	8,123	49.7
West of Meridian Avenue	6,782	6,897	7,248	3,336	48.1
East of Meridian Avenue	5,426	5,983	6,596	4,126	44.5
63rd and Meridian					
North of 63rd Street	5,964	8,543	9,438	#	49.7
South of 63rd Street	6,161	7,858	8,851	6,673	46.8
West of Meridian Avenue	3,251	3,551	3,831	341	#
East of Meridian Avenue	5,570	4,799	5,579	2,526	#
71st and Meridian					
North of 71st Street	5,964	7,474	8,531	6,628	46.5
South of 71st Street	1,719	2,679	3,319	5,214	47
West of Meridian Avenue	5,495	7,224	8,656	4,815	34.4
East of Meridian Avenue	8,959	10,071	10,633	6,584	34.4
79th and Meridian					
North of 79th Street	1,719	2,679	3,319	2,996	54.6
South of 79th Street	675	1,849	2,279	2,043	61.7
West of Meridian Avenue	3,632	4,582	5,039	442	50.1
East of Meridian Avenue	4,036	4,735	5,391	1,957	51.2
87th and Meridian					
North of 87th Street	675	1,849	2,279	1,789	61.7
South of 87th Street	316	1,241	1,592	1,563	62.4
West of Meridian Avenue	1,104	1,423	1,738	186	#
East of Meridian Avenue	1,406	1,915	2,226	463	52.3
95th and Meridian					
North of 95th Street	316	1,241	1,592	1,377	59.9
South of 95th Street	402	405	613	1,323	60.6
West of Meridian Avenue	1,469	2,173	3,202	136	31.1
East of Meridian Avenue	1,427	3,009	4,182	148	39.8

(*) Data Provided by WAMPO / (#) Data not collected

Figure 14: Meridian Traffic Volumes - North Section

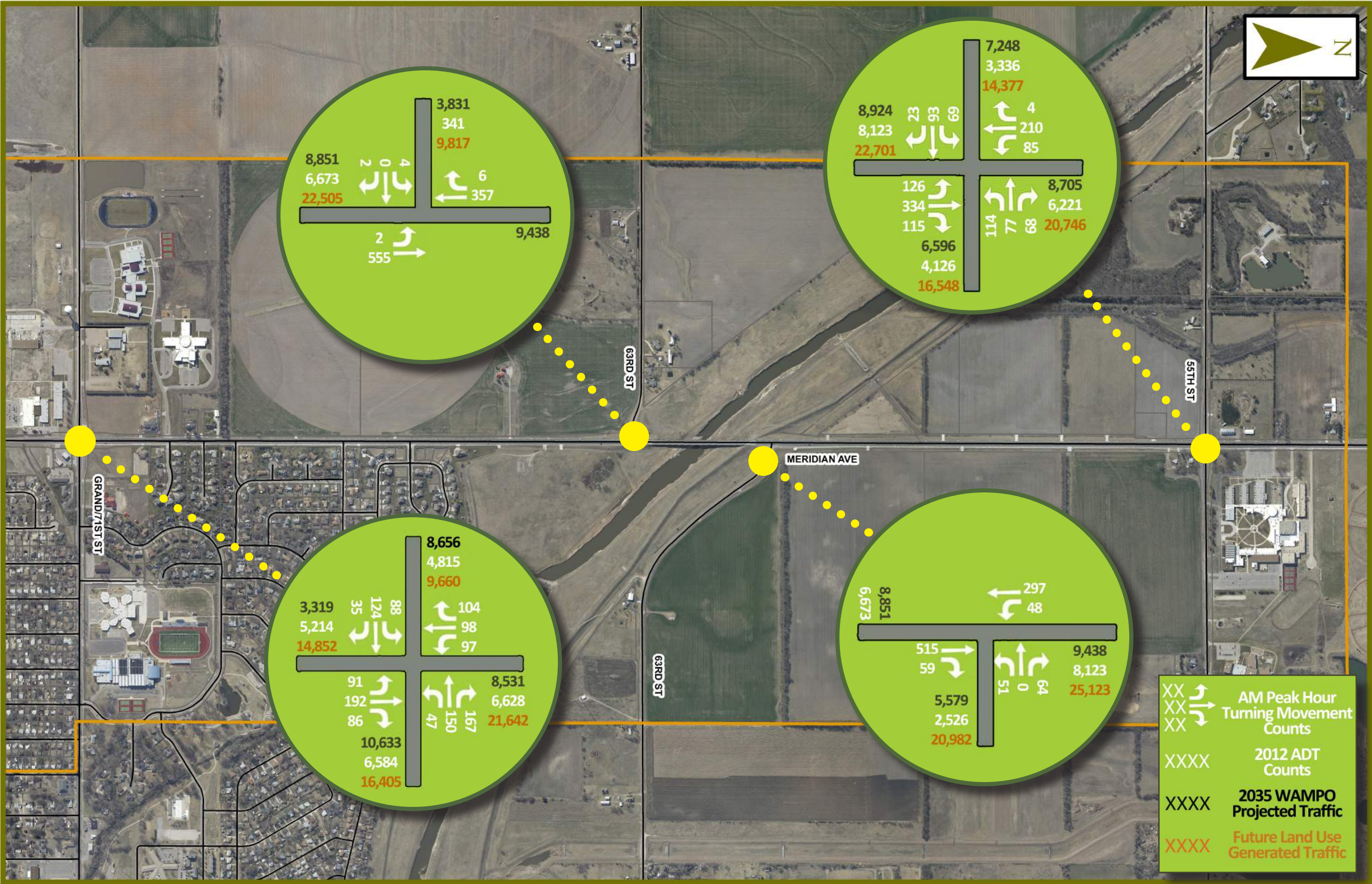


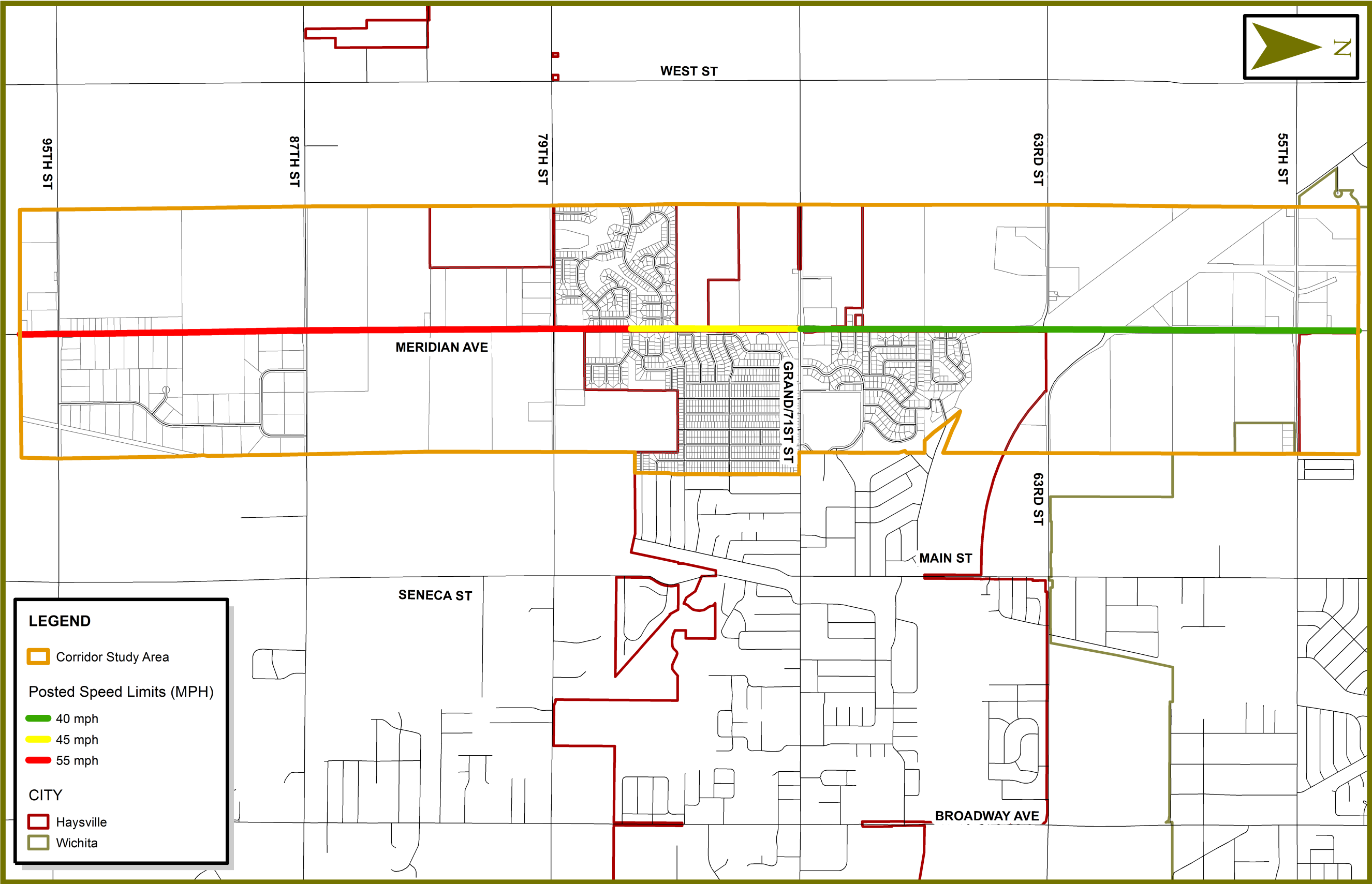
Figure 15: Meridian Traffic Volumes - Center Section



Figure 16: Meridian Traffic Volumes - South Section



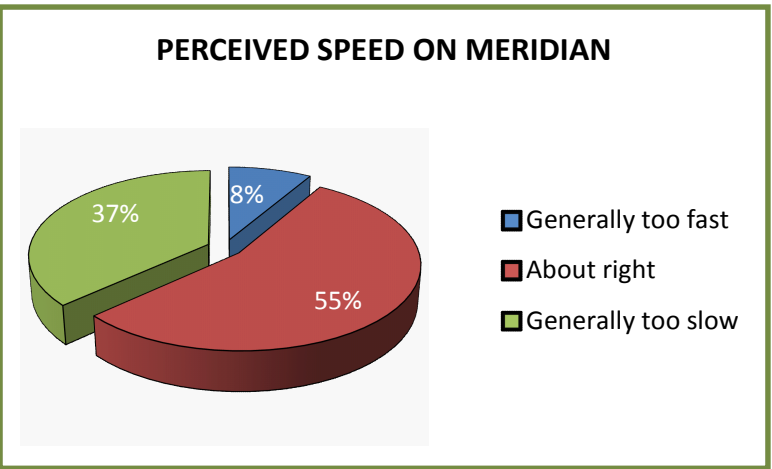
Figure 17: Posted Speed Limits along Meridian



Speed Data

Speed data was collected along the corridor during the initial phase of this study in addition to traffic volumes. It was found that speeds along the corridor were higher than the posted limits along most mile sections within the study area.

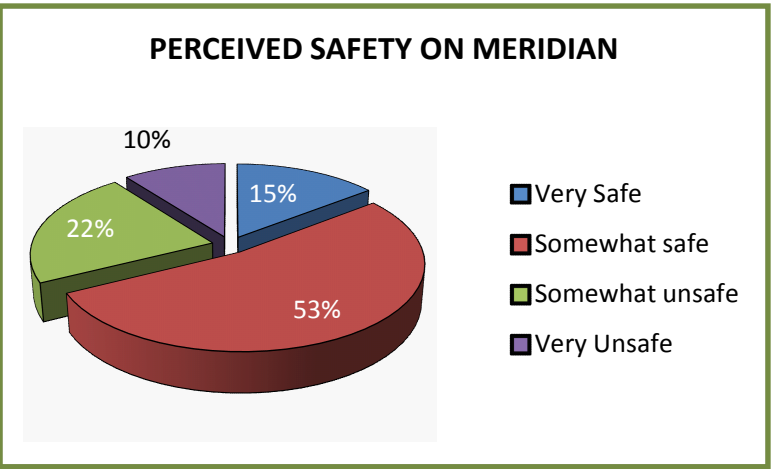
These findings are most-likely due to the recent roadway expansion and lowering of the speed limits along Meridian between 55th Street to 71st Street from 45 mph to 40 mph. This assumption, coupled with little or no turning movements along the north portion of the corridor, may have created a greater sense of comfort to the traveling public, which perhaps translates into the higher travel speeds discovered. The southern portion of the study south of 79th Street showed even higher travel speeds, but no greater than any other rural county paved arterial.



Source: Public Survey Data

Crash Summary

The Plan analyzed crash data for those segments of Meridian within the Plan’s boundary in order to identify areas of concern. The KDOT Motor Vehicle Crash data for the years 2006-2011 indicates a reasonably safe roadway with no discernible area with a high accident rate. All crashes within the study area are almost evenly distributed among the various road segments relative to the individual segments traffic volume, and there doesn’t seem to be a correlation between accident location and specific intersections or driveways along Meridian. It should also be noted the section between 55th Street and Grand has been widened since the majority of this data was collected.



Source: Public Survey Data

Baseline Roadway Capacity Analysis

Capacity and Level of Service (LOS) analyses were also performed for the road segments to determine the operation of the existing roadway under current demand.

The three sections of the corridor, when analyzed for intersection capacity and roadway flow characteristics, exhibit no major congestion problems and adequate LOS. The northern section of Meridian, which was improved to four-lanes, shows the greatest LOS, thereby offering room for future

Table 5: Meridian Crash Data by Location and Type

Meridian Segment	Number of Crashes	Fatal Accident	Injury Accident	Property Damage
55th St. to 63rd St.	17	0	4	13
63rd St. to Grand Ave.	33	1	12	20
Grand Ave. to 79th St.	12	0	4	8
79th St. to 87th St.	7	0	3	4
87th St. to 95th St.	5	0	1	4
Totals	74	1	24	49

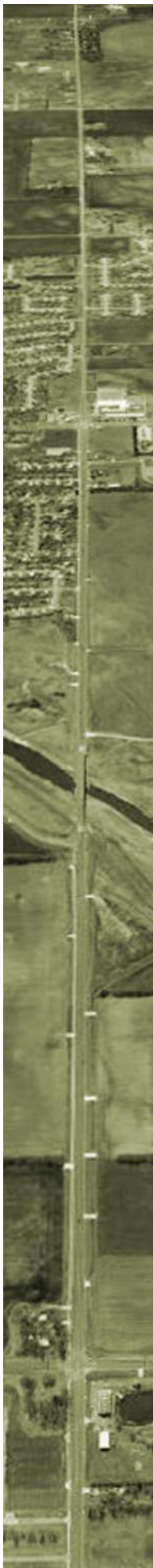
Source: Kansas Department of Transportation Data (2006-2011)

traffic growth. The middle section, which is currently two-lanes, is less accommodating to future traffic growth, and may be approaching conditions that could lead to warranting expansion to a three-lane urban standard arterial design with median-controlled turn lanes. This issue has less to do with operating at a lower LOS, but more with the existing pattern of residential collector streets creating turning conflicts. The data shows an extremely low volume of traffic within the southern segment of Meridian, and a corresponding high LOS.

Table 6: Definition of Intersection Levels of Service

Level of Service (LOS)	Average Control Delay (sec/veh)	Description
A	≤ 10.0	Progression is extremely favorable and most vehicles do not stop at all.
B	10.1 - 20.0	Progression is good with more vehicles stopping than at LOS A.
C	20.1 - 35.0	Progression is fair and individual cycle failures may begin to appear at this level.
D	35.1 - 55.0	Congestion becomes noticeable. Many vehicles stop and individual cycle failures become more prevalent.
E	55.1 - 80.0	Individual cycle failures are frequent.
F	> 80.0	Arriving traffic volumes exceed the capacity of the intersection. Significant cycle failures occur.

Source: Highway Capacity Manual 2000



FUTURE TRAFFIC CONSIDERATIONS

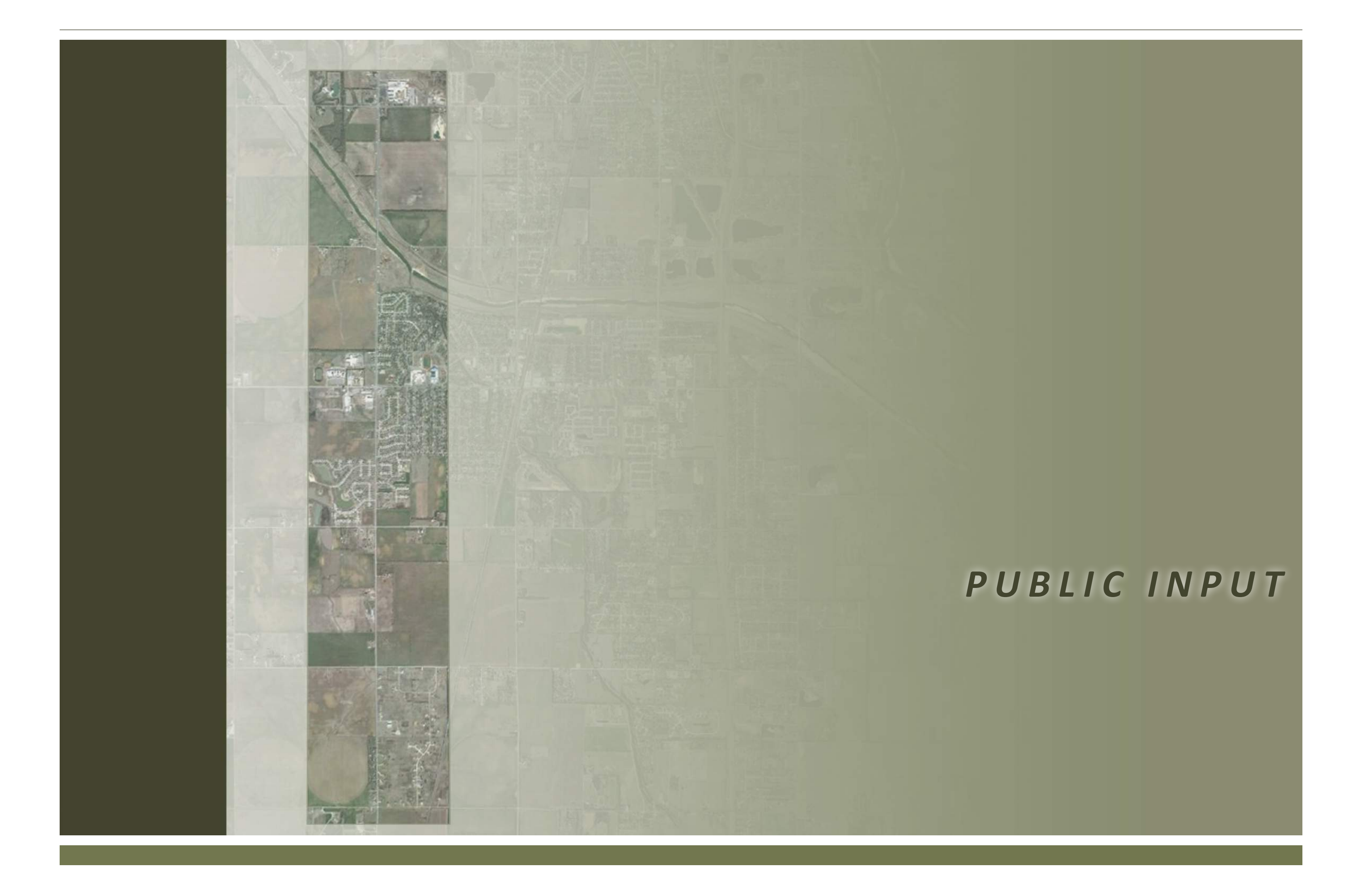
From the baseline traffic analysis, the Plan makes various assumptions regarding the future traffic volumes the South Meridian corridor can expect as development occurs over the next several decades.

The Plan utilized Institute of Transportation Engineers (ITE) trip generation information as a basis for future traffic volume projections, with some modification for the “commercial” and “mixed use” categories. The ITE trip generation rates are derived from generalized traffic data from across the country, therefore certain estimates were made based on more localized development practices and expectations.

For example, calculations based on area and densities take into consideration local development patterns (i.e. number of dwelling units per acre for residential and percent of gross area used for non-residential building coverage) in order to provide more practical volume projections. Typical single-family residential developments yield approximately 2.3 dwelling units to the acre and multi-family residential developments produce approximately 12 to 14 units per acre. Non-residential projects, office parks and commercial districts for example, utilize 20 percent to 26 percent of their gross acreage as building coverage.

The calculation of possible traffic volumes resulting from future development within the study area, the timing of development, and an analysis of its impact on Meridian form the basis for the following observations and assumptions:

- Existing four-lane portions of Meridian north of Grand should provide adequate capacity throughout the timeframe of the Plan, with the added impacts from new development being accounted for with site-specific improvements.
- Remaining phases of the Country Lakes residential development is likely to add near-term growth to existing volumes on Meridian between Grand and 79th Street.
- Projected traffic volumes north of Grand expected to reach approximately 20,000 to 25,000 average daily traffic (ADT) at full build-out.
- Volumes at 63rd Street (north of bridge) and 55th Street intersections approaching the need for signalization.
- Traffic between Grand and 79th Street approaching need for a three-lane arterial within the next five years.
- Volumes between 79th Street and one-half mile south are heavily predicated on the potential location of a second high school.
- Volumes between a point one-half mile north of 87th Street to 95th Street should remain relatively low over the study period.

The background of the slide is an aerial photograph of a landscape, likely a river valley, showing fields, roads, and some buildings. A dark vertical bar is positioned on the left side. The text 'PUBLIC INPUT' is located in the lower right quadrant.

PUBLIC INPUT

PUBLIC INPUT WORK SESSIONS

The South Meridian Corridor Plan sought input from business owners, land owners, residents, and the general public through a series of three public meetings where those in attendance were encouraged to share their vision for the area.

The stakeholders involved in the planning process provided important input to help develop the scope of the Plan's vision, refine alternatives, and substantiate its goals and objectives in an effort to help ensure the recommendations are feasible, acceptable, and reflect the community's values.

In addition to holding these open forums, the project team also met with the Haysville City Council, Planning Commission, and Haysville Forward Inc. during April, 2012 to ensure the Plan echoes the opinions and objectives of these groups.

The public meetings utilized "keypad polling", in which participants chose answers to design questions and quickly obtain results of polling, to make the process transparent and provide an equal voice to all participants. In addition, the same survey questions were provided to those who were unable to attend the Public Input sessions in an online format in order to gain broader input from the general public. The following is a summary of the three public meetings:

Public Input Session #1

The first community open house was held at USD #261's Learning Center on March 29, 2012. The purpose of this open house was an introduction session which included the following:

- Introduced the purpose of the plan.
- Presented the Plan's development process & schedule.
- Provided project background.
- Answered questions.
- Conducted a key pad polling session.

Members of the community were asked to provide insight and comment on the direction and scope of the Plan and to identify corridor assets, liabilities, and what their vision was for the future of the corridor. The input gained from this effort provided an opportunity to better gauge the direction of the plan.



Land Use worksession with Haysville Forward, Inc.

Public Input Session #2

The second public input session was held on the evening of May 3, 2012 in the commons area of the Haysville West Middle School. The purpose of this meeting included the following:

- Presented preliminary right-of-way cross-sections.
- Presented preliminary land-use options.
- Gained additional input regarding the Plan's recommendations.
- Conducted a key pad polling session.
- Answered questions.

This open house allowed community members the opportunity to review roadway sections, land use diagrams, and streetscape concepts. The attendees were encouraged to ask questions regarding plan components or process issues, express concerns, and discuss likes and dislikes of the exhibits. Those comments were reviewed by the project team, Core Group, and Advisory Group members and influenced the Plan's recommendations.

Public Input Session #3

The third and final community input session was again held at the Haysville West Middle School on June 21, 2012. The purpose of this meeting included the following:

- Presented recommended road configurations.
- Presented the revised land-use option.
- Presented the revised streetscape concepts.
- Gained additional input and confirmation of the Plan's recommendations.
- Conducted a key pad polling session.
- Answered questions.

This session allowed stakeholders the opportunity to review and confirm the Plan's desired options. The attendees were encouraged to again discuss the various elements of the Plan. Those comments helped shape the direction of the Plan and provided a degree of buy-in from the community. See Appendix B for the three surveys and participant responses.



Public review of presentation boards during second meeting

PUBLIC INPUT WORK SESSION FINDINGS

Comments from the Plan’s stakeholder workshops, combined with plans and comments from previous projects begin to form a vision for the future development of the Meridian corridor.

The findings suggests that consideration be given to the introduction of a mix of residential uses on the corridor as a catalyst for future commercial and office development, and various aesthetic considerations be made in an effort to enhance Meridian as a future growth corridor. Also, public input indicated the scale and character of development should be especially sensitive to the existing low-density residential neighborhoods and schools within the Meridian corridor.

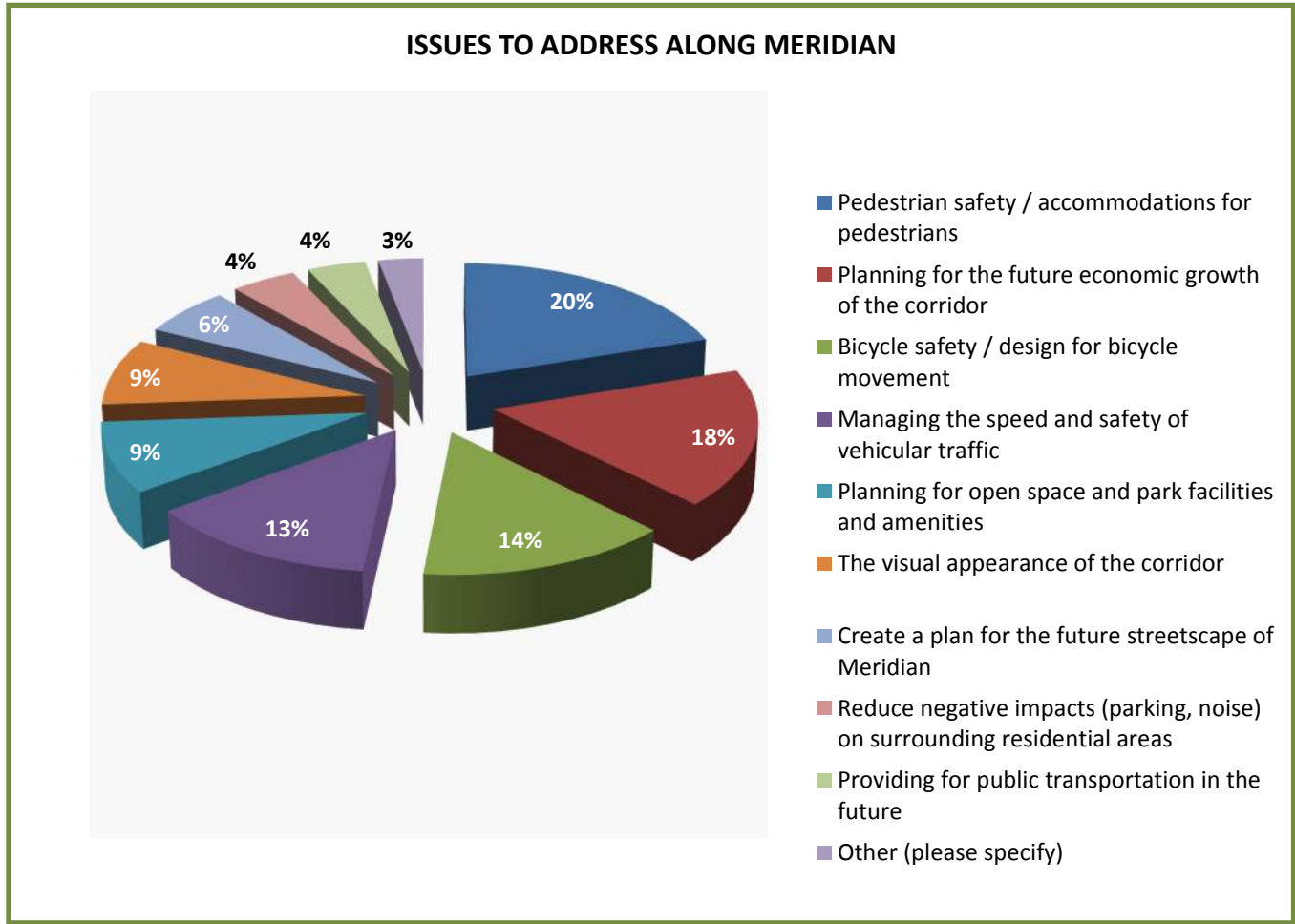
The community was asked to respond to questions specifically related to roadway design. These ranged from not only geometrics, but included such items as pedestrian elements (sidewalks, crossing locations, lighting, etc.), enhanced landscaping, and development regulations as well. The results indicate broad support for the inclusion of landscaped medians in addition to landscaping along the edges of the Meridian right-of-way. In an effort to enhance the aesthetics of Meridian and to establish a stronger image for Haysville the community showed support for greater controls regarding new development projects.

The Plan attempts to address the opinions and preferences of the community by providing recommendations for the various elements affecting the corridor. These recommendations can be found in the following “Corridor Recommendations” section.

Table 7: Issues to Address along Meridian

The most important issues to address in the Meridian plan are (select your top three)	
Answer Options	Response Percent
Pedestrian safety / accommodations for pedestrians	20%
Planning for the future economic growth of the corridor	18%
Bicycle safety / design for bicycle movement	14%
Managing the speed and safety of vehicular traffic	13%
Planning for open space and park facilities and amenities	9%
The visual appearance of the corridor	9%
Create a plan for the future streetscape of Meridian	6%
Reduce negative impacts (parking, noise) on surrounding residential areas	4%
Providing for public transportation in the future	4%
Other (please specify)	3%
Total	100%

Source: Public Survey Data



Source: Public Survey Data

Recommended Roadway Design

These roadway recommendations were not chosen to simply account for stakeholder preferences; rather they aim to balance the cost of widening with the expected benefit to the community and proposed future transportation needs. These stated designs were based on projected traffic from the horizon year and the expectations of growth over the Plan's timeframe.

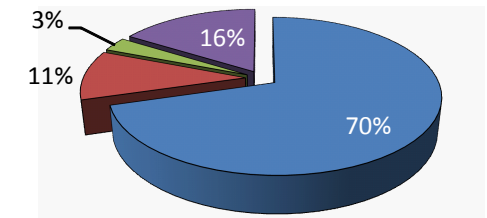
- **North Section:** Opinions call for maintaining the existing four-lane condition. Future improvements are expected to entail site-specific modifications, such as deceleration lanes and left turn lanes, as development occurs.
- **Center Section:** Traffic analysis, as well as public comment, indicates support for expanding the existing County standard roadway to a three-lane arterial with landscaped medians.
- **South Section:** Traffic analysis and public opinion do not support a recommendation for an expansion in the number of traffic lanes of this portion of Meridian over the study's timeframe. The recommendation is for Meridian to remain a two-lane road, but enhanced to a "Super Two" County standard arterial. In general terms a "Super-Two" road design incorporates a more substantial road base, a better grade of pavement, rock shoulders, and broader ditches.

Pedestrian Connectivity and Safety

One of the primary aspects of the plan is to link existing and future uses on and around the corridor through a system of pedestrian connections. Based upon public input at the community visioning sessions concerning key areas requiring improvements for sidewalks and other pedestrian connections, the proposed alternatives suggest priorities for improvements in the sidewalk network, as well as the design of sidewalk and bike path facilities in the South Meridian Corridor.

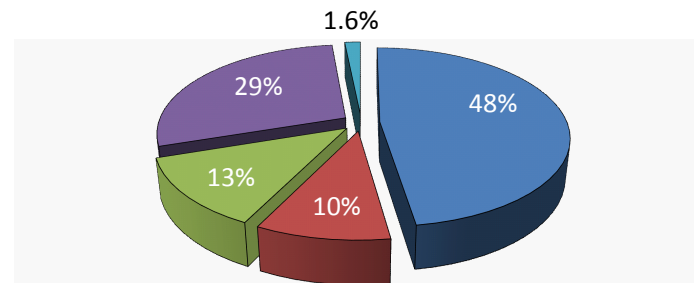
The results from the Public Input sessions indicate a preference for off-road facilities aligned with the arterial road system, better connections between developments and a crossing over the Floodway. The Plan recognizes that on-street bike lanes are not desired, and seeks to provide safer off-street connections away from the traffic on Meridian at the time individual sections of the roadway are improved in the future.

PEDESTRIAN IMPROVEMENTS



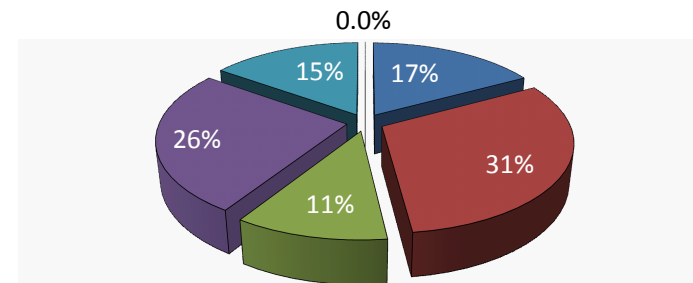
- Bike paths running parallel to the roadway and separated by a landscape or planted area
- Designated bike lanes located within the roadway area
- Shared auto / bike lanes (aka "sharrows")

PREFERRED STREET DESIGN - NORTH SECTION



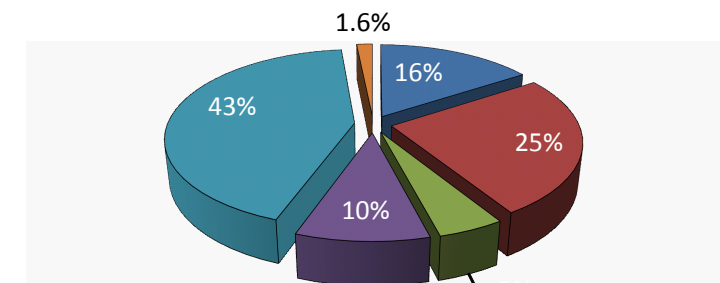
- "The Existing Condition" (two lanes in each direction, with no center median)
- "Three lane street" (one lane in each direction plus a combination of center turn lane and landscaped median)
- "Five lane street with paved median" (two lanes in each direction plus a paved median lane in the middle of the street)
- "The Parkway Option" - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)

PREFERRED STREET DESIGN - CENTER SECTION



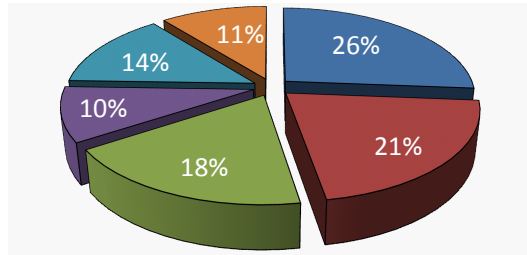
- "Four Lane Street" (two lanes in each direction, with no center median)
- "Three lane street" (one lane in each direction plus a combination of center turn lane and landscaped median)
- "Five lane street with paved median" (two lanes in each direction plus a paved median lane in the middle of the street)
- "The Parkway Option" - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)

PREFERRED STREET DESIGN - SOUTH SECTION



- "Four Lane Street" (two lanes in each direction, with no center median)
- "Three lane street" (one lane in each direction plus a combination of center turn lane and landscaped median)
- "Five lane street with paved median" (two lanes in each direction plus a paved median lane in the middle of the street)
- "The Parkway Option" - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)

ACCESS MANAGEMENT CONCEPTS



- Require interconnections of parking lots / connections from one property to another
- Require minimum distances between driveways
- Installation of a median along Meridian where possible
- The use of backstreets / parallel streets in commercial areas
- All of the above
- None of the above

There is also a desire to improve pedestrian connections across Meridian, specifically to concentrate crossings at the corridor's arterial intersections.

The other aspect of expanding community connections is the opportunity for more public space within the corridor's boundary. As new development occurs on the corridor the opportunity exists to consider designating various areas for open space or parks.

Access Management Policy

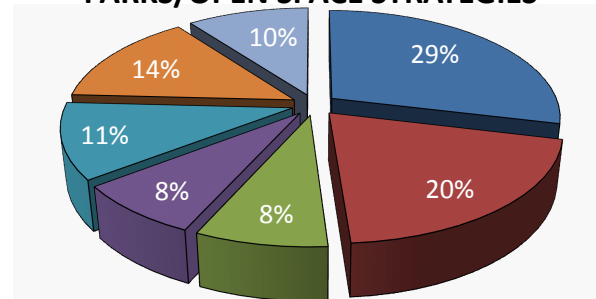
In broad terms the community expressed support for controlling access points along Meridian. The public was given a general overview of the concepts supporting access management and the importance of regulating access along roadways. Several standard strategies communities may adopt for implementing access management policies were also part of the discussion.

Landscape & Screening

General landscape design ideas for various street segments within the South Meridian Corridor were also brought before stakeholders. The alternatives suggested different groupings of street trees and other plantings that would be acceptable for different settings, such as residential areas and commercial developments. Alternatives included either moderate planting densities for developments along Meridian – envisioned to be consistent with Haysville's landscape regulations – and a higher-density planting scheme were used.

While public input supported the inclusion of landscaping and screening as a part of new residential development, there was no clear preference shown to expand the amount of landscaping currently required for non-residential projects.

PARKS/OPEN SPACE STRATEGIES



- Installation of a separated bike/pedestrian bridge along Meridian, crossing the Big Ditch
- Creation of a greenway along the Big Ditch
- Creation of a linear park along South Meridian
- Creation of a new park to the west of 71st and Meridian, integrated with USD 261 facilities such as West Middle School

Parks and Open Space

While there was interest shown for developing a new park within the southern portion of the Meridian Corridor, the primary focus for these improvements centered around expanding the use of the Floodway area for recreational activity.

Streetscape Elements

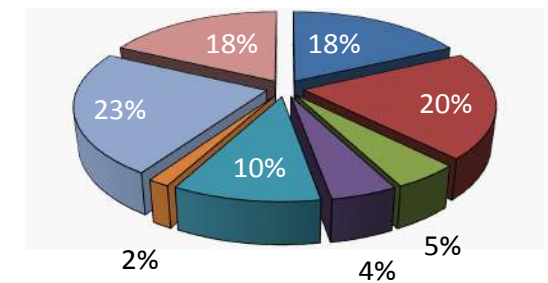
A comprehensive streetscape within a road corridor attempts to incorporate aesthetic, non-paving design elements to create a quality first impression as the traveling public enters a community, as well as establish and/or improve the identity for all land uses along the corridor. Studies show that streetscape improvements are not just about aesthetics but have shown the ability to increase a business's bottom line by making a corridor friendlier for pedestrians and customers.

Drawing from public input at these sessions, including feedback provided via keypad polling and online surveys, the Plan outlines streetscape strategies by street segment for the South Meridian Corridor. For each street type, a collection of amenities to include in the eventual construction of improvements were discussed, such as benches, planters, pavers, and lighting elements.

Economic Enhancement

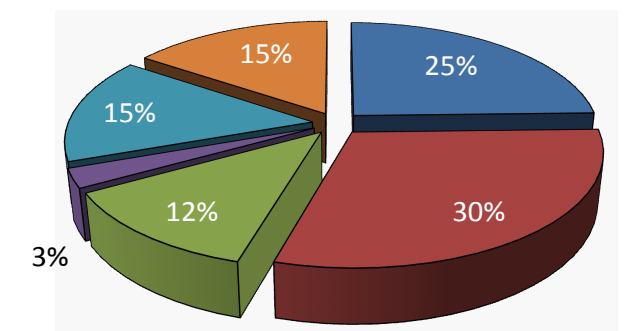
The public recognized the economic benefits to Haysville of creating and maintaining a vibrant corridor. Similar suburban corridors were shown to have a positive impact on adjacent property values and tend to build momentum for future growth.

STREETSCAPE PRIORITIES

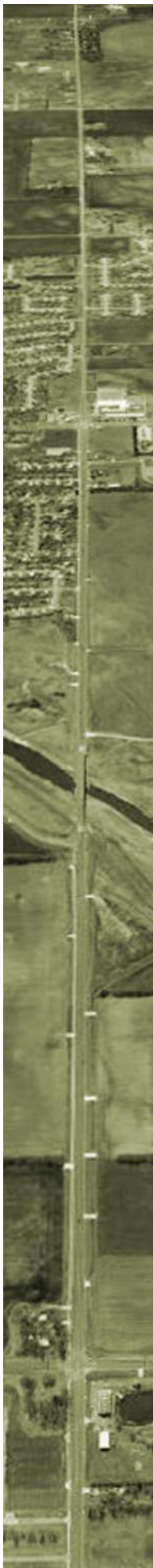


- Benches
- Shade areas
- Bike racks
- Public art
- Enhanced signage and wayfinding
- Dog waste stations
- Improved street lighting
- Improved pedestrian lighting

STREETSCAPE IMPROVEMENTS

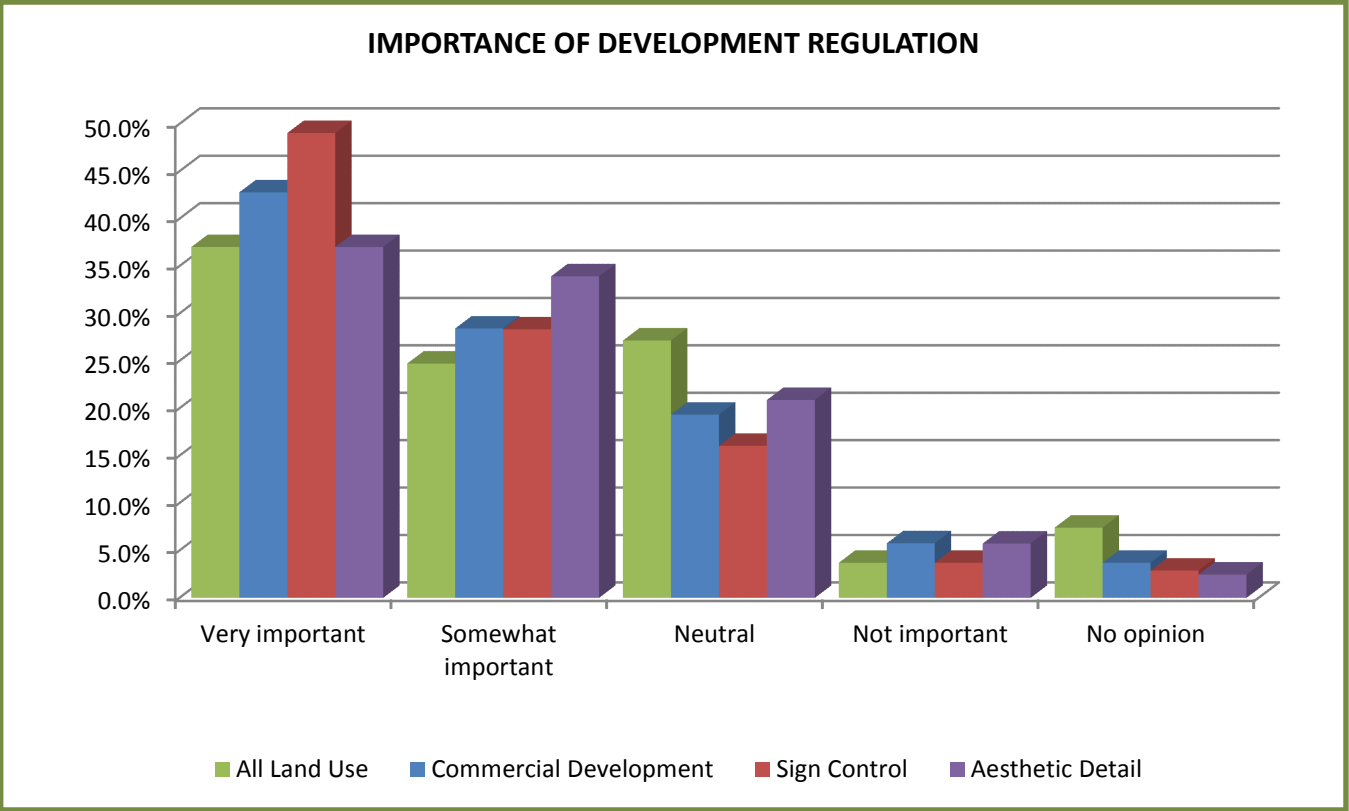


- Wider Sidewalks
- Bike paths separated from the street
- Benches
- Bike facilities (bike racks, etc.)
- Street trees



Development Regulation

The public also recognizes the need for Haysville and Sedgwick County to continue review and approve new development projects in a manner that limits negative impacts to the corridor and seeks appropriate design standards and dedications to mitigate any potential negative impacts. The Plan acknowledges that by evaluating projects on a case by case basis, Meridian as a whole will continue to evolve into an attractive and viable part of the community.



The image is a cover page for a report. It features a large, semi-transparent aerial photograph of a landscape, likely a river valley or a large agricultural area. A vertical strip on the left side of the image is highlighted in a darker shade, indicating a specific corridor of interest. The text 'CORRIDOR RECOMMENDATIONS' is positioned in the lower right quadrant of the image, rendered in a bold, italicized, sans-serif font. The overall color palette is muted, with various shades of green, brown, and grey from the aerial view, and a dark olive green for the text and the left vertical strip.

***CORRIDOR
RECOMMENDATIONS***

PLAN RECOMMENDATIONS / IMPLEMENTATION CONSIDERATIONS

Recommended Roadway Improvements - North Section

The need to widen Meridian from 55th Street to Grand Avenue is not expected within the timeframe of the Plan.

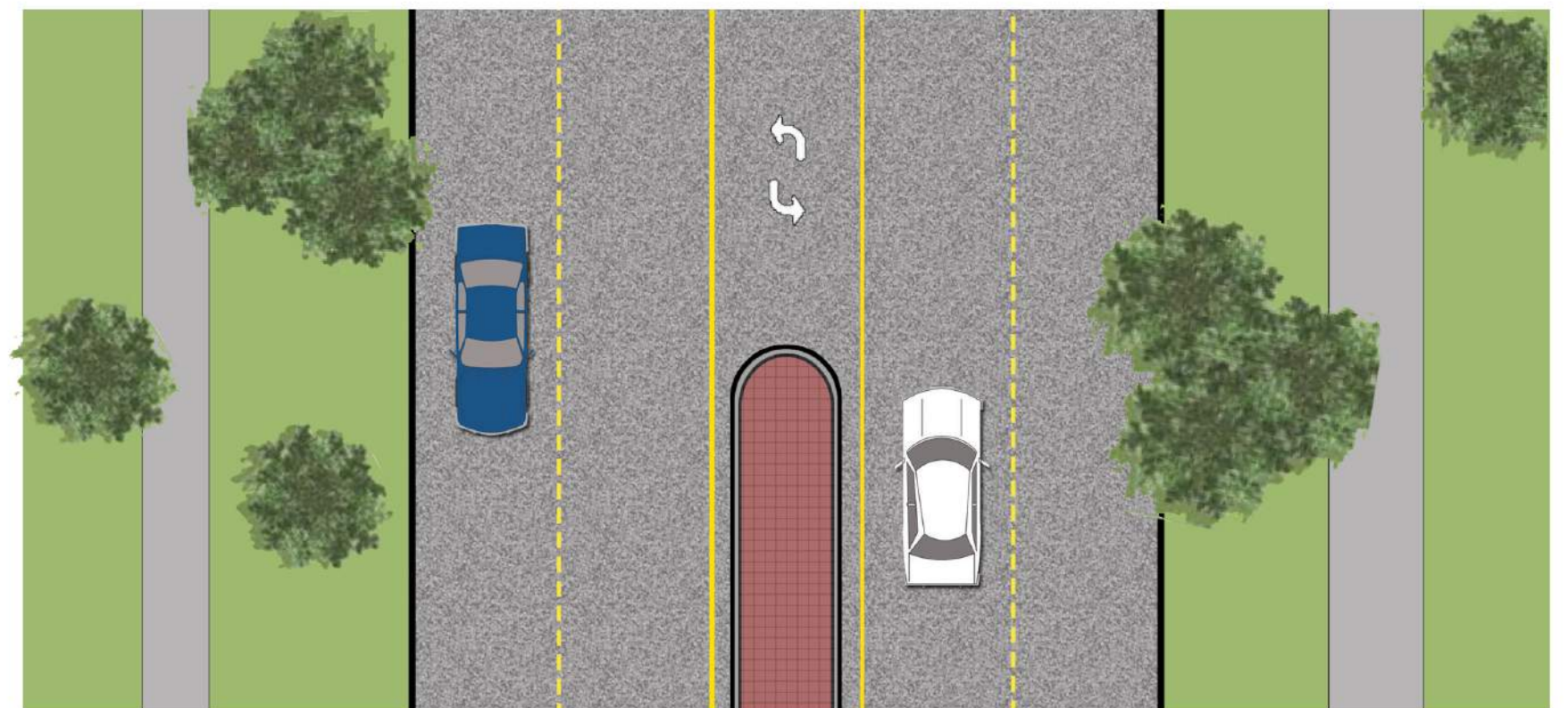
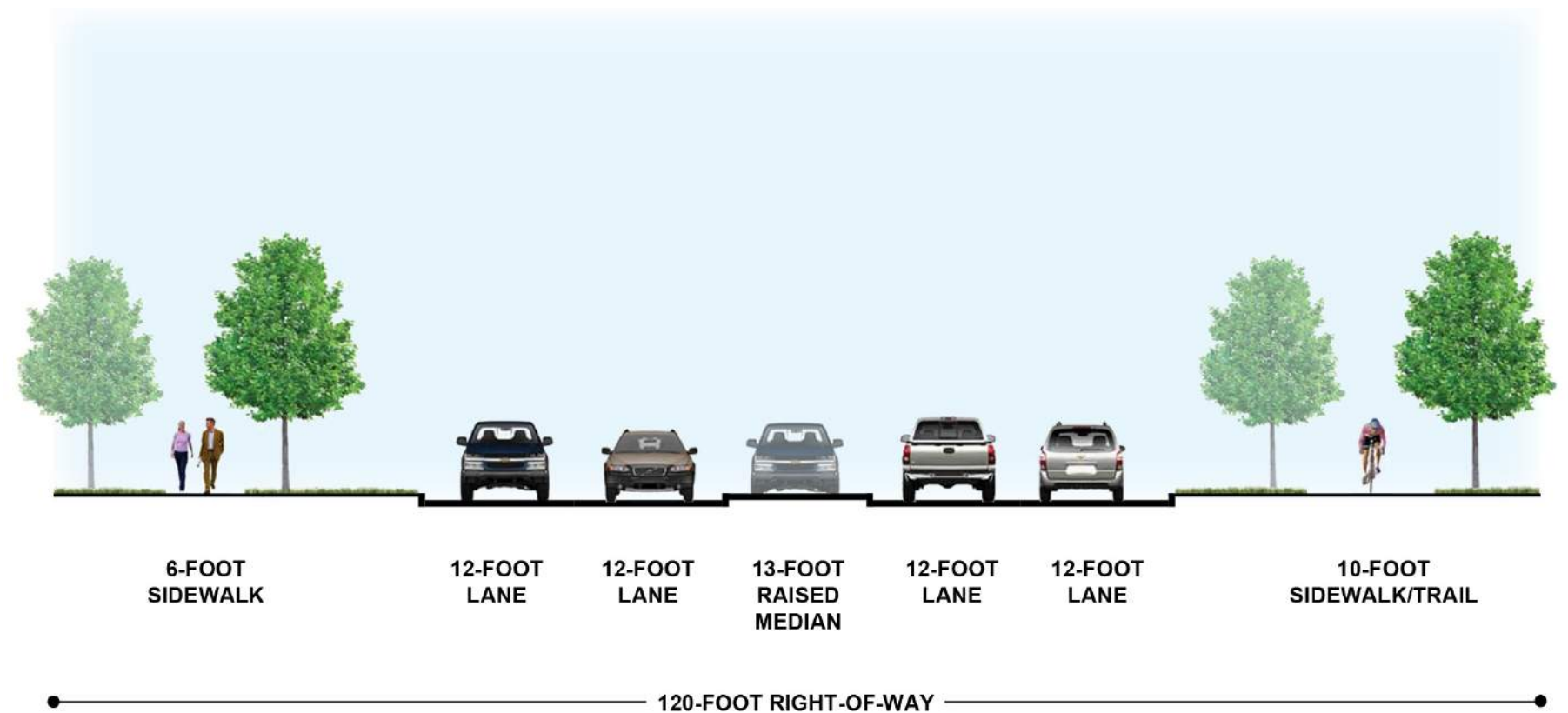
However, as new development occurs along the corridor and generates additional traffic impacts, there may be a need for localized road improvements. Since the need for improvements are typically directly related to a development project, these costs should be assessed to the developer.

- Maintain the existing condition of a Four-Lane “Urban Standard” arterial.
- Require additional turn-lane and traffic signal improvements as warranted by new development projects.
- Ensure guarantees for these improvements at the time of development and establish the manner in which the costs are covered. The creation of a policy should be encouraged that states the manner in which costs associated with site-specific improvements will be borne by the developer.

Recommended Alternative

In the event additional capacity is needed in the future the Plan recommends widening Meridian to a Five-Lane roadway.

- Seek to expand Meridian from the existing Four-Lane “Urban Standard” configuration to a Five-Lane “Parkway” option with raised medians, except where center turn lanes are warranted.
- The “Parkway” option would require additional pavement at the edge of existing road and thereby necessitating the relocation of existing stormwater sewer at a substantial cost.
- The “Parkway” option is estimated to cost approximately \$1.85 million, in 2012 dollars.



Recommended Roadway Improvements - Center Section

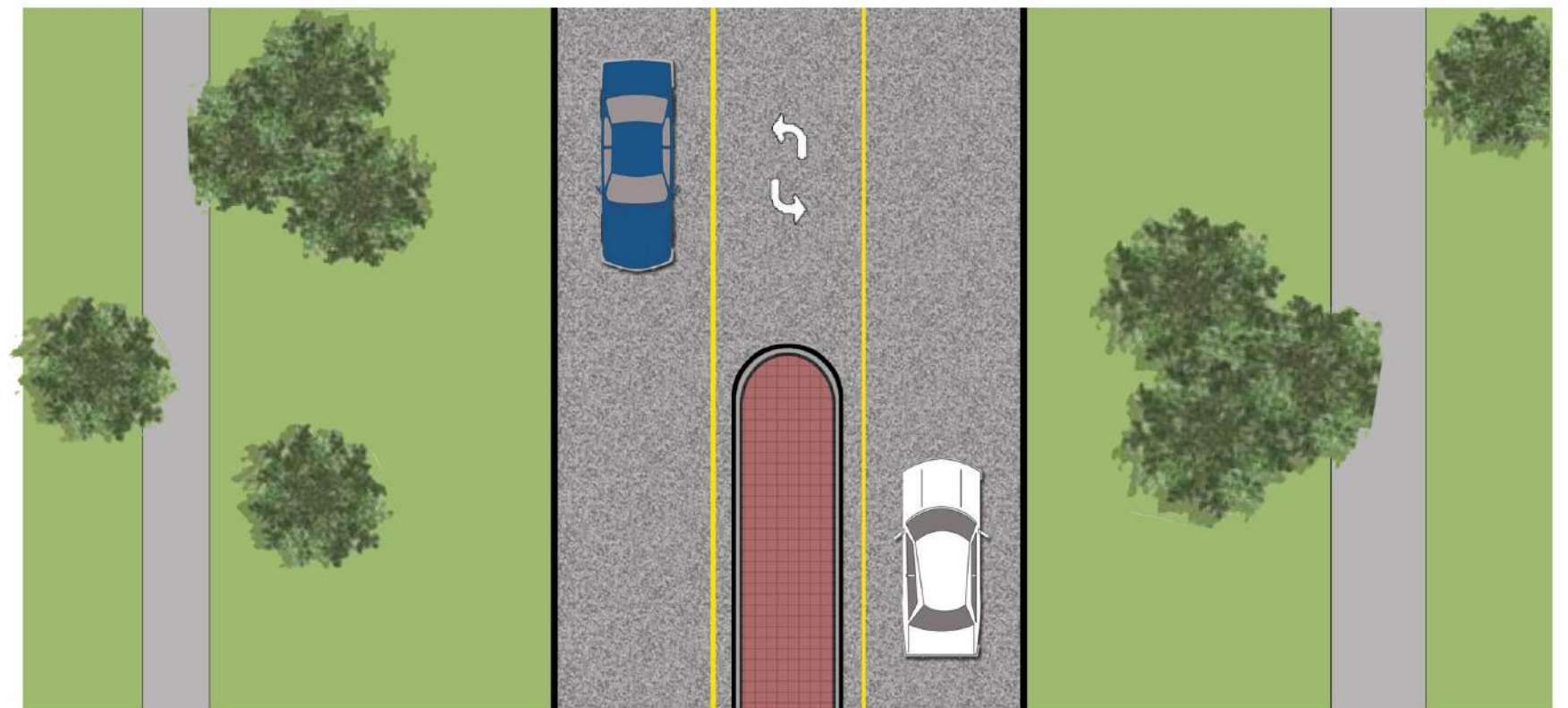
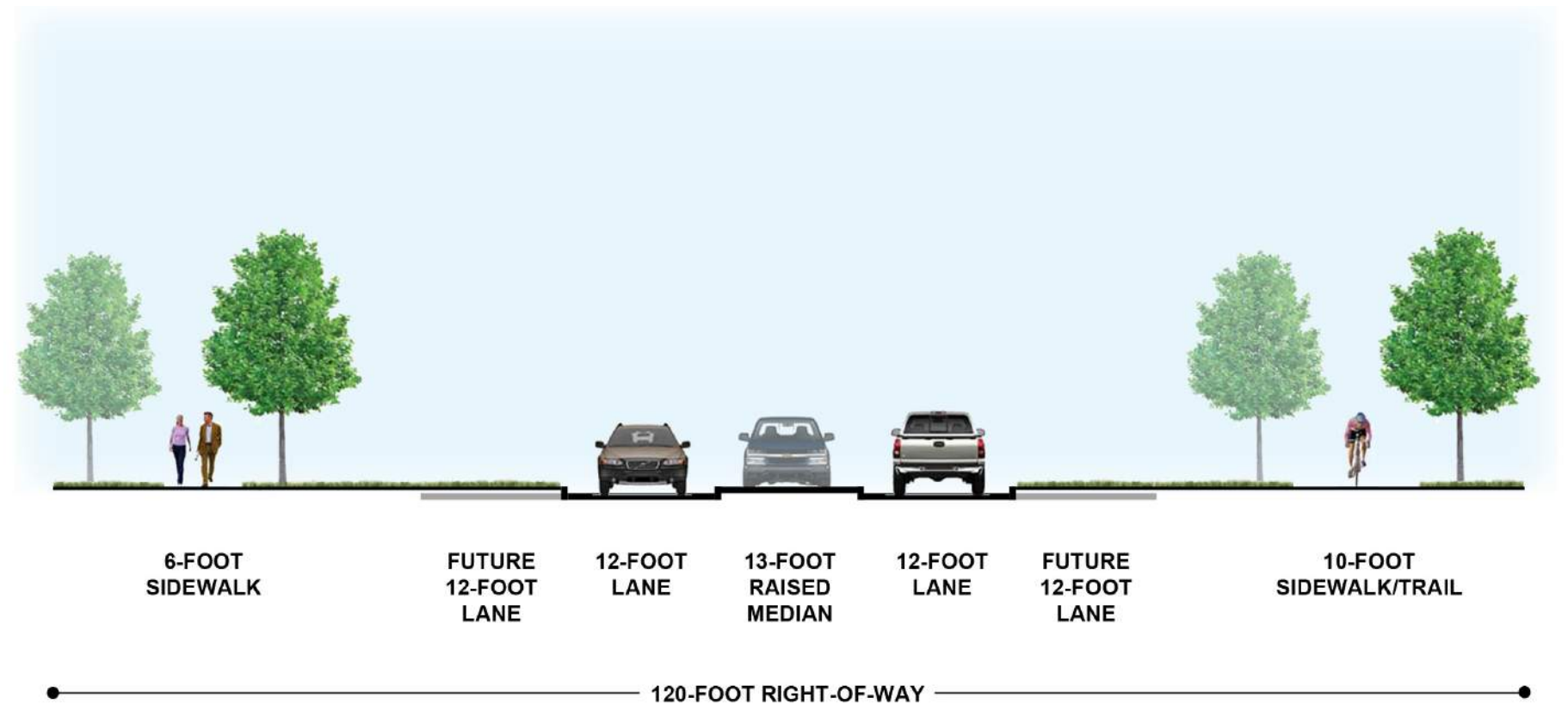
The need to widen Meridian from Grand Avenue to a point one-half mile south of 79th Street is expected to be warranted within the timeframe of the Plan, perhaps within the next five years depending on the rate of growth west of Haysville.

- The Plan recommends improving Meridian to a Three-Lane “Urban Standard” arterial with raised medians within the Center Section.
- The estimated cost of rebuilding Meridian to a Three-Lane arterial with raised medians is approximately \$3.9 million in current dollars.
- The first phase of the project is to expand Meridian to three lanes from Grand to 79th Street at a cost of \$1.9 million.
- The second phase for the Center Section would be improving the intersection to three-lanes at 79th Street. The project should provide medians, crosswalks and signalization at a cost of approximately \$1.1 million.
- The final phase is the one-half mile section of Meridian south of the 79th Street intersection. This project would be recommended in the event a significant trip generator such as a school or subdivision is located south of 79th Street. The cost associated with this southern segment is estimated to cost approximately \$900,000.
- Programming potentially within the next five years may be warranted based on the rate of new housing starts within existing subdivisions, or further development at the Meridian and Grand intersection.

Recommended Alternative

In the event a future traffic volumes warrant the Plan recommends widening Meridian to a five-lane roadway for the Center Section.

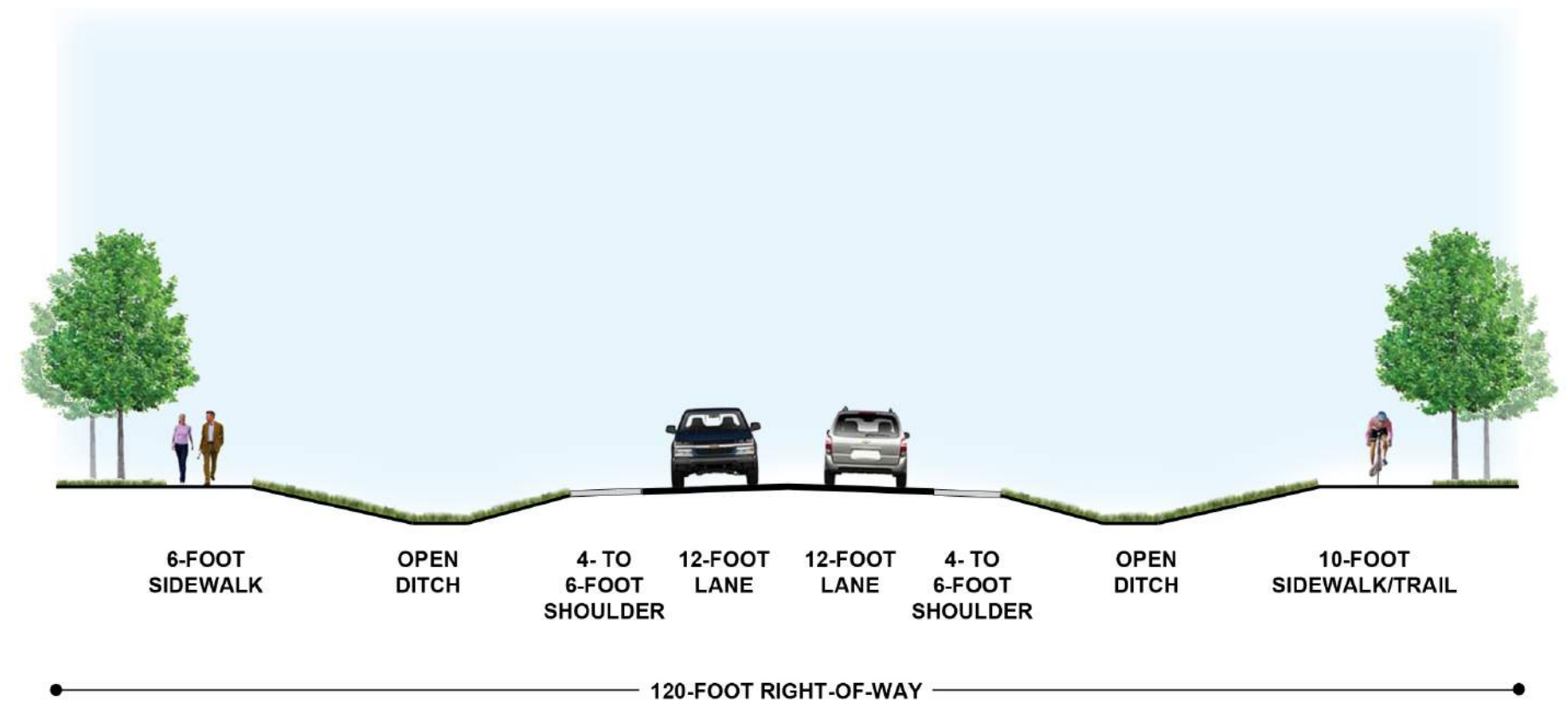
- Seek to expand Meridian from the existing Two-Lane condition to a Five-Lane “Parkway” option with raised medians, except where center turn lanes are warranted.
- The “Parkway” option for the Center Section is estimated to cost approximately \$4.8 million, including intersection improvements, in 2012 dollars.



Recommended Roadway Improvements - South Section

The need to widen Meridian within the South Section from one-half mile south of 79th Street to one-eighth mile south of 95th Street is not expected to be warranted through 2035. It is likely, however, this south portion of Meridian will require improvements at some point in the Plan's timeframe.

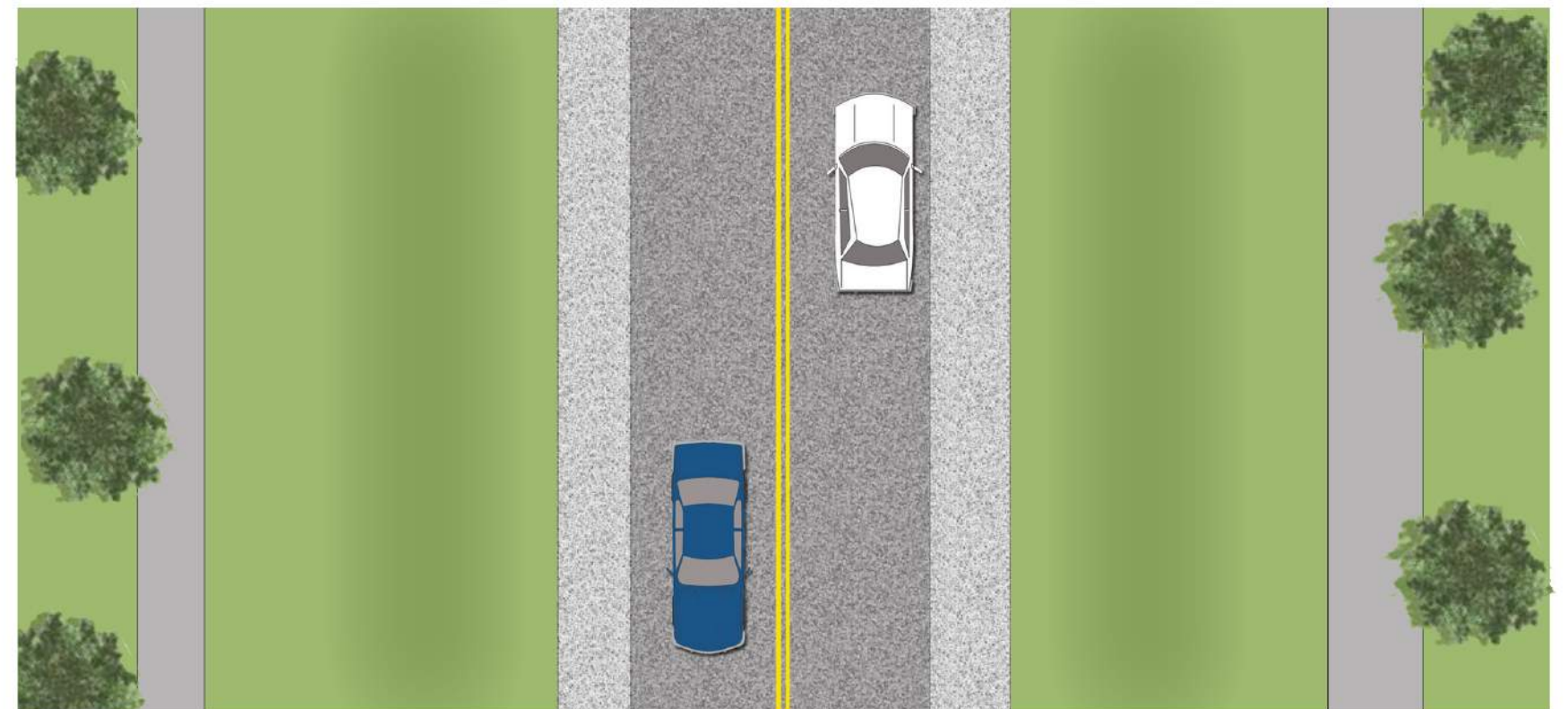
- The Plan recommends improving Meridian to a "Super Two" County standard arterial within the South Section.
- This segment of the corridor is expected to be rebuilt when the existing roadway's condition warrants at an estimated cost of \$2.85 million, in 2012 dollars. The typical life expectancy for asphalt mat roads can be up to 20 years depending on the amount of traffic, the type of vehicles, and the maintenance of the road.
- Rebuild Meridian when the existing roadway's condition deteriorates to the point where reconstruction is warranted.



Recommended Alternative

As with the Center Section, when future traffic volumes warrant the Plan recommends widening Meridian to a five-lane roadway for the Center Section.

- Seek to expand Meridian from the existing Two-Lane condition to a Five-Lane "Parkway" option with raised medians, except where center turn lanes are warranted.
- The "Parkway" option for the South Section is estimated to cost approximately \$5.7 million, including improvements to both the 87th Street and 95th Street intersections, in 2012 dollars.



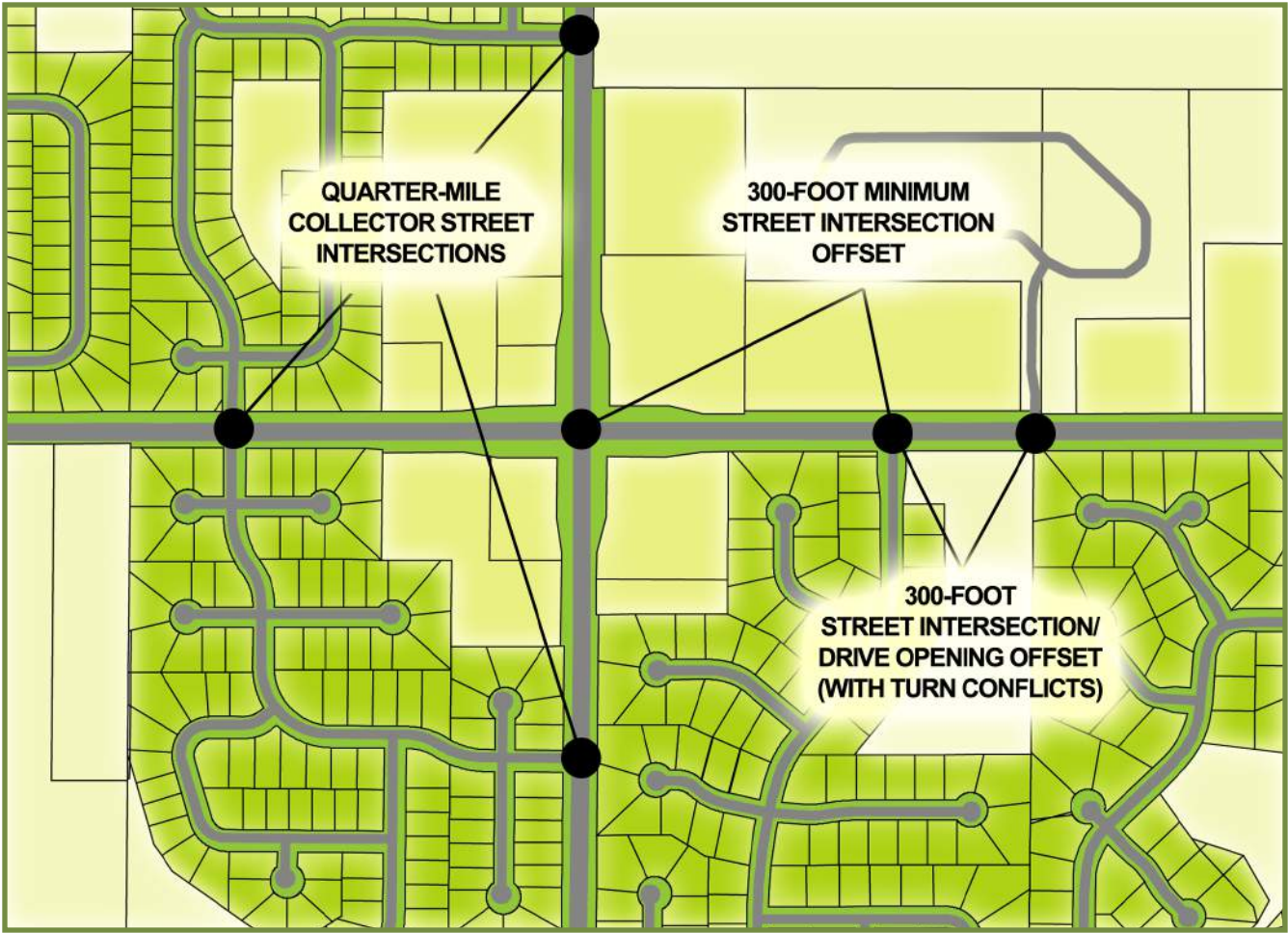
The following recommendations were identified to further the goals of maintaining acceptable operating conditions along the South Meridian Corridor.

Access Management Concepts & Considerations

In general terms, the primary goal of access management is to seek a balance between the need to provide access to individual properties and developments while protecting the effective and safe flow of traffic on the supporting road system.

As traffic volumes increase along the Meridian corridor with future growth and development, safe and efficient travel will be achieved through capacity improvements and applying sound access management principles. Although the following basic design guidelines for managing direct access onto Meridian should not be considered a substitute for a more comprehensive approach to access management through a separate policy, the Plan outlines several key recommendations specific to the Meridian corridor.

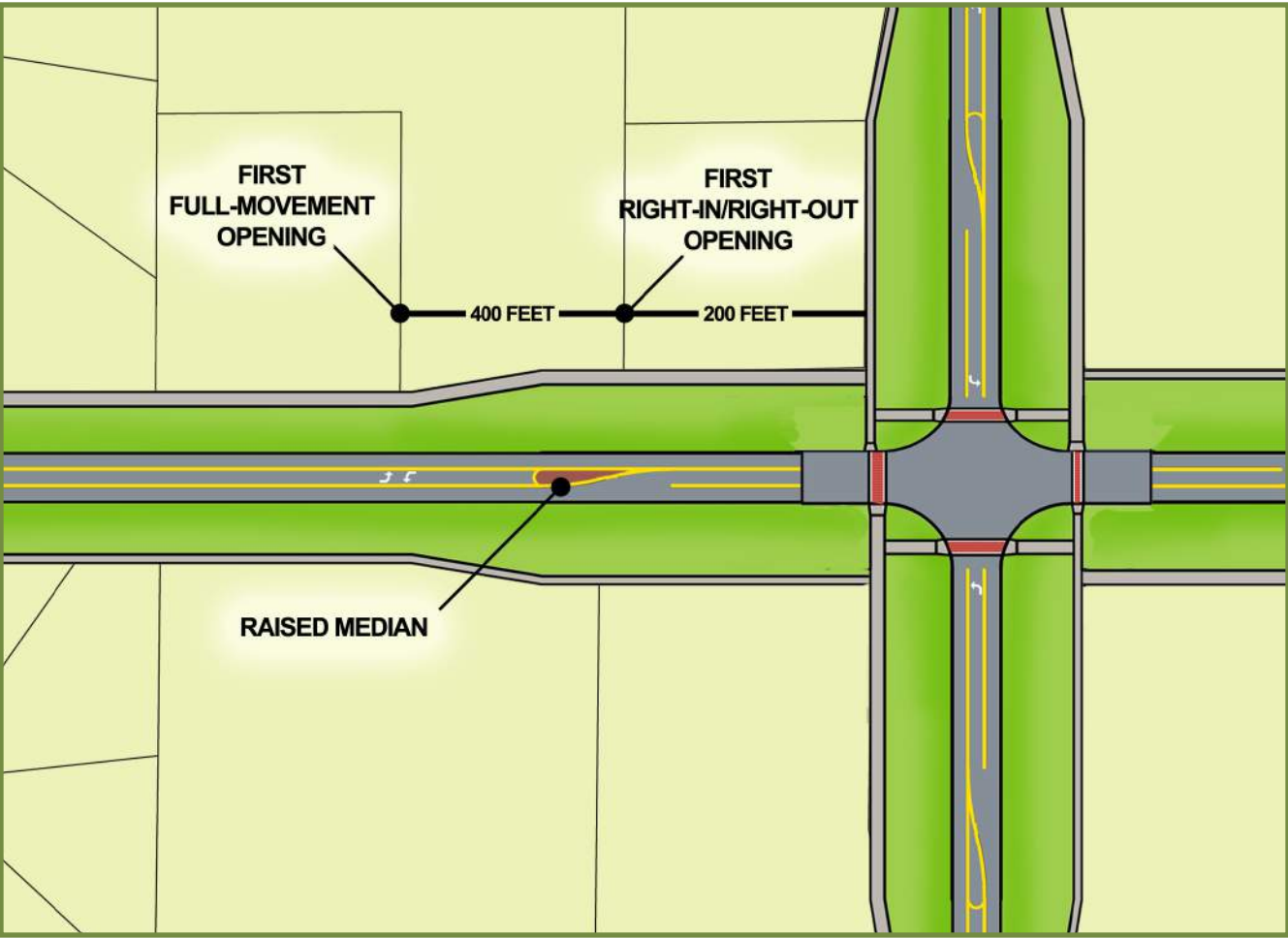
While application of these guidelines would enhance mobility and safety on Meridian, they would also limit the access to which adjacent property owners are accustomed. It is not the intent of the Plan to mandate complete compliance of these recommended guidelines. However, as opportunities arise through capital improvements and development proposals, implementation of as many of these guidelines should be encouraged.

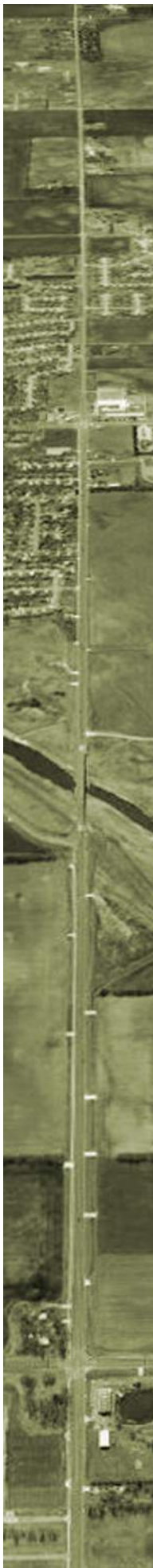


The combination of effective land use planning and access management can be an instrumental tool for maintaining high service levels along Meridian. Although these general guidelines are intended to be applied to this corridor, it is recommended that the City of Haysville develop an access management policy applicable throughout the community that is consistent with the following general practices and strategies.

Intersecting Street & Driveway Spacing (distances are measured from the point where the street right-of-ways intersect)

- Discourage collector streets within 660 feet of an intersection with a section line road.
- Discourage local streets within 300 feet of an intersection with a section line road.
- Establish a minimum distance of 200 feet for the first right-in/out driveway from an intersection.
- Establish a minimum distance of 400 feet for the first full-turning movement driveway from an intersection.
- Establish a minimum distance of 400 feet between full-turning movement drives on the same side of the street.
- Establish a minimum 200-foot offset for drives not lined up on opposite sides of Meridian and not having conflicting left turns.

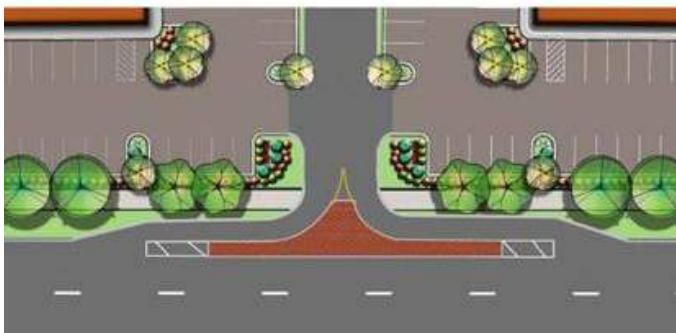
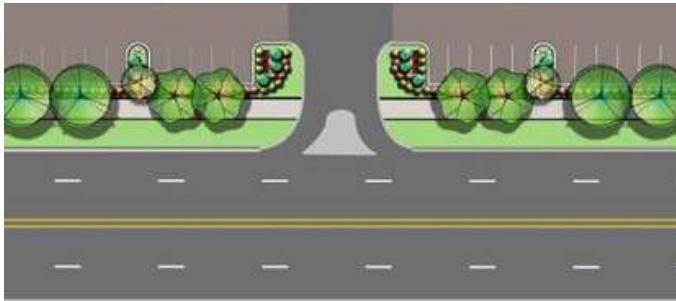




- Establish a minimum 300-foot offset for drives on opposite sides of Meridian with conflicting left turns.
- Discourage driveways within the taper or storage area of a turn lane.
- Discourage individual residential properties from building driveways with direct access onto Meridian.
- Promote the creation of shared access by multiple property owners that replace individual access points, thereby eliminating the need for meeting the spacing criteria between those two access openings.

Medians - The primary function of raised median on a roadway is to control turning and crossing movements in order to maintain a high degree of safety and efficiency. Raised medians are generally used on streets with relatively high traffic volumes and/or travel speeds.

- Discourage median breaks within 400 feet of a section line road intersection.
- Ensure raised medians are included in the road design as individual segments of Meridian are improved.
- Permit median breaks at 400-foot intervals, where feasible, to allow full turning movements.
- Require access openings to provide effective right-in/right-out driveway designs when no raised median control is present.
- Require new subdivision projects to provide collector street intersections with Meridian at quarter-mile intervals where feasible.
- Create a system for the appropriate Haysville official to review access issues along developed portions of Meridian on a case-by-case basis that will promote the goals of this Plan while still providing reasonable access to the site.



Source: Baughman Company

Traffic Impact Studies

Traffic Impact Studies may be required, depending upon the potential impacts of the development on the adjacent street corridor and/or surrounding neighborhoods. This additional analysis offers an objective evaluation of a project’s impact on a road and what specific improvements are needed to offset the impact. The graphic below outlines a potential approach to determining when a study would be required as part of a development project, and the following are suggested action items:

- Develop policy for requiring traffic impact studies based on standard practices.
- Implement this requirement through the building permit application and review process for existing parcels, and through the subdivision process for new development.

SITE GENERATED PEAK HOUR TRAFFIC	INTERSECTIONS & TIME HORIZONS FOR STUDY
0 TO 99 CARS (ENTERING & EXITING)	• NO TRAFFIC STUDY NEEDED - DOCUMENT ANTICIPATED TRAFFIC GENERATED BY PROPOSED SITE AND ENSURE ADEQUATE SIGHT DISTANCE IS PROVIDED FOR PROPOSED ACCESS INTERSECTIONS
100 TO 200 CARS (ENTERING & EXITING)	• PROPOSED ACCESS INTERSECTIONS AND INTERSECTIONS ADJACENT TO SITE • PROPOSED OPENING YEAR OF FULL DEVELOPMENT
201 TO 500 CARS (ENTERING & EXITING)	• PROPOSED ACCESS INTERSECTIONS AND INTERSECTIONS ADJACENT TO SITE • STOP SIGN CONTROLLED INTERSECTIONS ANTICIPATED TO BE IMPACTED WITHIN 1,300 FEET OF SITE • TRAFFIC SIGNAL OR ROUNDABOUT CONTROLLED INTERSECTIONS WITHIN 2,600 FEET OF SITE • PROPOSED OPENING YEAR OF FULL DEVELOPMENT
501 TO 1000 CARS (ENTERING & EXITING)	• PROPOSED ACCESS INTERSECTIONS AND INTERSECTIONS ADJACENT TO SITE • STOP SIGN CONTROLLED INTERSECTIONS ANTICIPATED TO BE IMPACTED WITHIN 1,300 FEET OF SITE • TRAFFIC SIGNAL OR ROUNDABOUT CONTROLLED INTERSECTIONS WITHIN 5,300 FEET OF SITE • PROPOSED OPENING YEAR OF FULL DEVELOPMENT + FIVE YEARS AFTER OPENING
1000+ CARS (ENTERING & EXITING)	• PROPOSED ACCESS INTERSECTIONS AND INTERSECTIONS ADJACENT TO SITE • STOP SIGN CONTROLLED INTERSECTIONS ANTICIPATED TO BE IMPACTED WITHIN 1,300 FEET OF SITE • TRAFFIC SIGNAL OR ROUNDABOUT CONTROLLED INTERSECTIONS WITHIN 5,300 FEET OF SITE • PROPOSED OPENING YEAR OF FULL DEVELOPMENT + FIVE YEARS AFTER OPENING + TWENTY YEARS AFTER OPENING

Source: Spack Consulting

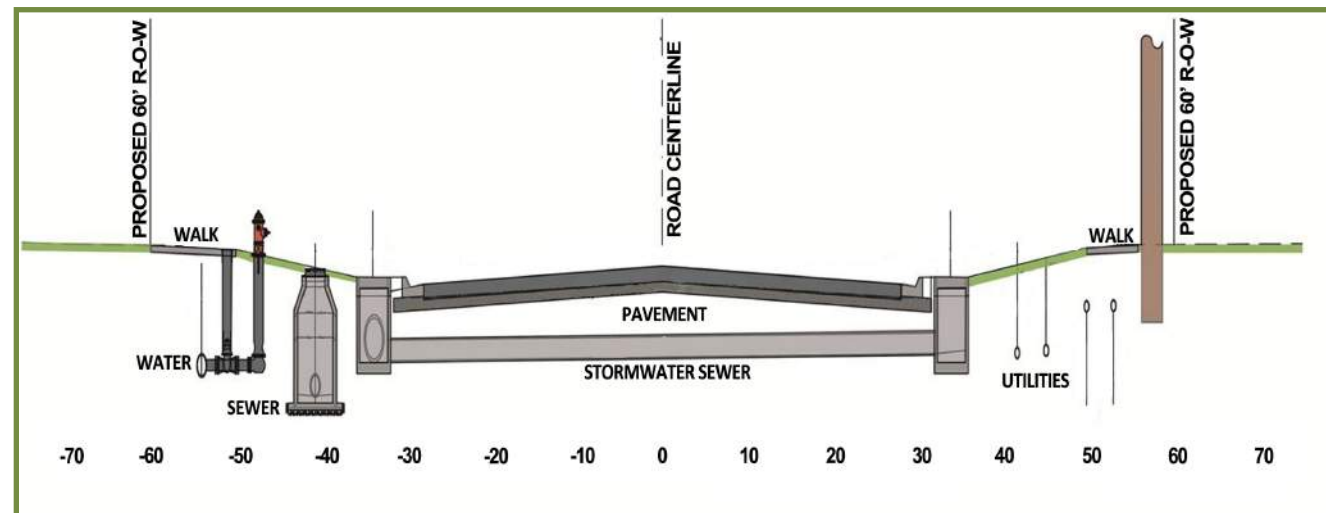
Turn Lanes – These improvements help maintain a road’s safety and efficiency by removing turning movements onto side streets or driveways from the through lanes of traffic. The need for left-turn lanes and/or deceleration lanes should be determined through a separate traffic study at the time development projects are proposed. The following are suggested standards to be considered at such time:

- Require right-turn deceleration lanes and/or left-turn lanes where warranted as site-specific modifications to Meridian in order to maintain an acceptable LOS within the North Section.
- Require left-turn lanes where warranted on streets or driveways intersecting Meridian at full median breaks.
- Require left-turn lanes at the intersection with any side street or driveway serving non-residential development.
- A continuous left-turn lane should be provided where successive left-turn lanes are required.
- The length of the left-turn lane should be increased as necessary to accommodate estimated queue length.
- Require deceleration lanes at the intersection with any street or driveway where warranted.

Right-of-way Acquisition and Preservation

The Plan found that in order to best ensure future improvements to Meridian can be accomplished in an efficient and cost effective manner, the various jurisdictions should ensure adequate right-of-way is dedicated at the time development projects seek plat approval, as part of site plan approval, or the potential use of zoning conditions. The following are suggested action items:

- Continue to implement the City of Haysville’s subdivision requirement of obtaining 120 feet of total right-of-way, and expanding to 150 feet at the section line intersections, along Meridian.
- Ensure appropriate building setbacks are established for rural or suburban development in order to minimize the possible negative impacts of future road expansion.
- Direct future utilities to be located within the outer edges of the preferred right-of-way as to avoid conflicts with future road designs.



Bicycle/Pedestrian Considerations

The Plan identifies the need to incorporate bicycle and pedestrian facilities within the corridor and recommends the following:

- Ensure the construction of the pedestrian bridge over the floodway as identified in the Sedgwick County Capital Improvement Plan and the MTP 2035.
- Provide for the expansion of local and regional bicycle and pedestrian facilities as identified in **Figure 6** on page 15.
- Include a minimum 10-foot hike/bike path within the east portion of the Meridian right-of-way and a minimum 6-foot sidewalk within the west portion of the Meridian right-of-way. Priority should be given to the construction of a 10-foot hike/bike path in the event funding is not available for both. The location of the path and/or sidewalk may also be determined on a case by case basis.
- Provide adequate pedestrian crossings at all section line road intersections and at mid-mile signalized intersections as they develop.
- Provide pedestrian amenities as part of roadway improvements.

Traffic Signalization Considerations

Establishing desirable spacing between traffic signals ensures a safe and efficient traffic flow on arterial streets. Traffic signal coordination becomes a critical traffic management tool and the objective is to move platoons of vehicles from one traffic signal to and through another as efficiently as possible in order to maximize the capacity of the street. The following presents recommended traffic signalization guidelines to be implemented as development continues to occur along Meridian:

- Establish a minimum desirable spacing of traffic signals for optimum coordination of one-quarter mile.
- Require financial guarantees for traffic signals as properties seek zoning or subdivision approvals based on a reasonable allocation of costs.
- Investigate funding options for traffic signals at the intersection of 55th Street and Meridian.
- Create a system for reviewing the appropriateness of signalization along Meridian on a case-by-case basis that will promote the goals of this Plan.

Screening & Landscape Considerations

The Plan seeks to expand the opportunity to enhance the visual quality of the Meridian corridor through the inclusion of landscaping and screening as part of future road projects as well as private development abutting the corridor. Landscape and screening requirements are already in place for all jurisdictions within the corridor. These policies typically govern new development; therefore it may be necessary to expand these policies to include public projects as well.



Example of Recommended Residential Landscaping and Screening



Example of Recommended Non-Residential Landscaping and Screening

The following are suggested action items:

- Review Chapter 13 Article 3 of the City Code of Haysville to see if there is an opportunity to include a proactive system of street tree planting along arterial roads such as Meridian. This could address plantings within segments already improved and/or dictate planting as part of future roadway construction projects.
- Review Section 501 of the Haysville Zoning Code to determine the appropriateness of including landscaping/screening requirements for single-family residential subdivisions.

Streetscape/Aesthetic Considerations

Often overlooked, streetscape elements, such as architectural controls, signage, street furniture, and lighting, can play a role in creating a viable corridor. The public supported the idea of incorporating some enhancements as part of the street like pedestrian shelters and benches at the arterial intersections. Support was also shown for greater control over the appearance and scale of signs, as well as maintaining a relatively low-impact scale of development along Meridian. The following are suggested action items:

- Seek opportunities for the installation of pedestrian accommodations at arterial nodes.
- Explore the possibility of requiring a site plan review process for approvals for new non-residential development in order to better address issues such as building design, lighting, signage and screening.

Development Policies and Regulations

As with most planning projects, there is a need to review existing development regulations and offer recommendations deemed necessary to carry the Plan's vision forward. The physical design, mixture of uses, and density of activity associated with land development dictate the transportation demand on roadways. Land development regulations guide the implementation and realization of community-wide goals, policies, and objectives identified in the Plan.

The Plan suggests a review and possible changes to the City of Haysville's and Sedgwick County's policies, codes, and regulations to identify any additional methods for managing the visual impact of development along the roadway. The Plan may discuss how amendments to regulations may assist in implementing the Plan's recommendations at the time property within the corridor is developed. The following are suggested action items:

- Review the City of Haysville's Municipal Code, Zoning Code, and Subdivision Regulations to determine whether amendments are needed to further the Plan's goals.

Comprehensive Plan Considerations

The Plan also recommends inclusion in the Haysville Comprehensive Plan. The goal of adopting the recommendations found here is to achieve the consistency and coordination necessary to protect this increasingly valuable transportation corridor. The following are suggested action items:

- Amend the City of Haysville's Comprehensive Plan to reference the South Meridian Corridor Plan.

*SUPPORT
INFORMATION*

APPENDIX A: TRAFFIC

Traffic Summary

Intersection	Projected ADT*				AM Peak			PM Peak			Speed
	2008	2020	2035	2012	Peak Hour		PHF	Peak Hour		PHF	85th %
55th and Meridian	(Veh)	(Veh)	(Veh)	(Veh)	(Veh)			(Veh)			(mph)
North of 55th	6,829	8,055	8,705	6,221	7:00-8:00	680	0.85	14:45-15:45	616	0.92	47.2
South of 55th	7,536	8,320	8,924	8,123	7:00-8:00	942	0.80	14:45-15:45	863	0.84	49.7
West of Meridian	6,782	6,897	7,248	3,336	10:15-11:15	199	0.84	15:00-16:00	457	0.79	48.1
East of Meridian	5,426	5,983	6,596	4,126	8:00-9:00	285	0.92	14:45-15:45	563	0.65	44.5
63rd and Meridain											
North of 63rd	5,964	8,543	9,438	#							
South of 63rd	6,161	7,858	8,851	6,673	7:00-8:00	926	0.74	15:00-16:00	689	0.88	46.8
West of Meridian	3,251	3,551	3,831	341	6:30-7:30	38	0.58	15:30-16:30	54	0.35	#
East of Meridian	5,570	4,799	5,579	2,526	7:15-8:15	239	0.90	16:30-17:30	288	0.87	#
71st and Meridain											
North of 71st	5,964	7,474	8,531	6,628	7:00-8:00	899	0.75	15:00-16:00	701	0.84	46.5
South of 71st	1,719	2,679	3,319	5,214	7:00-8:00	524	0.86	16:30-17:30	517	0.93	47.0
West of Meridian	5,495	7,224	8,656	4,815	7:00-8:00	696	0.64	16:00-17:00	523	0.81	34.4
East of Meridian	8,959	10,071	10,633	6,584	7:00-8:00	784	0.77	15:00-16:00	659	0.93	34.4
79th and Meridain											
North of 79th	1,719	2,679	3,319	2,996	7:00-8:00	277	0.93	16:30-17:30	310	0.91	54.6
South of 79th	675	1,849	2,279	2,043	7:00-8:00	156	0.90	16:45 - 17:45	217	0.89	61.7
West of Meridian	3,632	4,582	5,039	442	7:00-8:00	53	0.68	15:45 - 16:45	55	0.72	50.1
East of Meridian	4,036	4,735	5,391	1,957	7:00-8:00	210	0.87	16:15 - 17:15	203	0.90	51.2
87th and Meridain											
North of 87th	675	1,849	2,279	1,789	7:00-8:00	130	0.77	15:15 - 16:15	186	0.86	61.7
South of 87th	316	1,241	1,592	1,563	7:00-8:00	112	0.84	15:15 - 16:15	155	0.90	62.4
West of Meridian	1,104	1,423	1,738	186	11:30-12:30	18	0.45	15:15 - 16:15	23	0.52	#
East of Meridian	1,406	1,915	2,226	463	7:00-8:00	45	0.64	15:15 - 16:15	64	0.77	52.3
95th and Meridain											
North of 95th	316	1,241	1,592	1,377	6:45-7:45	98	0.84	15:45 - 16:45	142	0.74	59.9
South of 95th	402	405	613	1,323	7:00-8:00	99	0.85	15:45 - 16:45	137	0.73	60.6
West of Meridian	1,469	2,173	3,202	136	7:00-8:00	15	0.56	17:00-18:00	20	0.81	31.1
East of Meridian	1,427	3,009	4,182	148	6:15-7:15	18	0.53	18:30-19:30	21	0.57	39.8

(*) Data Provided by WAMPO

(#) Data not collected



AM Peak Turn Summary

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
55th and Meridian	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:15 - 8:15
Vehicle Total	85	210	4	68	77	114	126	334	115	23	93	69	1318	
Factor	0.71	0.86	0.50	0.53	0.71	0.68	0.77	0.77	0.54	0.57	0.77	0.66	0.86	
Approach Total	0.91			0.77			0.83			0.81				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
63rd (E) and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:00 - 8:00
Vehicle Total	48	297	0	51	0	64	0	515	59	0	0	0	1034	
Factor	0.80	0.76	0.00	0.75	0.00	0.76	0.00	0.66	0.57	0.00	0.00	0.00	0.78	
Approach Total	0.80			0.90			0.65			0.00				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
63rd (W) and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:00 - 8:00
Vehicle Total	0	357	6	0	0	0	2	555	0	4	0	2	926	
Factor	0.00	0.75	0.50	0.00	0.00	0.00	0.25	0.71	0.00	0.50	0.00	0.50	0.76	
Approach Total	0.76			0.00			0.71			0.50				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
71st and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:15 - 8:15
Vehicle Total	97	98	104	47	150	167	91	192	86	88	124	35	1279	
Factor	0.78	0.79	0.52	0.90	0.61	0.68	0.73	0.76	0.60	0.56	0.57	0.58	0.78	
Approach Total	0.76			0.69			0.77			0.57				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
79th and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:00 - 8:00
Vehicle Total	49	43	4	1	8	63	5	91	8	12	9	0	293	
Factor	0.77	0.72	0.50	0.25	0.50	0.83	0.42	0.76	0.67	0.50	0.75	0.00	0.92	
Approach Total	0.75			0.82			0.74			0.66				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
87th and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:00 - 8:00
Vehicle Total	5	29	1	4	1	16	0	76	8	2	4	2	148	
Factor	0.42	0.81	0.25	0.33	0.25	0.67	0.00	0.70	0.67	0.50	0.50	0.25	0.79	
Approach Total	0.88			0.75			0.75			0.67				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
95th and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	7:00 - 8:00
Vehicle Total	1	43	0	3	1	4	0	61	0	5	0	1	119	
Factor	0.25	0.98	0.00	0.75	0.25	0.50	0.00	0.73	0.00	0.62	0.00	0.25	0.88	
Approach Total	0.92			0.67			0.73			0.50				



PM Peak Turn Summary

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
55th and Meridian	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	16:45 - 17:45
Vehicle Total	71	304	5	67	48	58	48	190	62	12	138	185	1185	
Factor	0.71	0.92	0.42	0.80	0.80	0.69	0.92	0.83	0.82	0.38	0.84	0.89	0.95	
Approach Total	0.93			0.87			0.84			0.91				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
63rd (E) and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	15:00 - 16:00
Vehicle Total	121	382	0	40	0	52	0	264	48	0	0	0	907	
Factor	0.72	0.66	0.00	0.83	0.00	0.65	0.00	0.82	0.60	0.00	0.00	0.00	0.84	
Approach Total	0.67			0.82			0.78			0.00				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
63rd (W) and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	15:00 - 16:00
Vehicle Total	0	418	6	0	0	0	1	310	0	2	0	4	741	
Factor	0.00	0.68	0.75	0.00	0.00	0.00	0.25	0.70	0.00	0.50	0.00	0.33	0.85	
Approach Total	0.68			0.00			0.70			0.50				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
71st and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	15:15 - 16:15
Vehicle Total	106	190	47	89	73	128	28	118	67	37	146	73	1102	
Factor	0.72	0.88	0.62	0.89	0.76	0.76	0.70	0.80	0.76	0.62	0.87	0.76	0.92	
Approach Total	0.88			0.92			0.89			0.94				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
79th and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	16:45 - 17:45
Vehicle Total	56	114	8	6	9	35	1	56	3	3	6	0	297	
Factor	0.88	0.89	1.00	0.75	0.75	0.67	0.25	0.67	0.38	0.38	0.50	0.00	0.88	
Approach Total	0.95			0.78			0.71			0.45				

Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
87th and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	16:00 - 17:00
Vehicle Total	16	94	4	3	2	2	0	67	1	1	2	0	192	
Factor	0.57	0.81	0.50	0.75	0.50	0.25	0.00	0.88	0.25	0.25	0.50	0.00	0.89	
Approach Total	0.75			0.58			0.89			0.39				

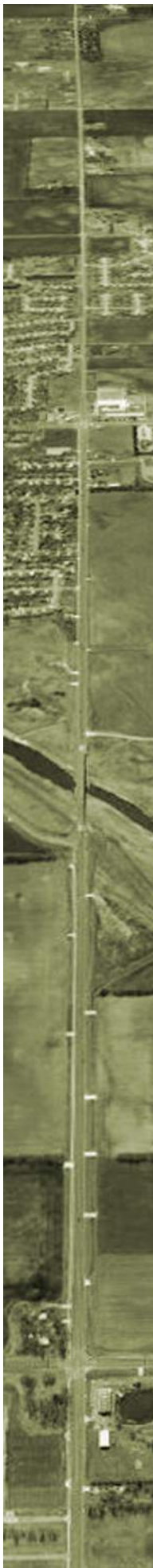
Intersection	Southbound			Westbound			Northbound			Eastbound				Actual Peak Hour
95th and Meridain	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR	EBL	EBT	EBR	Total	16:45 - 17:45
Vehicle Total	6	72	9	1	2	0	0	26	0	2	0	0	118	
Factor	0.75	0.82	0.56	0.25	0.50	0.00	0.00	0.72	0.00	0.50	0.00	0.00	0.95	
Approach Total	0.91			0.75			0.72			0.50				

APPENDIX B: PUBLIC INPUT INFORMATION

SOUTH MERIDIAN CORRIDOR PLAN BACKGROUND SURVEY #1

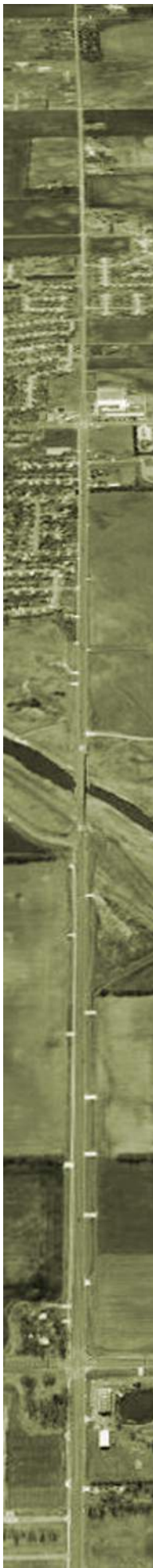
1	What is the frequency with which you travel on Meridian? (choose one)	
	Answer Options	Response Percent
	Daily	62.8%
	Several times a week	20.8%
	Once a week	1.7%
	Several times a month	5.7%
	Monthly	3.7%
	Rarely	5.3%
		100.0%
2	When you travel on Meridian, which of the following are the most frequent reasons for your trip? (select all that apply)	
	Answer Options	Response Percent
	Shopping or basic errands	20.3%
	Work or business travel	26.1%
	School Drop-off or other activities for your child	17.8%
	Visiting friends or relatives	13.0%
	Medical services	4.6%
	Recreation or entertainment	12.7%
	Other (please specify)	5.5%
		100.0%
3	What is the frequency with which you walk/bicycle along Meridian? (choose one)	
	Answer Options	Response Percent
	Daily	3.8%
	Several times a week	5.4%
	Once a week	4.2%
	Several times a month	3.3%
	Monthly	2.9%
	Rarely	80.4%
		100.0%

4	When you walk/bicycle along Meridian, which of the following are the most frequent reasons for your trip? (choose one)	
	Answer Options	Response Percent
	Shopping or basic errands	1.9%
	Work or business travel	5.1%
	School Drop-off or other activities for your child	8.5%
	Visiting friends or relatives	2.6%
	Medical services	0.6%
	Recreation or entertainment	45.4%
	Other (please specify)	35.9%
		100.0%
5	How safe would you consider traffic conditions on Meridian? (choose one)	
	Answer Options	Response Percent
	Very Safe	14.5%
	Somewhat safe	53.1%
	Somewhat unsafe	22.0%
	Very Unsafe	10.4%
		100.0%
6	Which of the following intersections along Meridian is the most dangerous? (choose one)	
	Answer Options	Response Percent
	55th Street South	54.4%
	63rd Street South (East Bound from Meridian north of the bridge)	18.8%
	63rd Street South (West Bound from Meridian south of the bridge)	7.0%
	71st Street South	5.8%
	79th Street South	5.8%
	87th Street South	0.8%
	95th Street South	0.0%
	None of the above	7.4%
		100.0%



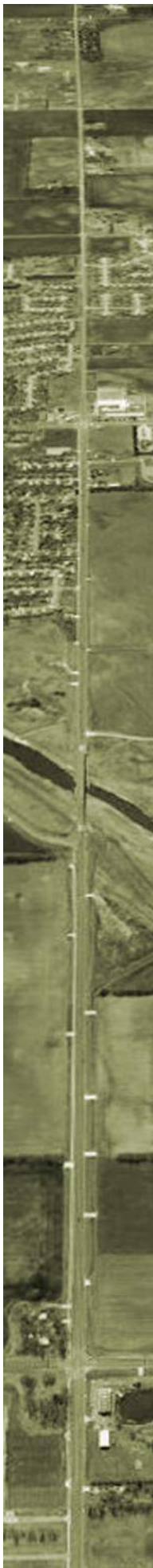
7	What is your perception of the travel speed on Meridian? (choose one)	
	Answer Options	Response Percent
	Generally too fast	8.5%
	About right	54.7%
	Generally too slow	36.8%
		100.0%
8	How safe would you consider the pedestrian conditions along Meridian? (choose one)	
	Answer Options	Response Percent
	Very Safe	9.0%
	Somewhat safe	29.6%
	Somewhat unsafe	34.9%
	Very Unsafe	26.5%
		100.0%
9	How frequently do your children walk/bicycle across Meridian to attend school or run errands? (choose one)	
	Answer Options	Response Percent
	Daily	3.3%
	Several times a week	5.0%
	Once a week	2.5%
	Several times a month	2.9%
	Monthly	0.8%
	Rarely	8.3%
	Never	43.2%
	Not Applicable	34.0%
		100.0%
10	At which locations along Meridian do you currently feel most comfortable in crossing on foot or a bicycle? (choose one)	
	Answer Options	Response Percent
	At any location	12.3%
	Intersection crossings	58.0%
	Mid-mile crossings	1.7%
		28.0%
		100.0%

11	How important is the regulation of all land use development along Meridian? (choose one)	
	Answer Options	Response Percent
	Very important	37.0%
	Somewhat important	24.7%
	Neutral	27.2%
	Not important	3.7%
	No opinion	7.4%
		100.0%
12	How important is the regulation of commercial development along Meridian? (choose one)	
	Answer Options	Response Percent
	Very important	42.8%
	Somewhat important	28.4%
	Neutral	19.3%
	Not important	5.8%
	No opinion	3.7%
		100.0%
13	How important is the regulation of signage along Meridian? (choose one)	
	Answer Options	Response Percent
	Very important	49.0%
	Somewhat important	28.4%
	Neutral	16.0%
	Not important	3.7%
	No opinion	2.9%
		100.0%
14	How important is the regulation of aesthetic details of development – such as building architecture and landscaping - along Meridian? (choose one)	
	Answer Options	Response Percent
	Very important	37.0%
	Somewhat important	33.9%
	Neutral	20.9%
	Not important	5.7%
	No opinion	2.5%
		100.0%



15	How would you rate the current aesthetic appearance of the Meridian corridor? (choose one)	
	Answer Options	Response Percent
	Very poor	3.3%
	Poor	17.2%
	Neutral	51.7%
	Good	24.5%
	Very good	3.3%
		100.0%
16	How important is the development of access management policies in managing traffic flow and reducing the number of accidents along Meridian? (choose one)	
	Answer Options	Response Percent
	Very important	54.9%
	Somewhat important	28.1%
	Neutral	12.0%
	Not important	2.5%
	No opinion	2.5%
		100.0%
17	Overall, how important do you think the Meridian corridor is to the economic development of Haysville? (choose one)	
	Answer Options	Response Percent
	Very important	54.0%
	Somewhat important	30.6%
	Neutral	11.2%
	Not important	2.9%
	No opinion	1.3%
		100.0%
18	How safe would you consider the pedestrian conditions along Meridian? (Choose One)	
	Answer Options	Response Percent
	Very safe	0.0%
	Somewhat safe	13.0%
	Somewhat unsafe	35.0%
	Very unsafe	52.0%
	No opinion	0.0%
		100.0%

19	How important is the inclusion and style of streetscape pedestrian amenities along Meridian? (choose one)	
	Answer Options	Response Percent
	Very important	39.5%
	Somewhat important	31.2%
	Neutral	18.8%
	Not important	8.8%
	No opinion	1.7%
		100.0%
20	I would like to see more of the following types of land uses along Meridian in the future (select all that apply)	
	Answer Options	Response Percent
	Professional offices	9.4%
	Service businesses	8.5%
	Restaurants	21.4%
	Retail and shopping	16.0%
	Night clubs	1.3%
	Entertainment venues	6.9%
	Multi-family housing	2.5%
	Single-family housing	10.6%
	Open space and parks	16.0%
	Agriculture	4.6%
		2.8%
		100.0%
21	The most important issues to address in the Meridian plan are (select your top three)	
	Answer Options	Response Percent
	Providing for public transportation in the future	3.5%
	Managing the speed and safety of vehicular traffic	13.3%
	Pedestrian safety / accommodations for pedestrians	20.1%
	Bicycle safety / design for bicycle movement	14.2%
	The visual appearance of the corridor	8.5%
	Planning for open space and park facilities and amenities	9.1%
	Planning for the future economic growth of the corridor	17.6%
	Create a plan for the future streetscape of Meridian	6.2%
	Reduce negative impacts (parking, noise) on surrounding residential areas	4.4%
	Other (please specify)	3.1%
		100.0%



22	Where do you live?	
	Answer Options	Response Percent
	Haysville	53.7%
	Wichita	27.1%
	In the unincorporated portion of Sedgwick County	10.5%
	Other (please specify)	8.7%
		100.0%
23	If you live within Sedgwick County, how long?	
	Answer Options	Response Percent
	Less than a year	0.4%
	Between a year and less than 5 years	3.2%
	Between 5 years and less than 10 years	9.1%
	Between 10 years and less than 20 years	20.5%
	20 years and over	66.8%
		100.0%
24	What is your age?	
	Answer Options	Response Percent
	Less than 18 years old	0.4%
	Between 18 years old and 29 years old	8.1%
	Between 30 years old and 39 years old	10.8%
	Between 30 years old and 39 years old	22.4%
	Between 40 years old and 49 years old	29.1%
	Between 50 years old and 59 years old	23.8%
	60 years old and over	5.4%
		100.0%

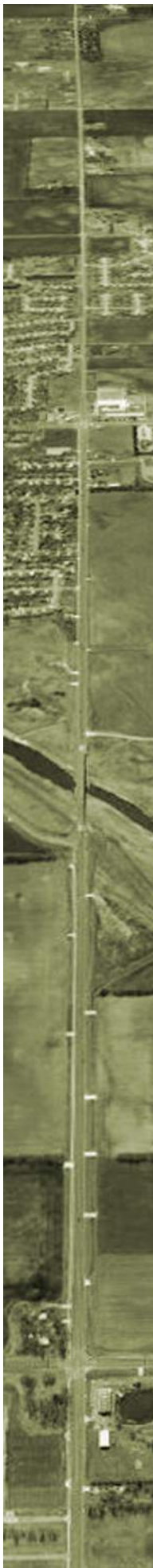
SOUTH MERIDIAN CORRIDOR PREFERRED OPTION SURVEY #2

1	I live in the following geographic area (choose one)	
	Answer Options	Response Percent
	Along or near Meridian, from 55th to 71st / Grand	16.9%
	Along or near Meridian, from 71st / Grand to 79th South	30.6%
	Along or near Meridian, from 79th to 95th Street	26.8%
	In Haysville (but not along or near Meridian)	13.6%
	In Wichita	6.0%
	In unincorporated Sedgwick County	3.0%
	None of the above	3.1%
		100.0%

2	My relationship to the Meridian corridor is as follows (choose all that apply)	
	Answer Options	Response Percent
	I am a business owner along Meridian	0.0%
	I am a commercial property owner along Meridian	0.8%
	I live along the Meridian corridor	34.2%
	I have children who attend school along the Meridian corridor	17.1%
	I attend a school located within the Meridian corridor	3.3%
	I frequent businesses or offices along Meridian	15.4%
	I travel through the Meridian corridor to other regional destinations	28.4%
	None of the above	0.8%
		100.0%

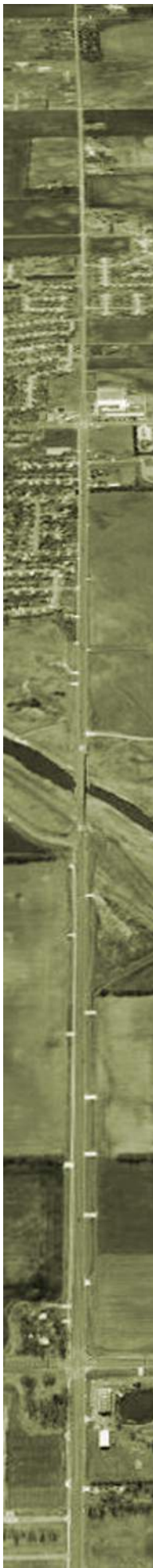
3	I am in support of the following long-term street alignment for South Meridian, from 55th South to 71st South (choose one)	
	Answer Options	Response Percent
	“The Existing Condition” (two lanes in each direction, with no center median)	47.7%
	“Three lane street” (one lane in each direction plus a combination of center turn lane and landscaped median)	9.6%
	“Five lane street with paved median” (two lanes in each direction plus a paved median lane in the middle of the street)	12.6%
	“The Parkway Option” - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)	28.5%
	None of the above	1.6%
		100.0%

4	I support of the following long-term street alignment for South Meridian, from 71st South to 79th South (choose one)	
	Answer Options	Response Percent
	“Four Lane Street” (two lanes in each direction, with no center median)	17.3%
	“Three lane street” (one lane in each direction plus a combination of center turn lane and landscaped median)	31.2%
	“Five lane street with paved median” (two lanes in each direction plus a paved median lane in the middle of the street)	11.0%
	“The Parkway Option” - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)	25.2%
	“Existing Condition” - Remain a two-lane County standard roadway	15.3%
	None of the above	0.0%
		100.0%



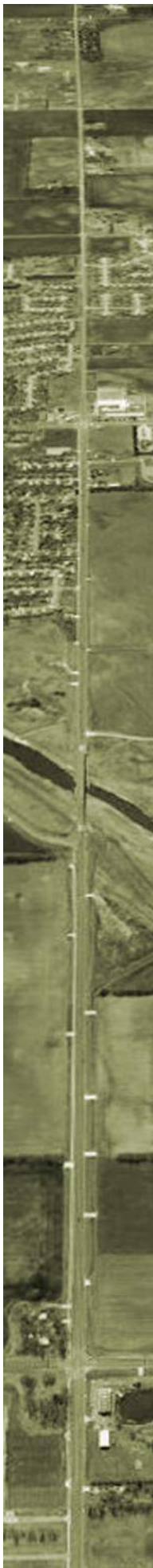
5	I support of the following long-term street alignment for South Meridian, from 79th South to 95th South (choose one)	
	Answer Options	Response Percent
	“Four Lane Street” (two lanes in each direction, with no center median)	15.8%
	“Three lane street” (one lane in each direction plus a combination of center turn lane and landscaped median)	25.3%
	“Five lane street with paved median” (two lanes in each direction plus a paved median lane in the middle of the street)	4.8%
	“The Parkway Option” - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)	9.6%
	“Existing Condition” - Remain a two-lane County standard roadway	42.9%
	None of the above	1.6%
		100.0%
6	I support the following long-term street alignment for Grand Avenue / 71st South, from Meridian Avenue to West Street (choose one)	
	Answer Options	Response Percent
	“Four Lane Street” (two lanes in each direction, with no center median)	27.5%
	“Three lane street” (one lane in each direction plus a combination of center turn lane and landscaped median)	22.6%
	“Five lane street with paved median” (two lanes in each direction plus a paved median lane in the middle of the street)	9.7%
	“The Parkway Option” - Five lane street with landscaped median (two lanes in each direction plus a landscaped median in the middle of the street)	17.5%
	“Existing Condition” - Remain a two-lane County standard roadway	22.7%
	None of the above	0.0%
		100.0%
7	I would be in support of including the following elements in an Access Management Plan for the South Meridian Corridor (check all that apply)	
	Answer Options	Response Percent
	Require interconnections of parking lots / connections from one property to another	26.3%
	Require minimum distances between driveways	21.1%
	Installation of a median along Meridian where possible	18.4%
	The use of backstreets / parallel streets in commercial areas	9.7%
	All of the above	13.8%
	None of the above	10.7%
		100.0%

8	I am in support of the following long-term land use plan for the South Meridian Corridor (choose one) - Please click the icon to the right of the answer to view the three options	
	Answer Options	Response Percent
	Land Use Option #1	29.1%
	Land Use Option #2	23.2%
	Land Use Option #3	15.3%
	I support a combination of the concepts shown	20.0%
	None of the Above	12.4%
		100.0%
9	I support of the use of mixed-use zoning (allowing a combination of retail, office, and residential uses in the same development, either vertically or horizontally) (choose one)	
	Answer Options	Response Percent
	Yes	57.3%
	No	25.4%
	I don’t know	17.3%
		100.0%
10	How important is it to preserve the agricultural nature of the southern part of the corridor (south of 79th Street) over the next 20 years?	
	Answer Options	Response Percent
	Absolutely important. All growth should be directed to areas north of 79th or to the west of Meridian	41.6%
	Somewhat important. Development to the south should only proceed if new infrastructure pays its own way.	44.6%
	Not important at all. Let development happen wherever property owners or developers can receive approvals from the city or county.	13.8%
		100.0%



11	I would like to see the following land uses within commercial or mixed-use areas along and near the South Meridian corridor (check all that apply)	
	Answer Options	Response Percent
	Big box stores	7.9%
	Free standing retail buildings	19.3%
	Free standing office buildings	16.8%
	Auto dealerships	0.5%
	Mixed-use buildings (housing and/or office located above ground floor retail or office)	12.6%
	Drive-in / drive-through businesses	14.1%
	Pocket parks and plazas	24.1%
	None of the above	4.7%
		100.0%
12	In order to encourage development along South Meridian I would support a building height of the following for non-residential development (choose one)	
	Answer Options	Response Percent
	Two or fewer stories	40.7%
	Three stories	17.2%
	More than three stories	12.3%
	One story only	29.8%
		100.0%
13	In order to encourage development along South Meridian I would support a building height of the following for multi-family residential development (choose one)	
	Answer Options	Response Percent
	Two or fewer stories	52.2%
	Three stories	19.2%
	More than three stories	3.1%
	One story only	25.5%
		100.0%

14	Considering appearance, accessibility, and walkability, indicate your preferred parking lot location for commercial development along the corridor (rank your choices)	
	Answer Options	Response Average
	Front of building	22.9%
	Rear of building	43.8%
	Side of building	33.3%
		100.0%
15	I believe the following areas should be protected as open space through zoning along and near the South Meridian Corridor (choose one)	
	Answer Options	Response Percent
	Flood plain areas	9.3%
	Prime agricultural lands	15.2%
	Future park locations	15.6%
	All of the above	50.8%
	None of the above	9.1%
		100.0%
16	I believe the City of Haysville should prioritize the following areas for growth going forward (rank your choices)	
	Answer Options	Response Average
	South Meridian, from 55th Street to the Big Ditch	15.9%
	South Meridian, from 63rd Street to Grand	12.9%
	Grand / 71st South, from Meridian Avenue to the west	16.2%
	South Meridian, from Grand to 79th Street	19.6%
	South Meridian, from 79th to 95th Street	24.3%
	None of the above	5.2%
	I do not believe the city should prioritize potential growth areas	5.9%
		100.0%



17	I believe future streetscape improvements along Meridian should include the following elements (choose your top three)	
	Answer Options	Response Percent
	Benches	17.8%
	Shade areas	20.0%
	Bike racks	4.8%
	Public art	4.7%
	Enhanced signage and wayfinding	10.5%
	Dog waste stations	1.5%
	Improved street lighting	23.0%
	Improved pedestrian lighting	17.7%
		100.0%
18	I believe future non-residential development along Meridian should include the following level of landscaping (choose one)	
	Answer Options	Response Percent
	A few landscaping elements	17.4%
	A moderate amount of plantings	45.3%
	Heavy use of landscaping	34.3%
	Landscaping should not be required	3.0%
		100.0%
19	I believe future residential development along Meridian should include the following level of landscaping (choose one)	
	Answer Options	Response Percent
	A few landscaping elements	14.0%
	A moderate amount of plantings	39.8%
	Heavy use of landscaping	38.4%
	Landscaping should not be required	7.8%
		100.0%
20	I would prefer creating the following type of bike paths / bike lanes along the Meridian corridor (choose one)	
	Answer Options	Response Percent
	Bike paths running parallel to the roadway and separated by a landscape or planted area	70.4%
	Designated bike lanes located within the roadway area	10.4%
	Shared auto / bike lanes (aka “sharrows”)	3.0%
	None of the above	16.2%
		100.0%

21	I would be in support using the following tools to help better integrate developments and improve pedestrian and bicycle connectivity (choose all that apply)	
	Answer Options	Response Percent
	Require sidewalk connections from commercial shopping districts to adjacent residential neighborhoods	40.1%
	Require street networks to connect commercial districts with adjacent residential and office areas	21.1%
	Require cross-lot circulation between non-residential properties.	25.1%
	None of the above	13.7%
		100.0%
22	I would be most interested in the following park / open space strategies along the South Meridian Corridor:	
	Answer Options	Response Percent
	Installation of a separated bike/pedestrian bridge along Meridian, crossing the Big Ditch	28.6%
	Creation of a greenway along the Big Ditch	20.6%
	Creation of a linear park along South Meridian	7.8%
	Creation of a new park to the west of 71st and Meridian, integrated with USD 261 facilities such as West Middle School	7.8%
	Creation of a new park in the area between 55th and the Big Ditch, along or either side of Meridian	11.2%
23	I would like the Meridian corridor to develop in terms of function, appearance and sense of place similar to the following area corridors (choose one)	
	Answer Options	Response Percent
	Rock Road in Derby	35.8%
	13th Street North in East Wichita	6.4%
	Maize Road in Northwest Wichita	12.6%
	Rock Road in Northeast Wichita	7.7%
	None of the above	37.5%
		100.0%



SOUTH MERIDIAN CORRIDOR PLAN PREFERRED RECOMMENDATION SURVEY #3

1	I am in favor of the preferred transportation plan for the three Meridian segments as shown (choose one):	
	Answer Options	Response Percent
	Yes	64.9%
	Yes, with Modifications	20.6%
	No	14.5%
	I don't know	0.0%
	Other (please specify)	0.0%
		100.0%
2	I would prefer that the City of Haysville prioritize the following segments in terms of transportation improvements (choose one):	
	Answer Options	Response Percent
	Meridian, from 55th Street to Grand	41.3%
	Meridian, from Grand to one-half mile south of 79th Street	49.7%
	Meridian, from one-half mile north of 87th Street to 95th Street	3.1%
	I don't know	3.1%
	Other (please specify)	2.8%
		100.0%
3	I am in favor of the preferred land use plan for Meridian as shown (choose one):	
	Answer Options	Response Percent
	Yes	50.1%
	Yes, with Modifications	21.1%
	No	23.6%
	I don't know	2.6%
	Other (please specify)	2.6%
		100.0%
4	The preferred land use plan preserves farm and open space in the southern part of the corridor. How important is this to you?	
	Answer Options	Response Percent
	Very important.	68.6%
	Somewhat important	10.4%
	Neutral	10.4%
	Not important at all	10.6%
		100.0%

5	I would prefer that the City of Haysville prioritize the following improvements along Meridian (choose your top three):	
	Answer Options	Response Percent
	Wider Sidewalks	24.6%
	Bike paths separated from the street	29.8%
	Benches	12.4%
	Bike facilities (bike racks, etc.)	2.7%
	Street trees	15.1%
	General landscaping (bushes, plantings, etc.)	15.4%
		100.0%
6	In general, do you support implementing the Access Management recommendations outlined in the Meridian Corridor Plan (i.e. limit non-residential driveways, align street connections, require cross-lot access within developments, etc.)? (choose one):	
	Answer Options	Response Percent
	Yes	66.0%
	Yes, with Modifications	15.9%
	No	7.8%
	I don't know	10.3%
	Other (please specify)	0.0%
		100.0%
7	In general, do you support implementing the Bicycle/Pedestrian recommendations outlined in the Meridian Corridor Plan (i.e. provide wide sidewalks along both sides of Meridian, crossings at arterial intersections, etc.)? (choose one):	
	Answer Options	Response Percent
	Yes	81.6%
	Yes, with Modifications	8.1%
	No	2.5%
	I don't know	7.8%
		100.0%



8

In general, do you support implementing the Landscaping/Screening recommendations outlined in the Meridian Corridor Plan (i.e. continue requiring non-residential landscaping/screening and suggest a landscaping/screening component to new residential development)? (choose one):	
Answer Options	Response Percent
Yes	65.3%
Yes, with Modifications	13.3%
No	8.2%
I don't know	13.2%
	100.0%

9

In general, do you support implementing the Development Regulation recommendations outlined in the Meridian Corridor Plan (i.e. suggest review of zoning code and subdivision regulations to determine how best to implement preferences)? (choose one):	
Answer Options	Response Percent
Yes	64.7%
Yes, with Modifications	16.3%
No	13.7%
I don't know	5.3%
	100.0%

10

Did you feel you had an adequate opportunity (to date) to be informed of this corridor plan and able to provide your input in its development?	
Answer Options	Response Percent
Yes	73.2%
No	5.3%
My involvement was too limited to answer	18.9%
Other (please specify)	2.6%
	100.0%

APPENDIX C: LAND USE ALTERNATIVES

The first Land Use Option assumed a typical suburban fringe development pattern with a greater concentration of commercial and mixed use concentrated around the 55th Street South and Meridian intersection. This option also assumed less development occurring within the southern third of the corridor and a focus on maintaining the agricultural uses over the planning period.



The third Land Use Option represents the most aggressive growth scenario over the next several decades, with nearly all undeveloped tracts devoted to a full mix of uses and an expanded role for the 95th Street and Meridian intersection.



Planning for Capital Improvements

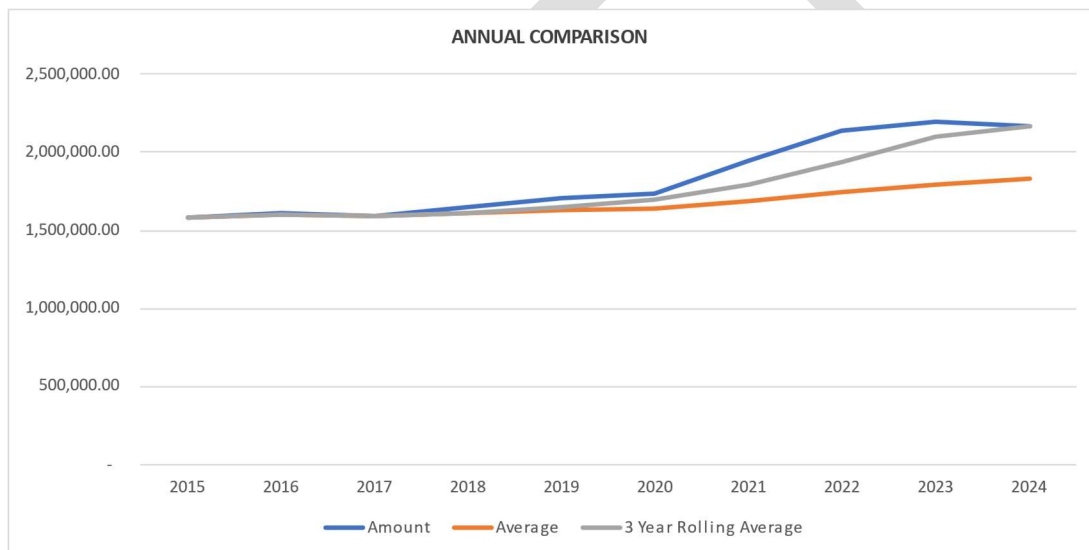
- Introduction & Background
 - Authorization for Capital Improvements Fund
 - KSA 12-1, 118 is the state statute that allows a city to establish a capital improvement fund and also the statute requiring a formally approved multi-year capital improvement plan that sets forth the public improvement and infrastructure needs of the city on a prioritized basis. Haysville's capital improvement fund was established in 1986 with the passage of Ordinance Number 552.
 - Capital Improvements Budget Approval & Cash Flow
 - In recent years, our capital improvements plan has been approved with the passage of the annual budget and tracked at a staff level with a fund cash flow report showing upcoming expected revenues and planned expenditures.
 - Governing Body Discussion of Capital Projects
 - Other than during the budget process, the Governing Body has used both workshops and discussion during regular meetings to share projects of interest with staff for inclusion in capital planning.
- Purpose of Capital Improvements Plan
 - The capital improvements plan is the guiding document for the growth and betterment of the city. It outlines future projects by priority and also details how the improvements will be paid for. Projects included focus on providing quality of life experiences for residents and building infrastructure that allows for new growth of both residential and commercial districts.
- Formation and Approval of the Plan
 - Staff drafts the plan with input from stakeholders and consideration of planning documents such as the Park Plan, Water & Wastewater Master Plans, Planning Walkable Places, and others before the draft is presented for review by the Planning Commission. Final approval of the document is given by the Governing Body. The plan is then included as part of the Comprehensive Plan and used during the annual budget process.

Funding Capital Improvements

- Revenue Sources for Funding Capital Improvements
 - City Portion of Countywide Sales Tax
 - Haysville receives a portion of sales and use tax collected countywide in Sedgwick County. Half of the revenues are distributed to the county and cities in the county based on population while the other half is distributed based on total dollars levied in the preceding year as detailed in KSA 12-192. Sedgwick County has proposed legislation (2025 Session – House Bill No. 2377) to change the statewide formula for distribution of countywide sales taxes from what it currently is. The County would like to see the taxes distributed based on population and total assessed valuation, instead of total dollars levied. This change would negatively impact Haysville and positively impact the County based on current populations, dollars levied, and assessed valuations. The primary reason for this impact is that Sedgwick County would claim the assessed valuations of all cities in the county in

addition to the assessed valuation of unincorporated portions of the county. After receiving feedback from cities, Sedgwick County paused their efforts to adjust the distribution formula by having HB 2377 amended to leave the current distribution ratios unchanged until December 31, 2026. The last action on the amended bill was to refer it to the Committee on Assessment and Taxation. This proposed legislation is an ongoing issue we need to follow in order to best advocate for Haysville.

- The state collects and distributes this money monthly. Sales tax distributed to the city is from sales that took place two months prior. For example, taxes from December sales are collected by the state in January and distributed to the city in February. Based on city ordinance, one half of the countywide tax distribution is transferred to the capital improvements fund.
- This is the primary source of revenue for the capital improvements fund and has shown a positive upward trend over the last 10 years. Total revenues were down 1.39% year-over-year in 2024.



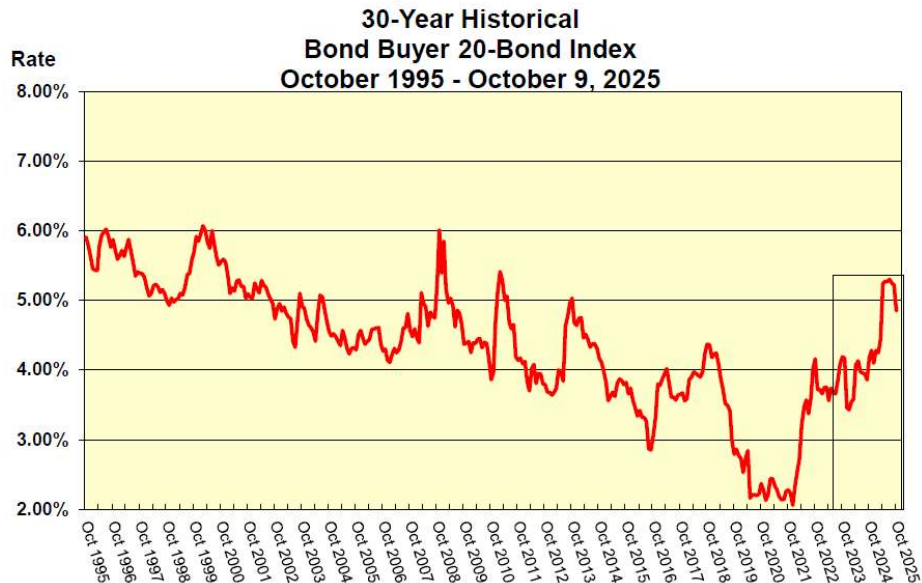
○ City Sales Tax

- Collection of the city's one cent sales tax began July 1, 2014 and was to sunset on June 30, 2024. The tax was approved by a vote of the public on April 1, 2014 to be used to fund a local street, park, and recreation improvement program. A question to renew the sales tax failed to pass by one vote during the November 2023 general election. The sales tax type and purposes were modified and put to a vote on May 7, 2024. The sales tax passed with 567 Yes votes and 393 No votes. This sales tax will be used to reduce property taxes (10%), fund a street program (50%), and fund a park and recreation program (40%). There is no sunset on the approved sales tax. A large portion of the allocation to the recreation program is used to make the payment on the certificates of participation used to fund the construction of the new Haysville Activity Center in 2016-17. The HAC COP average annual payment is \$266,195. The final payment on this debt is scheduled for November 1, 2035.

- Water Infrastructure Fee
 - Established by Ordinance Number 1052, the fee became effective June 28, 2018 and generates approximately \$400,000 annually. While the infrastructure fee can be used for a number of water system improvements, the current focus is to design and replace a segment of water main each year using these funds. The fee may be adjusted in the future to pay for new water infrastructure including, but not limited to, production wells, treatment facilities, and transmission lines.
- Wastewater Fee
 - Once the revenue bonds to construct the Wastewater Treatment Facility were paid off in 2015, the monthly fee of \$13.85 that funded the payment was eliminated. At that same time, a monthly wastewater fee of \$5.00 was implemented. This fee generates approximately \$270,000 annually and is used to fund capital improvements. The fee is expected to be adjusted to accommodate payment of debt to finance the construction of the Southwest Sanitary Sewer Interceptor. Construction of the project is anticipated in 2026.
- Stormwater Fee
 - The stormwater fee was established in 2007, and the initial monthly rate was \$1.75 per Equivalent Residential Unit (ERU). In 2018, the fee was adjusted to \$2.50 per ERU. This fee currently generates approximately \$215,000 annually and funds all Stormwater Department expenditures leaving approximately \$60,000 for capital projects each year.
- Land Bank Funds
 - Authorized by KSA 12-5901 et seq. and established in 2015 with approval of Ordinance Number 1022, the City of Haysville, Kansas, Land Bank is a quasi-governmental entity that manages, maintains, and protects property for a public purpose. The Haysville Land Bank has been utilized primarily to revitalize residential developments that had stalled. Two developments in particular had infrastructure constructed and paid for using general obligation bonds. When lots went unsold, no one was paying the specials that were to fund the bond payments. The Land Bank then purchased lots both through a Sedgwick County Sheriff's tax sale and from private owners. The Land Bank was then able to sell lots to partially offset the bond payment expenses the city had to cover.
 - Funds currently held by the Land Bank are earmarked for installation of infrastructure around Homestead of Haysville, the assisted living facility, in the River Forest Addition. Construction is expected to start near the end of 2025 or early 2026.
- Financing Discussion
 - Pay-as-you-go or Cash Payment
 - This method of financing requires the city to save up enough funds to pay for the project without borrowing money. Positives of this approach include: future funds are not tied up in servicing debt payments, interest savings can be put toward other projects, no risk of defaulting on loan payments. Negatives are: potential long wait for new infrastructure, large projects may consume the entire capital improvements budget, risk of inflation of construction costs.

- Financing with Temporary Notes & Bonds
 - Borrowing money to finance projects allows infrastructure to be built when it's needed, spreads the cost over the useful life of the asset, increases the city's capacity to invest, and ensures the beneficiaries of the improvement pay for the project.
 - Outside of the general pros and cons of debt financing, we are currently experiencing a relatively low rate for borrowing money. The recent upward trend in interest rates can be seen in this bond buyer index graphic.

Tax-Exempt Interest Rates



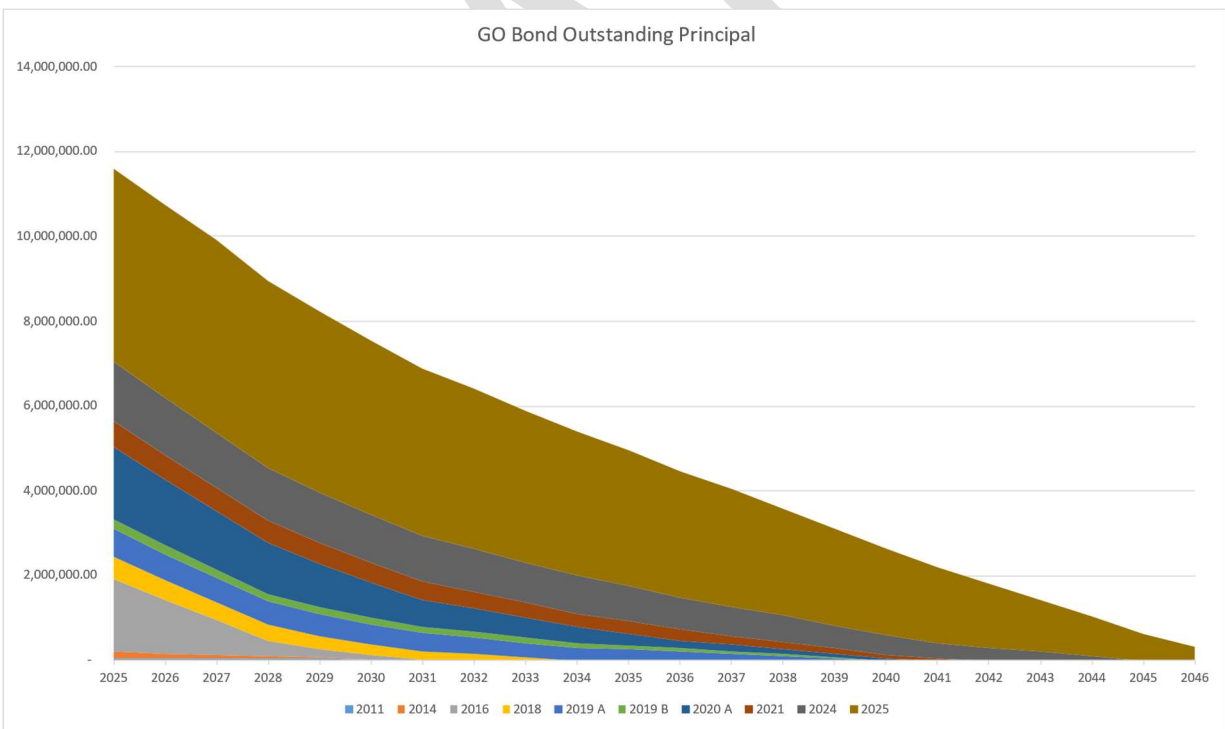
Outstanding Indebtedness

- Current Debt
 - 2011 General Obligation Bond
 - Mead Drive by Turnpike Access Road
 - \$107,000 Issue Amount
 - 20 Year Issue Length
 - \$45,000 Current Principal Balance
 - 100% Special Assessments
 - Final Payment is October 1, 2032
 - 2014 General Obligation Bond
 - Paving Country Plaza Villas
 - \$369,000 Issue Amount
 - 15 Year Issue Length
 - \$120,000 Current Principal Balance
 - 100% Special Assessments
 - Final Payment is October 1, 2029
 - 2016 Refunding General Obligation Bond

- This issue was done for the purpose of saving interest on four previous bond issues. The original issues including in the refinancing are the bonds issued in 2006, 2007, 2008, and 2010.
 - 2006 GO Bond
 - Karla Street
 - Water Main at N. & S. Main
 - Sewer Main at Main Street Place Addition
 - Country Lakes Addition, Phase 2
 - 2007 GO Bond
 - Haysville Community Library
 - Funded with property tax levy
 - Payments 2008-2027 – 20 years
 - South Brooke 2nd Addition, Phase 4
 - 2008 GO Bond
 - Country Lakes Addition, Phase 3
 - Timber Creek Estates Addition, Phase 1
 - Historic District Improvements
 - Land Purchase for Park
 - Wire House Improvements
 - Entry, Gazebo, Market Place, Lighting
 - USD 261 Sanitary Sewer Improvements
 - Municipal Pool Improvements
 - 2010 GO Bond
 - River Forest 2nd Addition, Phase 1
 - Force Main Re-route
 - Timberlane Drainage
 - Mimosa Street
 - Rex Elementary Parking Lot
- \$6,455,000 Issue Amount
- 15 Year Issue Length
- \$1,255,000 Current Principal Balance
- 32.98% Special Assessments
- Final Payment is October 1, 2030
- 2018 General Obligation Bond
 - Orchard Acres & South Field Additions – Paving & Drainage Improvements
 - \$785,000 Issue Amount
 - 15 Year Issue Length
 - \$470,000 Current Principal Balance
 - 100% Special Assessments
 - Final Payment is October 1, 2033
- 2019-A General Obligation Bond
 - Country Lakes & Country Lakes 2nd Addition
 - \$820,000 Issue Amount
 - 20 Year Issue Length
 - \$620,000 Current Principal Balance
 - 100% Special Assessments

- Final Payment is October 1, 2039
- 2019-B General Obligation Bond
 - Southampton 3rd Addition
 - \$260,000 Issue Amount
 - 20 Year Issue Length
 - \$200,000 Current Principal Balance
 - 100% Special Assessments
 - Final Payment is October 1, 2039
- 2020 General Obligation Bond
 - Included Projects
 - Timber Creek Estates Phase 2 (20 years)
 - 2019-A General Obligation Temporary Notes
 - \$1,165,000 Issue Amount
 - Funding for bond payment from special assessments and Land Bank lot sales
 - PD Remodel & Senior Center Expansion (15 years)
 - 2019-B General Obligation Temporary Notes
 - \$785,000 Issue Amount
 - Funding for bond payment from Capital Improvements Fund 36
 - WW Rotary Press (10 years)
 - Construction Bid \$927,854.28
 - Funding for bond payment from Wastewater Fund 10
 - \$2,365,000 Issue Amount
 - 20 Year Issue Length
 - \$1,545,000 Current Principal Balance
 - 29% Special Assessments
 - Final Payment is October 1, 2040
- 2021 General Obligation Bond
 - Country Lakes Final Phase
 - \$695,000 Issue Amount
 - 20 Year Issue Length
 - \$585,000 Current Principal Balance
 - 100% Special Assessments
 - Final Payment is October 1, 2041
- 2024 General Obligation Bond
 - Copper Tail Addition
 - \$1,390,000 Issue Amount
 - 20 Year Issue Length
 - \$1,345,000 Current Principal Balance
 - 100% Special Assessments
 - Final Payment is October 1, 2044
- 2025 General Obligation Bond
 - Wheatland Village Addition and Grand and Plaza Addition
 - \$4,565,000.00 Issue Amount
 - 20 Year Issue Length
 - \$4,565,000.00 Current Principal Balance

- 100% Special Assessments
- Final Payment is October 1, 2046
- 2025 General Obligation Temporary Notes
 - Lakefield Addition Infrastructure
 - \$2,705,000 Issue Amount
 - 2 Year Issue Length
 - \$2,705,000 Current Principal Balance
 - Will Need Permanent Financing by October 1, 2027
- 2015 Certificates of Participation
 - For New Haysville Activity Center
 - First Payment was in 2016
 - Final Payment is in 2035
 - \$3,700,000 Issue Amount
 - 20 Year Issue Length
 - \$2,400,000 Current Principal Balance
- Outstanding Principal as of October 2, 2022
 - GO Bonds \$10,750,000
 - GO TNs \$2,705,000
 - HAC COP \$2,400,000
 - Total \$15,855,000



The Projects

- Projects by Type
 - Projects are grouped here by project type and ordered within group by project year. A complete listing of projects is found in appendix A.
 - Park

Cost Est.	Year	Range	Project
100,000	2025	Short	Inclusive Playground Equipment
	2026	Short	Soccer Practice Fields
225,000	2027	Mid	Kirby Park Splash Pad
	2028	Mid	Plagens Carpenter Ball Field Improvements
225,000	2029	Long	Whisler Park Splash Pad

- Sidewalk

Cost Est.	Year	Range	Project
165,011	2026	Short	South Main to Timber Creek Estates Addition Ph. 2
63,900	2027	Mid	Around River Forest 2nd Addition
292,043	2027	Mid	Country Lakes Extension
235,663	2028	Mid	Connect Suncrest Additions

- Building

Cost Est.	Year	Range	Project
270,638	2026	Short	HAC Payment on Certificates of Participation
65,116	2026	Short	Police Department + Senior Center Expansion
700,000	2026	Short	Public Works Equipment Storage Facility
269,163	2027	Mid	HAC Payment on Certificates of Participation
63,989	2027	Mid	Police Department + Senior Center Expansion
272,513	2028	Mid	HAC Payment on Certificates of Participation
63,144	2028	Mid	Police Department + Senior Center Expansion
275,513	2029	Long	HAC Payment on Certificates of Participation
65,518	2029	Long	Police Department + Senior Center Expansion
272,638	2030	Long	HAC Payment on Certificates of Participation
250,000	2030	Long	Historic District Chapel
66,235	2030	Long	Police Department + Senior Center Expansion
	Finance	Long	HAC Expansion

- Wastewater \$270k
 - Manhole rehabilitation is an annual item budgeted at \$30,000
 - Sewer line rehabilitation is an annual item budgeted at \$175,000

Cost Est.	Year	Range	Project
30,000	2025	Short	Manhole Rehab - Annual Amount
175,000	2025	Short	Sewer Line Rehab - Annual Amount
60,000	2026	Short	Add Channel to Rotary Press
	2026	Short	Jet/Vac Combo Truck
30,000	2026	Short	Manhole Rehab - Annual Amount
140,000	2026	Short	North Clarifier Rehab
175,000	2026	Short	Sewer Line Rehab - Annual Amount
30,000	2027	Mid	Manhole Rehab - Annual Amount
175,000	2027	Mid	Sewer Line Rehab - Annual Amount
30,000	2028	Mid	Manhole Rehab - Annual Amount
175,000	2028	Mid	Sewer Line Rehab - Annual Amount
30,000	2029	Long	Manhole Rehab - Annual Amount
175,000	2029	Long	Sewer Line Rehab - Annual Amount
30,000	2030	Long	Manhole Rehab - Annual Amount
175,000	2030	Long	Sewer Line Rehab - Annual Amount
1,814,670	Finance	Long	East Lift Station & Force Main
1,500,000	Finance	Long	New Main Lift Station by Old WWTP
3,052,192	Finance	Long	NW Sanitary Sewer
1,802,892	Finance	Long	South Lift Station, Force Main, & Gravity Line
6,677,086	Finance	Short	Southwest Interceptor
750,000	Finance	Long	SW Interceptor Ph. 2 - Main Lift Station Upsizing

- Water

Cost Est.	Year	Range	Project
120,000	2025	Short	New High Service Pump - #3 (2025/2026)
272,688	2025	Short	Water Main Replacement - Sandy/A St.
150,000	2025	Short	Water Plant Electrical Update (2025/2026)
338,520	2026	Short	Water Main Construction - Meridian 12" from 2nd to 4th
236,880	2026	Short	Water Main Replacement - Sunflower Drive
278,208	2027	Mid	Water Main Replacement - Western
	2028	Mid	Replace 17 Fire Hydrants
547,500	Finance	Long	Loop Line to Area North of Floodway
1,569,282	Finance	Long	NW Water Main

- Drainage

Cost Est.	Year	Range	Project
40,000	2026	Short	Inlets on Grand west of Ranger (2025/2026)
50,000	2026	Short	Riggs Park Road - Concrete Section over Drainage Culvert

- Streets

Cost Est.	Year	Range	Project
5,000	2025	Current	ARC 95 - South Loop
551,923	2025	Short	Paving Unpaved Roads
5,000	2026	Short	ARC 95 - South Loop
248,000	2026	Short	Pave Riggs Park Road
5,000	2027	Mid	ARC 95 - South Loop
3,320,123	2027	Mid	Meridian Widening between Grand and 79th Street
5,000	2028	Mid	ARC 95 - South Loop
5,000	2029	Long	ARC 95 - South Loop
5,000	2030	Long	ARC 95 - South Loop

- Projects by Program Year
 - The following table shows amounts programmed for each project type by year.

Type/Year	2025	2026	2027	2028	2029	2030	Finance	Grand Total
Building		1,035,754	333,152	335,657	341,031		588,873	2,634,467
Drainage		90,000						90,000
Lighting								
Multiple	500,000							500,000
Park	100,000		225,000		225,000			550,000
Sidewalks		165,011	355,943	235,663				756,617
Street	556,923	253,000	3,325,123	5,000	5,000		5,000	4,150,046
Wastewater	205,000	405,000	205,000	205,000	205,000	15,596,840	205,000	17,026,840
Water	542,688	575,400	278,208			2,116,782		3,513,078
Grand Total	1,904,611	2,524,165	4,722,426	781,320	776,031	17,713,622	798,873	29,221,048

Appendix A

Complete Project Listing

Cost Est.	Year	Range	Area/Type	Project	Description	Funding Source
270,638	2026	Short	Building	HAC Payment on Certificates of Participation	Payment of Building Loan	Park & Recreation Sales Tax
65,116	2026	Short	Building	Police Department + Senior Center Expansion	Payment of Remodel Loan	Capital Improvements
700,000	2026	Short	Building	Public Works Equipment Storage Facility	120' x 80' Building to get remaining PW equipment stored out of the elements	Utility + Cap Impr Fund
269,163	2027	Mid	Building	HAC Payment on Certificates of Participation	Payment of Building Loan	Park & Recreation Sales Tax
63,989	2027	Mid	Building	Police Department + Senior Center Expansion	Payment of Remodel Loan	Capital Improvements
272,513	2028	Mid	Building	HAC Payment on Certificates of Participation	Payment of Building Loan	Park & Recreation Sales Tax
63,144	2028	Mid	Building	Police Department + Senior Center Expansion	Payment of Remodel Loan	Capital Improvements
275,513	2029	Long	Building	HAC Payment on Certificates of Participation	Payment of Building Loan	Park & Recreation Sales Tax
65,518	2029	Long	Building	Police Department + Senior Center Expansion	Payment of Remodel Loan	Capital Improvements
272,638	2030	Long	Building	HAC Payment on Certificates of Participation	Payment of Building Loan	Park & Recreation Sales Tax
250,000	2030	Long	Building	Historic District Chapel	Construction -or- find and move existing chapel	Capital Improvements
66,235	2030	Long	Building	Police Department + Senior Center Expansion	Payment of Remodel Loan	Capital Improvements
	Finance	Long	Building	HAC Expansion	Third Gym, Fitness Room Expansion, Classrooms, Etc.	Park & Recreation Sales Tax
40,000	2026	Short	Drainage	Inlets on Grand west of Ranger (2025/2026)	During heavy rain events, Grand Ave will flood. Add inlets to address.	Storm Water
50,000	2026	Short	Drainage	Riggs Park Road - Concrete Section over Drainage Culvert	Concrete section of road to prevent washouts during rain events	Storm Water
	2027	Mid	Lighting	River Forest Sidewalk Antique-Style Lighting	North, west, & east sections of sidewalk	Capital Improvements
500,000	2025	Short	Multiple	Infrastructure Around Assisted Living Facility	Paving, Drainage, Water, & Wastewater	Land Bank Fund + Cap Impr Fund
100,000	2025	Short	Park	Inclusive Playground Equipment	Add equipment accessible to all patrons	Park & Recreation Sales Tax
	2026	Short	Park	Soccer Practice Fields		Capital Improvements
225,000	2027	Mid	Park	Kirby Park Splash Pad	Splash Pad with equivalent number of features as splash pad next to pool	Capital Improvements
	2028	Mid	Park	Plagens Carpenter Ball Field Improvements	Work with USD 261 to improve facilities including artificial turf	Capital Improvements
225,000	2029	Long	Park	Whisler Park Splash Pad	Splash Pad with equivalent number of features as splash pad next to pool	Capital Improvements
165,011	2026	Short	Sidewalks	South Main to Timber Creek Estates Addition Ph. 2	Connect Timber Creek Estates Addition to sidewalk network	Capital Improvements
63,900	2027	Mid	Sidewalks	Around River Forest 2nd Addition	3,195 LF x 6' wide = 19,170' sq = 2,130 sq yards x \$30/sq yard = 63,900	Capital Improvements

Cost Est.	Year	Range	Area/Type	Project	Description	Funding Source
292,043	2027	Mid	Sidewalks	Country Lakes Extension	South Meridian and W. 79th St. S. to Cattail St. (WAMPO Funding FFY 2027)	Capital Improvements
235,663	2028	Mid	Sidewalks	Connect Suncrest Additions	Connect Suncrest Additions to sidewalk network	Capital Improvements
5,000	2025	Current	Street	ARC 95 - South Loop	Multi-jurisdictional project to create a parkway travel corridor in S. SG County	Capital Improvements
551,923	2025	Short	Street	Paving Unpaved Roads	Ward Parkway, Sunnyside Rd, Cottonwood Ln, Emmett Ave	Street Sales Tax
5,000	2026	Short	Street	ARC 95 - South Loop	Multi-jurisdictional project to create a parkway travel corridor in S. SG County	Capital Improvements
248,000	2026	Short	Street	Pave Riggs Park Road	Construct hard surface roadway where current gravel road is	Capital Improvements
5,000	2027	Mid	Street	ARC 95 - South Loop	Multi-jurisdictional project to create a parkway travel corridor in S. SG County	Capital Improvements
3,320,123	2027	Mid	Street	Meridian Widening between Grand and 79th Street	WAMPO Project to widen section to three lanes	Street Sales Tax + Cap Impr
5,000	2028	Mid	Street	ARC 95 - South Loop	Multi-jurisdictional project to create a parkway travel corridor in S. SG County	Capital Improvements
5,000	2029	Long	Street	ARC 95 - South Loop	Multi-jurisdictional project to create a parkway travel corridor in S. SG County	Capital Improvements
5,000	2030	Long	Street	ARC 95 - South Loop	Multi-jurisdictional project to create a parkway travel corridor in S. SG County	Capital Improvements
30,000	2025	Short	Wastewater	Manhole Rehab - Annual Amount	Preventive maintenance of manholes to extend useful life	Wastewater
175,000	2025	Short	Wastewater	Sewer Line Rehab - Annual Amount	Cured-in-Place Pipe to increase flow rate and reduce inflow	Wastewater
60,000	2026	Short	Wastewater	Add Channel to Rotary Press	Add the last channel to the rotary press de-watering system	Wastewater
	2026	Short	Wastewater	Jet/Vac Combo Truck	Truck for jetting lines and vacuuming holes/areas	Wastewater
30,000	2026	Short	Wastewater	Manhole Rehab - Annual Amount	Preventive maintenance of manholes to extend useful life	Wastewater
140,000	2026	Short	Wastewater	North Clarifier Rehab	Preventive maintenance of clarifier to extend useful life	Wastewater
175,000	2026	Short	Wastewater	Sewer Line Rehab - Annual Amount	Cured-in-Place Pipe to increase flow rate and reduce inflow	Wastewater
30,000	2027	Mid	Wastewater	Manhole Rehab - Annual Amount	Preventive maintenance of manholes to extend useful life	Wastewater
175,000	2027	Mid	Wastewater	Sewer Line Rehab - Annual Amount	Cured-in-Place Pipe to increase flow rate and reduce inflow	Wastewater
30,000	2028	Mid	Wastewater	Manhole Rehab - Annual Amount	Preventive maintenance of manholes to extend useful life	Wastewater
175,000	2028	Mid	Wastewater	Sewer Line Rehab - Annual Amount	Cured-in-Place Pipe to increase flow rate and reduce inflow	Wastewater
30,000	2029	Long	Wastewater	Manhole Rehab - Annual Amount	Preventive maintenance of manholes to extend useful life	Wastewater

Cost Est.	Year	Range	Area/Type	Project	Description	Funding Source
175,000	2029	Long	Wastewater	Sewer Line Rehab - Annual Amount	Cured-in-Place Pipe to increase flow rate and reduce inflow	Wastewater
30,000	2030	Long	Wastewater	Manhole Rehab - Annual Amount	Preventive maintenance of manholes to extend useful life	Wastewater
175,000	2030	Long	Wastewater	Sewer Line Rehab - Annual Amount	Cured-in-Place Pipe to increase flow rate and reduce inflow	Wastewater
1,814,670	Finance	Long	Wastewater	East Lift Station & Force Main	To Serve Projected Growth Area 8	Wastewater
1,500,000	Finance	Long	Wastewater	New Main Lift Station by Old WWTP	Replace current lift station	Wastewater
3,052,192	Finance	Long	Wastewater	NW Sanitary Sewer	To Serve Projected Growth Areas off Meridian north of Floodway	Wastewater
1,802,892	Finance	Long	Wastewater	South Lift Station, Force Main, & Gravity Line	To Serve Projected Growth Areas 10 & 11	Wastewater
6,677,086	Finance	Short	Wastewater	Southwest Interceptor	12", 15", 21", 24", 36" Gravity Pipe from Main LS to Projected Growth Area 3	Wastewater
750,000	Finance	Long	Wastewater	SW Interceptor Ph. 2 - Main Lift Station Upsizing	Increase Capacity at Lift Station	Wastewater
120,000	2025	Short	Water	New High Service Pump - #3 (2025/2026)	Add pump that will allow more water to be pumped to the tower	Water
272,688	2025	Short	Water	Water Main Replacement - Sandy/A St.	Water line replacement	Water
150,000	2025	Short	Water	Water Plant Electrical Update (2025/2026)	Update of electrical infrastructure at the water plant	Water
338,520	2026	Short	Water	Water Main Construction - Meridian 12" from 2nd to 4th	Water line construction	Water
236,880	2026	Short	Water	Water Main Replacement - Sunflower Drive	Water line replacement	Water
278,208	2027	Mid	Water	Water Main Replacement - Western	Water line replacement	Water
	2028	Mid	Water	Replace 17 Fire Hydrants	Replace non-traffic rated hydrants in the Hillcrest Addition	Water
547,500	Finance	Long	Water	Loop Line to Area North of Floodway	Second potable water connection to area north of floodway	Water
1,569,282	Finance	Long	Water	NW Water Main	To Serve Projected Growth Areas off Meridian north of Floodway	Water