



# **CITY OF HAYSVILLE, KANSAS COMPREHENSIVE PLAN**

**PREPARED BY THE  
HAYSVILLE PLANNING COMMISSION**

**WITH ASSISTANCE BY  
CITY STAFF**

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*Leading the Way Today to a Better Tomorrow*

# TABLE OF CONTENTS

## Haysville Comprehensive Plan

### EXISTING CONDITIONS AND ISSUES

Introduction .....	1
Population.....	2
Economy of the Area .....	3
Physical Factors that Affect Growth and Development.....	4
Land Use and Growth.....	6
Transportation.....	8
Water.....	10
Wastewater.....	12
Stormwater.....	13
Law Enforcement .....	15
Fire Protection Facilities .....	16
Emergency Medical Services .....	17
Parks, Open Space and Recreation .....	18
Library .....	20
Public Schools.....	21
Historic Preservation .....	22

### GOALS AND OBJECTIVES

Introduction .....	23
Population.....	25
Economic Development .....	26
Land Use Planning.....	28
Quality of Life.....	29
Transportation.....	31
Housing.....	32
Plan Implementation and Community Management .....	33

# **EXISTING CONDITIONS AND ISSUES**

## **INTRODUCTION**

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

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

## **POPULATION**

The Haysville population growth rate has fluctuated at various increasing rates yearly. The 2020 Census indicated a 2% growth rate for Haysville from 2010, with 10,826 residents to 11,262 residents in 2020.

Based on WAMPO region population projections from September 2022, Haysville's anticipated population for 2030 is 12,492, a growth rate of 11% from the 2020 census.

The estimated population by 2040 will be 13,585, a growth rate of 21% from the 2020 census. The total square miles of the city limits are 4.74 as of October 2023.

## **ECONOMY OF THE AREA**

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

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

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

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

## PHYSICAL FACTORS THAT AFFECT GROWTH AND DEVELOPMENT

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

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

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

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

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

**Groundwater Contamination** - The Kansas Department of Health and Environment has identified specific areas in Sedgwick County with

groundwater pollution problems. Groundwater problems are due to a history of unregulated disposal of certain industrial solvents and wastes, agricultural compounds, and other production materials now known to be hazardous. The required cleanup of these areas can be costly, thus affecting existing land use and the future redevelopment potential of the contaminated areas. Most of these areas are either under study or being cleaned up by private property owners or state and federal agencies.

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

## **LAND USE AND GROWTH**

The Haysville Area of Urban Growth contains 20.43 square miles of land, which is used for various land use activities. These activities range from agricultural uses to industrial uses.

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

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

## **PLANNING CONSIDERATIONS**

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



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

## **TRANSPORTATION**

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

### **ROADWAYS**

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

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

### **TRANSIT SERVICE**

Haysville Hustle is a city-operated, on-demand, low-cost public transportation service offered to Haysville residents of all ages. Currently, one fourteen-passenger bus is used to cover the 23.56 square miles of our Area of Urban Growth service area. The Haysville Hustle connects to Wichita Transit and select Derby locations, providing citizens access to neighboring city amenities and services. There is a need for regional partnerships to expand these options. Currently, public transportation is provided by Sedgwick County's Department on Aging (SCDOA) paratransit service and Sedgwick County Transportation (SCT). Locally, the Haysville Hustle began operating in 2020.

### **BICYCLE FACILITIES**

The people of Haysville currently enjoy over 14.62 miles of bicycle paths (i.e., those that are completely separated from vehicular traffic).

Increased levels of bicycling and walking transportation will not only result in significant personal benefits to the citizens of Haysville in terms of health and physical fitness, but benefits would also be realized for the environment and the community's general transportation system. Replacing automobile trips with non-motorized and non-polluting bicycling or walking trips would reduce pollution from vehicle exhaust. Developing bicycle and/or pedestrian paths

also can yield recreational, educational and aesthetic benefits. Efforts to facilitate bicycling and walking can also result in the development of a travel option for those who choose not to drive for some of their trips and those who are too young or unable to drive an automobile.

## **PLANNING CONSIDERATIONS**

1. The transportation network must operate in a manner that maximizes public safety and convenience and does not impose upon the enjoyment of private property. To accomplish this, it is important that appropriate designs and regulations are developed (i.e., landscaped boulevards, major street setbacks, bike path reserves, etc.). Furthermore, it is critical that transportation system planning mesh with long-range land use planning efforts to create a cost-effective and efficient transportation network for the entire community.
2. The transportation network must operate in a cost-effective, efficient, and multi-modal manner, which creates links between local jurisdictions within the metropolitan area to benefit the region as a whole. Establishing vital links between the small communities will create economic development opportunities and allow for the utilization of increased multi-modal miles available to Haysville's residents.
3. As Haysville, Wichita, other small communities, and rural Sedgwick County grow, it will become vital to provide effective transportation alternatives besides the automobile. Environmental factors (i.e. air quality), population and employment characteristics, and the location of employment centers, residential areas, and recreation areas in relation to one another will require a strong look at transportation alternatives to enhance the mobility of all segments of the community. The economics of auto travel in the future may force a greater percentage of people to rely on such alternatives.
4. The presence of an effective bicycle path system creates the opportunity for recreational activity and alternative transportation. The desire for a complete system will require: including new bike trails in the Capital Improvements Program; monitoring road improvements to include sidewalks, paved shoulders, or wide curb lanes; and continual review of the route system and bicycle plan.
5. As the population of Haysville ages, the need for safe and accessible transportation increases. This includes retrofitting existing sidewalks and multi-use paths with ADA compliant ramps and replacing areas to meet incline/decline recommendations. Consideration also needs to be

given to marked pedestrian crossings or light-controlled crossings, based upon street widths and traffic volumes.

## **WATER**

The City of Haysville Water Utility serves Haysville residents and various private individuals and businesses in unincorporated areas of Sedgwick County. Haysville's water supply consists of five wells located on the west side of Haysville. Haysville has additional water rights located on the Public works facility. c

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

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

## **PLANNING CONSIDERATIONS**

1. Based on population forecasts and water demand projections, the city will need to either activate the Cowskin Creek Well Field or obtain additional water supply before the year 2035. There is a water right and treatment supply study budgeted for 2023.
2. An effective water resource conservation program promotes the wise use of water supplies. By conserving water, bills may remain low and less water usage may provide a cushion of time to delay the need for additional supplies. Conservation of water is both economically and environmentally sound.
3. It can be expected that EPA water treatment standards will become more stringent. This will require additional capital expenditures beyond the system's normal operation, maintenance, and expansion costs, which are relatively unpredictable.
4. Continuous system and plant upgrades and remedial maintenance activities would improve system efficiency and allow the water utility to

meet growth and water use pressures. Such measures implemented at the appropriate time can conserve water and save money.

5. The City of Haysville should continue to monitor the contaminant plume from Occidental Chemical Corporation to verify that it is not migrating toward the city's water supply wells. Any potential water supply well sites should also be reviewed with Occidental Chemical Corporation to verify that they will not adversely affect the plume.
6. A Water Master Plan was completed in 2022. The plan identified the primary concerns in the system are available fire flows on small diameter and dead-end waterlines and storage volume considerations. It was recommended to complete waterline loops on the outer edges of the distribution system. It does not appear additional storage is required to support projected 2040 demands.

## **WASTEWATER**

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

### **PLANNING CONSIDERATIONS**

1. The corrosive nature of sewage can cause ongoing damage to pipes and treatment facilities. Given the age of much of the wastewater collection (piping) system, it is important to continue the city's efforts to install cured-in-place pipes. Continuous evaluation of the sanitary system should continue to guide the comprehensive rehabilitation and replacement program, which prevents system failures and breakdowns.
2. It can be expected that EPA standards will become more stringent regarding the removal of pollutants from sludge and wastewater. As this happens, the cost of treating sewage will increase.
3. The ability to reduce pollutants entering the public system through effective pretreatment will save costs by extending facility lifetimes. Pretreatment close to the waste production source will reduce the corrosiveness of the wastes traveling long distances within the system and will provide a waste stream that is easier to treat prior to release.
4. The availability of sewers is a prime factor for the development of an area. The need for rational expansion due to higher treatment costs and EPA standards will require that continuous assessment of proposed extensions and expansions takes place.
5. Recycling of these waste products is possible and can supplement other resource recovery and environmental efforts. As EPA standards become more stringent, the possibility of using these products is greater. Graywater can be used for irrigation, industrial uses, or even drinking water purposes, and sludge may be available for greater land application.
6. The Wastewater Master Plan identifies improvements, additions, and modifications to the sanitary sewer collection system to provide sanitary services for future development.

## **STORMWATER**

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

The D-21 Study was recently completed in the area around Meridian. Design plans have been completed, and construction is scheduled to begin in 2023. The County storm water plan provides a pathway for runoff from 79<sup>th</sup> St. South to 95<sup>th</sup> St. South.

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

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

## **PLANNING CONSIDERATION**

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

implemented in coordination with land use development and other infrastructure improvements throughout the County.

3. The two primary purposes of the stream and creek channels are to move water and provide natural habitats that contribute to the overall "quality of life" in a community. The impacts of land development and facility implementation should be minimized so that both purposes can be accomplished in a community-acceptable manner.



## **LAW ENFORCEMENT**

Police protection is one of the most fundamental services provided by a municipal government. Protecting lives and property, enforcing the laws, apprehending criminals, recovering stolen property, locating missing persons, and traffic safety are among the many responsibilities and services that we as citizens, have come to expect from our local police department. To better serve the citizens of Haysville, the Police Department remodeled and relocated to a new facility in 2010. Currently, this meets the needs of the community and department through 2030. Further expansion will depend on population and commercial growth.

Police protection in Haysville is provided by the Haysville Police Department. The Haysville Police Department employs 34 people, 26 of whom are commissioned officers. The Police Department provides investigation, road patrol, animal control, nuisance control and community policing.

Sedgwick County provides dispatching. The Haysville Police Department is staffed to receive non-emergency calls 24/7.

## **PLANNING CONSIDERATIONS**

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

## **FIRE PROTECTION FACILITIES**

Fire protection in Haysville is provided by the Sedgwick County Fire Department. In 2014, the Sedgwick County Fire Department finished the construction of Fire Station #34, and moved all operations to Haysville. Residents of Haysville continue to benefit from the ISO 2 classification and the rating will expand to include residents in Haysville's growth area.

The Sedgwick County Fire Department provides firefighting services, rescue and emergency medical response, fire prevention and education, fire investigation, and hazardous materials response.

## **PLANNING CONSIDERATIONS**

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

## **EMERGENCY MEDICAL SERVICES**

Providing advanced life support in medical emergencies and safe transportation to a hospital are the primary responsibilities of the Sedgwick County Emergency Medical Service (EMS), which is located within city limits at 63<sup>rd</sup> and Mabel.

## **PARKS, OPEN SPACES AND RECREATION**

One of the important recreational assets of our community is the parks and open space system, which provides the opportunity for both indoor and outdoor recreation. The City of Haysville contains 17 total public parks, 3 active parks, and 14 passive parks. Two other sources of open space are school grounds and privately reserved lands.

The Haysville Recreation Department and its services are one of the primary elements contributing to the community's quality of life. The Recreation Department provides public recreation programming to the youth and adults of the community. Youth programming includes recreation and special activities, arts, sports and aquatics. Adult programming includes fitness, special activities, and sports. School related services such as latchkey, days that school is out during the school year and summer programs are also provided by the Recreation Department.

In 2016 construction began on the new Haysville Activity Center in Fred Cohlma Memorial Park. The building was open to the public on June 12, 2017. The new 24,000 sq feet facility is comprised of weight room, Wellbeats virtual fitness classes, instructional classroom, rental room, two full-size basketball courts, an elevated walking/jogging track, offices and storage. The facility has helped improve the quality of life to the citizens of Haysville by providing a full realm of recreation programming. The size of the facility was decreased during design to meet budget, but design included expansion possibilities which is anticipated to be needed by the year 2025.

The Haysville Park Plan was updated in 2022, and reflects the changes made to the park system. In 2015 the history of each park was included. The addition ensures Haysville's past for reference from future generations. The 1% sales tax facilitated in 2014 brought improvements to all the parks,

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

## **PLANNING CONSIDERATIONS**

1. The acquisition of additional park land should focus on placing parks in strategic locations to meet the demands of population growth. It is important that the open space system and associated recreational facilities address vocational and public needs. Assessing these needs involves an understanding of park use and recreation trends in the community through direct public input.

2. Park lands of various sizes and locations will be needed in the future. In the case of neighborhood parks or recreation corridors, future acquisition or public access to land may require mandatory land dedication or fees in lieu of land so the burden of new growth upon the existing tax base is minimal and tax dollars can be utilized for community wide park improvements and operations.

## **LIBRARY**

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

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

## **PLANNING CONSIDERATIONS**

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

## **PUBLIC SCHOOLS**

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

Future District expansion will be determined by population growth within the USD 261 boundaries. The School District has established ideal enrollment levels for each facility and those levels will play a role in determining the need for new or expanded school facilities. The school district is currently undergoing a demographic and facility study. The study is expected to be completed in 2023 and will help determine what is needed for future growth and how these issues will be addressed.

## **PLANNING CONSIDERATIONS**

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

## **HISTORIC PRESERVATION**

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

## **PLANNING CONSIDERATIONS**

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



# GOALS AND OBJECTIVES

## INTRODUCTION

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

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

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

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

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

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

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

## **POPULATION**

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

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

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

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

## **ECONOMIC DEVELOPMENT**

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

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

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

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

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

## INDUSTRIAL DEVELOPMENT

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

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

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

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

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

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

#### COMMERCIAL DEVELOPMENT

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

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

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

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

## **LAND USE PLANNING**

### URBAN DEVELOPMENT

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

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

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

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

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

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

### URBAN AREA OF INFLUENCE

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

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

## **QUALITY OF LIFE**

### PUBLIC UTILITIES AND SERVICES

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

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

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

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

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

### COMMUNITY FACILITIES/RECREATION/EDUCATION

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

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

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

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

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

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

#### EMERGENCY AND SECURITY SERVICES

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

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

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

Objective 3: To maintain high quality police protection.

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

Objective 5: To continue the Haysville Police Department's involvement with USD 261's crisis team.



## **TRANSPORTATION**

- GOAL: Classify and delineate the function, location, standards and methods of financing for local, collector and arterial streets to efficiently serve the community.
- Objective 1: To maintain an efficient and safe transportation system accessible to all residents of the community.
- Objective 2: To maintain Haysville representation on the Wichita Area Metropolitan Area Planning Organization (WAMPO). Perform activities and updates to the metropolitan area Long Range Transportation Plan (MOVE 2040).
- Objective 3: Coordinate with future long-range efforts by WAMPO and Wichita Transit for a neighborhood type “connector/circulator” transit route service in Haysville, and for connections to major employers and the main system in Wichita.
- Objective 4: To design improvements where appropriate for major roadways to include paved shoulders or bike lanes to accommodate bicycling, consistent with complete street concepts.

## **HOUSING**

- GOAL: Provide a variety of housing choices for current and future populations.
- Objective 1: To insure high quality neighborhoods and residential areas.
- Objective 2: To provide diversity in housing types and styles.
- Objective 3: To encourage a range of housing prices thereby accommodating needs of all potential residents.
- Objective 4: To protect residential areas from incompatible land uses through enforcement of existing regulations and ordinances.
- Objective 5: To protect residential areas from incompatible land uses through the creation of new zoning districts and the updating of current ordinances.

## **PLAN IMPLEMENTATION AND COMMUNITY MANAGEMENT**

### ZONING AND SUBDIVISION REGULATIONS

- GOAL: Plan and guide the development of Haysville into desirable, efficient and compatible patterns consistent with long-range community goals.
- Objective 1: Review future zoning and subdivision proposals for consistency with the Comprehensive Plan.
- Objective 2: To research and utilize implementation tools to preserve prime farmland and protect it from the intrusion of “nonfarm” uses.

### SOUTH MERIDIAN CORRIDOR PLAN

- GOAL: To guide the development and redevelopment of the South Meridian Corridor and provide for improved transportation, an efficient development pattern and an attractive environment which will improve the economic potential of the corridor.
- Objective 1: Review future development and levels of redevelopment proposals for consistency with the South Meridian Corridor Plan.
- Objective 2: Implement zoning and subdivision regulatory changes, reviewing the changes for effectiveness during the annual review of zoning and subdivision ordinances.

### CAPITAL IMPROVEMENT PROGRAM

- GOAL: Provide for the acquisition and/or development of the physical needs of the city in not only a fiscally responsible manner but also in a timely manner.
- Objective 1: To prepare a Capital Improvement Program and review annually as part of the annual budgetary process to carry out orderly long-term finance for public improvements.