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2040 COMPREHENSIVE PLAN

CITY OF KECHI, KANSAS

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CHAPTER 1: INTRODUCTION

PURPOSE OF THE PLAN

The 2040 Comprehensive Plan is the official policy document identifying long-term and overarching goals to guide future development of the City of Kechi. Planning for the future allows Kechi to maintain a high quality of life for its residents by providing for growing and changing needs and desires.

Consider how Kechi looked 25 years ago. It has changed considerably since then and will change over the 25 years of this Plan. The Plan acknowledges that change will occur and it is a proactive step to ensure that the changes occur in a manner consistent with community desires.

The City of Kechi has a responsibility to protect the health, safety, and general welfare of the community. The Comprehensive Plan is the primary planning document that states how Kechi will adhere to its responsibility. It also provides the public with reasonable expectations about Kechi's future.

Kansas state statues authorize cities to engage in planning for the 'protection of the public health, safety and welfare.' The statutes, K.S.A. 12-741, et seq., authorize the creation of the comprehensive plan as well as outline the required terms, provisions, and processes of planning and zoning in Kansas.

STRUCTURE OF THE PLAN

Chapter 2: Vision & Goals

This chapter identifies the future vision and goals for the community, which is the foundation for the Plan.

Chapter 3: Community Profile

The community profile identifies historic data and trends that are pertinent to the future. It identifies natural and man-made environmental characteristics that will influence growth and development. It also covers population characteristics of Kechi's residents.

Chapter 4: Economic Development

This chapter identifies goals and objectives for Kechi's economy. It identifies current economic conditions of Kechi and how it fits into the regional economy. It also identifies action items to achieve the economic development goals and objectives.

Chapter 5: Local Resources

This chapter identifies goals and objectives related to Kechi's historic, cultural, recreational, public space, and natural resources. It identifies current conditions and action steps to move Kechi towards achieving its local resource goals and objectives.

Chapter 6: Housing

This chapter identifies goals and objectives for the provision of housing to a growing and changing population. It identifies current conditions and action steps to facilitate the provision of the proper the amount and mix of housing options to meet future needs.

Chapter 7: Transportation

This chapter identifies the goals and objectives for providing safe, efficient, and well-maintained transportation facilities. It identifies existing conditions and action steps to maintain and enhance Kechi transportation system.

Chapter 8: Land Use & Site Design

This chapter identifies the goals and objectives for orderly and efficient development while supporting economic development and maintaining the character of Kechi. It identifies existing conditions and action steps for land development. It also provides the future land use map and guidelines for locating different types of development.

Chapter 9: City Services & Facilities

This chapter identifies the goals and objectives for efficiently providing City-provided services and facilities as growth and redevelopment occurs. It identifies existing conditions for gas, police protection, sanitary and storm sewers, potable water, natural gas, planning, zoning, and buildings and subdivision control. It also identifies action steps for the provision of the aforementioned services.

Chapter 10: Implementation

Carrying out the action steps identified in the Plan are key to implementation. This chapter includes all of the action steps from the previous chapters. It also identifies the time frame for implementing each action step.

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USING THE PLAN

The 2040 Comprehensive Plan the primary means of communicating the direction of community development to the public. As such, it should be used as a framework to guide decisions that affect the future growth and development of Kechi and the Planning Area. It should serve as a guide to aid in making short-range decisions to achieve long-range goals. The decisions made should be consistent with what the general public expects based on the Plan's vision, goals, and objectives.

Planning Area

The Kechi Planning Area is an area delineated by this Plan to identify the area outside the Kechi City Limits that effect Kechi and are affected by activities of Kechi. The Planning Area, depicted in **Exhibit 1**, is necessary to adequately plan for the future growth of Kechi. The current Planning Area includes approximately 12.8 square miles comprised of the entire area within the Kechi City Limits and extends into the surrounding area.

The Planning Area is based on several factors including the existing and current development activity, future potential for development, as well as the capability and capacity to provide city services. The Plan serves as a guide for the overall development of the Planning Area.

The Plan is one of many tools to guide the growth, redevelopment, and enhancement of the Planning Area. Other community development tools should be based on the Plan to achieve the vision and goals. Careful consideration should be given to balancing the provision of services and facilities with the Kechi's financial capacity.

Zoning & Subdivision Regulations

The Plan serves as a legal basis for the preparation and adoption of zoning regulations and the subdivision regulations. The zoning regulations guide decisions on zoning issues such as rezoning and special use applications. The subdivision regulations guide decisions related to the subdivision of land such as approval of plats.

The Planning Area is integral to the zoning and subdivision regulations. Any extraterritorial jurisdiction of these regulations cannot exceed the Planning Area.

Annexations

As Kechi grows, the city limits are anticipated to expand to include are within the Planning Area not within the current city limits. The City will likely annex land, each case having a specific purpose. The Plan should be used to provide for the orderly and rational process of annexation. As mentioned earlier, the financial capacity should be a major consideration when identifying annexations.

Capital Improvement Program

Kechi develops a 5-year Capital Improvement Program (CIP) to outline its capital expenditures. The CIP must be reviewed and approved by the planning commission. Prior to construction, the planning commission must review public improvements, public facilities, and public utilities and approve them as in conformity with the Plan.

Budget

The Plan can be a resource when developing Kechi's budget. Although the Strategic Plan (discussed later in this chapter) is a better tool for developing the City's budget, the Plan goals should guide the expenditure of public funds.

Grants

Grants from a variety of sources often become available. The Plan should be used to assist in selecting and applying for state, federal, and other grant programs.

Coordination

To coordinate efforts, avoid duplication and establish a working relationship for implementing plan proposals between the City and other cities; Kechi, Grant, Lincoln and Payne Townships; public school districts; the Sedgwick County Board of Commissioners; the Wichita-Sedgwick County Metropolitan Area Planning Commission; the State of Kansas; and the Federal Government.

Review & Update

At least once each year, the planning commission is required to review or reconsider the Plan. The annual review provides for the opportunity to address any deficiencies or changes in priorities. During the review process, they may propose amendments, extensions, or

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additions. The requirements for approval are the same as required for the adoption of the Plan.

This Plan, and any future updates, should be followed by a review and potential update to the zoning and subdivision regulations to ensure consistency.

Strategic Plan

The Comprehensive Plan provides pertinent data, information, and analysis in relation to the goals. The Plan also identifies action items to be carried out over the life of the Plan. **Chapter 10: Implementation** identifies the action items of the Plan and places them into different categories based on when they are anticipated to occur.

Kechi has initiated an official process to develop a strategic plan. It will be used as the short-term implementation plan for the Comprehensive Plan. The Strategic Plan will use the action items of the Plan and provide more detail about specific steps, responsibilities, and funding.

In addition to those action items identified in the Comprehensive Plan, other action items may be needed or desired to achieve the goals and objectives. The Comprehensive Plan should be used to guide any action items developed and included in the Strategic Plan beyond those specifically identified in the Comprehensive Plan.

Time frames for strategic plans are typically three to five years. As such, the Strategic Plan should be updated regularly as action items are completed, new priorities emerge, development occurs, and needs change.

PLAN DEVELOPMENT PROCESS

The planning commission is required to review or reconsider the plan at least once a year. However, cities typically conduct a major update to their comprehensive plans every five to ten years. This Comprehensive Plan is a major update to the 2008-2020 Comprehensive Development Plan (2008 Plan).

The 2008 Plan served as the basis for the development of the 2040 Comprehensive Plan. Although much was changed with the development of a vision, new goals and objectives, as well as focus areas, some of the supplemental information comes from that 2008 Plan written by Foster & Associates, Planning Consultants and Rice Foster, P.A., Landscape Architects Planners, both of Wichita, Kansas.

The 2040 Comprehensive Plan continued commitment to planning. After the 2008 Plan, Kechi initiated a strategic planning effort. This involved citizens and focus groups to identify short-term action items and priorities. After great discussion and input, the process was not completed. However, shortly after shelving the process, Kechi undertook the development of the 2040 Comprehensive Plan. The development of this Plan will be followed by the development of the Strategic Plan.

The following steps were completed to prepare the 2040 Comprehensive Plan:

- Review 2008 Comprehensive Plan
- Review previous strategic planning efforts
- Collect and analyze current data
- Develop report of findings comparing 2008 Plan with current data and input obtained through previous strategic planning efforts
- Develop vision, goals, and objectives
- Project future needs based on data and desired direction
- Develop and prioritize action items

A major focus of the 2040 Comprehensive Plan was to develop a vision for Kechi and community-wide goals. The creation of the vision and goals led to the reorganization of the comprehensive plan with the structure that focuses on the goals.

The planning process involved three groups: a core team, a steering committee, and the public. Their guidance in input was integral to the creation of the Plan.

Core Team Input

The core team was comprised of City staff and members of the community involved in community development. A list of the members is available on page i at the beginning of the Plan.

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The core team served as a sounding board for ideas and concepts. They provided valuable input about the City, its processes and procedures, and communicated issues they had discussed with citizens, business owners, and developers over the years.

Steering Committee Input

The steering committee was comprised of elected and appointed officials, City staff, and members of the community. A list of the members if available on page i at the beginning of the Plan.

The steering committee guided the development of the Plan. Committee meetings were held at key points during Plan development. The committee provided input on ideas, communicated their concerns and priorities, discussed key community issues, and made recommendations on the contents of the Plan.

Community Input

Community input is integral in the planning process. An involved process allows the Plan to capture the desires of the community. Things they like and want to keep. Things they want to enhance.

Competing desires of individuals often clash during the planning process. This is a normal part of planning. Planners encourage discussion and facilitate compromise and consensus to reach decisions that are best for the good of the public.

During the plan development process, three community open houses were held at key points during the process. The first was held early in the process with discussion on vision and goals. The second was held around the midpoint to discuss the future development scenario. The final open house was held near the end of the process to discuss the draft plan.

Communications with the public during the process was a priority for the development of the Plan. A specific web page was developed and maintained on Kechi's website to disseminate information, provide updates, post on-line surveys, and allow anyone to access documents produced and information about the planning process.

In addition to the website, the process involved many other forms of communication and notification, including:

- Emails to distribution lists about open houses and surveys
- Utility bill inserts, separate postcards, and advertisements in the Kechi Lamp newspaper about open houses
- Updates to Planning Commission
- Updates to City Council

For greater detail on the public involvement process, survey results, and input received, see **Appendix A: Community Involvement**.

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CHAPTER 2: VISION & GOALS

INTRODUCTION

This chapter identifies the future vision for Kechi and goals to move the community towards the vision. The vision and goals were developed through a process involving the Steering Committee and community input. The vision and goals provide the backbone of the Comprehensive Plan.

VISION

A vision expresses the ideal future state of Kechi; a verbal snapshot of Kechi in 2040. The vision is intended to provide general direction for the development of the community. The vision was developed through a process involving the citizen input on the future of Kechi. The vision statement is as follows:

> ***Kechi has a small town feel with excellent access to metropolitan amenities. Residents enjoy safe and friendly neighborhoods where they truly feel like they are part of the community. Kechi's future economic activity will be fueled by a diverse mix of goods and services and a vibrant arts and business district. Ample opportunities for recreational, cultural, and leisure activities will enhance Kechi's quality of life.***

GOALS

Community goals are statements that, if achieved, move the community closer to the vision. They should communicate general expectations for the City and guide everyday decisions. The goals were developed to translate the vision statement into more specific ideas. Similar to the vision, the goals were developed through community engagement. They were developed around six broad goal categories: Economic Development; Land Use & Site Design; Housing; Transportation: Local Resources; and City Services & Facilities. The goals are as follows:

Economic Development

- Build a strong and diverse local economy that attracts local retail, service, and office businesses and promotes arts, crafts, and other small enterprise businesses.
- Maintain existing businesses and create a culture for cultivating local businesses.
- Encourage coordination and partnerships between agencies (city, county, state, chamber, etc.) to promote economic development activities.

Land Use & Site Design

- Create a sense of place through land use planning, development patterns, site design, and community aesthetics.
- Optimize the efficiency of providing City services through land use patterns.
- Provide a development pattern that supports economic development while maintaining safe neighborhoods.
- Provide quality and context-sensitive aesthetics in development and redevelopment.

Housing

- Promote a good the mix of housing options (size, price, type, own/rent).
- Provide quality neighborhoods that are safe and desirable.
- Provide sufficient housing to support economic development activities.

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Transportation

- Maintain and improve the transportation infrastructure condition, efficiency, safety, and function (roads, bridges, sidewalks, paths, railroads, etc.)
- Improve coordination with local, regional, and state partners.
- Provide transportation infrastructure to support economic development, especially in the arts and business district.

Local Resources

- Provide a high degree of cultural and recreational opportunities for citizens and visitors.
- Provide public spaces to enrich Kechi's sense of place and community.
- Preserve natural and unique settings of woodlands, creeks, natural drainage ways, and prairies.

City Services & Facilities

- Provide and maintain quality City services to a growing population and economic base, including police, potable water, sanitary sewer, gas, parks, and community support.
- Encourage and provide for active citizen engagement in civic activities.

OBJECTIVES & ACTION ITEMS

The broad goals need to be translated to clarify intent and purpose to allow for action steps to be developed. The translation was done by developing objectives for each goal. Objectives define elements of each goal and allow focus on critical issues. Objectives provide enhanced direction on achieving a goal.

The objectives for each goal are provided in the chapters of this Plan. Strategies, or action items, are also provided within each chapter to move Kechi towards achieving its goals. **Chapter 10: Implementation** includes all of the action items identified in the Plan and groups them into categories based on when they are anticipated to occur.

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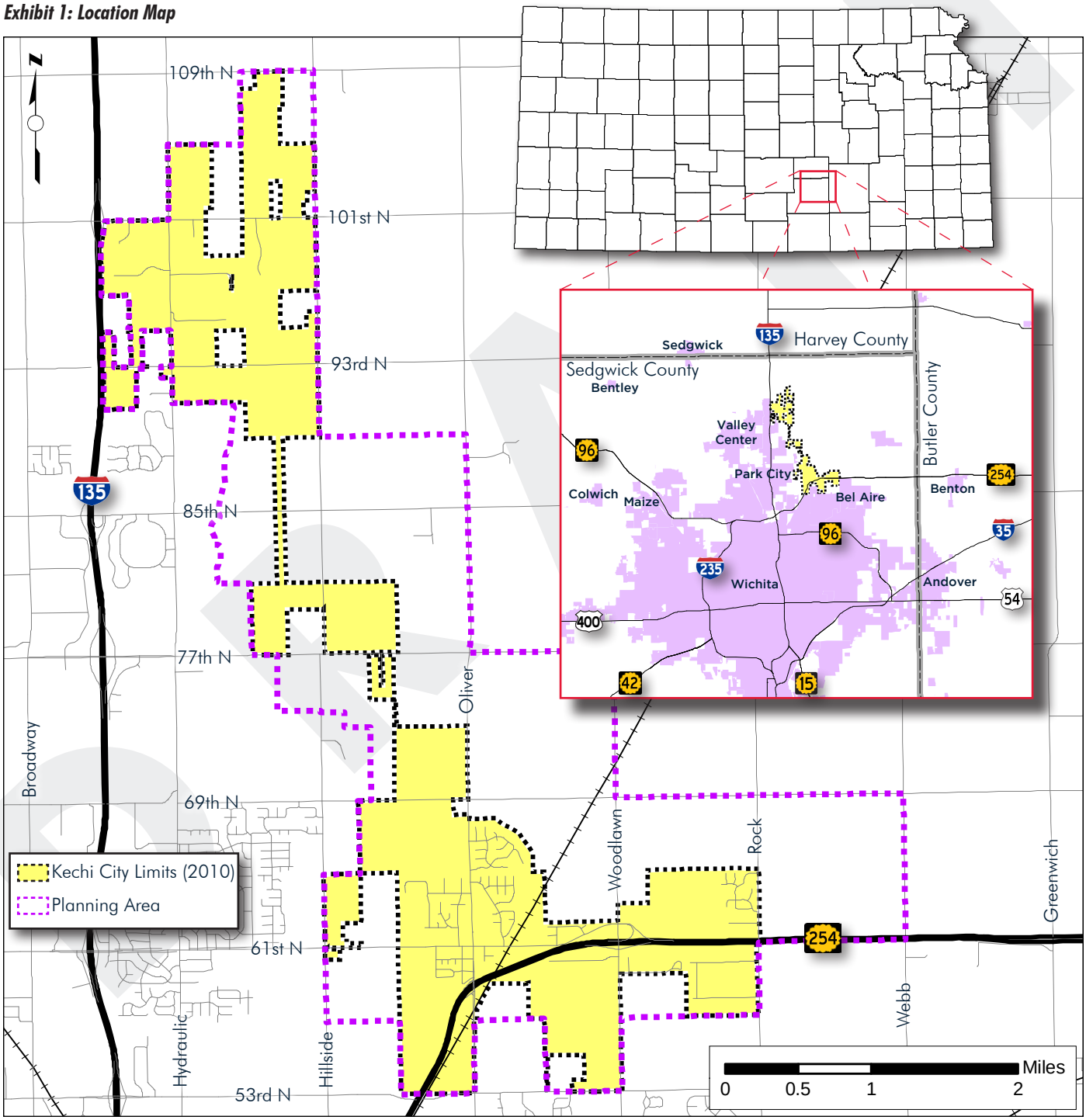
INTRODUCTION

Kechi's history and current state set the stage for its future. This chapter identifies Kechi's Planning Area, historic and existing physical conditions, and population characteristics of Kechi. It also provides future population projections.

LOCATION

The City of Kechi is located in the northeast portion of Sedgwick County in south central Kansas. It is northeast of Wichita, as shown in **Exhibit 1**. As of 2010, Kechi encompassed just over six square miles.

Exhibit 1: Location Map



PHYSICAL CHARACTERISTICS

The physical environment includes natural and man-made features. Both have an impact on the development and activities within the Planning Area.

Natural Environment

The natural environment has a major influence on the land development pattern. Not all land in the Planning Area can be feasibly developed due to financial implications and/or regulatory barriers. However, the natural environment also provides great opportunities to enhance developments and human experiences.

Climate

Climate influences human activities and designs of many facilities and infrastructure projects. Crop production, street design and maintenance, water consumption, building materials, and electricity usage are just a few elements that are affected by the climate.

The climate of the Planning Area has wide temperature variations, high winds, and mainly clear skies. It is subject to abrupt weather changes. Average temperatures range from 32 degrees in January to 80 degrees in July. Average high temperatures range from 42 degrees in January to 91 degrees in July. Average low temperatures range from 22 degrees in January to 69 degrees in July. The average growing season is greater than 170 days from April to October.

Annual average precipitation is just over 34 inches (31% in spring, 37% in summer, 24% in fall, and 8% in winter). Droughts, severe thunderstorms, hail, local flooding, and high winds are not uncommon.

Topography

Topography influences land capability for specific uses and the development pattern. It also influences the location and design of many elements of the Planning Area such as roads, sewers, and drainage systems.

The topography of the Planning Area is generally flat, with some low drainage areas. The topography of the Planning Area generally does not hinder development. However, it does impact the need for lift stations for the sanitary sewer system. **Exhibit 2** shows the topography of the Planning Area.

Water, Wetlands, & Flood Zones

Water features, wetlands, and flood zones represent areas that act as a barrier to development. Some are completely undevelopable and others have a high cost or regulatory barriers. However, they can also be a major asset to Kechi by providing wildlife habitat and natural scenic areas. These features are illustrated in **Exhibit 2**.

The primary water features in the Planning Area include Chisholm Creek, the Middle Fork of Chisholm Creek, the East Fork of Chisholm Creek, and Whitewater Creek. Although not officially designated, there are wetlands along the creeks and near other water features.

Soils

Soil is an expendable resource and should be protected from activities and uses detrimental to its condition. Conversely, many soil types can negatively affect certain land use activities. Efficient land use planning should consider the potential positive and negative interrelationships between the soil and the way it is used. **Exhibit 3** depicts the various soil units for the Planning Area. **Table A** identifies the soil types and the percent of coverage of the Planning Area.

Each soil type has different limitations on specific types of development such as dwelling units, commercial buildings, streets, septic tank absorption fields, and sewage lagoons. Appendix B includes soil reports from the Natural Resource Conservation Service about these limitations.

In general, most soils in the Planning Area are loams or clays. These soils often have somewhat or very limiting characteristics for septic tank absorption fields and somewhat or very limiting characteristics for sewage lagoons. This will impact development as most will need to be connected to the Cities' sanitary sewer system.

Wildlife, Vegetation, & Habitat

The loss, conversion, or fragmentation of wildlife habitat is likely to happen with development. However, wildlife accustomed to human-altered environments should continue to thrive as development occurs.

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Exhibit 2: Topography, Water, Wetlands, & Flood Zones

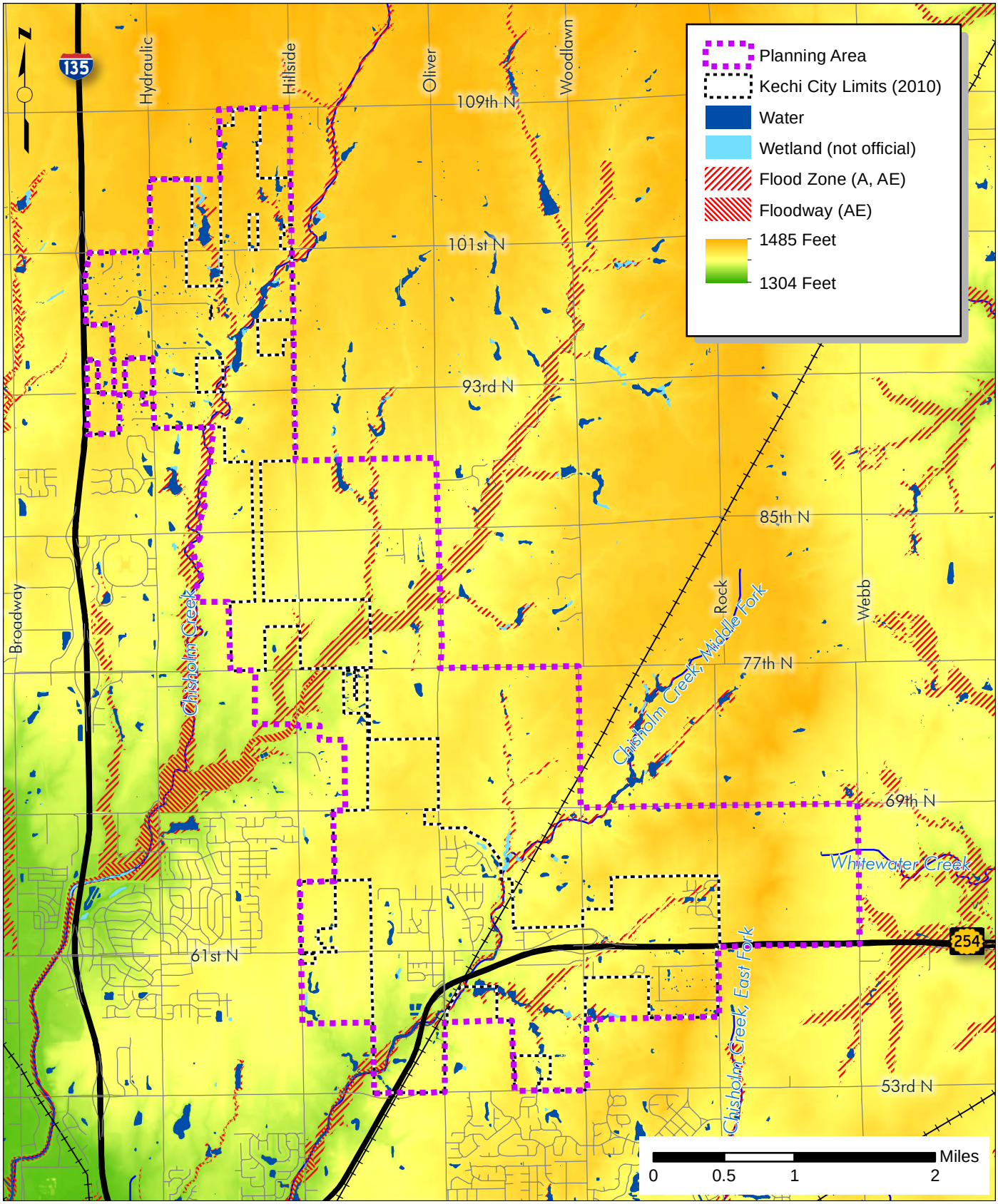

Exhibit 3: Soil Types

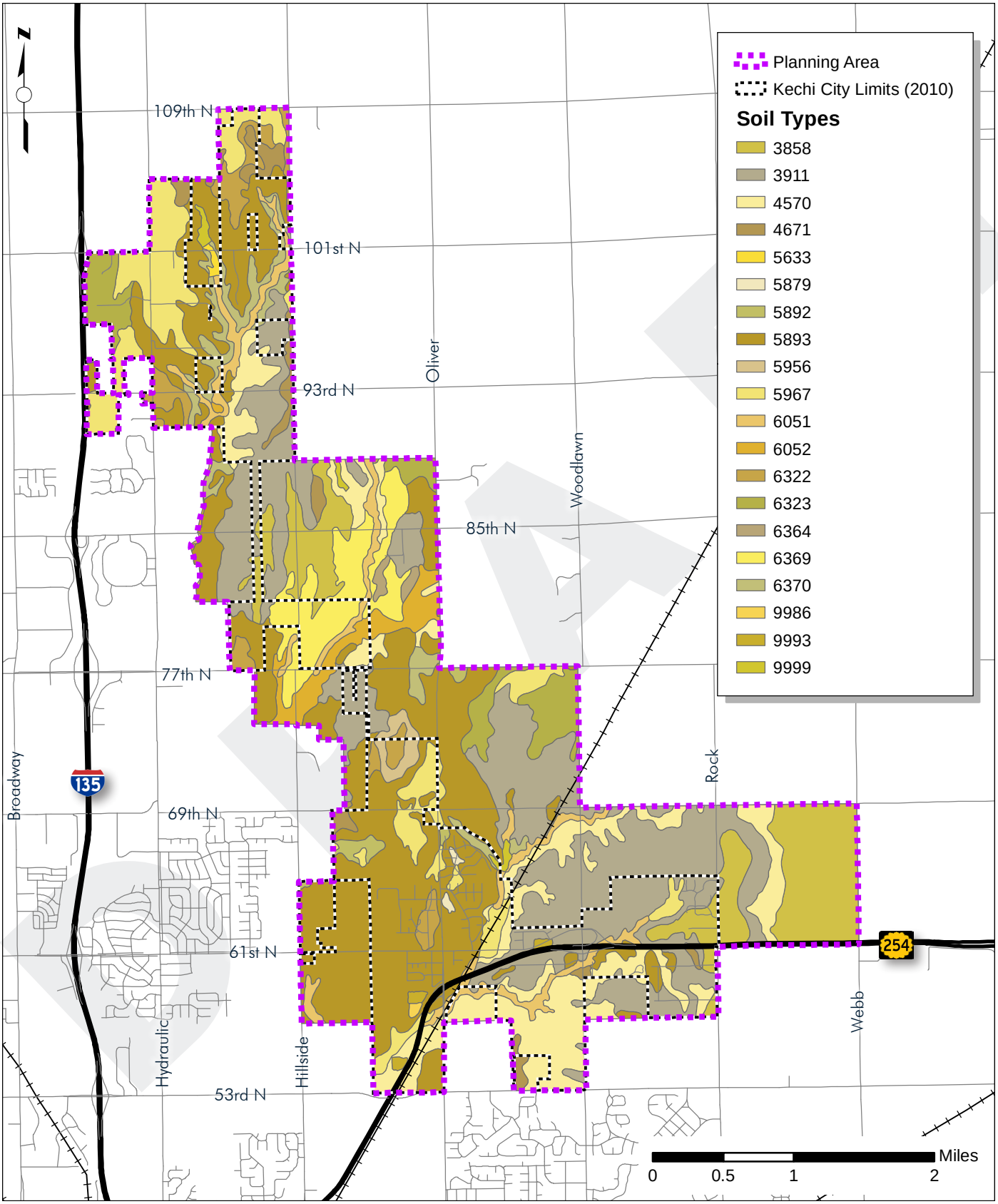

Table A: Soil Types

Soil Type	Soil Name	Square Miles	% of PlanningArea
3858	Goessel silty clay, 1 to 3 percent slopes	1.17	9.1%
3911	Rosehill silty clay, 1 to 3 percent slopes	2.99	23.3%
4570	Clime silty clay, 3 to 7 percent slopes	1.36	10.6%
4671	Irwin silty clay loam, 1 to 3 percent slopes	0.23	1.8%
5633	Plevna fine sandy loam, frequently flooded	0.01	0.1%
5879	Clark-Ost clay loams, 1 to 3 percent slopes	0.01	0.1%
5892	Farnum loam, 0 to 1 percent slopes	0.06	0.5%
5893	Farnum loam, 1 to 3 percent slopes	3.51	27.4%
5956	Shellabarger sandy loam, 1 to 3 percent slopes	0.08	0.6%
5967	Tabler silty clay loam, 0 to 1 percent slopes	0.95	7.4%
6051	Elandco silt loam, frequently flooded	0.45	3.5%
6052	Elandco silt loam, occasionally flooded	0.25	1.9%
6322	Blanket silt loam, o to 1 percent slopes	0.32	2.5%
6323	Blanket silt loam, 1 to 3 percent slopes	0.46	3.6%
6364	Milan clay loam, 3 to 6 percent slopes	0.04	0.3%
6369	Milan loam, 1 to 3 percent slopes	0.53	4.1%
6370	Milan loam, 3 to 6 percent slopes	0.32	2.5%
9986	Miscellaneous water (water, sewage lagoons)	0.01	0.1%
9993	Pits	0.03	0.2%
9999	Water	0.04	0.3%
	Total	12.80	100.0%

Trees are often very desirable throughout a community to provide aesthetic appeal and other benefits such as shade, visual buffers, habitat and soil stabilization. Kechi has many trees in the older residential neighborhoods and along water and drainage features. Much of the undeveloped area is, or has been used for agriculture and has very few trees. However, it is common to see rows of trees surrounding the agricultural areas.

The Planning Area likely includes habitat of threatened and endangered species. The Federal Endangered Species Act and the Kansas Nongame and Endangered Species Conservation Act protect habitats of identified endangered and/or threated species. The US Fish and Wildlife Service and the Kansas Department of Wildlife, Parks, and Tourism (KDWPT) compile a list of threatened and endangered species.

Areas known to have current self-sustaining populations of these species are called Designated Critical Habitat. According to the KDWPT, there are seven species that have DCH in Sedgwick County. There are three others that have known historic range (KHR) in Sedgwick County.

- Arkansas Darter - DCH
- Arkansas River Shiner - DCH
- Bald Eagle - DCH
- Eastern Spotted Skunk - DCH
- Eskimo Curlew - KHR
- Least Tern - KHR
- Peppered Chub - DCH
- Plains Minnow - DCH
- Silver Chub - DCH
- Whooping Crane - KHR

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Air Quality

The quality of the air we breathe is important to the health of the community. The Environmental Protection Agency and the Kansas Department of Health and Environment and local partners monitor air quality in the Wichita region. Currently, the region is in attainment with the National Ambient Air Quality Standards. However, data suggests that the region is close to violating these standards. Violation of these standards would likely put the region into non-attainment, which would put limits on many elements of development such as building roads and pollution from commercial operations. Any remedial actions would be placed on the region as a whole, and not just on Kechi.

Built Environment

This new section provides a high-level summary of man-made elements of Kechi, such as existing land use, development types, and utility infrastructure. There is much more detail on the built environment in

Existing Land Use & Development

The land development and structures are a major feature of the built environment. Development necessitates other infrastructure such as roads and utilities. For more detailed information on land use and development, refer to **Chapter 8: Land Use & Site Design**.

Transportation Infrastructure

The transportation infrastructure is comprised of roads, bridges, sidewalks, paths, street signs, and parking. It allows commerce to occur and allows us to freely travel. For more detailed information on transportation infrastructure, refer to **Chapter 7: Transportation**.

Utilities & Services

Underground and above ground utilities serve land developments and light our streets. Potable water, sanitary sewer, electric power, gas, public safety, and provide safety and health benefits. Schools provide needed education and public recreation facilities increase the quality of life for residents. For more detailed information on utilities and services, refer to **Chapter 9: City Services & Facilities**.

Historic Resources

The history and culture of Kechi is important to its residents. There are specific structures within the City that provide identity to the community and should be preserved. For more detailed information on historic resources, refer to **Chapter 5: Local Resources**.

POPULATION CHARACTERISTICS

Analyzing the characteristics of the people living in the Planning Area is a basic step in the planning process. Such an analysis, combined with a determination of the future population potential, provides a necessary basis for determining the Area's existing and future needs with respect to land use, public facilities and other matters of planning concern. As people help to shape development in the Planning Area, its physical, social and economic characteristics in turn affect the characteristics of the people. By recognizing such interrelationships, it is possible to more effectively develop policies which will encourage favorable characteristics and redirect or minimize unfavorable trends.

The City of Kechi was platted May 22, 1888. That same year the Rock Island Railroad line from Kansas City through Wichita was completed past Kechi and a station was built. Kechi served as a Central place, providing goods and services to its citizens and the surrounding areas. Between 1900-1910 Kechi grew rapidly, but then in the 1930's the town diminished in size and lagged for several years at about 250 residents, who maintained a stable community.

Incorporated as a city of the third class, Kechi has grown steadily since 1970. **Table B** shows the population of Kechi from each decennial census since 1960. Historic growth indicates that Kechi will continue to grow over time.

Table B: Population

Year	Population	Increase (#)	10 Yr Annual Growth Rate	% of County Population
1960	245			0.071%
1970	229	-16	-0.7%	0.065%
1980	288	59	2.3%	0.078%
1990	517	229	6.0%	0.128%
2000	1038	521	7.2%	0.229%
2010	1,909	871	6.3%	0.383%

Source: U.S. Census Bureau

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The population of Kechi has aged since 2000. In 2000, the median age of Kechi residents was 33 years old. That increased by 9.6 years to 42.6 years old in 2010, which was 9 years greater than Sedgwick County as a whole. The percent of population under 20 years of age has decreased from 2000 to 2010 from 34% to 27%. Over the same time period, the percent of population over 50 has increased from 17% to 38%. The aging population is visible by comparing **Exhibit 4** and **Exhibit 5**.

An aging population will have an effect on may aspects of the community. As we age, our housing needs and preferences often change. This will likely lead to higher demand for smaller housing and in locations in close proximity to needed services.

Exhibit 4: 2000 Age & Sex Pyramid

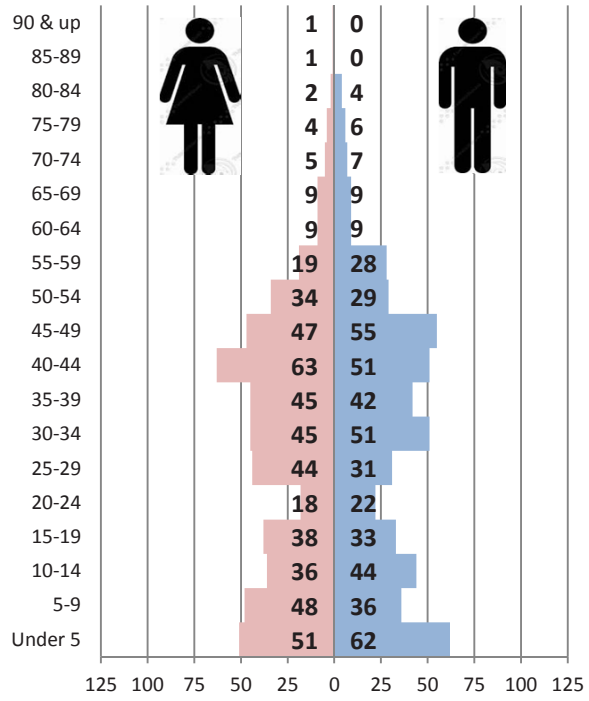
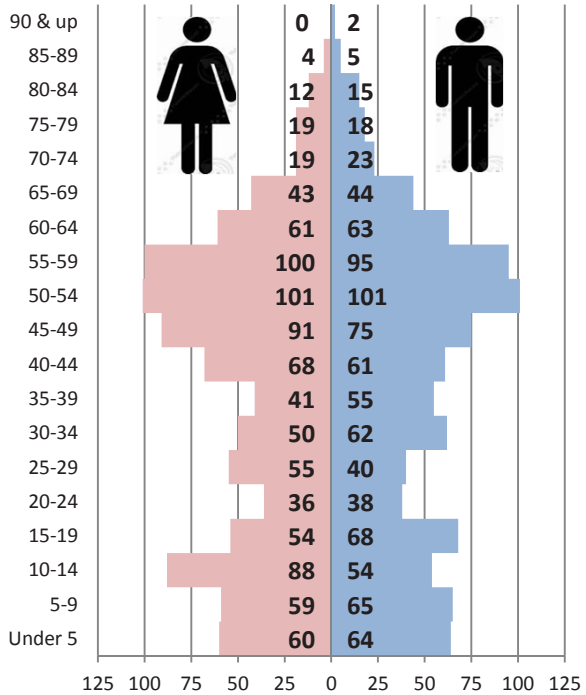


Exhibit 5: 2010 Age & Sex Pyramid



The population of Kechi in 2000 and 2010 predominantly identified themselves as white. **Table C** shows the race of Kechi residents in 2000 and 2010.

Table C: Race

	2000	2010
Total Population	**1,038**	**1,909**
White	88%	88%
Black or African American	8%	6%
American Indian and Alaska Native	1%	1%
Asian	1%	2%
Native Hawaiian and Other Pacific Islander	0%	0%
Some Other Race	0%	1%
Two or More Races	3%	3%

Source: U.S. Census Bureau, Census 2000 & 2010

Kechi residents are generally well-educated. Of the residents over 24 years old, 67% have a college degree or at least some college and 94% have a high school diploma (or equivalent). This shows that Kechi has a skilled workforce that can support expansion of local economic activity. The educational attainment for 2000 and 2012 is shown in **Table D**.

Table D: Educational Attainment

Educational Attainment (highest level)	2000	2012
Population 25 yrs +	**626**	**1,469**
Less than 9th grade	1%	2%
9th to 12th grade, no diploma	5%	4%
High school graduate (includes equivalency)	29%	27%
Some college, no degree	24%	22%
Associate's degree	5%	7%
Bachelor's degree	27%	22%
Graduate or professional degree	9%	16%

Source: U.S. Census Bureau, Census 2000 & ACS 2012, 5-Year Estimates

Kechi has a very high median income compared to other cities in Sedgwick County. Kechi has the second-highest median household income in Sedgwick County behind only Eastborough. **Table E** shows Kechi's household income and per capita income in 2000 and 2010. The high median income can be very beneficial when attracting local businesses.

Table E: Income

	2000		2012	
Total Households	**354**		**746**	
$0 to $9,999	11	3%	11	1%
$10,000 to $14,999	3	1%	9	1%
$15,000 to $24,999	16	5%	25	3%
$25,000 to $34,999	35	10%	59	8%
$35,000 to $49,999	54	15%	92	12%
$50,000 to $74,999	126	36%	151	20%
$75,000 to $99,999	62	18%	146	20%
$100,000 to $149,999	37	10%	172	23%
$150,000 to $199,999	9	3%	47	6%
$200,000 or more	1	0.3%	34	5%
Median Household Income	**$61,333**		**$76,477**	
Per Capita Income	**$22,444**		**$31,638**	

Source: U.S. Census Bureau, Census 2000 & ACS 2012, 5-Year Estimates

The percent of non-family households increased from 2000 to 2010. The average household size decreased from 2.93 to 2.72 and the average family size decreased from 3.19 to 3.06. Indicative of the aging population mentioned earlier, the percent of households with individual under 18 year old decreased and the number of households with individuals over age 65 increased. As **Table F** shows the household characteristics and family size in 2000 and 2010.

Table F: Households and Families

	2000	2010
Total households	**354**	**701**
Family	85%	81%
Non-family	15%	19%
w/ individuals under 18	48%	33%
w/ individuals over 65	10%	20%
Avg Household Size	2.93	2.72
Avg Family Size	3.19	3.06

Source: U.S. Census Bureau, Census 2000 & 2010

From 2000 to 2012, Kechi saw a decrease in labor force participation. This trend has been similar through the country. The percentage of each type of worker has generally stayed the same. **Table G** shows employment characteristics for Kechi residents in 2000 and 2012.

Table G: Employment

	2000		2012	
Total Population	**1,038**		**2,140**	
Population over 16	753	73%	1,658	77%
In Labor Force	625	83%	1,221	74%
Civilian Labor Force	622	99.5%	1,221	100%
Employed	602	97%	1,178	96%
Private Wage & Salary Workers	*443*	*74%*	*895*	*76%*
Government Workers	*98*	*16%*	*173*	*15%*
Self-Employed	*58*	*10%*	*107*	*9%*
Unpaid Family Workers	*3*	*0.5%*	*3*	*0.3%*
Unemployed	20	3%	43	4%
Armed Forces	3	0.5%	0	0%
Not in Labor Force	128	17%	437	26%

Source: U.S. Census Bureau, Census 2000 & ACS 2012, 5-Year Estimates

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The average travel time to work increased by 2 minutes and 36 seconds for Kechi residents between 2000 and 2012. There was also a small increase in the percent of population that drove to work alone with a decrease in the percent of population that carpooled to work. **Table H** shows 2000 and 2012 commuting characteristics of Kechi's residents.

Table H: Commuting to Work

	2000		2012	
Workers over 16	**603**		**1,151**	
Drove Alone	531	88.1%	1,057	91.8%
Carpooled	45	7.5%	38	3.3%
Public Transportation	1	0.2%	0	0.0%
Walked	7	1.2%	9	0.8%
Other Means	0	0.0%	4	0.3%
Worked at Home	19	3.2%	43	3.7%
Mean Travel Time to Work	**16.8**		**19.5**	

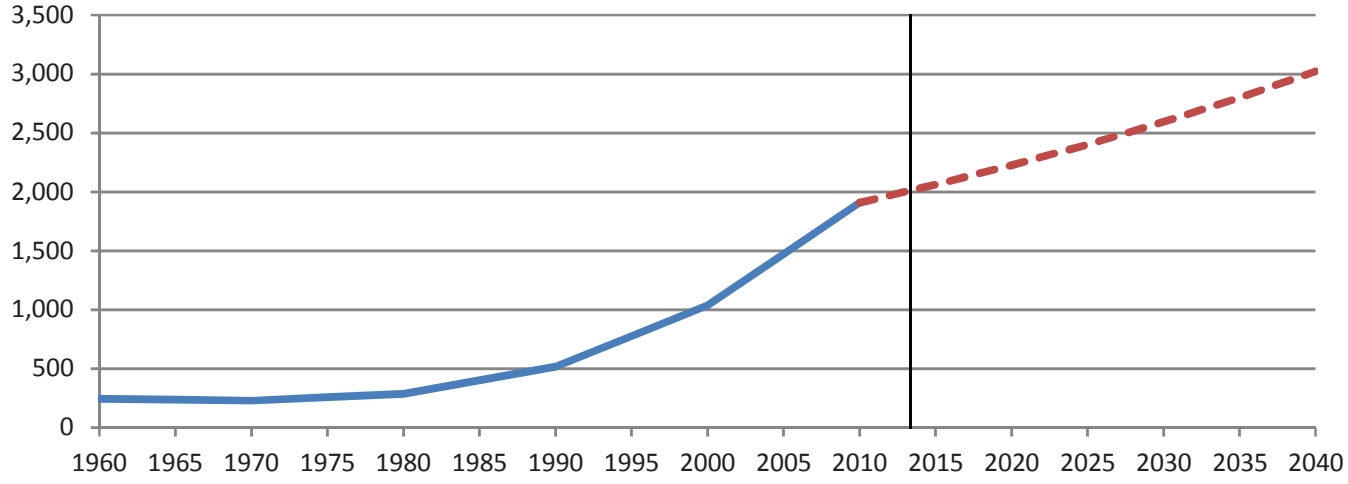
Source: U.S. Census Bureau, Census 2000 & ACS 2012, 5-Year Estimates

FUTURE POPULATION

Effective planning should be based on reasonable expectations of future population. Properly anticipating future population increases the likelihood that services and facilities will be available at the time and in the places they are most needed.

The 2014 Development Trends Summary from the Metropolitan Area Planning Department shows a 2035 population of Kechi at 2,800. This shows a 1.54% annual growth rate. This rate is much higher than the Sedgwick County total of 0.62%. Continuing that annual growth rate, Kechi's 2040 population is projected to be 3,023. **Exhibit 6** shows the historic population and future population projection for Kechi.

Exhibit 6: Population Projection



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INTRODUCTION

Economic development and redevelopment are critically important to the future of Kechi. By including this section as well as goals relating to economic development, Kechi is emphasizing an enhanced quality of life by promoting employment and shopping opportunities for its residents and visitors.

This chapter identifies the goals and objectives for city services and facilities. The goals and objectives provide the framework for meeting future service and infrastructure needs. The chapter covers the existing and future conditions as well as action items. The chapter is divided into the following sections, which are based on major elements of the goals and objectives for city services and facilities:

This chapter identifies goals and objectives for economic development. The goals and objectives provide the framework for meeting future economic development desires and needs. The chapter covers existing and future conditions as well as action items. The chapter is divided into the following sections, which are based on major elements of the goals and objectives for economic development:

- Regional context
- Local economy
- Available commercial and industrial land
- Infrastructure capacity
- Coordination and partnerships

GOALS & OBJECTIVES

- Build a strong and diverse local economy that attracts local retail, service, and office businesses and promotes arts, crafts, and other small enterprise businesses.
  - Develop an identity for Kechi's economy and develop marketing strategies to promote economic activity.
  - Provide an environment that attracts a variety of new commercial businesses and maintains existing industries and commercial businesses.
  - Support programs and policies which serve the Arts & Business District and commercial interchanges as the major employment and business areas.
  - Preserve sufficient buildable land for commercial and industrial uses in established or designated areas.
  - Provide proper infrastructure, services, and utilities to support existing commercial and industrial developments and appropriate new developments.
  - Support existing and develop new activities and special events to support business and economic activity.
- Maintain existing businesses and create a culture for cultivating local businesses.
  - Support projects and other actions that will maintain and enhance opportunities for existing businesses.
  - Coordinate with local businesses and associations to develop opportunities to grow and enhance local business opportunities.
  - Create economic development strategies that foster and encourage local entrepreneurs.
- Encourage coordination and partnerships between agencies (city, county, state, chamber, etc.) to promote economic development activities.
  - Encourage cooperative efforts by business and associations to enhance and promote local and regional economic activity.
  - Support local and regional economic activity to provide employment and shopping opportunities for Kechi residents.
  - Coordinate activities with other governments, resource organizations, and service providers to develop plans and implement programs and projects.
  - Support partnerships between public and private organizations.

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EXISTING & FUTURE CONDITIONS

Historic and existing characteristics of Kechi's local economy provide for an understanding of trends and the direction of the economy. Future conditions and action items are provided based on the desires of Kechi in relation to the goals and objectives.

Kechi is heavily dependent upon the regional economy. The highest percent of Kechi's workforce is employed in the 'educational services, and health care and social assistance' industry at 29%. Manufacturing and retail trade are the second and third highest at 18% and 11% respectively. These three industries are also the top three industries for Sedgwick County's workforce. **Table I** shows the industries for workers in Kechi and Sedgwick County.

Regional Context

Kechi's local economy exists within, and is heavily influenced by, the regional economy of the Wichita metropolitan area. There are jobs and shopping destinations for Kechi residents within Kechi. However, many jobs and shopping destinations are needed that are not provided within Kechi. These are provided outside Kechi within the greater Wichita metropolitan area. This trend is expected to continue into the future.

Kechi is heavily reliant upon the regional economy for jobs, goods, and services. Kechi should continue to participate in regional efforts to enhance economic growth and stability. Kechi should also look to leverage momentum from development within the surrounding cities and along the K-254 corridor.

Local Economy

Kechi has a core of small, local commercial retail establishments in the Arts & Business District. Other commercial activity nodes are around the Hillside and 61st Street North intersection, along 61st Street North west of Woodlawn, with larger commercial services along the railroad tracks and other areas west of Oliver.

The 2014 Development Trends Summary identifies Kechi's commercial, office, and subdivision activity. Kechi averaged one commercial and office lot subdivision per year between 2008-2012 (126 for Sedgwick County) and zero industrial lot subdivision (23 for Sedgwick County). Commercial projects based on building permits shows an average of one project per year between 2009-2012 (1,772 square foot average). These statistics indicate there has been relatively little development investment in Kechi in recent years.

Kechi has the desire to support local businesses, have local service and shopping options, local employment opportunities, and foster an environment for local entrepreneurship. Achieving these desires will require a mix of programmatic and development policies.

A key objective for growing Kechi's economy is to promote the development of the Arts & Business District as the local hub of commercial and economic activity. Kechi should develop a brand identity and marketing strategy for the Arts & Business District. This would harness the momentum of the existing art community (i.e. Karg Art Glass, Kechi Playhouse, Artisan Lane, etc.) and focus new development on art-based and compatible businesses. Leveraging this synergy can be an effective way of encouraging entrepreneurship as well as recruiting new commercial activity. However, there are challenges to developing the Arts & Business District that must be addressed.

As a practical matter, successful art-based businesses tend to contain production/studio space and display/sales space. Producing some types of artwork is essentially an industrial activity. Furthermore, available living space within the same building or property is a desirable amenity. The Zoning Code should be reviewed and updated to allow for a wider mix of complementary land uses and development in the Arts & Business District. Also, the Arts & Business District will likely have demand for live/work space, which should be considered when updating the Zoning Code.

It is not likely that redevelopment of the Arts & Business District will happen in a wholesale manner. Rather, the evolution will probably happen slowly with existing residences transitioning to business uses one-by-one over time. This type of incremental change does not require the subdivision of land, which will make it difficult to provide sufficient infrastructure. Nevertheless, success will be contingent upon providing the right type of environment for such uses to flourish. So, Kechi should identify feasible means of providing adequate parking, sidewalks, streets and drainage in the Arts & Business District as it progressively redevelops.

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Table I: Industries for Workers

	Sedgwick County				Kechi			
	2000		2012		2000		2012	
	#	%	#	%	#	%	#	%
Total Employed Population Over 16 Yrs Old	**219,098**		**235,538**		**602**		**1,178**	
Agriculture, forestry, fishing and hunting, and mining	1,732	1%	2,792	1%	3	0.5%	25	2%
Construction	13,113	6%	14,956	6%	47	8%	36	3%
Manufacturing	53,710	25%	46,290	20%	147	24%	215	18%
Wholesale trade	7,105	3%	5,059	2%	18	3%	46	4%
Retail trade	25,069	11%	26,131	11%	56	9%	129	11%
Transportation and warehousing, and utilities	8,579	4%	9,962	4%	26	4%	52	4%
Information	4,765	2%	4,790	2%	6	1%	13	1%
Finance and insurance, and real estate and rental and leasing	11,963	5%	12,245	5%	37	6%	31	3%
Professional, scientific, and management, and administrative and waste management services	15,842	7%	19,631	8%	44	7%	88	7%
Educational services, and health care and social assistance	43,014	20%	52,789	22%	138	23%	344	29%
Arts, entertainment, and recreation, and accommodation and food services	16,628	8%	22,042	9%	30	5%	54	5%
Other services, except public administration	10,307	5%	11,390	5%	27	4%	92	8%
Public administration	7,271	3%	7,461	3%	23	4%	53	4%

Source: U.S. Census Bureau, Census 2000 & ACS 2012, 5-Year Estimates

Redevelopment of the Arts & Business District should provide ample opportunities for small-scale commercial uses, at least in the short-term. This district will not, however, support larger-scale developments. The preferred and proper location for larger commercial and industrial development is east along the K-254 corridor. Kechi should review and update the Zoning Code to establish a policy of focusing large-scale commercial developments along the K-254 corridor. This will allow the sites to be developed with appropriate street access and infrastructure, while minimizing negative impacts to existing residential neighborhoods and businesses.

This preferred growth pattern will allow Kechi to take advantage of its location within the Wichita metropolitan area and along K-254 to potentially draw external economic activity into the local economy. Additionally, the corridor provides primary access to the Sunflower Commerce Park in Bel Aire, which is being developed with a variety of industries. Kechi should leverage the proximity to the Sunflower Commerce Park in Bel Aire to help develop the K-254 corridor.

The aforementioned development concerns are further discussed in **Chapter 8: Land Use & Site Design**.

From the programmatic side, there is not a specialist on staff dedicated to local economic development. Currently, economic development responsibilities are shared by Kechi's City Administrator and Chamber of Commerce. This arrangement detracts from the primary duties of both. Kechi should create a position on City staff to promote and coordinate economic development. The addition of a qualified economic developer to City staff would provide a local point person focused on growing Kechi's economy.

This position could potentially focus on duties such as:

- Identifying, tracking and promoting available commercial/industrial properties
- Monitoring local economic performance
- Business recruitment activities
- Recruiting a qualified labor force
- Advising community leaders on economic issues
- Administering local economic policies and programs
- Coordinating with local and regional economic development agencies

- Coordinating and negotiating with developers
- Grant writing and administration
- Branding, positioning and marketing Kechi as a good place to do business

No matter who is responsible at the City, Kechi should identify and target commercial and industrial businesses and aggressively market Kechi to expand local services and job opportunities. This is a proactive approach that can enhance the viability of attracting and maintaining the desired amount of business activity.

As Kechi evolves over time and updates process and procedures, it is important to consider the economic development goals. Kechi should align all economic development policies and incentives with the long-term economic development goals of Kechi.

Available Commercial & Industrial Land

Each potential commercial and industrial business requires unique locational characteristics. In order to increase economic activity as desired by Kechi, there needs to be available land for commercial and industrial expansion, development, and redevelopment. Sites should range in size and location and be compatible with surrounding land uses. Services, utilities, and transportation must also be available or be able to be extended to newly developed areas. This bodes well for areas with existing infrastructure and services. Kechi should allow adaptive reuse of existing residential properties in the Arts & Business District into live/work space and arts based businesses.

Exhibit 8 shows locations for areas designated for specific functions related to commercial and industrial activity. These functional areas include Goods & Services, Production, and Arts & Business. It also identifies corridors for commercial activity and for arts & business. Kechi should adhere to the guidance provided in the future land use plan identified in Chapter 8: Land Use & Site Design during the development approval process.

Infrastructure Capacity

Economic activities must be supported by infrastructure and services such as roads, fire protections, and energy. Infrastructure availability is a critical factor in creating an environment favorable to economic development.

In addition to the capacity, Kechi must be able to extend needed services to locations of economic activity and have capacity to provide increased use where services are currently provided. Kechi should assess the capacity of City services and maintain master plans for public utilities that help ensure adequate utility and service capacity to facilitate future desirable community growth.

The capacity and future plans for transportation infrastructure is provided in **Chapter 7: Transportation**. The capacity and future plans for other public infrastructure and services is provided in **Chapter 9: City Services & Facilities**.

Coordination & Partnerships

Kechi has a number of partners in economic development and works with other local and regional agencies to improve economic conditions. These partners and other agencies include the Kechi Chamber of Commerce, Sedgwick County Association of Cities, Regional Area Economic Partnership, Wichita Area Metropolitan Planning Organization, Fair Committee, Arts and Business Council, and others. Kechi should maintain positive relationships with local, regional, and state partners to promote Kechi as a good place to do business. Kechi should also participate in local, regional, and state economic development associations and summits to keep abreast of economic expansion opportunities.

As discussed earlier, Kechi has the opportunity to leverage momentum from development along K-254. Taking that a step further, Kechi should pursue the creation of a regional corridor development group/association for the K-254 corridor to promote development along the corridor.

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SUMMARY OF ACTION ITEMS

ED1. Review and update Zoning Code to allow for a wider mix of complementary land uses and development in the Arts & Business District.

ED2. Identify feasible means of providing adequate parking, sidewalks, streets and drainage in the Arts & Business District as it progressively redevelops.

ED3. Continue to participate in regional efforts to enhance economic growth and stability.

ED4. Leverage the proximity to the Sunflower Commerce Park in Bel Aire to help develop the K-254 corridor.

ED5. Adhere to the guidance provided in the future land use plan identified in Chapter 8: Land Use & Site Design during the development approval process.

ED6. Maintain positive relationships with local, regional, and state partners to promote Kechi as a good place to do business.

ED7. Participate in local, regional, and state economic development associations and summits to keep abreast of economic expansion opportunities.

ED8. Enhance the regional economy by leveraging momentum from development within the surrounding cities and along the K-254 corridor.

ED9. Develop a brand identity and marketing strategy to promote the Arts & Business District as the local hub of commercial and economic activity.

ED10. Review and update the Zoning Code to establish a policy of focusing large-scale commercial developments along K-254.

ED11. Align all economic development policies and incentives with the long-term economic development goals of Kechi.

ED12. Identify target commercial and industrial businesses and aggressively market Kechi to expand local services and job opportunities. (Start as short-term, then continue)

ED13. Pursue the creation of a regional corridor development group/association for the K-254 corridor to promote development along the corridor.

ED14. Create a new position on City staff to promote and coordinate economic development for Kechi.

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INTRODUCTION

Kechi has a unique mix of local resources, both man-made and naturally occurring. The natural environment provides the setting for human development in Kechi. The terrain, water features, soils, climate, and habitat has provided great opportunities to develop in the Kechi area. However, there have been some issues to overcome with development, such as avoidance of flood areas. Moving towards the future, Kechi can use these features as an asset to provide a high quality of life.

Past human development in Kechi will also influence future development. Historic events and properties offer a sense of past and provide valuable cultural opportunities for generations to come. These elements of Kechi's past can be promoted to enhance a sense of place.

This chapter identifies the goals and objectives for local resources. The goals and objectives provide the framework for meeting the future needs and desires for local resources. The chapter covers the existing and future conditions as well as action items. The chapter is divided into the following sections, which are based on major elements of the goals and objectives for local resources:

- Culture
- Recreation
- Public space
- Natural & unique settings

GOALS & OBJECTIVES

- Provide a high degree of cultural and recreational opportunities for citizens and visitors.
  - Preserve and promote existing cultural, historic, and recreational areas and developments.
  - Provide recreational programs and services for all ages and abilities.
  - Increase the supply of parkland focusing on providing parks in close proximity to residential developments.
  - Identify capital improvements and funding opportunities for parks and open space.
  - Protect locally significant structures and promote their reuse.
  - Promote the installation of public art as part of other projects.
- Provide public spaces to enrich Kechi's sense of place and community.
  - Emphasize important places and gateways through provisions for public space and include unique and context-sensitive public art and aesthetics.
  - Communicate the history of Kechi through the design and amenities of public places.
  - Promote safe and efficient access to public spaces.
- Preserve natural and unique settings of woodlands, creeks, natural drainage ways, and prairies.
  - Support land use decisions that preserve Kechi's character and natural beauty.
  - Encourage developments that preserve and enhance the aesthetics of natural areas.
  - Develop construction practices that minimize negative impacts to environmentally sensitive areas without unduly limiting development.

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EXISTING & FUTURE CONDITIONS

Historic and existing characteristics of Kechi's local resources provide for an understanding of the culture, history, recreation, public space, and natural setting in Kechi. Future conditions are provided based on the desires of Kechi in relation to the goals and objectives.

Culture

Kechi was first settled in 1868, first platted in 1888, and incorporated in 1957. With almost 150 years of rich history, Kechi has some valuable remnants of its culture and history. Although not on the Historic Register, the Kechi Playhouse and the 1905 Building have great historic value to Kechi. Other staples of Kechi, including Karg's, have enhanced the culture and identity of Kechi. Increasing cultural and historic elements within the community can enhance the quality of life in Kechi.

Kechi desires to enhance it's scene of place. Due to the unique history should be preserved, enhanced, and promoted. To achieve this objective, Kechi should identify and develop places and events of cultural and/or historical significance.

Once identified, Kechi should determine the feasibility of creating overlays and/or special districts as a means of preserving and protecting vital historic and cultural resources and implement as appropriate. This is most important around the Arts & Business District, which has the most significance to Kechi's history.

Since most structures are privately owned, Kechi must work together to preserve its culture and history. Kechi should develop a strategy to work with owners of cultural and historic properties to preserve, enhance, and promote them as an integral part of Kechi. To aid in this effort, Kechi should also create/leverage incentive and funding programs that encourage the protection of historic structures.

It is important that Kechi's processes, regulations, and guidelines align with the objective to preserve, enhance, and promote culture and history. Kechi should conduct a review of site design standards to ensure the appropriate handling of historic and cultural properties, structures, and adjacent development. In addition, it is also important to follow up and enforce standards that are implemented. Kechi should develop and proactively enforce codes aimed at preventing the deterioration of historic structures.

Culture and history can also be incorporated into public areas and projects. Whether through the creation of cultural/historic specific developments or by incorporating pieces within other projects or public spaces, history and culture can be communicated and ingrained in Kechi. Historic information, markers, or signage can be included along streets and sidewalks, in parks, or other gathering spaces to ingrain the cultural and historic throughout Kechi. Kechi should identify opportunities to incorporate elements in the design of public places to communicate local history.

Recreation

Recreational opportunities are important to the quality of life for Kechi residents. Kechi currently has one public park. Kechi Park is centrally located just north of the core of Kechi on the east side of Oliver between Kechi Road and 69th Street North. This 7-acre park provides space for recreation and leisure activities. It includes a walking/biking path, playground equipment, a picnic shelter, picnic tables, benches, and parking lot. It also includes a 2-acre storm water detention pond with a fountain. The pond serves as a local fishing destination as it is stocked with fish by the Kansas Department of Wildlife, Parks, and Tourism.

Kechi Park serves as a community park, which typically serves several neighborhoods within a 2-mile radius and has quality access including via walking and biking. This serves the central part of Kechi very well.

As the community develops and expands, there are likely to be under-served areas. To provide the desired degree of parks and recreational opportunities, Kechi should develop a parks and recreation master plan to determine the current and future community needs and identify how those needs can be met. As part of the master planning process, Kechi should set target level-of-service standards for parks and develop guidelines for meeting standards.

Although Kechi Park serves the community as a whole, it is centralized. This is a good thing for a community park. However, Kechi desires all residential areas to be served by, and have safe and easy access to parks. Many residential development are not in close proximity

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to Kechi park, creating access issues to the park for those wanting to walk or bike to the park. Kechi should increase parkland and recreational opportunities for all users, ages, and abilities with special emphasis on under-served areas such as Sunnydale and under-served populations. As the park system expands, Kechi should identify opportunities to develop safe connections between the parks as well as with residential development.

Kechi has many options for developing parks in expanding areas. Kechi should pursue the use of development set-asides and/or fee in lieu of to develop public parks within or in close proximity of residential developments.

Whether in a master plan or a separate effort, Kechi should identify funding for capital improvements, operations, and maintenance of parks. The funding should align with the priority of residents for parks and recreation. This will allow parks to be properly funded to the degree desired. As Kechi grows and expands, so should funding for parks and recreation. Kechi should ensure that funding and staffing for maintenance of parks grows as the community grows.

As Kechi changes over time, needs and desires for different park and recreation activities is likely to change. Meeting changing demand can be challenging. Kechi should provide multi-purpose park spaces to allow for a variety of uses to meet existing and future demand of all users, ages, and abilities.

Kechi has emphasized the provision of parks and recreation. However, it is also important to market the parks as a community asset that enhances the desirability of life in Kechi. Kechi should promote parks and recreational opportunities as key quality of life measures in Kechi.

Public Spaces

Public gathering spaces are very important to Kechi. They provide opportunities for socialization and community building. Parks are great gathering spaces and can meet some of the demand for public space. However, Kechi desires to expand public gathering spaces.

Kechi should provide ample public gathering spaces, especially within the Arts & Business District. This District is intended to be a vibrant activity center where residents and visitors gather, shop, and socialize. As such, Kechi should create a walkable and inviting public space in the right-of-way along major streets in the Arts & Business District.

Public spaces can also be designed to enhance the aesthetic quality of the community. Elements of design can aid in communicating the history and culture discussed earlier in this chapter. In addition to history and culture, Kechi desires to become a hub for arts-type businesses. This emphasis should be reflected in the design of public spaces. Kechi should create standards for including public art into public projects, especially in the Arts & Business District. Kechi should also include public art in areas where it is deemed appropriate to take advantage of cultural or historic relevance.

Branding and marketing of Kechi, especially the Arts & Business District, will be important to successful development. Kechi should create gateway features and signage along major routes into Kechi and major districts within Kechi.

Natural & Unique Settings

Much of Kechi's Planning Area is undeveloped agricultural or natural area. There are linear areas of woodlands along streams and drainageways. These features provide natural and unique settings that provide a high degree of aesthetic quality desired by Kechi residents.

The future development plan, laid out in **Chapter 8: Land Use & Site Design** identifies areas to avoid during development. As development pressures increase, Kechi should preserve the aesthetics and function of natural areas. Kechi should also update the Zoning Code and Subdivision Regulations to guide land use decisions that support natural beauty and Kechi character. In addition, Kechi should also develop and institutionalize standard construction practices that mitigate negative impacts to the natural environment without unduly limiting development.

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Trees are a very important element of the community. They add value to property and provide many valuable functions such as shade, wind breaks, and air filtration. Kechi has recognized the significance of trees and has achieved the designation as a 'Tree City USA.' Kechi should maintain the designation as a 'Tree City USA.'

SUMMARY OF ACTION ITEMS

LR1. Conduct a review of site design standards to ensure the appropriate handling of historic and cultural properties, structures, and adjacent development.

LR2. Update the Zoning Code and Subdivision Regulations to guide land use decisions that support natural beauty and Kechi character.

LR3. Identify and develop places and events of cultural and/or historical significance to Kechi.

LR4. Develop and proactively enforce codes aimed at preventing the deterioration of historic structures.

LR5. Promote parks and recreational opportunities as key quality of life measures in Kechi.

LR6. Maintain the designation as a 'Tree City USA.'

LR7. As development pressures increase, preserve the aesthetics and function of natural areas.

LR8. Develop and institutionalize standard construction practices that mitigate negative impacts to the natural environment without unduly limiting development.

LR9. Develop a parks and recreation master plan that includes a current and future needs assessment; target level-of-service standards; guidelines to meet standards; and funding options for capital, operations, and maintenance.

LR10. Create gateway features and signage along major routes into Kechi and major districts within Kechi.

LR11. Create/leverage incentive and funding programs and work with property owners to preserve, enhance, and promote historic and cultural structures.

LR12. Provide multi-purpose park spaces to allow for a variety of uses to meet existing and future demand of all users, ages, and abilities.

LR13. Increase parkland and recreational opportunities for all users, ages, abilities with a special emphasis on under-served areas such as in Sunnydale and under-served populations.

LR14. Develop recreational programs to meet demands of all users, ages, and abilities.

LR15. Use development set-asides and/or fee in lieu of to develop public parks within or in close proximity to residential developments.

LR16. Provide ample public gathering spaces, especially within the Arts & Business District.

LR17. Create a walkable and inviting public space in the right-of-way along major streets in the Arts & Business District.

LR18. Create standards for including public art into public projects, especially in the Arts & Business District.

LR19. Determine the feasibility of creating overlays and/or special districts as a means of preserving and protecting vital historic and cultural resources and implement as appropriate.

LR20. As the park system expands, identify opportunities to develop safe connections between the parks as well as with residential developments.

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INTRODUCTION

Housing is a basic human need and an essential element in providing a high quality of life within the community. Providing housing options for a growing population with changing characteristics can be a challenge. Desires for different types of housing change throughout our life and change over time. As a community ages, more options for older individuals will be required. As our families grow, we desire larger homes. As our children move out, our need for larger houses decreases.

Population growth is desired to support increased local economic activity. Increased housing is needed to support a growing population. Providing housing for the future population will be largely influenced by market demand. However, the City plays a major role in housing by controlling the development process and requirements. Kechi can also have a major influence on neighborhood characteristics. Kechi should facilitate and allow developers to provide housing to meet ever changing demands while ensuring neighborhoods are safe and desirable.

This chapter identifies the goals and objectives for housing. The goals and objectives provide the framework for meeting future demands for housing. The chapter covers the existing and future conditions as well as action items. The chapter is divided into the following sections, which are based on major elements of the goals and objectives for housing:

- Amount
- Location
- Housing mix
- Safe & desirable neighborhoods

GOALS & OBJECTIVES

- Promote a good the mix of housing options (size, price, type, own/rent).
  - Reduce barriers and costs for housing developments while adhering to regulations and achieving desired outcomes.
  - Support residential developments and housing programs that provide housing options for people of all incomes, ages, and abilities including rental, ownership, size, and price.
  - Allow a mix of housing types including smaller lots, smaller houses, duplexes, attached housing, accessory dwelling units, multi-dwelling housing, and mixed-use developments.
  - Promote mixed-use areas in designated locations where residences intermix with commercial developments.
- Provide quality neighborhoods that are safe and desirable.
  - Support proactive enforcement of city codes, ordinances, and policies that enhance neighborhood safety and aesthetics.
  - Encourage the efficient use of existing housing.
  - Encourage housing design that supports the enhancement and vitality of neighborhoods.
  - Develop housing in locations that provide safe and efficient access to transportation networks.
  - Protect housing from excessive off-site impacts such as pollution, noise, vibration, and odors and limit conflicts between businesses and housing caused by traffic, parking, noise, light, and signage.
  - Promote neighborhood revitalization to enhance community pride.
- Provide sufficient housing to support economic development activities.
  - Preserve sufficient land for residential development in suitable locations to facilitate future growth.
  - Support appropriate and context-sensitive residential densities.
  - Promote a residential population to support expansion of commercial and industrial businesses.

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EXISTING & FUTURE CONDITIONS

Historic and existing characteristics of Kechi's housing stock provide for an understanding of trends and the direction of the housing market. Future conditions and action items are provided based on the desires of Kechi in relation to the goals and objectives.

Amount

Increasing population has increased the demand for housing. The number of housing units increased by over 400% from 1990 to 2010. Over the same time frame, owner occupied housing units have increased by 318%, renter occupied units have increased by 159%. **Table J** shows housing unit occupant status in Kechi. As Kechi continues to grow, so will the demand for housing. This growth will be important to house a population to support economic development.

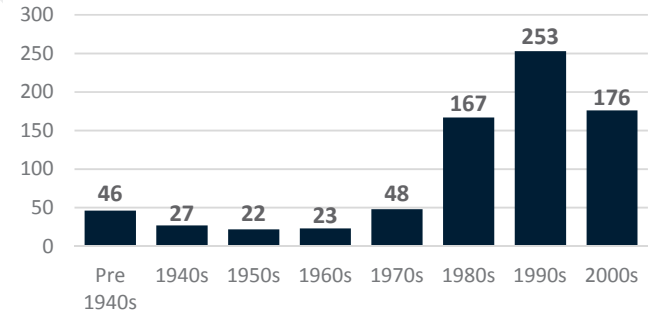
Table J: Occupant Status

Occupant Status	1990	2000	2010
Housing Units	**181**	**370**	**732**
Owner Occupied (#)	154	331	644
Owner Occupied (%)	*85.1%*	*89.5%*	*88.0%*
Renter Occupied (#)	22	23	57
Renter Occupied (%)	*12.2%*	*6.2%*	*7.8%*
Vacant (#)	5	16	31
Vacant (%)	*2.8%*	*4.3%*	*4.2%*

Source: U.S. Census Bureau, Census 1990, 2000, & 2010

The building of housing units has increased drastically since 1980. 78% of the housing units were built since 1980 with 33% being built in the 1990s. **Exhibit 7** shows the number of housing units built per decade in Kechi.

Exhibit 7: Housing Units Built per Decade



Source: U.S. Census Bureau, Census 2010

According to the 2014 Development Trends Summary, Kechi averaged seven residential lots being platted per year from 2008-2012. This data shows a small degree of new residential activity in Kechi.

The amount of housing units needed is directly related to the number of people living in a housing unit. **Table K** shows the percent of housing units occupied by a certain number of people and the average household size. The number of one or two person housing units has increased by 11% from 2000 to 2010. This trend of decreasing household size is expected to continue. This will likely have an impact on desired housing characteristics.

Table K: Housing Unit Occupancy

	2000	2010
Total Occupied Housing Units	**354**	**701**
1 person	12%	16%
2 people	35%	42%
3 people	19%	15%
4+ people	34%	27%
Avg Household Size	**2.93**	**2.72**
Owner Occupied	2.92	2.74
Renter Occupied	3.09	2.53

Source: U.S. Census Bureau, Census 2000 & 2010

Kechi desires an increase of housing to support the projected increase in population and economic development. At a occupancy rate of 2.5 people per housing unit in 2040 and a 2040 population of 3,023, Kechi would need an additional 477 housing units.

To support increased population, housing supply must increase. Some areas of the Planning Area will be more efficiently served by city infrastructure and services. Kechi should support the development of new housing options that can be efficiently served by City infrastructure and services with a focus on the primary growth areas.

Kechi also desires the efficient use of existing housing stock. The older housing, especially that within and surrounding the Arts & Business District, should be utilized to its potential. This existing housing stock can, if maintained and preserved, help meet future housing needs. Kechi should explore opportunities to increase

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funding for housing revitalization through HOME, CDBG, and other state and federal programs. Kechi should also pursue the development of new tools and programs to facilitate the redevelopment of depressed areas.

In an effort to grow, the City should promote Kechi as a desirable place to live with a high quality of life. Kechi should also assist in creating more high quality housing units for all income levels. This includes providing a desirable mix of housing options, discussed later in this chapter.

Location

Kechi has residential developments throughout the City. There is a cluster of housing within 1/2 mile of the intersection of Kechi Road and Oliver. There is large lot housing in the Sunnydale area, west of Rock Road south of K-254, and sporadically throughout the more rural areas of Kechi.

Kechi desires increased housing in locations that have quality transportation access. It is desirable to have housing choices in close proximity to schools, shopping, services, parks, and in areas that have minimal negative impacts from surrounding developments. It is also desirable to providing housing in areas that are, or can be efficiently served by appropriate infrastructure. **Chapter 8: Land Use & Site Design** identifies areas for future residential development and redevelopment. Kechi should adhere to the development guidance provided in the future land use plan identified in Chapter 8: Land Use & Site Design.

Mix of Housing

The mix of housing provides options for residents and potential residents to live in Kechi. Different people and people at different stages of their life desire different housing options. Different sizes, owner/rental options, cost, and type provide insight into the housing mix.

The current economic climate has created a demand for rental housing. As shown in **Table L**, most housing units in Kechi are owner occupied. However, the number of rental units more than doubled (148%) from 2000 to 2010. This increase was at a greater percent than owner occupied housing units (95%). Kechi has the opportunity to enhance its rental housing appeal to allow market forces to respond to demand. Kechi should support programs that make affordable rental units financially accessible. They should also encourage rental property owners to maintain properties through proactive code enforcement activities.

Table L: Owner/Renter Occupancy

	2000	2010
Total Occupied Housing Units	**354**	**701**
Owner Occupied	94%	92%
Renter Occupied	6%	8%

Source: U.S. Census Bureau, Census 2000 & 2010

The variety of costs for housing units, weather paying rent or the mortgage, is critical to providing housing options. The first element in assessing the affordability of housing is the value of owner occupied housing units. **Table M** shows the median value of owner occupied units has increased by $60,000 (159%) from 2000 to 2012. Owner occupied housing units over $150,000 also increased from 18% of the total to 61% (43% increase). It is important to mention that this does not separate out the natural increase in housing value over time.

Table M: Value of Owner Occupied Housing Units

Value	2000	2012
$0 to $49,999	3%	4%
$50,000 to $99,999	45%	10%
$100,000 to $149,999	34%	26%
$150,000 to $199,999	16%	37%
$200,000 to $299,999	2%	16%
$300,000 to $499,999	0%	8%
$500,000 and greater	0%	0%
Median Value of Owner Occupied Housing Units	**$102,200**	**$162,100**

Source: U.S. Census Bureau, Census 2000 & ACS 2012, 5-Year Estimates

The rent paid for renter occupied housing units is similar to the value of owner occupied housing units. **Table N** shows a increase in $750 to $999 per month units. However, there were less than 30 occupied units paying rent in 2000 and 2010 so changes in percent can be major with only a few units having different rents.

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Table N: Gross Rent

	2000	2012
Total Occupied Units Paying Rent	**28**	**25**
$0-$499	14%	0%
$500-$749	25%	24%
$750-$999	21%	68%
$1,000-$1,499	25%	8%
$1,500+	0%	0%

Source: U.S. Census Bureau, Census 2000 & ACS 2012, 5-Year Estimates

Another important element in affordability is the percent of income paid for housing. **Table O** shows that the percent of owner occupied housing units paying more than 20% of their income on housing increased from 42% of the total in 2000 to 63% in 2012.

Table O: Percent of Income for Owner Occupied Housing

	2000	2012
0 to 19%	63.2%	42.3%
20 to 24%	16.8%	20.3%
25 to 29%	6.4%	11.0%
30 to 34%	7.5%	8.9%
35% or more	6.1%	17.5%
Not computed	0.0%	0.0%

Source: U.S. Census Bureau, Census 2000 & ACS 2012, 5-Year Estimates

The percent of income for rental units is shown in **Table P**. It is difficult to draw any conclusions from this data since there was a substantial portion that were not computed in 2000, which is likely due to the low number of rental units. However, the data shows a 24% increase in the portion of renters paying more than 20% of their income for rent.

Table P: Percent of Income for Renter Occupied Housing

	2000	2012
0 to 19%	39.2%	32.0%
20 to 24%	7.1%	20.0%
25 to 29%	10.7%	24.0%
30 to 34%	10.7%	12.0%
35% or more	17.9%	12.0%
Not computed	14.3%	0.0%

Source: U.S. Census Bureau, Census 2000 & ACS 2012, 5-Year Estimates

To provide quality renter- and owner-occupied housing options, Kechi should encourage innovative and affordable housing options. Kechi should also look to streamline the permitting process to promote the production of housing that is affordable.

Size

A key to providing housing options is to provide for a variety in the size of the housing units. **Table Q** shows the number of bedrooms per housing unit in 2000 and 2012. The number of housing units with four or more bedrooms increased by 14%. As mentioned earlier, the average household size has decreased. However, the number of bedrooms has increased.

Table Q: Number of Bedrooms

	2000	2012
Total Housing Units	**370**	**762**
1 Bedroom	4%	3%
2 Bedrooms	18%	14%
3 Bedrooms	49%	40%
4 Bedrooms	21%	32%
5+ Bedrooms	7%	11%

Source: U.S. Census Bureau, Census 2000 & ACS 2012, 5-Year Estimates

A key action to facilitate the provision of demand-based size of housing units is to provide flexibility in sizing restrictions. Kechi should review and update the minimum floor-size requirements to allow for smaller dwelling units. Non-governmental associations are also encouraged to reduce minimum floor-size requirements.

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Type

Single-unit detached housing is predominant in Kechi and it has become more so over the past decade. **Table R** show the units in each housing structure as a percent of all housing units. The data shows an overwhelming majority of 1-unit, detached housing. Based on the goal to provide housing options, an increase in other types of housing is desired.

Table R: Units in Housing Structure

	2000	2012
1-Unit, Detached	94%	97%
1-Unit, Attached	1%	0%
2 Units	3%	1%
3 or More Units	0%	0%
Mobile Home	2%	2%

Source: U.S. Census Bureau, Census 2000 & ACS 2012, 5-Year Estimates

There are several ways to facilitate the increase in housing types available in Kechi. Many of the previous action items will aid in this effort. Kechi should also identify barriers to providing additional housing choices, such as zoning issues, and recommend policies to overcome those barriers. Although not a major issue at this time, Kechi should streamline the process for approval of accessory dwelling units in appropriate locations. These units can efficiently providing housing options for many without the need for major expansion in infrastructure or services.

Another issue that should be addressed is the aging population and the induced change in housing-type demand. Kechi should explore options to expand affordable senior-occupied homes, apartments, transitional housing, independent living facilities, assisted living facilities, and nursing home facilities to meet the demands of an aging population.

The development of the Arts & Business District is anticipated to create a unique demand for housing with work space within the same structure or on the same property. The development may also be more successful as a vibrant, walkable area when developed more densely. Kechi should promote opportunities for mixed use developments and higher density developments in appropriate locations.

Safe & Desirable

Kechi strives to maintain its existing neighborhoods and create new neighborhoods that are safe and desirable. Characteristics of safe and desirable neighborhoods include the following concepts:

- Low crime
- Active
- Pride
- Visually appealing
- Continuity
- Low volume and speed of traffic
- Connectivity (e.g. sidewalks)
- Separated or buffered from intense land uses
- Well maintained properties

In order to maintain the above characteristics in Kechi's neighborhoods and create new neighborhoods that have similar characteristics, Kechi should take the following actions:

- Create and implement targeted code enforcement programs to enhance the safety and aesthetics of neighborhoods and housing stock.
- Provide appropriate police presence within neighborhoods and promote neighborhood watch programs.
- Develop and coordinate neighborhood clean-up efforts.
- Provide home-repair assistance programs as feasible.

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SUMMARY OF ACTION ITEMS

H1. Identify barriers to providing additional housing choices, such as zoning issues, and recommend policies to overcome those barriers.

H2. Assist in creating more high quality housing units for all income levels.

H3. Promote Kechi as a desirable place to live with a high quality of life.

H4. Adhere to the development guidance provided in the future land use plan identified in Chapter 8: Land Use & Site Design.

H5. Encourage rental property owners to maintain properties through proactive code enforcement activities.

H6. Encourage innovative and affordable housing options.

H7. Facilitate efforts to make affordable rental units financially accessible.

H8. Create and implement code enforcement programs to enhance the safety and aesthetics of neighborhoods and housing stock.

H9. Provide appropriate police presence within neighborhoods and promote neighborhood watch programs.

H10. Develop and coordinate neighborhood clean-up efforts.

H11. Promote and coordinate home-repair assistance programs as feasible.

H12. Support the development of new housing options that can be efficiently served by City infrastructure and services with a focus on the primary growth areas.

H13. Explore opportunities to increase funding for housing revitalization through HOME, CDBG and other state and federal programs.

H14. Develop new tools and programs to facilitate the redevelopment of depressed areas.

H15. Promote opportunities for mixed use developments and higher density developments in appropriate locations.

H16. Explore options to expand affordable senior-occupied homes, apartments, transitional housing, independent living facilities, assisted living facilities, and nursing home facilities to meet the demands of an aging population.

H17. Update minimum floor-size requirements to allow for smaller dwelling units.

H18. Streamline the process for approval of accessory dwelling units in appropriate locations.

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INTRODUCTION

The safe and efficient movement of people and goods is essential for Kechi's growth and development as well as providing a high quality of life. The transportation system creates a framework for the community. It provides traffic circulation and preforms a essential function for economic activity and development.

The transportation system is comprised of many individual networks that work together to provide critical links between us and our destinations. The individual networks that create the system include the street network, pedestrian network, bicycle network, rail network, and transit network.

Transportation, like many of the other elements of community planning, is closely related to land use and development. As the community redevelops and grows, demands are placed on the transportation system and individual networks. The location and type of development that occur have unique demands. The transportation system should meet demand for all users of the system by providing desired links to destinations. This includes providing circulation within the city as well as links to the regional, state, and national transportation system.

This chapter identifies the goals and objectives for transportation. The goals and objectives provide the framework for meeting future travel demands. The chapter explains each network comprising the transportation system. It also covers the existing and future conditions as well as action items. The chapter is divided into the following sections, which are based on major elements of the goals and objectives for transportation:

- Safety
- Condition
- Operations
- Function
- Support economic development

GOALS & OBJECTIVES

- Maintain and improve the transportation infrastructure condition, efficiency, safety, and function (roads, bridges, sidewalks, paths, railroads, etc.)
  - Plan, design, build, operate, and maintain the street, bicycle facility, and sidewalk networks so they can be safely navigated by all users.
  - Maintain streets, sidewalks, trails, and other transportation infrastructure in good condition.
  - Develop and maintain standards and guidelines for the development of transportation infrastructure.
  - Appropriately manage property access based on street function.
  - Facilitate traffic onto and along arterials to manage traffic volumes and speeds through neighborhoods.
  - Promote choice in travel mode, such as walking and biking, as a viable and safe means of transportation.
- Improve coordination with local, regional, and state partners.
  - Coordinate with the Kansas Department of Transportation to provide safe and efficient access to and from K-254 at interchanges.
  - Coordinate with state, regional, and multi-jurisdictional partners and pursue funding opportunities through the Wichita Area Metropolitan Planning Organization, the Kansas Department of Transportation, and the United States Department of Transportation.
  - Identify and pursue grant opportunities, public-private partnerships, and non-traditional funding mechanisms to fund transportation infrastructure.
  - Coordinate with local and regional entities on the expansion of pedestrian and bicycle facilities.
  - Coordinate transportation improvements with developments to enhance mobility of people and goods.

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- Provide transportation infrastructure to support economic development, especially in the arts and business district.
  - Minimize barriers, hazards, and undue delay to safely allow for the transport of goods and services.
  - Provide safe, convenient, and context-sensitive mobility solutions such as driving, biking, and walking opportunities to access goods, services, and employment.
  - Develop a pedestrian and bicycle network in the arts and business district with connections to other commercial nodes and residential developments.
  - Provide adequate and context-sensitive parking accommodations for vehicles and bicycles.
  - Preserve right-of-way for streets, interchanges, sidewalks, trails, and related infrastructure to meet future transportation needs.

EXISTING & FUTURE CONDITIONS

The transportation network connects us to where we want to go; work, school, shopping, medical services, social functions, and many more. Kechi's transportation system is comprised of streets, bike facilities, sidewalks, railroads, and paratransit service. Outside of Kechi but within the region, air service and passenger rail service are available.

The street network is by far the most developed of the transportation networks and provides for travel via automobiles. This network provides vehicular circulation within Kechi and connects with the larger regional street network. In addition to personal vehicles, street also provide needed connections for freight, emergency service vehicles, trash/recycling vehicles, paratransit vehicles, and other service vehicles.

The pedestrian network is not strictly comprised of facilities strictly designated for pedestrian travel. Streets, especially neighborhood streets, also provide pedestrian travel. Therefore, streets are integral in pedestrian networks. However, streets with higher vehicle speeds and volumes are less likely to provide the desired level of accommodation for bicyclists and pedestrians. Designated pedestrian facilities, such as sidewalks or multi use paths, are most often provided along these higher speed/volume streets. Kechi has sidewalks along portions of Oliver and Kechi Road in the core areas. There are also sidewalks within some of the newer residential developments.

Kechi does not have any dedicated bicycle facilities. However, similar to the pedestrian network, bicyclists can use the street network for travel. They can also use sidewalks, although unless they are wide sidewalks, they are not ideal for bicycle travel. The movement nationwide and within the region to more active transportation options like bicycling as well as local desired is necessitating Kechi to emphasize planning for bicycle travel.

Kechi has one railroad running diagonally northeast/southwest through the City. The Union Pacific Railway (UP) owns and operates the line through Kechi. In Kechi, the line had been used by a distributor of cement products and no expansion plans are contemplated for local use. This is the extent of the rail network. There is currently no rail access to the mainline tracks. The railroad crossing through Kechi has created at-grade street and railroad crossings on Oliver and Kechi Road within the existing city limits.

Air service is provided outside of Kechi. The major airport within the area is Wichita Mid-Continent Airport (regional airport) located about 15 miles southwest of Kechi. Another airport, Colonel James Jabara Airport (general service airport), is located about 5 miles southeast of Kechi provides additional air service in close proximity to Kechi.

Passenger rail service is provided in Newton, KS, located about 20 miles north of Kechi.

The networks provide travel options for Kechi. However, not all networks are used to the same degree. Although not indicative of all travel in Kechi, **Table S** shows the means of travel to work for Kechi residents.

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Table S: Commuting to Work

	2000		2012	
Workers over 16	**603**		**1,151**	
Drove Alone	531	88.1%	1,057	91.8%
Carpooled	45	7.5%	38	3.3%
Public Transportation	1	0.2%	0	0.0%
Walked	7	1.2%	9	0.8%
Other Means	0	0.0%	4	0.3%
Worked at Home	19	3.2%	43	3.7%
Mean Travel Time to Work	**16.8**		**19.5**	

Source: U.S. Census Bureau, Census 2000 & ACS 2012, 5-Year Estimates

Function

Function is a major component of the street network that impacts many aspects of design. The street network is comprised of different types of streets that provide different types of travel. Street function is a hierarchical classification based on the degree of access and mobility each street provides. There are three main classifications; arterials, collectors, and local streets.

Arterials

Arterials are comprised of the principal arterial system and the minor arterial system. The principal arterial system includes Interstates, Other Urban Freeways and Expressways, and Other Principal Arterials. This network is designated for the highest traffic volumes, longest trips, serves major centers for activity, and/or connects major urban areas. The minor arterial system interconnects with the principal arterial system and provides service to trips of moderate length and somewhat of a lower level of travel mobility than principal arterials.

The following streets within the Planning Area comprise the arterial system:

- I-135 (Interstate)
- K-254 (Other Urban Freeway & Expressway)
- Webb south of K-254 (Other Principal Arterial)
- 61st Street North from Woodlawn to West City Limits (Other Principal Arterial)
- Woodlawn from South City Limits to 61st Street North (Other Principal Arterial)
- Greenwich south of K-254 (Minor Arterial)
- Rock south of K-254 (Minor Arterial)
- Oliver from South City Limits to Prairie Creek (Minor Arterial)
- Hillside from South City Limits to 77th Street North (Minor Arterial)
- 93rd Street North from Hydraulic to Hillside (Minor Arterial)
- 85th Street North from I-135 to Hillside (Minor Arterial)
- 77th Street North from I-135 to Hillside (Minor Arterial)

Collectors

The collector system provides land access and traffic circulation within residential neighborhoods, commercial, and industrial areas. Collectors filter traffic from neighborhoods from local streets onto arterials and vice versa.

The following streets within the Planning Area comprise the collector system:

- 101st from I-135 to Hillside (Urban Collector)
- Hillside from 77th Street North to 101st Street North (Urban Collector)
- Greenwich north of K-254 (Rural Minor Collector)
- Oliver north of Prairie Creek (Rural Minor Collector)
- 85th Street North east of Hillside (Rural Minor Collector)
- 101st east of Hillside (Rural Minor Collector)

Local Streets

All roadways not in one of the higher systems are local streets. Their purpose is to provide access to land developments from the higher order streets and vice versa.

The hierarchical street classification based on function is desirable for many reasons, including operations, safety, connectivity, and access. One of the common themes in the goals and objectives is to enhance safety of neighborhoods while still providing needed connections. Kechi should encourage development

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of residential street patterns that connect people with destinations such as schools, shopping, and professional services while reducing vehicular speed and volume on residential streets.

In addition to the pattern, streets also need to be designed properly to achieve the desired function. Many cities develop their own street design standards. However, standards specifically tailored to Kechi is likely not needed. Instead, Kechi should follow the most current national standards for street design based on function and demand.

There is also an emphasis on providing options for travel, which requires a comprehensive approach. A great starting point is a plan. Kechi should develop a pedestrian and bicycle master plan to identify a network of future facilities to meet demand, enhance economic development efforts in the Arts & Business District, and provide for the quality of life desired by Kechi residents.

Sidewalks are a major factor in determining the quality of life for a community. This is true in Kechi based on the desire to enhance safe pedestrian options. Kechi should develop a feasible policy of providing sidewalks that balances development costs with citizen demand and community desires.

Substantially increasing bicycle and pedestrian activity cannot be achieved by simply adding facilities. Kechi should encourage pedestrian-scale development that allows for alternative choices in transportation mode. This may include higher densities in the Arts & Business District and mixed use developments where residents live in close proximity to employment, services, and other destinations.

Safety

There are two main types of considerations when discussing transportation safety; crashes and perceived safety concerns. Crashes are actual events that result in property damage, injury, or death. Crashes are not a major issue on Kechi's transportation system. However, according to the 2011 Congestion Report produced by WAMPO, there is an identified low level of crash density around the 61st Street North/K-254/Woodlawn area in the AM peak period.

Perceived safety concerns are much more complex than crashes. Kechi desires to have minimal safety concerns. The following are characteristics of a transportation system with minimal perceived safety concerns:

- Neighborhood streets with low traffic volumes and speeds
- Traffic enforcement / law enforcement presence
- Pedestrian access along streets
- Pedestrian crossings (streets, railroads, etc.)
- Space for vehicles, bicycles, and pedestrians
- Street lighting
- Traffic control
- Access control

Enhanced safety of the transportation system requires diligence. Kechi should monitor crash data, identify deficiencies, identify safety countermeasures, and implement countermeasures that improve safety in a cost effective manner.

As Kechi moves towards a more active and pedestrian oriented development pattern, Kechi should also enhance pedestrian and bicycle crossings of arterials, higher volume collectors, and railroad crossings.

Condition

The condition of streets, sidewalks, and bicycle facilities is a highly visible issue and a major factor in quality of life in Kechi. It is desirable to maintain transportation infrastructure in good condition. Facility maintenance

Sedgwick County currently maintains Hillside, Woodlawn, Rock Road and Webb Road south of K-254 only. Both Oliver and Greenwich continue through the Planning Area as County rights-of way. The County also maintains 61st Street North through the City as a connecting link. The Kansas Department of Transportation maintains K-254 and I-135 within and along the Planning Area. All other streets with Kechi are maintained by Kechi. All streets in the Planning Area that are outside of Kechi's city limits are the respective township's responsibility.

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Maintaining transportation facilities will take a coordinated effort. Kechi should coordinate with Sedgwick County, the Kansas Department of Transportation, and other agencies to maintain transportation facilities in good condition within and around Kechi.

Maintaining Kechi's transportation system is not a simple task. To achieve effective facilities in an efficient manner, Kechi should develop a conditions assessment program to identify existing conditions of Kechi's transportation networks and provide the funding necessary to sustain and improve the condition of Kechi's streets and other transportation infrastructure.

Operations

The main purpose of transportation operations is to ensure the efficient flow of traffic. When traffic operates well, as it does in Kechi, there is minimal delay to travelers. When it does not operate well, congestion, bottlenecks, and delay occur. Poor traffic operations have negative impacts on quality of life for residents as well as economic development that hinges on vehicular transportation.

Providing easy access to local highways and freeways (K-254 and I-135) is a prime consideration of Kechi. There is currently easy access and it is desired into the future. However, as development occurs, the system may become saturated and access be reduced. One potential issues is the Kechi Road and Oliver intersection that is and will be at the heart of the Arts & Business District. Kechi should upgrade the Kechi Road and Oliver Street intersection to preserve efficient traffic flow while enhancing pedestrian accessibility.

In most cases, increased development means decreased efficiency in traffic operations due to increased traffic, number of driveways, and many other changes. Kechi can be proactive to ensure traffic operations do not become an issues. Kechi should develop an access management policy that will help preserve roadway capacity and efficient traffic flow.

There are other means of proactively managing traffic. Kechi should preserve adequate right-of-way for transportation facilities as development occurs. This will not only allow for proper facilities to be installed, but also has the potential to save Kechi from having to pay higher prices for right-of-way after development occurs. Another proactive approach involves integrating transportation into land use and development decisions. Kechi should support sound land use principles that promote the efficient use of existing local streets and other transportation infrastructure.

Coordination

Transportation requires coordination due to all of the entities involved with planning, designing, constructing, operating, and maintaining related infrastructure. Kechi should continue to participate in regional transportation discussions and actions of the Wichita Area Metropolitan Planning Organization.

A major consideration for Kechi is maintaining quality access to K-254. Kechi should coordinate with the Kansas Department of Transportation on improvements to K-254 and connections with Hillside, Oliver, Woodlawn, Rock, Webb, and Greenwich.

Coordination does not only involve the street network. Transit and paratransit services also provide opportunities to coordinate to improve transportation options for Kechi. Kechi should support the expansion of fixed route transit and van pool service to Kechi, as deemed appropriate. Kechi should also consult with Coordinated Transit District 12, Wichita Transit, non-profit transportation service providers, and users of paratransit service to ensure service needs are met for Kechi residents.

Support Economic Development

Economic development is intimately tied to the transportation system; good are shipped, services are delivered, people access stores, and people travel to work. The existing infrastructure supports the existing developments. However, as development increases, improvements are likely needed.

Maintaining and enhancing the function, safety, condition, operation, and coordination will support economic development for Kechi. However, there are some specific elements related to transportation that can provide enhanced economic development opportunities. In general, Kechi should support regional efforts to enhance traffic flow that will have positive impacts to Kechi's economic development goals.

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The existing street network provides quality access for economic development, especially along and in close proximity to K-254. Kechi should maintain and enhance quality access to K-254 and I-135. More specifically, Kechi should support and pursue the development of a grade-separated interchange at Webb and K-254.

SUMMARY OF ACTION ITEMS

T1. Develop an access management policy that will help preserve roadway capacity and efficient traffic flow.

T2. Follow the most current national standards for street design based on function and demand.

T3. Coordinate with Sedgwick County, the Kansas Department of Transportation, and other agencies to maintain transportation facilities in good condition within and around Kechi.

T4. Preserve adequate right-of-way for transportation facilities as development occurs.

T5. Support sound land use principles that promote the efficient use of existing local streets and other transportation infrastructure.

T6. Support the expansion of fixed route transit and vanpool service to Kechi, as deemed appropriate.

T7. Participate in regional transportation discussions and actions of the Wichita Area Metropolitan Planning Organization.

T8. Coordinate with the Kansas Department of Transportation on improvements to K-254 and connections with Hillside, Oliver, Woodlawn, Rock, Webb, and Greenwich.

T9. Support regional efforts to enhance traffic flow that will have positive impacts to Kechi's economic development goals.

T10. Maintain and enhance quality access to K-254 and I-135.

T11. Encourage pedestrian-scale development that allows for alternative choices in transportation mode.

T12. Enhance pedestrian and bicycle crossings of arterials, higher volume collectors, and railroad crossings.

T13. Develop a feasible policy of providing sidewalks that balances development costs with citizen demand and community desires.

T14. Encourage development of residential street patterns that connect people with destinations such as schools, shopping, and professional services while reducing vehicular speed and volume on residential streets.

T15. Develop a pedestrian and bicycle master plan to identify a network of future facilities to meet demand, enhance economic development efforts in the Arts & Business District, and provide for the quality of life desired by Kechi residents.

T16. Upgrade the Kechi Road and Oliver Street intersection to preserve efficient traffic flow while enhancing pedestrian accessibility.

T17. Consult with Coordinated Transit District 12, Wichita Transit, non-profit transportation service providers, and users of paratransit service to ensure service needs are met for Kechi residents.

T18. Support and pursue the development of a grade-separated interchange at Webb and K-254.

T19. Monitor crash data, identify deficiencies, identify safety countermeasures, and implement countermeasures that improve safety in a cost effective manner.

T20. Develop a conditions assessment program to identify existing conditions of Kechi's transportation networks and provide the funding necessary to sustain and improve the condition of Kechi's streets and other transportation infrastructure.

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INTRODUCTION

The Comprehensive Plan guides the orderly and efficient development and redevelopment of land. It also suggests cohesive and complementary design themes. Both were informed by feedback received during the planning process. It also integrates other elements of the community with land use and site design to provide a cohesive vision of the future. This chapter provides a framework to lead Kechi towards the vision.

This chapter identifies the goals and objectives for land use and site design. The goals and objectives provide the framework for meeting future needs and desires. The chapter covers the existing and future conditions as well as action items. This chapter provides development guidance, which includes a future land use plan map with corresponding descriptions of map elements. The development guidance focuses on four common themes of the goals and objectives. These elements are character, efficiency, economic development, and context-sensitivity. This chapter also includes locational guidance as to the desirable and undesirable location for different types of development.

GOALS & OBJECTIVES

- Create a sense of place through land use planning, development patterns, site design, and community aesthetics.
  - Encourage developments that enhance Kechi's character.
  - Develop and maintain a future land use guide to facilitate the orderly development within Kechi's planning area.
  - Define districts within the City and expectations for development types within those districts.
  - Encourage the development of attractive and unique characteristics which aid in developing the identity of individual neighborhoods and districts.
- Optimize the efficiency of providing City services through land use patterns.
  - Encourage the efficient use of infrastructure by focusing well-designed developments and redevelopments on vacant, infill, and under-developed land.
  - Annex land within the planning area according to the future land use plan and service area based on the ability to efficiently serve new areas and developments.
  - Implement reasonable and equitable requirements for developers to ensure the efficient expansion of City services.
- Provide a development pattern that supports economic development while maintaining safe neighborhoods.
  - Support population and job growth through orderly and efficient development patterns.
  - Maintain the arts and business district in the heart of Kechi.
  - Promote larger-scale commercial developments to locate at major intersections and interchanges.
  - Encourage development that supports a vibrant, walkable arts and business district.
- Provide quality and context-sensitive aesthetics in development and redevelopment.
  - Support the creation of visual themes unique to Kechi and individual districts and neighborhoods.
  - Promote aesthetic appeal in all development and redevelopment.
  - Maintain areas of open space to preserve the rural character of Kechi during development and redevelopment.
  - Limit density in environmentally sensitive areas.
  - Promote a clear visual connection with Sunnydale and ensure a cohesive feel throughout Kechi.

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EXISTING & FUTURE CONDITIONS

Historic and existing characteristics of Kechi's land use pattern and design provide for an understanding of how Kechi looks and functions. Future conditions and action items are provided based on the desires of Kechi in relation to the goals and objectives.

The existing land use and development pattern is typical of many smaller cities around the nation. There is a core area near the intersection of Kechi Road and Oliver. This location includes some of the oldest development in the community, with small businesses and detached housing units on medium-sized lots. Extending outward from the core, lots are larger with a variety of uses from agriculture to commercial to housing. Commercial developments have focused on areas with high quality access to streets, especially with K-254. The larger lot residential developments are typical of suburbanization. However, there is increasing demand for multi-family residential leading to smaller clustered developments.

Existing sites were developed over time. So, individual sites reflect design standards that were in place as development occurred. As a result, the design of adjacent developments is not cohesive throughout the Planning Area. However, in recent years the City has reviewed proposed developments against fairly consistent site design standards. Newer development is relatively cohesive.

The future land use and site design conditions are described in the remainder of this chapter. Adhering to these guidelines will help improve the community character and site design cohesiveness as development and redevelopment occur.

DEVELOPMENT GUIDE

The most commonly referred to element of a comprehensive plan is typically a map that identifies future land uses. The future development plan map, **Exhibit 8**, shows the desired land use form and function for the Planning Area. This map does not identify specific land uses. Rather, it focuses in more general terms about the function of areas and form of development. The more general map allows flexibility in specific land use categories for individual locations. It focuses on providing for compatibility in development and a cohesive character within subareas of the Planning Area. **Exhibit 9** defines the elements of the future development scenario.

The future development plan map and definitions should be used in concert with the locational guidance for specific land uses provided later in this chapter. The locational guidance bridges the gap between the general guidance of the map and the specific land use categories defined by the Zoning Regulations.

Based on the goals identified earlier in this chapter, there are four focus areas for future development that are expressed by the future development plan map, future development plan definitions, and locational guidance. The four focus areas are character, efficiency, economic development, and context-sensitivity.

In order to achieve the community goals, Kechi should encourage the use of the Comprehensive Plan as the primary development policy document of Kechi. Kechi should also market the Comprehensive Plan to the community as the preferred development policy and ensure all citizens have access to the Plan.

Character

Kechi has many of the same characteristics as the surrounding communities and areas. However, there are other characteristics that make it very unique. This uniqueness should be leveraged to set Kechi apart from the crowd and to enhance the character of the community through land use planning, development, and site design changes.

Of particular importance to enhancing the character of Kechi is the formal development of the Arts & Business District. Although the area has functioned as Kechi's core for smaller businesses, the Comprehensive Plan is formalizing the purpose, intent, and plan for the district. The Arts & Business District is intended to be a vibrant, walkable, and active business area that attracts residents and visitors. Achieving this goal means the district should be a mixed use area where business owners can live and work in the same structure or on the same property. Flexibility is the key. There are many pieces to the puzzle to make this District work, as well

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Exhibit 8: Future Development Plan Map

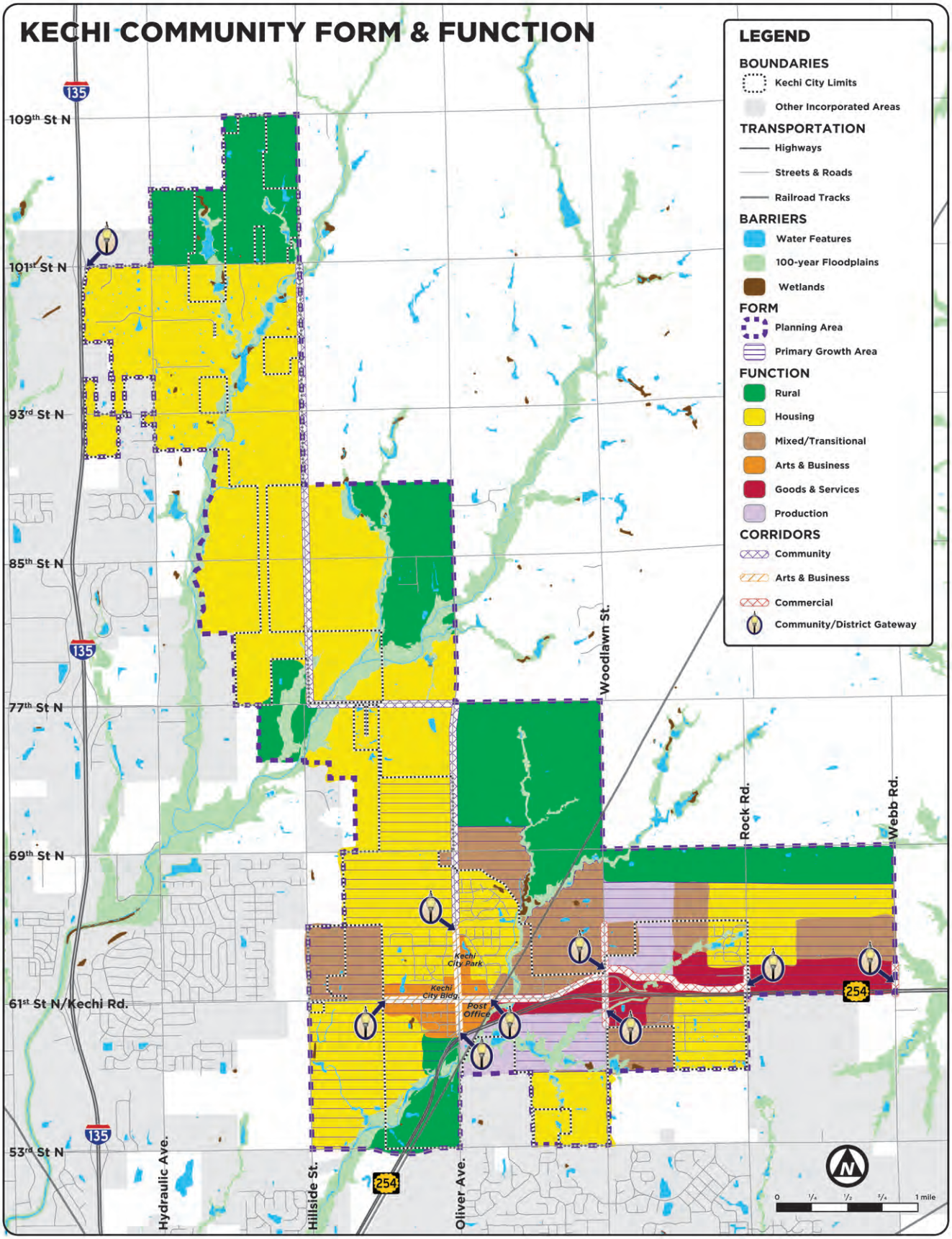

Exhibit 9: Future Development Plan Definitions

Barriers:

Natural and man-made features that may physically impede development OR require regulatory permitting and/or significant design modifications prior to development.

Water Features: Streams, rivers, lakes, ponds, and drainageways.

100-year Floodplains: Locations indicated by the Federal Emergency Management Agency (FEMA) with a one-percent (1%) change of being inundated with water.

Wetlands: Locations identified as a class of wetlands within the National Wetlands Inventory (NWI) and shown for informational purposes. Regulatory permitting requires additional detailed delineation.

FORM:

Indicates the general location and pattern that future community growth and development should or will likely occur.

Planning Area: The effective land use planning area for the City of Kechi and the area surrounding the city limits that is most likely to be annexed at some point in the future.

Primary Growth Area: Locations within the Planning Area where development and redevelopment is most desirable during the next 25 years.

FUNCTION:

Describes the general intensity of development appropriate within a given area along with the types of land uses and human activities that should or will likely occur there.

Rural: Primarily associated with crop production, livestock production, and associated activities. Single-family residences are appropriate at very low densities.

Housing: Areas where single- and two-family housing is appropriate at suburban densities. Mulit-family residential development should be allowed in appropriate locations.

Mixed/Transitional: Areas where a mix of compatible housing and small businesses are appropriate at suburban densities. This function provides a buffer between residential and commercial development.

Arts & Business: Core city area intended to nurture local arts, entertainment, and other small businesses in concert with housing. Individual structures may include live-work space.

Goods & Services: Areas appropriate for a varying intensity of commercial development, including businesses with a regional market.

Production: Areas appropriate for industrial uses including processing, production, and storage/warehousing, subject to locational guidance.

CORRIDORS:

Locations within which transportation facilities and adjacent development should be harmonious in function, design, amenities, and aesthetics.

Community: Primarily residential corridors designed to provide visual and functional connectivity within the community. Corridors should include features such as shared use paths and linear parks.

Arts & Business: Corridors that support a diverse mix of housing, art-based businesses, and other small businesses. Corridors should provide an aesthetically pleasing walkable environment.

Commercial: Corridors that support a mix of businesses providing goods and services. Safety and efficiency should be appropriately maintained through effective access management strategies.

Community/District Gateway: A feature that provides a visual indication of entering the community or an individual district. Design should leave visitors with a positive image of the community.

as the development of the entire Planning Area. One action is to develop overlay zoning districts that preserve the Arts & Business District, government facilities, and other unique areas.

The Arts & Business District is not the only area of concern moving forward, however. The plan suggests the three corridors listed in **Exhibit 9**, along with community gateway locations. Design cohesiveness and transportation functionality should be consistent within the various corridors.

The corridors were identified based upon the desired future development pattern, with like uses and functions being located along a given corridor. As development occurs, the corridor guidance will help provide the level of design character desired by the community. The addition of community and district gateways will also assist with these enhancement efforts.

Efficiency

The future development plan map was developed to achieve efficiency in providing City infrastructure and services. Kechi should review current policies on infrastructure development to determine possible revisions that further the goals of this Plan.

The City's provision of infrastructure and services is closely tied to the development community and their desires and ideas for development. As such, Kechi should improve coordination between Kechi and the development community to ensure growth is compatible with long-term City goals.

Policies for the provision of infrastructure and improved coordination provide steps in the right direction to achieving an efficient development pattern. However, a major overarching concern remains; the funding of public infrastructure to serve private development. Decisions made on the provision of infrastructure should be made in a conscientious manner. Kechi should provide for the public financing of private development only in cases where a reasonable return on investment can be demonstrated.

Future annexation should target locations identified as Primary Growth Areas in **Exhibit 8**. This will help to further the City's efficiency goals. Also, proactive annexation could be targeted for locations that help "square off" Kechi's corporate boundaries or fill in "doughnut hole" gaps.

Economic Development

A key aspect of economic development is ensuring the right types of development occur in the right places. In large part, this depends upon providing adequate infrastructure. However, the costs of providing infrastructure must be balanced with return on community investment.

Good utility master plans help to identify locations where services can feasibly be provided while investigating opportunities to increase revenue for infrastructure maintenance and improvements to existing infrastructure that facilitate orderly system expansion. Kechi should develop or update utility master plans that identify opportunities for logical system expansion and revenue growth.

One way to focus development to the proper locations is by limiting the number of new septic systems in the City's planning area. This would encourage development in locations where public utilities are most accessible.

Context-Sensitivity

The term "context-sensitivity" infers that development should occur in consideration of the surrounding natural and man-made environment. Context-sensitive development helps preserve and enhance both the function and aesthetics of adjacent features. Context-sensitivity is supported in **Exhibits 8 and 9**, which illustrate appropriate development patterns and features to be considered as development occurs.

A prime opportunity to instill context-sensitivity is in regard to storm water management. Kechi should develop a drainage master plan that will address storm water runoff issues through policies such as improved development regulations and stream buffers. Some drainage features could serve a dual purpose as park and recreation amenities. This might include detention basins or greenway paths. Kechi Park is one example of context-sensitive site design.

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Kechi should also support the continuing education of City staff in storm water management practices. This will allow staff to provide direction that encourages context-sensitive designs consistent with development goals.

LOCATIONAL GUIDANCE

This guidance is to be used in conjunction with the Community Form & Function map when reviewing the appropriateness of zoning and conditional use requests. The "Function" element of the map provides general direction and is intended to be relatively flexible. This guidance provides more specific criteria that for should be applied when considering individual development decisions on a case-by-case basis.

Residential Land Uses

Rural Function Areas

Single-family residences are appropriate when associated with agricultural land uses, such as family farms. Single-family residences unassociated with agricultural uses are only appropriate in conjunction with the A-1 Agricultural zoning district.

Housing Function Areas

Single- and two-family residences are appropriate only in conjunction with the R-1 Single-family Residential or the R-1A Single-family/Zero Lot Line Residential zoning district requirements. Direct property access from arterial streets should be avoided. Subdivision housing developments are preferred over single lot development to provide design consistency and maintain an appropriate community development pattern. Street connectivity should be required between adjacent residential subdivisions. City utility connections should be required for all types of residential development.

Mixed/Transitional Function Areas

Single- and two-family residences are appropriate only in conjunction with the R-1 Single-family Residential, R-1A Single-family/Zero Lot Line Residential or the R-2 Multiple-family Residential zoning district requirements. Direct property access from arterial streets should be avoided. Subdivision housing developments are preferred over single lot development to provide design consistency and maintain an appropriate community development pattern. Multiple-family housing is appropriate only in conjunction with the R-2 Multiple-family Residential zoning district requirements. Direct property access from arterial streets should be encouraged. City utility connections should be required for all types of residential development.

Arts & Business Function Areas

New single-family housing should be discouraged or avoided. New two-family residences are appropriate only when consistent with the R-1A Single-family/Zero Lot Line Residential or the R-2 Multiple-family Residential zoning district requirements. Direct property access from arterial streets should be avoided. Multiple-family housing is appropriate only when consistent with the R-2 Multiple-family Residential zoning district requirements. Direct property access from arterial streets should be encouraged. Accessory dwelling units and live-work units should be allowed in conjunction with residential and commercial zoning to encourage development of the desired environment. City utility connections should be required for all types of residential development.

Goods & Services; Production Function Areas

New housing units and residential zoning should be avoided in these areas.

Office, Commercial & Public/Institutional Land Uses

Rural Function Areas

These uses should only be allowed when developed consistent with A-1 Agricultural zoning district requirements. These uses should be avoided where city utility connections are unavailable.

Housing Function Areas

Office and commercial land uses should only be allowed as home occupations consistent with zoning requirements. Public/institutional uses are appropriate only in conjunction with the R-1 Single-family Residential zoning district. Direct property access from arterial streets should be encouraged. City utility connections should be required for each of these land uses.

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Mixed/Transitional Function Areas

These land uses are appropriate only in conjunction with the C-2 Light Commercial zoning district. Direct property access from arterial streets should be encouraged, except for internal circulation within a contiguous development. City utility connections should be required for each of these land uses.

Arts & Business Function Areas

These land uses are appropriate only in conjunction with the C-1 Special Commercial zoning district. Live-work units should be allowed in conjunction with commercial zoning to encourage development of the desired environment. For Public/Institutional land uses, direct property access from arterial streets should be encouraged. City utility connections should be required for each of these land uses.

Goods & Services Function Areas

These land uses are appropriate only in conjunction with the C-2 Light Commercial and C-3 Heavy Commercial zoning districts. Direct property access from arterial streets should be required, except for internal circulation within a contiguous development. City utility connections should be required for each of these land uses.

Production Function Areas

New development of this type should be discouraged to preserve an adequate supply of property suitable for industrial development.

Industrial Land Uses

Rural; Housing Function Areas - These uses should be strictly prohibited, except when associated with agricultural production in a Rural Functional Area and developed consistent with A-1 Agricultural zoning district requirements.

Mixed/Transitional Function Areas

These land uses should be avoided, with some limited exceptions allowed for warehousing and storage related businesses. When allowed, such uses may be appropriate in conjunction with the I-1 Industrial zoning district and a Protective Overlay to mitigate negative impacts on surrounding properties. Direct property access from arterial streets should be required, except for internal circulation within a contiguous development. City utility connections should be required for these land uses.

Arts & Business Function Areas

These uses should be strictly prohibited.

Goods & Services Function Areas

These land uses should be avoided, with some limited exceptions allowed for warehousing and storage related businesses. When allowed, such uses may be appropriate when developed in conjunction with the I-1 Industrial zoning district and a Protective Overlay to mitigate negative impacts on surrounding properties. Direct property access from arterial streets should be required, except for internal circulation within a contiguous development. City utility connections should be required for these land uses.

Production Function Areas

These uses are appropriate when developed in conjunction with the I-1 Industrial zoning district. Direct property access from arterial streets should be required, except for internal circulation within a contiguous development. City utility connections should be required for these land uses.

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SUMMARY OF ACTION ITEMS

LS1. Develop overlay zoning districts that preserve the Arts & Business District, government facilities and other unique areas.

LS2. Improve coordination between Kechi and the development community to ensure growth is compatible with long-term City goals.

LS3. Review current policies on infrastructure development to determine possible revisions that further the goals of this plan.

LS4. Provide for the public financing of private development only in cases where a reasonable return on investment can be demonstrated.

LS5. Investigate opportunities to increase revenue for infrastructure maintenance and improvements to existing infrastructure that facilitate orderly system expansion.

LS6. Encourage the use of the Comprehensive Plan as the primary development policy document of Kechi.

LS7. Market the Comprehensive Plan to the community as the preferred development policy and ensure all citizens have access to the Plan.

LS8. Explore opportunities to develop drainage facilities that could serve a dual purpose as park and recreation amenities. This might include detention basins or greenway paths.

LS9. Support the continuing education of City staff in storm water management practices.

LS10. Develop or update utility master plans that identify opportunities for logical system expansion and revenue growth.

LS11. Develop a drainage master plan that will address storm water runoff issues through policies such as improved development regulations and stream buffers.

LS12. Determine the feasibility of placing limits on the number of new septic systems allowed in the City's planning area.

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INTRODUCTION

Kechi provides many of the necessary and desired services to its residents, such as police, potable water, sanitary sewer, gas, parks, and community support. The Comprehensive Plan focuses on maintaining and enhancing efficient and effective service delivery.

There are other services and facilities that are not provided by Kechi, such as education, fire protection, energy, and communications. Coordination with providers of these services is necessary to continue providing a high quality of life.

This chapter identifies the goals and objectives for city services and facilities. The goals and objectives provide the framework for meeting future service and infrastructure needs. The chapter covers the existing and future conditions as well as action items. The chapter is divided into the following sections, which are based on major elements of the goals and objectives for city services and facilities:

- Efficiency
- Coordination
- Citizen engagement

GOALS & OBJECTIVES

- Provide and maintain quality City services to a growing population and economic base, including police, potable water, sanitary sewer, gas, parks, and community support.
  - Provide areas within Kechi, where feasible, with appropriate transportation facilities, sanitary and storm sewers, police protection, potable water, natural gas, parks and recreation, planning, zoning, and buildings and subdivision control.
  - Coordinate with other agencies to provide necessary services not provided directly by Kechi, such as fire protection, schools, energy, and communications.
  - Ensure appropriate commercial, industrial, and residential developments can be provided necessary City services.
  - Maximize the efficiency of existing facilities and services.
  - Maintain City facilities, equipment, and infrastructure in good condition.
  - Promote the planning of infrastructure, services, and facilities to guide local development decisions.
- Encourage and provide for active citizen engagement in civic activities.
  - Promote opportunities for citizens to engage with elected officials and City staff.
  - Regularly provide information to public through various media.
  - Promote citizen engagement in civic activities.
  - Ensure communication lines between citizens, staff, and elected officials remain open and promote new ways of engaging, informing, and educating citizens.

EXISTING & FUTURE CONDITIONS

Historic and existing characteristics of Kechi's city services and facilities provide for an understanding of trends and the direction of services and infrastructure. Future conditions and action items are provided based on the desires of Kechi in relation to the goals and objectives.

Police services for Kechi are based out of 105 North Sioux. This 3,100 square foot building offers room for expansion. Kechi partners with Sedgwick County for service; using their 911 dispatch for emergency calls and taking prisoners to the Sedgwick County Jail. Kechi also has a municipal judge, court clerk, and prosecutor.

Potable water is provided to the Planning Area by the City of Wichita, Rural Water District Number 1 and Rural Water District Number 2. Sanitary sewer is provided by the City of Wichita. Kechi developed the Sanitary Sewer and Water Master Plan Update in June 2008. This plan identifies proposed improvements for sewer and water lines, with a focus on serving areas between 77th Street North and 85th Street North. It also identifies a sewer/water contract boundary. The Planning Area extends beyond the contract boundary as well as service area boundaries identified in the 2008 Master Plan Update.

Kechi is one of very few municipalities that provides natural gas to residents. The City purchases gas via

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a contract with providers. Kechi owns the distribution system. There is not an official plan or study that identifies a service area, capacity of the system, or plans for expansion.

Parks is one of the services provided by the Kechi. Currently, the City has one park, Kechi Park, located on Oliver between Kechi Road and 69th Street North. For more details on parks, as well as action items related to parks, see **Chapter 5: Local Resources**.

Kechi also provides community support services, administration, planning, zoning, building, subdivision. Kechi oversees the issuance of building, electrical, mechanical, plumbing, roofing and sign permits. They also review plat, lot split, conditional use, special use, variance, zoning change applications as well as petitions for vacations.

Kechi also has additional facilities to aid in providing community support and other services. Kechi City Hall, located at 220 Kechi Road, was built in 2005. It includes offices, council chambers, community room, storage areas, and restrooms. The city annex was the previous city hall building located at Kechi Road and Sioux. This small building is used for meetings and storage. The city maintenance garage, located at 107 North Sioux, was built in 2005. This garage has a few offices and is used to store machinery, equipment and limited materials for street and utility maintenance. Vehicle maintenance and welding repairs are also made there.

Other vital services are provided to the Planning Area by external entities. Fire protection and ambulance service is provided by Sedgwick County. Education is provided by Unified School District #259 and #262. Electricity is supplied by Westar Energy. Telecommunications, cable, internet, and solid waste services are provided by multiple agencies.

Efficiency

Similar to many other communities across the country, service and infrastructure maintenance as well as expansion capability is a major consideration. Although work has been done in the past to assess conditions and system capacity for City-provided services, much is unknown about actual capacity of many of the services and systems. Kechi should develop a City services master plan to identify existing and emerging issues, capacity constraints, future service areas, needed upgrades, and implementation actions. This will help achieve many of the efficiency desires discussed later in this chapter and within other chapters of the Comprehensive Plan.

Kechi should also conduct strategic planning activities that assess public safety and determine ways to improve the provision of services. The strategic planning process may be desirable for other services as well. Kechi should plan for apparatus/equipment acquisition and replacement on a scheduled basis. This will help with short- and long-term budgeting for departments to meet growing and changing needs.

Intimately related to the future land use plan in Chapter 8 is the provision of services and infrastructure to support development. System expansion or increased capacity is often needed as development occurs. However, there are areas that should be targeted for development because they can be efficiently and effectively served with little to no effort or expenditures. The development of **Exhibit 8.1** was coordinated with service capabilities. Kechi should provide City services and infrastructure to serve areas identified for development in the Comprehensive Plan.

As the City grows, so will the demand for services. Kechi should determine minimum staffing requirements and implement a gradual "phase-in" process when additional staffing needs are identified. Kechi should also provide attractive benefits packages and competitive wages to City employees to retain and attract capable staff with the expertise needed to effectively provide high quality service to Kechi.

Coordination

There are services provided to Kechi residents that are not City-provided. This brings about the need to coordinate with the other service providers to ensure needs are being met. Kechi, as well as private developers, should coordinate with other agencies that provide services to Kechi residents to ensure the needs of the community are being met. These other agencies include school districts, trash haulers, telecommunications companies, electric companies, etc.

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Citizen Engagement

Kechi values an informed, engaged, and active citizenry that is involved in the community and decisions being made. Kechi has used traditional means of involving citizens in the past. They have also used technology to inform and involve its residents. However, City staff realizes citizen engagement should be an on-going opportunity for improvement to get more citizens involved. The following high-level citizen engagement action items will guide Kechi staff as well as appointed and elected officials:

- Provide appropriate citizen engagement opportunities in all major City processes, programs, and procedures.
- Develop a citizen engagement plan and implement recommendations.
- Ensure ample opportunities and tools for citizens to provide input and feedback on local governance.
- Expand community outreach to broaden the participation of residents to obtain input representative of the entire community.
- Actively pursue the use of technology and other modern tools to engage the public.

SUMMARY OF ACTION ITEMS

SF1. Provide appropriate citizen engagement opportunities in all major City processes, programs, and procedures.

SF2. Develop a citizen engagement plan and implement recommendations.

SF3. Expand community outreach to broaden the participation of residents to obtain input representative of the entire community.

SF4. Actively pursue the use of technology and other modern tools to engage the public.

SF5. Provide attractive benefits packages and competitive wages to City employees.

SF6. Provide City services and infrastructure to serve areas identified for development in the Comprehensive Plan.

SF7. Plan for apparatus/equipment acquisition and replacement on a scheduled basis.

SF8. Conduct strategic planning activities that assess public safety and determine ways to improve the provision of services.

SF9. Coordinate with other agencies that provide services to Kechi residents to ensure the needs of the community are being met.

SF10. Develop a City services master plan to identify existing and emerging issues, capacity constraints, future service areas, needed upgrades, and implementation actions.

SF11. Determine minimum staffing requirements and implement a gradual "phase-in" process when additional staffing needs are identified.

SF12. Ensure ample opportunities and tools for citizens to provide input and feedback on local governance.

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INTRODUCTION

The previous chapters in this document identify action items to be carried out in order to achieve the goals and objectives. This chapter lists all of the action items and includes them into different categories based on when they are anticipated to be carried out.

The final section of this chapter discusses financing and implementation programs. It identifies major revenue sources and programs used to expend funds in order to achieve the community goals.

This chapter should be used during the development of strategic plans. The strategic plans should use the action items in this chapter and provide greater detail as to the specific steps to be carried out, responsible parties, and funding.

The action items are not required to be completed in the corresponding time frame identified in this chapter. These should be used as a general reference as to the priority of the action item or when they are anticipated to be needed. As priorities change over time, the strategic planning process will likely reprioritize action items.

The action item number (i.e. ED1) refers to which chapter the action is identified. The following provides for the identification of the proper reference:

- ED = Economic Development (Chapter 4)
- LR = Local Resources (Chapter 5)
- H = Housing (Chapter 6)
- T = Transportation (Chapter 7)
- LS = Land Use & Site Design (Chapter 8)
- SF = City Services & Facilities (Chapter 9)

ACTION ITEMS UNDERWAY

These action items are underway. Many should be continued over the life of the plan, where applicable.

ED1. Review and update Zoning Code to allow for a wider mix of complementary land uses and development in the Arts & Business District.

ED2. Identify feasible means of providing adequate parking, sidewalks, streets and drainage in the Arts & Business District as it progressively redevelops.

LR3. Conduct a review of site design standards to ensure the appropriate handling of historic and cultural properties, structures, and adjacent development.

LR4. Update the Zoning Code and Subdivision Regulations to guide land use decisions that support natural beauty and Kechi character.

H1. Identify barriers to providing additional housing choices, such as zoning issues, and recommend policies to overcome those barriers.

T1. Develop an access management policy that will help preserve roadway capacity and efficient traffic flow.

LS1. Develop overlay zoning districts that preserve the Arts & Business District, government facilities and other unique areas.

LS2. Improve coordination between Kechi and the development community to ensure growth is compatible with long-term City goals.

LS3. Review current policies on infrastructure development to determine possible revisions that further the goals of this plan.

LS4. Provide for the public financing of private development only in cases where a reasonable return on investment can be demonstrated.

LS5. Investigate opportunities to increase revenue for infrastructure maintenance and improvements to existing infrastructure that facilitate orderly system expansion.

SF1. Provide appropriate citizen engagement opportunities in all major City processes, programs, and procedures.

SF2. Develop a citizen engagement plan and implement recommendations.

SF3. Expand community outreach to broaden the participation of residents to obtain input representative of the entire community.

SF4. Actively pursue the use of technology and other modern tools to engage the public.

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CONTINUOUS ACTION ITEMS

These items should be carried out continuously over the life of the plan. These actions should span the short-, mid-, and/or long-term.

ED5. Continue to participate in regional efforts to enhance economic growth and stability.

ED6. Leverage the proximity to the Sunflower Commerce Park in Bel Aire to help develop the K-254 corridor.

ED7. Adhere to the guidance provided in the future land use plan identified in Chapter 8: Land Use & Site Design during the development approval process.

ED8. Maintain positive relationships with local, regional, and state partners to promote Kechi as a good place to do business.

ED9. Participate in local, regional, and state economic development associations and summits to keep abreast of economic expansion opportunities.

LR10. Identify and develop places and events of cultural and/or historical significance to Kechi.

LR11. Develop and proactively enforce codes aimed at preventing the deterioration of historic structures.

LR12. Promote parks and recreational opportunities as key quality of life measures in Kechi.

LR13. Maintain the designation as a 'Tree City USA.'

LR14. As development pressures increase, preserve the aesthetics and function of natural areas.

LR15. Develop and institutionalize standard construction practices that mitigate negative impacts to the natural environment without unduly limiting development.

H2. Assist in creating more high quality housing units for all income levels.

H3. Promote Kechi as a desirable place to live with a high quality of life.

H4. Adhere to the development guidance provided in the future land use plan identified in Chapter 8: Land Use & Site Design.

H5. Encourage rental property owners to maintain properties through proactive code enforcement activities.

H6. Encourage innovative and affordable housing options.

H7. Facilitate efforts to make affordable rental units financially accessible.

H8. Create and implement code enforcement programs to enhance the safety and aesthetics of neighborhoods and housing stock.

H9. Provide appropriate police presence within neighborhoods and promote neighborhood watch programs.

H10. Develop and coordinate neighborhood clean-up efforts.

H11. Promote and coordinate home-repair assistance programs as feasible.

T2. Follow the most current national standards for street design based on function and demand.

T3. Coordinate with Sedgwick County, the Kansas Department of Transportation, and other agencies to maintain transportation facilities in good condition within and around Kechi.

T4. Preserve adequate right-of-way for transportation facilities as development occurs.

T5. Support sound land use principles that promote the efficient use of existing local streets and other transportation infrastructure.

T6. Support the expansion of fixed route transit and vanpool service to Kechi, as deemed appropriate.

T7. Participate in regional transportation discussions and actions of the Wichita Area Metropolitan Planning Organization.

T8. Coordinate with the Kansas Department of Transportation on improvements to K-254 and connections with Hillside, Oliver, Woodlawn, Rock, Webb, and Greenwich.

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T9. Support regional efforts to enhance traffic flow that will have positive impacts to Kechi's economic development goals.

T10. Maintain and enhance quality access to K-254 and I-135.

LS6. Encourage the use of the Comprehensive Plan as the primary development policy document of Kechi.

LS7. Market the Comprehensive Plan to the community as the preferred development policy and ensure all citizens have access to the Plan.

LS8. Explore opportunities to develop drainage facilities that could serve a dual purpose as park and recreation amenities. This might include detention basins or greenway paths.

LS9. Support the continuing education of City staff in storm water management practices.

SF5. Provide attractive benefits packages and competitive wages to City employees.

SF6. Provide City services and infrastructure to serve areas identified for development in the Comprehensive Plan.

SF7. Plan for apparatus/equipment acquisition and replacement on a scheduled basis.

SF8. Conduct strategic planning activities that assess public safety and determine ways to improve the provision of services.

SF9. Coordinate with other agencies that provide services to Kechi residents to ensure the needs of the community are being met.

SHORT-TERM ACTION ITEMS

Short-term action items are planned for implementation between 2015 to 2020. These items should form the foundation of the Strategic Plan, along with previously listed actions that have not yet been initiated.

ED16. Enhance the regional economy by leveraging momentum from development within the surrounding cities and along the K-254 corridor.

ED17. Develop a brand identity and marketing strategy to promote the Arts & Business District as the local hub of commercial and economic activity.

ED18. Review and update the Zoning Code to establish a policy of focusing large-scale commercial developments along K-254.

ED19. Align all economic development policies and incentives with the long-term economic development goals of Kechi.

ED20. Identify target commercial and industrial businesses and aggressively market Kechi to expand local services and job opportunities. (Start as short-term, then continue)

ED21. Pursue the creation of a regional corridor development group/association for the K-254 corridor to promote development along the corridor.

LR22. Develop a parks and recreation master plan that includes a current and future needs assessment; target level-of-service standards; guidelines to meet standards; and funding options for capital, operations, and maintenance.

LR23. Create gateway features and signage along major routes into Kechi and major districts within Kechi.

H12. Support the development of new housing options that can be efficiently served by City infrastructure and services with a focus on the primary growth areas.

H13. Explore opportunities to increase funding for housing revitalization through HOME, CDBG and other state and federal programs.

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H14. Develop new tools and programs to facilitate the redevelopment of depressed areas.

H15. Promote opportunities for mixed use developments and higher density developments in appropriate locations.

T11. Encourage pedestrian-scale development that allows for alternative choices in transportation mode.

T12. Enhance pedestrian and bicycle crossings of arterials, higher volume collectors, and railroad crossings.

LS10. Develop or update utility master plans that identify opportunities for logical system expansion and revenue growth.

LS11. Develop a drainage master plan that will address storm water runoff issues through policies such as improved development regulations and stream buffers.

SF10. Develop a City services master plan to identify existing and emerging issues, capacity constraints, future service areas, needed upgrades, and implementation actions.

SF11. Determine minimum staffing requirements and implement a gradual "phase-in" process when additional staffing needs are identified.

SF12. Ensure ample opportunities and tools for citizens to provide input and feedback on local governance.

MID-TERM ACTION ITEMS

Mid-term action items are planned for implementation between 2021 to 2030. These items should be the basis for future updates to the Strategic Plan.

ED24. Create a new position on City staff to promote and coordinate economic development for Kechi.

LR25. Create/leverage incentive and funding programs and work with property owners to preserve, enhance, and promote historic and cultural structures.

LR26. Provide multi-purpose park spaces to allow for a variety of uses to meet existing and future demand of all users, ages, and abilities.

LR27. Increase parkland and recreational opportunities for all users, ages, abilities with a special emphasis on underserved areas such as in Sunnydale and underserved populations.

LR28. Develop recreational programs to meet demands of all users, ages, and abilities.

LR29. Use development set-asides and/or fee in lieu of to develop public parks within or in close proximity to residential developments.

LR30. Provide ample public gathering spaces, especially within the Arts & Business District.

LR31. Create a walkable and inviting public space in the right-of-way along major streets in the Arts & Business District.

LR32. Create standards for including public art into public projects, especially in the Arts & Business District.

H16. Explore options to expand affordable senior-occupied homes, apartments, transitional housing, independent living facilities, assisted living facilities, and nursing home facilities to meet the demands of an aging population.

H17. Update minimum floor-size requirements to allow for smaller dwelling units.

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T13. Develop a feasible policy of providing sidewalks that balances development costs with citizen demand and community desires.

T14. Encourage development of residential street patterns that connect people with destinations such as schools, shopping, and professional services while reducing vehicular speed and volume on residential streets.

T15. Develop a pedestrian and bicycle master plan to identify a network of future facilities to meet demand, enhance economic development efforts in the Arts & Business District, and provide for the quality of life desired by Kechi residents.

T16. Upgrade the Kechi Road and Oliver Street intersection to preserve efficient traffic flow while enhancing pedestrian accessibility.

T17. Consult with Coordinated Transit District 12, Wichita Transit, non-profit transportation service providers, and users of paratransit service to ensure service needs are met for Kechi residents.

T18. Support and pursue the development of a grade-separated interchange at Webb and K-254.

LONG-TERM ACTION ITEMS

Long-term action items are planned for implementation between 2031 to 2040. These items should be the reviewed during future updates to the Strategic Plan.

Should be implemented between 2031 to 2040. Should be reviewed during Strategic Plan updates.

LR33. Determine the feasibility of creating overlays and/or special districts as a means of preserving and protecting vital historic and cultural resources and implement as appropriate.

LR34. As the park system expands, identify opportunities to develop safe connections between the parks as well as with residential developments.

H18. Streamline the process for approval of accessory dwelling units in appropriate locations.

T19. Monitor crash data, identify deficiencies, identify safety countermeasures, and implement countermeasures that improve safety in a cost effective manner.

T20. Develop a conditions assessment program to identify existing conditions of Kechi's transportation networks and provide the funding necessary to sustain and improve the condition of Kechi's streets and other transportation infrastructure.

LS12. Determine the feasibility of placing limits on the number of new septic systems allowed in the City's planning area.

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FINANCING

An important element of the Comprehensive Plan is to identify means of funding and carrying out the implementation of action items to achieve community goals. However, the Plan is not a 25 year budget or list of capital projects. The Plan identifies policies and goals to be used when developing budgets, identifying capital projects, and implementing programs.

It is unrealistic to identify all projects and programs to be implemented over the life of the Plan and include an accurate cost estimate for each. It is also unrealistic to expect priorities to remain the same over the 25 year lifespan of this Plan. As such, the financing element identifies revenues in general terms.

The strategic plan, guided by this Plan, will allow Kechi to focus on short-term priorities. The strategic plan will provide much more detailed implementation guidance regarding resources, funding opportunities, responsibilities, and performance monitoring.

Ultimately, the budget and capital improvement program will be used to implement the Plan. This process allows for short-term expenditure decisions based on a short-term priority while using the Plan as the guiding force to achieve long-term goals.

Revenues

Kechi has a number of taxes and fees that comprise the revenues used to fund projects and programs. The major sources include property taxes and utility fees.

Grants

Grants can offer a great way to fund projects and programs. Communities across the country have secured funding from a variety of outside sources including states, the federal government, and non-profit agencies. However, grants are not dependable since most are very competitive. They also often require a dedication of local funds to match the grant.

Budget

Kechi's operating budget will be used to implement many of the operational action items. Each year, Kechi approves a budget that contains operating revenues and expenditures for the following year and debt service for capital projects.

Capital Improvement Program

Kechi's Capital Improvement Program (CIP) will be used to implement capital projects and programs. Kechi develops a 5-year CIP that outlines capital projects to be implemented over the life of the CIP. The CIP is flexible to changing priorities and project lists are often revised as priorities change.

Other Tools

There are many other tools available to cities in Kansas to raise funds for improvements. Community Improvement Districts, Tax Increment Financing Districts, Special Benefit Districts, and Neighborhood Revitalization Districts are a few options to fund enhancements. These tools have unique purposes, benefits, and requirements. Assessing the potential for using these or many other financing tools can allow for increased funding for enhancements to achieve community goals.

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APPENDIX A: COMMUNITY INVOLVEMENT

To be inserted once community involvement is complete.

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INTRODUCTION

The information in this Appendix was provided in the 2008 Comprehensive Plan and is provided here to communicate the history of Kechi.

The following account of the formation and development of Kechi was prepared by Ginger Clevengqer, a local historian. Sources are from unpublished reports; newspaper articles; interviews with Andrew Harkness, Larry Kallenberger, Naomi Fultz and Darlene Galloway; and from City Council minutes.

HISTORY OF KECHI

Kechi is a small town located at the crossroads of Kechi Road (61st Street North) and Oliver, approximately two miles northeast of the Wichita city limits. In the early 1800s the area that is Kechi was a camping ground for the Kichai (Kechi) Indians. Kichai (Kechi) translates to "walking in wet sand," and the Pawnee Indians translated it as "water turtle." It later became "turtle in wet sand," a combination of both translations.

In 1862, Jessie Chisholm, scout and trader of Scottish and Cherokee descent, mapped a trail from Texas to Kansas. Chisholm's map was used to plot the long overland cattle trail from Texas to Abilene that bore his name. During 1866 to 1868 Kechi was a stop over point for cowboys on the Chisholm trail bound for Abilene.

The first settler to Kechi was in 1868 and was soon followed by others. Kechi was a farming community during this time because of good farm land and the abundant supply of underground water for wells. The township of Kechi was organized in 1881 by Charles Sullivan and by 1883 had a population of 614. It served as a trading post for the area. The City of Kechi was platted May 22, 1888 and the first post office opened May 29, 1888.

The same year Kechi got another boost when the Rock Island Railroad line running from Kansas City through Wichita was completed past Kechi and a station and depot were built. The following year two hotels and a grocery store were built. Soon other shops began to open up. Among these were a lumberyard, assorted stores, an elevator, a blacksmith shop and a bank.

Kechi served as a central place, providing goods and services to its citizens and the surrounding areas. Between 1900 to1910, Kechi grew rapidly. The community of Kechi was a perfect example of the so called "T-town," with a main business street joining the railroad at the depot. Today the depot is gone but the major street remains the location of businesses, a church and city hall.

With the coming of the automobile it was hoped that Kechi would increase in population, but this was not to be and Kechi began to deteriorate as was common with small towns during this time period. The town lagged for several years but about 250 residents stayed and maintained a stable community.

In April 1957, after having been an unorganized village for more than 70 years, Kechi was incorporated as a third class city. The first election for City officers was held May 28, 1957 and the first order of business was getting utilities started in Kechi.

In 1958, the City issued bonds to finance the installation of the gas system. Two years later, the City was able to finance, by another bond issue, the water system.

In 1967, Kechi got their sewer system and has added an average of 20 households per year to the system. Kechi has grown steadily from 229 since 1970 and the population has grown from 229 to 1038 as of January 2000. As of December. 31, 2007 the city population was estimated to be 2117. This number consists of 1647 from utility records for those connected to city utilities plus 470 calculated from the 161 houses not connected to city utilities within the city limits times the average household size of 2.92 from the 2000 census.

A new post office was built in 1980 and has increased from 184 post office boxes to around 500 in 2008 and keeps increasing every year. An expansion of the current post office is planned in the 2008 -2009 time frame to handle the increased volume of mail.

In 1969 a new city building was built at the corner of Sioux Street and 61st to replace the small one room building which was located at 130 on East Kechi Road. In 1975 a new maintenance building was added behind the city building along Sioux Street.

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In 2005 a new city building was finished at 220 West Kechi Road behind and to the west of the 1969 city building. The old city building was remodeled and is currently used by the fair committee for meetings and is available to the city for other uses. The maintenance building built in 1975 was removed this same year in 2005 and a new maintenance building was constructed behind the new city building at 107 N. Sioux Street. In 2006 a new city Police station was built between the city building and maintenance building at 105 N. Sioux Street.

In 1980 the 30,000 gallon water tower was replaced with a 75,000 gallon tower purchased from the City of Bel Aire.

The Kechi area consisted of 173.16 acres, more or less in 1968 and has grown to approximately 3830 acres in 2008.

With K-254 providing excellent access to Wichita to the south and El Dorado and the Turnpike to the east, Kechi continues to grow. The new Prairie Creek Addition finished in 2007 added 187 new single-family homes, with an additional 24 duplexes possible. The newer additions show an inventive layout of streets, departing from the more traditional perpendicular arrangement. Streets have been given North American Indian names. Northwoods Addition located just north of the Prairie Creek Addition along Oliver Road was started in 2005 and could eventually add 145 new single-family homes. Snowbird Addition located north of Kechi Rd. between the railroad tracks and Woodlawn Road was started in 2006 and could eventually add 34 single-family homes and 6 commercial businesses. Further development is planned north of K-254 between Woodlawn and Rock Roads.

The challenge for Kechi as it advances through the 21st Century will be keeping its small town charm in spite of its rapid growth.

HISTORY OF KECHI'S ANTIQUE SHOPS

The first antique shop came to life when competition from the Wichita supermarkets killed the Timmons & Sill General Store on Kechi's main street. Timmons & Sill opened in 1905 and the owners switched from dry goods to antiques not long after the town incorporated in 1957.

Jan and Steve LeDou bought the shop in 1972. The store which was located at 201 East Kechi Road carried a variety of antiques and collectibles. For awhile there was also a soda fountain which was the only place to rest and get a cold drink. The antique marble soda fountain came from Coates, Kansas where it was installed in a drug store in 1915. After the drug store closed, the LeDou's bought the fountain from a Newton antique dealer. Several antique shops have opened since the LeDou's opened County Antiques.

In 1977, there were a total of seven shops and there would have been more, but there was no more store space. Waneta and Barney Crowe bought the four-shop complex across the street and also acquired the old city building Kechi Post Office, located at 130 East Kechi Rd., which they leased to the postal service. The complex had four shops and Jo's Antiques was started there by Jo and Jack Evans. A couple of years later, they bought the house and property next door and moved Jo's Antiques to that present location.

The other two shops that were opened were Primitives Plus which Eli and Louise Pendergrass operated and the Silver Shop owned by Darrell Reidel, owner of the Silver Shop. Between the seven shops, they offered a large selection of antiques, collectibles, primitives and memorabilia.

The antique business continued to grow and Kechi Alley was started with the Silver Shop Soon friends were wanting to open shops in Kechi Alley and Marge Freeman opened Marqe's Antiques in December of 1977. The Fallen Angel, which gets its name from the name used to describe the "Ladies-of-the-Night" in the 1800s, opened in 1980 opened after since the LeDou's opened Country Antiques.

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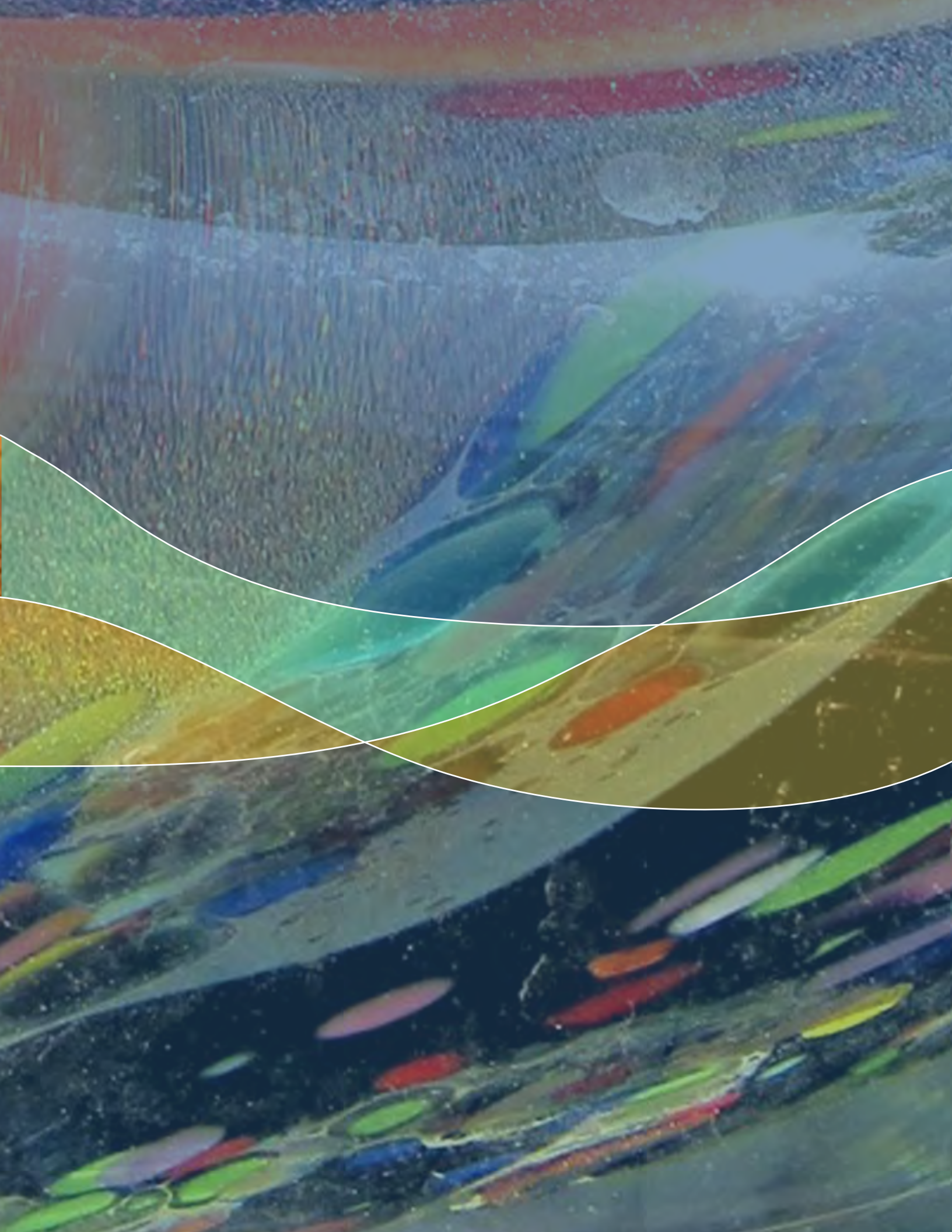
Layne's International Dolls owned by Alayne Elster stood out because it was in a 1937 Fritz- Simmons bus. The bus was a Wichita transit bus converted into a shop. Another shop was opened in an old White Castle restaurant building that Darrell Reidel moved to Kechi Alley. The last shop that formed Kechi Alley was the Quilt Patch, which bought and sold antique quilts and also carried supplies for making new quilts.

Louise and Eli moved Primitive Plus from the house-shop on Kechi Road to its present location on Foreman Street and built their house next door. Primitive Plus was the largest store in Kechi Alley and the third oldest of the antique stores. By 1985 Kechi had 16 antique and craft shops. The next three years saw the antique business grow and soon Kechi could boast of having twenty-one antique shops. In 1992, the Kansas Legislature declared Kechi the "Antique Capital of Kansas."

Over the years, the shops have come and gone, and in the last 10 years the antique shops have declined significantly in Kechi. In 2008 there are very few antique shops still open but there are several craft and specialty stores that have started up to take their place.

In 2007 the Creek House Restaurant closed its doors after more than 20 years in business. The Kechi Play House is still located at the Northeast corner of Kechi Road and Oliver in the old Methodist Church. It has been in operation for more than 25 years. Other new shops in downtown area, as of May 2008 are the Karg Art Glass, the Candle shop, Geno's Bar-B-Q, Tool Shed, Turkey Creek Weaving, Kechi Candle Factory, Kechi Quilt Impressions, Ken Quilt Manufacturing, Hair Construction, Kitchen Concepts Inc, Kechi Body Shop, Logan Western Supply, Valley Floral Co Inc., and Warren's Automotive.

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