

Comprehensive
Development Plan
for the
Mulvane Area, Kansas
2013—2023



Comprehensive Development Plan
for the
Mulvane Area, Kansas

2013–2023

PREPARED AND ADOPTED BY THE
MULVANE CITY PLANNING COMMISSION

APPROVED BY THE
MULVANE CITY COUNCIL

technical assistance by



and
Mulvane City Staff

OFFICIAL COMPREHENSIVE DEVELOPMENT PLAN APPROVAL

This document, entitled
Comprehensive Development Plan for the Mulvane Area, Kansas 2013-2023,
is an official Plan of the City of Mulvane, Kansas, for the Planning Period 2013-2023.
The Planning Area comprises the City of Mulvane and the 67.75 square mile area
in Salem and Rockford Townships in Sedgwick County, Kansas,
and in Belle Plaine and Gore Townships in Sumner County, Kansas.

In accordance with K.S.A. 12-747, an officially advertised public hearing was held
on October 10, 2013,
and this document was adopted by a Resolution of the Mulvane City Planning Commission
on October 10, 2013.

A certified copy of the *Comprehensive Development Plan*,
together with a summary of the hearing, was submitted to the Mulvane City Council.

James W. Patterson, Chairperson, Mulvane City Planning Commission

ATTEST:

Kourtney Hensley Carson, Recording Secretary

APPROVED by the Mulvane City Council
on _____, 2013 by Ordinance No. # _____
and published on _____, 2013 in *The Mulvane News*.

James P. Ford, Mayor

ATTEST:

Patty Gerwick, City Clerk

Mulvane City Council

James P. Ford, Mayor
Jenean Keck
Doug Hatfield
Joe Johnson
Terry Richardson
Dr. Shelly Steadman

Mulvane City Planning Commission

James W. Patterson, Chairperson
Lyle R. Blue, Vice Chairperson
Paul Banzet
Vickey E. Horton
Charles A. Mason
Mike Mundell
Larry C. Parker
Diane Paul
Nancy Reed

Kourtney Hensley Carson, Recording Secretary
Andrew Kovar, Attorney for the Mulvane City Planning Commission

Mulvane City Staff

Kent Hixson, City Administrator
Patty Gerwick, City Clerk
Raymond Fleming / Building and Zoning Administrator
J.T. Klaus, City Attorney
Chris Young, P.E., City Engineer

Planning Consultants

David W. Foster, PLA, ASLA, APA
Debra Foster, Associate AIA
Rice Foster Associates
Landscape Architecture & Planning
1415 East 2nd Street North
Wichita, KS 67214-4119
316-262-4525 phone
316-262-7316 fax
davidfoster@ricefoster.com

C. Bickley Foster, J.D., FAICP
Foster & Associates
Planning Consultants
2818 North Edwards Street
Wichita, KS 67204-4521
316-838-7563 phone
316-838-7708 fax
fosterszone@aol.com

Acknowledgments

The Planning Period of the City's previous Comprehensive Plan ended in 2012. Due to changes in development over the past decade, especially the opening of the Kansas Star Casino in 2010, the Mulvane Planning Commission and the Mulvane City Council decided to have a new Comprehensive Development Plan prepared. Rice Foster Associates, P.A., Landscape Architecture & Planning, in association with Foster & Associates, Planning Consultants, both of Wichita, were selected to undertake the work.

During the course of the project, the City Planning Commission provided direction to the consultants, collected local data, and reviewed the preliminary text and accompanying maps. Lyle Blue provided text to update the City history. James Patterson served as Chairperson during this important period.

Ray Fleming, Mulvane City Building and Zoning Administrator – served as the consultant's primary contact with the City, undertook the bulk of the land use field survey, and provided timely review of drafts of the Plan and associated maps. His assistance was invaluable.

Chris Young, P.E., City Engineer, and the staff of Young & Associates – Provided base map CAD data for portions of Sumner County, provided detailed information on the City's utilities infrastructure, and reviewed the text of Chapter 10.

John Rogers, GIS Manager, and the staff of Sedgwick County GIS / Division of Information & Operations – Provided the base map information and aerial photographs for Sedgwick County.

Comprehensive Plan Steering Committee

- James Patterson – Planning Commission, Chairperson of the Steering Committee
- Diane Paul – Planning Commission
- Jenean Keck – Mulvane City Council
- Ray Fleming – Mulvane Building & Zoning Administrator
- Brad Modlin – Mulvane Utility Distribution, Director
- Jon Bristor – Sumner County Planning, Zoning & Environmental Health, Director
- Janis Hellard – Sumner County Economic Development Commission, Director
- Dave Barber – Wichita-Sedgwick County Metropolitan Area Planning Department
- Chris Young, P.E. – Mulvane City Engineer, Young & Associates
- Chad Bartelson – Kansas Star Casino
- Bill Storey – Belle Plaine Township
- Clem Dickerson – Salem Township
- Steve Fry – Mulvane School District USD 263
- Richard Roe – Chamber of Commerce

Acknowledgments (*continued*)

The following people filled out the Data Collection Forms on a variety of topics, or did research on particular subjects, to provide detailed background information on Mulvane for this Plan.

- Paula Armer, Library Director – Library Facility
- Galen Cummins, Utilities Production Director – Sewage Disposal System
- Clement T. Dickerson, Steering Committee – Solid Waste Management
- Mark Detter, City's financial advisor – Mulvane's statutory debt limitation
- Ray Fleming – Adopted Construction and Planning Codes
- Steve Fry – General Information
- Cynthia Jones, Cowley County Community College – Higher Education Facility
- Brad Modlin, Utilities Distribution Director – Water Supply System, Utility Services
- Diane Paul – City Hall, Nursing Homes / Retirement Centers
- Dr. Brad Rahe, Superintendent USD 263 – School Facility
- Nancy Reed – Parks and Recreational Facilities
- Richard Roe, Chairman, Central Kansas Mechanical Services, Inc. – Maintenance Facility
- Bill Storey – Major Employers in the Planning Area
- Cathy Walker, Mulvane Accounting Clerk – Assessment and Indebtedness
- Kendra Walls, Mulvane Parks Director – reviewed draft of Parks and Recreation section
- David Williams, Public Safety Director – Law Enforcement, Fire Protection, Hospital Services
- Chris Young, P.E. of Young & Associates – Banking Activity, Stormwater System, Transportation Information

Table of Contents

EXECUTIVE SUMMARY

CHAPTER 1. Comprehensive Plan and Regional Influence

The Comprehensive Plan	1-1
Planning Period	1-2
Planning Area	1-2
Legal Basis.....	1-4
The Planning Process	1-5
Use of the Plan.....	1-7
Regional Planning and Development	1-8
Regional Organizations	1-9
Regional Area Plans	1-11

CHAPTER 2. Historical Development

History of Mulvane	2-1
Historic Preservation	2-15

CHAPTER 3. Planning Goals

Purpose of Planning Goals	3-1
Goals for the Mulvane Area	3-1
Economy	3-2
Population	3-2
Housing.....	3-2
Land Use	3-3
Transportation	3-3
Utilities and Stormwater Systems	3-4
Community Facilities	3-4
Plan Implementation.....	3-5

CHAPTER 4. Economy

Existing Economic Conditions	4-2
Local Tax Levies	4-11
Mulvane Tax Exemption Policy	4-12
Economic Development Programs	4-12
Mulvane Economic Development Incentive Programs	4-13
Local Economic Development Organizations.....	4-14
State Economic Development Programs	4-15
Future Economic Development	4-16

CHAPTER 5. Population

Historical Population Trends	5-1
Characteristics of Mulvane's Population	5-4
Future Population Goal	5-8
Planning Area Population	5-10

CHAPTER 6. Housing

Housing Data	6-2
Housing Information from the U.S. Census Bureau	6-2
Housing Data from the Community Questionnaire	6-8
Local Housing Construction Activity	6-10
Existing Housing Conditions	6-11
Construction, Health and Planning Codes	6-12
Model Codes	6-14
Types of Codes	6-15
Mulvane's Codes & Regulations	6-18
Mulvane's Future Housing Needs	6-20
Housing Programs	6-21
Housing Policies	6-22

CHAPTER 7. Physical Development Influences

Geographic Location	7-1
Climate	7-3
Soil Types	7-5
Water Resources	7-6
Mineral Resources	7-8
Topography and Drainage	7-9
• <i>Figure 7-A—USGS Topographic Map—Planning Area</i>	7-10
Flood Hazard Areas	7-11
• <i>Figure 7-B—Development Influences Map—Planning Area</i>	7-13
Woodland and Community Forest	7-14
Constructed Features	7-16

CHAPTER 8. Land Use Plan

Existing Land Use.....8-2

- *Figure 8-A—Existing Land Use—Urban Area*.....8-3
- Existing Land Use Inside the City8-4
- Existing Land Use Outside the City8-8
- *Figure 8-B—Existing Land Use—Planning Area*.....8-9

Future Land Use8-10

- General Development Pattern8-11
- *Figure 8-C—Future Land Use & Functional Street System*8-13
- Future Land Use Inside the City8-14
- Future Land Use Outside the City8-21
- Revitalization of Mulvane's Historic Downtown.....8-22

CHAPTER 9. Transportation

Roads and Streets9-1

- Functional Classification Systems.....9-5
- Street & Parking Design Standards.....9-9

Railroads, Air Travel, and Public Transit9-12

Sidewalks and Bicycle/Pedestrian Pathways9-13

- Bicycle / Pedestrian Path Design Issues9-16
- Funding Options9-17

Future Transportation Plans.....9-18

Mulvane Transportation Policies9-22

CHAPTER 10. Utilities and Stormwater Management Systems

Water Distribution System.....10-2

- Recent Improvements & Future Plans10-3

Sewage Collection and Treatment System10-5

- Sanitary Sewers.....10-5
- Wastewater Treatment Facility10-6

Stormwater Management System.....10-8

- Stormwater Management Policies.....10-11

Electrical Generation & Distribution System10-12

CHAPTER 11. Community Services & Facilities

City Hall	11-3
Public Works Facility	11-4
Law Enforcement	11-5
Emergency Services	11-6
Fire-Rescue.....	11-8
Emergency Medical Services.....	11-8
Parks and Recreation	11-9
City Parks	11-10
Recreation Commission	11-14
Future Needs	11-14
Mulvane Historical Museum	11-16
Mulvane Senior Citizen Center	11-17
Library.....	11-17
Educational Facilities	11-19
USD 263	11-19
Colleges & Universities	11-23
Solid Waste Management	11-24
Cable TV & Internet Service	11-25
Health Care	11-26

CHAPTER 12. Plan Implementation

The Planning Commission	12-2
Community Involvement.....	12-4
Project Review	12-5
Neighborhood and Project Plans	12-6
Extraterritorial Zoning	12-8
Site Plan Review.....	12-9
Board of Zoning Appeals	12-9
Subdivision Regulations.....	12-12
Annexation	12-13
Construction and Environmental Codes	12-15
Economic Development	12-16
Kansas Development Finance Authority.....	12-18
Grant Programs	21-19
Capital Improvements Program (CIP).....	12-20
Mulvane's Statutory Debt Limitation.....	12-21
City Administration	12-22
Choosing to Live in Mulvane	12-23

EXECUTIVE SUMMARY

Once adopted by the Planning Commission and approved by the City Council, this document will be the official comprehensive plan for the City of Mulvane for the ten-year Planning Period from 2013 through 2023. The *Mulvane Park System and Open Space Plan* (approved 2003) and the *Derby-Mulvane Joint Area Plan 2010-2030* (approved 2010) continue to be elements of this new Comprehensive Plan.

The Mulvane Planning Area includes the City of Mulvane, as well as portions of Salem and Rockford Townships in Sedgwick County, and Belle Plaine and Gore Townships in Sumner County—an area of 67.75 square miles. The delineation of a Planning Area does not create a regulatory boundary as such, but identifies an area which has an influence on the planning and development of the City. Any extraterritorial jurisdiction for Subdivision Regulations or Zoning Regulations around a City cannot exceed the Planning Area as delineated, nor be more than three miles from the city limits, nor more than one-half the distance to another city.

Mulvane is part of the Wichita Area Metropolitan Planning Organization (WAMPO), which includes all of Sedgwick County, Mulvane in Sumner County, and Andover in Butler County. WAMPO, in cooperation with the State of Kansas, is responsible for carrying out the metropolitan transportation planning process.

Other Plans that affect all or part of the Mulvane Planning Area include:

- *Preparing for Change: The Wichita-Sedgwick County Comprehensive Development Plan*, which is currently being updated for a Planning Period of 2015 to 2035
- *Sedgwick County Quad Cities Joint Area Plan 2012-2035* (Sedgwick County, Mulvane, Derby, Haysville, and Wichita)
- *US-81/K-53 Casino Area Transportation Plan (CATP)*

A Comprehensive Plan provides overall direction for both short and long range planning, but decisions on particular planning situations should always be based on specific conditions at the time. Implementation of planning decisions must take place within the democratic process of government.

The Mulvane Planning Commission is required to review the *Comprehensive Development Plan* annually, and can propose to amend, extend or add to it as necessary. An attested copy of the *Plan* and any amendments must be sent to all other taxing subdivisions in the Planning Area which request a copy.

GOALS Clearly defined planning goals provide a framework for efficient decision-making, make it possible to effectively determine priorities, and facilitate productive use of resources. A concise list of categorized and prioritized goals is available in Chapter 3.

ECONOMY It is *quality of life* that makes a community a *successful* competitor. Mulvane should regard investments in its quality of life as investments in economic development.

- Both median earnings and median income for Mulvane residents are notably higher than those for Sedgwick or Sumner County residents in general.
- In comparison to other nearby cities of the second class, Mulvane had the lowest total mill levy.
- The Kansas Star Casino is now by far the largest employer in Mulvane.

POPULATION During the past 50 years, Mulvane has been growing at a faster rate than the state or the nation. The Planning Commission will plan for an increase in the City's population from 6,111 in 2010 to 7000 people by the year 2023. By the end of the Planning Period, this translates to an increase of approximately 329 households within the city limits. About 25 additional households per year could be expected, on average.

- The average household size in Mulvane in 2010 was 2.70 people, and the average family size was 3.18 people.
- Between 2000 and 2010, the number of family households in Mulvane increased 15.0%, but the number of non-family households increased 29.0%.
- Mulvane's population has increased with every Census, at least since 1950.
- The current population of the entire Planning Area, including the City of Mulvane, can be estimated to lie within a range of 9,500 to 10,102 persons.

HOUSING Housing that is well cared-for, whatever its age or size, is a major factor in a city's quality of life and its ability to compete economically. An updated housing condition survey should be pursued. The average American household size has been declining for years, so there is more demand nationwide for smaller houses, duplexes, apartments, and condominiums. Mulvane should plan for housing diversity.

- Out of 2338 occupied housing units in Mulvane, 82.5% were owner-occupied, and 17.5% were renter occupied.
- The median value of owner-occupied housing units in Mulvane was \$118,200.
- Of the 1930 owner-occupied units in Mulvane, 67.6% had a mortgage, and 32.4% did not.
- More than a third of Mulvane's houses (38%) have residents who moved in between 2005 and 2010.

LAND USE PLAN Land Use analysis addresses the distribution and interrelationships of existing land uses, and evaluates the potential for future development. The Land Use Plan also provides a legal foundation for the judicial review of zoning cases. In turn, Zoning and Subdivision Regulations serve to implement the Land Use Plan and other proposals of the Comprehensive Plan.

- As of June 2013, Mulvane's city limits encompass 2,927.1 acres of land.
- The City of Mulvane more than doubled in size between 2002 and 2013. Annexations related to the development of the Casino increased the size of the City by about 63%.
- Residential – 649.5 acres (608.4 acres single-family, 40.1 acres multiple-family, 1.0 acre in a single mobile home park); 41.04% of the developed area.
- Transportation – 440.3 acres; 27.82% of developed area.
- Public and semi-public – 274.6 acres; 17.35% of the developed area.
- Commercial – 186.4 acres; 11.78% of the developed area.
- Industrial – 31.8 acres; 2.01% of the developed area.
- Agricultural and Vacant – 1,344.5 acres; 45.93% of the total land area.

Mulvane's Planning Area encompasses 43,361.24 acres, or 67.75 square miles in total.

A future land use plan is intended to ensure that land will be developed in patterns that support efficient, balanced, and compatible land uses. Land use development should also be coordinated with that proposed in other regional plans. When an area is designated for a particular future land use, that designation should be considered as an indication of preferred land use character and predominant type, rather than an absolute requirement. The Future Land Use Map in Chapter 8 exhibits a desired land use pattern, but it is expected that the Planning Commission may need to make minor adjustments from time to time.

- In general, residential development will be to the north of the original City.
- New commercial development will occur in the vicinity of the existing commercial district near Rock Road and K-15 Highway, in the vicinity of the City's historic downtown, and to a limited degree in the Casino area. Each district can and should have its own character and its own commercial focus, collaborating to provide a range of services and experiences for the community, rather than competing against each other.
- Industrial development during this Planning Period will be primarily in the Phase 1 expansion of the City's existing Industrial Park. Additional potential industrial development farther to the north will have to wait until the Alternate Route is constructed, in order to have adequate vehicular access.
- The City-owned 76.3-acre parcel of land on the northwest corner of Webb and 111th Street is ideally located for development as a community park, as recommended in the 2003 *Mulvane Park System and Open Space Plan*.

Other future land use goals for the City and the Planning Area include preservation of farm land use, protecting the aquifer serving Mulvane's water wells, and preserving riparian areas as open space to reduce future flooding problems and also provide potential recreational uses.

Developing a *Downtown Revitalization Plan* is a necessary first step toward reversing the process of slow decline in Mulvane's historic downtown. It is also recommended that the City update the 2003 *Mulvane Park System and Open Space Plan*, to incorporate the recommendations of recent Area Plans.

Mulvane already has a good quality of life, and wishes to maintain its small town character. Enhancing that quality of life should be the primary intent of future planning decisions. The great challenge over the course of this Planning Period will be to balance the revitalization of Mulvane's historic downtown core and existing retail districts with wise development in the Casino area, making sure that Mulvane's two halves grow into one unified city.

TRANSPORTATION Pursue development of the Alternate Route connecting K-15 near Valley Road to K-53 east of the Arkansas River bridge. The Alternate Route's railroad overpass will help to reduce delays and air pollution, and will also open up over 340 acres for potential commercial, multi-family residential, industrial, and open space/recreational development. Protect the proposed right-of-way.

- Support sidewalks and continue to expand the bike path system.
- Complete the road connection under K-15, between Mulvane Street and Trail Drive.
- Street naming standards should be developed, and a street naming policy should be adopted, as soon as possible.

UTILITIES INFRASTRUCTURE Continue developing the City's utilities infrastructure.

- Begin exploring options to incorporate elements of green infrastructure into the stormwater management system, as opportunity permits.
- Continue to support the Mulvane "Bury Your Lines" Incentive Program.

COMMUNITY FACILITIES Plan for the accommodation of additional school facilities, acquiring additional park land, preserving natural open space, and providing more venues for public recreational activities.

- Promote the development of a new Library.
- Study the potential for a Dog Park.
- Encourage the establishment of a private golf course.

PLAN IMPLEMENTATION People choose to live in Mulvane to enjoy the City's small town character, good schools, and to be near family and friends. Understanding why people choose Mulvane is the first essential step in leading the community to a comfortable and sustainable rate of growth.

The Planning Commission must make its recommendations based on findings of evidence and an issue oriented analysis in order to prevent arbitrary and capricious zoning decisions. The City Council is held to the same standards. Organization and leadership are the keys to successful implementation of this Comprehensive Development Plan.

CHAPTER 1. Comprehensive Plan and Regional Influence

The Comprehensive Plan

When formally adopted by the Mulvane City Planning Commission and approved by the City Council by ordinance, this document will constitute the *Comprehensive Development Plan for the Mulvane Area, Kansas 2013 - 2023*. This document will then become the official comprehensive plan for the City of Mulvane, Kansas, replacing the *Comprehensive Development Plan for the Mulvane Area, Kansas 2000 - 2012*, and its Amendments as follows:

- *2011 Amendment to the Comprehensive Plan for the Mulvane Area, Kansas, 2000-2012 (West Area Plan)*—approved in January 2012
- *Amendment extending the Planning Period from 2012 through 2013*—approved in December 2012

The *Mulvane Park System and Open Space Plan* was approved as an element of the Mulvane Comprehensive Plan in August 2003. The *Derby-Mulvane Joint Area Plan 2010-2030* was approved as an element of the Mulvane Comprehensive Plan in September 2010. Both of these Plans continue to be elements of this new Comprehensive Plan.

This Comprehensive Plan and its predecessor were prepared under the supervision and assistance of the Mulvane City Planning Commission and City staff, with technical assistance by *Rice Foster Associates, Landscape Architects & Planners*, and *Foster & Associates, Planning Consultants*, both of Wichita, Kansas.

The first plan for the City was the *Mulvane City Plan*, prepared by *Wilson & Company, Engineers and Architects* of Salina, Kansas; it was adopted in 1963. Though superseded by later documents, all of the City's earlier Comprehensive Plans remain a valuable source of information, history and ideas for planning.

A comprehensive analysis involves the examination of a broad range of individual factors such as transportation, land use, and community facilities, as well as an assessment of how those factors interrelate. For example, determining the best location for a school (a community facility) depends on nearby residential neighborhoods (land use), and good road access (transportation system).

A comprehensive plan addresses both short and long range planning situations, so it must be specific in some matters and more general in others—but it should always provide overall direction. Any particular planning situation will need to be considered and studied in detail, and a decision made based on specific conditions at the time.

Planning Period

For this Comprehensive Plan, the Planning Period is the 10-year time span from 2013 through 2023. Given the rapid changes currently taking place in Mulvane, this period is the practical limit for useful forecasting of local needs and resources. Existing community facilities are assessed within this plan to determine whether they may need to be modified or replaced in some way due to changing conditions or population growth, or are likely to last throughout the course of the Planning Period.

Planning Area

As defined for this Plan, the Mulvane Planning Area includes the City of Mulvane, as well as portions of Salem and Rockford Townships in Sedgwick County, Kansas, and Belle Plaine and Gore Townships in Sumner County, Kansas. The extent of the Planning Area is 6.3 miles north-to-south and 11.6 miles east-to-west, encompassing a total area of 67.75 square miles or 43,361.2 acres. The Mulvane Planning Area is illustrated in Figure 1-A on the following page.

The designation of a Planning Area recognizes that the City's activities both effect and are affected by the surrounding region. The delineation of a Planning Area does not create a regulatory boundary as such, but identifies an area which has an influence on the planning and development of the City and, therefore, should be studied as part of what the state statutes refer to as the "total community of which the city is a part."

Extraterritorial Jurisdiction Boundaries: Any extraterritorial jurisdiction for Subdivision Regulations or Zoning Regulations around a City cannot exceed the Planning Area as delineated, nor be more than three miles from the city limits, nor more than one-half the distance to another city.

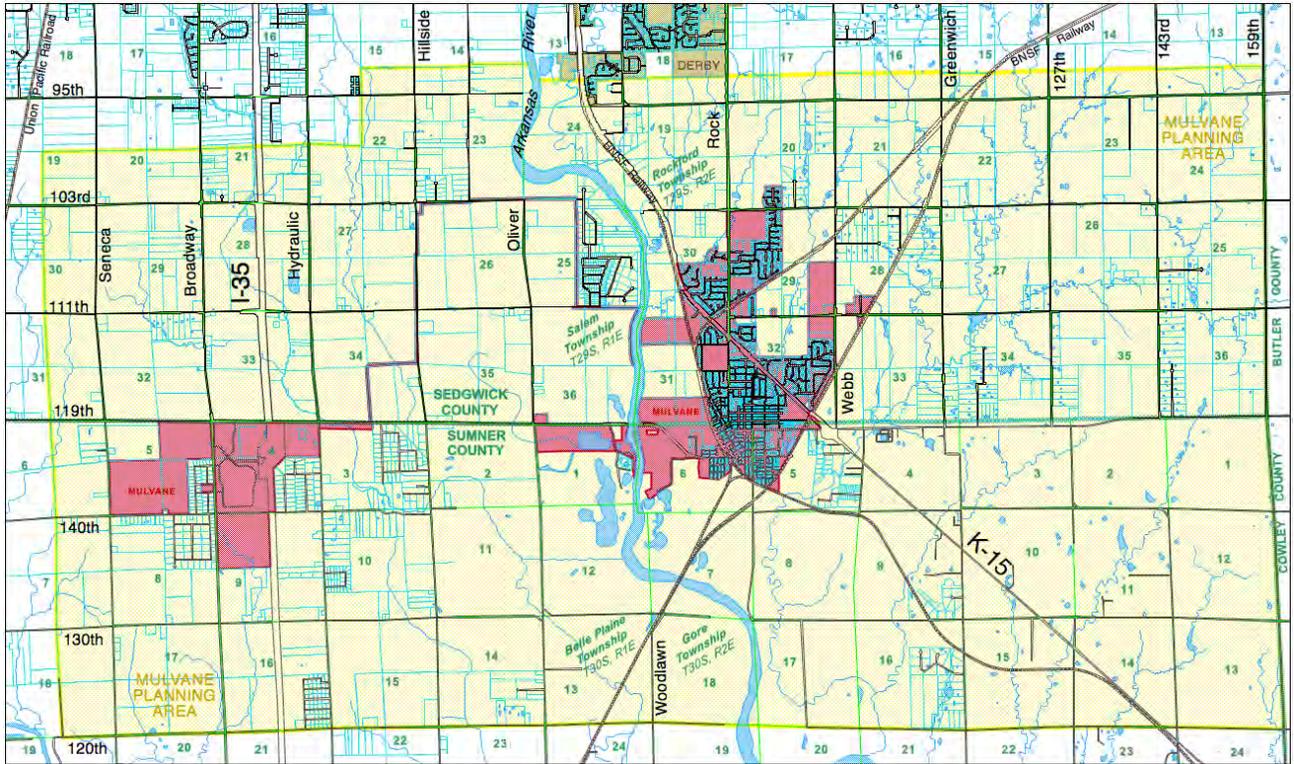


Figure 1-A—Mulvane Planning Area

Legal Basis

The State enabling statutes provide for a broad interpretation of what constitutes a plan. According to the statutes for Planning and Zoning and Subdivision Regulations for Cities and Counties in K.S.A. 12-741, et seq., a planning commission ...

"... is hereby authorized to make or cause to be made a comprehensive plan for the development of such city and any unincorporated territory lying outside of the city but within the county in which such city is located, which in the opinion of the planning commission forms the total community of which the city is a part."

In the preparation of such a plan, according to K.S.A. 12-747, the planning commission ...

"... shall make or cause to be made comprehensive surveys and studies of past and present conditions and trends relating to land use, population and building intensity, public facilities, transportation and transportation facilities, economic conditions, natural resources and may include any other element deemed necessary to the comprehensive plan ..." and "... shall show the commission's recommendations for the development or redevelopment ..." of the planning area.

Planning Commission: For the plan to become effective when completed, it must be formally adopted as a whole or in parts by a resolution of the planning commission, after a public hearing which has been properly advertised beforehand. Adoption must be based on a majority vote of the total membership of the planning commission. A certified copy of the plan or part thereof, together with a written summary of the hearing, must then be submitted to the governing body.

Governing Body: Following adoption by the planning commission, the governing body completes the process by approval and publication of an ordinance. After receiving the certified copy of the plan or part thereof, together with a written summary of the hearing, the governing body may either:

"(1) Approve such recommendations by ordinance ... ;

(2) override the planning commission's recommendations by a 2/3 majority vote; or

(3) may return the same to the planning commission for further consideration, together with a statement specifying the basis for the governing body's failure to approve or disapprove. If the governing body returns the planning commission's recommendations, the planning commission, after considering the same, may resubmit its original recommendations giving the reasons therefor or submit new and amended recommendations. Upon the receipt of such recommendations, the governing body, by a simple majority thereof, may adopt or may revise or amend and adopt such recommendations by the respective ordinance... , or it need take no further action thereon. If the planning commission fails to deliver its recommendations to the governing body following the planning commission's next regular meeting after receipt of the governing body's report, the governing body shall consider such course of inaction on the part of the planning commission as a resubmission of the original recommendations and proceed accordingly."

Copies of the Plan: An attested copy of the comprehensive plan and any amendments thereto shall be sent to all other taxing subdivisions in the Planning Area which request a copy of the plan.

Annual Review: To maintain the viability of the plan, according to state statutes, at least once each year the planning commission shall review or reconsider the plan or any part thereof and may propose amendments, extensions or additions to it. Amendments to the plan in the future are made by the same procedures as for the original adoption process.

Implementation: The plan or part thereof "*... shall constitute the basis or guide for public action to insure a coordinated and harmonious development or redevelopment which will best promote the health, safety, morals, order, convenience, prosperity and general welfare as well as a wise and efficient expenditure of public funds.*"

Although the Kansas Supreme Court views the adoption and annual review of a comprehensive plan as a "legislative function," note that a plan is still a "guide" and actual implementation must take place within the democratic process of local government and other agencies.

On a nationwide scale, the comprehensive plan and the role it plays in the planning and implementation process are assuming an increasingly important role in land use litigation. The consistency of the plan with the implementation "tools", especially zoning and subdivision regulations, is often at the center of such litigation.

The Planning Process

City planning may be defined as a decision-making process which is expressed in the form of a plan, through a series of physical, social and economic goals, policy statements and/or plan proposals, with the broad objective of attaining a better living environment. In other terms, planning involves the application of hindsight to correct the mistakes of the past, seeks ways to preserve the best of the present, and uses foresight to cope with the technological challenges and changing conditions of the future.

Effective planning should be farsighted, but nevertheless realistic in terms of existing resources and potential capabilities. It should be adaptable to changing community needs and opportunities. The success of comprehensive planning depends on a knowledge and understanding of the "public interest". Such interest, when expressed in a plan, must still gain approval through the democratic process.

A basic purpose of planning is to help guide the use of land in an orderly manner, minimizing conflicts between various users of land. Planning also allows community services to be provided efficiently and economically. Compromise in the location of a community service facility affects its efficiency, and therefore its long-term costs. To prevent such compromises, the process of planning is a means of making better short-range decisions by relating them to long-range plans.

The planning process consists of inventorying and then analyzing existing conditions in the planning area, establishing goals and setting standards, projecting future needs, deciding upon alternative solutions to problems, and selecting methods of implementing the plan. Throughout the development of the plan document, officials and citizens should be involved to the maximum extent feasible, have access to the plan materials, and have a method of communicating their ideas and reactions.

The Planning Commission directed that a Steering Committee be created, to provide oversight and input during the Plan preparation process. Steering Committee members included representatives from the City Council, the Planning Commission, City staff, the local business community, the Mulvane School District USD 263, Sedgwick County, Sumner County, and the Kansas Star Casino.

COMMUNITY QUESTIONNAIRE

As part of the process of developing this Comprehensive Plan, the opinions of Mulvane area residents were solicited. In 2012, the Planning Commission distributed a Community Questionnaire. Of the 4000 survey forms distributed to households in the City and surrounding area, 441 were returned, for a return rate of 11%.

Of the completed surveys, 345 (78%) were returned from households within Mulvane, and 96 (22%) were returned from households within the Planning Area but outside the city limits. A total of 344 completed surveys (78%) were returned from households in Sedgwick County, and 95 (22%) were returned from households in Sumner County.

References will be made periodically in this document to the results of this Community Questionnaire. The tabulated results of the Questionnaire are available to the public from the office of the City Clerk at City Hall.

Use of the Plan

This Comprehensive Plan has many uses. While some are noted below, others are referred to throughout the text, particularly in Chapter 12 on Plan Implementation:

- To compile information and provide Plan proposals upon which City officials can base short-range decisions within the context of long-range planning.
- To serve as a guide for the overall development of the Planning Area, including providing assistance to potential developers.
- To serve as a planning basis for the administration of City Zoning Regulations and as a guide for making reasonable decisions on rezoning and special use applications.
- To provide a planning and legal basis for the administration of Subdivision Regulations for the City and an extraterritorial jurisdiction, and for the review and approval of plats based on growth policies and the availability of community facilities.
- To plan for orderly annexations.
- To balance urban development with the economical provision of community facilities and services.
- To encourage long-range fiscal planning policies such as a capital improvement program.
- To assist in selecting and applying for state and federal grant programs which would benefit the City and the Planning Area.
- To coordinate efforts, avoid duplication, and establish a working relationship for implementing plan proposals between the City of Mulvane and other entities— including Wichita, Derby, Haysville, and other cities; Sedgwick County and Sumner County; Salem and Rockford Townships in Sedgwick County, and Belle Plaine and Gore Townships in Sumner County; Mulvane Unified School District 263; the State of Kansas, and the federal government.

Regional Planning and Development

By their nature, some factors impacting a community's planning decisions extend beyond planning area boundaries into a regional context. In particular, communication systems and transportation systems must be considered from a larger perspective. Many environmental factors are also regional issues—including air quality, water quantity and quality (both surface and underground), and drainage and flooding.

Communication and transportation networks link the Mulvane Planning Area to the region and to points beyond, broadening the community's area of influence for economic, social and recreational functions. People are often motivated to shop and attend cultural and sports events that they learn about through their regional communications network, which influences the population's area of contact and the range of their activities.



- The *Mulvane News* is published weekly and serves as the City's official newspaper. The *Wichita Eagle* is delivered daily, and *The Daily Reporter* from Derby publishes five days a week.
- The existing Mulvane I-35 interchange (Exit 33), was reconfigured to serve the new Kansas Star Casino.

Regionally, the Mulvane Planning Area is influenced heavily by Wichita, and to a lesser extent by Derby and Wellington—for employment, shopping, cultural and sporting events, health facilities, education, library services, information systems and other activities. Approximate highway mileage from Mulvane to other cities: Derby (4), Belle Plaine (9), Wellington (22), Winfield (26), Arkansas City (39), El Dorado (42), Oklahoma City (144), Topeka (167), and Kansas City (237).

Mulvane is part of the Wichita Area Metropolitan Planning Organization (WAMPO), which includes all of Sedgwick County, Mulvane in Sumner County, and Andover in Butler County. The US Census 2011 population estimate for WAMPO is more than 625,000 people. Mulvane is represented indirectly through WAMPO in many regional organizations.

Regional Organizations

Economies of scale determine that many public and private services are most efficiently delivered on a regional basis. In order to effectively manage such regional issues, smaller-governmental units often cooperate across political boundaries by utilizing intergovernmental agreements. In addition to many such agreements between groups of cities and counties, numerous state and federal agencies operate by regional divisions.

There are many regional planning, development and service structures which perform many different functions for the local, state and federal levels of government. These include such activities as health services for the elderly, economic development, highways, manpower, mental health, libraries, agricultural services, and conservation and watersheds, among others.

Cooperative Extension Service: Kansas State University Cooperative Extension Service, through their Sedgwick County educational office in Wichita and their Sumner County extension agent in Wellington, provides a wide variety of information on development, but does not write applications or provide grant monies. Many training programs have been conducted on the "how to" of community development, and on leadership for officials and civic leaders. The Extension Service is active statewide in implementing the PRIDE Program for cities. More information is available on the Extension websites at www.sedgwick.ksu.edu and <http://www.sumner.ksu.edu/p.aspx>.

Regional Area Economic Partnership of South Central Kansas (REAP): REAP's mission is to "guide state and national actions that affect economic development in the region and adopt joint actions among member governments that enhance the regional economy." REAP operates primarily in Butler, Cowley, Harper, Harvey, Kingman, McPherson, Reno, Sedgwick and Sumner counties. REAP is currently focussing on the affordable airfares program, water resources, and sustainable community issues.

Currently, 29 cities and 7 county governments are members of REAP, including Sedgwick County, Sumner County, and the city of Mulvane. To become a member of REAP, each jurisdiction must execute a copy of the REAP interlocal agreement by ordinance or resolution, and then file the agreement with the Executive Officer of REAP. More information is available on the REAP website at www.reap-ks.org.

South Central Kansas Economic Development District (SCKEDD): One of the most successful groups in this period of budget constraints, which could potentially be of assistance to Mulvane, is the South Central Kansas Economic Development District (SCKEDD). With a limited staff in Wichita, SCKEDD carries out a wide variety of economic development efforts and evaluates local projects for their potential success. They also conduct a multi-county weatherization program. More information is available on the SCKEDD website at www.sckedd.org.

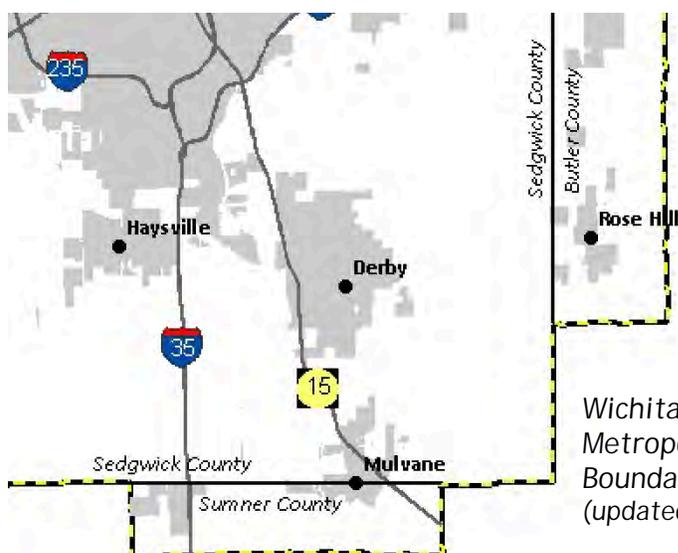
The Wichita/Sedgwick County Metropolitan Area Planning Commission (W-SCMAPC) board consists of 14 members, half appointed by the Sedgwick County Board of Commissioners and the other half by the Wichita City Council. Staff assistance is provided to the W-SCMAPC by the Wichita-Sedgwick County Metropolitan Area Planning Department (W-SCMAPD) from their offices at City Hall in Wichita.

The Mulvane Planning Area within Sedgwick County is included in elements of *Preparing for Change: The Wichita-Sedgwick County Comprehensive Development Plan* for the Metropolitan Area, originally published in 1993 and updated in 2005. A three-year planning process was initiated in 2012, to prepare a new Comprehensive Plan with a Planning Period of 2015 to 2035. For this reason among others, the City should work cooperatively with W-SCMAPC and W-SCMAPD on mutual planning concerns. Periodic announcements of planning meetings of interest to the City are distributed from MAPD. Some informational and technical services are available from MAPD.

Wichita Area Metropolitan Planning Organization (WAMPO):

The City of Mulvane and portions of its Planning Area are included within the boundary of the Wichita Area Metropolitan Planning Organization (WAMPO). Mulvane has a representative on the WAMPO board. Staff assistance is provided by the Wichita-Sedgwick County Metropolitan Area Planning Department (W-SCMAPD) from their offices in Wichita's City Hall.

Metropolitan Planning Organizations (MPOs) are regional policy bodies, required by federal law in urbanized areas with populations of more than 50,000 people. Locally, WAMPO is responsible, in cooperation with the State of Kansas, for carrying out the metropolitan transportation planning process. WAMPO staff members serve as facilitators in regional discussions for transportation improvements for the 21 individual jurisdictions, including Mulvane, that comprise the WAMPO region. More information is available on the WAMPO website at www.wampoks.org.



Regional Area Plans

Mulvane is part of the Wichita Metropolitan Area Planning Organization (WAMPO). Some regional plans prepared by the Wichita Area Metropolitan Planning Department directly affect Mulvane.

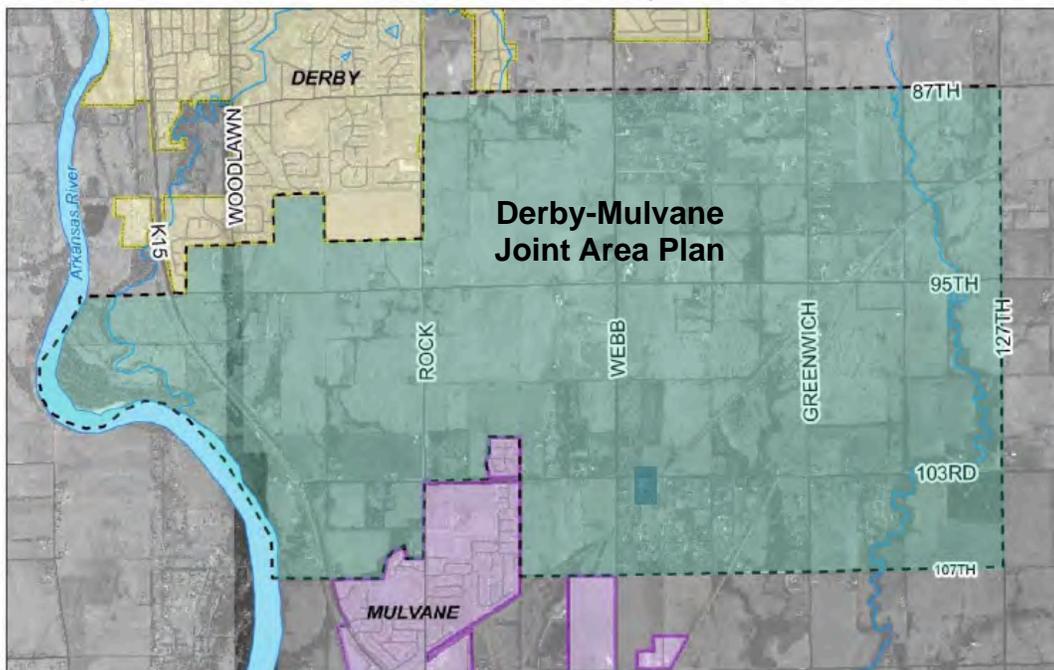
Derby-Mulvane Joint Area Plan 2010-2030

This twenty-year Plan provides guidelines for the development of the area between the City of Mulvane and the City of Derby to the north, through the year 2030. As this area is developed, the Plan will help the two Cities coordinate their efforts to provide efficient transportation and utilities services, a safe environment, and enhanced recreation, open space, and historic areas. Much of the area included in the *Derby-Mulvane Joint Area Plan* is within the Mulvane Planning Area.

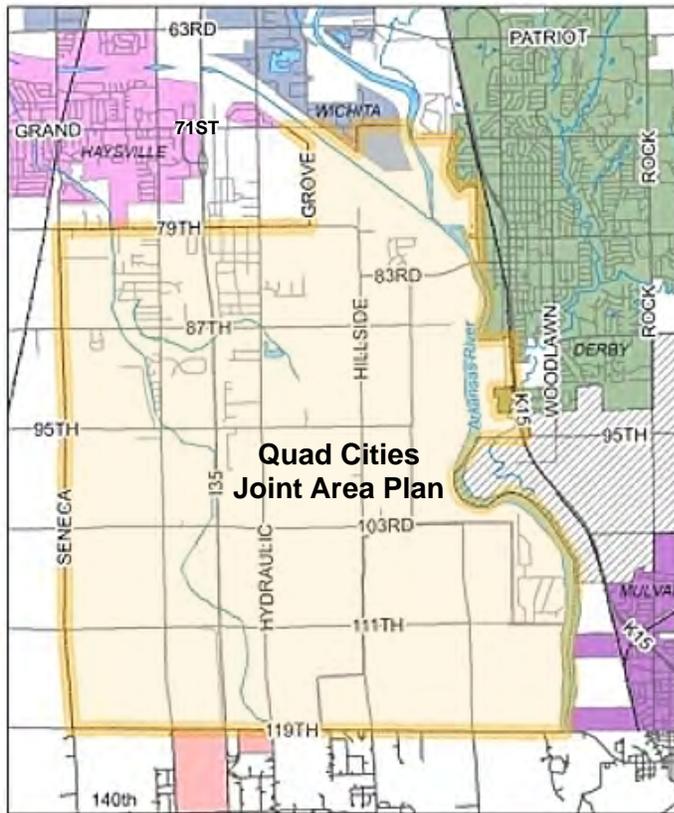
The *Derby-Mulvane Joint Area Plan 2010-2030* is an element of this *Comprehensive Development Plan for the Mulvane Area, Kansas 2013–2023*.

More information on the *Derby-Mulvane Joint Area Plan* is available at:

<http://www.wichita.gov/cityoffices/planning/ap/comprehensive/derby-mulvanejointplan.htm>



Sedgwick County Quad Cities Joint Area Plan 2012-2035



This plan is currently being prepared by the Wichita Metropolitan Area Planning Department, and is nearing completion. Sedgwick County is working in partnership with the cities of Mulvane, Derby, Haysville, and Wichita to develop a multi-jurisdictional joint area plan that will address mutual land use planning issues. Although the Plan area is within Sedgwick County, it is adjacent to Sumner County, so Sumner County is also represented in this planning process.

Much of the area included in the Sedgwick County Quad Cities Joint Area Plan is within the Mulvane Planning Area.

Among other things, the *Quad Cities Joint Area Plan* will address a possible future regional park and Arkansas River greenway; evaluate and refine the current "areas of zoning influence" for the four cities; evaluate and identify future city limits for the four cities; address the planning impacts of the Kansas Star Casino; evaluate flooding issues in portions of the plan area; address transportation issues, including bike trail and public transportation opportunities, and potential future bridges over the Arkansas River at 71st Street and 95th Street; and develop a future land use concept plan for the Plan area.

More information on the *Sedgwick County Quad Cities Joint Area Plan* is available at: <http://www.wichita.gov/cityoffices/planning/ap/comprehensive/quadcitiesjointareaplan.htm>

US-81/K-53 Casino Area Transportation Plan (CATP)

In addition, development of the Kansas Star Casino and its associated I-35 highway interchange has stimulated the need for study of transportation issues related to expected Casino-generated traffic. As of 2013 the Kansas Department of Transportation is generating a plan addressing development impacts on neighboring highways—the *US-81/K-53 Casino Area Transportation Plan (CATP)*. More information on the CATP is available at <http://8153catp.com>.

CHAPTER 2. Historical Development

Knowledge of a community's historical development is essential to an understanding of its future. Physical and socioeconomic factors which influence growth or change may extend their effects for decades. The cumulative effect of Mulvane's historical development has produced a thriving and welcoming community.

The following account of Mulvane's history through the 1990s was originally written for the Mulvane Historical Society by Madeline K. Farber, and used as part of subsequent Comprehensive Plans, just as an updated and edited version is being utilized for this 2013–2023 Comprehensive Plan.

History of Mulvane

THE FORMATIVE YEARS

Mulvane celebrated its centennial in 1979. Its history dates back to the opening of Indian Territory for settlement in 1869. Families began to pour into the new territory and by 1872 all land was claimed before the town was founded. Prior to the town's incorporation, the citizens celebrated their good fortune in coming to this area. In August 1873, Jessie Bowles invited all his neighbors and friends to a harvest picnic. This was the beginning of the oldest annual celebration in the state of Kansas: Old Settlers' Day. The Old Settler Days celebration has grown every year since and is eagerly anticipated each August.

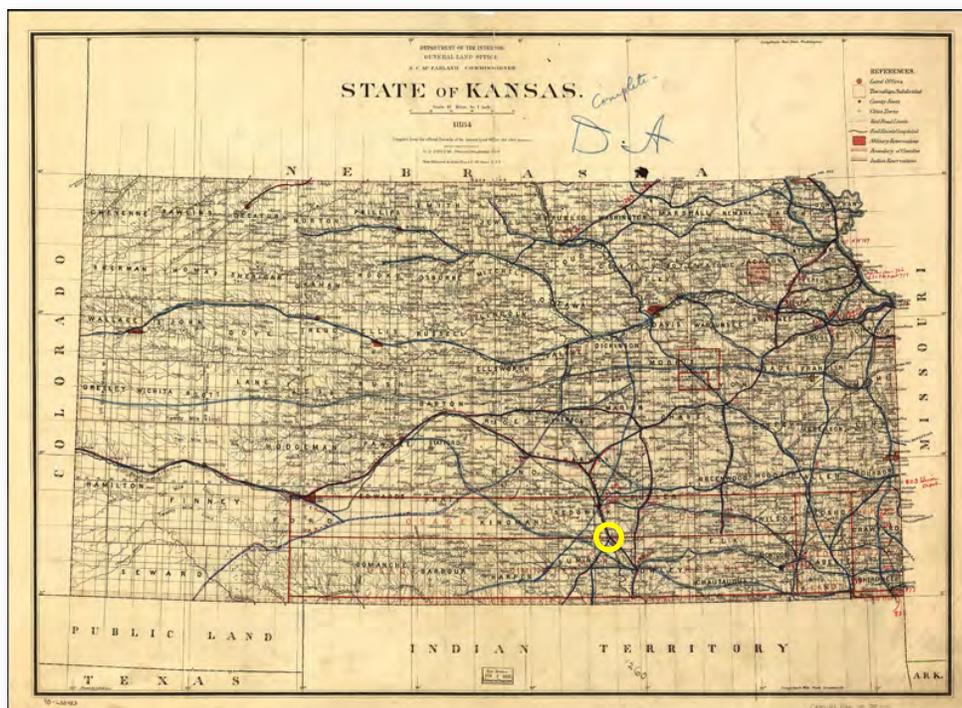
The land south of the small settlement of El Paso, which is now called Derby, had rich, fertile soil. It was only 12 feet to good water and the streams and river supported a plentiful supply of wood. There were huge cottonwood trees along the Arkansas River and also many walnut groves.

Away from the Arkansas River was rich, rolling virgin land, ideal for homesteaders to break for the first time with the plow. A stage coach route ran from Derby to Winfield and so a post office was established at Mr. Hadden's farm and blacksmith shop south of the present City on the banks of the Arkansas River. It was named Littleton after Cal Little who gave the land for the Littleton cemetery and school. The Littleton post office was moved later to the James Brown farm when the stage coach line changed.

The railway, always moving as the people settled the new area, came south from Wichita. Three settlers, J.D. Loper from Iowa, H. C. Helbert from Arkansas, and G. W. Hill from West Virginia, contacted Joab Mulvane, a Santa Fe man engaged in obtaining right-of-way for the railroad. Upon making the arrangements for right-of-way through their farms, a town company was to be formed. The men gathered at H. C. Helbert's home and tried to decide upon a name, each wanting the new town to be their namesake. Finally, Mrs. Helbert suggested the name Mulvane in honor of Joab Mulvane. This was found agreeable and the Mulvane Town Company was formed.

Comprehensive Development Plan for the Mulvane Area, Kansas 2013–2023

The town was laid out in August 1879 at the junction of the Atchison, Topeka and Santa Fe Railway, which had five lines running through the town—southeasterly to Winfield, southwesterly to Wellington, southwest to Englewood, north to Wichita and northeast to Kansas City. The Certificate of Incorporation was filed September 20, 1879 in Sumner County by Loper and Helbert who had each given 80 acres to the town.



1884 Kansas Railroad Map

The original town site consisted of 160 acres, half in Sumner County and half in Sedgwick County. The Prather addition was added in Sumner County, making a 200 acre town site.

The first depot was simple: two boxcars placed end to end and located on the west side of the tracks. E. F. Emery was the first agent. The first train rolled into Mulvane on September 29, 1879.

Many were quick to start new businesses. According to accounts in the April 2, 1880 edition of the *Mulvane Herald* newspaper, buildings were put up at the rate of one a day and a total of 49 business locations all were occupied by substantial businessmen. All types of businesses were represented from a peanut stand to a dry goods palace, and all professions including a blacksmith, a printer, a doctor, real estate and laundry. The other buildings were homes.

J. E. Shaw opened the Corner Drug Store on October 23, 1879 on the northeast corner of First and Main. James Brown opened a mercantile and post office a few days later on the northwest corner of First and Main. The spring of 1880 saw W. C. Robinson and his brother T. A. Robinson open a dry goods and grocery store. David Badger constructed a building and sold it to O. E. Hardy who put in a stock of hardware.

Levi Wilson built the first new house. Mr. and Mrs. Osborn had a boarding house in a shack near where the Mulvane Co-op now stands. Joe Pierce opened a restaurant. Jap Crawford built the first hotel and J.N. and I.P. Trickey opened a dry goods and notions store.

The Mulvane Herald was established March 18, 1880 by Tell Walton. Mr. Walton, sold it to W. N. Bradbury, September 17, 1880. On January 13, 1881, Bradbury traded the office and business to A. Pegram for a team of mules and a prairie schooner. It changed hands again October 7, 1881, with Joe White becoming the owner. J. Kelley and C. C. Nowlin started *The Mulvane Record* March 23, 1883. G. O. Reed bought the paper in 1884 and ran it until he retired. Jon Reed, his son, took over the paper and ran it until 1903. It changed hands a few more times, but no copies can be found after 1903. The first issue of *The Mulvane News* was published November 10, 1904 by C. E. and W. A. Farney. Owners have changed, but it continues to be published to this day.

Although the community was rapidly building business, the main concerns were starting a school for the children and building churches. Both of these had also been the first concern of the early pioneers. The first school was organized in 1879. A three-room, wood building was erected and school started in the Fall of 1880. The first church service held in Mulvane was in the Fall of 1879 by the Rev. J. R. McQuown of the Presbyterian Church, meeting in the Chicago Lumber Yard located on the southwest corner at the west end of Mulvane Street. Churches and schools have continued to be of prime concern to the area.



1907—United Brethren of Christ Church in Mulvane, Kansas

THE DEVELOPING YEARS TO 2000

Some of the things necessary for the growth of any early city were water, fuel, transportation, and building materials. Water power was an abundant resource. The Arkansas River current insured plenty of power during all seasons of the year. The Cowskin Creek had four flour and grist mills in operation within a distance of 14 miles. Fuel, a necessity to the general economy, was in abundance along the river and streams near Mulvane. Stone of the finest quality was found near the City, both magnesia and limestone. Clay for brick was also readily available. The railway provided necessary transportation.

Comprehensive Development Plan for the Mulvane Area, Kansas 2013–2023

The characteristics of the early settlers had as much to do with building a successful community as the abundance of material. The settlers of the Mulvane area were people determined to make a successful legacy for their families. The settlers on both sides of the Arkansas River worked together to raise the money to put a pontoon bridge across the river. The bridge was completed and ready for use on August 13, 1880. This pontoon was located about where the present bridge on K-53 is now.

On the map of Belle Plaine Township for 1883, one can see two islands, one right on the south of the County line and one a little further south. The first one was named Winkler Island after the family living there. The river was flowing to the east at that time and gradually the channel to the west filled up and the island became the west bank.

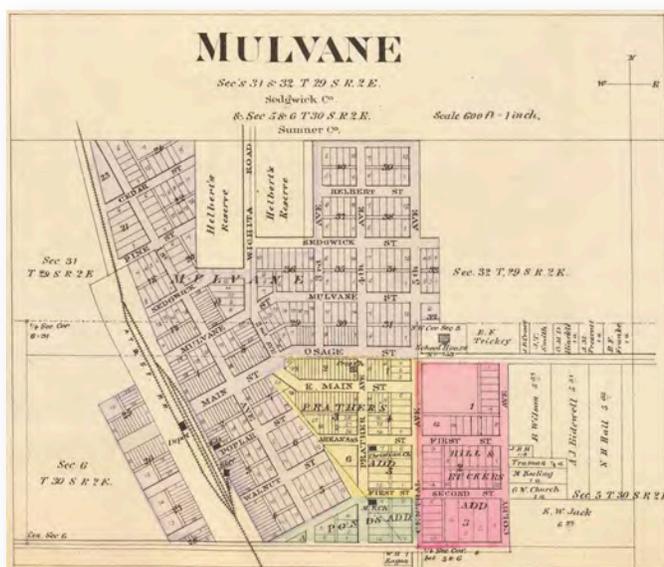
The City of Mulvane never had a boom, but enjoyed a steady growth from the first. A good hotel and the private banking house of Warren and Herman were added by 1882.

On the fourth anniversary of the City, September 27, 1883, it was incorporated as a city of the third class by the District Court of Sumner County with E. S. Torrence serving as judge. The first election was held in Captain Kuhn's law office on November 6, 1883. A. D. Doyle was elected mayor; E. J. Kuhn, police judge; and David Badger, E. F. Emery, J. G. Booth, George A. Hill and Frank Wagner were elected councilmen. At the first regular election held on April 7, 1884, the same group was reelected.

The years 1884 and 1885 brought wooden sidewalks to Main Street, but were "full of headaches" for the City Council. A petition was presented to have the City divided into town lots. A plot called Hill's First Addition was added to the City in 1886. The Mulvane State Bank was established, providing continuous service since 1886 and is now known as Carson Bank. That year also brought the need for a jail. A small telephone service was established.



Mulvane State Bank



1887 Mulvane Map

The next four years were slow. Licenses for intoxicating liquor, care of prisoners, and a sanitarium for contagious diseases took up the City Council's time. On June 13, 1891 a fire destroyed a number of businesses. The heroic effort of the citizens saved the main business area. A need for fire protection was noted, but nothing was done. A much more destructive fire on April 12, 1893 destroyed more than 16 business houses. Citizens fought for fire protection and were presented a few fire extinguishers.

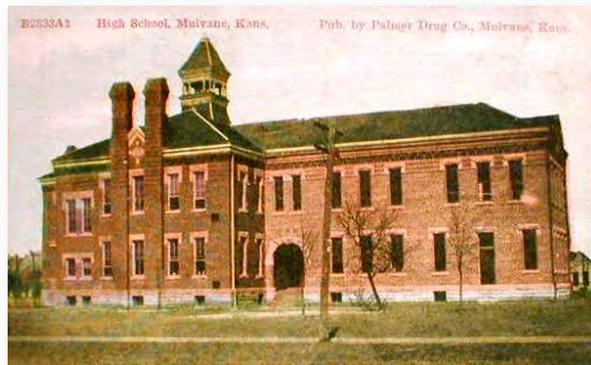
FIRE SWEEPS A TOWN—Mulvane, Kansas, Meets With a Great Loss

The larger part of the business portion of Mulvane, on the southern border of Sedgwick county, was swept away by fire today. The loss on stock alone must be fully fifty thousand dollars, as some of the best stores in the town were burned out. The fire started in the rear of the Union hotel, a three story structure, from sparks from a Santa Fe locomotive, and into a conflagration which the facilities at hand were unable to subdue.

With the exception of three or four buildings, the town is built of wood and building after building for nearly two blocks fed the flames. To add to the confusion several fires were started among the residences by flying debris. Among the burned buildings were the Union hotel, the State Bank, Hawkes grocery, Mrs. Skinner's millinery, Fitzsimmon's hardware, Tegue's bakery, Williams' dry goods and eight or ten smaller establishments of various kinds. It is impossible to secure any estimate of the insurance or of the value of the burned buildings.

Kansas Weekly Capital and Farm Journal, 20 Apr 1893

The old wooden school house was replaced with a new two-story brick and stone building with six classrooms, three on each floor, plus a small office on the second floor. The stone building was added on to in about 1908 and many more courses were added. This school was razed in 1949 and a new grade school built.



Mulvane High School—1910s postcard

The school year of 1892-93 marked the first term in the new school. The first graduation class was in 1889, thus, Mulvane alumni celebrated their centennial August 17, 1989 in conjunction with Old Settler's Day. Nearly a thousand participants attended the all-day celebration.

The Mulvane Mill was established in 1895 by Nessly and Rucker. This is now the Mulvane Co-op and the largest semi-industry in Mulvane. Electricity for the school and churches was first produced by the steam engine at the Mill. A free library was started in the same year.



Mulvane, Kansas—early 1900s

The early 1900s brought growth to Mulvane. By 1902, four additions were added to the Sumner County side. They were Riverside, Chas. Pond's, Hill and Rucker, and Fairview additions. The Sedgwick County side also added four additions. They were Supplemental Plat, Helbert, College Hill, and Canaday additions. Cement sidewalks replaced the old wooden ones which had given so much trouble, and a new jail was built of solid stone at the cost of \$260.

In 1905, another fire took a heavy toll on businesses and homes. This time the citizens petitioned for fire protection and the first fire equipment was purchased, but was all hand operated. A building was purchased in 1906 to house the fire equipment, hold Council meetings, pay bills and provide a courtroom. Nessly and Rucker were granted a right by ordinance to produce power and light. The Mulvane Mutual Telephone Company was established. Gas was brought to Mulvane by T. N. Barnsdall and A. P. McBride. The gas plant ordinance was renewed in 1907.

The next decade brought additional changes to Mulvane. Although the Council minutes have been lost, research shows this progress. Mulvane Ice and Storage bought the power and light rights from the Mill in 1907. They put in a more extensive electrical system and began laying water lines. A vote was convened in 1910 to put in waterworks at the cost of \$30,000. It passed and the water plant was built, lines put in and a water tower at the cost of \$3,200 was built on the grounds of the grade school.

The Santa Fe Railway wanted to raise their tracks and put in a new depot. The depot that presently is at the west end of Main Street was opened in 1910.



Mulvane Railroad Depot



Atchinson, Topeka & Santa Fe Railroad Hospital

In 1912, Santa Fe decided to build a hospital in Mulvane due to its extensive operations in the area. The building was completed in 1913 and served the largest area of any Santa Fe hospital in the United States. Santa Fe also laid out the plans at that time for the sewer system that still serves the City.

The Shaw Addition was added in 1913. In 1917, a new school building was needed and a high school was built at the east end of Mulvane Street, completed in 1918. World War I brought changes to Mulvane, but did not change the type of town it had always been.

The City voted to purchase the light plant from the Mulvane Ice and Storage Company in 1919 for \$15,750. Bonds were issued for \$38,000 to enlarge and improve the facility.

The present downtown City park was purchased from the Presbyterian Church for \$3,000 in 1925. A City library was established in 1929. Previously it had been sponsored by the Women's Club.



1927—Mulvane Fire Engine #1

The depression and dust storms of the 1930s were survived by the community taking care of its own people. Kansas Emergency Relief was asked to help with the cost of oil-type surface of streets. The estimated cost was \$53,860 with the City furnishing the supervision. A federal Works Progress Administration project for Mulvane was building a gymnasium and kitchen for community use.

World War II brought the greatest change and needs in Mulvane history. An accountant was hired to set up a new bookkeeping system for the City. A full-time City Clerk was hired and emergency action was taken for defense. The old grade school was condemned and a new grade school was built in 1949.

The 1950s showed rapid progress. Housing additions by English, Davis, Steed and Denny were formed in succession. These new additions connected for sewer, water, electricity, gas, and streets. A treatment system was added to the water plant. The first police car was rented, with an option to buy. Before this all police work had been carried out on foot. Mulvane at this time changed from a city where one lived and worked in the community to an urbanized community that was part of the Wichita area. People commuted to work in the aircraft factories and other businesses. With new people from different areas of the country came new ideas and many of the old ways slowly disappeared.

In 1958, the City Council decided a planning commission was needed to help plan growth and to guide land use in the surrounding area. The population had increased to the point that the schools were no longer adequate. In 1953, federal funds were secured to build a new high school which was completed in 1954. The old high school was condemned in 1954, and then a new junior high was completed in 1955.

Mulvane created its first community swimming pool in 1956 when the Wagner property in the Denny Addition was purchased as an additional park.

State law required a sewage disposal plant in 1958. Mulvane's "hello central" telephone exchange was sold to the Southwestern Bell Telephone Company.

The 1960's and '70s brought new businesses, churches, schools and additions. New large tract additions were Cron, Armstrong, and Scotts, 1962; Northview, 1965; Nye, 1966; Childs, 1969; Rockwood and Settlers in 1974 and Hickory Hills in 1978. There were also many smaller additions and new buildings. One of the biggest projects was the new City Hall constructed in 1967 which changed the location of the office of the City government from Sumner County to Sedgwick County. The old Santa Fe Hospital was torn down to build the Villa Maria Nursing Home in 1975 which opened in May of 1976. The senior citizens of Mulvane needed a place to meet and have meals served, so the Senior Citizen's Center opened its doors in the late '70s.

The 1980s brought a decided change to Main Street. First, Midwest Urethane came to town and occupied several buildings in the central business district. Then a new concept for our older buildings was put to use by Cowley County Community College. Classes are held in these remodeled business locations, bringing an opportunity for old and young to further their education. Mulvane's elder residents needed housing, so the Quad County Housing for the Elderly was built by the Mulvane Housing Authority. A new addition, Trail Ridge Estates, was started in 1987. A new grade school was built in 1988 and the old grade school was turned into an administrative center. An Industrial Park was started with several good businesses now in this area.

The 1990s saw continued development in Mulvane. The Old Main Street Park sported a new band shell and restrooms. A Sports Complex was built on the east end of 111th Street. The City Hall was remodeled to make room for the police department which now had six cars. Changes were made at the Depot Museum. Ridgecrest Hills and Richardson II additions were completed. Gift and antique shops were added to Main Street. A new parks and recreation director was hired to coordinate sports, the swimming pool and park activities.

One of the downtown buildings opened as the Sumner County Mental Health Center and had a beautiful mural painted on the east side of the building. The Mental Health Center has moved and Deborah Johns & Associates now occupy the building. Two new generators were added to the power plant. A tree board was organized and put to work.

Mulvane receives the new water supply from Augusta. Water from Augusta was voted on and passed 655 to 519. A contract with Augusta was signed in August 1990. Water arrived from Augusta in 1992 and with it, the beginning of flushing and pressure checking the old lines in town. Mulvane discovered that with the Cowley County Community College using many of the former storefronts on Main Street, that parking is at a minimum and has become an issue for downtown businesses. Signs limiting parking time have appeared in front of the businesses. This was worked out cooperatively as all concerned are glad to have the CCCC in Mulvane.

A new fire truck was purchased to replace a small fire truck. Annexation of the Ridgecrest Hills addition of 28 lots and 2 commercial lots was passed by the Council. Resolutions and ordinances were passed to combine electric utilities, water works and sewer. Sunnyview addition east of Rock Road and North of 103rd was approved. Plans for giving East 111th Street South to the Sports Complex, from Rock Road to Webb Road a skim coat were completed October of 1991. A new concession stand was built at the Sports Complex.

Mulvane's population grew by 10% to 5374. Zoning changes were made to the grounds west of the Bloomenshine School that was sold to St. Joseph Medical Center.

The widening of K-15 from Derby to Mulvane and on south to K-53 was put off until 1995 and was finally completed. Mulvane was again given the first of many Tree City USA awards at a Topeka ceremony. An upgrade of K-53 from the West edge of Mulvane to Main Street was accomplished by the State.

Sumner County gave Mulvane the Sumner County side's tax money for 911, and City of Mulvane utility customers went on computer. Several new additions were approved—Autumn Valley, Cedar Brook, Country Walk, and Richardson's addition, adding about 500 new lots. A new High School was planned and built on Rock Road and 103rd. The chronic drainage problem on First Street and the railroad was improved.

A new business was added to the Industrial Park, PAC-MG. New plans for 1995 were \$500,000 for K-53 & K-15 improvements, \$1.7 million to improve Second Street, \$300,000 for the extension of Mulvane Street into Trail Ridge, \$900,000 for sewage treatment plant, \$150,000 for raising the Water Tower, \$200,000 for moving water lines along Second Street and \$1.6 million for K-15 and Second Street lighting. Considered improvements that were not realized and put on hold were \$800,000 for a new Swimming Pool in 1998, \$80,000 for Tennis Courts in 1999, \$500,000 for Community Center and \$100,000 for Willowdell & Riveria Bridge in 2000. The Old Water Tower, which was built in 1910, was taken down in 1995. K-15 project started September 7, 1995, and 95th was extended west from Woodlawn to K-15.

Mulvane Industrial Park added a new business, Ledford Gage. Drainage on First Street and Railroad property was again brought up, and a preliminary meeting with the railroad gave hope the problem would be solved. Midwest Fasteners moved to Mulvane. Second Avenue widening project began in 1997. New lights, tree planting and beautification took place on Main Street. The Mulvane State Bank added a drive-in facility on Rock Road, near 111th. As commercial development continues north on Rock Road the intersection at East 111th Street South has a Car Wash on the northeast corner, fireworks on southeast corner, and bank property on northwest and southwest corners. The water tower, storage units and Westfall Plumbing reside a little to the east. Construction of Mulvane's New High School at 1900 North Rock Road began in 1995.

Mulvane citizens and businesses are sure to be on time with the new four-faced clock, on Main Street and a clocktower on the Mulvane State Bank drive-in. A replica of the Old Fountain at the Museum, adds to the uniqueness of Mulvane. A Public Building Commission was formed in 1998. Mulvane again won Tree City USA, and has received the award annually since 1991.

Fire hit Mulvane in January of 1999, destroying some of businesses on Main Street. The Old Nessly Garage, built in 1925, was being used by Wildwood Cellars, Midwest Urethane and Fast Manufacturing, which were all completely destroyed. Rowan's Flower & Gift Shop, built in 1890s, and used as a furniture store and mortuary until Rowan's took over, was completely destroyed. Laurie's Kitchen was damaged but was quickly repaired and continued with business as usual.

Mulvane built a new EMS and Fire Department. The Park Department used their old building. The Woodland and Merlin's Glenn, another new development were also added. New generators are being added to Mulvane's electrical system. The widening of Rock Road was completed.

Mulvane's growth continued to develop between Webb Road and K-15 and has extended north to 103rd Street. Mulvane became a Second Class City on December 20, 2001, which will bring some more governmental changes to town.

THE YEARS 2000 TO DATE

Development since the last comprehensive plan update in Mulvane has run the gamut from rather tame to thoroughly remarkable. The first part of the 2000 decade was robust but the mid-latter part was mediocre for new structures, both single family residential and commercial. A renewed growth pattern developed in the last part of the decade which made a significant impact to development and construction, resulting in an overall remarkable growth trend for Mulvane.

The dominant factor in the City's growth was the selection of a Kansas owned casino to be placed at the Turnpike Exit 33 and within newly annexed Mulvane City limits. This not only meant revenue growth from the casino itself but also an almost doubling of Mulvane's tax base from about \$300,000,000 to \$600,000,000 which also directly benefited Mulvane school district USD 263 and all of its students and constituents.

The following table reflects budget and revenue changes for Mulvane during the years from 2000 to 2012.

City of Mulvane Budget & Revenue / 2000-2012				
	Budget	% Change	Revenue	% Change
2000	\$7,738,288	—	\$8,705,813	—
2001	\$7,965,680	2.9%	\$9,665,621	11.0%
2002	\$8,080,396	1.4%	\$8,228,882	-14.9%
2003	\$8,110,797	0.4%	\$8,848,781	7.5%
2004	\$8,652,222	6.7%	\$8,808,600	-0.5%
2005	\$11,038,544	27.6%	\$10,865,575	23.4%
2006	\$13,798,856	25.0%	\$15,547,206	43.1%
2007	\$11,641,893	-15.6%	\$12,939,642	-16.8%
2008	\$11,178,251	-4.0%	\$12,602,090	-2.6%
2009	\$12,645,010	13.1%	\$15,328,562	21.6%
2010	\$14,119,976	11.7%	\$17,139,391	11.8%
2011	\$26,639,519	88.7%	\$30,000,979	75.0%
2012	\$32,486,087	21.9%	\$37,865,735	26.2%

2000— A significant expenditure item affecting Mulvane's future growth was the funding of \$137,500 by Mulvane for participating in the planning and widening of Rock Road, a major arterial road, with Sedgwick County. This will open up additional residential and commercial development north on Rock Road and should influence future growth north on K-15, another major arterial for Mulvane.

Mulvane had two (2) annexations totaling twenty-seven (27) acres.

2001— Merlin's Glenn Plat, of forty-five (45) lots on 19.6 acres, was platted and recorded. Mulvane moved its ambulance and fire departments into its new 10,000 square foot facility located at 910 East Main Street. Rock Road was widened to four lanes, and curbed and guttered from K-15 to 103rd Street.

2002— Mulvane had three (3) annexations—Rural Water District property on East 111th Street South, the City owned Electrical Generation Facility property on 111th Street, and an addition to Merlin's Glenn Development on East 103rd Street South. The total land annexed was about nineteen (19) acres.

A new City-owned Electrical Generation Facility, sited on the Utility Park Addition Plat, was built on East 111th Street; the project involved just over fifteen (15) acres, and increased generation capacity by 9100 KW. A bike path was installed along both sides of Rock Road between K-15 and 103rd Street.

2003—The Rural Water District built its new facility on East 111th Street South, adjacent to the City electric generation facility.

The *Parks System and Open Space Plan* was developed and incorporated into the Comprehensive Plan for future reference of new developments when contemplating dedications of open space or park ground.

2004—Mulvane had two (2) annexations, the USD 263 property on East 111th Street South (west of Webb Road), and the City owned property on the northwest corner of East 111th Street South and Webb Road, previously known as the River's Homestead and farm. The total acreage was eighty-two acres, five (5) for the school district and seventy-seven (77) for the City of Mulvane.

A gateway City of Mulvane sign welcoming people to Mulvane at the southeast corner of K-15 and Rock Road / Second Street was approved. The sign was contributed to the City by the Frank Carson family.

2005—The City purchased and annexed 77 acres at the northwest corner of 111th and Webb Road. A portion of it is the site for the new Municipal swimming pool. USD 263 purchased 5 acres along 111th Street, just west of the electric generation facility; it is the site for the Transportation Facility for the school district. That property was annexed into the city.

Founded at Mulvane's American Legion Post 136 in 2005, the *Patriot Guard Riders* began as a motorcycle club whose members would attend military funerals to shield mourners from the activities of Westboro Baptist Church protesters. It is now a national organization, open to all, with more than 200,000 members.

2006—In 2006 Mulvane built a new public swimming pool at the northwest corner of 111th and Webb Road. The original City swimming pool had been closed for several years prior to the construction of the new one.

2007—Zoning Regulations were updated to incorporate new floodplain requirements as required by the Kansas Division of Water Resources. The Zoning Regulations were also updated for the creation of the B-4 Interchange Business Zone located in the area surrounding exit 33 of the turnpike in an effort to define the zoning of property when it is annexed.

2008—Mulvane had numerous annexations associated with the Lottery Gaming Facility, from various landowners, that totaled over eight hundred (800) acres. Most of the property annexed was west of the Arkansas River.

The City of Mulvane and the neighboring City of Derby, along with the oversight and guidance of the Metropolitan Area Planning Department, mutually initiated discussions for documenting a beneficial inter-city agreement for development and boundaries, called the Derby-Mulvane Joint Area Plan.

2009—Mulvane annexed approximately two hundred and fifteen (215) acres in 2009, again in association with the proposed Lottery Gaming Facility.

2010—The City finalized the *Derby-Mulvane Joint Area Plan*, and incorporated it by amendment into Mulvane's Comprehensive Plan.

In December of 2010, the Kansas Star Casino site at Turnpike Exit 33 was selected by the State Lottery Commission, after a culmination of three years of efforts by the City Council and Planning Commission and support of many citizens of Mulvane and the surrounding area. This was a long-awaited decision that will have significant positive impact to Mulvane and the surrounding region, its growth and development and overall financial well-being, as it will double the tax valuation of the city from \$300 million to a projected \$600 million for Mulvane and Sumner County. The development will also positively influence future growth and development in the Mulvane area.



Illustration of proposed Kansas Star Casino

2011—The Kansas Star Casino Planned Unit Development was approved. The 200-acre development is located about a dedicated highway interchange (I-35 Exit 33). The Equestrian and Event Center opened in December 2011 as the Casino's interim gaming facility. The Casino is the largest privately funded development in Mulvane's history. Nearly \$300 million worth of construction is expected to be completed by the end of 2014.

Necessary public infrastructure improvements included a 16 inch water line extending from the west city limits to the southwest corner of the Casino property. Wastewater is handled by a pressure pumping system, and additions to the City's Wastewater Treatment Plant were required. All of the public infrastructure costs were paid for by the developer of the Casino.



Kansas Star Casino—hotel under construction

2012—A forty unit independent living facility called Homestead Senior Residence was completed, and residents began to move in.

In November of 2012, the new 150-room hotel adjacent to the Kansas Star Casino was opened for business. In December 2012, the Casino opened the doors to the final gaming facility, and began renovations of the Event Center where the gaming had been taking place on an interim basis.

The City purchased 7.2 acres at the northeast corner of K-53 and Oliver to house a proposed water treatment plant and a new water tower.

Historic Preservation

Acknowledging the importance of a community's past is important to planning its future. Recognizing and preserving historically important buildings helps create a unique sense of place, and keeps the people of a community in touch with their roots.

Some cities in Kansas have adopted Historic Landmark Preservation Ordinances which operate in conjunction with city zoning regulations. Such ordinances help communities recognize and preserve their historically significant local buildings, and can prevent actions which may result in precipitous demolition or substantial change in their historic character. However, according to K.S.A. 75-2724, these ordinances apply only to properties which are listed on the national or state Register of Historic Places.

The *National Register of Historic Places*, which is administered by the National Park Service, maintains the nation's official list of historically significant properties. To be eligible for the register, properties must be at least 50 years old, retain their historic appearance, and be historically or architecturally significant. Each state also maintains its own list, which in Kansas is the *Register of Historic Kansas Places*. Properties on the National Register are automatically listed in each state's Register, but not all properties listed by a state are necessarily recognized by the National Register.

Registered historic properties may be eligible for certain tax advantages, but owners are also constrained in the changes they may make to the property, if those changes might compromise the structure's historical integrity. For this and other reasons, many historically significant properties are not registered, but are nevertheless worthy of recognition and preservation. Information on such properties in Kansas is maintained in the *Kansas Historic Resources Inventory*. This interactive public database lists historic buildings, structures, landscapes, and districts, whether registered or not.

National Register of Historic Places database

<http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>

Register of Historic Kansas Places

<http://www.kshs.org/p/national-and-state-registers/14635>

Kansas Historic Resources Inventory

<http://khri.kansasgis.org/?url=khri>

As of 2013, the *Kansas Historic Resources Inventory* lists eight places in the Mulvane Planning Area as historically significant sites. None of them are currently listed in either the National or the Kansas Historic Registers.

Since these properties are not registered, they are not eligible for tax credits available for the rehabilitation of historic properties. Federal Historic Rehabilitation tax credits provide an income-tax credit equal to 20 percent of qualified rehabilitation expenditures on income-producing properties. The Kansas program provides a tax credit equal to 25 percent of qualified expenditures on either income-producing or non-income-producing properties.

Comprehensive Development Plan for the Mulvane Area, Kansas 2013–2023

- Lenny C. Helbert Residence
322 North 2nd Street, Mulvane
Sedgwick County

A two and one-half story frame house built in the 1870s, which was the site of the organization of the Mulvane Town Company in 1879.



Helbert
Residence

- H.M. Maguire Residence
511 South 4th Street, Mulvane
Sumner County

A two-story wood clapboard frame house built around 1895 for H.M. Maguire, a tanner and cattleman who came to Sumner County in 1870. The house has had an addition built on the west. The Maguire House is considered architecturally interesting and is used as a home.



Maguire
Residence

- H.L. Pegram Residence
202 West Blair Street, Mulvane
Sumner County

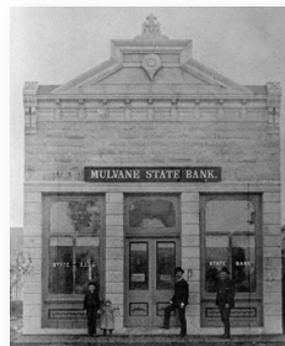
Also known as the Vermillion House, this two-story Queen Anne Vernacular style concrete block house was built in 1905-1907 by H.L. Pegram, who came to the City in 1905. Pegram had a concrete block machine and built many silos, culverts and street crossings. In addition to the residence are a concrete block well house, and nearby a similarly constructed circular building reportedly used as the City's first service station.



Pegram
Residence

- Mulvane State Bank
203 West Main Street, Mulvane
Sumner County

A one-story stone building erected in 1893 on the site of the previous 1886 bank which was destroyed by the fire of 1893. The bank occupied the site until 1954; it is now used for off-campus facilities by Cowley County Community College.



Mulvane
State Bank

- Mulvane Santa Fe Depot
300 West Main Street, Mulvane
Sumner County

A one-story rectangular red brick Mission Revival structure with stone trim, erected in 1909-1910 at an estimated cost of \$12,000. Many windows have lattice panes. Now used as the Mulvane Historical Depot Museum.



Mulvane
Santa Fe
Depot

- Mulvane Old High School Gym
628 East Mulvane Street, Mulvane
Sedgwick County

Rectangular brick building; roof has stepped parapets on its gable ends. Constructed in 1936, the rest of the old High School was demolished, and only the gymnasium remains. Currently located in the southwest corner of the Intermediate School, it has a south wing constructed in 1956, a north wing built in 1967, and a north addition built in 1991.



Mulvane Old High School Gym
(photo by Brenda Spencer—2004)

- Service Station
211 South 1st Street, Mulvane
Sumner County

Built in 1936, this Tudor Revival domestic style gas station had a garage addition added in 1949, then a pump canopy in 1960.

Service Station
(photo taken in 2010)



- W.C. Foley Barn
9449 South Woodlawn Street, Derby
Sedgwick County

Although located in Derby, the Foley Barn is within Mulvane's Planning Area. This circular wooden building is 58 feet in diameter. Constructed in 1910 around an existing silo, two wings were added in 1945. Built as a dairy barn, it now functions as an event center.



Foley
Barn

CHAPTER 3. Planning Goals

Purpose of Planning Goals

Goals provide a framework for efficient decision-making. Clearly defined goals make it possible to determine mutually recognized priorities, and allow resources of time and money to be invested in community needs in an efficient and productive manner. Planning goals address not only the physical needs of a community, but also help shape policy on social, economic and governmental issues.

Public projects often require complex cooperation among stakeholders. Clearly defined goals and priorities allow efficient coordination among governmental entities, and promote efficient working relationships among the private sector, affected property owners, and responsible government agencies.

Cities with defined common goals are more successful at achieving the kind of community in which residents wish to live, to work, and to find cultural and social satisfaction. As Mulvane grows during the Planning Period, meaningful goals will help it establish a unique identity which will distinguish it from other area communities and enhance its ability to compete for residents, resources, and economic development.

Goals for the Mulvane Area

These overall goals and priorities were generated during the planning process by the Planning Commission, members of the Comprehensive Plan Steering Committee, responses to the Community Questionnaire, individual community leaders and officials, and from analyzing background data for the Plan. Goals and priorities were then refined by the Planning Commission.

The community goals that were selected during this planning process are listed below.

- Highest-priority goals are in bold text, at the beginning of each section.
- Lower-priority goals are categorized by planning topic.

Economy

- Support and encourage Historic Downtown revitalization and commerce. Encourage extended service hours at downtown businesses.
- In the Casino area, encourage complementary commercial development.
- Strive to attract light industries by expanding the industrial park in order to strengthen the local economy and tax base and to reduce the dependence on commuting to employment.
- In addition to development downtown and around the Casino, encourage the expansion and attraction of more retail, service, shopping, restaurant and office businesses in other areas of the City, consistent with the Future Land Use recommendations of this Plan.
- Encourage development of public facilities which enhance the quality of life.
- Seek to attain a well-balanced local economy by promoting both industrial and commercial development of a diversified nature.
- Economic development efforts should encourage light industry, retail, and tourism, rather than heavy industry.

Population

- Use an estimate of 7000 for the total population forecast for the City of Mulvane by the end of the Planning Period in 2023.
- The community seeks moderate but continuing growth.
- Encourage a demographically diverse population.
- Provide for an orderly and growing community both in the business and nonbusiness sector.
- Continue to attract more families to the area.

Housing

- Encourage the development of new housing in well-planned residential subdivisions.
- Encourage energy efficient housing.
- Encourage the construction of a variety of residential types, including multiple-family dwellings.
- Encourage consideration of the specialized needs of the elderly and disabled for housing.
- Encourage the rehabilitation of deteriorated dwellings, and eliminate or reduce the effect of blighting conditions in both the urban and rural areas.
- Continue to cooperate with Sumner and Sedgwick Counties on enforcement of zoning regulations and construction and sanitation codes outside the City.
- Encourage the formation of properly designed rural subdivisions where satisfactory utilities are available.
- Discourage the intermixing of single-wide manufactured/mobile homes with site-built houses.

Land Use

- Recognize the various developmental limitations posed by physical and man-made features, especially those relating to transportation routes, the sewer service area, and floodplains.
- Emphasize visual aesthetics, including entryways to the City, the Historic Downtown, parks, open spaces, and greenways. Encourage landscape buffers and screening between residential and nonresidential land uses.
- Expand the current Industrial Park to the north.
- Review and update the B-2 Zoning District downtown, to exclude manufacturing.
- Undertake an update of the City's Zoning Regulations.
- Plan and guide the development of land use into desirable and efficient patterns.
- Concentrate urban development in and around the City so as to avoid scattered development and urban sprawl.
- Protect the character and quality of residential areas from the intrusion of incompatible land uses.
- Preserve future industrial land from competing uses in favor of long-range development.
- Utilize urban forestry concepts to encourage the planting of appropriate trees on public and private land. Encourage the restoration of aging shelterbelts on rural properties.
- Protect good farmland from the intrusion of unnecessary nonfarm uses which detract from the productivity and amenities of the rural area.
- Preserve floodplain areas as open space, drainage, wildlife habitat, and limited use areas.
- Preserve throughout the Planning Area those natural and unique settings of woodlands, creeks and natural drainage ways that in addition to their environmental benefits also serve as buffers between land uses and provide a visual amenity to the urban scene.

Transportation

- Develop a program for sidewalk and bike path construction to connect major community facilities and businesses with residential areas.
- Recommend development of an improvement plan and time frame for Webb Road from 111th Street to 119th Street.
- Plan for an alternate highway route connecting K-15 to K-53, with a railroad overpass. This alternate route would serve the Industrial Park and foster its growth northward, and promote patronage of Historic Downtown with signage and identity elements.
- Classify and delineate the location, standards and methods of financing for a functional street system of local, collector, and arterial streets.
- Improve interconnections, where possible, between existing residential subdivisions.
- Explore various forms of alternate transportation systems. Encourage the development of multi-modal transportation options.

Utilities and Stormwater Systems

- Continue to restore the City's water wells, and pursue an independent long-term community water supply.
- Complete implementation of the new Mulvane Water Tower and the new Water Treatment Facility.
- Provide basic services and utilities in as self-sufficient a manner as possible.
- Encourage regional utility plans, where appropriate; involve neighboring communities and Sedgwick and Sumner Counties.
- Continue to expand the water and sewer distribution systems in an efficient manner, as development demands.
- Encourage maximum development of the gravity flow sewer system area.
- Address existing stormwater drainage problems. Utilize the concept of "zero runoff" for stormwater management of new development.
- Maintain adequate electrical services.
- Investigate green energy resources for the community.
- Encourage development of high speed phone and cable internet access.

Community Facilities

- Promote development of a new Library south of K-15, preferably in the Historic Downtown area.
- Acknowledge the growth of the School District and plan for the accommodation of additional school facilities.
- Acquire additional community and neighborhood park land and preserve natural open space when the opportunity arises.
- Provide more recreational opportunities, including additional venues for public activities.
- Study the potential for a Dog Park within the City.
- Encourage the establishment of a private golf course.

Plan Implementation

- Adopt and maintain the Comprehensive Development Plan.
- Review all public improvement facility and utility projects as per state statutes for their conformity to the Comprehensive Plan.
- In Sumner County, administer and maintain the Zoning Regulations and the Subdivision Regulations for the City and extraterritorial jurisdiction.
- In Sedgwick County, administer and maintain the Subdivision Regulations for the City and extraterritorial jurisdiction.
- Promote upkeep of property through proper zoning and ordinance enforcement.
- The Planning Commission will assist the City in developing a Capital Improvement Program (CIP), as part of the budgetary process to carry out orderly long-range financing and scheduling of public improvements. The Planning Commission will also review the CIP to assure compliance with the Comprehensive Plan.
- Encourage citizen participation in open meetings.
- Involve local clubs and organizations in community projects and activities.
- Encourage the development of more youth and adult-oriented activities, with the goal of keeping them involved in the community.
- Continue to promote and participate in intergovernmental Cooperation.
- Hold regular, joint meetings between the Planning Commission, Mulvane City Council and the Mulvane School Board in order to strengthen relationships and share information.
- Hold regular, joint meetings between the Planning Commission, Mulvane City Council and the Recreation Commission in order to strengthen relationships and share information.

CHAPTER 4. Economy

Economic data is collected through the *American Community Survey*, which is administered by the U.S. Census Bureau. The *Survey* is sent to about 250,000 households each month. Since data collection is ongoing, it can provide updated economic information each year to larger cities, and once every three-years to smaller communities.

Economic information is available in more detail from the U.S. Census Bureau FactFinder website at <http://factfinder2.census.gov>, where typing in the name of a city or county brings up the available data sets for that place. More detailed Kansas information, including demographic data from Census 1990 and Census 2000, is available from the *University of Kansas Institute for Policy & Social Research*, at www.ipsr.ku.edu/ksdata.

Census Definitions

Certain terms used in the following discussion must be understood precisely in order to correctly comprehend the data.

Housing Unit: A house, apartment, mobile home, group of rooms, or a single room that is occupied as separate living quarters, or if vacant, is intended for such occupancy. "Separate living quarters" have direct access from the outside or through a common hall, and the occupants live and eat separately from other people in the building.

Family / Household: A *family* consists of two or more related people residing in the same housing unit. A *household* consists of all people who occupy a housing unit regardless of relationship, and may refer to a person living alone.

Median / Mean: A *median* is the middle number in a distribution of numbers, such that there is an equal probability of being above it or below it. A *mean* is generally understood as the "average" of a set of numbers, calculated by adding all the numbers in a set and then dividing by the total number of numbers. While a mean may be skewed by a single out-of-the-norm number in the set, a median typically gives a fairly accurate picture of "normal".

Existing Economic Conditions

Information in this section originates in the 2007-2011 American Community Survey 5-Year Estimate. Economic information was not collected in the 2010 Census, so there are discrepancies between the two data sets. For instance, the number of households in Mulvane utilized by the Survey (2,338) is different than the official 2010 Census figure for number of households (2,244). To maintain consistency within the data, Community Survey numbers are used throughout this section.

Income & Earnings

The per capita income figure is a mean, derived by dividing the total income of every person 16 years old and over in a geographic area by the total population in that area. This figure is useful primarily when compared to the same datum for other geographic areas, and should not be construed as an accurate representation of actual income or earnings for a typical adult working Mulvane resident.

– Annual Per Capita Income –	
United States	\$27,915
Kansas	\$26,545
Sedgwick County	\$25,832
Sumner County	\$22,778
Mulvane	\$26,717

Per Capita Income: The average annual per capita income for Mulvane residents is higher than that for Sedgwick County, Sumner County, and the state of Kansas, but lower than that for the nation.

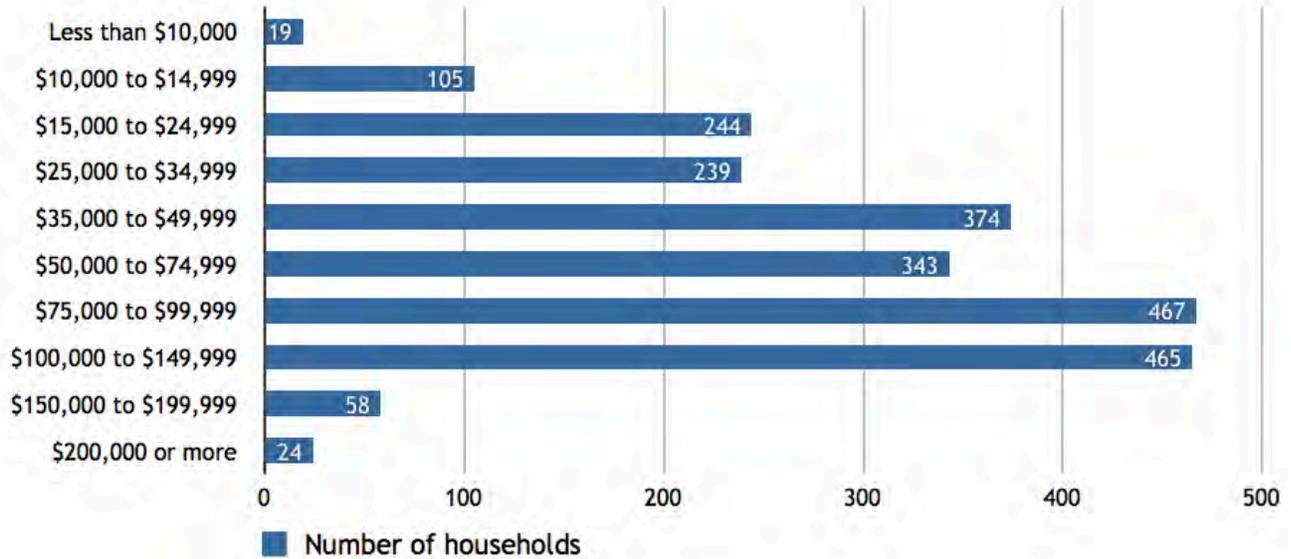
Median earnings noted below are for full-time, year-round workers. Numbers refer to 2010 inflation-adjusted dollars.

	Median Earnings		Median Income	
	Males	Females	Household	Family
Sedgwick County	\$46,828	\$34,189	\$49,451	\$63,110
Sumner County	\$42,929	\$31,697	\$48,060	\$63,441
Mulvane	\$58,977	\$40,361	\$63,883	\$76,054

Median Earnings: Both median earnings and median income for Mulvane residents are notably higher than those for Sedgwick or Sumner County residents in general.

Comprehensive Development Plan for the Mulvane Area, Kansas 2013–2023

In the 2007-2011 American Community Survey 5-Year Estimate, out of 2,338 households in Mulvane, annual household income was distributed as shown; the bars indicate the number of households in each income range.



Census 2000 to the American Community Survey 5-Year Estimate for 2007 through 2011: Income data was not collected in the 2010 Census as such. However, in the ten years or so since the 2000 Census, income levels for residents in the City of Mulvane have apparently increased by more than a third.

Mulvane Income Comparisons	Income – Census 2000	Income – ACS 2007-2011	Percentage Increase
Per Capita Income	\$19,523	\$26,717	36.8%
Median Household Income	\$46,923	\$63,883	36.1%
Median Family Income	\$56,285	\$76,054	35.1%

Types of Employment

From the 2007-2011 American Community Survey 5-Year Estimate for Mulvane:

Out of a population of 6,206 persons, there were 4,609 people (74%) in the City of Mulvane who were 16 years of age and older. Of those, 3,106 were in the labor force (67% of those 16 and up). Of those in the labor force, 2,916 were employed civilians, 13 were in the armed forces, and 177 were unemployed.

The following three tables show data for the 2,916 employed civilians in Mulvane, 16 years of age and older—by the class of worker, by occupational category, and by the industry in which they were employed.

Class of Worker	Persons	Percentage
Private wage, salary, and commission workers	2,335	80.1%
Government workers (working for federal, foreign, international, tribal, state or local government)	497	17.0%
Self-employed (in own business, not incorporated)	84	2.9%
Unpaid family workers (working without pay in a family business or farm)	0	0.0%

Class of Worker: Most of the employed people in Mulvane work in the private sector.

Occupational Category	Persons	Percentage
Management, business, science, and arts	1,010	34.6%
Sales and office	768	26.3%
Production, transportation, and material moving	536	18.4%
Service	312	10.7%
Natural resources, construction, and maintenance	290	9.9%

Occupational Category: Mulvane is a very white-collar town, with 64.2% of employed civilians 16 or older working in management, business, science, the arts, or sales and office jobs.

Comprehensive Development Plan
for the Mulvane Area, Kansas 2013–2023

Industry in which Employed	Persons	Percentage
Manufacturing	768	26.3%
Educational services, and health care and social assistance	662	22.7%
Retail trade	323	11.1%
Transportation and warehousing, and utilities	286	9.8%
Finance and insurance, and real estate and rental and leasing	179	6.1%
Arts, entertainment, and recreation, and accommodation and food services	155	5.3%
Professional, scientific, and management, and administrative and waste management services	152	5.2%
Construction	137	4.7%
Wholesale trade	82	2.8%
Information	62	2.1%
Other services, except public administration	60	2.1%
Public administration	50	1.7%
Agriculture, forestry, fishing and hunting, and mining	0	0.0%

Industry in which Employed: Of the 2,916 employed civilians in the City of Mulvane, more than a quarter work in manufacturing, largely for the various aircraft manufacturers prevalent in the vicinity. This dependence makes the City vulnerable during economic downturns in the aircraft industry.

Unemployment

The 2007-2011 American Community Survey 5-Year Estimate defines the labor force as those individuals, 16 years old or older, who are employed or seeking employment.

Employment	Mulvane		Wichita Metro Area	
	Persons	%	Persons	%
Labor force	3,106	—	323,402	—
Employed / military	13	0.4%	2,918	0.9%
Employed / civilian	2,916	93.9%	295,456	91.4%
Unemployed	177	5.7%	25,028	7.7%

Unemployment: In a time frame when the national unemployment rate was 8.7%, Mulvane had an unemployment rate of 5.7%. The City was doing much better than the Wichita Metropolitan Area (7.7%), and somewhat better than the state as a whole (6.3%).

Major Employers in Mulvane

Employment numbers for the principal employers located within the City of Mulvane are not tracked by any City, County, or State agency. Information in the following table was provided by major local employers at the request of City staff, for 2011 employment figures.

Major Employers in Mulvane	2011 Employees
USD 263	324
Villa Maria, Inc.	102
City of Mulvane	55
Cowley County College	50
Dillons	45
Carson Bank	39
Maria Court	25
Wolfe Machine	24
Mulvane Co-op	20
Ledford Gage	20
TOTAL	704

Employment information for major employers in Sumner County is tracked by the Sumner County Economic Development Commission. The following data, on employers located in the Sumner County portion of Mulvane, was current at the end of 2012.

Major Sumner County Employers in Mulvane	2012 Employees		
	full-time	part-time	total
Kansas Star Casino			901
City of Mulvane	56	31	87
Carson Bank			41
Wolfe Machine			29
Hampton Inn			21
Buffco Engineering			20
Ledford Gage Lab	17	3	20
Wyldeewood Cellars	16	2	18
	TOTAL		1137

The arrival of the Kansas Star Casino and the associated Hampton Inn have had a profound effect on employment numbers in the City of Mulvane. The numbers in the preceding charts do not reflect the great benefit to the vicinity of the number of jobs associated with the construction of the Casino.

Location of Employment

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked the location of employment for persons in their household.

Community Questionnaire—Location of Employment						
	In City of Mulvane		Outside City / In Planning Area		Total Responses	
	Wichita	158	51%	44	45%	202
Mulvane	95	31%	24	25%	119	29%
Derby	48	15%	13	13%	61	15%
Other	0	0%	11	11%	11	3%
Wellington	5	2%	2	2%	7	2%
Arkansas City / Winfield	4	1%	3	3%	7	2%

Additional Comments: Retired (37), unemployed (2), Belle Plaine (2), Andover, Heston, Udall.

Location of Employment: Although half of area residents work in Wichita, it is important to note that 29% of those who responded are employed in Mulvane.

Commuting

According to the 2007-2011 American Community Survey 5-Year Estimate, out of 2,889 workers in Mulvane, 16 years old or older, who commuted to work, commuting methods were as shown in the following table. The mean travel time to work for them was 24.5 minutes. The average commute time in the state as a whole was 18.9 minutes, and the average commute time nationally was 25.4 minutes.

Commuting	Persons	Percentage
Drove in car, truck or van—alone	2,496	86.4%
Drove in car, truck or van—carpooled	301	10.4%
Worked at home	63	2.2%
Walked	29	1.0%
Public transportation (excluding taxicab)	0	0.0%

Commuting: The great majority of Mulvane workers (86.4%) commuted by vehicle, alone. The national average for driving alone was 76.1%, and overall in Kansas 81.3% of commuters drove alone.

Shopping Patterns

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked where they did most of their shopping for various categories of items.

Community Questionnaire—Shopping Locations												
Shopping Location	MULVANE			DERBY			WICHITA			Elsewhere		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Groceries	175	36	211	158	58	216	9	10	19	0	3	3
Medicines	124	25	149	183	50	233	33	15	48	8	1	9
Clothing	2	0	2	195	59	254	130	49	179	7	1	8
Furniture	0	0	0	24	11	35	256	69	325	6	1	7
Fuel	139	30	169	180	57	237	35	19	54	6	2	8
Auto Repair	151	28	179	83	19	102	86	38	124	9	0	9
Appliances	0	0	0	110	27	137	207	57	264	2	0	2
Hardware	0	0	0	279	75	354	44	15	59	0	0	0
Total Responses	591	119	710	1,212	356	1,568	800	272	1,072	38	8	46
			21%			46%			32%			1%

- Overall, most of the people in the Mulvane area shop in Derby (46%), followed by Wichita (32%), and Mulvane (21%).
- People in the Mulvane area shop in Mulvane for Groceries, Medicines, Fuel, Auto Repair, and occasionally for Clothing. They do not shop in Mulvane for Furniture, Appliances, or Hardware.
- People in the Mulvane area shop primarily in Mulvane for Auto Repair. Also frequently purchased in Mulvane are Groceries, Medicine, and Fuel.
- People in the Mulvane area shop primarily in Derby for Groceries, Medicine, Clothing, Fuel and Hardware.
- People in the Mulvane area shop primarily in Wichita for Furniture and Appliances.

The pattern of local shopping behavior is predictable, given the mobility of Mulvane residents, and the proximity of shopping venues in Derby and Wichita. The amount of shopping done by residents within Mulvane shows a willingness to shop locally when the opportunity exists.

Comprehensive Development Plan for the Mulvane Area, Kansas 2013–2023

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked what additional stores and services they would like to see in Mulvane.

Community Questionnaire—Additional Stores & Services						
	In City of Mulvane		Outside City / In Planning Area		Total Responses	
	Count	Percentage	Count	Percentage	Count	Percentage
Hardware	157	14%	34	13%	191	14%
Clothing	154	13%	25	10%	179	13%
Restaurant	151	13%	28	11%	179	13%
Grocery	95	8%	22	9%	117	8%
Electronics	96	8%	21	8%	117	8%
Motel	85	7%	14	5%	99	7%
Cleaners	63	5%	14	5%	77	5%
Furniture	56	5%	13	5%	69	5%
Appliances	57	5%	18	7%	75	5%
Auto Repair	39	3%	16	6%	55	4%
Doctor	48	4%	6	2%	54	4%
Pharmacy	49	4%	5	2%	54	4%
Gas Station	44	4%	10	4%	54	4%
Barber Shop	9	1%	30	12%	39	3%
Dentist	26	2%	1	0%	27	2%
Beauty Shop	18	2%	1	0%	19	1%

Additional Comments:

From Inside City—Walmart, gas station by casino, community building, craft/hobby store.

From Outside City—Bigger Post Office with more parking.

- Additional stores and services most often requested by area residents are a hardware store, clothing store, and restaurant.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked their reasons for shopping elsewhere than in Mulvane.

Community Questionnaire—Reasons for Shopping Elsewhere						
	In City of Mulvane		Outside City / In Planning Area		Total Responses	
	Count	Percentage	Count	Percentage	Count	Percentage
Items unavailable locally	256	33%	57	29%	313	32%
Wider selection of goods	240	31%	63	32%	303	31%
Price is better	129	17%	35	18%	164	17%
Convenient to place of work	45	6%	13	7%	58	6%
Store hours	54	7%	21	11%	75	8%
Store personnel	17	2%	5	3%	22	2%
Product service	30	4%	4	2%	34	4%

Additional Comments:

From Inside City—Prices too high locally, Increased risk of crime.

From Outside City—Not getting stopped by train.

- People shop outside of Mulvane primarily because items are unavailable locally, and there is a wider selection of goods elsewhere.

Local Banking

The ability of an area to finance various enterprises is important to its economic well-being. Local banks provide home construction and improvement loans as well as consumer and commercial loans. Carson Bank (formerly Mulvane State Bank) is headquartered in downtown Mulvane, and has one of its branch locations on Rock Road north of K-15. Emprise Bank has a branch location in northern Mulvane. There are eight banks and a credit union in Derby, and a wide variety of financial institutions in Wichita.

Local Tax Levies

Property tax rates are expressed in mills, or tax dollars due per one thousand dollars of the assessed valuation of property. Assessed value is substantially lower than market value. Assessments are made and millage is levied in one year for tax payments due in the following year. Levies may be collected by cities, townships, counties, states, school districts, fire districts, rural water districts, recreation commissions, regional library systems, and various other governmental entities which may provide services in a given area.

In 2012, the State of Kansas mill levy was 1.500; Sedgwick County's was 29.447; Sumner County's was 42.660. The total Mulvane City levy was 46.531, which included not only the general levy, but levies for bond and interest payments, the library, industrial development, capital improvements, employee benefits, and special liability. As a result of revenue from the Kansas Star Casino, the Mulvane City Council was able to reduce property taxes in the City's 2013 budget plan.

The total 2012 levy for residents of Mulvane was 131.798, which includes the City levies, plus state, county, school, and cemetery district levies. This rate was slightly lower than the 2011 rate of 141.995. In comparison, other nearby cities of the second class (with a population between 2,000 and 15,000) had 2012 total levies ranging from 138.445 in Derby, to 182.040 in Wellington. Compared to all the other cities of the second class in Sedgwick County (Bel Aire, Derby, Goddard, Haysville, Park City, and Valley Center) and Sumner County (Caldwell and Wellington), Mulvane had the lowest total mill levy.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate the City Tax Levy and the School Tax Levy.

Community Questionnaire—City Tax Rate								
	High		Reasonable		Low		Don't Know	
In City of Mulvane	101	31%	208	63%	2	1%	19	6%
Outside City / In Planning Area	19	22%	34	40%	0	0%	32	38%
<i>Total Responses</i>	120	29%	242	58%	2	0%	51	12%

Community Questionnaire—School District Tax								
	High		Reasonable		Low		Don't Know	
In City of Mulvane	99	30%	197	60%	5	2%	26	8%
Outside City / In Planning Area	30	34%	41	47%	1	1%	15	17%
<i>Total Responses</i>	129	31%	238	57%	6	1%	41	10%

- Both the City Tax Rate and the School District tax are considered reasonable, but by a much higher percentage of those from inside the City than from those outside the City.

Mulvane Tax Exemption Policy

The City of Mulvane has a policy and guidelines for granting tax exemptions on real and personal property, as per Article 11, Section 13 of the Kansas Constitution. Eligible businesses are manufacturers, manufacturing-related research or development companies, and warehouse and distribution centers for interstate commerce. Eligible projects must increase employment.

For approved projects that meet required criteria and contribute to local economic development, the City has the option to exempt all or part of the appraised value from the calculation of that project's property taxes. The City Council may exempt 50% of the taxes for a project with a capital investment up to \$50,000, and 100% of the taxes for a project costing more than \$50,000. Personal property can be exempted for a period of five years, and real estate for a period of ten years, or alternatively the City may offer an exemption for seven years on both real and personal property.

Economic Development Programs

Every city and county competing for economic advantage understands that good public infrastructure, a trained labor force, reasonable taxes, and available land are all necessary to attract economic activity—so most viable competitors already have those assets in place. According to the American Economic Development Council, it is *quality of life* that makes a community a successful competitor.

Mulvane should regard investments in the community's quality of life as investments in economic development.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate Economic Development Promotion.

Community Questionnaire—Economic Development Promotion						
	Adequate		Inadequate		Don't know	
In City of Mulvane	81	26%	125	40%	106	34%
Outside City / In Planning Area	17	20%	33	40%	33	40%
<i>Total Responses</i>	98	25%	158	40%	139	35%

Three-quarters of respondents either considered Mulvane's economic development efforts inadequate, or didn't know such efforts existed.

Mulvane Economic Development Incentive Programs

The City of Mulvane supports a number of incentive programs for economic development. Funding availability for many of the state programs may vary from year to year; contact program administrators to verify the current status of any state program.

- Industrial Revenue Bond (IRB) Financing — In the past, the City of Mulvane has issued IRB's for Maria Court, and for the Homestead Senior Housing Project. Mulvane has no written policy on IRB Financing. However, both the City of Mulvane and Sedgwick County are willing in principle to issue IRB's to assist with the financing of certain projects, particularly manufacturing ventures.
- Training Program / State of Kansas Investment in Lifelong Learning (SKILL) — This program is financed through public purpose bonds issued by the State. Bond proceeds are used to assist in training new employees, and can pay for everything except the trainee's salary.
- Training Program / Kansas Industrial Training (KIT) — This program is financed through monies allocated from State gaming funds. It is similar to SKILL, but usually funds smaller projects.
- Community Development Block Grants — The state will offer up to \$500,000 in low interest loans, or possibly grants, to new and expanding companies.
- Kansas Partnership Fund — This program provides low interest loans, or possibly a grant from the community, to make infrastructure improvements for economic development projects.
- State Tax Credit / Job Creation — Kansas offers a \$1500 state income tax credit for each new job created.
- State Tax Credit / Investment — Kansas offers a \$1000 state income tax credit for each \$100,000 invested in a project.
- State Tax Credit / Research & Development — Kansas offers a state income tax credit equal to 6.5% of the R&D expenditure increase over the previous year.
- Kansas High Performance Incentive Program — Kansas offers a state income tax credit of 10% for capital investment of over \$50,000. This credit is available to manufacturing, distribution, or service companies with fewer than 500 employees, which pay above-average wages for their industry; they must also participate in a State training program, or spend more than 2% of their payroll costs on annual training expenses.
- Sales Tax Exemptions — All construction materials are exempt from state and local sales taxes.
- Inventory Tax — There is no inventory tax in Kansas.
- Utility Incentives — The City of Mulvane owns electrical generating and distribution facilities, which allows the City some flexibility in dealing with electric rates.

Local Economic Development Organizations

The City of Mulvane has access to economic development services from a number of local organizations.

Sumner County Economic Development Commission (SCEDC) — The SCEDC provides innovative economic development programs to benefit the people of Sumner County. More information is available at: <http://gosumner.com>

Greater Wichita Economic Development Coalition (GWEDC) — Founded in 2003, and staffed by the Wichita Metro Chamber of Commerce, GWEDC is a public-private partnership dedicated to expanding the commercial and industrial base in Wichita and Sedgwick County, and marketing the nine-county South Central Kansas region as an exceptional business location. More information is available at: www.gwedc.org/index.php

South Central Kansas Economic Development District (SCKEDD) — SKEDD is a nonprofit organization that advocates for economic growth in a 14-county area of South Central Kansas. Goals include creating and improving employment, making infrastructure improvements, increasing the quality of housing, and advancing tourism. SCKEDD offers grant and loan programs to help communities achieve these goals. More information is available at: www.sckedd.org

Regional Economic Area Partnership of South Central Kansas (REAP) — Begun in 1997, REAP is now comprised of thirty-four city and county governments in nine counties of South Central Kansas. This voluntary partnership provides regional leadership, and an established voice on issues of common concern. REAP guides state and national actions that affect economic development in the region, and adopts joint actions among member governments that enhance the regional economy. More information is available at: www.reap-ks.org

State Economic Development Programs

State programs to assist communities with economic development include PRIDE, SCIP, and Kansas Main Street.

PRIDE: The Kansas Department of Commerce (KDOC) and Kansas State University Research and Extension administer the PRIDE program, providing technical assistance and training opportunities for local programs. PRIDE is a community-initiated effort that helps local leaders prepare for and manage change through a hands-on approach to community self-improvement. The program addresses such areas as planning, community services, and community enrichment. www.kansasprideprogram.ksu.edu

Small Communities Improvement Program (SCIP): The Kansas Department of Commerce offers grants of up to \$125,000 to small communities that are willing to put sweat equity into local improvement projects. The community provides local labor and equipment, and SCIP provides technical assistance and financial support. Eligible projects include city-sponsored farmers markets, parks and playgrounds, public restrooms, and walking trails, among others. This program is currently not funded, but it may be supported again during the course of the Planning Period. www.kansascommerce.com/index.aspx?NID=125

Additional information on the PRIDE and SCIP programs is available on the Kansas Department of Commerce website at www.kansascommerce.com.

Kansas Main Street: The Kansas Department of Commerce announced in September of 2012 that it was ending the Kansas Main Street program at the state level, and "allowing it to transition to local control". As of early 2013, representatives of the 25 existing local Main Street organizations in Kansas are in the process of creating a state Main Street organization. A certified state organization is required in order for individual local groups to be qualified to join the National Main Street organization, which continues to thrive.

Although the Main Street Program is no longer funded at the state level in Kansas, its strategies are still extremely effective, and are worth consideration for local implementation. Main Street programs utilize a four-point approach, which recognizes that a community's ability to organize its people, market its assets, improve its downtown, and restructure its economy are all interrelated.

A tiered approach to involvement allows communities to work their way into the program slowly. The first level of participation starts with training a small core of four local volunteers in community development, showing them what other small towns in Kansas are working on, and sharing information and support.

Future Economic Development

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked which of the following types of Economic Development they felt would most benefit the Mulvane Planning Area.

Community Questionnaire—Economic Development						
	In City of Mulvane		Outside City / In Planning Area		Total Responses	
	Count	Percentage	Count	Percentage	Count	Percentage
Light Industry	198	30%	54	29%	252	29%
Retail Trade	180	27%	52	28%	232	27%
Service Businesses	129	19%	34	18%	163	19%
Wholesale Trade	69	10%	14	7%	83	10%
Tourism	52	8%	24	13%	76	9%
Heavy Industry	41	6%	9	5%	50	6%

Additional Comment: *(From Inside City) Restaurant.*

Overall, light industry was the most preferred type of economic development, closely followed by retail trade. Little interest was shown in attracting heavy industry or tourism to the area. Mulvane's small town quality of life could be compromised by most types of heavy industry.

Tourism Although tourism won minimal interest as an economic development option, it will almost certainly become more economically significant than the responses to the Community Questionnaire indicated.

The Kansas Star Casino, which opened in December 2011, is not just a gambling facility, but is developing as a destination tourist resort. The associated 150-room Hampton Inn & Suites hotel opened in October 2012; the Casino operation moved to its permanent facility in December 2012. The former casino space has become the Kansas Star Arena, which will begin hosting concerts, trade shows and other events in June of 2013. By the end of 2015, the equestrian facility and barns, an RV park, and another 150 rooms at the hotel should be operational. Tourists attracted to events at these facilities will have an economic impact on Mulvane not confined to the Casino itself.

The Mulvane interchange on I-35, which was reconfigured to provide a dedicated entrance for casino traffic, will undoubtedly have additional impact on development in Mulvane as well.

Based on the responses of residents, analysis of economic information presented in this chapter, and other elements of this Plan, the following policies should be pursued in order to enhance Mulvane's local economic development.

1. Formally recognize as a policy the appropriate relationship and mutually supportive effort needed between the City Council, Chamber of Commerce, Sumner County Economic Development Commission and other local groups in order to promote and coordinate economic development activities.
2. Identify and establish working relationships with county, regional, state and federal groups which provide technical services and/or funding assistance for economic development programs such as the South Central Kansas Economic Development District, Sunflower R.C. & D. District and the Kansas Department of Commerce & Housing.
3. Utilize the provisions of K.S.A. 12-1617h to annually levy less than a mill for securing industries in and near the City. (Note: Not subject to the property tax lid.)
4. Maintain policies on issuing local industrial revenue bonds for housing and manufacturing activities and regularly review the tax abatement policy of the City.
5. Continue the development of a diversified local economic base of light industries and retail and service businesses.
6. Continue to assist in promoting and developing the Marinus Heersche Business Park and expand northward by construction of the K-53 to K-15 Alternate Route.
7. Encourage the opening of a bed and breakfast establishment or explore the feasibility of a hotel.
8. Work with those local firms which exhibit possibilities for future expansion as most economic development is "home grown."
9. Determine those types of business and industrial uses which should be actively sought to promote the most desirable and advantageous economic growth.
10. Strive to attract and promote the types of light industrial development which will strengthen the local economic base without detracting from the quality of the area's environment.
11. Continue to improve the appearance and vitality of the Historic Downtown.
(See information in commercial section of Future Land Use Plan, Chapter 8.)
12. Seek to retain some of the retail trade now being lost to other business centers.
13. Continue to retain approval from the Kansas Department of Commerce & Housing for Kansas Enterprise Zone benefits designated for the expansion of the Marinus Heersche Business Park area.
14. Support the development of adequate vocational-technical training to insure that persons obtain the necessary job related skills to assume productive roles in the local economy.
15. Promote adequate, affordable housing to parallel the economic development activities.
16. Seek methods of maintaining the viability of the agricultural activity in and around the City.
17. Promote the Sports Complex for its commercial as well as its recreational value to the Community.

18. Continue to annually sponsor Old Settlers' Day and other special events which promote the City and provide cultural enrichment like arts and crafts fairs.
19. Support the Historical Society's activities at the Museum and related structures including the Farmer's Market which add interest and strengthen the Central Business District and promote tourism.
20. Continue to reduce the potential environmental concerns to residential areas by commercial and industrial uses by application of the Site Plan Review criteria, especially along arterial streets.

CHAPTER 5. Population

Population information in this chapter is based on the 2010 Census and the 2007-2011 American Community Survey 5-Year Estimate (ACS). The U.S. Census is taken only once every ten years, so the ACS, which is also administered by the Census Bureau, provides updates in the years between censuses. The updates are provided once every three years to small communities, and annually to larger cities. Though more current, the ACS is based on a much smaller sample size, so if at any point there is a discrepancy between the two sources, information from the Census is regarded as the official data.

Population information is available in more detail from the U.S. Census Bureau FactFinder website at <http://factfinder2.census.gov>, where typing in the name of a city or county brings up the available data sets for that place. More detailed Kansas information, including demographic data from Census 1990 and Census 2000, is available from the *University of Kansas Institute for Policy & Social Research*, at www.ipsr.ku.edu/ksdata.

Understanding the characteristics of the people now living in Mulvane helps in estimating the potential future population of the Planning Area by the end of the ten year Planning Period. A reasonably accurate determination of future population is an essential foundation for predicting Mulvane's planning needs over the next decade, such as water requirements or sewage treatment capacities.

Understanding the physical, social and economic characteristics of the people in the Mulvane Planning Area will help community leaders develop policies to effectively meet residents' needs.

Historical Population Trends

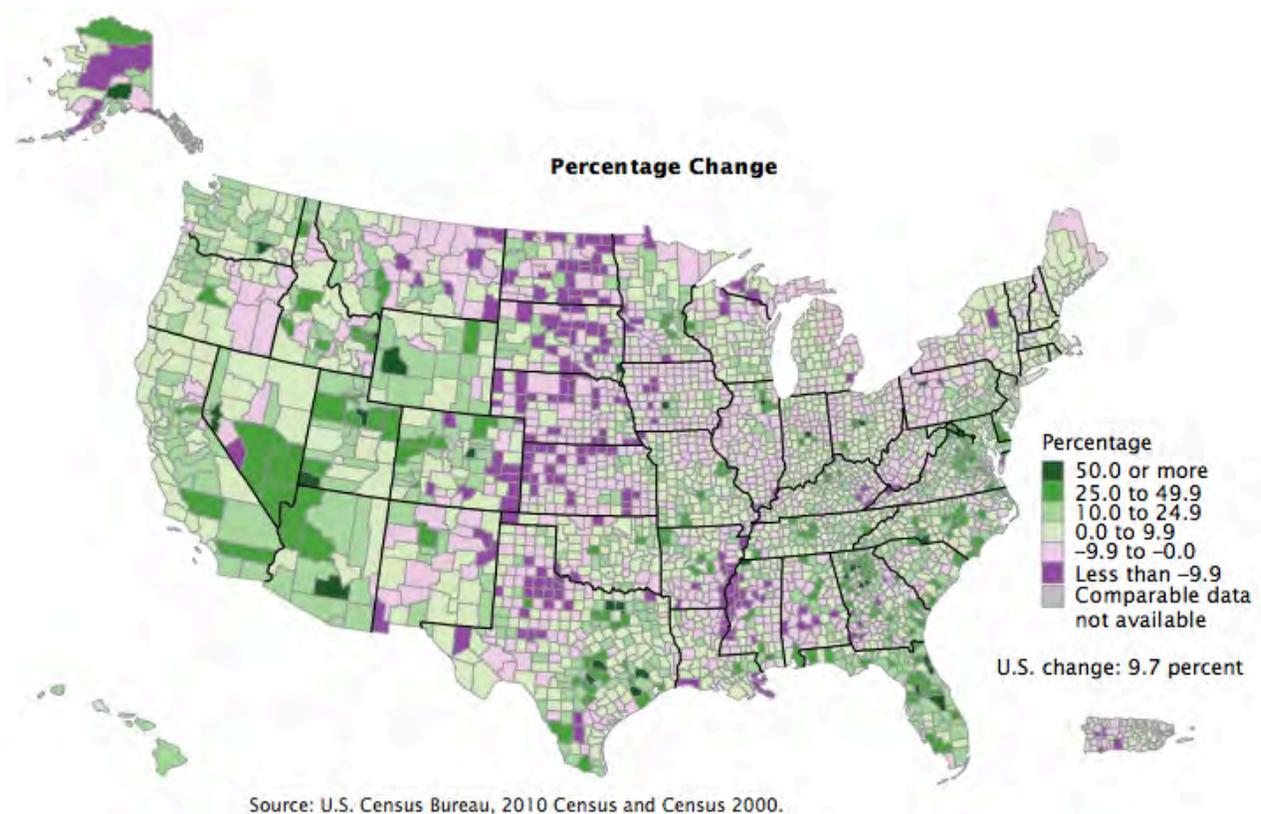
After the American population boom in the post-World War II era, rates of growth became more stable during the fifty years from 1960 to 2010. As detailed in the following table, the population of the United States has been growing by an average of about 11.5% per decade for the last fifty years, while Kansas has been growing by about 5.6%, and Mulvane by about 15.8%.

Population changes in Mulvane have been somewhat erratic, with the city more than doubling in size in the 1950s, and growing by more than a third in the 1970's. These booms were offset by smaller but still substantial growth in other decades. Overall during the past 50 years, Mulvane has been growing at a faster rate than the nation or the state.

(Census)	US		Kansas		Mulvane	
	Population	% Change	Population	% Change	Population	% Change
1950	151,325,798		1,905,299		1,387	
1960	179,323,175	18.5%	2,178,611	14.3%	2,981	114.9%
1970	203,211,926	13.3%	2,246,578	3.1%	3,185	6.8%
1980	226,545,805	11.5%	2,363,679	5.2%	4,254	33.6%
1990	248,709,873	9.8%	2,477,574	4.8%	4,683	10.1%
2000	281,421,906	13.2%	2,688,418	8.5%	5,155	10.1%
2010	308,745,538	9.7%	2,853,118	6.1%	6,111	18.5%
Average (1970–2010)		11.5%	—	5.6%	—	15.8%

National Population Trends

Recent national population trends show some states and counties losing population, as people move from rural areas to cities, and from the northeast and midwest to the south and west. This map shows the percentage of population change between 2000 and 2010, for each county in the country. Green shades indicate growth; purple shades indicate population loss.



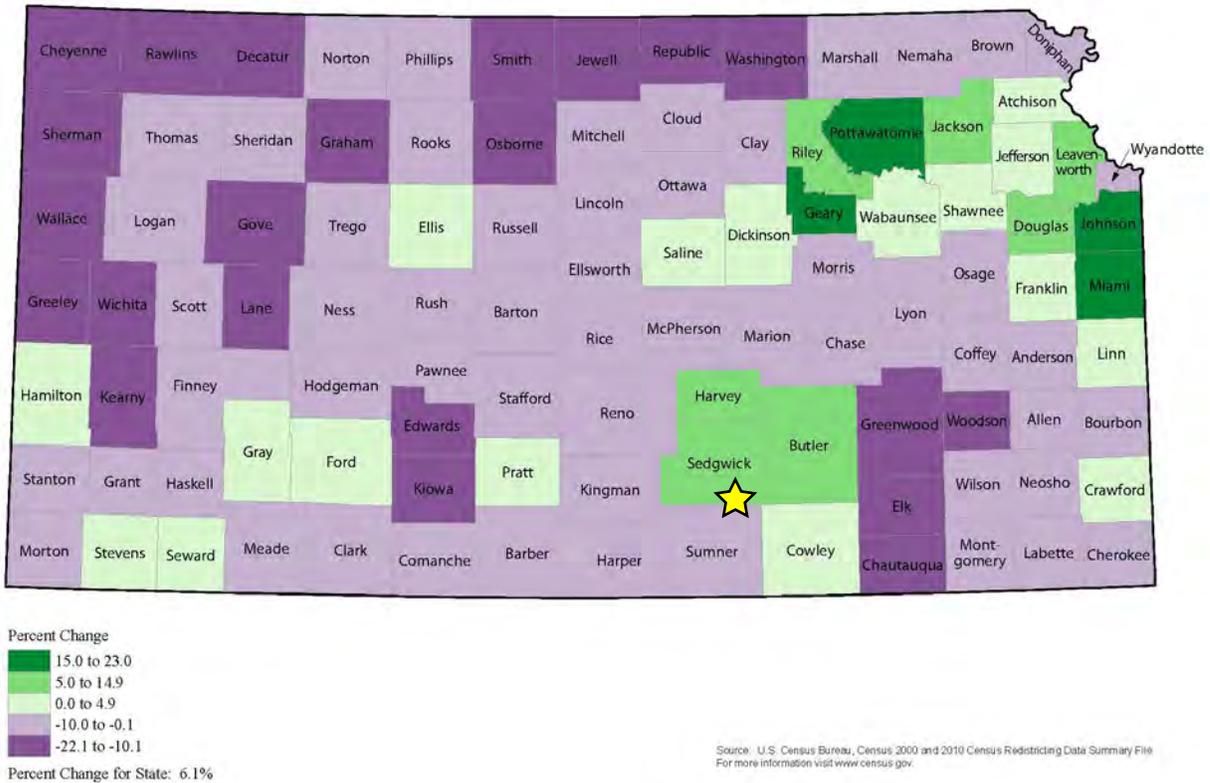
Comprehensive Development Plan for the Mulvane Area, Kansas 2013–2023

(Census)	Sedgwick County		Sumner County		Mulvane	
	Population	% Change	Population	% Change	Population	% Change
1950	222,290		23,646		1,387	
1960	343,231	54.4%	25,316	7.1%	2,981	114.9%
1970	350,694	2.2%	23,553	-7.0%	3,185	6.8%
1980	366,531	4.5%	24,928	5.8%	4,254	33.6%
1990	403,662	10.1%	25,841	3.7%	4,683	10.1%
2000	452,869	12.2%	25,946	0.4%	5,155	10.1%
2010	498,365	10.0%	24,132	-7.0%	6,111	18.5%

Kansas & Mulvane Population Trends

A similar map for the state of Kansas shows that most population growth in the last decade has taken place in the northeast part of the state (around Kansas City, Topeka, and the university towns of Lawrence and Manhattan), and around Wichita. Mulvane has benefited from these national and regional trends. In the last decade Mulvane's rate of growth has exceeded that of Sedgwick County in general, and substantially outpaced the state and the nation.

KANSAS - 2010 Census Results
Percent Change in Population by County: 2000 to 2010



Characteristics of Mulvane's Population

In this section, information from the 2010 Census, and earlier Censuses, will be used to discuss Mulvane's population growth, age distribution, and household and family characteristics. Information from the 2007–2011 American Community Survey 5-Year Estimate will be used to discuss citizenship, veterans status, ancestry, race, marital status, and educational attainment.

Percentage Changes—in Population, Age, & Gender Proportions

(Census)	Mulvane		
	2000	2010	Change
Total Population	5,155	6,111	18.5%
Median Age (in years)	34.5	35.1	0.6
% Male	48.2%	48.0%	-0.2%
% Female	51.8%	52.0%	0.2%

Population Growth Between 2000 and 2010, Mulvane's total population increased by 18.5%. While this is a substantial rate of growth for the city, it is not so fast as to be a problem. In comparison, the ten fastest-growing cities in Kansas during that decade range from Goddard (96.7%) to Bentley (43.7%). Between 2000 and 2010, population in Kansas increased by 6.1%, and increased by 9.7% nationally, so Mulvane is growing at a rate nearly twice the national average.

Age Mulvane's median age has increased slightly, but the city still has a younger population than what is typical nationally. From 2000 to 2010, the U.S. median age went from 35.3 to 37.2, an increase of 1.9 years. This increase reflects the population bulge of the baby boomer generations moving into their older years, improving mortality rates, and a stable birth rate.

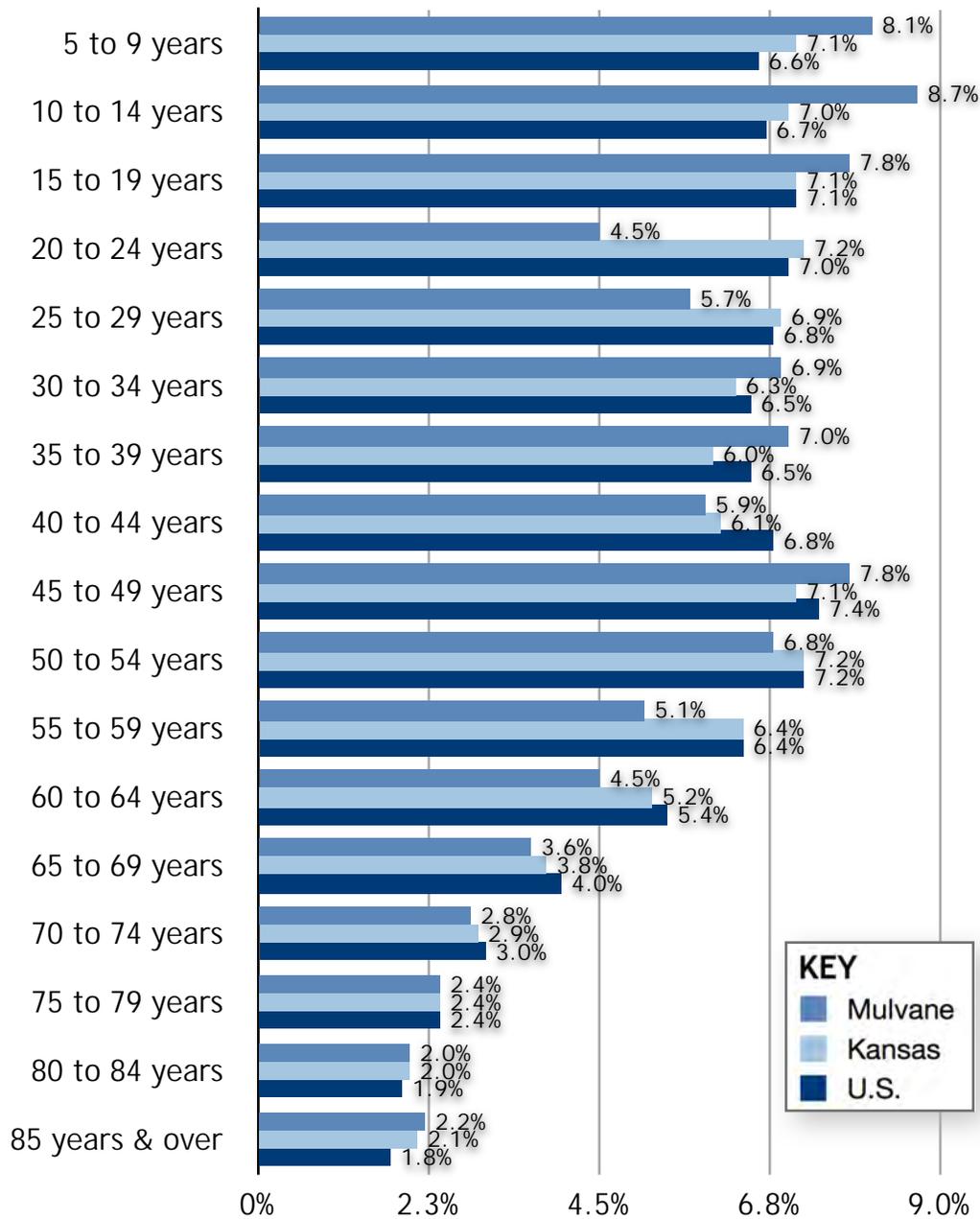
Sex Ratio The gender balance in a population is measured as the number of males per 100 females, or the sex ratio. Though the sex ratio at birth is about 105, mortality at every age is generally higher for males, so the sex ratio naturally declines with age.

In the United States, between 2000 and 2010, the sex ratio increased from 96.3 to 96.7 (an increase of 0.4), as a result of more men living longer. In 2010, Mulvane's population was 52% female and 48% male, with 2,931 males and 3,180 females, for a sex ratio of 92.2—an unusually high percentage of females.

Age Distribution

This chart shows the percentage of each age category for Mulvane residents, compared to figures for Kansas and the United States. Mulvane's population shows a sharp drop in the 20-to-24-years category, as well as higher percentages of 5-to-14 year-olds than the state or the nation, reflecting the high proportion of young families in Mulvane, and the fact that young adults leave Mulvane in large numbers to go to college or find entry-level jobs.

2010 Census – Population by Age



Families & Households

The 2010 Census defined "family households" as consisting of a householder and one or more other people related to the householder by birth, marriage, or adoption, except for same-sex married couples. "Non-family households" consist of people living alone, and households (including married same-sex couples) which do not have any members related to the householder.

Households & Families in Mulvane (2010 Census)		
Family Households	1661	74.0%
<i>Husband & Wife without own child(ren) under 18 years</i>	617	27.5%
<i>Husband & Wife with own child(ren) under 18 years</i>	714	31.8%
<i>Male householder with own child(ren) under 18 years</i>	65	2.9%
<i>Female householder with own child(ren) under 18 years</i>	164	7.3%
<i>Male householder with other relatives</i>	30	1.3%
<i>Female householder with other relatives</i>	71	3.2%
Non-Family Households	583	26.0%
<i>Male living alone (under 65 years)</i>	156	7.0%
<i>Male living alone (65 years and over)</i>	53	2.4%
<i>Female living alone (under 65 years)</i>	134	6.0%
<i>Female living alone (65 years and over)</i>	181	8.1%
<i>Other non-family households</i>	59	2.6%
TOTAL HOUSEHOLDS	2244	100.0%

- **Children/Seniors** Out of 2244 households in Mulvane, 906 (40.4%) had children under 18 years of age in the household, and 541 (24.1%) had individuals 65 years of age or older in the household; 797 households (35.5%) had neither children or seniors.
- **Household & Family Size** As counted by the 2010 Census, the average household in Mulvane had 2.70 people, and the average family had 3.18 people. Between 2000 and 2010, the average household size increased marginally, from 2.69 to 2.70 persons per household. Between 2000 and 2010, the average family size increased from 3.14 to 3.18 persons per household.
- Between 2000 and 2010, the number of family households in Mulvane changed from 1444 to 1661, an increase of 15.0%. The number of non-family households changed from 452 to 583, an increase of 29.0%. The total number of households changed from 1896 to 2244, an increase of 18.4%.

Population Characteristics from the American Community Survey

Information in this section originates in the 2007-2011 American Community Survey 5-Year Estimates, since some social information was not collected in the 2010 Census. There are discrepancies between the two data sets; for instance, the number of households utilized by the Survey (2338) is different than the official 2010 Census figure for number of households (2244), and the total population is 6206 in the Survey and 6111 in the Census. To maintain consistency within the following data, Community Survey numbers are used throughout this section.

- **Citizenship** Out of 6206 people, 6100 were born in the U.S., and 75 were born either in U.S. territory or to American parents abroad. Out of 31 foreign-born residents, Mulvane has 16 residents who are naturalized U.S. citizens, and 15 who are not.
- **Veterans** Of the civilian population 18 years old or older, in Mulvane, 15.7% were military veterans.
- **Ancestry** The percentage of Mulvane residents indicating various ancestries included German (33.7%), Irish (20.1%), English (11.6%), American (7.0%), Swedish (6.2%), French (except Basque) (3.7%), Scottish (2.7%), Norwegian (2.5%), Scotch-Irish (1.9%), Dutch (1.7%), Russian (1.7%), Italian (1.1%), Welsh (0.9%), Danish (0.7%), Swiss (0.4%), Hungarian (0.2%), and Polish (0.2%). Only 2.7% of the City's population is Hispanic.
- **Race:** Racially, Mulvane is quite homogenous: 90.5% White, 6.2% Multi-racial, 2.4% Some other race, 0.6% Asian, and 0.3% Black or African-American. There are no American Indian or Pacific Islanders in the City's population.

Marital Status

Mulvane Marital Status	Males (15 and over)		Females (15 and over)		All (15 and over)	
	Count	Percentage	Count	Percentage	Count	Percentage
Never Married	569	22.9%	318	13.7%	887	18.5%
Married	1433	57.6%	1466	63.2%	2899	60.3%
Separated	44	1.8%	21	0.9%	65	1.4%
Widowed	73	2.9%	206	8.9%	279	5.8%
Divorced	370	14.9%	307	13.2%	677	14.1%
Total	2489	100.0%	2318	100.0%	4807	100.0%

Of people in Mulvane 15 or older in 2010, 60.3% were married, 19.9% were widowed or divorced, and 18.5% of them had never married. In 2010, of people 15 or older in Kansas, 26.9% had never married; in the U.S., 31.0% had never married. The proportion of Americans who have never married has been increasing across all age categories in recent decades, and this trend is likely to affect Mulvane.

Educational Attainment

Mulvane Educational Attainment (25 years and over)		
Less than 9th grade	64	1.6%
9th to 12th grade, no diploma	127	3.1%
High school graduate (including equivalency)	1,247	30.7%
Some college, no degree	1,180	29.1%
Associate's degree	543	13.4%
Bachelor's degree	629	15.5%
Graduate or professional degree	271	6.7%
Total	4,061	100.0%

Of people in Mulvane 25 years old or older, 95.3% had a high school degree or higher, and 22.2% had a bachelor's degree or higher.

Future Population Goal

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked what they wanted Mulvane's population to be in twenty years.

Community Questionnaire—Future Population						
	Approximately the same		Moderate, continuing growth		Accelerated, higher growth	
In City of Mulvane	69	22%	217	69%	29	9%
Outside City / In Planning Area	27	45%	27	45%	6	10%
Total Responses	96	26%	244	65%	35	9%

- Overall, 65% of respondents want moderate continuing growth in population over the next 10 years.
- 69% of respondents inside the City want moderate continuing growth, but only 45% of respondents outside the City do—a difference of 24%.
- Only 22% of respondents inside the City want the population to stay approximately the same, but 45% of respondents outside the City do—a difference of 23%.

Comprehensive Development Plan for the Mulvane Area, Kansas 2013–2023

"Moderate, continuing growth" is a useful goal, but history shows that Mulvane's population growth has often tended to occur in spurts. The table below shows the average annual increase in the City's population for each decade in the last 60 years.

(Census)	Mulvane		Average annual population change
	Population	% Change	
1950	1,387		
1960	2,981	114.9%	159
1970	3,185	6.8%	20
1980	4,254	33.6%	107
1990	4,683	10.1%	43
2000	5,155	10.1%	47
2010	6,111	18.5%	96

Mulvane's previous Comprehensive Plan set a population goal of 6750 by the year 2012, which reflected an estimated population growth rate of about 133 people per year in the City. The City's actual population growth rate during the decade between 2000 and 2010 was 96 people per year.

These numbers, along with historical activity of building permits for single-family residential construction, helped to determine the amount of population growth needed in order to achieve "moderate, continuing growth" during the ten year Planning Period covered by this Comprehensive Plan.

The Planning Commission established a goal of planning for an increase in the City's population from 6,111 in 2010 to 7000 people by the year 2023. This is an increase of 889 individuals over 13 years, for a population growth rate of 1.1% per year, or about 68 additional individuals annually. This projection provides a working number with which to plan for the magnitude of expected increase.

By the end of the Planning Period, this translates to an increase of approximately 329 households within the city limits, applying the 2010 household size of 2.70 persons ($889 \text{ persons} / 2.70 \text{ persons per household} = 329 \text{ households}$). This would indicate that about 25 additional households per year could be expected, on average.

Planning Area Population

The U.S. Census does not provide population data sorted by "Planning Area", so other means will be used to arrive at a reasonable estimate of the Planning Area population.

Household Size Analysis of aerial photos in 2013 counted 1255 housing units in the Mulvane Planning Area, outside of the city limits. According to the 2010 Census, the average household size in Mulvane was 2.70 people per household. Multiplying household size (2.70) by housing units (1255) yields a rough estimate of about 3389 additional people living in the planning area but outside the city limits. Adding that number to the 2010 population of 6111 people in the City results in a population estimate of 9500 persons in the entire Planning Area, including the City.

Family Size If one assumes that the 1255 rural housing units contain families, then making an estimate based on the average family size in Mulvane in 2010 (3.18 people per family) yields a rough estimate of about 3991 additional people living outside the city limits, for a total of 10,102 persons in the entire Planning Area, including the City.

Based on these two calculations, the population of the Mulvane Planning Area outside of the City can be estimated to lie within a range of 3389 to 3991 persons. The current population in the entire Planning Area, including the City of Mulvane, can be estimated to lie within a range of 9,500 to 10,102 persons.

CHAPTER 6. Housing

Housing that is well cared-for, whatever its age or size, is a major factor in a city's quality of life. Properly maintained homes in pleasant neighborhoods are valuable both economically and socially. A comfortable house does not guarantee a happy home life, but the lack of one can certainly cause stress and unhappiness. A house is usually the single largest investment for a family or individual, and houses that are difficult to maintain can generate ongoing physical discomfort and financial concerns.

Diversity in a community's available housing stock is a major factor in a city's ability to attract and retain residents. If young people, retirees, or families with children cannot find quality housing that suits their current needs, they are likely to move to another community which does offer it. Adequate housing in a range of prices also helps to attract new businesses and their employees.

Residential properties are a major source for the City's tax revenues, but the economic importance of housing is not confined to the tax structure. A healthy housing market benefits many businesses—including construction, real estate, insurance, banking, building materials, design, and various retailers. The exchange of money for these services and supplies enhances an area's total economic environment.

Recently, the nation has experienced a mortgage crisis. The ability to obtain a mortgage can now be as much of a barrier to buying a home as the cost of housing itself. Many communities, as well as the homebuilding and home financing industries, are reassessing their policies and techniques in order to support the development of affordable housing or starter homes. This responsibility should be assumed by both public and private interests. This chapter analyzes housing statistics and suggests ways in which desirable housing goals may be attained.

Housing Data

Housing data from several sources will be examined in this section. The Census Bureau provides information from the regularly updated American Community Survey, and from the decennial Census. Data on local perceptions and attitudes toward housing issues was gathered via the Community Survey. Housing permits and construction valuations are also reviewed. Such background information provides essential insight for those making planning decisions.

Housing Information from the U.S. Census Bureau

This section gives an overall picture of the housing situation in the City of Mulvane, based primarily on information from the *2007-2010 American Community Survey 5-Year Estimates*. Housing information from the 2010 Census is also included; though very limited, it is considered the official data on the few points of information which were counted.

Housing information is available in more detail from the U.S. Census Bureau FactFinder website at <http://factfinder2.census.gov>, where typing in the name of a city or county brings up the available data sets for that place. More detailed Kansas information, including housing data from Census 1990 and Census 2000, is available from the *University of Kansas Institute for Policy & Social Research*, at www.ipsr.ku.edu/ksdata.

Housing Data from the American Community Survey

The 2010 Census did not collect detailed housing information, which was instead acquired through the Census Bureau's *American Community Survey (ACS)*. The ACS is sent to about 250,000 households each month, rather than once per decade like the Census, so data collection is ongoing and produces much more current socioeconomic information.

However, the *American Community Survey* is based on a much smaller sample size, so if at any point there is a discrepancy between it and the Census, information from the Census is regarded as the official data. For instance, the number of households utilized by the Survey (2338) is different than the official 2010 Census figure for number of households (2244). To maintain consistency within the following data, *Community Survey* numbers are used throughout the rest of this section, until otherwise noted.

- **Occupancy** Out of 2537 housing units in Mulvane, 2338 (92.2%) were occupied, and 199 (7.8%) were vacant.
- **Owner/Renter** Out of 2338 occupied housing units in Mulvane, 1930 (82.5%) were owner-occupied, and 408 (17.5%) were renter occupied.
- **Household Size** The average household size of owner-occupied units was 2.74 persons. The average household size of renter-occupied units was 2.12 persons.
- **Fuel** Out of 2338 occupied housing units, 2104 (90.0%) use utility gas as the house heating fuel, 192 (8.2%) use electricity, 28 (1.2%) use bottled or tank gas, and 14 (0.6%) use wood.

Tenure

Year Householder Moved into Housing Unit		
Moved in	number	percent
1969 or earlier	72	3%
1970 to 1979	188	8%
1980 to 1989	313	13%
1990 to 1999	430	18%
2000 to 2004	454	19%
2005 to 2010	881	38%
TOTALS	2,338	100%

Tenure of Householders Almost one quarter of Mulvane's houses have residents who have lived there for more than twenty years. More than a third of Mulvane's houses have residents who moved in within the last five years.

Value

Value of Owner-occupied Housing Units	Number	Percentage
Less than \$50,000	59	3.1%
\$50,000 to \$99,999	538	27.9%
\$100,000 to \$149,999	896	46.4%
\$150,000 to \$199,999	397	20.6%
\$200,000 to \$299,999	16	0.8%
\$300,000 to \$499,999	24	1.2%
TOTAL OWNER-OCCUPIED HOUSING UNITS	1930	100.0%

Most houses in Mulvane are between \$50,000 and \$200,000 in value (94.9%). Only 3.1% of houses in Mulvane are valued at less than \$50,000, while 2.0% exceed \$200,000 in value.

- **Median Value** The median value of owner-occupied housing units in Mulvane was \$118,200.

Housing Costs

Selected Monthly Owner Costs – Housing Units WITH a Mortgage –		
	number	percent
\$300 to \$499	38	2.9%
\$500 to \$699	76	5.8%
\$700 to \$999	193	14.8%
\$1000 to \$1499	750	57.5%
\$1500 to \$1999	189	14.5%
\$2000 or more	59	4.5%
TOTALS	1,305	100%

Selected Monthly Owner Costs – Housing Units WITHOUT a Mortgage –		
	number	percent
\$200 to \$299	69	11.0%
\$300 to \$399	164	26.2%
\$400 or more	392	62.7%
TOTALS	625	100%

The cost of owning a house varies significantly between those paying a mortgage, and those who do not have a mortgage to pay. Of those *with* a mortgage, the majority (57.5%) paid between \$1000 and \$1500 per month in owner costs. Of those *without* a mortgage, 62.7% paid \$400 or more per month in owner costs.

- **Mortgages** Out of the 1930 owner-occupied units in Mulvane, 1305 (67.6%) had a mortgage, and 625 (32.4%) did not.
- **Monthly Cost** The median monthly owner cost for housing units *with* a mortgage was \$1230, and for housing units *without* a mortgage was \$448.

Housing Costs as a Percent of Income

Selected Monthly Owner Costs as a Percentage of Household Income				
Percentage of Income	Housing Units WITH a Mortgage		Housing Units WITHOUT a Mortgage	
	number	percent	number	percent
less than 10%	—	—	335	53.6%
10 to 14.9%	—	—	112	17.9%
15 to 19.9%	—	—	95	15.2%
less than 20%	677	51.9%	—	—
20% to 24.9%	273	20.9%	23	3.7%
25% to 29.9%	67	5.1%	50	8.0%
30% to 34.9%	26	2.0%	0	0.0%
35% or more	262	20.1%	10	1.6%
TOTALS	1,305	100%	625	100%

Of those *with* a mortgage, almost three quarters (72.8%) paid less than 25% of their household income per month in owner costs. However, more than two out of ten households are paying 35% or more of their income per month in owner costs, probably reflecting homes in which household income has recently declined by a significant margin.

Of those *without* a mortgage, 71.5% paid less than 15% of their household income per month in owner costs. The 1.6% of people without a mortgage who are still paying more than 35% of their income in housing costs are likely people with a very low household income, such as retired people on a fixed income.

Rental Costs

Gross Rent		
	number	percent
less than \$200	9	2.4%
\$200 to \$299	0	0.0%
\$300 to \$499	83	21.9%
\$500 to \$749	180	47.5%
\$750 to \$999	46	12.1%
\$1000 to \$1499	61	16.1%
\$1500 or more	0	0.0%
TOTALS	379	100%

Of those renting housing units in Mulvane, 69.4% paid between \$300 and \$750 per month in housing costs. People paying lower rents are likely renting apartments, while those paying \$1000 or more may be renting a house.

- Median gross rent in Mulvane was \$653 per month.

Gross Rent as a Percentage of Household Income		
Percentage of Income	Householders	
	number	percent
less than 15%	28	7.4%
15% to 19.9%	16	4.2%
20% to 24.9%	24	6.3%
25% to 29.9%	70	18.5%
30% to 34.9%	92	24.3%
35% or more	149	39.3%
TOTALS	379	100%

Of those renting housing units in Mulvane, 42.8% paid between 25% and 30% of their household income per month in housing costs. The 17.9% of people who are paying less than 25% of their income on rent are likely people with a relatively high household income, while the 39.3% of people who are paying 35% or more of their income on rent are likely people with a very low household income, such as retired people on a fixed income.

Housing Data from the 2010 Census

The data on housing that was collected by the 2010 Census is very limited, but is also more accurate, and therefore takes precedence over the far more extensive and detailed data collected from the *2007-2011 American Community Survey 5-Year Estimates*. Where the information under this heading disagrees with that previously described in this chapter, the following numbers are considered to be the official data.

- Of the 2,357 housing units in Mulvane, 2,244 (95.2%) were occupied, and 113 (4.8%) were vacant.
- Of the vacant housing units for rent, the homeowner vacancy rate was 1.4%. The renter vacancy rate was 6.2%.
- Of the 2,244 occupied housing units, 1,764 (78.6%) were owner-occupied, and 480 (21.4%) were renter-occupied.
- A total of 4,914 people lived in owner-occupied housing units, with an average of 2.79 people per household.
- A total of 1,134 people lived in renter-occupied housing units, with an average of 2.36 people per household.

Housing Data from the Community Questionnaire

The tables below show the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate Housing Availability, Rental Housing, and Housing for the Elderly.

Community Questionnaire—Housing Availability						
	Adequate		Inadequate		Don't know	
In City of Mulvane	145	47%	109	36%	52	17%
Outside City / In Planning Area	36	43%	22	26%	26	31%
<i>Total Responses</i>	181	46%	131	34%	78	20%

Community Questionnaire—Housing for the Elderly						
	Adequate		Inadequate		Don't know	
In City of Mulvane	126	40%	113	36%	77	24%
Outside City / In Planning Area	25	34%	24	32%	25	34%
<i>Total Responses</i>	151	39%	137	35%	102	26%

Community Questionnaire—Rental Housing						
	Adequate		Inadequate		Don't know	
In City of Mulvane	136	45%	98	32%	70	23%
Outside City / In Planning Area	22	31%	24	34%	25	35%
<i>Total Responses</i>	158	42%	122	33%	95	25%

Less than half of the community sees Mulvane as having adequate housing available for purchase (46%), having adequate housing for the elderly (39%), or view the City's available rental housing as adequate (42%).

The 25% of respondents who "don't know" whether or not there is adequate rental housing available in Mulvane probably reflect the typical indifference of most homeowners to the rental market in general. However, renters tend to be largely younger people who can not yet afford to purchase a house, or older people who are downsizing to avoid maintenance chores they no longer want to manage. If a community does not supply suitable housing options for these categories of residents, they are likely to move away.

Environmental Conditions

The following table shows the combined responses received on the 2012 Community Questionnaire, from both inside and outside the City, when Mulvane area residents were asked to what degree they felt various environmental conditions are problems in the Mulvane area.

Community Questionnaire—Environmental Conditions								
	Serious		Minor		No problem		Combined Serious & Minor	
Unsightly Outdoor Storage	152	37%	196	48%	61	15%	348	85%
Poorly Maintained Housing	123	31%	241	60%	37	9%	364	91%
Unkempt Vacant Lots	122	31%	215	54%	62	16%	337	84%
Dilapidated Outbuildings	121	30%	229	57%	52	13%	350	87%
Enforcement of These Items	105	30%	153	44%	88	25%	258	75%
Styx Creek Drainage	89	26%	170	50%	81	24%	259	76%
Poor Drainage	90	24%	193	51%	92	25%	283	75%
Inoperable Vehicles	88	23%	203	52%	97	25%	291	75%
Animals Loose	67	18%	197	54%	104	28%	264	72%

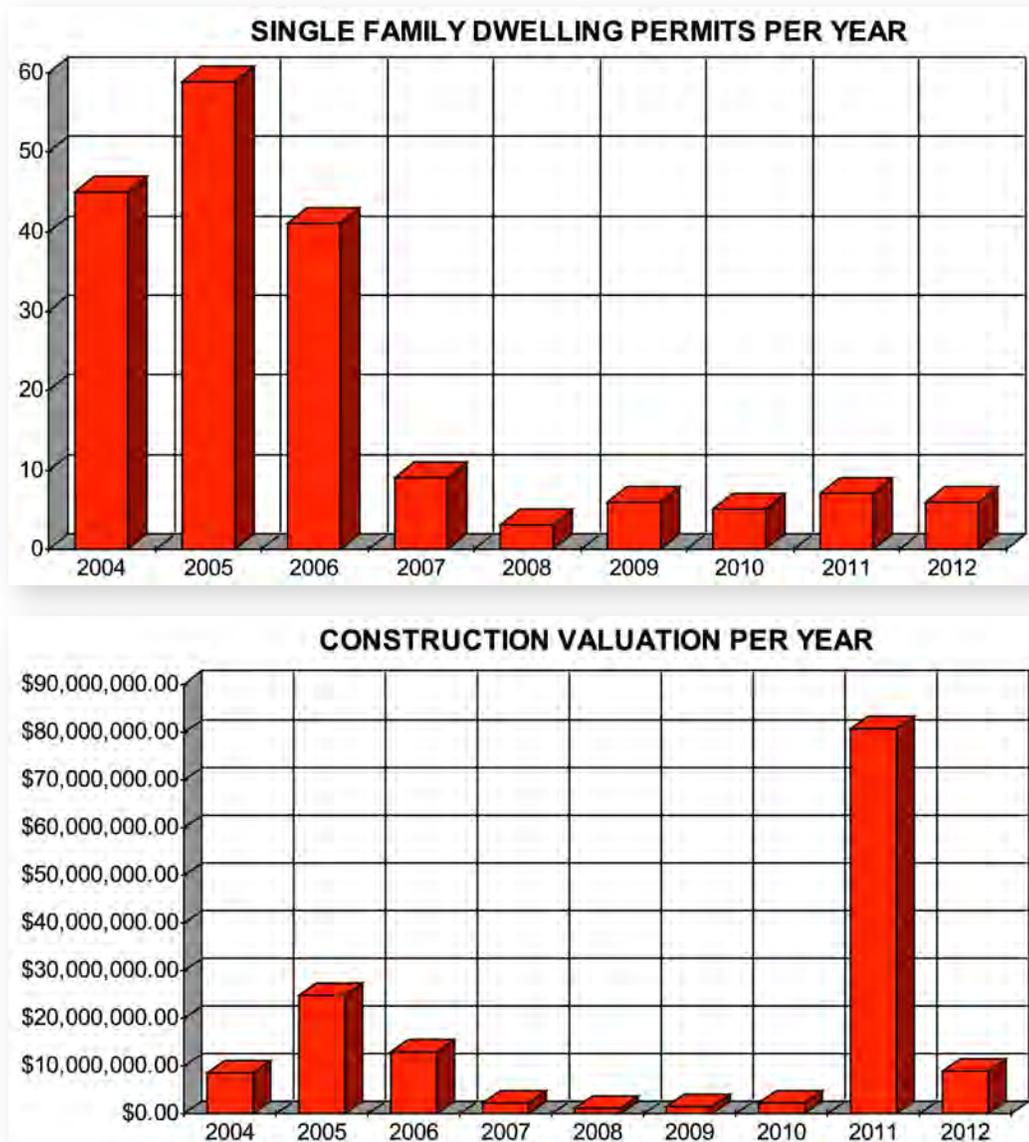
Environmental problems are listed in this table in order of the percentage of respondents who considered each issue to be a *serious* problem, out of all those who expressed an opinion on each issue. By this reckoning, unsightly outdoor storage (37%) is the most significant environmental problem in Mulvane. Following are poorly maintained housing, unkempt vacant lots (both at 31%), dilapidated outbuildings, and enforcement (both at 30%), which are clustered together as issues of serious concern.

No single issue was considered serious by a majority. However, another way of evaluating the level of local dissatisfaction with these environmental problems is to look at *all* those who consider an issue to be a problem, whether serious or minor.

- Poorly Maintained Housing—91% (364 people)
- Dilapidated Outbuildings—87% (350 people)
- Unsightly Outdoor Storage—85% (348 people)
- Unkempt Vacant Lots—84% (337 people)
- Styx Creek Drainage—76% (259 people)
- Inoperable Vehicles—75% (291 people)
- Poor Drainage—75% (283 people)
- Enforcement—75% (258 people)
- Animals Loose—72% (264 people)

Local Housing Construction Activity

The following graphs reveal the vigorous activity of single family dwelling construction in Mulvane from 2004 through 2006, and its decline from 2007 through 2012. Note that the decline in the number of permits for single family dwellings coincides with the time when the Country Walk Additions were built out. The number of vacant single family dwelling lots on which to build is very limited. Strategic extension of utility infrastructure may be one strategy to help increase residential development.



Even though the number of permits for single family dwellings declined, construction valuation in Mulvane for the year 2011 was unusually high. This was due to the issuance of permits for the event center, casino, hotel and the 40 unit independent living center.

Existing Housing Conditions

In addition to encouraging construction of new homes, an effort should be undertaken to preserve and improve the City's existing housing inventory.

Deteriorating houses and unkempt yards create a blighting effect which can spread like cancer through a neighborhood, decreasing the value of nearby properties, eroding the tax base, and eventually compromising a city's economic development efforts. Many factors can contribute to housing deterioration, including periodic flooding, bad drainage, the influence of railroad and heavy vehicular traffic, and inappropriate mixing of residential and nonresidential land uses.

The last detailed survey of housing conditions in Mulvane was done in 1978, and it only examined that part of the City within Sedgwick County. Each house was rated as being in either "Standard", "Deteriorated", or "Dilapidated" condition. At that time, almost 98% of the housing units were rated as being in standard condition.

Current and accurate data on the condition of the City's housing stock is essential in order to realistically assess the quality of Mulvane's housing inventory, and to recognize housing condition trends that need particular attention. An updated housing condition survey of the entire City should be pursued as part of future planning efforts.

Construction, Health and Planning Codes

One of the best ways to maintain and improve the quality of a community's housing inventory is by adopting and enforcing construction, health and planning codes.

Codes provide the legal basis for enforcement of standards that protect the health, safety, property and general welfare of both individuals and the community.

Codes:

- set standards for materials and/or performance;
- establish the process for permit approval, licenses, cases, or plats;
- create enforcement procedures for inspection and appeals.

There are many reasons for adopting construction, health and planning codes, including:

- Housing constructed to code standards provides some minimum safeguards to protect the buyer's investment, and provides a better chance for more years of productive service.
- If the surrounding neighborhood is permitted to deteriorate, through lack of codes or their enforcement, it becomes virtually impossible for a homeowner to maintain the value of their own house.
- Codes reduce the effects of blight, and their effective enforcement can also be used to rehabilitate blighted conditions.
- Insurance rates are lower where codes effectively reduce hazards, both in the home and the neighborhood.
- Since most mortgages are resold to a larger secondary lender, code standards are necessary to establish the quality of the housing, especially construction and sanitary codes.
- The tax base is strongly dependent upon the assessed valuation of housing. Unless the quality of construction is built into houses initially, and then maintained, the community's tax base is slowly eroded.
- A community's ability to attract and hold desirable employers and productive workers is directly related to the overall appearance and livability of the community, which is sustained by good code enforcement.

Codes versus Zoning and Subdivision Regulations

Zoning regulations and subdivision regulations differ in many ways from codes. Their general purposes are much broader, and their procedures for preparation, adoption and administration are different. However, like codes, zoning and subdivision regulations can have a significant effect on both the quality of a community's housing stock, and on the pattern of its development.

Zoning regulations:

- regulate the location and use of buildings;
- regulate the uses of land for residential, commercial, industrial, and other uses;
- set standards for maximum building size, height and extent of lot coverage;
- conserve and protect property values;
- facilitate adequate provision of community facilities, utilities, and open space.

Under zoning regulations, existing legal nonconforming uses are grandfathered-in. A grandfather clause allows an existing situation to continue to operate under old rules, even though new rules apply elsewhere. Such an exemption may apply indefinitely or for a specific period of time, or until significant changes occur in the existing situation. Zoning regulations are therefore slow to rectify problem situations, and other codes are needed to bring about desired improvements.

Subdivision regulations are designed to:

- ensure the harmonious development of residential areas and other land uses;
- provide for necessary streets and utilities in their proper location;
- determine an appropriate design for lots and streets;
- guarantee the installation of public improvements.

Both zoning and subdivision regulations are discussed further in Chapter 12 on Plan Implementation.

Model Codes

Developing codes is a complex and expensive undertaking, and most communities choose instead to adopt model building codes appropriate to local needs. Model codes are produced and constantly updated by a nonprofit standards organization, which is independent of any governmental jurisdiction, and is staffed by code experts.

Model codes:

- provide relatively simple yet adequate standards for construction;
- are typically less costly than writing a comparable local code;
- periodically offer code training sessions for building inspectors;
- are uniform, and therefore familiar to contractors, designers, and lenders;
- are free from local prejudices;
- reflect expertise with recent construction technology;
- undergo periodic review by technical committees, and regularly scheduled revisions to keep standards updated;
- are prepared by national code organizations, which can provide technical assistance on more complex structural plans;
- are more acceptable to state and federal agencies when a community is pursuing grants, especially for housing.

In the United States, a comprehensive and coordinated set of fourteen model codes is maintained by the nonprofit International Code Council (ICC). ICC Codes include the International Building Code, the International Residential Code, the International Fire Code, the International Plumbing Code, the International Mechanical Code, and nine others. ICC Codes can be viewed at the ICC Online Library at: <http://publicecodes.cyberregs.com/icod/>.

Code Ordinance Assistance

The League of Kansas Municipalities maintains reference files of sample ordinances, including one for a minimum housing code (see www.lkm.org/resources/ordinances/). However, care must be exercised in using these examples. Be certain they apply to local conditions.

Types of Codes

No single code covers all aspects of construction, health, and planning. Rather, various codes each play a role in protecting the health, safety, and welfare of the public and their property.

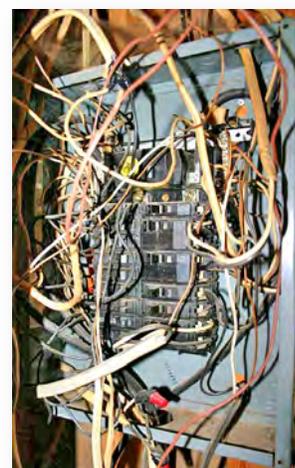
Building Codes govern the construction requirements for all types of buildings by regulating their design, methods of construction, quality of materials, types of use, degree of occupancy, site location factors, and certain equipment required for their construction and operation. Energy-efficiency requirements and historic preservation standards are recent additions to building codes.



Building Code violation

Plumbing Codes are responsible for regulating both sanitary sewer and fresh water carrying systems.

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



Electrical Code violation

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

Fire Prevention Codes prescribe regulations for safeguarding life and property from the hazards of fire and explosion.

Sanitation Codes regulate a wide range of health concerns including sewage disposal, water supply, abandoned and inoperable vehicles, pest and animal control, as well as environmental features in and around buildings, such as outside storage, that often lead to health hazards and blighting conditions.



Sanitation Code violation

Housing Codes are concerned with the quality of the residential environment and affect the upkeep and maintenance of existing dwellings. They can be enforced on a house-to-house inspection basis, complaint system, or triggered by a change in ownership or renter.

Dangerous Structures Ordinances cause the repair or removal of dangerous and unsafe structures by the owner or the city.

"City Beautiful" Ordinances are a method of removing or causing the repair of unsightly and blighted structures to promote beautification. Such ordinances are often combined with the minimum standards found in housing codes. They can be used for both principal and accessory structures.



Dangerous / Unsightly Structure

Weed Mowing Ordinances establish a maximum standard for the height of turf grasses and weeds. They require the owner to mow overgrown vegetation, or the city will mow and then assess the cost to the owner.

Manufactured Home Park Codes cover such items as street and parking facilities, water, sewer, and drainage in manufactured home parks and their service areas, as well as density, open spaces and recreational areas, refuse disposal methods, and utility connections. Manufactured Home Park Codes are adopted as health and safety codes, so they are not limited by the grandfather clause inherent in the administration of zoning regulations, and they can be used to upgrade existing parks.

Manufactured Home Park Codes legally *cannot* control the location of manufactured homes in a community. Zoning regulations, however, *can* control the actual location of manufactured home parks, or the locations of individual manufactured or mobile homes scattered in a community. Zoning regulations may also be used to regulate recreational vehicles in campgrounds.

Manufactured Housing Codes

Manufactured, modular, sectional and prefab housing are all constructed in factories. They may cost about half the per-square-foot price of a site-built dwelling, so they are a preferred housing solution for many people. The term "mobile home" applies only when a unit does not meet Housing and Urban Development (HUD) national standards, which is typical only for those built prior to 1976.

Residential-design manufactured homes must at least meet the minimum HUD standards, be 22 feet in width, have a pitched roof, siding and roofing materials customarily used on site-built houses, and be placed on a permanent foundation. Additional architectural and aesthetic standards may be adopted in local zoning regulations to ensure their compatibility with site-built housing.

Kansas has an extensive Kansas Manufactured Housing Act (K.S.A. 59-4201, *et seq*), as well as a *Uniform Code on Guidelines for the Installation of Manufactured Housing* which provides standards for the placement of such homes. Zoning regulations which exclude residential-design manufactured homes from single-family residential districts solely because they are manufactured homes cannot be adopted or enforced in Kansas (K.S.A. 12-742 and 12-763). Such statutes do not preempt or supersede valid restrictive covenants running with the land.

Zoning regulations should permit manufactured housing anywhere that site-built housing can be constructed, provided the manufactured housing meets local construction codes, or is certified under HUD standards (which override local construction codes). Installation methods may be locally regulated, including how manufactured homes are hooked up to utilities, skirted, placed on a permanent foundation, and anchored.

Multiple-wide manufactured homes can be accommodated more easily in neighborhoods of site-built homes, because their shorter length (typically 42'-60') permits them to be oriented parallel to the street on a typical lot. However, the longer 70'-90' single-wide manufactured homes pose a problem in such neighborhoods. If placed parallel to the street, they create a wide frontage which increases costs for utilities and streets. If placed perpendicular to the street and intermixed with site-built houses, the extension of the manufactured home into the rear yard tends to reduce the open space and privacy of adjacent neighbors. In practice, single-wide homes are usually angled on the lot in order to permit more of the side windows a view of the street. In general, the intermixing of single-wide manufactured homes with site-built homes tends to depreciate the value of neighboring site-built houses.

Mulvane's Codes & Regulations

The following table shows the codes which have been adopted by the City of Mulvane. The International Property Maintenance Code addresses both housing issues and dangerous structures.

Mulvane Codes		year adopted	year last revised
Model Codes	edition		
International Building Code	2006	2007	—
International Plumbing Code	2006	2007	—
National Electric Code	2005	2007	—
International Mechanical Code	2006	2007	—
International Fire Code	2006	2007	—
International Property Maintenance Code	2006	2007	—
City of Mulvane Codes			
Inoperable Vehicles		—	1989
Nuisances		—	1991
Sanitation		—	1989
Animal Control		—	2006
Weed Mowing		—	2008
Moving Structures		—	1987
Fireworks		—	2010

- The City of Mulvane's Zoning Regulations were last revised in 2009. They address manufactured/mobile home parks, signs, and salvage yards.
- The City adopted Subdivision Regulations in 2003.
- Mulvane adopted Floodplain Regulations and Floodplain Maps in 2009. (More information on this topic is available in Chapter 7, under Topography & Drainage.)

Sumner County enforces its codes regarding on-site sanitation (sewage treatment) and water wells in that part of Mulvane's extraterritorial jurisdiction which is within Sumner County. Sedgwick County has zoning authority and construction code authority in the Sedgwick County Zoning Area of Influence, and in the Subdivision extraterritorial jurisdiction.

Recommended Codes & Regulations

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked whether they thought City regulations regarding poorly maintained housing needed to be stronger.

Community Questionnaire – Need Stronger City Regulations / Poorly Maintained Housing						
	Yes		No		Don't Know	
In City of Mulvane	166	56%	67	22%	65	22%
Outside City / In Planning Area	32	43%	14	19%	29	39%
<i>Total Responses</i>	198	53%	81	22%	94	25%

More than half of the respondents saw a need for stronger City regulations regarding poorly maintained housing.

Within the City of Mulvane, Codes are enforced by the Police Department. The City should pursue its efforts to maintain high standards of enforcement on environmental issues, which in turn support the community's quality of life and sustain property values in Mulvane.

Mulvane's Future Housing Needs

Given the life cycle of people and families, housing needs change over time. According to Census 2010, about 16% of householders in the United States had moved within the previous year. If suitable housing options are not available when housing requirements change, it can cause residents to leave a community, or potential residents to choose another city.

The number of people living in the average American household has been declining for years. Many factors contribute to this trend, including the increasing number of young people who delay marriage or postpone having children, high divorce rates, and a population in which more people choose to live alone. What was once considered the typical American family (a husband who goes to work, a wife who is a full-time homemaker, and a couple of children) is a very small minority of the families in the nation today.

As household sizes get smaller, there is more demand nationwide for smaller houses, duplexes, apartments, condominiums, and modular or manufactured housing. Based on the proposed population increase in Mulvane of 889 persons by 2023, and applying the 2010 household size of 2.7 persons per household, about 329 additional housing units will be needed by the end of the Planning Period, or about 25 houses per year just to accommodate increases in population. Additional units will be needed as well, to replace those lost to fire, other hazards, necessary demolitions, and normal attrition to changing land uses.

Housing Diversity

No community can afford to lose its young people simply because they are ready for a place of their own, and can't find one locally that they can afford. Once they move away, it becomes much less likely that they will ever move back. And when seniors have to move away, family relationships are often strained. A community's elders should have the option to age in place.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked whether, assuming there is a possible need for a variety of housing types, which types should be encouraged.

Community Questionnaire – Housing Types to Encourage						
	In City of Mulvane		Outside City / In Planning Area		Total Responses	
Middle-income housing	221	35%	70	43%	291	37%
Starter homes for first-time buyers	118	19%	34	21%	152	19%
Rental apartment units	92	15%	13	8%	105	13%
Upper-income housing	77	12%	18	11%	95	12%
Duplexes	67	11%	15	9%	82	10%
Twin homes (duplexes split for sale on individual lots)	53	8%	13	8%	66	8%

Housing Programs

When private financial institutions in an area are unable to provide mortgages for low and moderate income persons on affordable terms and conditions, various federal housing assistance programs may be considered. These programs are typically administered by the Federal Housing Administration (FHA) of the U.S. Department of Housing and Urban Development (HUD), or the Rural Development Office of the U.S. Department of Agriculture. The latter agency includes grant programs for cities under 10,000 in population, for which Mulvane is eligible. More information is available at www.rurdev.usda.gov/ProgramsAndOpportunities.html.

Each administration of the federal government, together with Congress, evaluates current housing assistance programs. Selected sections of various programs are then revised to suit the administration's goals and budget. Because elderly and handicapped people are heavily affected by the cost of housing, assistance for them has been popular and may well continue. However, in recent years many other programs have not always been funded.

The Kansas Department of Commerce and Housing administers the Community Development Block Grant Program (CDBG), which funds housing rehabilitation. More information is available at www.hud.gov/cdbg. The federal Home Investment Partnership Program (HOME) is administered by the Kansas Housing Resources Corporation in Topeka. This grant program is designed to assist with rehabilitation, rental housing, new construction, and home ownership targeted to low and moderate income families. More information is available at www.kshousingcorp.org.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked whether they thought the City should encourage the construction of public housing units.

Community Questionnaire – Public Housing						
	No		Yes		Yes, but only for the elderly or handicapped	
In City of Mulvane	121	35%	76	22%	152	44%
Outside City / In Planning Area	34	40%	15	17%	37	43%
<i>Total Responses</i>	155	36%	91	21%	189	43%

- If those who responded "Yes" are added to those who responded "Yes, but only for the elderly or handicapped", then 64% of respondents support public housing, at least for the elderly or handicapped.

Housing Policies

Mulvane should plan to assess and improve its existing housing stock, and encourage the development of new residential units that will meet a wide variety of housing needs.

Villa Maria, Maria Court, Quad County Manor, and the Homestead Senior Residence currently provide a good balance of options for senior housing in Mulvane. However, affordable housing—including multi-family housing for young renters and accessible housing for local seniors—should continue to be a component of the community's future residential development.

The following list of ideas for housing policies should be periodically reviewed, and prioritized for implementation.

Planning

1. Promote well planned housing:
2. Monitor the status of the housing inventory through the use of regular reports on building and zoning permits for both construction and demolition. Periodically review projected housing demand.
3. Encourage infill development where streets and utilities are already available.
4. Where financially feasible, encourage cooperation between the City and developers to create new subdivisions in the proposed growth area.
5. Encourage the development of good subdivisions and well-designed manufactured home parks in the Planning Area.
6. Encourage commercial and industrial development in appropriate locations, to help reduce residential taxes.

Enforcement

1. Periodically review Mulvane's construction, health and planning codes, and revise them as needed to maintain and improve housing quality and related environmental conditions.
2. Support a program to require removal or rehabilitation of deteriorated and dilapidated houses, outbuildings and commercial structures.

Diversity

1. Encourage the construction of diverse housing types, including accessible housing for the elderly and the handicapped, and affordable entry-level homes.
2. Promote the construction of more duplexes and multiple dwelling units, to provide more rental units and a wider choice in housing.
3. Request the Mulvane Housing Authority to explore future housing projects for the elderly, handicapped and low income families.
4. Determine whether future housing bond issues are available, and applicable to local needs.
5. Use the Site Plan Review criteria to improve the aesthetic standards for multiple-family housing units, to increase their acceptance as a viable housing choice.

Communications

1. Establish a website or other method to disseminate current local rental information.
2. Promote periodic public presentations and exhibits to stimulate interest in building and remodeling houses in Mulvane.

Improve Existing Conditions

1. Conduct a special program to remove inoperable vehicles.
2. Conduct an annual program to remove dead trees and stumps in the public right-of-way.
3. Create a City Beautification Committee to enhance the appearance of the community.
4. Promote an annual "clean-up, paint-up, fix-up" program, as a joint public-private effort, to improve the appearance of houses and yards in the community.
5. Use high school volunteers or community groups to undertake house painting projects for elderly and handicapped residents.

CHAPTER 7. Physical Development Influences

A community's overall development, as well as the internal relationships of its various land uses, are influenced by its geographic location, physical features, and natural resources. Its physical environment may support particular land uses, or may restrict development possibilities and limit the directions available for urban growth.

To guide urban development economically, efficiently, and in an esthetically pleasing manner, it is essential to establish developmental policies which maximize the advantages and minimize the disadvantages of a planning area's location and physical characteristics.

This chapter discusses the Mulvane Planning Area's geographic location and physical features, and their implications for the future development of various land uses. Climate, soil types, water resources, topography and drainage, flood hazard areas, and woodlands will be discussed.

Geographic Location

As shown on the geographic location map which follows, Mulvane is in south-central Kansas. The city is on the south edge of the Wichita Metropolitan Area, and is part of the Wichita Area Metropolitan Planning Organization (WAMPO), which includes all of Sedgwick County, plus the cities of Andover and Mulvane. Mulvane's city limits and planning area extend into both Sedgwick and Sumner Counties.

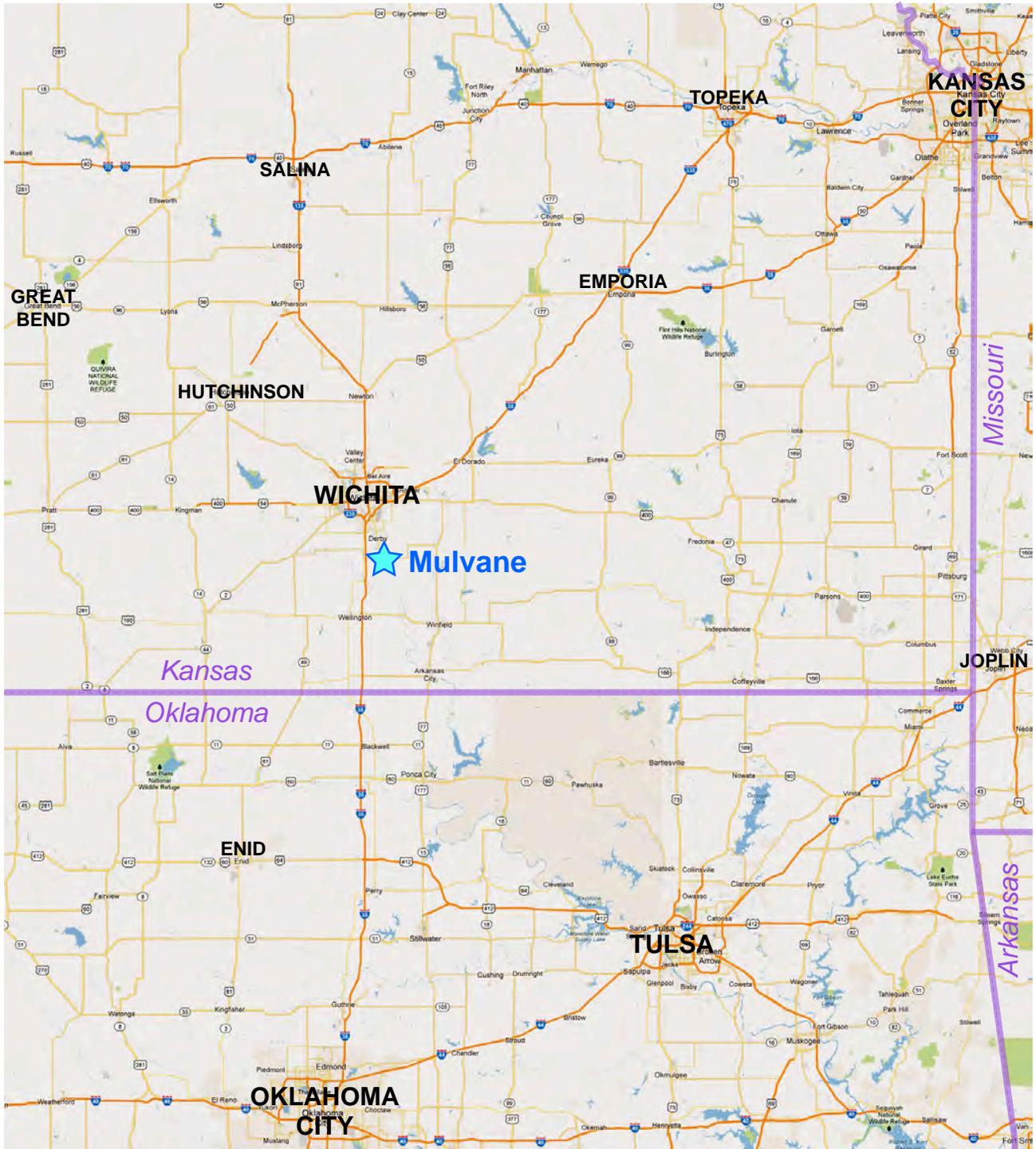
The older portion of Mulvane lies primarily to the east of the Arkansas River, while the more recently annexed part of the City is west of the River. The 119th Street bridge conveniently connects the east and west sides of town. The nearest bridge upstream to the north is in Derby at 83rd Street (about 5 miles away), and the nearest bridge downstream to the south is at 90th Avenue (about 6 miles away).

Transportation Access Mulvane has access to the interstate highway system via its own interchange (Exit 33) on Interstate Highway I-35. Kansas State Highway K-15 runs through Mulvane, providing direct access southeast to Udall and Winfield, and north to the heart of Wichita. Rock Road begins in Mulvane and runs directly north through Derby, and on to the east-side shopping districts of Wichita.

Mulvane is 30 minutes drive time from Mid-Continent Airport in Wichita, by highway. The City lies at the intersection of two Burlington Northern Santa Fe Railway lines, one running northeast to southwest, and one running northwest to southeast.

Nearby Cities Driving from Mulvane, it takes approximately 12 minutes to reach Derby, 20 minutes to reach Haysville, 30 minutes to reach Wellington, and 32 minutes to reach Winfield. Mulvane is ½ hour from downtown Wichita, 2¼ hours from Oklahoma City, 2½ hours from Tulsa, and 3 hours from Kansas City.

Geographic Location Map



base map from google.com

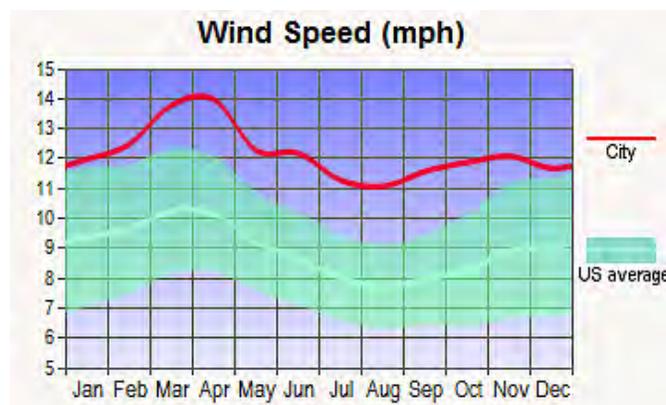
Climate

Climate significantly affects agricultural, economic, and development activities.

The continental climate typical of Sedgwick and Sumner Counties is characterized by wide daily and annual temperature variations, abundant spring rainfall, occasional high winds, and much sunshine. Frequent and abrupt weather changes, often of short duration, are typical. Severe thunderstorms, damaging hail, or tornadoes may occasionally occur.

The detailed climate information which follows is based on data from Mulvane's nearest full service weather station, at Mid-Continent Airport in Wichita.

Sunshine The yearly average percent of possible sunshine is 65%. In the three sunniest months of the year (June, July, and August), the percent of possible sunshine averages 77%. In the three cloudiest months of the year (November, December, and January), the percent of possible sunshine averages 58%.



Winds Prevailing winds are usually from the south; February is an exception with prevailing winds from the north. Highest average wind speeds are in the spring, in March and April. The least windy month of the year is August. Tornadoes are most likely in spring, but can occur at any time.

The adjacent chart shows average monthly wind speeds for Mulvane, in comparison to the national average. (Chart from city-data.com)

Humidity Average annual humidity is 80% in the morning and 57% in the afternoon. Monthly average afternoon humidity levels range from 52% in July and August, to 64% in December and January.

Precipitation Average annual precipitation is about 30 inches. The largest recorded annual precipitation was 43.53 inches in 1944; the smallest was 15.58 inches in 1936.

Rain is heaviest in late spring and early summer, often produced by late evening thunderstorms. The heaviest one-day rainfall was 7.99 inches. Severe thunderstorms occur occasionally, but are usually localized and of short duration. Hail is infrequent, but can be damaging.

The average seasonal snowfall is just 15.7 inches. The record snow depth was 40 inches. The number of days with snow on the ground varies radically from year to year; occasionally, a winter may pass with no significant snow accumulation at all. On average, there are 9 days per winter with 1 inch or more of snow on the ground.

Winter Winters can be quite cold, but generally last only from December through February. The coldest month is typically January, with an average maximum temperature of 40°F, and an average minimum temperature of 19°F. There are about 110 days per year with a minimum temperature below freezing. The record low temperature of minus 22°F occurred in February of 1899.

Summer Warm summer weather generally lasts for about six months each year, from mid-April through mid-October. The hottest month is typically July, with an average maximum temperature of 93°F, and an average minimum temperature of 70°F. There are usually about 63 days per year with a maximum temperature of 90°F or higher. The record high temperature of 114°F was set in August of 1936.

Growing Season The average growing season is the 191 day period from April 14 to October 22nd. The length of the frost-free period may vary drastically from year to year, but usually ranges from 168 to 214 days, generally beginning sometime in the last two weeks of April, and lasting until sometime in the middle two weeks of October.

Too much precipitation may cause muddy fields that delay planting and harvesting, yet prolonged dry periods are not unusual. In two years out of ten, rainfall in the prime growing season of April through September is less than 12.75 inches.



The Mulvane Planning Area enjoys a generally beneficial climate, with relatively few disadvantages. Its long growing season offers temperatures and sunshine conducive to agricultural production. Total precipitation is adequate for the principal crops (wheat and sorghum), though in some years its timing and distribution can cause problems. High winds or hail may occasionally damage crops or structures, sometimes catastrophically.

The typically mild winters mean that various outdoor recreational activities can be sustained almost all year round. Only during the coldest weeks of the year is construction restricted, or construction methods constrained. However, recurring abrupt temperature swings, and frequent, often daily, freeze-thaw cycles in winter profoundly affect the durability of road surfaces and some other building materials.

Soil Types

Soil is a valuable resource which should be protected from uses detrimental to its condition and long-term conservation. Conversely, some soil types are ill-suited to support particular land use activities. In both urban and rural areas, efficient land use planning should consider the potential positive and negative interrelationships between the soil and the way it is used.

Soil survey information is provided by the USDA Natural Resources Conservation Service (NRCS). Their website, called *Web Soil Survey*, is the official source for current soils information, superseding the older county Soil Survey books published in the 1970s. The *Web Soil Survey* tables and database offer a wide range of information crucial for farming, range management, recreational development, and wildlife preservation purposes. Information is also provided on the characteristics of the soils themselves, and their suitability for various urban development uses, such as:

- Building Site Development—including restrictions on shallow excavations, basements, commercial buildings, and roads.
- Sanitary Facilities—including restrictions on septic tank absorption fields, sewage lagoon areas, and various types of sanitary landfills.
- Construction Materials—including suitable sources of roadfill, sand, gravel, and topsoil.
- Water Management—including limitations for pond reservoirs, and for embankments, dikes, and levees; features affecting drainage, irrigation, terraces and diversions, and grassed waterways.
- Engineering Index Properties—including depth, USDA textures, Unified and AASHTO classifications, fragments, sieve numbers, liquid limits, and plasticity.
- Physical and Chemical Properties of the Soils—including depth, percentage of clay, moist bulk density, permeability, available water capacity, pH, salinity, shrink-swell potential, erosion factors, wind erodibility, and percent of organic matter.
- Soil and Water Features—including hydrologic group, flooding frequency and duration, high water tables, bedrock depth and hardness, and corrosion risks for steel and concrete.

Using the *Web Soil Survey*

The *Web Soil Survey* is at: <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>

Area of Interest Simply zoom in on an aerial map until you find the property you are looking for, and draw your "Area of Interest" with the AOI tool. After you have drawn your AOI, you can save the web page as a link in your web browser, so you can easily return to it.

Map & Data After your AOI is defined, click on the "Soil Map" tab to see a soils map and a table showing the percentages of all the soil types in your area of interest. Click on the "Soil Data Explorer" tab to find information related to your soils, in hundreds of categories—from soil chemistry, erosion factors, or depth of the water table, to its suitability for building basements or a septic field, to its probable yield of corn silage when irrigated.

Soils in the Mulvane Planning Area

Soils in the Mulvane area are typically deep loams (variously loams, sandy loams, silt loams, and silty clay loams), which are nearly level to gently sloping, and well drained to moderately well drained. Such soils are ideal for agriculture. They are also ideal for development, but prime farmland is an irreplaceable resource, and it is important that an effort be made to protect as much highly productive farmland from development as possible.

Significant portions of the Planning Area are in floodplains, and are therefore not suitable for urban development. Some soils in the Planning Area have low percolation rates, and are not suitable for on-lot septic tank systems. Development in these areas would require extension of the public sewer system, or large enough lot sizes to permit relocation of tile fields when necessary.

Water Resources

An adequate long-range supply of fresh water is an essential foundation for any community's future development. Long term planning must address issues of water quantity, quality, and legal availability.

Within the Planning Area, residents generally acquire water in one of three ways— from the Mulvane City water system, from Rural Water District SG-03, or from their own wells. Mulvane City water is currently purchased from the City of Augusta. Augusta gets its water from El Dorado Lake, Augusta Lake, and Santa Fe Lake. Rural Water District SG-03 also purchases water from the City of Augusta, as well as from the City of Wichita. Wichita's water supply originates from the Equus Beds aquifer and Cheney Reservoir.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate the water supply system in the Mulvane Planning Area.

Community Questionnaire—Water Supply System						
	Adequate		Inadequate		Don't know	
In City of Mulvane	156	48%	139	43%	27	8%
Outside City / In Planning Area	25	29%	27	31%	35	40%
Total Responses	181	44%	166	41%	62	15%

Comprehensive Development Plan for the Mulvane Area, Kansas 2013–2023

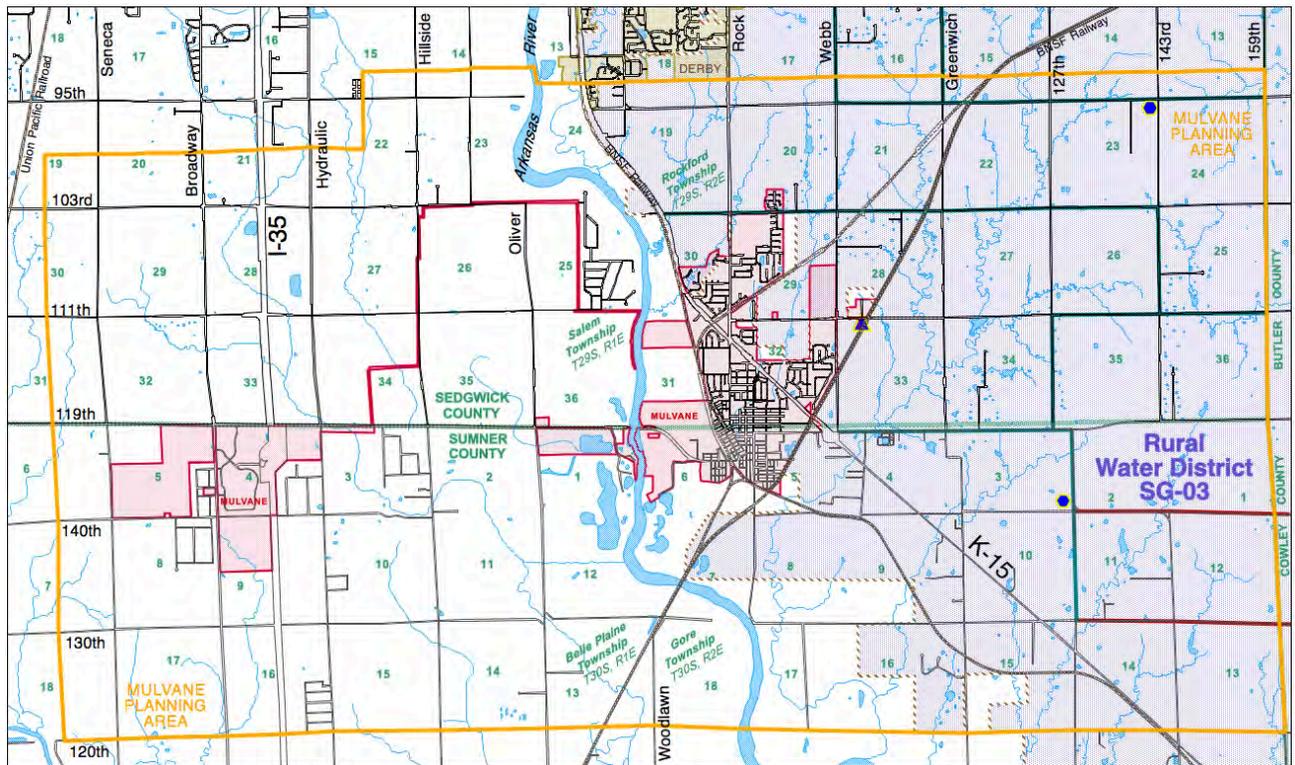
The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents who live outside the City and are not connected to a rural water district were asked if they had ever had problems with quantity or quality of well water.

Community Questionnaire—Rural Well Water Problems				
	Yes		No	
Quality of well water	34	55%	28	45%
Quantity of well water	14	29%	35	71%

Additional Comments: Hard water (4), now on (?) (3), water table dropped/dry wells (3), high nitrates, odor & discoloration, rusty water, contamination.

The majority (55%) of rural resident respondents using their own wells have had problems with water quality, and 29% have had problems with the quantity of water available to them.

Much of the eastern half of the Planning Area, including portions of the City of Mulvane, is within the jurisdiction of Rural Water District SG-03.



The Kansas Division of Water Resources administers the Kansas Water Appropriation Act which governs how water is allocated and used; statutes regulating the construction of dams, levees and other changes to streams; the state's four interstate river compacts; and coordinates the national flood insurance program in Kansas.

The Kansas Water Office is the state's water agency, coordinating management, conservation and development of water resources in Kansas. They develop and implement the State Water Plan, manage and market water under state control within federal reservoirs, coordinate water resource activities of agencies and organizations at all levels, and make recommendations to the Governor and Legislature on water policies and programs.

The Kansas Water Authority is part of the Kansas Water Office. The KWA is a board appointed by the Governor or Legislative leadership. They advise the Governor, Legislature and Director of the Kansas Water Office on water policy issues, to ensure that water policies and programs address the needs of all Kansans.

Mineral Resources

The Planning Area has areas suitable for sand and gravel extraction; various sites are worked.

Oil and gas production is not generally found in the Mulvane Planning Area. However, the northern extension of the Mississippian Limestone Formation extends north through the majority of the Planning Area. While oil and gas production activity in the core area of the Mississippian Formation is growing, it is yet to be determined how far north this activity will extend, and whether or not it will impact the Mulvane Planning Area. Known as horizontal drilling and fracking (hydraulic fracturing), the technology for extracting oil and gas from the Mississippian Formation requires large amounts of water, and may limit its economic viability in areas without abundant water availability.

Topography and Drainage

The topography of local landforms, and the drainage patterns that result, are significant factors in determining land use in both urban and rural areas. The location and design of some land uses—such as sewage treatment plants, water towers, and stormwater management structures—are powerfully influenced by topography.

Inside the city limits of Mulvane, elevations range from a high of about 1325 feet above mean sea level (at the northeastern edge of the City), to a low of about 1220 feet (at the south end of the City by the River). Elevations in the western portion of Mulvane range from about 1263 feet in the northwest, to about 1232 feet in the northeast, at Cowskin Creek.

The Arkansas River runs generally from north to south down the middle of the Mulvane Planning Area. The Area's topography is typically hillier and higher east of the River, and flatter and lower west of the River, with both sides sloping toward the Arkansas River in the middle. The exception to this pattern is the far western and southwestern portions of the Planning Area, which drain south to the Ninnescah River, a small portion of which is in the southeast corner of the Planning Area. The Ninnescah drains into the Arkansas River farther downstream.

The eastern parts of the Planning Area are drained by Spring Creek, Styx Creek, Dog Creek, Turner Creek, Bitter Creek Two, Short Creek, and Antelope Creek; most of the western portion of the Planning Area is drained by Cowskin Creek. All of these creeks flow into the Arkansas River. The far western and southwestern portions of the Planning Area drain to the Euphrates Creek and the Ninnescah River. The watershed in the Mulvane Planning Area all drains ultimately to the Arkansas River, then on to the Mississippi River and the Gulf of Mexico.

In the Planning Area, elevations range from a high of about 1350 feet above mean sea level (in the northeast corner of the Planning Area), to a low of about 1200 feet (in the middle of the southern edge, where Dog Creek exits the Planning Area). The straight-line distance between these two extremes is about 6.7 miles, with a total change in grade of 150 feet.

The following U.S. Geological Survey map shows the Mulvane Planning Area's topography and drainage delineated with 10-foot contour lines, as well as specific elevations at mile and half-mile points on mile line roads. A bench mark in the City at Plaza Lane and Second Street indicates an elevation of 1,259 feet.

Topography also defines the possible limits of a gravity-flow sewer system (see Figure 7-B).

The *USGS Topographic Map— Planning Area, Figure 7-A*, is inserted following this page.

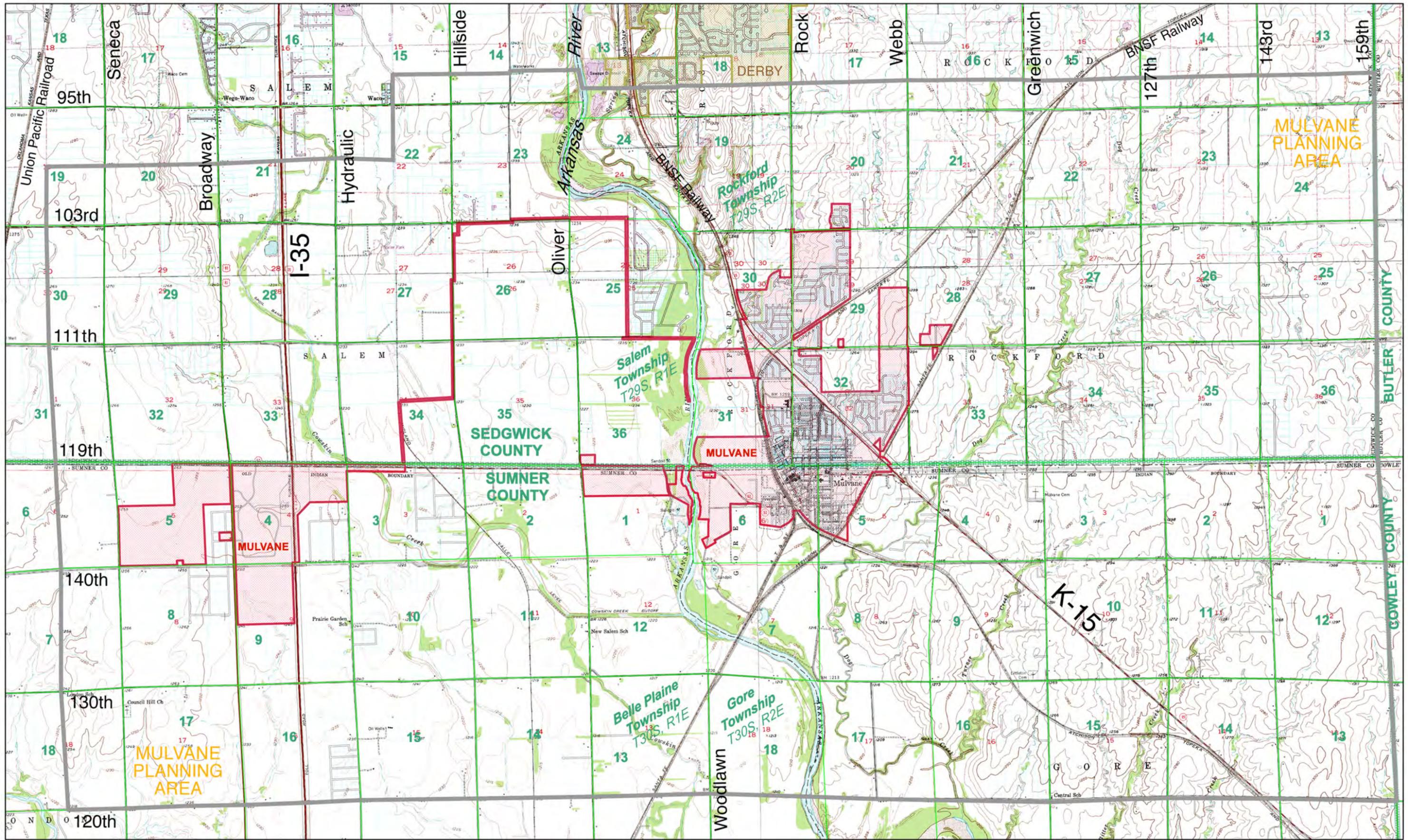


Figure 7-A
 USGS Topographic Map
 — Planning Area

Flood Hazard Areas

An inch of rain falling on one acre of land is the equivalent of about 27,143 gallons of water. With an average annual precipitation of 30 inches in Mulvane, rainfall in an average year would amount to some 814,290 gallons of water for each of the 43,361 acres in the Planning Area—so typically, more than 35.3 billion gallons of water fall annually on the Mulvane Planning Area.

The Mulvane Planning Area has an unusually high proportion of potentially floodable areas. Within the city limits, 17.2% of the land is designated as floodplain of some type, and 6.5% has a 1% or better annual chance of flooding—that is, the land is in what was often called the 100-year flood zone. In the Planning Area, 25.9% of land is in a floodplain of some type, and 16.2% has a 1% or better annual chance of flooding.

Most people avoid building in a floodplain whenever possible, however, so only about one quarter of respondents to the Community Questionnaire regarded drainage issues as a serious problem.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked to what degree they feel poor drainage is a problem in Mulvane and/or the rural area.

Community Questionnaire—Poor Drainage						
	Serious		Minor		No problem	
In City of Mulvane	61	21%	161	55%	71	24%
Outside City / In Planning Area	29	35%	32	39%	21	26%
Total Responses	90	24%	193	51%	92	25%

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked to what degree they feel Styx Creek drainage is a problem in Mulvane and/or the rural area.

Community Questionnaire—Problem / Styx Creek Drainage						
	Serious		Minor		No problem	
In City of Mulvane	69	26%	141	52%	59	22%
Outside City / In Planning Area	20	28%	29	41%	22	31%
Total Responses	89	26%	170	50%	81	24%

These responses are in total very similar to those for the previous question. Bear in mind that many people may not know the name of the creek that is the source of their drainage problems. With Kansas' flat topography and wide floodplains, watersheds may extend for many miles, and the boundaries between drainage basins are not obvious on the ground.

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP), to implement the Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973. FEMA provides cities and counties with Flood Insurance Rate Maps, which have recently been updated.

Flood Insurance Rate Maps classify flood areas by zones based on degree of risk, and thus establish the insurance rates for property owners to participate at a subsidy in the NFIP. Mortgages backed by federal guarantees and various federal grant programs require participation in the NFIP.

Sumner County's floodplain maps were updated in 2009.

Mulvane Floodplains

Only four Zones of flood risk occur within the Mulvane Planning Area: Zone AE (floodways), Zone A and Zone AO (1% annual chance of flooding), and Zone X (0.2% annual chance of flooding). These floodplains are shown on the *Development Influences Map* of Mulvane's Planning Area which is inserted after this page.

Flood Zone AE: Defined by FEMA as "the base floodplain where base flood elevations are provided."

Flood Zone A: Defined by FEMA as "Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones."

Flood Zone AO: Defined by FEMA as "River or stream flood hazard areas, and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Average flood depths derived from detailed analyses are shown within these zones."

Flood Zone X (shaded): Defined by FEMA as "Areas of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. Also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than one foot or drainage areas less than 1 square mile."

The *Development Influences Map— Planning Area*, Figure 7-B, is inserted following this page.

Key
Planning Area [Symbol] City Limits [Symbol]

Floodplain Key
Floodway (Zone AE) [Symbol]
1% annual chance Flood (Zone A or AO) [Symbol]
0.2% annual chance Flood (Zone X) [Symbol]
Source: Flood Insurance Rate Maps, Federal Emergency Management Agency, April 2012.

Development Influences Key
School District Boundaries [Symbol]
Sewer System Gravity Flow limits [Symbol]
Sewer System Gravity Flow / lift station [Symbol]
Rural Water District (RWD) SG-03 [Symbol]
RWD SG-03 Pipes — under 4" [Symbol]
RWD SG-03 — 4" to 6" [Symbol]
RWD SG-03 Pipes — size undetermined [Symbol]
PREVAILING WINDS [Symbol]

Functional Street System Key
Interstate [Symbol]
Other Principal Arterial [Symbol]
Minor Arterial [Symbol]
Major Collector [Symbol]
Minor Collector [Symbol]
Local Street [Symbol]

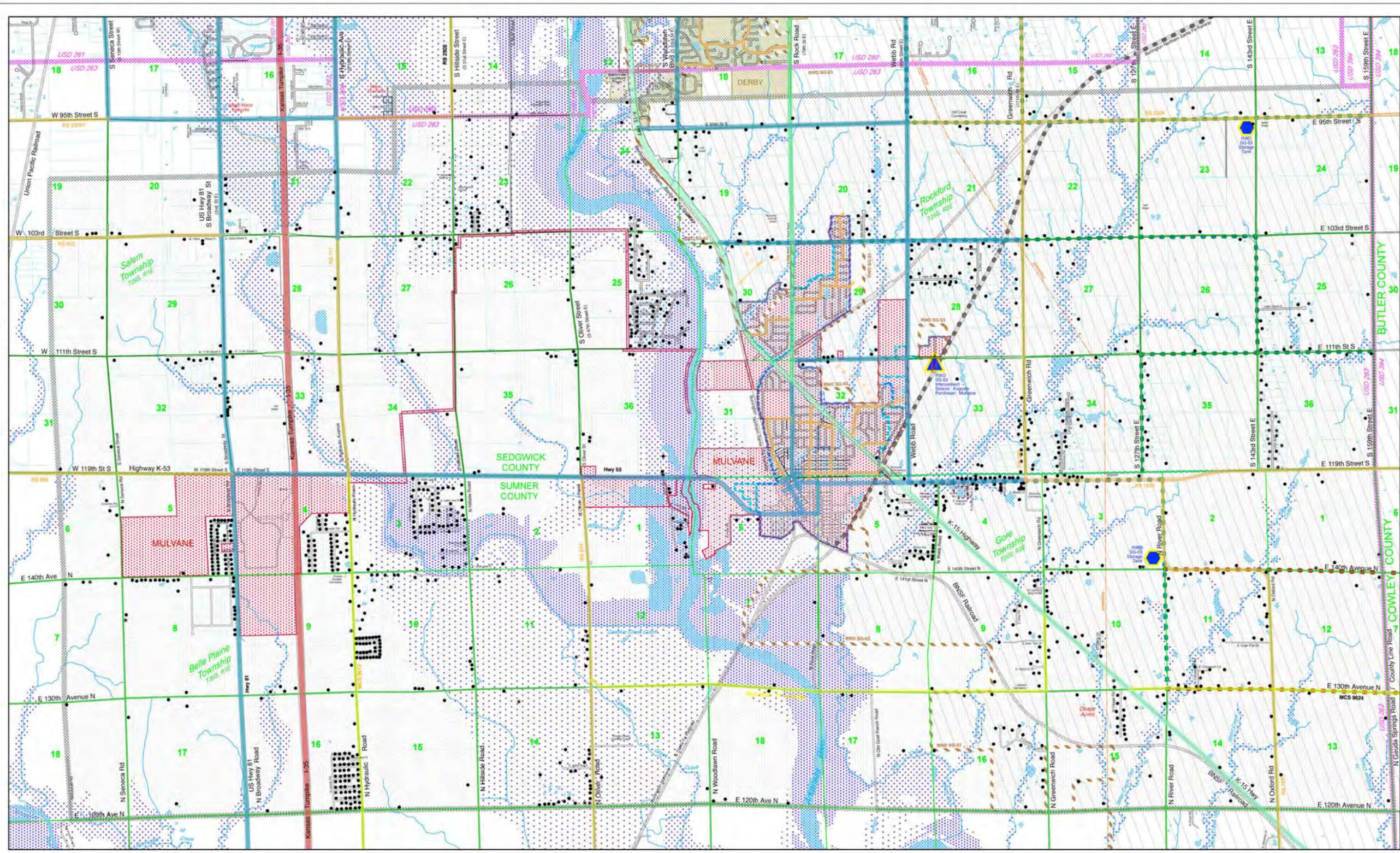
BASE MAP:
• Sedgwick County parcel information and aerials (flown 2011) from Sedgwick County GIS
• Sumner County aerials and partial parcel information from Young & Associates, P.A. (Derby, KS)
• Revised by Rice Foster Associates P.A. (Wichita, KS) 2012 & 2013.
Note: Plat information not shown in Butler County and Cowley County

DATE PLOTTED: October 11, 2013
0' 1200' 2400' 4800'
PLOTTED SCALE 1" = 1200'
NORTH

FIGURE 7-B
DEVELOPMENT INFLUENCES
— URBAN AREA —

COMPREHENSIVE DEVELOPMENT PLAN

MULVANE AREA
SEDGWICK COUNTY
& SUMNER COUNTY
— KANSAS —



Woodland and Community Forest

Shelter Belts Outside of urban areas, woodlands in the Mulvane Planning Area are located primarily along water ways, and in shelter belts. The value of these woodlands lies not in their price as timber, but in their environmental significance. Woodlands reduce soil erosion, help prevent flooding, improve air and water quality, and serve as a habitat for wildlife.

Riparian forests along the banks of streams and rivers are a crucial element in protecting surface water and helping to recharge the aquifer. Shelter belts are an essential safeguard for farming on the prairie, yet throughout Kansas they are showing a decline in vigor due primarily to the advanced average age of the trees.

The Kansas Forest Service operates a Conservation Tree Planting Program, which offers seedlings of appropriate tree and shrub species, in quantity and at a low cost. More information is available at www.kansasforests.org.

Although woodlands in Mulvane's Planning Area cover only a small relative acreage, they are critically important to the long-term health of the water and soil on which much of the Mulvane area economy depends. Every effort should be made to sustain and enhance these woodlands.

Community Forests When individual trees by homes, in parks, and along streets are considered collectively, they form an urban or community forest. This forest is an important resource affecting the livability of the community. The benefits of urban trees and associated landscaping are well documented, and include providing shade, reducing noise levels, decreasing air and water pollution, diminishing summertime energy use, furnishing wildlife habitat, screening undesirable views, serving as a buffer between land uses, and raising property values. Additionally, a well-maintained and well-planned urban forest enhances the community's character, and its quality of life.

Cities are authorized under K.S.A. 12-3201 et seq. to regulate the planting, maintenance, treatment, and removal of trees and shrubbery upon all street and alley rights-of-way. Abutting property owners hold "title to and property in" such trees and shrubbery which are located between their property line (typically at the back edge of the sidewalk) and the curb line; this area is known as the parking or planting strip, or the tree lawn. Property owners can recover damages to such trees, and initiate actions to prevent their destruction. Cities can designate acceptable street trees for such areas. Some cities conduct periodic stump removal programs.

Statewide, interest in urban tree plantings has greatly increased due to heightened public awareness of the benefits that landscape beautification offers to a community. Also, the decline and loss of urban trees due to storms and disease, particularly diseases affecting pines and ash trees, has impacted most cities in Kansas. This has created, and for many years will continue to create, a need for urban tree plantings.

Tree Board A Tree Board is established by a city ordinance, which must describe the terms of office and responsibilities of members. A Tree Board usually has five to seven members, and typically advises the governing body on tree related issues, prepares a comprehensive tree plan, initiates tree planting and maintenance projects, and works to educate the public on the benefits of trees. Mulvane has had a tree ordinance since 1990, which established the Mulvane Tree Board.

The Mulvane Tree Board has eight volunteer members, and is funded by the City's Beautification Program. They sponsor the City's annual Arbor Day Celebration, which is usually held around the last part of April at one of the City parks. They organize an annual Tree Sale, of trees selected to thrive in our Kansas climate. The sale is very popular with residents interested in purchasing trees for their homes. The Mulvane Tree Board also supports a Memorial Tree planting program, for those interested in sponsoring a tree on public land to honor a loved one. The Mulvane Parks Department plants and maintains all trees purchased and donated by the Mulvane Tree Board.

Tree City USA This program is sponsored by the Arbor Day Foundation, in cooperation with the USDA Forest Service and the National Association of State Foresters. It provides national recognition for urban and community forestry programs in thousands of towns and cities.

Requirements for Tree City USA recognition include having a Tree Care Ordinance and a Tree Board, spending at least \$2 per capita towards tree planting and maintenance each year, and observance of an Arbor Day tree planting ceremony. Kansas is one of the most successful Tree City USA states in the nation, and currently has 102 cities which sustain Tree City USA status. As of 2013, Mulvane has received the Tree City USA and Growth Award for more than 21 years.

For information on other helpful organizations, and on funding programs that can help improve your community forest, see the Kansas Forest Service website at www.kansasforests.org.

Constructed Features

Large physical features constructed by people also influence development patterns. For example, transportation routes typically stimulate development, particularly at major intersections. Other facilities, such as Wastewater Treatment Plants or large utilities installations, provide services essential to attract residents to a community, yet may repel residential development in their immediate area.

Railroads are usually considered venues for industrial development, but barriers for other types of urban uses. The Burlington Northern & Santa Fe Railway provides service to the City's original industrial area, including the Co-op. However, the railroad tracks which surround much of Mulvane's developed area are a significant constraint on the City's growth, acting as a barrier to future city development, especially to the west.

Much of the existing industrial area in Mulvane lies to the southwest of the majority of the city's residential development. Since prevailing winds are from the south, airborne emissions could travel over much of the City. Therefore, the specific types of industry which develop in this area must be given careful consideration.

Within Mulvane's downtown area, the Coop has a major visual impact, as well as a functional impact during peak seasonal activities. The Kansas Star Casino has a visual impact from the turnpike and from surrounding neighborhoods.

CHAPTER 8. Land Use Plan

A Land Use Plan must coordinate existing land use patterns with future land use plans, maintaining a balance among the various types of land uses within the community. The patterns of existing land use influence other planning decisions, such as siting new community facilities or improving the transportation system. Future land use goals should be compatible with both natural and man-made physical conditions within the Planning Area.

The use of any given parcel of land may change over time, but it is typically a slow process. Therefore, *existing* land use patterns should generally be recognized and accepted as the basis for the realistic projection of *future* land use patterns.

This Land Use Plan addresses the distribution and interrelationships of existing land uses in the City of Mulvane and its surrounding Planning Area, and evaluates the area's potential for future development. Not only will this Land Use Plan influence future development, it also provides a legal foundation for the judicial review of zoning cases. In turn, Zoning and Subdivision Regulations serve to implement the Land Use Plan and other proposals of the Comprehensive Plan.

Included within this chapter are Existing Land Use maps for both the City itself (Figure 8-A) and the Planning Area (Figure 8-B), as well as tables showing the total acreage and the relative percentage of each existing land use category. A Future Land Use Map for the urban area (Figure 8-C) is also included. Full-size versions of the maps are available for viewing at City Hall, and on the City's website.

Existing Land Use

A field survey of Mulvane's urban area was conducted on March 22nd 2013, by the consultants and the City Zoning Administrator, to compile an inventory of existing land use. In the rural parts of the Planning Area, land use was determined largely by analysis of aerial photographs, and confirmed where necessary by field survey.

The following definitions were used in the survey, to classify existing land uses within the Mulvane Planning Area. In all cases, "undeveloped land" refers to land not built upon.

Agricultural and Vacant / Rural—Land outside the city limits, used for agricultural purposes, such as growing crops or raising livestock. Also, undeveloped land, such as natural open space.

Agricultural and Vacant / Urban—Undeveloped land within the city limits, such as vacant lots, natural open space, and land which may be used for agricultural purposes.

Single-family Residential—Land devoted to residences occupied by one family or its equivalent in unrelated individuals. Manufactured/mobile homes, not otherwise located in mobile home parks, were further identified separately from site-built housing units.

Multiple-family Residential—Land devoted to multiple occupancy dwellings containing two or more individual residential units, such as duplexes, fourplexes, and apartment buildings.

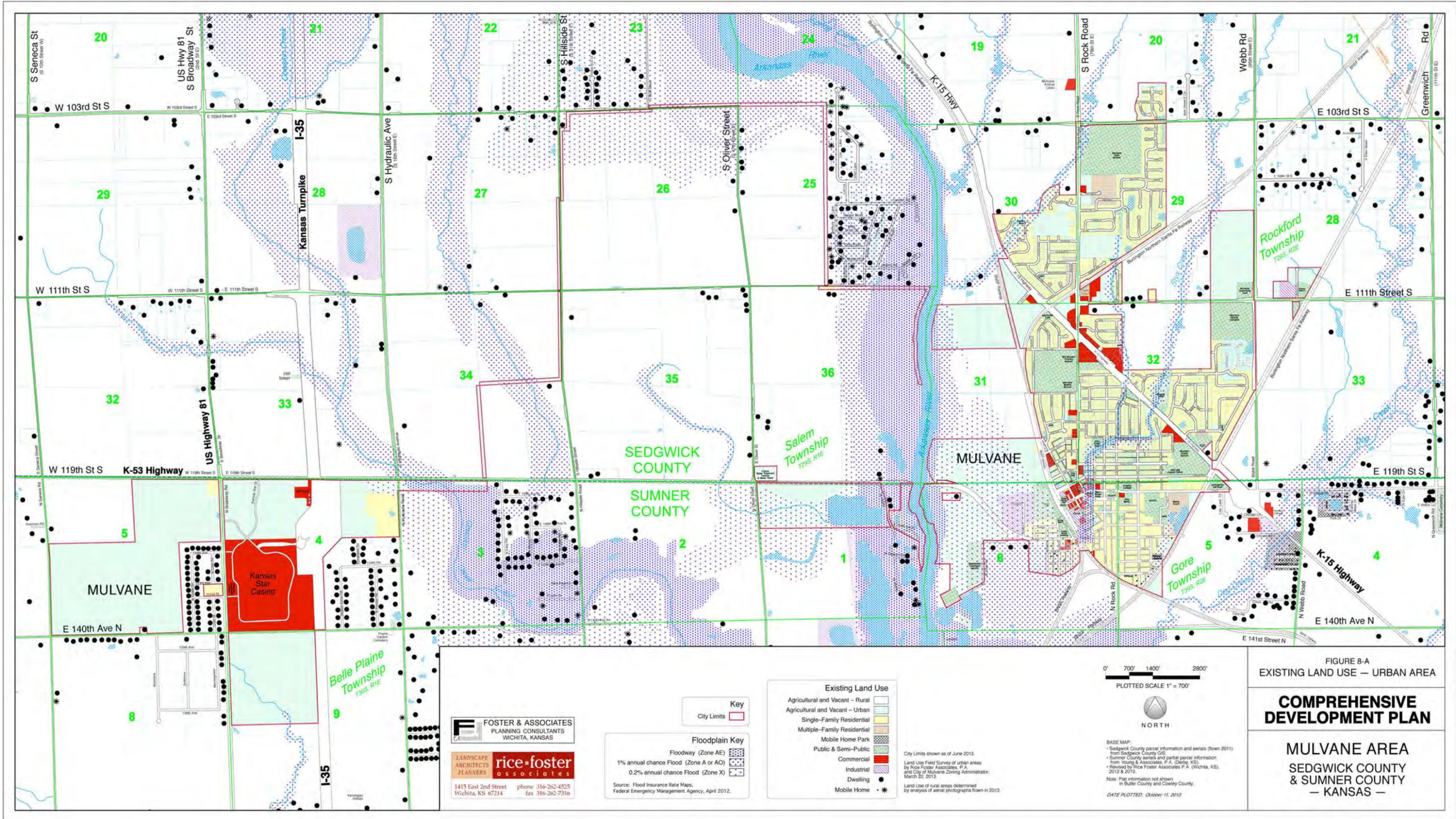
Public and Semi-public—Land devoted to city buildings, schools, parks, and other governmental activities, including special uses regulated by government, such as utilities and nursing homes. Also includes institutional or fraternal uses of land for public purposes, such as churches, cemeteries, lodge halls, and service organizations.

Commercial—Land and buildings where commercial activities of either a merchandising, service oriented, or professional nature are conducted.

Industrial—Land and buildings used for manufacturing, heavy construction, and storage purposes, including salvage yards.

Transportation—Public or semi-public land used for transportation right-of-way, for example streets, alleys, highways and railroads.

The *Existing Land Use Map—Urban Area*, Figure 8-A,
is inserted following this page.
This map focuses on land within the city limits.



FOSTER & ASSOCIATES
 PLANNING CONSULTANTS
 WICHITA, KANSAS

rice-foster
 ASSOCIATES
 LANDSCAPE ARCHITECTS PLANNERS

1415 East 2nd Street phone 316-262-4525
 Wichita, KS 67214 fax 316-262-7316

Key
 City Limits

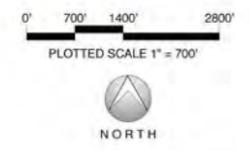
Floodplain Key
 Floodway (Zone AE)
 1% annual chance Flood (Zone A or AO)
 0.2% annual chance Flood (Zone X)

Source: Flood Insurance Rate Maps, Federal Emergency Management Agency, April 2012.

Existing Land Use

- Agricultural and Vacant - Rural
- Agricultural and Vacant - Urban
- Single-Family Residential
- Multiple-Family Residential
- Mobile Home Park
- Public & Semi-Public
- Commercial
- Industrial
- Dwelling
- Mobile Home

City Limits shown as of June 2013.
 Land Use Field Survey of urban areas by Rice Foster Associates, P.A. and City of Mulvane Zoning Administrator, March 22, 2013.
 Land Use of rural areas determined by analysis of aerial photographs flown in 2013.



BASE MAP:
 • Sedgwick County parcel information and aerials (flown 2011) from Sedgwick County GIS
 • Sumner County aerials and partial parcel information from Young & Associates, P.A. (Daisy, KS)
 • Revised by Rice Foster Associates P.A. (Wichita, KS), 2012 & 2013.
 Note: Plat information not shown in Butler County and Cowley County.
 DATE PLOTTED: October 11, 2013

FIGURE 8-A
 EXISTING LAND USE — URBAN AREA

COMPREHENSIVE DEVELOPMENT PLAN

MULVANE AREA
 SEDGWICK COUNTY
 & SUMNER COUNTY
 — KANSAS —

Existing Land Use in the City of Mulvane			
	Total acres	Percentage of developed area	Percentage of total area
Residential (total)	649.5	41.04%	22.19%
Single-family	608.4	38.44%	20.79%
Multiple-family	40.1	2.54%	1.37%
Mobile Home Park	1.0	0.06%	0.03%
Public & Semi-public	274.6	17.35%	9.38%
Commercial	186.4	11.78%	6.37%
Industrial	31.8	2.01%	1.09%
Transportation Right-of-way	440.3	27.82%	15.04%
Total Developed Area	1,582.6	100.00%	54.07%
+ Agricultural & Vacant	1,344.5		45.93%
= Total Area	2,927.1		100.00%

Note: Land use quantities include all land within the Mulvane city limits.
Source: Land Use Field Survey by Rice Foster Associates, P.A. and the City of Mulvane Zoning Administrator, March 2013.
Land Use calculations by Rice Foster Associates.

Existing Land Use Inside the City

The original City of Mulvane had a central business district adjacent to the railroad depot and tracks. Industrial uses developed along the tracks, to the north and south of the business district. For many decades, the City grew within an area of land bounded by railroad lines on the west, south, and southeast, and bordered on the northeast by the road that would eventually become K-15 Highway. By the early 1970s, development was expanding north, past K-15 and the railroad tracks. Only a small area of development along Bridge Street extended west beyond the railroad, but was still east of the River. Then in 2008 and 2009, the City annexed land west of the Arkansas River as far as Seneca Street, to allow development of the Kansas Star Casino.

Mulvane's city limits, as of June 2013, encompass 2,927.1 acres of land. Of that area, 1,795.9 acres lie east of the River. West of the River, there are 1,131.2 acres, which includes 67.5 acres in connecting annexations linking the two sides of the City.

Developed land represents 54.07% of the City's area and totals about 1,582.6 acres. The bulk of the City's developed area is east of the railroad, with some west of the tracks along Bridge Street. In the western portion of Mulvane, most of the developed land is in commercial land use. The City's undeveloped land is typically in large tracts currently used for agricultural purposes. Only a scattered handful of urban lots are vacant and available for infill development.

Residential

A total of 649.5 acres of land within the city limits is in residential use—with 608.4 acres in single-family homes, 40.1 acres in multiple-family housing, and 1.0 acre in a single mobile home park. Residential land use accounts for 41.04% of the developed area within the City, and takes up 22.19% of the land within the city limits. No other single category of land use is larger in the City of Mulvane.

Mulvane's multiple-family housing consists primarily of the 34 apartments of the Maria Court assisted living facility, a complex of 32 duplex housing units east of Rock Road and south of the High School, and a complex of 20 duplex housing units west of Rock Road and north of 111th Street. A small number of additional apartments and duplexes are scattered about the older neighborhoods of Mulvane.

There is one small mobile home park in Mulvane, east of Park Avenue and north of Vine Street. Only one acre in size, it currently houses 12 mobile homes. Additional mobile homes in the City occur largely within two neighborhoods—between Arbor Street and the railroad in the southern tip of Mulvane, and in the residential area west of the railroad and south of Bridge Street.

Public & Semi-public

Public and semi-public land use represents 17.35% of the developed area within the city limits, and 9.38% of all the land. This category includes 274.6 acres in total, and is the City's third-largest category of land use.

Public land uses include three major school sites belonging to USD 263, totaling 116.5 acres. City of Mulvane property includes 70.3 acres of park land, as well as sites for City Hall, the Library, the Emergency Services building, the Wastewater Treatment facility, the Water Tower, two Power Plants, the Public Works facility, the Historical Museum, and various drainageways. Other public and semi-public land uses include churches, the Villa Maria Nursing Home, Cowley College, the Saddle Club, and the American Legion property.

The Post Office in Mulvane was moved from its previous location on Main Street to a much smaller building in a retail center near K-15 and Rock Road. It provides some basic services, but carriers work out of a facility in Derby, and none are stationed in the Mulvane office.

Commercial

Mulvane has 186.4 acres of land in commercial use within the city limits, which comprise 11.78% of the developed area, and 6.37% of the total land within the city limits. This is the City's second-smallest category of land use.

The Kansas Star Casino is by far the largest single commercial site in Mulvane, at 137.9 acres. Nearby is the Wyldewood Cellars Winery, using 4.9 acres. The cluster of commercial sites in the vicinity of the K-15 and Rock Road intersection together occupy 26.3 acres. Commercial operations in the downtown area use a total of 6.7 acres of land. Other commercial properties are in various locations about the City.

Industrial

Mulvane has 31.8 acres of land devoted to industrial use, which is only 2.01% of the developed area, and 1.09% of total land use. This is by far the smallest category of land use within the city limits of Mulvane.

Industrial land use in the City originally occurred along the east side of the railroad tracks, north and south of the central business district; there are still 5.8 acres of industrial land use located in the downtown area. Another 5.0 acres of industrial land use is northeast of town, along 111th Street, west of Utility Park Circle.

Mulvane's Industrial Park is southwest of town, north of Bridge Street along Industrial Drive. There are currently 21.0 acres of land in use there for industrial purposes. No lots are currently available for development in the Industrial Park.

Transportation Rights of Way

Within the city limits, 440.3 acres are incorporated in platted rights-of-way for streets, alleys and railroads. This figure includes streets that are platted but not yet built. Transportation land use comprises 27.82% of developed area, and 15.04% of the City's total area. Transportation is Mulvane's second-largest category of land use.

The part of I-35 within the city limits, which includes the I-35 Mulvane interchange, uses 77 acres of land. Rights-of-way for K-15 and K-53 Highways, and for the railroad tracks, also utilize considerable amounts of land in the city. Streets and alleys utilize the bulk of Mulvane's transportation acreage.

Agricultural and Vacant

When all of the previous land use categories are added together, they equal 1,582.6 acres of developed land within the city limits, or 54.07% of Mulvane's total land area. Everything else, including vacant lots and agricultural land within the city limits, is considered to be undeveloped land. Mulvane has 1,344.5 acres of land use categorized as Agricultural and Vacant, which is 45.93% of the total land area within the city limits.

In the Cedar Brook Subdivision, there are 7 vacant residential lots which are adjacent to existing streets and available for development. An additional 55 lots are platted, but are adjacent to streets which have not yet been constructed. A small number of additional vacant lots are available for development, here and there in the original neighborhoods of Mulvane.

A number of large parcels of vacant land are not platted, and are currently in agricultural use. In the northern part of the original City, such parcels comprise approximately 238 acres in total. Southwest of downtown, between the railroad tracks and Oliver Road, there are about 349 acres of vacant land; large portions of these properties are in the 500-year floodplain, and will need to be developed with care. The greatest areas of vacant land in the City, approximately 649 acres in total, are in the recently annexed area about the Casino site and the I-35 interchange.

Changes in Land Use inside the City

In Mulvane's previous Comprehensive Development Plan, land use quantities in the City were updated in 2002. The following table shows the change in acreage for each land use category, between 2002 and 2013.

Land Use Changes in the City of Mulvane: 2002–2013			
	2002 total acres	2013 total acres	Percent change
Residential (total)	536.8	649.5	21.0%
<i>Single-family</i>	500.0	608.4	21.7%
<i>Multiple-family</i>	34.9	40.1	15.0%
<i>Mobile Home Park</i>	1.9	1.0	-48.9%
Public & Semi-public	238.5	274.6	15.1%
Commercial	42.6	186.4	337.5%
Industrial	16.8	31.8	89.3%
Transportation Right-of-way	344.7	440.3	27.7%
Total Developed Area	1,179.4	1,582.6	34.2%
+ Agricultural & Vacant	222.6	1,344.5	504.0%
= Total Area	1,402.0	2,927.1	108.8%

The City of Mulvane has more than doubled in size in the last decade. Recent annexations related to the development of the Casino increased the size of the City by about 63%.

- The amount of Agricultural and Vacant land in the City has increased by more than five times.
- The amount of Commercial land use has increased by 337.5%, largely due to the development of the Casino.
- Industrial land use has grown by 89.3%.
- Transportation land use has increased by 27.7%.
- Public land use has increased by 15.1%, which is the smallest increase in any land use category.
- Residential land use in Mulvane has increased by 21.0% since 2002, which is the second-smallest increase in any land use category.

Existing Land Use Outside the City

Mulvane's Planning Area encompasses 43,361.24 acres, or 67.75 square miles in total. Excluding the 2,927.08 acres inside the city limits, the balance of the Planning Area comprises 40,434.16 acres or 63.2 square miles. In the following discussion, land use quantities refer to the Planning Area *outside* the city limits.

In the Mulvane Planning Area, agriculture is the predominant land use by a wide margin. There are 135.4 acres in industrial use, 57.9 acres are being used for public or semi-public purposes, and 38.4 acres are in commercial use. Public and semi-public land uses include three cemeteries (Littleton, Hill Crest, and Mulvane), cell towers, and drainageways. Commercial land uses include Frog Holler Paintball Field, Shady Creek Sporting Clays, Mulvane Animal Clinic, Wayman Oil, and Ramsey Storage.

Residential

There are no multiple-family housing units in the Planning Area. There are two large mobile home parks, both south of 119th Street, in the vicinity of K-15 and Webb Road; together they occupy 36.1 acres.

Nearly half of the single-family residential development in the Planning Area is in a number of rural residential developments, some with urban scale lots and some with large lots. The southern tip of the City of Derby extends into the Planning Area, and the 22 homes in Derby are not included in the Planning Area housing count. More than 40% of housing units are located adjacent to major streets, mostly mile-line roads. The remaining housing units in the Planning Area are widely scattered, and typically far from their nearest neighbor.

Housing Units in the Mulvane Planning Area		
	Housing Units	Percent
In rural subdivisions	624	50.6%
– with urban scale lots	450	36.5%
– with large-lots	174	14.1%
Along major roads	535	43.4%
Scattered	73	5.9%
Total	1,232	100.0%

There is a platted subdivision occupying a quarter section southwest of the intersection of Broadway and 140th Avenue, directly southwest of the Casino site. There are currently 12 houses in the development, largely along Broadway, and 42 vacant lots available for development.

The *Existing Land Use Map—Planning Area*, Figure 8-B, is inserted following this page.
This map focuses on land outside the city limits.

Key

Planning Area City Limits

Floodplain Key

Floodway (Zone AE)

1% annual chance Flood (Zone A or AO)

0.2% annual chance Flood (Zone X)

Source: Flood Insurance Rate Maps, Federal Emergency Management Agency, April 2012.

Existing Land Use

- Agricultural and Vacant - Rural
- Agricultural and Vacant - Urban
- Single-Family Residential
- Multiple-Family Residential
- Mobile Home Park
- Public & Semi-Public
- Commercial
- Industrial
- Dwelling
- Mobile Home

City Limits shown as of June 2013
Land Use Field Survey of urban areas by Rice Foster Associates, P.A. and City of Mulvane Zoning Administration, March 22, 2013.
Land Use of rural areas determined by analysis of aerial photographs flown in 2013.

BASE MAP:

- Sedgwick County parcel information and aerials (flown 2011) from Sedgwick County GIS.
- Sumner County aerials and partial parcel information from Young & Associates, F.A. (Derby, KS).
- Revised by Rice Foster Associates P.A. (Wichita, KS), 2012 & 2013.

Note: Plat information not shown in Butler County and Cowley County.

DATE PLOTTED: October 11, 2013

0' 1200' 2400' 4800'

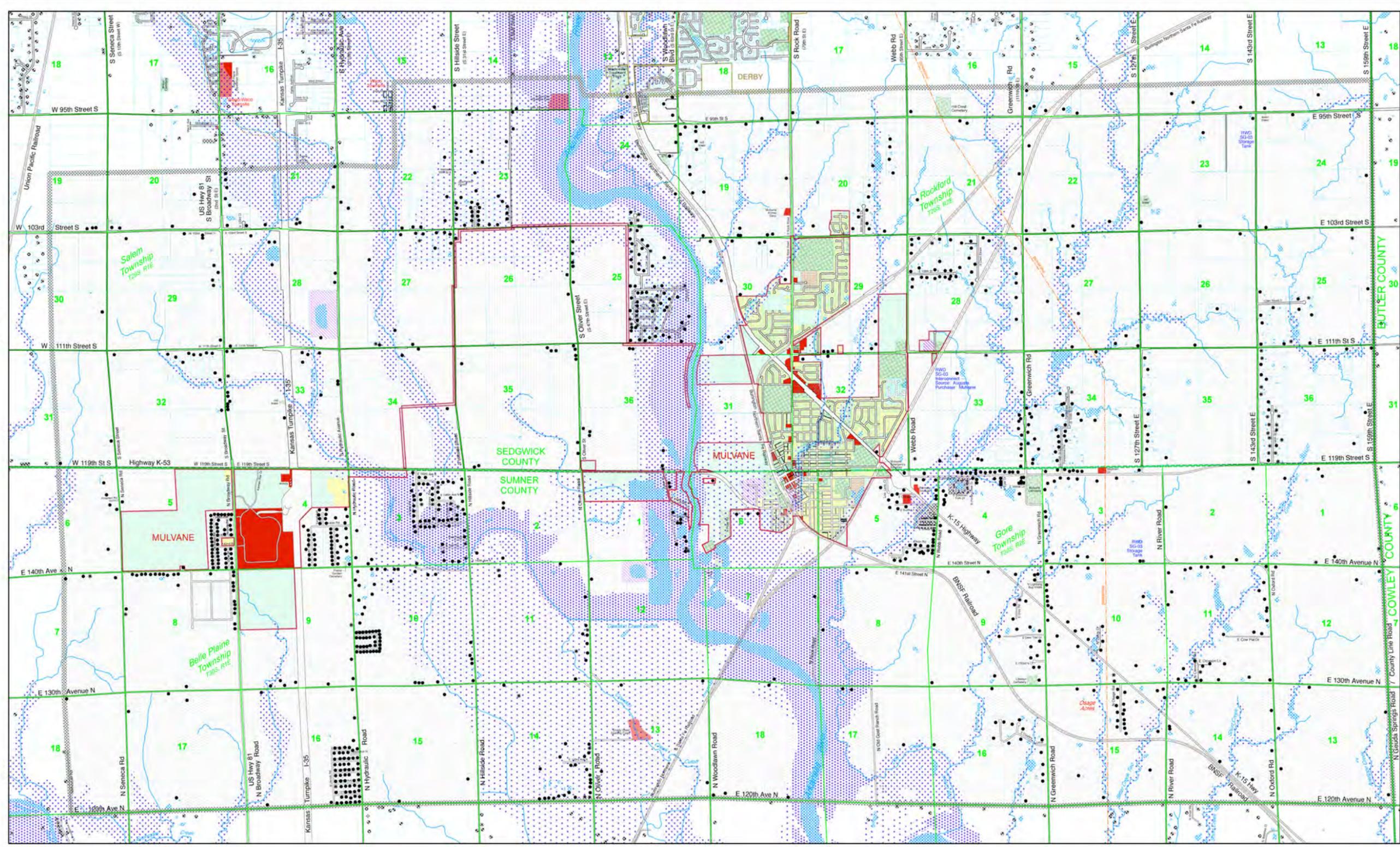
PLOTTED SCALE 1" = 1200'

NORTH

FIGURE 8-B
EXISTING LAND USE — PLANNING AREA

COMPREHENSIVE DEVELOPMENT PLAN

MULVANE AREA
SEDGWICK COUNTY
& SUMNER COUNTY
— KANSAS —



Future Land Use

A future land use plan is intended to maintain and enhance the arrangement of land uses in the Mulvane Planning Area, so that land will be developed in patterns that support efficient, balanced, and compatible land uses. The Future Land Use Map in this document exhibits a desired land use pattern, to guide land use planning decisions during the Planning Period. However, some flexibility is also essential in a future land use plan, and it is expected that the Planning Commission may need to make minor adjustments from time to time.

For the development of a particular area, policy decisions should remain in keeping with the overall future land use concepts expressed in the Future Land Use Map, but must also respond to current data. When an area is designated for a particular future land use, that designation should be considered as an indication of preferred land use character and predominant type, rather than an absolute requirement that the area be developed exclusively for the noted land use. For example, a church or school could be considered compatible in an area designated for future residential land use.

A number of factors must be considered when projecting future land use, including existing physical features and their respective development influences, existing land use patterns, potential utility service areas, future population and housing needs, future street construction, development projects both ongoing and proposed, and community attitudes and goals. Land use development should also be coordinated with that proposed in other regional plans, including the *Derby-Mulvane Joint Area Plan*, the *Sedgwick County Quad Cities Joint Area Plan 2012-2035*, the *US-81/K-53 Casino Area Transportation Plan (CATP)*, and *Preparing for Change: The Wichita-Sedgwick County Comprehensive Development Plan*.

While the expansion of the City west six miles to include the site of the Kansas Star Casino represents a great increase in geographic area, limited development is anticipated in the immediate vicinity and along the K-53 corridor during the Planning Period.

General Development Pattern

During the course of this Planning Period, Mulvane can be expected to develop primarily in a northerly direction within and from the existing city limits. In general, residential development will be to the north of the original City. New commercial development will occur in the vicinity of the existing commercial district near Rock Road and K-15 Highway, in the vicinity of the City's historic downtown, and to a limited degree in the Casino area. Industrial development will be primarily in the expansion of the City's existing Industrial Park.

Generally, land use development within a city should be compact and contiguous, with minimal intermixing of different land use categories. The exception to this guideline is downtown, where multi-story buildings can support a mix of uses — such as commercial uses on the street level, and residential uses on upper floors.

Compact land use patterns maximize the efficiency and minimize the cost of providing public services, from utilities to police patrols. They also reduce negative environmental effects of sprawl, such as traffic, noise, light pollution, and air pollution. Contiguous land use patterns reduce conflicts between incompatible neighboring uses. Such negative impacts reduce the community's quality of life and diminish property values, particularly in residential areas.

Historically, Mulvane's land use patterns have been reasonably cohesive and logically located. The City grew originally within the geographic barriers of railroad tracks and a major road, with the additional barrier of the Arkansas River farther to the west. Now, to the north and to the west, Mulvane's development has jumped those natural geographic limits. In their absence, the City will need to make a greater planning effort to maintain compact and contiguous land use patterns.

Figure 8-C, the Future Land Use & Functional Street System map, depicts Mulvane's proposed urban land use patterns through 2023. In large part the proposed patterns follow established precedents, yet they also reflect the City's expansion to the west, and the potential development impact of the Casino. The Future Land Use Map also displays functional street system designations, which interrelate with future land use patterns. Functional Street Classification Systems are discussed in more detail in Chapter 9.

Major future land use goals for the City include responding wisely to developmental limitations posed by transportation routes, the sewer service area, and floodplains; emphasizing visual aesthetics, especially at the City's entries, in the Historic Downtown, and in parks; expanding the existing Industrial Park; and updating downtown zoning to support revitalization efforts.

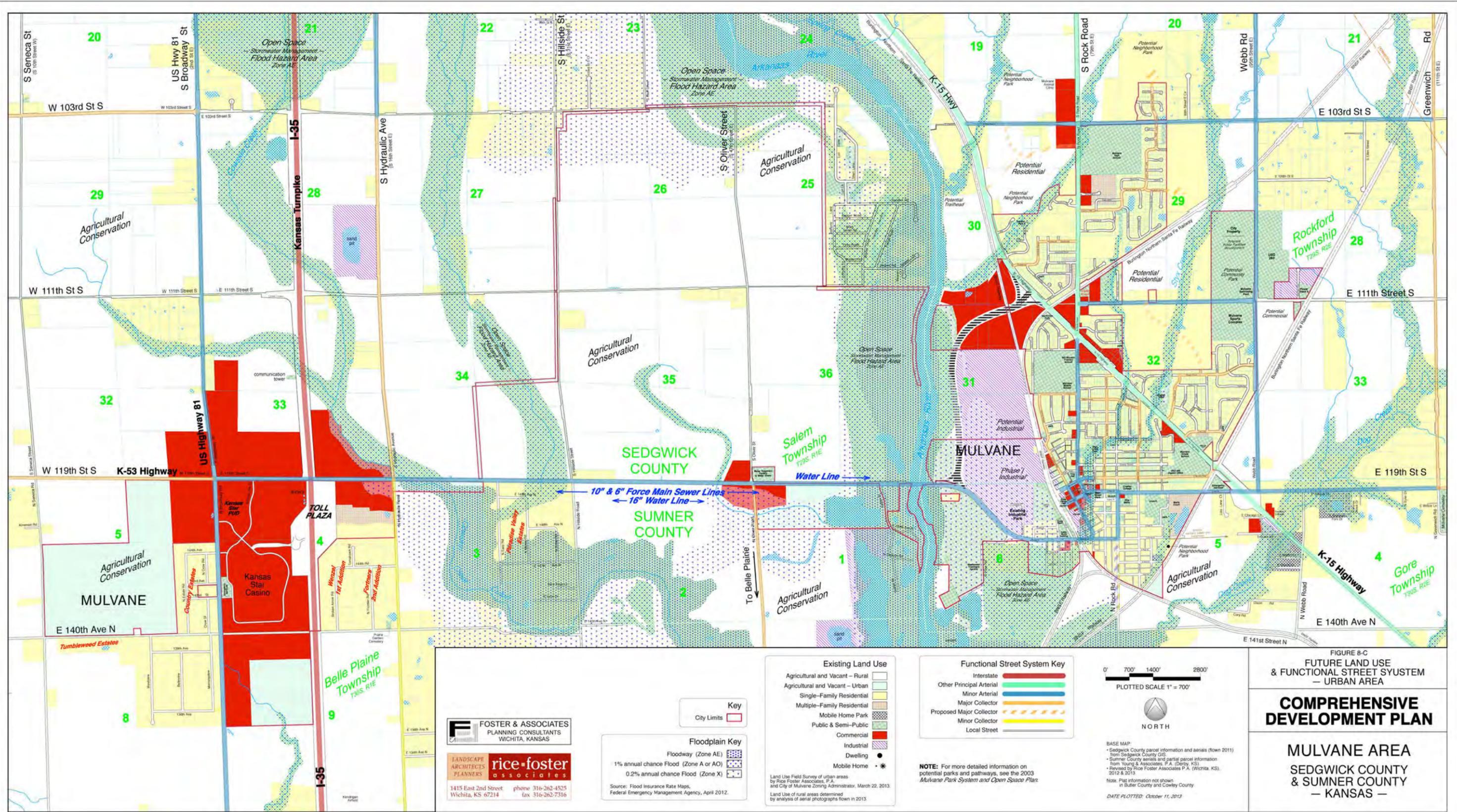
The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked in what direction they felt the City should grow.

Community Questionnaire – Direction of Growth								
	North		South		East		West	
In City of Mulvane	119	31%	32	8%	74	19%	79	20%
Outside City / In Planning Area	28	7%	6	2%	24	6%	27	7%
<i>Total Responses</i>	147	38%	38	10%	98	25%	106	27%

The preferred direction of growth was north (38%), followed by west (27%) and east (25%). Only a minority (10%) felt growth to the south was appropriate.

Mulvane already has a good quality of life. Maintaining and enhancing that quality should be the primary intent of future land use decisions. The great challenge over the course of this Planning Period will be to balance the revitalization of Mulvane's historic downtown core and existing retail districts with wise development in the Casino area, making sure that Mulvane's two halves grow into one unified city.

The *Future Land Use & Functional Street System* map, Figure 8-C, is inserted following this page. This map focuses on land within and near the current city limits.



FOSTER & ASSOCIATES
 PLANNING CONSULTANTS
 WICHITA, KANSAS

rice-foster
 ARCHITECTS
 PLANNERS

1415 East 2nd Street phone 316-262-4525
 Wichita, KS 67214 fax 316-262-7316

Key
 City Limits

Floodplain Key
 Floodway (Zone AE)
 1% annual chance Flood (Zone A or AO)
 0.2% annual chance Flood (Zone X)

Source: Flood Insurance Rate Maps, Federal Emergency Management Agency, April 2012.

Existing Land Use
 Agricultural and Vacant - Rural
 Agricultural and Vacant - Urban
 Single-Family Residential
 Multiple-Family Residential
 Mobile Home Park
 Public & Semi-Public
 Commercial
 Industrial
 Dwelling
 Mobile Home

Land Use Field Survey of urban areas by Rice Foster Associates, P.A. and City of Mulvane Zoning Administrator, March 22, 2013.
 Land Use of rural areas determined by analysis of aerial photographs flown in 2013.

Functional Street System Key
 Interstate
 Other Principal Arterial
 Minor Arterial
 Major Collector
 Proposed Major Collector
 Minor Collector
 Local Street

NOTE: For more detailed information on potential parks and pathways, see the 2003 *Mulvane Park System and Open Space Plan*.

0' 700' 1400' 2800'
 PLOTTED SCALE 1" = 700'

NORTH

BASE MAP:
 Sedgwick County parcel information and aerials (from 2011) from Sedgwick County GIS
 Sumner County aerials and partial parcel information from Young & Associates, P.A. (Derry, KS)
 Revised by Rice Foster Associates P.A. (Wichita, KS), 2012 & 2013

Note: Plat information not shown in Butler County and Cowley County

DATE PLOTTED: October 11, 2013

FIGURE 8-C
 FUTURE LAND USE
 & FUNCTIONAL STREET SYSTEM
 - URBAN AREA

**COMPREHENSIVE
 DEVELOPMENT PLAN**

**MULVANE AREA
 SEDGWICK COUNTY
 & SUMNER COUNTY
 - KANSAS -**

Future Land Use Inside the City

Future Residential Land Use

To meet the goal of increasing the City's population from 6,111 in 2010 to 7000 people by the year 2023, an additional 329 households within the city limits will be needed, or about 33 additional households per year over the ten-year Planning Period.

(889 persons/2010 household size of 2.70 persons per household = 329 households)

An approximation of the acreage needed to support this many households can be calculated. For a single-family house, the typical urban lot size is 10,000 square feet (with 25% of the land per acre dedicated to street right-of-way) – so a typical urban development can be expected to support about 3.27 dwelling units per acre. Assuming that each household would require a single-family dwelling, Mulvane could expect to need up to 101 acres of residential development to support the expected increase of 329 new households, over the ten-year planning period. This area is less than one-fourth of a square mile (a quarter section).

However, the amount of land needed for residential use may well be less than that. As one- or two-person households become the national norm, the demand for alternative housing options is likely to increase. Townhouses, condos, and apartments of whatever configuration typically require less land per household than single-family detached homes. (The cost of providing public streets and utilities for such compact residential development is also lower than the public costs for typical single-family suburban homes.)

Mulvane has about 91 platted residential lots that are currently vacant. There are 23 vacant lots scattered about the City's existing residential neighborhoods. There are 6 lots available in the Merlin's Glen at Hunters Pointe Subdivision, north of 103rd Street. The bulk of the available platted lots are in the Cedar Brook and Cedar Brook Second Subdivisions, west of Webb Road and south of the Mulvane Sports Complex, which have 7 vacant lots on existing streets, and an additional 55 vacant lots on streets which have been platted but not yet built. In 2013, the City approved road extensions in the Cedar Brook Subdivisions, opening up these lots for development.

At the rate of 33 additional households per year, these 91 platted lots could support the City's growth for well over two and a half years, and together constitute more than a quarter of the 329 additional households needed to support the City's proposed population growth.

In addition, there are two large contiguous parcels of land on the north side of town suitable for residential development. One site (18.1 acres) is on the west side of Rock Road between Woodland Drive and Rockwood Boulevard. The other site (19.3 acres) is on the east side of Rock Road between Lockridge and Chestnut Drive. Together, these two parcels total about 37.4 acres, and should be able to support approximately 122 houses. With the 91 platted lots previously noted, there is currently land for about 213 single-family homes available inside the city limits.

However, out of the 329 households likely to be added during the Planning Period, not everyone will wish to live in a single-family dwelling. It is important to consider the development of housing types other than single-family homes. For a community to keep both young and old family members nearby and to have an opportunity to attract new residents, a diverse housing inventory is essential.

Public Housing provides decent and safe housing at affordable rents, for eligible low-income families and individuals, the elderly, and persons with disabilities. The U.S. Department of Housing and Urban Development (HUD) administers federal aid to local housing agencies that manage these facilities, and furnishes technical and professional assistance in planning, developing and managing public housing developments.

Multiple-family housing should be located near community facilities, and near business areas, both for residents' shopping convenience and to strengthen business activity. Larger multi-family developments such as apartment buildings can act as a buffer between single-family and nonresidential uses, and are often developed along arterial and collector streets which can support the higher density traffic they generate.

Residential neighborhoods can accommodate smaller multi-family housing, such as duplexes, triplexes and fourplexes, so long as parking requirements are handled sensitively. Selected locations for duplexes in a single-family zone can be controlled by conditional use applications to the Board of Zoning Appeals, where adequate parking, screening and other standards can be required. This also provides an opportunity for existing large houses to convert to duplex use.

With adequate lot size, a duplex may be split by a common lot line into two individual lots for sale; this configuration is sometime known as a twin home. This reduces construction cost and still provides for individual land ownership by way of a "lot split" procedure in subdivision regulations. It is important that such homes have individual connections for all utilities.

Manufactured housing is a preferred solution for some people today, given the high cost of housing in general, This category of housing includes manufactured, residential-design manufactured, mobile, and modular homes; for an explanation of the differences, see Chapter 6 on Housing.

Multiple-wide manufactured housing and modular homes fit on conventional lots. State statutes require that multiple-wide residential-design manufactured homes meeting the HUD Code must be allowed in all single-family residential zones. Single-wide manufactured/mobile homes (which may be 12' to 16' wide and 70' to 80' long) pose definite problems of incompatibility when they are intermingled with site-built houses. For this reason, it is generally more desirable to locate them in mobile home parks designed to accommodate their size and shape.

Currently there is one small mobile home park inside Mulvane; there are two others in the Planning Area, just southwest of the City. There are vacancies available in these parks, but they do not provide the kinds of amenities expected in modern mobile home park facilities. If a new mobile home park were to be developed in Mulvane, it would need to be well-designed and compatible with the surrounding area, ideally including a tornado shelter, a laundry room and clubhouse, and landscape screening around and within the site.

On the 2012 Community Questionnaire, when Mulvane area residents were asked where manufactured/mobile homes should be permitted, a 65% majority of respondents felt they should be permitted only in mobile home parks. When asked how they would rate existing manufactured/mobile home parks in the Mulvane Planning Area, only 57% of respondents considered them to be adequate.

Future Public Land Use

Community Park The City of Mulvane owns a 76.3-acre parcel of land on the northwest corner of Webb and 111th Street, just north of the Sports Complex. The Mulvane Swimming Pool occupies 4.8 acres, and the remaining 71.5 acres are available for development. The site is currently an agricultural field, with one small wooded area of 2 to 3 acres just west of the Swimming Pool, tree rows on the west and north borders, and access to Styx Creek on the northwest corner.

This property is ideally located for development as a community park, as recommended in the 2003 *Mulvane Park System and Open Space Plan*.

This potential park should provide other kinds of activities than those already available at the nearby Sports Complex and Swimming Pool. The *Park System Plan* considered the possibility of picnic tables and picnic shelters, a playground, basketball or tennis courts, and perhaps a recreation center with meeting rooms, a gym and an exercise center. Other possibilities might include a measured mile walking /running path, a dog park, a skateboard park, a disc golf course, or community gardens.

Other types of land use development have been discussed, and should continue to be discussed, for this parcel. A determination of future use should be made during the Planning Period, so that nearby development can be planned.

If public facilities other than a park should be developed on the northern portion of this site, the potential path connection from the park facilities to Styx Creek on the northwest corner of the site should absolutely be maintained.

A detailed discussion of existing public properties, including the park system, is contained in Chapter 11 on Community Facilities.



aerial of City property
at 111th Street & Webb Road

It is recommended that the City undertake an update to the 2003 *Mulvane Park System and Open Space Plan*, to incorporate the recommendations of recent Area Plans.

Future Commercial Land Use

Mulvane has three distinct commercial districts: the original downtown with its expanded central business district, the Rock Road / K-15 retail area, and the western commercial district based around the Kansas Star Casino. Each district can and should have its own character and its own commercial focus, collaborating to provide a range of services and experiences for the community, rather than competing against each other.

A desirable attribute of the City's existing central business district (historic downtown) is its generally compact shape. A compact CBD offers many advantages for both the businesses and shopping community, e.g., cumulative attraction and one-stop shopping. A major disadvantage to the CBD is that it is not located in a centralized location to the existing and future growth area. Furthermore, the through traffic on the arterial system further aggravates the parking problems. While the age of many of the structures is a liability, it also offers an opportunity.

The historic downtown area will be discussed in more detail later in this chapter. This district should focus on walkability and providing an attractive pedestrian experience, with an emphasis on specialty shops and local restaurants.

K-15 Highway and Rock Road are the major routes connecting Mulvane to Derby and Wichita. Businesses in the commercial district near this intersection currently include service stations, fast food restaurants, professional offices, a bank, and a grocery store. All of these businesses benefit from easy vehicular access. Companies with similar needs should be encouraged to locate in this commuter-based commercial district.

During the course of this Planning Period, this district is expected to expand with more businesses adjacent to the existing development near 111th Street, as well as new development farther north along Rock Road—on the east side of Rock about Rock Road Court, and on the west side of Rock near 103rd Street. Once the Mulvane Alternate Route provides an overpass across the railroad tracks, a large area west of K-15 and east of the River, north of the proposed expansion to the Industrial Park, should become available for commercial development.

The Kansas Star Casino on the west side of the City continues with its site development. Now that the gaming area has moved into its final location, the hotel and restaurants are operational, and the Arena is hosting headliner events, the Kansas Star will move on to its next phase of development: adding meeting and conference spaces and 150 more rooms to the hotel, and completing the outdoor equestrian facility, barns, and an RV park.

The advent of equestrian events at the Kansas Star Casino will bring a whole new category of visitor to this tourist destination—people from all over the region, who are likely to be in town for several days at a time, and interested in exploring beyond the bounds of the Casino itself. Horse oriented businesses in the vicinity would have a constantly renewing customer base, and other businesses will no doubt find ways to profitably serve the visitors attending these events.

The proposed Kansas Star Planned Unit Development on the southeast corner of Broadway and K-53 is likely to be one of the first areas to be developed. Commercial development which occurs in the area around the Kansas Star Casino should be held to high standards when studied by the Planning Commission during its Site Plan Review procedures.

As a destination commercial development and from study of other casino sites, adjacent development about the Kansas Star Casino is anticipated to initially be limited to support commercial such as gas stations and fast food restaurants during the Planning Period. The depiction in Figure 8-C projects beyond the Planning Period to exhibit a desired future land use pattern. Zoning of the Kansas Star PUD and the properties southeast of I-135 / K-53 provides for a mix of land uses, including multi-family residential.

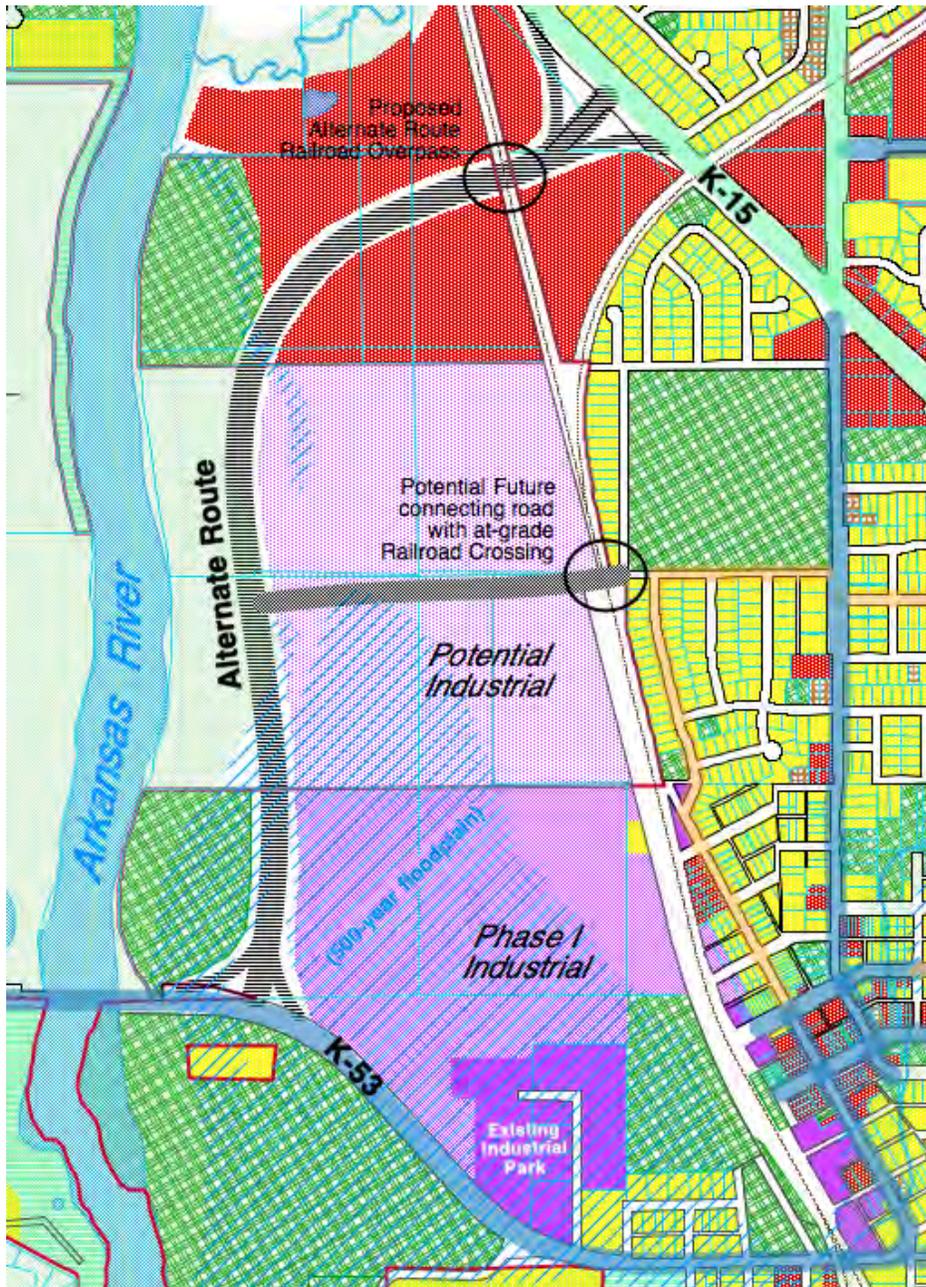
Future Industrial Land Use

Less than 2% of developed land in Mulvane is currently devoted to industrial land use. The Goals noted in Chapter 3 express the City's intentions to expand the existing Industrial Park to the north, and to encourage the development of light industry there. This expansion of the Marinus Heershe Business Park, which lies west of downtown between the railroad tracks and the Arkansas River, has been recommended as early as the 1979 Comprehensive Plan and further analyzed in the 1999 *Mulvane Industrial Park Study*.

On the 2012 Community Questionnaire, when Mulvane area residents were asked to rate Industrial Development Sites in the Mulvane Planning Area, 39% of respondents considered them inadequate, 30% considered them adequate, and 31% didn't know. When asked if they favored the expansion of the existing Industrial Park in Mulvane to the north of its present location, 89% were in favor.

The City's existing Industrial Park has public water and sewer available, and access to I-35 via K-53 Highway. While the existing Park and much of the expansion area is within a 500-year flood area, existing sites were elevated to promote development, and future industrial sites would also be developed to accommodate the flooding potential. The borrow pit which provided fill to elevate the industrial facilities is immediately west of the existing Industrial Park; its appearance should be improved through routine maintenance.

Expansion of the Industrial Park during the course of this Planning Period will probably be confined to the Phase 1 Industrial area. Additional potential industrial development farther to the north will have to wait until the Alternate Route is constructed, in order to have adequate vehicular access.



-  Existing Industrial Park
-  Phase 1 Industrial Park
-  Potential Industrial Park
-  500-year floodplain

Future Land Use Outside the City

Agricultural Conservation Preservation of farmland use is important to the long-range economic vitality of the Mulvane area. Therefore the majority of the Planning Area outside the City should continue to be used mainly for agricultural purposes. Development which compromises the productivity and amenities of the rural area should be discouraged. This approach to future development is in keeping with the desire of the community to maintain a small town character and to protect its agricultural heritage.

Protect Mulvane's Water Wells As the City continues to develop its own municipal water supply system, it is reactivating some of the wells that originally served Mulvane. These wells are located northeast of the intersection of Oliver and K-53 Highway. Land in the area of the wells should be protected in perpetuity from development which might compromise the quality of the water in the aquifer tapped by the wells. Nitrate contamination from agricultural fertilizers used about the well site area is of concern, and should be routinely monitored.

Open Space & Stormwater Management Future drainage and flooding problems can be precluded more efficiently throughout the local watershed by preserving riparian areas along streams and the river, which naturally detain and retain runoff in the floodplain. The *Sedgwick County Quad Cities Joint Area Plan* recommends that 100-year floodplain zones within the County be preserved as open space, which will reduce future flooding problems and also provide potential recreational uses.

Residential Considerable residential development exists outside Mulvane's city limits but within the Planning Area, mostly in medium- to large-lot residential subdivisions with access to at least one mile-line road. Future residential development outside of the city limits ought to be directed onto platted land where future water and sewer connections can be made with reasonable economy. The *Derby-Mulvane Joint Area Plan* recommends a minimum lot size of 20 acres for new residential properties.

Of particular concern is potential residential development which may occur along the K-53 corridor, connecting to the water line and force main sewer lines which were installed as part of the Kansas Star Casino development. Any such residential developments must be well-planned, with lot sizes designed to cost-effectively utilize these public utilities.

Commercial Typically, commercial land uses outside of cities tend to concentrate at the intersections of mile line roads. However, Mulvane's Planning Area encompasses a large number of such intersections, and the City's three existing commercial districts should be developed to their full potential before any additional commercial centers are begun.

Some of the proposed future commercial land use areas lie outside Mulvane's current city limits, but are adjacent to proposed or existing development within city limits.

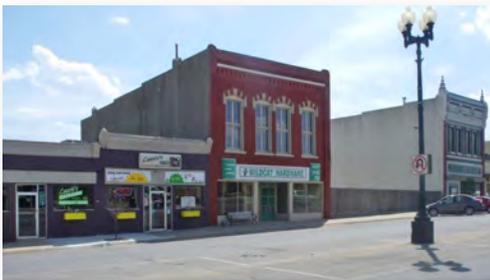
- On the west side of Rock near 103rd Street
- North and south of K-53 on the west side of Oliver
- The Casino area development north of 119th Street
- Portions of that area between the tracks and the river that will become available for development after the Alternate Route is constructed

Industrial Additional industrial development is expected to take place outside the City, in the vicinity of two sand pits—one on the west side of Hydraulic north of 111th Street, and one south of K-53 just west of the River.

Revitalization of Mulvane's Historic Downtown

Mulvane's downtown has been in a process of slow decline for years. If that course is allowed to continue, the cost and effort to reverse it could easily become unfeasible. Previous efforts by the City to beautify downtown infrastructure have not been coordinated with local organizational and promotional efforts, and so have not produced long-term economic improvement.

Right now, the community still has a chance to turn that situation around with a minimum of investment. Mulvane's downtown is compact, and still in relatively good physical condition. Too many buildings are vacant or underutilized, but downtown still has a solid core of active businesses. These are advantages that could, and should, be exploited before they're gone.



Revitalizing Mulvane's historic downtown to make it a walkable heart for the community will enhance the small town quality of life which is critical to the City's long-term success. The techniques for achieving downtown revitalization are well known, and have been most reliably described and implemented through the National Main Street Program.

The Main Street program utilizes a four-point approach, which recognizes that a community's ability to organize its people, market its assets, improve its downtown, and restructure its economy are all interrelated. The responsibility for success belongs to community leaders who are willing to give their time and energy to revitalize their own hometowns.

The Main Street Approach

Organization

means getting everyone working toward the same goal. The work of building consensus and cooperation among groups that have an important stake in the district can be eased by using the commonsense formula of a volunteer-driven program, an organizational structure of a board of directors and committees and a financially strong organization.

Promotion

means selling the image and promise of Main Street to all prospects. By marketing the district's unique characteristics to shoppers, investors and visitors, an effective promotional strategy forges a positive image through advertising, retail promotional activity and special events carried out by local volunteers.

Design

means enhancing the visual quality of downtown through attention to all elements of the physical environment. An inviting atmosphere, created through window displays, parking areas, signs, sidewalks, street lights, landscaping and the buildings themselves, conveys a visual message of what Main Street is and what it has to offer.

Economic Restructuring

means strengthening the existing economic assets of the business district while diversifying its economic base. By helping existing businesses expand and recruiting new ones to respond to today's market, Main Street programs help convert unused space into productive property and sharpen the competitiveness of business enterprises.

Volunteer Organization In early 2013, some downtown business owners met to form a group focused on downtown revitalization. Volunteers have put in many hours on clean-up events to spruce up the downtown area. They have already met with representatives from several organizations, including SCKEDD, SCEDC, and the Kansas Department of Commerce, to learn about programs and resources available. They will continue efforts to promote their organization and the City's central business district, with a goal of revitalizing Mulvane's historic downtown.

A number of goals listed in Chapter 3 are directly concerned with improving Mulvane's downtown.

- Support and encourage Historic Downtown revitalization and commerce. Encourage extended service hours at downtown businesses.
- Review and update the B-2 Zoning District downtown.
- Plan for an...alternate route...and promote patronage of Historic Downtown with signage and identity elements.
- Promote development of a new Library south of K-15, preferably in the Historic Downtown area.

Developing a *Downtown Revitalization Plan* for Mulvane is a necessary first step toward an improved streetscape with better parking and an enhanced pedestrian environment, both of which are foundations for improved economic development in the downtown core.

Parking

Compared to many comparable communities, Mulvane's downtown parking situation is quite good. Only two locations are considered problematic – the two blocks of Main Street east of the Depot, and the area around Cowley College. Strategies to improve parking in these areas are needed.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked their experience in finding a parking space in the Downtown Business District of Mulvane.

Community Questionnaire – Parking in the Downtown Business District						
	Difficult to find a space		Occasionally a problem		Generally easy to find	
In City of Mulvane	5	2%	63	20%	252	79%
Outside City / In Planning Area	5	6%	19	21%	65	73%
<i>Total Responses</i>	<i>10</i>	<i>2%</i>	<i>82</i>	<i>20%</i>	<i>317</i>	<i>78%</i>

These are remarkably positive responses, indicating a generous amount of available parking in the downtown area.

The following list of 21 ideas for action to revitalize downtown is an updated version of ideas first listed in the 2000-2012 Comprehensive Plan.

- Explore whether the area could be designated as a local or national historic landmark district.
- Use the tax incentive credits of federal legislation to rehabilitate older buildings.
- Construct walkways or arcades through vacant lots or buildings similar to Chamber of Commerce Park, offering an opportunity for outdoor displays and activities. Where appropriate, new openings may be created into the sides of buildings from the walkways.
- Improve the rear facades and alleys and construct attractive rear entrances.
- Continue to develop parking in the rear of buildings.
- Explore whether land in the floodplain could be used for employee parking, and preserve other nearby parking spaces for customers.
- Reuse the second floor of structures consistent with code requirements. If not used, the appearance of windows should be attractively maintained.
- Use signs and night lighting (full termination type where necessary) to enhance the aesthetic appearance of the area.
- Continue to utilize the coordinated set of street furniture for the historic downtown to make it distinctive. New street lighting and a clock were installed in 1999.
- Provide racks for bicycles.
- Re-evaluate the use of landscaping such that the mature growth of plant materials will enhance the appearance of the area and not create a future maintenance problem.
- Cleaning old structures and rehabilitation efforts require specialized knowledge; professional advice may be needed.
- Maintain a clean environment and rebuild sidewalks when needed.
- Provide better rest room facilities for the public and continue to improve accessibility for the handicapped.
- Establish a community meeting room downtown. This might be accomplished in conjunction with the new City Library and create an arts and craft center.
- Use the Depot Museum and Cobb Family Park as an attraction to continue to build up the area at that end of Main Street.
- Rezone the area according to the proposed land use and create a special CBD zone.
- Schedule a year around series of day and night activities to promote and generate interest in the historic downtown.
- Evaluate merchandizing policies, store hours, training of sales clerks and group advertising.
- Consider whether the Main Street Program, or its principles, would be appropriate for organizing the long term revitalization of the historic downtown.
- Study the Business Improvement District Act, K.S.A. 12-1781 et seq., to determine its applicability to the area for design plans, beautification projects, parking, utilities, sidewalks, street improvements, decorations and event promotion.

A Vision for Downtown

Existing downtown Mulvane and its vicinity have many assets which create opportunities to revitalize downtown.

- Depot Museum as a focal point
- Cobb Family Park
- Historic architecture
- Library site now available to be re-purposed
- Existing street furniture including a street clock
- City Hall is a walkable distance from downtown
- New Library will be a walkable distance from downtown
- Public fountain and sculptures



"Our Main Streets tell us who we are and who we were, and how the past has shaped us. We do not go to bland suburbs or enclosed shopping malls to learn about our past, explore our culture, or discover our identity. Our Main Streets are the places of shared memory where people still come together to live, work, and play."

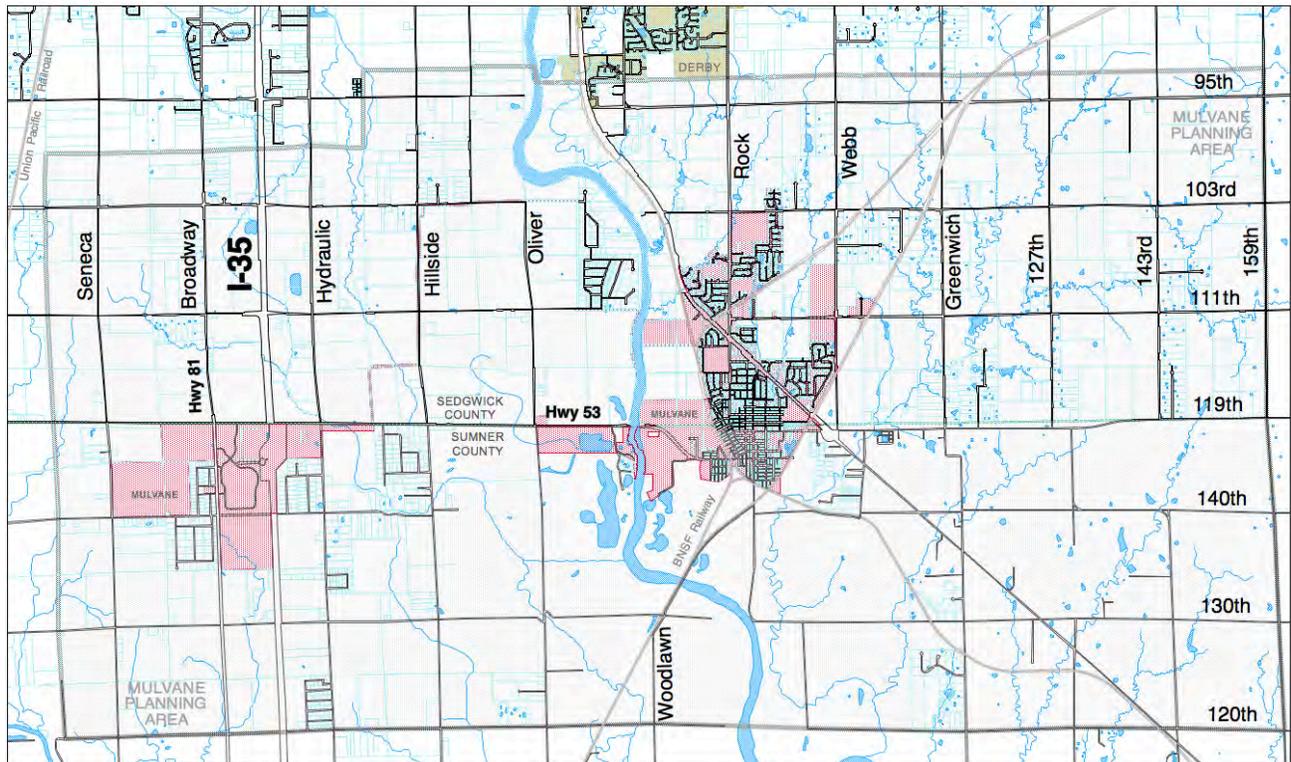
The National Trust for Historic Preservation

CHAPTER 9. Transportation

A good transportation system impacts other societal goals, including economic vitality, air quality, social equity, environmental resource preservation, and overall quality of life. A transportation plan is intended to create and maintain a transportation system that serves community facilities, responds to both existing and future land use patterns, and supports desired development.

A transportation system should include various modes of travel and transport, for both passengers and freight. Transport modes include roads, railroads, air travel, public transit, bicycle and pedestrian paths, and sidewalks. Modes should interconnect, to allow someone to use multiple means of transport in a single trip. When developing a transportation plan, consider all potential transport modes, and select alternatives based on economic feasibility, energy efficiency, and low long-term maintenance costs.

Roads and Streets



Mulvane Area Roads & Streets

During the development of the Kansas Star Casino, traffic studies revealed the potential for over 2,000 cars a day visiting the site. A separate toll plaza was therefore constructed at the I-35 Mulvane Interchange to help reduce potential traffic conflicts in the surrounding areas, particularly on US Highway 81 (Broadway) and K-53 (119th Street).

Design Types

Roads and streets in the Mulvane Planning Area tend to be one of four broad design types: highways, gridiron streets, subdivision streets, and rural roads. The following descriptions are generalized, and are only intended to describe typical conditions for each street design type; exceptions will undoubtedly occur.

Highways are major thoroughfares which carry high volumes of traffic at high speeds.

Gridiron streets are typical in older parts of the City. They form a grid of 90-degree intersections, creating rectilinear blocks, with alleys for utility access. Gridiron streets are usually surfaced with concrete or asphalt, and have curbs, gutters, and drainage structures.

Lots associated with gridiron street neighborhoods are typically small and of fairly uniform size and shape, although multiple lots are often combined into a single parcel with a single owner. Alleys provide potential vehicle access to the detached back yard garages typical of older neighborhoods. *Gridiron streets maximize both transportation and social interconnectedness.*

Subdivision streets usually occur in neighborhoods platted after World War II. They incorporate curvilinear streets, T-intersections, and cul-de-sacs. Rather than alleys, they use a system of easements to allow utility access. Subdivision streets are usually surfaced with concrete or asphalt, and have curbs, gutters, and drainage structures.

Lots associated with subdivision street neighborhoods are large and of varying sizes and shapes. Houses often have wide driveways connecting to multi-bay attached garages. *Subdivision streets typically maximize social privacy.*

Rural roads are typically mile-line roads—straight, oriented closely to north-south or east-west, and usually about a mile apart. They may be surfaced with asphalt, gravel, or be compacted dirt. They generally have adjacent drainage ditches.

Maintenance Responsibilities

Maintenance of roads and streets in the Mulvane Planning Area is the responsibility of various governmental entities, including the City of Mulvane, the state of Kansas through its Department of Transportation (KDOT) or the Kansas Turnpike Authority, Sedgwick County, Sumner County, Salem and Rockford Townships in Sedgwick County, and Belle Plaine and Gore Townships in Sumner County. Typically, though not always, the government responsible for each road or segment of road maintains those rights-of-way which are under its jurisdiction.

Major street routes in the Mulvane Planning Area include, but are not limited to, the following roads. The organization responsible for road maintenance is noted in each case.

- US Highway 81 once ran from the Mexican to the Canadian border, although much of its length has been superseded by highways, including I-135. In the Mulvane area it is synonymous with Broadway. *KDOT is responsible for maintenance.*
- Kansas Turnpike / I-35—Nearby interchanges are in Wichita, Derby, Haysville, Mulvane, and Wellington. All mile-line roads in the area cross over it. *The Kansas Turnpike Authority is responsible for maintenance.*
- K-15—Major northwest to southeast 4-lane route connecting Wichita to Mulvane, with two lanes extending from Mulvane to Udall and Winfield. K-15 carries over 5,000 vehicles per day through Mulvane. *KDOT is responsible for maintenance.*
- K-53—Mostly synonymous with 119th Street, this east-west highway runs through Mulvane, connecting K-15 to U.S. 81/Broadway. *Mulvane is responsible for maintenance on those portions within the city limits, and KDOT is responsible for maintenance from the city limits west to US 81.*
- 119th Street South—Connection from K-15 east into Butler and Cowley counties. *Sumner County is responsible for maintenance.*
- East 111th Street South is a paved two-lane street with curbs and gutters, from Rock Road to Webb Road. It serves the Mulvane Sports Complex as well as the new City swimming pool. Sedgwick County extended the paving on 111th Street from Webb Road to Greenwich Road, without curb and guttering. This serves the City electric generation facility, Rural Water District 3 offices and service center, and the USD 263 Transportation Facility. *Sedgwick County is responsible for maintenance.*
- East 103rd Street South—East-west route through the northern portion of Mulvane, running east from K-15 and west from Oliver. It has no bridge over the Arkansas River. *Sedgwick County is responsible for maintenance of paved portions (generally from Rock Road to Webb Road). Salem Township is responsible for unpaved portions west of the River, and Rockford Township is responsible for unpaved portions east of the River.*
- 95th Street South—East-west road near the northern edge of the Planning Area. It extends on both sides of the Arkansas River, but has no bridge across. *Sedgwick County is responsible for maintenance.*
- Rock Road (79th Street East)—North-south 4-lane connection from K-15 in Mulvane to McConnell AFB and Wichita. *The City of Mulvane is responsible for maintenance within city limits, and Sedgwick County is responsible for maintenance outside city limits.*
- Webb Road Runs from K-15 to the north, through the eastern parts of Mulvane. *Sedgwick County is responsible for maintenance of paved portions (from 111th to 103rd). Rockford Township is responsible for unpaved portions north of 119th.*
- Greenwich Road North-south route, east of Mulvane. *Sedgwick County is responsible for maintenance of paved portions (north of 119th). Gore Township is responsible for unpaved portions (south of 119th).*
- North Oliver Road (Belle Plaine Road)—North-south route west of the River, connecting directly to the City of Belle Plaine. *Sumner County is responsible for maintenance.*

Community Perceptions of Street Issues

The tables below show the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate Street Paving/Construction, Street Maintenance and Cleaning, Traffic Signs & Signals, and Street Lighting.

Community Questionnaire—Street Paving / Construction						
	Adequate		Inadequate		Don't know	
In City of Mulvane	225	69%	76	23%	25	8%
Outside City / In Planning Area	49	56%	23	26%	16	18%
<i>Total Responses</i>	274	66%	99	24%	41	10%

Community Questionnaire—Street Maintenance and Cleaning						
	Adequate		Inadequate		Don't know	
In City of Mulvane	250	76%	67	20%	13	4%
Outside City / In Planning Area	54	62%	17	20%	16	18%
<i>Total Responses</i>	304	73%	84	20%	29	7%

Community Questionnaire—Traffic Signs & Signals						
	Adequate		Inadequate		Don't know	
In City of Mulvane	280	87%	29	9%	12	4%
Outside City / In Planning Area	66	80%	6	7%	11	13%
<i>Total Responses</i>	346	86%	35	9%	23	6%

Community Questionnaire—Street Lighting						
	Adequate		Inadequate		Don't know	
In City of Mulvane	271	83%	46	14%	9	3%
Outside City / In Planning Area	64	75%	9	11%	12	14%
<i>Total Responses</i>	335	82%	55	13%	21	5%

In general, residents seem quite satisfied with their street system. Street paving was the issue considered most problematic, with a rating of "inadequate" by 24% of respondents. There were only minor differences in perception of these issues, between residents inside the City and those in rural areas.

Functional Classification Systems

Functionally, streets are classified into a hierarchy based on how they balance speed and traffic volume against access to adjacent land uses. Arterials maximize traffic flow and speed, but provide limited access. Collectors balance traffic volume and access. Local roads maximize access to adjacent properties by reducing traffic volume and speed. There are numerous categories and sub-categories within this general hierarchy.

The concept of functional classification is applied at different scales, in three categories of population density – for rural areas, urbanized areas, and for small urban areas. So for example, a street design that would function as a *Collector* in an urbanized area, might work as an *Arterial* in a small urban area. Since Mulvane has a population over 5000 but less than 50,000, it is considered a "small urban area". Much of the Planning Area is designated a "rural area".

Functional Classification System—Federal

Roads in the entire Planning Area are part of a nationwide system of federal street classifications. Designations must be reviewed annually, and approved by local County Commissioners. The functional classifications discussed in this section were approved by the Sedgwick County Commissioners in July 2005, and by the Sumner County Commissioners in June 2003. Functional Classification designations affect funding availability for road improvements.

Six categories in the federal functional classification system apply directly to Mulvane's Planning Area. These are described below, and shown on the map that follows.

Interstate: A route which is part of the Dwight D. Eisenhower National System of Interstate and Defense Highways. Interstates are restricted access, long distance, high-speed connections which link metropolitan areas, cities, and industrial centers.

- Within the Mulvane Planning Area, the only road in this classification is Interstate Highway I-35.

Other Principal Arterial: A highway which provides long distance connections, but is neither an Interstate, an expressway (a divided highway with full access control), or a freeway (a divided highway with partial access control).

- Within the Mulvane Planning Area, K-15 Highway and Rock Road from K-15 north are in this classification.

Minor Arterial: A route that connects developed areas to higher speed arterials, or that links cities and towns. Minor Arterials offer more access to adjacent land uses than other arterials.

- Within the Mulvane Planning Area, 119th Street from Broadway to Greenwich, 111th Street from Rock to Webb, 103rd Street from K-15 to Greenwich, 95th Street from K-15 to Webb, Broadway, Hydraulic going north from 103rd, Woodlawn going north from 95th, Rock Road from 119th to K-15, and Webb Road going north from 119th are classified as Minor Arterials.

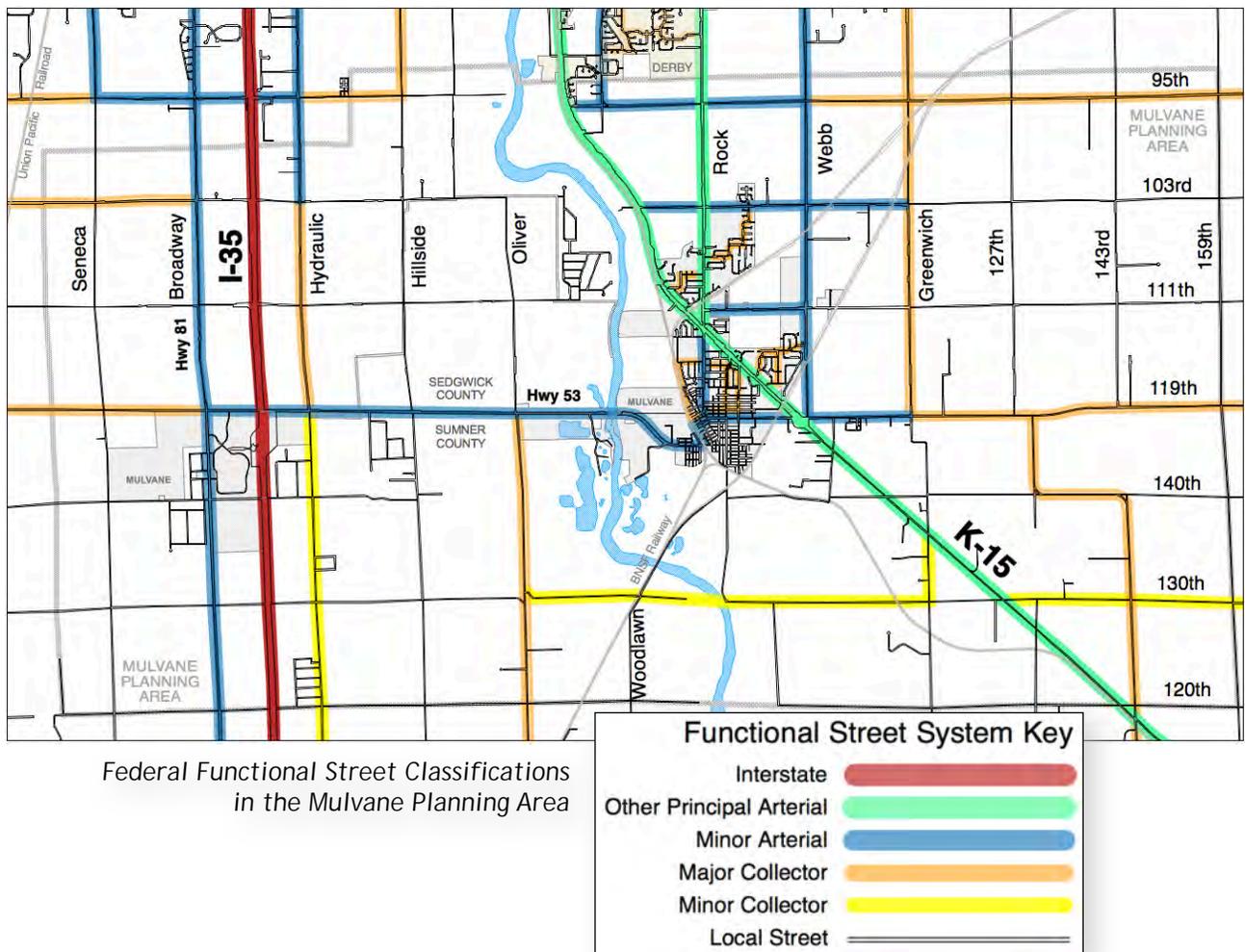
Comprehensive Development Plan for the Mulvane Area, Kansas 2013–2023

Major Collector: A route that serves important travel generators—such as county seats, towns, schools, or recreational areas—which are not served by higher classification roads.

Minor Collector: A route that serves local traffic generators, smaller towns, and communities. This designation only applies in Rural Areas.

Local Road: Routes that provide direct access from adjacent land uses, and link to higher classification routes. All roads not designated as a higher classification are considered local roads.

Maps showing federal functional street classifications in Kansas are maintained by the state Department of Transportation (KDOT), with information available by county. KDOT County Roadway Functional Classification Maps are available at www.ksdot.org/burtransplan/maps/CountyFunClass.asp.



Functional Classification System—Local

Urban streets are also classified within a *local* functional system—which uses the same terminology as the federal functional street classes, but applies it on a far smaller scale. In Mulvane, many urban roads are already classified in the federal system, so only a few additional streets are designated as *local collectors*.

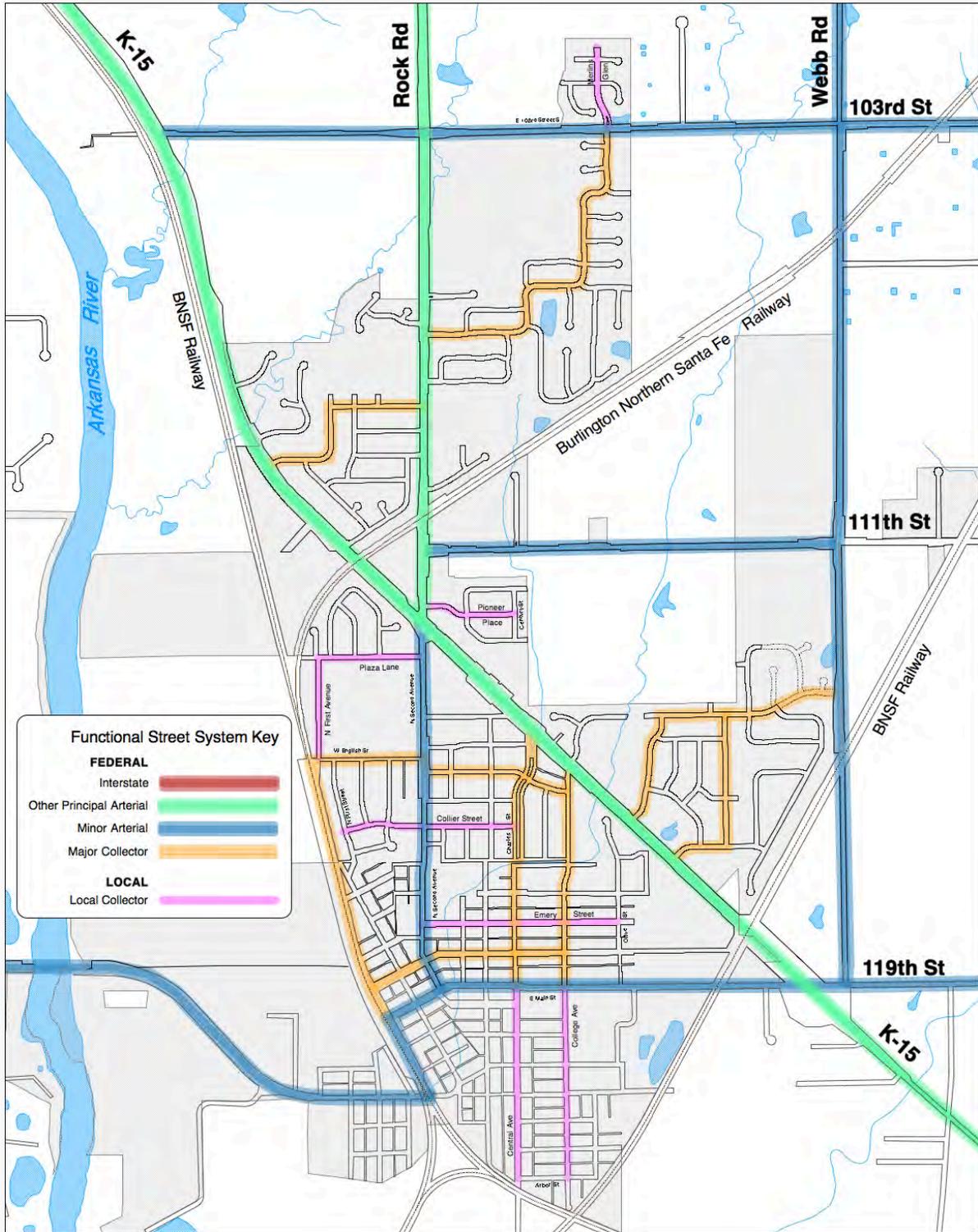
Local collectors gather traffic from local streets and carry it to arterials; they tend to be medium widths, balancing moderate traffic, speeds, and connections to adjacent land uses. In Mulvane, the collector streets are:

- College Avenue from Main Street to Arbor Street
- Central Avenue from Main Street to Arbor Street
- Emery Street from N. 2nd Avenue to Olive Avenue
- Collier Street from N. 1st Street to Charles Street
- N. 1st Avenue from W. English Street to Plaza Lane
- Plaza Lane from N. 1st Avenue to N. 2nd Avenue
- Pioneer Place from Rock Road to Century Street
- Merlins Glen from Rock Road to Century Street

Local streets provide access to individual properties; they generally carry little traffic, and have slower operating speeds. All Mulvane streets not specifically mentioned above are considered local streets.

*A diagram of local collector streets is on the following page.
It also shows the Federal Functional Streets in the urban area more clearly.*

Comprehensive Development Plan
for the Mulvane Area, Kansas 2013–2023



Federal and Local Functional Street Classifications
in the Mulvane urban area

Street & Parking Design Standards

Each type of street in the urban classification system—arterial, collector, and local—serves a different purpose, and requires different design criteria. Though a particular street may not require all of the following elements at any given point in time, any street *right-of-way* should have sufficient width to allow for the potential future development of all of the following elements, at some stage in the street's life:

- paved traffic lanes, with adequate turning radii at corners
- curbs and gutters
- signs for traffic control and other purposes
- stormwater drainage ditches and/or structures
- underground and overhead utilities
- sidewalks
- planting areas for street trees and landscaping
- on-street parking

Arterial streets serve as an area's primary links to the state and federal highway system. Their right-of-way should be 80 to 120 feet wide; roadways are typically 24 to 48 feet wide. The more of the following elements that are likely to occur, the more right-of-way may be needed:

- considerable truck traffic, or large volumes of auto traffic
- substantial on-street parking
- significant drainage problems
- bicycle/pedestrian paths (8 to 12' wide), or sidewalks
- street trees

Collector streets connect neighborhoods to each other, and provide access to facilities such as schools, parks and shopping areas. Their right-of-way should be 70 to 80 feet wide. Roadways are typically 36 to 40 feet wide, and may accommodate two 10' to 12' traffic lanes plus two 8'-wide on-street parking areas.

Local streets should incorporate traffic-calming measures, to reduce their use by through traffic. Their right-of-way is typically 60 to 64 feet wide; roadway widths vary, and may be as wide as 30 to 34 feet, if two traffic lanes and on-street parking are desired. Minimum street width and turning radii are often determined by the needs of local fire-fighting vehicles.

Subdivision Regulations Design criteria for streets and roadways are specified in more detail in Mulvane's Subdivision Regulations, which address sight distances, intersection angles, center offsets, and grades, as well as right-of-way and roadway dimensions for various urban and rural street types. A review and update of Mulvane's existing Subdivision Regulations is recommended, to ensure that adequate right-of-way is provided for future roadway design.

Complete Streets

The complete streets planning concept calls for street design that supports safe and comfortable travel by *all* users, of all ages and abilities, including pedestrians, bicyclists, public transit users, and motorists. Complete street design recognizes that public rights-of-way are meant to serve more than solely vehicular traffic.

Complete streets, also called livable streets, typically include sidewalks with curb ramps, good crosswalks (often with medians for pedestrian refuge), countdown signals, and shade for pedestrians, as well as bike lanes and bike racks. Depending on local needs, they may also include on-street parking, and bus pull-outs or bus lanes.

Complete streets vary widely, because they are always designed to fit a community's specific local needs. Find more information at www.completestreets.org.

A complete streets strategy is highly recommended for the revitalization of the downtown retail area in Mulvane.

Parking

A vehicular circulation system must accommodate vehicles not only when they are traveling, but also when they are parked. An estimate derived from Census data indicates that (with a population of 6,206 people) there are at least 4550 vehicles based in Mulvane.

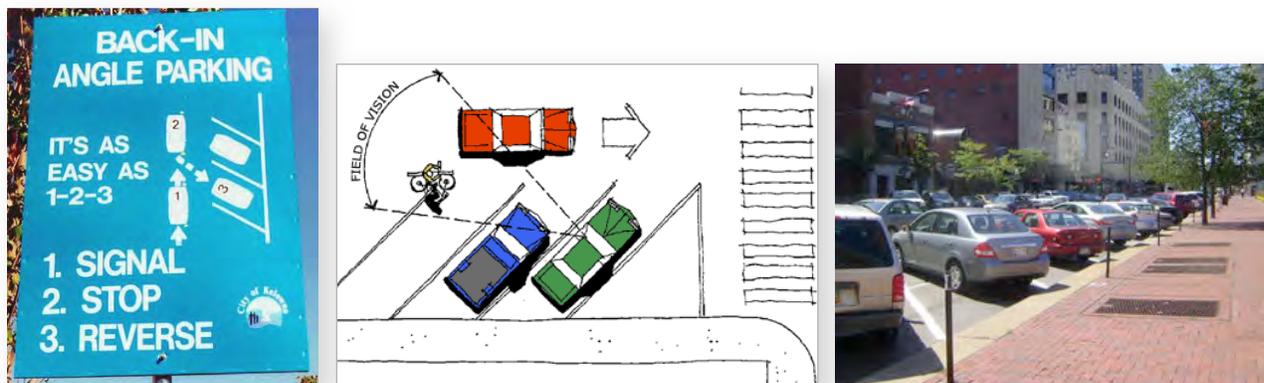
- Vehicles According to the 2007-2011 American Community Survey 5-Year Estimate, of the 2,338 occupied housing units in Mulvane, 160 (6.8%) had no vehicles available, 547 (23.4%) had one vehicle available, 890 (38.1%) had two vehicles available, and 741 (31.7%) had three or more vehicles available.

On-street parking in Mulvane is currently problematic in two areas:

- Downtown along Main Street, from 2nd Avenue southwest to the Depot
- In the vicinity of Cowley County College, along Main Street and College Avenue

While it is important to have adequate parking to support local needs, it is also important not to *overbuild* parking facilities. To minimize the overall costs of parking to the community, find the best balance between private dedicated parking areas where they are necessary, and shared public parking facilities where they are appropriate.

Parking facilities are categorized as off-street or on-street. Off-street parking may be public or private; it includes parking lots and public parking garages in business areas, as well as driveways, carports, and private garages in residential areas. On-street parking is public; it may be parallel, angle, back-in angle, or at right-angles to the curb. It is generally adjacent to the edges of the street, but may under certain circumstances be in mid-street between traffic lanes.



Back-in angle parking (also known as reverse diagonal parking) has proven safety benefits over traditional front-in angle (diagonal) parking, including better sight lines as drivers pull out into traffic, and more safety for children because open car doors direct them toward the sidewalk rather than out into the street. For more information, see <http://www.walkinginfo.org/faqs/answer.cfm?id=3974>.

Residential Parking In many older neighborhoods, streets were designed to support shared on-street parking. Modern suburban developments often require off-street parking, and so devote less land to paved streets but more to driveways and garages. In both cases, there is usually adequate parking designed into residential neighborhoods to support normal residential needs.

Parking at Public/Semi-public Facilities Particularly when they are located in or adjacent to residential neighborhoods, facilities such as parks, churches, or community centers need to provide adequate off-street parking for the large numbers of vehicles that often accumulate.

Commercial Parking Small town main streets were traditionally designed to support both traffic flow and shared on-street public parking. Though out of style in recent decades, this parking solution is now being recognized again as a valuable and cost-effective parking strategy. In Mulvane's downtown retail district, strive for a balanced mix of public on-street parking and perhaps a few small public parking lots for customers, and small private off-street parking lots to accommodate staff parking.

Railroads, Air Travel, and Public Transit

Railroads

Like many towns in Kansas, Mulvane became a town because of its proximity to a railroad, and access to rail freight service is still important to the local economy. The nearest Amtrak passenger train station is in Newton, about 50 minutes drive away by highway.

The 2011 *Kansas Statewide Rail Plan* is available on the website of the Kansas Department of Transportation (KDOT), at www.ksdot.org. On request, KDOT staff can provide information from the KDOT Crossing Inventory database and Hazard Index regarding specific crossings. The 2007 *WAMPO Railroad Crossing Plan*, which examines railroad crossings and traffic safety issues, as well as the *WAMPO Railroad Crossing Map*, are available from the Wichita Area Metropolitan Planning Organization (WAMPO) at www.wampoks.org.

Air Travel

Mulvane residents have good access to international air travel. Wichita Mid-Continent Airport is 25 miles or about a ½ hour drive away. Will Rogers World Airport in Oklahoma City is 159 miles or less than a 2½ hour drive away.

There are two private airports in close proximity to Mulvane. Cook Airfield, 10.3 miles or 21 minutes away by car, is northeast of Mulvane near Rose Hill. More than 50 private aircraft are based there. Cook Airfield is a residential airport development, with nine condominium residences; it is currently expanding that number to twelve. Wellington Airport, 18.6 miles or 23 minutes southwest of Mulvane, is located north of Wellington's Industrial Park. It is owned and maintained by the City of Wellington. Currently 33 private aircraft are based there. There are plans to expand its runway to achieve classification as a municipal airport.

Public Transit

There is no City bus service or other public transit system in the City of Mulvane. However, taxi service for travel in the Planning Area is available from several Wichita companies.

The Sedgwick County Transportation Program

The Sedgwick County Department of Aging sponsors a program that provides low-cost public transit for seniors and individuals with disabilities. Typical co-payment is currently \$3 each way. The Sedgwick County Transportation (SCT) program provides direct transportation service with wheelchair-accessible minivans and buses, and also contracts with vendors such as ABC Taxi and American Cab.

People must apply for this service with the County to determine their eligibility for rides. Appointments for transport must be scheduled in advance. The SCT program does not provide emergency transportation, transportation to nursing home residents, or rural origination to rural destination transportation. For more information, see the Sedgwick County website at www.sedgwickcounty.org/aging/transportation.asp.

Sidewalks and Bicycle/Pedestrian Pathways

As fuel costs continue to rise, the population ages, and the obesity epidemic becomes more severe (especially among children), more communities are realizing the value of offering residents safe venues for bicycling and walking.

Walking and biking are some of the very best and most widely accessible forms of exercise. A sidewalk or pathway system not only contributes to public health, but also enhances a sense of community, as people get to know their neighbors and their neighborhoods in a way not possible from the seat of a car.

Paths that support walking and biking for recreation also provide an alternative transportation option. For children who are too young to drive, for people unable to drive, and for those who simply prefer not to drive when they can avoid it—a sidewalk and pathway network offers an alternative way to safely get where they want to go. Bicycle and pedestrian pathway networks are most successful when they connect neighborhoods to community destinations, including parks, churches, and downtown businesses.

Sidewalks

Older neighborhoods were designed to be walkable, if for no other reason than that children regularly walked to school. Newer subdivisions are often built with limited sidewalks, in part because lot sizes are so large that sidewalks become very expensive, and in part because cul-de-sac street design makes pedestrian connections so difficult to achieve.

As more home buyers seek walkable neighborhoods, older homes in downtown areas are becoming more highly desirable real estate.

Mulvane has sidewalks throughout the business area and in major portions of the older residential areas. Mulvane Subdivision Regulations require 4-foot wide sidewalks in new subdivisions.

As a minimum goal for the City, sidewalks should be provided to and from all major facilities where people may congregate, especially schools. The most economical way to install or replace sidewalks is in conjunction with future street paving or construction projects.

Maintenance

Damaged sidewalks can be a trip hazard, and therefore a liability risk. Also, it is far more difficult to budget for major sidewalk infrastructure replacement than for a predictable annual maintenance fund.

Mulvane has an ongoing Sidewalk Maintenance Program to maintain or replace deteriorated sidewalks which present a danger to the public. Sidewalks in the public right-of-way are maintained by City of Mulvane street crews. The adjacent property owner is responsible for the cost.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate the Sidewalks.

Community Questionnaire—Sidewalks						
	Adequate		Inadequate		Don't know	
In City of Mulvane	205	63%	106	32%	16	5%
Outside City / In Planning Area	49	56%	22	25%	16	18%
<i>Total Responses</i>	254	61%	128	31%	32	8%

Nearly one-third of the Survey respondents considered the sidewalks in Mulvane to be inadequate.

Mulvane's existing Subdivision Regulations may require sidewalks on one or both sides of a street that provides access to public facilities such as schools or parks. A review and update of the Subdivision Regulations is recommended to provide specific requirements for sidewalk construction.

Bicycle/Pedestrian Pathways

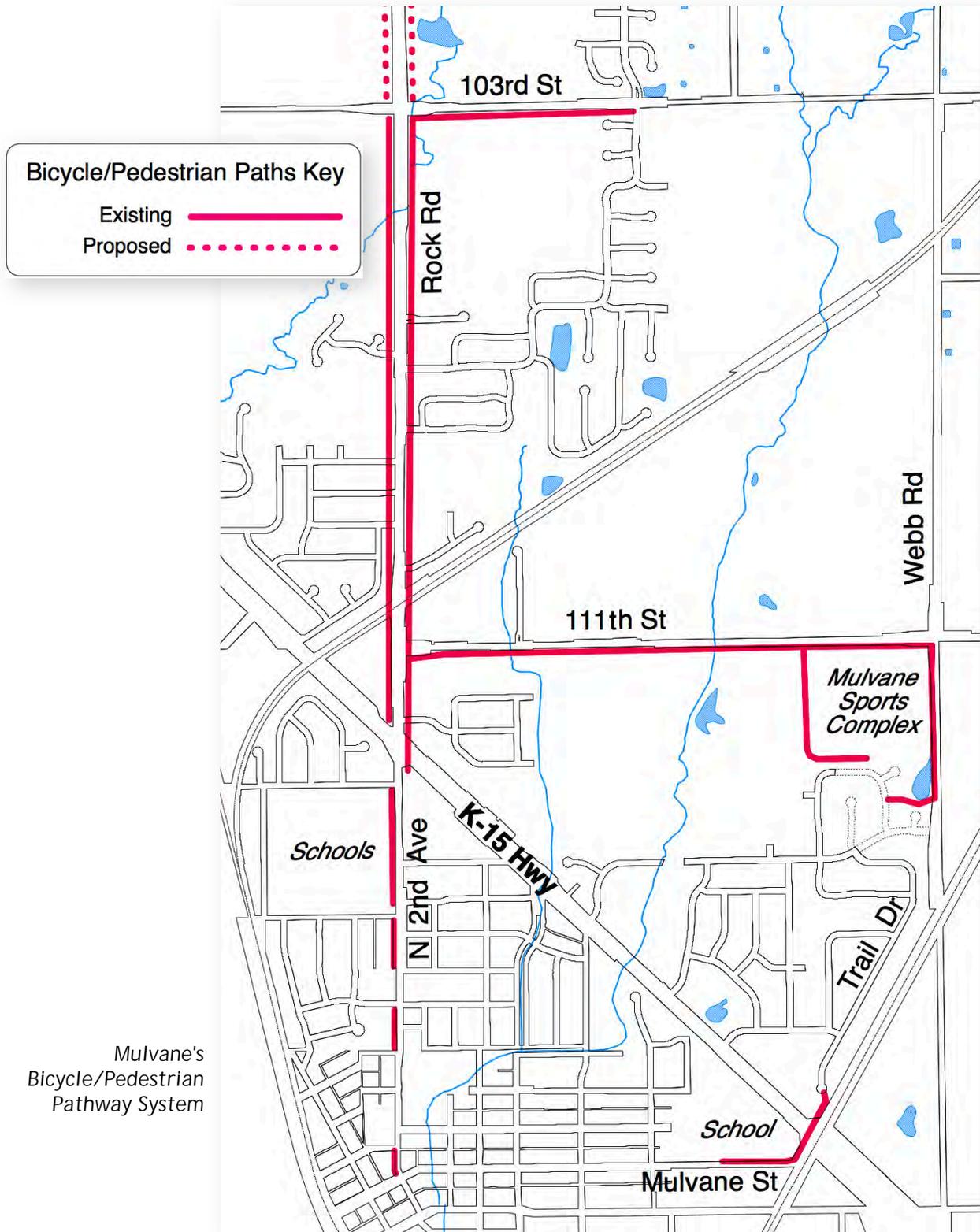
The diagram on the following page shows Mulvane's current bicycle/pedestrian pathway network.

Mulvane's existing pedestrian/bike path network consists of pathways on Rock, 103rd and 111th. Two ten-foot wide concrete paths run more than a mile from K-15 north to 103rd Street, on either side of Rock Road. A connecting path runs east from Rock Road along the south side of 103rd Street, nearly half a mile to Country Walk Lane. Another path runs along the south side of 111th Street, from Rock Road to the Sports Complex, as well as around the Sports Complex.

A short, but very important, section of path connects Mulvane Street to Trail Drive under K-15, allowing children in neighborhoods northeast of K-15 the opportunity to walk safely to Mulvane Grade School, which is just southwest of K-15.

Intermittent segments of 10-foot wide sidewalks, some of them adjacent to the back-of-curb, extend along the west side of North 2nd Avenue from K-15 south to Mulvane Street. Missing segments will need to be filled in, and safety concerns may need to be addressed, in order for these sidewalks to function effectively as bicycle/pedestrian pathways.

Future Bike Path Connections On the following diagram of bicycle/pedestrian paths in Mulvane, the dotted red lines going north along Rock Road indicate a future connection linking Mulvane's path system to the Derby path system, which will itself connect to pathway networks in Haysville and Wichita. This future connection is recognized as one of the Priority Missing Links in the WAMPO *Regional Pathway System Plan*. Updated in December 2011, this Plan is available on the web at www.wampoks.org/IconMenu/Pathways.htm. The *Derby-Mulvane Joint Area Plan* also recommends a pathway linking Derby to Mulvane along the east bank of the Arkansas River. As opportunities arise, the City should investigate a future connection between the River path and Mulvane's urban path system.



Bicycle / Pedestrian Path Design Issues

Paths Pathways are constructed on public land, usually in street rights-of-way, sometimes along drainage routes. Pathways can be designed as *bike paths* (built within a right-of-way, but separated from the road itself), or as dedicated *bike lanes* on a road or its shoulder (defined with pavement markings), or they may simply be *bike routes* (designated with signs on existing roads).



Bike Path



Combined Bicycle/Pedestrian Path



Bike Lane



Bike Route Sign



Share the Road Bike Route Sign

Bicycle Racks Be sure to select a rack design that meets functional requirements for proper bicycle support and lockability, is ADA compliant, and is built for low maintenance. The simplest bicycle rack design which meets these criteria is the inverted "U" type, with a crossbar for ADA vertical-element compliance, but there are endless variations on the theme. Place racks so they are convenient to destination entrances, clear of pedestrian traffic patterns, and highly visible for security.



Visit the website www.bicyclinginfo.org to find more about criteria for bicycle facilities, as well as educational programs for both drivers and cyclists.

Funding Options

The new federal Transportation Alternatives Program provides funding support for bicycle path and sidewalk construction, among other things. The Kansas state School Zone Program can help fund school zone traffic control measures. These programs are a potential funding source for projects in Mulvane and its Planning Area.

Transportation Alternatives Program (TAP)

The two-year MAP-21 federal transportation bill was signed into law in July of 2012. It includes a Transportation Alternatives section which is the successor to previous *Transportation Enhancements*, *Safe Routes to School*, and *Recreational Trails* programs.

Mulvane has used federal *Transportation Enhancement* (TE) grant funding to develop its bicycle/pedestrian path network, as well as *Safe Routes to School* (SRTS) funding for various sidewalk projects supporting the City's schools. Currently the City is proceeding to bid with sidewalk projects funded by a \$250,000 SRTS grant.

Details about the implementation of the Transportation Alternatives Program were finalized on the federal level in June of 2013. For more information on the MAP-21 TAP, see: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

The original *Safe Routes to School* (SRTS) program was intended to make it safer for more children to walk and bike to school, thereby reducing childhood obesity, as well as the traffic accidents, wasted fuel, and air pollution that result from traffic congestion near schools. A city or a nonprofit organization could apply for SRTS funding to plan, design, and build projects that improved the ability of students to walk and bike to school.

Eligible SRTS projects included sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements within about 2 miles of schools. SRTS also funded activities that encourage walking and bicycling to school, including public awareness and outreach campaigns, traffic education and enforcement near schools, and student training programs on bicycle and pedestrian safety.

More information on the new TAP version of *Safe Routes to School* will be available at: www.saferoutesinfo.org.

School Zone Program

The Kansas Department of Transportation (KDOT) funds a *School Zone Program* that can help towns with a population of fewer than 20,000 people improve their school zones with pavement striping, school zone signs, and reduced speed assemblies. For more information on KDOT's Bicycle and Pedestrian programs, see <http://www.ksdot.org/burRail/bike/>.

Future Transportation Plans

Metropolitan Planning Organizations (MPO's) provide a forum for regional transportation decision-making. The *Wichita Area Metropolitan Planning Organization* (WAMPO) incorporates all of Sedgwick County, plus the Andover area in Butler County, and approximately 1½ square miles of the Mulvane area in Sumner County.

WAMPO, in cooperation with the Kansas Department of Transportation (KDOT), is responsible for regional transportation planning in the Wichita Metropolitan Area, including parts of Mulvane and its Planning Area. WAMPO has developed the *Metropolitan Transportation Plan (MTP) 2035*, a 25-year strategic plan for all regionally significant transportation projects. The existence of this plan qualifies local jurisdictions for access to federal transportation funds.

The *MTP 2035* includes one project within the Mulvane Planning Area on its "Eligible for Funding" list—designated by WAMPO as the proposed "Mulvane Bypass", and known in Mulvane as the K-15 to K-53 Alternate Route.

Alternate Route—K-15 to K-53

This Alternate Route will run north-to-south approximately along the Woodlawn alignment, connecting K-15 near Valley Road to K-53 (119th Street) east of the Arkansas River bridge. It is intended to be a new 2-lane asphalt rural type road with open ditches, and an overpass crossing the BNSF Railroad near Valley Road. The anticipated timeframe for start of construction of the project is 2010 to 2019, and it is budgeted for \$13.25 million.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked if they favored the concept of an alternative route extending from K-15 Highway to K-53 Highway. Over three quarters of respondents, in both the City and the Planning Area, favored the concept of an alternative route.

Community Questionnaire—Alternate Route K-15 to K-53				
	Yes		No	
In City of Mulvane	236	77%	72	23%
Outside City / In Planning Area	62	77%	19	23%
<i>Total Responses</i>	298	77%	91	23%

Currently, K-53 Highway meets with a K-15 overpass at an acute angle, just southeast of Mulvane. K-53 runs from K-15 west to Broadway, running primarily along 119th Street, but with an awkward dogleg through downtown Mulvane. The planned alternate route would connect K-15 more directly to K-53 and its I-35 interchange farther west.

The diagram below is not intended to be an exact indication of where the route would be constructed, but rather shows in concept the general location of the proposed connection.

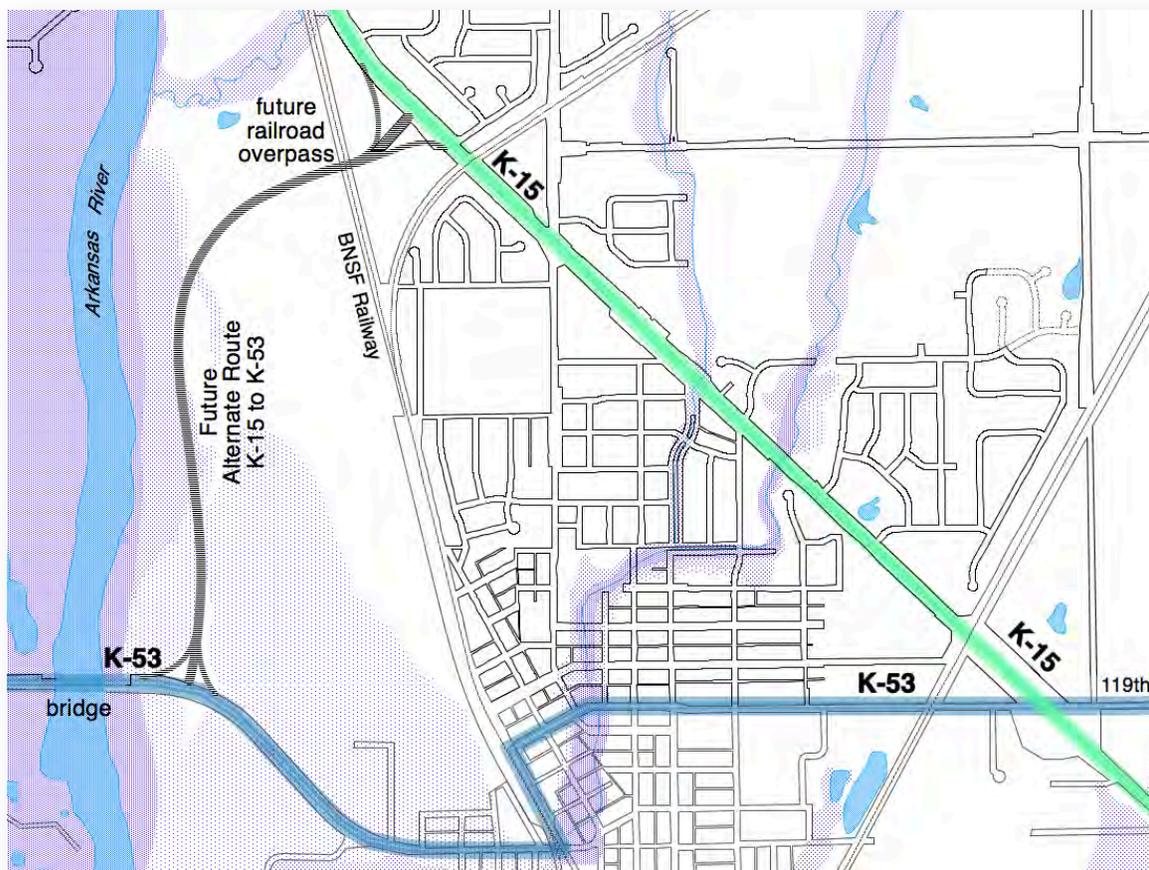


Diagram – K-15 to K-53 Alternate Route

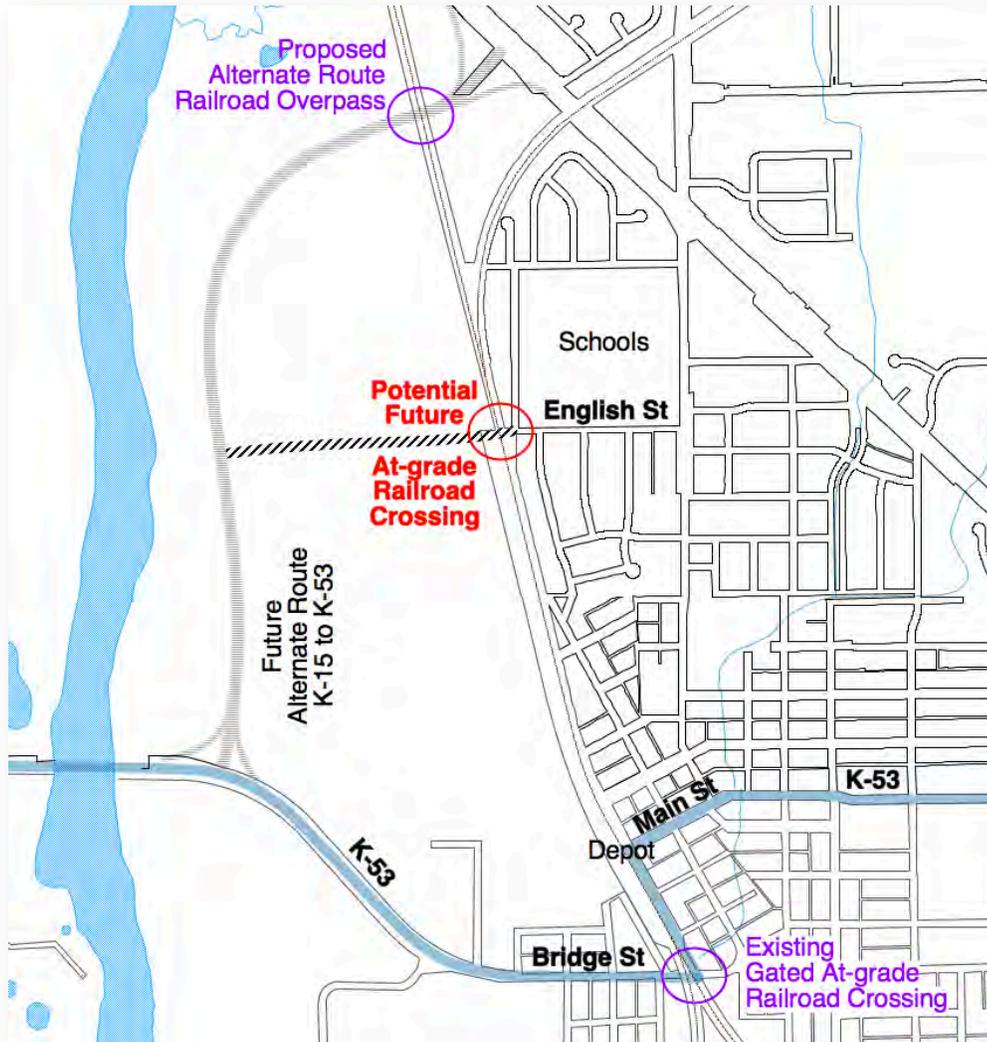
The Alternate Route's railroad overpass will help to reduce delays in emergency services, and also reduce air pollution caused when vehicular traffic is stopped by trains on this line for 20 to 30 minutes several times each day. The nearest existing overpasses on this BNSF line are very distant—16 miles to the north at US 54/Kellogg Avenue in Wichita; and on 222nd Road, near Strother Field airport south of Winfield, more than a 30-mile drive away.

Development of this project will also open up over 340 acres for potential commercial, multi-family residential, industrial, and open space/recreational development. It is important that various methods of advanced planning be undertaken to protect the proposed right-of-way of the Alternate Route. It is also recommended that the City undertake a feasibility Study for the Mulvane Alternate Route.

Downtown Railroad Crossing Improvement

The BNSF Railway tracks that run along the western edge of Mulvane's urban area are a major impediment to east- and west-bound road traffic. Approximately 35 trains per day go through the gated Bridge Street (K-53) crossing on the BNSF tracks, in conflict with an average daily vehicle count of 4,080. As the Casino area continues to develop, traffic between the original City and its western annexations will likely increase, exacerbating these conflicts.

The railroad overpass to be constructed as part of the new Alternate Route will provide one option for Mulvane residents heading west, to avoid long delays caused by train traffic. However, that overpass will be more than a mile north of downtown, and can only be accessed by getting on K-15 first. An improved at-grade railroad crossing in the vicinity of English Street should be pursued, to provide an additional alternative for driving across the tracks.



Road Connection under K-15

The original City of Mulvane is on one side of K-15 Highway, while many newer developments and most of the community's future growth areas are on the other. Although there are enough access points from local roads onto the Highway to keep K-15 from being a serious barrier, its speed and traffic can be intimidating for some drivers.

For those people who would like to be able to stay on local roads when traveling from one side of Mulvane to the other, an underpass would be a desirable option. Though such a route would be unlikely to carry a great deal of traffic, it could provide a safer and more undemanding choice for motorists who are not comfortable with crossing K-15.

Fortunately, the bulk of the work on such an underpass has already been done. Just before K-15 leaves the City on the southwest side of town, a partially finished project is waiting for completion. The underpass itself and the segment of road immediately beneath it have already been built and paid for. All that remains to do are two short portions of roadway. The distance between the existing road segment and Trail Drive is about 270 feet, and the distance between the existing segment and Mulvane Street is about 390 feet. A pathway already makes the connection for pedestrians and bicyclists. A connection for drivers would be simple to accomplish.



Mulvane Transportation Policies

Planning for urban street improvements is addressed annually in the Mulvane Capital Improvement Program. The City's design, maintenance and financing policies for streets should also be regularly reviewed and updated.

Street Names

Over the years, a hodgepodge of street names have accumulated in Mulvane. This is especially noticeable in north-south directions. Not a single street in the new subdivisions east of K-15 bears a name relationship to aligned streets on the west side. To add to the confusion, no standard procedure is followed in the use of the designations Street, Avenue, Boulevard, Lane, Drive, or Court.

This is a cumbersome and potentially dangerous problem that will continue to grow worse as the City grows larger. If only for reasons of clarity in Emergency Services response, this issue must be addressed. Street naming standards should be developed, and a street naming policy should be adopted — as soon as possible.

Unpaved Streets

Studies have shown that adequately paved streets cost less to maintain than properly maintained unpaved streets. The few remaining unpaved streets within the City limits should be scheduled for paving as rapidly as funding allows.

Bridges

Existing bridges should be regularly examined and properly maintained. Future bridge connections should be planned ahead so that optimum locations are selected. Serious thought should be given, well in advance of need, to funding methods.

- An upgraded replacement bridge is needed on Webb Road just north of K-53 to facilitate traffic to the Sports Complex.

Construction of a bridge over the Arkansas River at 95th Street South is recommended in the *Derby-Mulvane Joint Area Plan*. However, this project is not presently in Sedgwick County's long-range capital improvement plan. Mulvane leaders should be aware of this project, for it will eventually have an impact on the City, but construction is unlikely to occur within the Planning Period.

Street Financing

Mulvane's street financing policies require developers and property owners to participate in meeting the costs of street construction. The City shares in the cost for things such as intersections, major drainage elements, or wider streets.

CHAPTER 10.

Utilities and Stormwater Management Systems

An adequate and dependable utilities system is essential to maintain a high quality of life for current residents, and to support future development. Utility lines are typically located within or adjacent to transportation rights-of-way or drainage easements, and are often built and maintained in conjunction with road installation or repair projects. It is essential to preserve enough space in such public corridors to accommodate future utilities. Without long-term planning, constricted utilities may limit growth, and become a financial burden on the community.

It is important to maintain accurate records and maps of both existing and new utilities, and to develop procedures for installation and maintenance. The City is in the process of developing a GIS database of local utilities information, including data and mapping for Mulvane's water system, sanitary sewer system, and storm sewer system. When complete, this will be an invaluable resource to help the City maintain its utilities efficiently.

Policies on the placement of structures, fences and vegetation in utility and drainage easements should be adopted and rigorously enforced.

The Mulvane Utility Department operates the water, sewer and electric service as City utilities. Mulvane's utilities infrastructure includes the water distribution system, the sewage collection and treatment system, the stormwater drainage system, and two electric power generation facilities. Of these utilities, the gravity flow limits of the sewage collection system and drainage systems impose the most direct limits on the direction, density and extent of urban development.

The Utility Department's administrative offices and their equipment storage facility are located at the intersection of Bridge Street and Boxelder Avenue.

Water Distribution System

The original water system for the City of Mulvane began operating in 1953, using five groundwater wells west of town as the source of water. A 500,000-gallon in-ground tank, located north of the original electric generating facility on Boxelder Street, was used for water storage. This water supply system was decommissioned in 1992.

Contract with Augusta In 1991 a contract was signed with the City of Augusta to provide Mulvane with potable water. The contract allows Mulvane to receive up to 200 million gallons per year. The agreement expires in 2031.

The City of Augusta Water Treatment Plant gets its water from El Dorado Lake, Augusta City Lake, and Santa Fe Lake. The droughts of 2011 and 2012 made it necessary for Augusta to implement a Mandatory Watering Restriction Program. More information is available from the *City of Augusta Water Supply Study of August 16, 2012*, which evaluates the City's long term raw water supply. The report is available on the web at:

- www.augustagov.org/files/Water%20Supply%20Study%202012.pdf

Treated water is transferred from Augusta to Mulvane through an 18-inch pipeline that runs for 26 miles adjacent to the BNSF railroad tracks between the two cities. The water is received by a 500,000-gallon below-ground concrete storage tank and distributed by a high service pumping facility. This installation was built in 1991, and is located east of Webb Road on 111th Street South. A 12-inch water main carries the water from the storage facility along 111th Street to the City's elevated water storage tank (water tower).

The Mulvane water tower, located at 111th Street South and Rock Road, has a capacity of 300,000 gallons. It was built in 1975. In 1996 the water tower was raised from 80 feet to 120 feet in height, to help improve water pressure in some areas of the City.

The City's current water distribution system consists of over 40-miles of water mains, ranging from 2-inch to 16-inch diameter pipes.



Policies The City of Mulvane requires annexation as a requirement for connecting to the City water supply. Also, to ensure proper water supply to new developments and to potential new developing areas, the City requires over-sizing of water mains as they are constructed. The additional cost of over-sizing the pipes is absorbed by the City Water Department.

Sedgwick County Rural Water District #3 serves areas north, east and south of the City (see map in Chapter 7 / Water Resources). The service is not designed to serve large areas of development, nor is it designed for fire protection. This can make the development of rural subdivisions on small tracts of ground problematic.

Recent Improvements & Future Plans

The water supply agreement with the City of Augusta allows Mulvane up to 200 MG (million gallons) of water per year. Since 1999, multiple water supply studies have predicted that Mulvane would exceed that amount by the year 2015. In fact, Mulvane's water usage exceeded the 200 MG limit in 2012.

To ensure that Mulvane residents have enough water for their long-term future needs, additional water sources have been investigated. The City has determined that the best available solution is to develop its own municipal water supply system. This requires reactivating some of the water wells that originally served Mulvane. It is anticipated that the reactivated municipal wells can provide up to 205 MGY (million gallons of water per year) of untreated water, or approximately 164 MGY of treated potable water. It will also be necessary to make some modifications to the City's water distribution system, including the construction of a new Water Treatment facility.

As of 2013, the City is in the process of having a new reverse osmosis water treatment facility designed. It will be constructed on a 7.2-acre parcel of land on the northeast corner of Oliver and K-53, which was annexed in 2013. Reverse osmosis is a water purification technology that will remove the elevated levels of minerals, including iron and manganese, which are present in Mulvane's well water.

A number of improvements have been made recently throughout the City, including upgrades to the underground reservoir and high service pump station, fire hydrant replacements, painting and maintenance of the City's water tower, and miscellaneous pipeline improvements.

2011 Water System Projects A 16-inch water line was extended approximately five miles west along the south side of K-53 Highway, from Oliver to US-81, to serve the Kansas Star Casino. Subsequently, a redundant 16-inch HDPE (14-inch ID) water line was installed, crossing under the Arkansas River parallel to the existing 14-inch ductile iron pipe. A 12-inch pipe was installed crossing the railroad along Sedgwick Street, and the 500,000-gallon underground reservoir and high service pump station on 111th Street were upgraded.

2012 Water System Projects The City rehabilitated two of their existing groundwater wells (Wells 4 & 5), for use as an emergency backup water supply. These wells are located along K-53, between Oliver and the Arkansas River. The condition of the infrastructure for the three remaining groundwater wells is problematic, and the City has been advised to evaluate opportunities to relocate or re-construct these wells.

Current Water System Projects To improve water quality from Wells 4 & 5, the City is embarking on the design and construction of a new Water Treatment Facility. This facility will use reverse osmosis to reduce water hardness, and will have the capacity to treat up to 1.5 million gallons of water per day. The new Water Treatment Facility will be located next to Wells 4 & 5, and is scheduled to be completed in 2014.

A new 500,000-gallon elevated water storage facility (Water Tower) will also be constructed on the same site, west of the Arkansas River at the northeast corner of K-53 and Oliver. The proposed Water Tower should also be completed in 2014.

The following water system improvements were included in the *Mulvane 2014-2019 Capital Improvement Program*:

- Construct elevated Water Tower / at K-53 & Oliver
- Construct Water Treatment Facility / at K-53 & Oliver
- Install 6-inch water line in Cottonwood Avenue / from Bridge Street to Vine Street
- Install 6 and 8-inch water lines in Bridge Street / from Industrial Drive to Vine Street
- Install 8-inch water line in Ash Street / from Bridge Street to Russell Street
- Install 8-inch water line in Pearl Street / from Central Avenue to Cottonwood Avenue
- Install 8-inch water line in First Street / from Poplar Street to Pearl Street
- Install 8-inch water line along south side of K-53 / from Industrial Drive to Cottonwood Avenue
- Replace existing water line in Pearl Street with a 4-inch line / Park Avenue to College Avenue
- Replace existing water line in Vine Street with a 4-inch line / Park Avenue to College Avenue
- Improvements to high service pump station at the 111th Street Water Treatment Facility
- Demolish water reservoir on Boxelder Avenue
- Perform water rate study

Sewage Collection and Treatment System

Sanitary Sewers

A gravity flow sewer system conveys wastewater by gravity, through pipes installed with sufficient slope to keep the suspended solids moving through the system. Where local topography limits the option of gravity flow, lift stations must be employed to pump the sewage from the low point in the system up to another gravity line.

In order to avoid the considerable expense of additional lift stations, new development should be encouraged to occur within the gravity flow limits of the City's existing sewer collection system, or in areas already served by one of the City's four existing lift stations.

In 2001 a study was performed to analyze the capacity of the existing sanitary sewer collection system. The study evaluated the ability of the system to handle added flow, determined the location of trouble spots in the system, and recommended at what point the installation of a new outfall line should be considered. The proposed outfall line would be a large-capacity sanitary sewer extending north from the Wastewater Treatment Plant up to 95th Street, and eventually to Rock Road. In 2011, for the Kansas Star Casino, 6-inch and 10-inch force mains were installed (in parallel) along K-53 to the wastewater treatment plant.

The following sanitary sewer collection improvements were included in the *Mulvane 2014-2019 Capital Improvement Program*:

- Sanitary Sewer Extension / Charles Street— install 2,530 linear feet of sewer with 12-inch pipe
- Sanitary Sewer Main Replacement Project/Manholes A44 through A53 (Settler's Addition) — replace 1,700 linear feet of sewer with 12-inch pipe
- Northwest Interceptor Extension / Rock Road — extend the gravity sewer to Rock Road
- Northwest Interceptor Extension / Twin Lakes — abandon the Twin Lakes lift station and extend the gravity sewer to the Wastewater Treatment Facility
- Replace Sewer Lift-station / Rock Road
- Reline existing sanitary sewer pipes — schedule 1,300 linear feet of sewer pipe for relining, every other year
- The construction of the reverse-osmosis water treatment facility will require a lift station to connect into the existing force mains along K-53
- Perform wastewater rate study

Future development west of the Arkansas River will require pumping into the City's force main system.

Wastewater Treatment Facility

The Mulvane Wastewater Treatment Facility is located on North Pope Road, southwest of downtown Mulvane, and east of the Arkansas River.

Mulvane's original Wastewater Treatment Facility was constructed in 1958. The plant included bar screen, grit removal, primary clarification, and anaerobic sludge digestion. In 1981 the plant was modified to include two rotating biological contactors, and two final clarifiers. In 1996, the plant was upgraded to include a plastic media bio-tower, a peak flow detention basin, aerated grit removal, an automatic bar screen, and ultraviolet disinfection. Digester sludge is land applied by injection.

In 2006, the Wastewater Treatment Facility was expanded to handle a population equivalent of 9100. This expansion provided a rehabilitated influent pump station and primary screens, a new secondary treatment process, an expanded ultraviolet disinfection process, a new aerobic sludge digestion system, and a sludge irrigation system.

The screening and influent pump processes are housed in the original head works building. An additional ultraviolet reactor was installed within the original ultraviolet building. The secondary treatment process, sludge digestion, administrative building, and emergency power generators were constructed at the east end of the plant site.

After the 2006 renovations, the Facility was capable of handling an average daily flow of 1.0 MGD (million gallons per day) with a peak daily flow of 4.3 MGD.

In 2011, the firm of Burns and McDonnell conducted a study to evaluate the existing Wastewater Treatment Facility's ability to handle the probable demands of the Kansas Star Casino and its associated development, and concluded that the existing plant would be unable to treat the additional quantity of wastewater expected from future casino development.

In 2012, the Wastewater Treatment Facility was upgraded to include a flow equalization basin, a pre-anoxic basin, secondary treatment aeration equipment, chemical feed systems, secondary treatment basin, and digester aeration equipment. These improvements were constructed at the north end of the plant site, adjacent to the existing treatment facilities. These improvements should be enough to handle sewage treatment demands resulting from development of the Kansas Star Casino and its environs, for at least the duration of the Planning Period.



The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate the Sewage Disposal System in the Mulvane Planning Area.

Community Questionnaire – Sewage Disposal System						
	Adequate		Inadequate		Don't know	
In City of Mulvane	241	76%	38	12%	39	12%
Outside City / In Planning Area	29	41%	11	15%	31	44%
Total Responses	270	69%	49	13%	70	18%

Rural Sewage Disposal

Many residents of the Planning Area live beyond the reach of the municipal Sanitary Sewer System, and must deal with sewage disposal on their own properties, utilizing septic tanks, leach fields, and/or sewage lagoons.

In the Planning Area outside the City, permits for on-site sanitation facilities are issued by Sumner County Code Enforcement in Sumner County, and by Metropolitan Area Building and Construction Department (MABCD) in Sedgwick County.

The MABCD allows the use of privately owned package systems for sewage disposal, which have the capability of handling the waste from multiple households. The systems allow more dense development within rural areas. The systems require a benefit district to handle billing and on-going maintenance needs. If such a development were annexed at some future date, a package system would make subsequent connection to a City sanitary sewer system less difficult.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents who live outside the City were asked if they had ever had a problem with their On-lot Sewage Disposal.

Community Questionnaire – On-lot Sewage Disposal				
	Yes		No	
On-lot sewage disposal	15	17%	73	83%

Stormwater Management System

When precipitation occurs too rapidly to be absorbed by plants and soil, water runs off the surface of the land and flows down to streams, rivers, or lakes. While this is a natural process, development creates expanses of impervious surfaces (roofs, streets, parking lots, etc.), which may generate far more runoff than natural systems can handle. Stormwater management systems prevent excess runoff from accumulating to the point where it causes localized flooding.

Mulvane's stormwater drainage system discharges into tributaries of the Arkansas River. The Styx Creek tributary transports the majority of Mulvane's stormwater runoff.

Since 1974, the Federal Emergency Management Agency (FEMA) has studied the Arkansas River and Styx Creek. The current Flood Insurance Rate Maps (FIRM) illustrate the amount of the related floodplains inundated by the 100-year flood. These may also indicate the expected inundation of the floodplains along local tributaries within Zone A. Local unstudied tributaries are: Styx Creek (north of Willowdell Drive), West Branch Styx Creek (north of Franklin Avenue), Dog Creek (southeast Mulvane), and an annexed tributary (northeast Mulvane).

Changing Strategies

Traditional stormwater management strategies divert stormwater away from developed areas, and into an established drainage system. In urban areas, runoff is typically guided by streetside curbs and gutters into underground storm sewers, while in rural areas runoff is often transported by open roadside drainage ditches.

Increasing the amount of runoff may surcharge established drainage systems, producing escalated flow depths and velocities that heighten the risk and intensity of localized flooding. Storm waters that produce high velocities within natural waterways may create significant erosion problems along creek banks. In addition, velocities produced by a typical rain storm can scour creek beds and transport sediment along creeks, and into ponds and lakes. Runoff can collect trash and other pollutants and carry them into established drainage systems, which then transport them to natural waterways.

Green Infrastructure In recent years, stormwater management strategies have evolved to recognize the advantages of reducing runoff in the first place by reducing impervious surfaces, and increasing opportunities for precipitation to be absorbed as close to the point where it falls as possible. Utilizing green infrastructure techniques—from residential raingardens to urban bioswales to permeable parking lots—can often help manage stormwater more effectively and less expensively than traditional methods.

Mulvane's existing stormwater management system is traditional in design, and requires all new developments to handle any increase in stormwater runoff on site. A policy of zero net increase in runoff was exacted by City Ordinance in 2004. It is recommended that the City begin exploring options to incorporate elements of green infrastructure into its stormwater management system, as opportunity permits.

To learn more, select the tabs at the top of the Environmental Protection Agency's Green Infrastructure web page:

<http://water.epa.gov/infrastructure/greeninfrastructure/index.cfm>.

The following storm drainage improvements were included in the *Mulvane 2014-2019 Capital Improvement Program*:

- Drainage Improvements / English Park—clean and improve Styx Creek flow through English Park
- Detention Pond / North English Park—construct a silt detention pond to mitigate silt deposition in Styx Creek
- Drainage Improvements / Country Walk Lane—clean and improve channel slopes east of Lockridge
- Drainage Improvements / Wildcat Boulevard and Munson School—paving and drainage improvements
- Drainage Improvements / Mulvane Grade School—paving and drainage improvements
- Drainage Improvements / East Mulvane Street—install storm drainage system to provide flood relief for residential buildings

Mulvane's Past Drainage Improvements

In 1992, the City prepared a study addressing drainage issues for First Street and English Street, and along Styx Creek. The major recommendations were to provide drainage improvement within the railroad rights-of-way, and to reconstruct Styx Creek from Bridge Street to the Arkansas River.

In 1994, when the Country Walk subdivision was developed, detention ponds were installed to prevent the increase of runoff from the development onto the rest of the City.

In 1996 drainage work was performed along the railroad tracks northwest of the Northview Addition. The BNSF Railway installed a drainage culvert extending to the west under their railroad track. The City constructed a drainage ditch on the west side of the tracks, from the point of entry of the railroad tracks to the existing north drainage ditch which drains to the Arkansas River. This allowed water from the north to be diverted away from homes along First Street, which had experienced flooding during significant rain events. Since that project was completed, no flooding in this area has occurred.

In the southwest part of the City, the BNSF Railway and the City made a joint effort to remove all of the trees and vegetation along the drainage channel, which extends from Bridge Street south to the Arkansas River, and carries all of the Styx Creek drainage to the River.

In 2007, flooding occurred along Styx Creek. In 2010, drainage improvements were made along Styx Creek. Improvements consisted of removing silt from the Creek and reshaping approximately 2200 linear feet of the channel, from K-15 to East View Drive.

Community Perceptions

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate the Storm Drainage System in the Mulvane Planning Area.

Community Questionnaire – Storm Drainage System						
	Adequate		Inadequate		Don't know	
In City of Mulvane	246	70%	66	19%	38	11%
Outside City / In Planning Area	28	32%	19	22%	40	46%
Total Responses	274	63%	85	19%	78	18%

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents who live outside the City were asked if they had ever had a problem with flooding or high groundwater.

Community Questionnaire – Rural High Groundwater & Flooding Problems				
	Yes		No	
High groundwater	26	34%	51	66%
Flooding	25	26%	71	74%

Just over a third of rural resident respondents have had problems with high groundwater, and just over a quarter have had problems with flooding.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked if they think the City regulations regarding drainage need to be stronger.

Community Questionnaire – Need Stronger City Regulations / Poor Drainage						
	Yes		No		Don't Know	
In City of Mulvane	96	34%	94	33%	93	33%
Outside City / In Planning Area	23	32%	20	27%	30	41%
Total Responses	119	33%	114	32%	123	35%
Need Stronger City Regulations / Styx Creek Drainage						
	Yes		No		Don't Know	
In City of Mulvane	98	34%	87	30%	103	36%
Outside City / In Planning Area	18	25%	18	25%	36	50%

Stormwater Management Policies

Zero Runoff As recommended in the 1992 drainage report, all new subdivisions are required to provide proper storm drainage, and requires a zero increase in stormwater runoff from new developments. This policy was officially adopted in the Mulvane Subdivision Regulations (RESOLUTION NO. 2004-8), and will be extremely important as more development occurs north of the City.

Non-point Source Pollution Control Mulvane's *Kansas Stormwater Annual Report Form for Municipal Separate Storm Sewer Systems (MS4)* outlines Best Management Practices (BMP's) and erosion control measures currently in place in Mulvane. It also lists future goals for non-point source pollution control in the City, and measures the community's progress in achieving those goals.

Clean Water Act

After a five-year study by the U.S. Environmental Protection Agency, ending in 1983, the Nationwide Urban Runoff Program concluded that heavy metals, coliform bacteria and suspended solids from urban stormwater runoff all posed a significant threat to aquatic life and the usability of the nation's surface water resources. As a result, the Clean Water Act was amended in 1987 to initiate certain permit requirements in cities, under the National Pollutant Discharge Elimination System (NPDES) permit program.

Since that time, a system has been implemented to both improve the quality and control the quantity of stormwater discharge for municipalities. Construction activities which will disturb one or more acres of ground must have authorization from the Kansas Department of Health and Environment (KDHE) to discharge stormwater runoff. Activities which disturb less than one acre may also have requirements, as determined by KDHE.

Electrical Generation & Distribution System

The first electric lights in Mulvane became available around 1902 when the old mill, located where the Co-op elevator is today, installed a generator and sold electricity. At first electricity was not continuously available, and usually none was generated after midnight. About 1913 the cooperatively owned ice plant took over the business of generating electricity.

In 1920 the City of Mulvane bought the generating equipment from the ice plant, and constructed the first part of the power plant building at its present location. The first generating equipment consisted of two Lazier gas engines that burned natural gas. They were two-cylinder engines with 90 horsepower each, and had a generating capacity of around 70 kilowatts (KW). Peak loads during that period usually did not exceed 70 KW.

Through the years, the plant has grown with the City. Mulvane now has two power generating facilities, with a total production capacity of 14,600 KW. Power Plant I is on Boxelder Street, and has eight generating units, with 5,500 KW of generating capacity. Power Plant II is on 111th Street South, east of Utility Park Circle, and has three additional generating units, with 9,100 KW of generating capacity.

Mulvane's own plants are not the major supplier of power for city residents. Electrical power is currently received from four sources: the Nearman Creek Power Generating Facility which is operated by the Kansas Board of Public Utilities, Westar Energy, the Southwestern Power Administration (SWPA) Hydro Power Pool Project, and Mulvane's Power Plants I and II.

Sources of Electricity for Mulvane in 2012	Capacity in Kilowatts	Energy in Kilowatt Hours (kWh)	Percent of Energy (kWh) Provided
Nearman Creek Power Generating Facility	2,867	22,330,000	57.30%
Westar Energy	3,302	13,708,198	35.18%
SWPA Hydro Power Pool Project	646	1,898,000	4.87%
Mulvane Power Plants I and II	14,600	1,030,780	2.65%

Although the municipal power plants generate only a small proportion of the City's total power usage, their principle function is to supply backup capability, and to contribute peaking power to help minimize the cost of electricity to customers. Local generation also provides locally controlled emergency power, which has been used many times to power up Mulvane's electrical system after a power failure.

The City of Mulvane is a member of the Kansas Power Pool, which is working towards supplying its members with economical sources of power.

Westar Interconnection

Being connected to a larger electrical power system is generally considered a positive factor in attracting industry to a community. Mulvane interconnected with the Westar power supply network in 1975. All of the power that Mulvane receives from other sources must go through Westar's system.

Westar charges Mulvane for transmission service, capacity demand spinning reserve, and energy. Westar also reserves about five percent of the energy and capacity that is wheeled through its system for transmission losses.

Underground Utilities

There is growing public awareness of the visual impact and sometimes noise made by utility equipment, and an increasing public expectation that electric, telephone and TV cable lines should be installed underground. Though underground utilities are more costly to install, they are far less prone to service outages during inclement weather, and can reduce long-term maintenance costs.

All new development in Mulvane is required to install electric utilities underground.

Mulvane "Bury Your Lines" Incentive Program The City also has an incentive program to help property owners pay for having their existing overhead electric service moved underground, and will pay the property owner \$200 when the work is complete. The results of this program will ultimately diminish the amount of damage caused by wind and ice storms, and therefore reduce power outages in Mulvane.

- For more information, call the City's Utilities Department at 316-777-1143

Community Perceptions

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate Electric Service in the Mulvane Planning Area.

Community Questionnaire – Electric Service						
	Adequate		Inadequate		Don't know	
In City of Mulvane	275	86%	24	8%	20	6%
Outside City / In Planning Area	39	41%	16	17%	39	41%
<i>Total Responses</i>	314	76%	40	10%	59	14%

CHAPTER 11. Community Services & Facilities

A community's quality of life depends very much on the caliber of its public services and facilities. Today, public expectations for municipal services extend beyond basic fire and police protection, and include a high demand for community facilities related to health, education, and leisure time activities.

In Mulvane, some public services (such as Solid Waste Management, Cable TV & Internet Service, and Health Services) are provided by private firms, but most essential public services are supported by public funds, and maintained under public control, including the following:

- City Hall
- City Maintenance Facility
- Law Enforcement
- Emergency Services
 - Fire-Rescue
 - Emergency Medical Services
- Parks & Recreation
 - Historical Museum / Depot
- Senior Citizen Center
- Library
- Educational Facilities

When planning for future community facilities, it is very important to determine the optimum location for each facility—in relation to land use, streets, and developmental influences—in order to maximize its efficiency and economy in serving the public. It is crucial to identify and acquire suitable sites in advance of need; they may otherwise be preempted for other purposes. Subdivision plats and rezoning applications should be reviewed in light of the need for land acquisitions appropriate for public facilities.

It is also vitally important to provide adequate staff and budgetary support for maintenance of public facilities. A good maintenance program is the most cost-effective investment a City can make in preserving the quality of its community facilities.

Most of Mulvane's existing public facilities are in good condition, though a few are in need of updating and improvement—particularly the Library. This chapter evaluates how well each facility will continue to serve through the Planning Period to 2023, and projects future needs for public facilities in the Mulvane Planning Area during the ten year planning period.

More information on Mulvane's existing community facilities is available on the City's web page at www.mulvanekansas.com.

The Planning Goals for future Community Facilities noted in Chapter 3 included planning for the accommodation of additional school facilities, acquiring additional park land, preserving natural open space, and providing more venues for public recreational activities. The City also intends to study the potential for a Dog Park, promote the development of a new Library, and encourage the establishment of a private golf course.

Community Perceptions

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate a variety of Community Facilities & Services in the Mulvane Planning Area.

This Table shows the combined results from both people living in the City and from those living outside the City but within the Planning Area. The results are arranged in order of the percentage of responses that were marked "Adequate".

Community Questionnaire – Combined Ratings of Community Facilities & Services						
	Adequate		Inadequate		Don't know	
Mulvane Swimming Pool	351	84%	26	6%	43	10%
Fire Protection	346	82%	27	6%	48	11%
Mulvane Sports Complex	339	82%	37	9%	37	9%
Police Protection	337	82%	42	10%	34	8%
Ambulance Service	315	79%	25	6%	57	14%
School Facilities	341	78%	54	12%	43	10%
Parks and Recreation Areas	346	76%	80	18%	29	6%
City Hall	311	75%	45	11%	61	15%
Recreation Programs	288	70%	80	20%	42	10%
Museum	276	67%	60	15%	76	18%
Refuse Disposal	272	66%	53	13%	86	21%
Health Services	251	61%	88	22%	70	17%
Library	190	48%	162	41%	48	12%

According to the respondents to the Community Questionnaire, residents are most satisfied with the new Swimming Pool and Sports Complex, and with their Emergency Services – Fire Protection, Police Protection, and Ambulance Service. Three quarters or more of respondents rated School Facilities, the Parks System, and the City Hall as adequate. Only one community facility—the Public Library—was rated adequate by less than half of the respondents, and 41% rated it "Inadequate".

City Hall

The City Hall supports many City services, with a Council Chamber which is used for both City Council and Municipal Court, offices for City staff, and space for the Police Department.

The Mulvane City Hall is located at 211 North 2nd Avenue, just south of Sedgwick Street. Originally built in 1967, a 2,300 square foot addition was completed in late 1990. Before the renovation, the basement level contained the Council Room, which was inaccessible to the handicapped. After the renovation, the Council Chamber was moved to the upper floor, and the Police Department was moved to the lower basement level and provided with an accessible ground-level entry.

The City Hall has a total of 10,174 square feet of floor space—6,050 SF upstairs and 4,124 SF on the lower level. The Council Chamber provides meeting facilities for the City Council and the municipal court. Office space is provided for the City Administrator, City Clerk, and City Treasurer, for the Police Department, and for other City staff and departments including Utility Billing, Planning and Zoning, and Building Inspection. Although there is an expressed need for additional storage space, the facility should serve the City well during the ten year Planning Period.

Paved parking is available adjacent to the City Hall, made possible in part by the purchase during the last decade of additional land. A drive-up window for utility payments is located on the north side of the facility.



The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate the City Hall.

Community Questionnaire – City Hall						
	Adequate		Inadequate		Don't know	
In City of Mulvane	249	77%	35	11%	39	12%
Outside City / In Planning Area	62	66%	10	11%	22	23%
<i>Total Responses</i>	311	75%	45	11%	61	15%

Public Works Facility

The Public Works Facility provides offices and equipment storage for the Utilities Department and the Street Department. The Utilities Department operates the water, sewer and electric service as City utilities.

The Street Department is responsible for the maintenance of City streets, which are slurry sealed or chip sealed on a five year cycle. The Department is responsible for bringing municipal sidewalks throughout the City into compliance with the *Americans with Disabilities Act (ADA)* by installing curb cut ramps on sidewalks at all intersections. The Street Department also maintains storm drains throughout the City.

The Public Works facility is located at the intersection of Bridge Street and Boxelder Avenue. The main Public Works Building is a 200' X 80' structure; it was constructed in 1990 adjacent to an existing city maintenance shop. It provides space for staff offices, equipment storage, and a garage for large vehicles which is utilized by both the Public Works Department and the Street Department. Other structures to the north of the Public Works Building are used for additional storage. Mulvane Power Plant I is northwest of the Public Works Building.

With the exception of the bulk materials storage area, the Public Works Facility site is fenced with a six foot tall chainlink fence. The fenced yard is used for vehicle and equipment storage.

The bulk materials storage area along the railroad tracks is used for things such as sand, gravel, and road salt. Portions of the storage area are within the railroad right-of-way, as allowed by an agreement between the City and Burlington Northern & Santa Fe Railway.

Landscape screening and buffering along Bridge Street would improve the appearance of the Public Works Facility for adjacent residential areas, as well as for drivers on Bridge Street / K-53.



Law Enforcement

Mulvane's Police Department is located in the lower level of the City Hall, at 211 North 2nd Avenue. The City's Police Department is currently staffed by 14 officers, including the Chief. Both Sumner and Sedgwick County jails are used for incarcerations.

911 Service Responsibility for the City's Emergency 911 Service was transferred to Sedgwick County in 2012. Mulvane still dispatches calls for police, fire, and emergency medical services. There are plans to supplement the existing radio system by adding an 800 MHz system.

Vehicles Seven patrol cars and three unmarked vehicles are utilized. Patrol vehicles are replaced, on average, every 7 years or 90,000 miles.

Animal Control Mulvane does its own animal control. The City has its own facilities for housing animals that have been picked up, and has one animal control van.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate Police Protection.

Community Questionnaire – Police Protection						
	Adequate		Inadequate		Don't know	
In City of Mulvane	281	86%	27	8%	18	6%
Outside City / In Planning Area	56	64%	15	17%	16	18%
Total Responses	337	82%	42	10%	34	8%

Emergency Services

The 17,000 square foot Mulvane Emergency Services building at 910 East Main Street was dedicated in 2002. It houses both Fire Rescue and Emergency Medical Services (EMS) equipment. There is also a Community Meeting Room available upon request for public use. This nine-bay building provides more room for vehicles and equipment, sleeping quarters for on-duty staff, and better access to major streets than previous facilities.



Mulvane Emergency Services Building



*Mulvane Emergency Services Substation
(rendering by Law-Kingdon Architecture)*

A new Emergency Services Substation is under construction along US Highway 81 at about 1420 North Broadway, adjacent to the Kansas Star Casino. This Substation will provide both Fire-Rescue and Emergency Medical Services to the western portion of Mulvane's service area. The design, which has been approved by the Mulvane City Council, will complement the architecture of the nearby Casino development. Construction of the new Mulvane Emergency Services Substation began in the spring of 2013, and the facility should be in operation by 2014.

The Emergency Services Department is currently staffed with 3 full-time paid employees, and 34 volunteer firefighters. A Public Safety Chief has been appointed to oversee the administrative functions of Mulvane's Emergency Services.

The Mulvane Emergency Services Department has upgraded several of its vehicles in the last decade. The following table provides details of Fire Rescue and EMS equipment currently in operation.

The major outstanding facility need of the Fire-Rescue Department is a Training Tower, which is funded for 2018 in the *Mulvane 2013-2018 Capital Improvement Program*.

Comprehensive Development Plan
for the Mulvane Area, Kansas 2013–2023

MULVANE EMERGENCY SERVICES VEHICLES (as of 2013)				
Mulvane Fire Rescue Vehicles				
Year of Vehicle	Vehicle Type	Pumping Rate (gallons/minute)	Tank Capacity (gallons)	Notes
1972	6x6 Tanker	400	2000	T-406
1988	4x4 Ford F-350 Pickup	250	300	P-405
1991	Smeal F-800 Engine	1000	900	E-403
1999	4x4 Ford F-550 Rescue	200	210	R-407
2000	Freightliner Tender	500	3000	T-408
2002	Ford F-250	—	—	Staff Car for Duty Officer
2002	Luverne Engine	1250	1000	E-402
2005	4x4 Ford F-350 Pickup	250	300	P-409
2006	Elite Engine	1750	1000	E-401
2009	Tahoe	—	—	Staff Car for Fire Captain / 302
2014	Toyne Heavy Rescue Truck	—	—	ordered; to be delivered in late 2013
Mulvane Emergency Medical Services Vehicles				
Year	Vehicle Type	Function		Notes
2000	Chevy Lumina	Staff Car		454
		EMS Lieutenant		802
2007	Ford Med Tec	ALS Ambulance		A-450
2009	Chevy Osage	ALS Ambulance		A-451
2013	Chevy Osage	ALS Ambulance		A-452
2013	Tahoe	Staff Car		456
		EMS Captain		801

Fire-Rescue

The Fire-Rescue Department responds to fire calls in the City of Mulvane, and also is contracted to cover certain areas in Sumner County Fire District 12, as well as eight miles of the I-35 right-of-way which is under the jurisdiction of the Kansas Turnpike Authority. All told, the Department is responsible for emergency response in an area covering about 25 square miles.

Fire-Rescue has a full-time paid Captain who is responsible for the day-to-day operations of fire personnel, inspections, and equipment. The Emergency Services Department answers approximately 400 calls per year, with about two thirds of the calls originating inside the City, and one third originating outside. Fire hydrants in the City of Mulvane are located on water distribution lines, at intervals of approximately 500 feet.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate Fire Protection.

Community Questionnaire – Fire Protection						
	Adequate		Inadequate		Don't know	
In City of Mulvane	283	86%	17	5%	30	9%
Outside City / In Planning Area	63	69%	10	11%	18	20%
Total Responses	346	82%	27	6%	48	11%

Emergency Medical Services

Mulvane's Emergency Medical Services (EMS) has three full-time paid employees: the Captain who is responsible for the day-to-day operations of EMS personnel and equipment, a Training Lieutenant, and an Office Manager whose main responsibility is processing billing and payments. There are 16 part-time paid paramedics, one Advanced Emergency Medical Technician (AEMT), one EMT-I, and 6 EMT's. In the near future 16 full-time paramedics will be added.

The Ambulance Service has a larger area of coverage than Fire Rescue. The area includes the limits of Mulvane as well as a contracted area in Sumner County that is bounded on the west by Ridge Road and on the east by the Cowley County line. The service area includes 48 square miles.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate Ambulance Service.

Community Questionnaire – Ambulance Service						
	Adequate		Inadequate		Don't know	
In City of Mulvane	258	83%	16	5%	37	12%
Outside City / In Planning Area	57	66%	9	10%	20	23%
Total Responses	315	79%	25	6%	57	14%

Parks and Recreation

Parks improve a community's quality of life, offer healthy recreational opportunities for people of all ages and economic backgrounds, and are an important factor in attracting new business to a community. Parks protect open space—which preserves wildlife habitat, improves air and water quality, and helps mitigate flooding. A good park and recreation system is an essential element of a livable community.

The Mulvane Parks Department is currently located at 507 North First Street, in what was previously the City's Emergency Services Building. However, the Department has outgrown this facility, and is planning to construct a new building on City property on 111th Street South, east of Utility Park Circle and adjacent to Power Plant II. This structure will be big enough to shelter large maintenance equipment. Plans call for the new Park Department Facility to be constructed before the end of the Planning Period in 2023.

The Parks Department is responsible for maintaining Mulvane's City parks, which total over 70 acres in area, as well as all of the various facilities on park property. Park Department staff also maintain the landscape in many street rights-of-way and medians in Mulvane.

Public parks and recreation services are delivered to residents of the Mulvane Planning Area both by the City of Mulvane at its parks, and by the Mulvane Recreation Commission at the MRC Recreation Center and at various USD 263 school facilities.

The nearest regional recreation areas are Winfield City Lake (39 minutes drive away), Lake Afton (43 minutes away), Wellington Lake (50 minutes away), and Cheney Lake (60 minutes away). There are no golf courses in the Planning Area.



Mulvane Sports Park



Mulvane Swimming Pool

City Parks

The City of Mulvane provides 18 park sites for residents, distributed about the community. The two newest and most extensive recreational facilities in Mulvane are the Sports Complex and the Swimming Pool, on separate sites on 111th Street at Webb Road. At nearly 34 acres, the Sports Complex is by far the largest single park in the Mulvane parks system.

The English Park / Nye Park / Willowdell Park area is the next largest park site in Mulvane. These three parks are adjacent to each other, and are experienced as one 10.4-acre greenspace. Ralph Bell Park and Styx Creek Park are across 4th Avenue from each other.

Many parks in the system have playgrounds, picnic tables, basketball courts, and a variety of other recreational amenities. Notable facilities in Mulvane's City park system include:

- Sports Complex – lighted ball diamonds, soccer/football fields, fishing pond
- English Park – picnic shelter, disc golf course
- Styx Creek Park – Skateboard Park
- Fairchild Park – softball and soccer fields with bleachers
- Main Street Park – Bandshell, fountain
- Cobb Family Park – Mulvane Historical Museum
- Chamber of Commerce Park – urban pocket park



Bandshell
at Main Street Park



Main Street Park



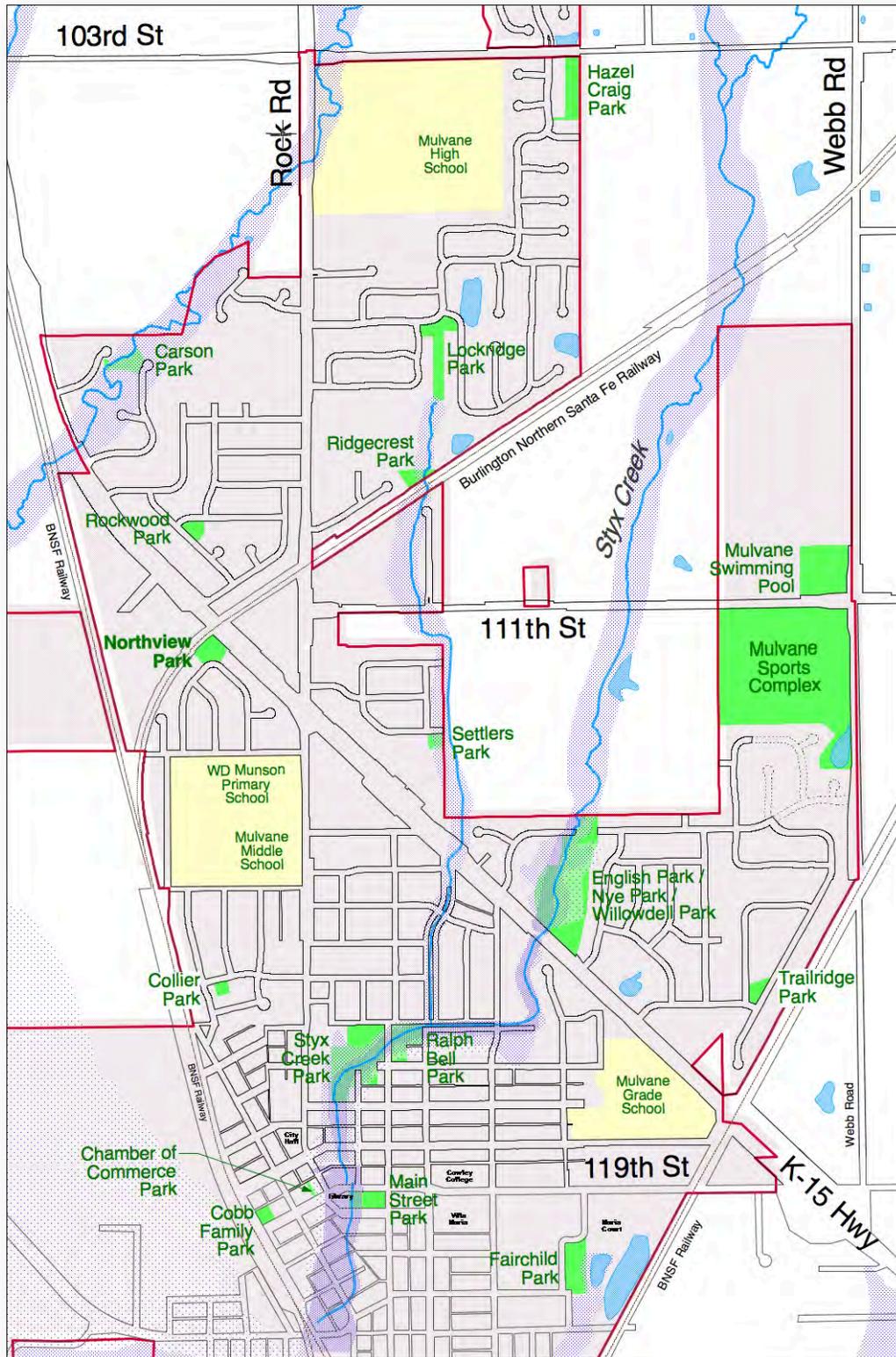
Skateboard Park
at Styx Creek Park

Comprehensive Development Plan for the Mulvane Area, Kansas 2013–2023

The following table lists Mulvane's parks in order by size, with their locations and major facilities noted. A map of Park & Recreation locations is on the next page.

MULVANE PARKS & RECREATION FACILITIES			
City-wide Parks			
Park	Location	Size (acres)	Major Facilities
Mulvane Sports Complex	South of 111th Street at Webb Road	33.89	3 lighted baseball diamonds, 3 soccer/football fields, 3 T-ball diamonds, playground, 2-acre fishing pond, parking, concessions, restrooms
English Park / Nye Park / Willowdell Park	K-15 & Willowdell	10.41	shelter with picnic tables, grills, disc golf, sand volleyball, basketball, playground, horseshoe pits
Styx Creek Park	Wes of 4th at Franklin	5.98	skateboard park, playground, shelter, horseshoe, basketball, tennis, sand volleyball
Mulvane Public Swimming Pool	North of 111th Street at Webb Road	4.80	Swimming Pool
Fairchild Park	East Blair & Swan Drive	2.23	2 softball fields, soccer fields, bleachers, picnic tables
Hazel Craig Park	Country Walk Lane & 103rd Street	2.00	playground, picnic tables
Ralph Bell Park	East of 4th at Franklin	1.90	playground, picnic table
Lockridge Park	Lockridge at Country Walk Lane	2.32	
Main Street Park	4th & Main Street	1.22	bandshell, restroom, playground, picnic tables, grills
Northview Park	1st Avenue & Sunset Drive	1.12	playground, picnic table
Carson Park	Lot 30 of the Twin Lakes Addition on Circle Drive	1.08	playground, picnic tables
Ridgecrest Park	Chestnut & Maplewood	0.79	
Trail Ridge Park	Trail & Ridge Point Drive	0.64	playground, picnic tables
Rockwood Park	Mundell & Bernice Marie	0.62	playground, T-ball, picnic tables
Settlers Park	Frontier & Century	0.45	playground, basketball court, picnic tables
Cobb Family Park	at West Main Street	0.44	Mulvane Historical Museum, fountain, memorial trees
Collier Park	Collier & Edgewood	0.34	picnic tables, playground
Chamber of Commerce Park	Downtown north of Main Street; block 8, lot 11 of the Original Town	0.08	Urban Pocket Park (25' wide x 140' long)
		70.31	Acres – Total

Comprehensive Development Plan
for the Mulvane Area, Kansas 2013–2023



City Parks Map

Park Types Mulvane's park system has a balance of park types. The Sports Complex and the Swimming Pool are large active parks, with high-intensity recreational activity. Main Street Park, Cobb Family Park, and Chamber of Commerce park are downtown parks. Mulvane's other small parks, of 2 acres or less in size, typically function as neighborhood parks.

The City's mid-sized parks combine active and passive recreational opportunities. Fairchild Park was the City's original recreational park, and is still suited for active recreation. Ralph Bell Park, Styx Creek Park, and the English Park / Nye Park / Willowdell Park area are adjacent to Styx Creek, and incorporate floodplain.

Community Perceptions

The tables below show the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate Parks and Recreation Areas, Recreation Programs, the Sports Complex, and the Swimming Pool in the Mulvane Planning Area.

Community Questionnaire – Parks and Recreation Areas						
	Adequate		Inadequate		Don't know	
In City of Mulvane	280	78%	64	18%	15	4%
Outside City / In Planning Area	66	69%	16	17%	14	15%
<i>Total Responses</i>	346	76%	80	18%	29	6%

Community Questionnaire – Recreation Programs						
	Adequate		Inadequate		Don't know	
In City of Mulvane	221	69%	66	21%	33	10%
Outside City / In Planning Area	67	74%	14	16%	9	10%
<i>Total Responses</i>	288	70%	80	20%	42	10%

Community Questionnaire – Mulvane Sports Complex						
	Adequate		Inadequate		Don't know	
In City of Mulvane	267	83%	30	9%	24	7%
Outside City / In Planning Area	72	78%	7	8%	13	14%
<i>Total Responses</i>	339	82%	37	9%	37	9%

Community Questionnaire – Mulvane Swimming Pool						
	Adequate		Inadequate		Don't know	
In City of Mulvane	282	85%	21	6%	27	8%
Outside City / In Planning Area	69	77%	5	6%	16	18%
<i>Total Responses</i>	351	84%	26	6%	43	10%

Recreation Commission

Kansas state law allows communities to choose to support recreational programs through a mill levy based on School District boundaries, rather than municipal boundaries, by establishing a Recreation Commission. This system makes particular sense for small cities with large school systems, where many recreational activities take place at school facilities. A Recreation Commission allows the population of an entire School District to support recreational facilities and programs—which, after all, benefit the citizens of the entire School District.

Mill levies for Recreation Commission activities are subject to voter approval by residents of the School District. The tax dedicated to the Recreation Commission is typically collected by the County Clerk, distributed to the School District, and then passed on to the Recreation Commission. State statutes require that funds dedicated to Recreation Commissions may not in any way reduce the dollars provided to the School District for educational purposes. Recreation Commissions can and often do generate additional funding through user fees, rentals, investments, gifts, or grants.

The Mulvane Recreation Commission (MRC)

Begun in 1958, the Mulvane Recreation Commission has been serving the community for well over 50 years. The MRC is a publicly supported service agency, with a five-member board of directors—two are selected by the School Board, two by the Mulvane City Council, and one is chosen by the other four Commissioners. A full time program director oversees scheduling, officiating, and instructional activities.

The MRC Recreation Center is in the USD 263 Administration Center at 652 East Mulvane Street, as is the Senior Citizen Center. The facility consists of offices, classrooms, a gymnasium, a program studio, and a fitness center/weight room. Activities also take place at USD 263 schools, particularly in the summer when school recreational assets might otherwise be underutilized.

The MRC offers a wide variety of programs, classes, and activities—for youths, adults, and seniors. Program offerings range from baseball, basketball, volleyball, tennis, and track, to babysitting classes, chess, judo, couples dancing, yoga, clogging, and zumba, among others. For more information, see www.mulvanerec.com.

For residents of the Mulvane School District, the property tax levy for the Mulvane Recreation Commission is 5.2 mills annually. Programs are also supported by membership and class fees.

Future Needs

Most of the Planning Goals for future Community Facilities noted in Chapter 3 were related to parks and recreation. They included acquiring additional park land, preserving natural open space, and providing more venues for public recreational activities, as well as studying the potential for a Dog Park, and encouraging the establishment of a private golf course. Consult the *Mulvane Park System and Open Space Plan* of 2003 for guidelines of future needs.

Consider the possibility of a Dog Park in Mulvane...

Dog parks are fenced areas for legal off-leash play, providing both dogs and people a safe place to exercise and socialize. They are extremely popular, not just because dogs love them, but because people do too. Dog parks are one of the most desired amenities in park systems across the country, and regional demand for this very popular recreational option is significantly underserved. The availability of a Dog Park also reduces the incidence of dogs running loose in inappropriate areas of the community.

Dog parks require convenient vehicle access and good parking, because they will generate a lot of traffic. Many patrons will visit at least once a day. Dog parks can occasionally be noisy, and so should not be sited immediately adjacent to residential neighborhoods.

Dog Parks should be big enough to accommodate separately fenced areas for large dogs and small dogs, to protect the smaller animals. A section for small dogs is ordinarily about 0.5 to 1 acre in size, and a section for large dogs from 1 to 3 acres. Dog parks that are too small may end up barren and muddy, and crowding can trigger problems with aggression among the dogs. Ample space and good drainage also help sustain healthy turf, which averts the need for more expensive substrates.

Basic dog parks can be one of the least capital-intensive recreational facilities to develop, consisting entirely of a parking lot, turf, and chainlink fencing. If desired, additional amenities can be added over time, from simple comforts such as seating, shade, and dog waste disposal units, to more substantial elements such as lighting, drinking fountains for both people and dogs, agility equipment, and even dog wash stations.

Many dog parks inspire an associated volunteer support group that helps maintain the park, sponsors programs and special events, and raises funds for additional amenities. Rules of behavior for dog parks are well established, and are in general effectively enforced with peer pressure. Plastic bag dispensers and lidded trash receptacles help encourage park patrons to pick up after their own dogs.



Mulvane Historical Museum

The Mulvane Historical Museum is located in the community's historic Santa Fe Depot building, on the west end of Main Street. The Mulvane Historical Society renovated the structure and operates it as a museum. Exhibits include an 1895 jail building that was relocated to the site, and a renovated caboose.

A one mill levy was approved in 1982, by a remarkable majority of the vote, for the purchase of the Depot building from the Santa Fe Railway Company. The mill levy was reduced to one-half mill in 1988, after purchase payments were completed, and continues to support the Museum's operating expenses.



The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate the Museum.

Community Questionnaire – Museum						
	Adequate		Inadequate		Don't know	
In City of Mulvane	224	69%	45	14%	54	17%
Outside City / In Planning Area	52	58%	15	17%	22	25%
<i>Total Responses</i>	276	67%	60	15%	76	18%

Mulvane Senior Citizen Center

The Mulvane Senior Center is located in the same building as the Mulvane Recreation Center (MRC), at 632 East Mulvane Street. The center is open from 7:30 to 10:00 am Monday through Friday. The Center has been providing services to Mulvane's elderly residents since 1979.

On weekdays, the Mulvane Senior Citizen Center serves lunch for seniors, and delivers meals to home-bound elderly residents. Non-perishable food items provided by Sedgwick County are distributed to low-income seniors on the last Tuesday of each month.

The center also offers serves as a social and recreational gathering place for seniors in a pleasant setting. Various activities and occasional guest speakers are provided. The proximity to the MRC allows easy access to a walking track, fitness equipment, and fitness classes geared towards seniors. The MRC also provides transportation for many activities, including trips to area theaters, to Wichita museums and other places of interest, and to other cities.

Library

The Mulvane Public Library was originally organized in 1921 by the Federated Women's Club. It became a city library in 1929, and since then has been funded by the City of Mulvane. Currently, the Library is supported with an annual 5-mill property tax levy.

The Library is located downtown at 101 East Main Street, in what was once the old Pix Theatre building. The structure was remodeled, and the library began operating there in 1978. The Library has approximately 3,500 square feet of floor space. Fewer than ten adjacent off-street parking spaces are available.



Mulvane Public Library

The Mulvane Public Library currently has 1,680 registered borrowers. Its collection includes 32 periodicals and about 26,000 books, as well as DVD's and videotapes, books on CD, ebooks, playaways, and toys. Patrons have access to two newspapers, the *Mulvane News* on microfilm, and three publicly available computers with internet access.

Library activities include a twice-weekly story hour, summer reading programs for children and teens, and a book club for adults. The Library's outreach program at the Quad County Manor retirement apartments provides an on-site book collection for residents.

The Mulvane Library Board oversees the operation of the Library. It has eight members: seven who are selected by the City Council, plus the Mayor as an ex-officio member. The Friends of the Mulvane Public Library is a volunteer Library support organization. They raise additional funding, coordinate community events, advocate for the library, and raise public awareness of library activities.

The Mulvane Public Library is a member of the South Central Kansas Library System (SCKLS), which is a regional system of cooperating libraries. An elected twelve-member Executive Committee establishes policy and provides financial oversight. Membership is voluntary, and each member library retains its local self-government and independence. Among other services, SCKLS provides a bookmobile service, workshops, and technology and grantsmanship training. More information on the SCKLS is available at www.sckls.info

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate the Library.

Community Questionnaire – Library						
	Adequate		Inadequate		Don't know	
In City of Mulvane	146	46%	135	43%	33	11%
Outside City / In Planning Area	44	51%	27	31%	15	17%
Total Responses	190	48%	162	41%	48	12%

Less than half of the respondents considered the Library to be adequate.

Future Plans

The existing Library is not adequately meeting the community's current needs—and that situation will only grow worse as population growth continues to fuel increasing demand.

The Library's current building has some serious immediate deficiencies, which must be addressed soon. Its electrical system, which does not at the moment meet minimum standards, is expected to be brought up to code in 2013. Its roof will need to be replaced within two years, by the summer of 2014. The City has already acquired a small building next to the Library, to help with storage.

From a longer-term perspective, the building in which the Mulvane Public Library is currently housed does not meet the *Standards for Kansas Public Libraries*, nor the standards of the *Americans with Disabilities Act (ADA)*. It has no drinking fountain and no meeting room. There is need for an additional study area, more computer stations, more storage, sufficient space for staff to work efficiently, a large gathering space to accommodate the 250 to 300 participants in the summer reading programs, and more parking.

The Mulvane City Council has established a committee to develop a plan to build a new library, and to consider site and design options. The City has purchased property in the vicinity of the downtown area northeast of City Hall, and architectural plans are being developed.

Educational Facilities

USD 263

Almost all of the Mulvane Planning Area is contained within the boundaries of Mulvane Unified School District 263. The only exception is a few homes north of 95th Street and west of the River, which are in Derby USD 260. (This area is shown on the *Development Influences Map*, Figure 7-B.)

Mulvane USD 263 covers more than 82 square miles, extending into both Sedgwick and Sumner Counties, as well as a small portion of Cowley County. The District serves a population of approximately 8,300 people, including the 1,920 children currently attending USD 263 schools. The District operates four schools in four facilities, all located within the City of Mulvane.

- W.D. Munson Primary School (pre-kindergarten – grade 2)
- Mulvane Grade School (grades 3 – 5)
- Mulvane Middle school (grades 6 – 8)
- Mulvane High School (grades 9 – 12)

The USD 263 District Office is located in a former school building at 628 East Mulvane Street. Originally built in 1936 and remodeled in 2004, the 54,000 square foot facility provides office space for the Superintendent of Schools, for Food Services, Maintenance, and Technology Divisions staff, for Special Education program administration, and for the District's Latch Key program. A large boardroom furnishes meeting space for the School Board. More information on USD 263 is available at www.usd263.com.



School Bond Issue

In May 2012, Mulvane voters approved a school bond issue totaling \$13.4 million. Funded projects included air conditioning renovations and additional classrooms for W.D. Munson Primary School, additional classrooms and a gymnasium for Mulvane Grade School, and improvements to the Lyle Couch Stadium at Mulvane Middle School. Projects also included improvements at school facilities to lighting and energy-efficiency, traffic safety, and security. The Munson projects, improvements to Wildcat Boulevard and the track and football field are complete as of September 2013. All bond-funded projects are expected to be completed by the end of 2013.

Funding

The following table summarizes the number of full-time-equivalent students in USD 263 schools, the total assessed valuation of property in the Mulvane School District, the assessed valuation per student, and the bonded indebtedness of USD 263 as of June 30th of each school year. Data is from the Kansas Department of Education, and available on their website at: www.ksde.org/Default.aspx?tabid=1870

School Year	FTE Students	Total Assessed Valuation	Assessed Valuation per Student	Bonded Indebtedness
2008-2009	1817.0	\$59,750,465	\$32,884	\$13,580,000
2009-2010	1850.0	\$60,800,858	\$32,865	\$12,605,000
2010-2011	1814.9	\$61,475,141	\$33,872	\$11,545,000
2011-2012	1773.5	\$62,230,504	\$35,089	\$10,410,000
2012-2013	1751.9	\$85,242,807	\$48,657	—

The total assessed valuation of the Mulvane School District increased by approximately \$25.5 million between the 2008-2009 and the 2012-2013 school years. The bulk of this increase (more than \$23 million) occurred between the 2011-2012 and the 2012-2013 school years, and is due largely to the development of the Kansas Star Casino. Assessed valuation per pupil increased from \$32,884 to \$48,657 between the 2008-2009 and the 2012-2013 school years. As of June 30, 2012 (the most recent data currently available), USD 263 had a bond indebtedness of \$10,410,000.

Kansas Star Casino – Financial Support for Education

In addition to the property taxes paid by the Casino, the Kansas Star provides funds to support local education in Sumner County and the Mulvane school district through their Kansas All-Star Scholars Fund.

- Each full-time classroom teacher is eligible for a \$500 Visa reward card each year. These grants are intended to help teachers with the out-of-pocket costs associated with their classrooms.
- Each K-12 student in the Mulvane school district receives a \$100 Visa reward card each year, to assist with the costs of back-to-school shopping.
- Each graduating senior who has attended Mulvane High School for at least two years is eligible to receive a \$1000 scholarship. These scholarships are based on neither need nor merit, and can be used to defray the costs of attending four-year colleges and universities, community colleges, vocational and technical schools, or for specialized trade training. Scholarship funds are sent directly to the institution where the student is enrolled.

Schools

W.D. Munson Primary School Originally built in 1960, Munson Primary School is located at 1007 Westview Drive, just north of the Middle School, on Second Avenue south of K-15. There are 22 classrooms and 10 special rooms in the 54,000 square foot one-story brick building. Nearby parking lots provide 60 parking spaces.

- Munson accommodates Pre-kindergarten through Grade 2. Average class size is 21.
- Currently has 485 students.

Mulvane Grade School Originally built in 1986, Mulvane Grade School is located at 411 Southeast Louis Drive, near 119th and K-15. There are 21 classrooms and 2 special rooms in the 44,000 square foot one-story brick building. An adjacent parking lot provides 50 parking spaces.

- The Grade School accommodates Grades 3 through 5. Average class size is 23.

Mulvane Middle school Originally built in 1954, Mulvane Middle School has been expanded repeatedly over the years, in 1959, 1966, 1973, 2005, and 2013. It is located at 915 Westview Drive, just south of Munson Primary School, on Second Avenue south of K-15. There are 27 classrooms and 2 special rooms in the 52,265 square foot one-story building. There are 211 parking spaces available, some in unpaved lots.

- The Middle School accommodates Grades 6 through 8. Average class size is 20.
- Currently has 431 students.



Mulvane Grade School

Mulvane High School Originally built in 1997, Mulvane High School is located at 1900 North Rock Road, southeast of 103rd Street. There are 21 classrooms in the 134,834 square foot one-story brick building. Also on site are two gymnasiums, a football practice field, and 300 paved parking spaces.

- The High School accommodates Grades 9 through 12.
- Designed to serve up to 700 students. Currently has 630 students.



Mulvane High School

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate School Facilities.

Community Questionnaire – School Facilities						
	Adequate		Inadequate		Don't know	
In City of Mulvane	270	77%	48	14%	33	9%
Outside City / In Planning Area	71	82%	6	7%	10	11%
Total Responses	341	78%	54	12%	43	10%

Future Needs

USD 263 has enjoyed moderate controlled growth in recent years, and that trend is expected to continue. The Mulvane School District expects enrollment to increase by approximately 15% over the next 10 years. One of the Planning Goals for future Community Facilities noted in Chapter 3 was to plan for the accommodation of additional school facilities.

USD 263 has purchased a 45-acre property on the northeast corner of Webb and 111th Street, near the Sports Complex, the Mulvane Swimming Pool, and the potential Community Park. As plans are made for the development of this site, the City and the School District should cooperate for the benefit of the community as a whole.

Colleges & Universities

Cowley County Community College (CCCC) CCCC opened its first major off-campus location in 1987, in downtown Mulvane. In 2005, the Mulvane Center campus relocated to the renovated Bloomenshine Building, a former elementary school at 430 East Main Street. Two other CCCC facilities are also located in the City: the Mulvane Technology Center/South at 201 Industrial Drive focuses on Automotive Technology, and the Mulvane Technology Center/North at 242 Industrial Drive focuses on Welding Technology. Currently, almost 600 students are registered for classes in CCCC's Mulvane facilities. On any given day, members of up to 33 communities from nine counties in Kansas and Oklahoma attend classes at CCCC in Mulvane.

A variety of options for higher education are within easy reach of Mulvane. Wichita State University, Friends University, and Newman University are in Wichita, as well as a number of vocational or technical schools including Wichita Area Technical College. Southwestern College is in Winfield, about a half hour's drive away. Butler Community College has satellite campuses in Rose Hill and Andover.

Solid Waste Management

Proper refuse collection and disposal is important to the health of residents, and to the appearance of the community as well. All residences and businesses within the City of Mulvane are required to have their trash collected regularly. Though the City and Sedgwick County support some solid waste management services, regular trash collection is conducted by private firms.

Three private firms (Waste Connections Inc., Waste Link Inc., and Waste Management of Wichita) are licensed by the City to handle solid waste collection in Mulvane. Recycling is offered by all three firms as an option for residential customers. The companies are not under contract to the City, so they bill their customers directly.

Solid waste in Mulvane is collected once a week, and hauled less than 30 miles to the Wichita Transfer Station at 4300 West 37th Street North, which is operated by Waste Connections. From there it is taken to Plumb Thicket Landfill in Harper County, Kansas.

Recycling Waste Connections offers local single-stream recycling at a collection bin located in the southwest driveway of Mulvane City Hall on Main Street. A list of items accepted for recycling is available on the City's website at: www.mulvanekansas.com/CityServices/TrashBrushPitRecycling/tabid/10894/Default.aspx Information on where to recycle other materials is available on the Sedgwick County website at: www.sedgwickcounty.org/environment/recyclingguide.asp

Household Hazardous Waste Sedgwick County maintains a Household Hazardous Waste Collection Center in Wichita, south of Kellogg near Seneca. More information on household hazardous waste disposal options is available at: www.sedgwickcounty.org/environment/householdhazardouswaste.asp

Burning Trash The City of Mulvane does allow residents to burn trash, but a permit must be obtained from the Police Department each time they wish to burn.

City Brush Pit This facility is maintained by the City for use by City residents only. Problems with illegal dumping at the Mulvane brush pit made it necessary to install a gate and limit access. Tree removal companies that are licensed to work for city residents are entitled to use the brush pit, but only for disposal of debris generated within Mulvane. More information, including a list of licensed tree removal companies, is available at the following website: www.mulvanekansas.com/CityServices/TrashBrushPitRecycling/tabid/10894/Default.aspx

Composting An Environmental Protection Agency study found that yard waste was 18 percent by weight of all the municipal solid waste produced in the United States, and at certain times of the year ranged up to 35 to 40 percent. Municipal composting programs for yard waste can increase landfill lifespans, and reduce solid waste management costs. The compost produced by such programs is typically used in parks and other public landscapes, or made available to homeowners. Consider developing a local Composting Program for yard waste in Mulvane.

Grants: The Bureau of Waste Management of the Kansas Department of Health and Environment (KDHE), administers a number of solid waste management grant programs related to waste tires, electronics, and green programs in schools. More information is available at: www.kdheks.gov/waste/about_grants.html.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate Refuse Disposal.

Community Questionnaire – Refuse Disposal						
	Adequate		Inadequate		Don't know	
In City of Mulvane	239	75%	37	12%	42	13%
Outside City / In Planning Area	33	35%	16	17%	44	47%
<i>Total Responses</i>	272	66%	53	13%	86	21%

About two thirds of respondents consider the City's refuse disposal system to be adequate. There is a considerable difference, however, between the response from those living in the City (75%), and those living outside (35%).

Cable TV & Internet Service

The City of Mulvane has a franchise agreement with Cox Communications, Inc., to provide cable television and high-speed internet access in the community. Such services are also available from various other providers.

Health Care

Good access to adequate health care is an important component of a community's quality of life. The availability of health care also has an economic impact, since it is often one of the site selection criteria used by business and industry.

There are currently four physicians, three dentists, two chiropractors, and two optometrists based in Mulvane. Additional medical services, including dialysis and physical rehabilitation, are available in Derby. The hospital in Wellington is a bit less than a ½ hour drive away to the south, and hospitals in Wichita are a little more than a ½ hour drive away to the north. Wichita is a regional medical center, and offers a wide range of medical services.

Villa Maria, Inc. is a licensed long-term-care nursing home, with a 64-bed capacity, and a current occupancy of 100%. Located at Main Street and Central Avenue in Mulvane, it was built in 1976. The facility currently has 15 full-time and 52 part-time employees. Although space is available on the site for potential expansion, there are no existing plans to enlarge the facility.

Assisted Living Maria Court is an assisted living center, with a 34-unit capacity. Located at 633 East Main Street in Mulvane, it opened in 2002. There are 2 full-time and 15 part-time employees.

Homestead Senior Residences Mulvane was developed by the nonprofit organization Homestead Affordable Housing. These recently constructed apartments (six one-bedroom and 34 two-bedroom units) are at 200 East Rock Road Court. The apartments are energy efficient homes, with a LEED silver designation. Rent is subsidized for low-income seniors by USDA Rural Development.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how they would rate Health Services.

Community Questionnaire – Health Services						
	Adequate		Inadequate		Don't know	
In City of Mulvane	207	65%	68	21%	44	14%
Outside City / In Planning Area	44	49%	20	22%	26	29%
<i>Total Responses</i>	251	61%	88	22%	70	17%

CHAPTER 12. Plan Implementation

A comprehensive plan is a leadership tool, but it is effective only if it is implemented. When properly executed, a comprehensive development plan guides policy making decisions in both the public and private sector. Proposals in the plan provide ideas to accomplish planning goals.

Methods are provided in this chapter for implementing this Comprehensive Development Plan by governmental and administrative policies, community involvement, adoption of regulations and codes, grant programs, intergovernmental cooperation, annexations, leadership, economic development efforts, capital improvement programming, coordinated City administration and other techniques.

After a public hearing and adoption of the Plan by the Mulvane City Planning Commission, the City Council then approves the Plan by ordinance. After official approval, Planning Commissioners, Council members, and staff should then study the Plan in detail to determine the best methods for implementing its goals, policies and plans.

A good working relationship between governmental agencies, private organizations, potential developers and citizens is essential in order to achieve a coordinated community effort. Assigning specific responsibility for specific proposals is also crucially important – because in community-wide endeavors, "everybody's business" can easily become "nobody's business", and proposals can be forgotten. Organization and leadership are the keys to successful implementation of this Comprehensive Development Plan.

The Planning Commission

Mulvane created its first City Planning Commission in 1958. The seven member commission, which already had two members from outside the City in Sedgwick County, was augmented in 1990 by two new commissioners from the extraterritorial jurisdiction in Sumner County.

Sedgwick County Since the early 60's, Mulvane has participated in the activities of the Wichita-Sedgwick County Metropolitan Area Planning Commission. Certain technical assistance and informational services are provided by the Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) from their offices in Wichita. City officials are invited to participate in the review process of various technical and policy plans. MAPD staff provide assistance at locally held public hearings to review zoning cases in the Area of Influence, and review and comment on all plats in the City's extraterritorial subdivision jurisdiction in Sedgwick County. When requested, MAPD staff will also review and comment on City plats.

As of 2013, a new Comprehensive Plan for the Wichita-Sedgwick County area is being developed for the years through 2035. Called the *Community Investments Plan ... a Framework for the Future*, it is expected to be finalized and adopted by December of 2015, and will include elements which impact portions of the Mulvane Planning Area within Sedgwick County. More information is available at www.wichita.gov, under "Government/Departments/Wichita-Sedgwick County Planning".

Sumner County The City and its Planning Commission have a long history of working cooperatively with the Sumner County Board of Commissioners and their Planning Board on extraterritorial regulations. The City administers zoning regulations, including floodplain zones, subdivision regulations, and a building code in the extraterritorial area. Sumner County concurrently administers its sanitation code.

The current 20-year Sumner County Comprehensive Plan was adopted in October 2002. Current Sumner County Zoning Regulations, Subdivision Regulations, and Floodplain and Airport Regulations were adopted in 2006. Commercial Solar or Wind Energy Project Regulations were adopted in 2007. More information is available at www.co.sumner.ks.us, under "Planning, Zoning, Environmental Health".

The Planning Commission's major responsibility as the authorized agency under state statutes is to prepare, adopt and maintain the Comprehensive Plan. It should also be available to undertake various responsibilities in implementing the Plan, some of which are described below:

- Reviewing the Plan annually as required by state statutes and reporting its status to the City Council. Such annual reviews may result in minor changes in the Plan, with a major review conducted every five years.
- Preparing, adopting and maintaining Zoning Regulations for the City by way of holding public hearings and making recommendations to the City Council.
- Preparing, adopting, administering and maintaining Subdivision Regulations, to assist the City Council and developers in the design and improvements necessary for proper land development in the City and in extraterritorial jurisdictions in Sumner and Sedgwick counties.
- Holding hearings on vacations of rights-of-way and easements for recommendations to the City Council.
- Reviewing improvement projects as proposed by the City Council and other organizations and making determinations as to their conformance to the Plan.
- Reviewing potential properties for annexation and making recommendations thereon to the City Council.
- Undertaking neighborhood or project plans to provide more detailed data for new areas or rehabilitating older areas or for special projects in the Planning Area.
- Assisting the City Council on special planning projects including economic development efforts, capital improvement programming and grant applications.
- Maintaining a working relationship to implement plans with public and private organizations at the city, township, county, regional, state and federal levels of government.
- Establishing a convenient reference library of plans, information, maps and policy statements readily accessible to officials, citizens and potential developers.

Community Involvement

An essential ingredient of the planning process is the involvement of not only officials, but of individuals and groups of citizens, civic organizations and potential developers. Their participation should go beyond simply informing the public of planning activities. Avenues should be provided which encourage feedback from the public so as to communicate their desires as to the kind of community in which they want to live. Since plans and their implementation affect people and their property, it is extremely important that the planning process be conducted within an open democratic framework.

The involvement of both urban and rural residents to achieve an input and understanding of the planning proposals can be accomplished by the Planning Commission in many ways. Some examples are:

- Conducting business and hearings in open meetings for which notice has been adequately given, agendas provided, minutes taken and an opportunity made available for the public to voice their opinions and contribute their ideas.
- Involving the residents of an area when preparing plans and considering regulatory decisions which affect them.
- As needed, appointing ad hoc committees of both urban and rural residents to study and make recommendations on specific plans or proposed regulations.
- Arranging for liaison representation or periodic communications to and from organizations related to the implementation of Plan proposals, especially the City Council, Mulvane Unified School District 263, township trustees, the Wichita-Sedgwick County Metropolitan Area Planning Commission and Department, and the Sumner County office of Planning, Zoning and Environmental Health.
- Scheduling an annual meeting of public officials and leaders of community organizations to receive comments on the City's planning activities and to report back to their members.
- Taking a responsibility as members of the City Council and Planning Commission to keep the public informed on planning matters through personal contacts and group activities.
- Making local officials as well as outside resource technicians available to community organizations on planning matters.
- Distributing information regularly to the news media and encouraging them to attend and report on meetings.
- Making plans, reports, maps and regulations available on the City website so that they can be adequately circulated for review, and are later available to the public in final format. Providing printed documents in sufficient quantity to meet the needs of people without internet access.

By utilizing various techniques of community involvement as part of the planning process, community leaders can effectively implement the Comprehensive Development Plan.

Project Review

When this Comprehensive Development Plan and any of its amendments have been approved by the City Council, and the effectuating ordinance published, a procedure is established under K.S.A. 12-748 to review projects proposed by the City and other public entities which are embraced within the Plan. According to state statutes, after Plan adoption:

"...no public improvement, public facility or public utility of a type embraced within the recommendations of the comprehensive plan or portion thereof shall be constructed without first being submitted to and being approved by the planning commission as being in conformity with the plan. If the planning commission does not make a report within 60 days, the project shall be deemed to have been approved by the planning commission..."

The City Council may proceed with the project only after this procedure is completed. In the event the Planning Commission finds that the proposed project does not conform to the plan, the Commission is required to submit their findings in writing to the City Council. The Council may override the findings of the Planning Commission by a majority vote and proceed with the project. In this event, the Plan *"...for the area concerned shall be deemed to have been amended"*. The Planning Commission should then proceed to make the necessary changes in the Plan, utilizing the formal adoption procedures described in Chapter 1.

Projects can also be reviewed in such a manner as to satisfy this legal procedure during consideration of zoning cases or the processing of plats, both of which should bear a relationship to the Comprehensive Plan.

Other projects could be processed for "project review" by having the Planning Commission review an annual capital improvement program. K.S.A. 12-748(b) provides that if a project in a capital improvement program is reviewed and found to be in conformance to the Plan, then no further review process is necessary by the Planning Commission, except as may be required by zoning and subdivision regulations. The concept of project review enables the City Council to make current decisions in relationship to long-range planning and retain their final decision-making authority.

Neighborhood and Project Plans

Due to their large-scale perspective and long range view, comprehensive plans tend to generalize rather than specify detailed proposals. As development takes place, more detailed decisions must be based on more specific and current information. The preparation of specific neighborhood and project plans, developed as needs are foreseen, should be a regular part of the continuing planning process.

Neighborhood plans typically analyze in detail the land use, circulation and public facility needs of part of the Planning Area which poses unusual, difficult or new conditions. A neighborhood plan might deal with an area as small as a block or as large as a major segment of the Planning Area. Such plans are particularly useful to properly connect streets and utilities in newly developing areas, and in addressing older areas in need of rehabilitation. The plans provide assistance in making current and future decisions on land use proposals, applications for zoning, subdivision plats, annexations, and capital improvement programming. They also facilitate a good working relationship between developers and area residents.

Project plans are different from neighborhood plans in that they involve a study to develop a site for a particular purpose, such as a park, recreation area, public building, or industrial tract. They are often prepared as a part of grant applications or bond issues, or as a result of funding becoming available from these sources.

Neighborhood and project plans often focus on a community's historic downtown, on specific business districts, or on potentially annexable areas. In their simplest form, they may consist of simply a drawing and an explanatory report. More complex issues or areas, however, may require more complex plans, which are then sometimes adopted as elements of the comprehensive plan.

Neighborhood and project plans may be prepared by the Planning Commission to assist the City Council or area residents. They may be approved by the Commission or Council or both. They may serve simply as policy guidelines for future decisions, or they may be formally approved as an element of the Comprehensive Plan. It is very important that property owners and potential developers who may be affected by such plans be participants in their preparation.

In December 1999, the *Mulvane Industrial Park Study* was prepared for the area west of the main north/south railroad and east of the Arkansas River. This study considered the possibility of an Alternative Route connecting K-15 to K-53 through the Industrial Park area. The Mulvane Alternative Route (MAR) has been further defined by its inclusion in the *WAMPO 2035 Metropolitan Transportation Plan*, as well as in the *Casino Area Transportation Plan* which is currently in process. See Chapter 9 on Transportation for more detailed information. Additional analysis of engineering considerations and the potential benefits and impacts of the Alternative Route will likely be needed before KDOT would commit resources to its design and construction.

Zoning Regulations

City, county or joint city-county zoning regulations are the primary methods for regulating the use of land and structures in Kansas. Such regulations provide the legal method to divide an area into various types of zoning districts containing compatible residential, commercial and industrial land uses. Regulations establish residential densities, and also specify the maximum height and minimum building setback lines for structures, which affect the degree of open space on the zoning lot. Provisions are included to ensure an adequate number of off-street parking spaces, to control the extent and location of signs, and to regulate accessory uses and home occupations.

Zoning regulations guide the overall pattern of land use development for the future, and help to prevent undue overcrowding and depreciation of property values. Zoning can help maintain development at a pace which can be sustained by the community's infrastructure of public and private facilities and utilities. Zoning seeks to prevent conflicts between adjacent land uses, and is the major tool for resolving conflicts which do occur. The goal of zoning should be to ensure high standards for development, without unduly restricting private initiative or causing excessive development cost.

Zoning regulations in Kansas are not retroactive and, therefore, they are not effective in clearing up past mistakes—except over very long periods of time, by the gradual demise of lawful nonconforming uses, i.e., "grandfathered-in" land uses. This is why it is so important to adopt and enforce zoning before problems occur.

Legislative Capacity and Quasi-judicial Actions When a city adopts new zoning regulations or makes revisions to existing zoning regulations, it is acting in a "legislative capacity". Since 1978, cities in Kansas have been required to act in a "quasi-judicial" manner when holding a hearing and deliberating on a zoning request for a specific parcel of land.

The latter means that the Planning Commission must make its recommendations based on findings of evidence and an issue oriented analysis in order to prevent arbitrary and capricious zoning decisions. The City Council is held to the same standards. If the Council chooses to differ with or amend the recommendation of the Planning Commission, it must support its decision by determining its own findings and analysis, and either override the Planning Commission's recommendation by a $\frac{2}{3}$ -majority vote, or by a simple majority vote return the decision to the Planning Commission to be reconsidered.

Reasonableness The City Council establishes the factors on which zoning decisions are determined. According to K.S.A. 12-757(a), the governing body "...shall establish in its zoning regulations the matters to be considered when approving or disapproving a zoning request...". The Kansas Supreme Court has also determined that an analysis of such factors is appropriate in the review of special uses which, if approved within a zoning district, may be subject to "reasonable" conditions.

Court tests of zoning cases are based upon the "reasonableness" of the decision. The importance of the comprehensive plan to zoning is noted in the state statutes by the fact that any amendment (for instance, to change a zoning district classification or boundary), "...if in accordance with the land use plan or the land use element of a comprehensive plan, shall be presumed to be reasonable."

Extraterritorial Zoning

The zoning enabling statutes of Kansas make it possible for a city to establish zoning within its boundaries, and to extend such zoning extraterritorially for a maximum of three miles outside the city limits, but not more than one-half the distance to another city, unless a county assumes the responsibility for such zoning in that portion of the unincorporated area. Floodplain zoning regulations may also be extended extraterritorially by a city for a similar distance, unless a county has assumed this jurisdiction.

As an exemption for agricultural uses and related agricultural structures (except in designated floodable areas), cities are not authorized to adopt regulations outside the city which apply to or affect "...any land in excess of three acres under one ownership which is used only for agricultural purposes".

As a prerequisite to extraterritorial zoning, according to K.S.A. 12-715b, the land being considered for adoption of extraterritorial zoning outside a city must be included within a comprehensive plan. Such a plan must be recommended by a city or county planning commission and approved by either the city council or the board of county commissioners.

Cities are required to notify the board of county commissioners in writing 60 days before initiating extraterritorial zoning regulations. If a city has the extraterritorial zoning jurisdiction, then at least two of the members on the planning commission who are required to live outside the city must reside within the area zoned.

Site Plan Review

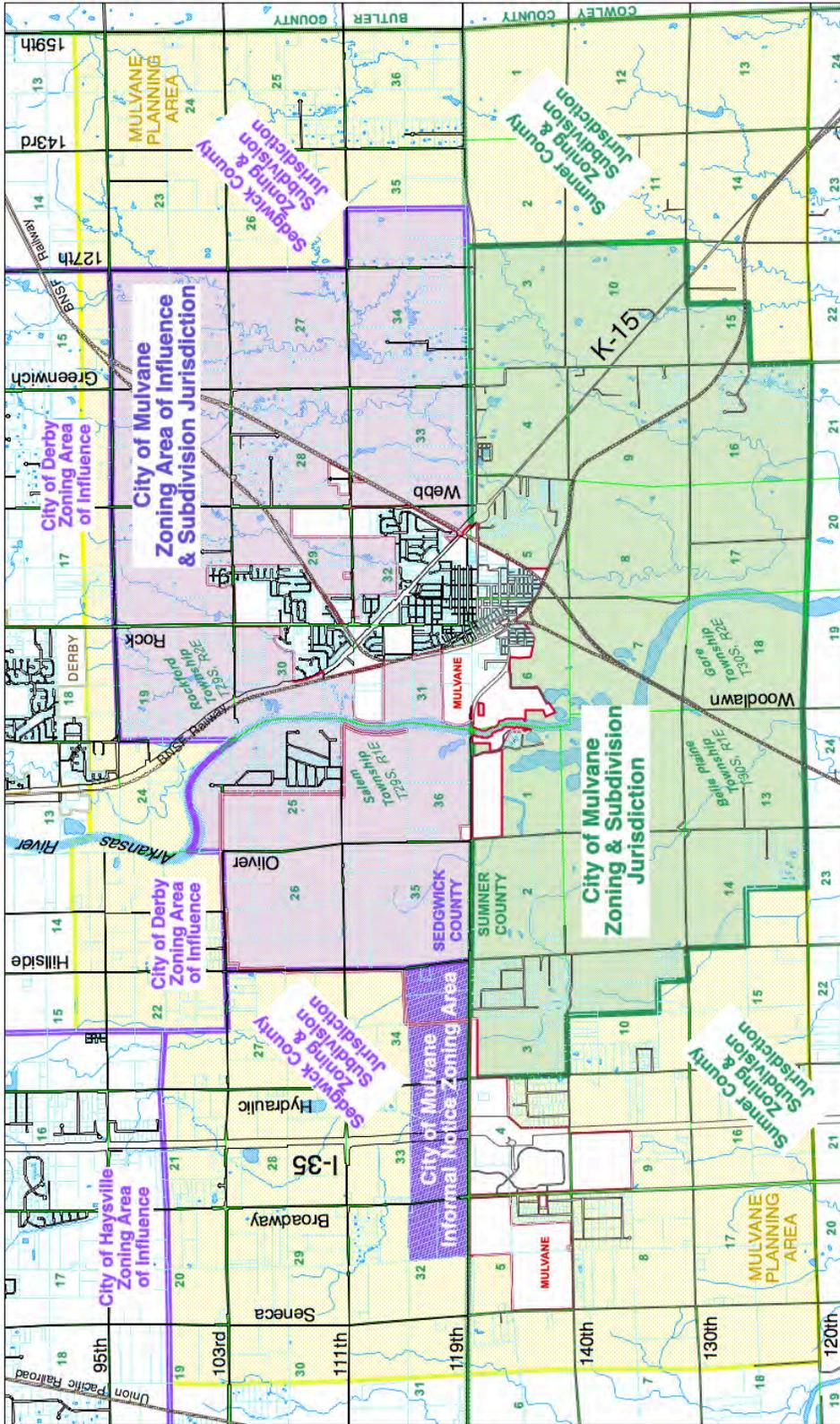
The Zoning Regulations now also include requirements for an aesthetic Site Plan Review of projects which have a valuation over \$10,000, except for single and two-family residential construction. Among other reasons, this is an effort to ensure that the appearance of construction along the corridors leading into and through Mulvane is kept aesthetically pleasing, especially along the Rock Road corridor, and along K-53 to the Kansas Star Casino.

Board of Zoning Appeals

Any city which enacts zoning regulations must create a board of zoning appeals. Under K.S.A. 12-759, cities may establish boards of three to seven members who serve staggered three or four-year terms. When the city exercises zoning in the city only, all members must reside in the city limits. For extraterritorial zoning, at least one board member must reside outside the city.

Such boards decide appeals based on evidence at a public hearing and from determinations of the zoning administrator, and may grant variances and exceptions to the zoning regulations. If approved, variances permit modifications in such standards as the maximum height of structures, building setback lines and minimum lot sizes. Exceptions allow uses in zoning districts which are not otherwise permitted outright, provided that such uses are specifically listed in the regulations. Exceptions in the City's Zoning Regulations are referred to as conditional uses.

The recodified Kansas statutes, effective January 1, 1992, permit a planning commission to concurrently be designated as a board of zoning appeals, and Mulvane has chosen to do so. Any appeal from a decision of the board itself is made directly to District Court, and must be made within 30 days.



Zoning & Subdivision Regulations Jurisdictions Map – Mulvane Planning Area

- Sedgwick County / City of Mulvane Zoning & Subdivision Jurisdiction
- Sedgwick County / City of Mulvane Informal Notice Zoning Area
- Sumner County / City of Mulvane Zoning & Subdivision Jurisdiction

History of Zoning in Mulvane

The Mulvane City Planning Commission was organized in 1958, and some time later the Council adopted a zoning ordinance for the City. This was followed by the adoption of the Zoning Resolution for Sedgwick County, which covered a semi-circular area approximately three miles both east and west of the City and two miles north. In 1970, the City adopted extraterritorial zoning for a three-mile semi-circular area in Sumner County. When the County Commissioners of Sumner County adopted county-wide zoning in 1977, they exempted this area from their jurisdiction.

By 1974, new Zoning Regulations were adopted by the City. In 1979, separate ordinances were passed to create a board of zoning appeals, and for the first time to adopt floodway and fringe area floodplain districts as overlay zones to all other districts. The latter amendment to the Zoning Regulations was updated to match FEMA requirements, especially for manufactured housing. In September 1990, new floodplain maps were added as Official Zoning Maps.

Sedgwick County On January 1, 1985, the hodgepodge of zoning jurisdictions around Mulvane (with 3-mile county zoning around eight cities including Mulvane, six cities with their own extraterritorial jurisdictions, and one zoned township) were all eliminated by the adoption of *Zoning Regulations for the Unincorporated Area of Sedgwick County, Kansas*, by Resolution #274-1984. These regulations recognized a zoning "Area of Influence", for which the Mulvane Planning Commission holds hearings locally and makes recommendations on zoning cases. While the W-SCMAPC makes an independent recommendation to the County Commissioners, the recommendation from Mulvane can only be overridden by a unanimous vote of the Sedgwick County Commissioners.

Sumner County New Zoning Regulations for the City and extraterritorial jurisdiction in Sumner County were adopted in 1993, and revised in 1996, 1999, and 2009. Current Zoning Regulations define 15 different zoning districts, including one agricultural, seven residential, four business, two industrial, one Planned Unit Development, and the floodplain overlay zone.

The boundaries of these zoning jurisdictions are shown in the map on the previous page.

Subdivision Regulations

Land subdivision regulations are another important method of controlling the development of an area. They are effective in setting standards for the arrangement and design of streets, utility easements, lots, block sizes, open space, installation of public improvements and proper drainage. Such regulations also provide a working arrangement between governmental bodies and developers to reserve sites for future public facilities, to guarantee the installation of public improvements, and to provide for the possibility of using impact fees.

By allowing cities to have control over their fringe development areas, this arrangement recognizes that cities are the main providers of urban utilities, and logically should be able to administer their initial design and construction. It also increases a city's ability to ensure that new streets tie properly into the existing street system.

Often interim standards on water supply, sewage disposal, and future easements can be applied in a rural area until such time as urbanization is a reality. All developers in and outside the City can then be accorded the same competitive advantage.

As required by K.S.A. 12-749, cities must first adopt a comprehensive plan before proceeding to adopt subdivision regulations within or outside their city limits.

Subdivision Regulations may be extended extraterritorially for a distance up to three miles from the city limits, but not more than one-half the distance to another city having such regulations. Counties may adopt subdivision regulations for all or part of the unincorporated area. If both a city and county want jurisdiction in the same three-mile area, a joint city-county subdivision committee composed of planning commission members from both entities must be formed to administer such regulations as may be mutually agreed upon. This is considered to be a very cumbersome method of subdivision regulation, and is rarely used in Kansas.

The boundaries of these subdivision regulations jurisdictions are shown in the map on page 12-9.

Complying with the requirements of subdivision regulations can be a very complex procedure. A developer must not only meet the City standards, but also the most restrictive standards of other regulations and codes, both in the City and outside it, which may override a lesser standard in the Subdivision Regulations. In Sumner County, supplemental standards from the City Zoning Regulations and building code must be considered, as well as the County sanitary code. Sedgwick County has zoning regulations, construction codes, and a sanitary code to add to the City Subdivision Regulations.

History of Subdivision Regulations in the Mulvane Area

The *Subdivision Regulations of the Wichita-Sedgwick County Metropolitan Area Planning Commission* were originally adopted in 1968. Their jurisdiction covers all of the City of Wichita and the unincorporated areas of Sedgwick County, except for areas of extraterritorial city control around Derby, Haysville, Valley Center, and Mulvane. These city jurisdictions were permitted in the 1960s, and continue to this day.

In 1968, Mulvane adopted Subdivision Regulations covering the City, a three-mile extraterritorial jurisdiction in Sumner County, and the area within a fixed boundary in Sedgwick County which was within the three-mile limit. These regulations were modeled after the 1968 W-SCMAPC *Subdivision Regulations*. In 1986, in Ordinance No. 780, new Subdivision Regulations were adopted. They were amended in 1990 to have the extraterritorial subdivision jurisdiction match the City's extraterritorial zoning jurisdiction in Sumner County. Similarly, in 1991, the City's extraterritorial subdivision jurisdiction in Sedgwick County was expanded for three-quarters of a section in the northeast to match the boundary of Mulvane's Zoning Area of Influence. With this exception, Sedgwick County has since disapproved all other city requests to add any more such extraterritorial jurisdictions.

The City's latest Subdivision Regulations were adopted in 2003, by Ordinance No. 1188.

Annexation

A good annexation policy is an important tool for assuring the orderly installation of streets and utilities as new development occurs, as well as maintaining the vitality of the City's future tax base. Extraterritorial zoning and subdivision regulations can also help to guide growth which will enhance the quality of future annexable land.

The most fundamental policy to support a city's reasonable growth by annexation is to refrain from extending utilities or other services outside the city limits unless annexation takes place, or a written agreement is signed between a city and the property owner agreeing not to oppose annexation in the future. Without such an agreement, annexing land after development takes place can be very difficult and costly. Mulvane's current Subdivision Regulations contain such a policy for plats outside the City.

The preferred method of annexation is a petition or consent arrangement with a cooperating property owner. This method is far less time consuming and complex than a unilateral annexation by a city. Revisions to the state statutes on annexation procedures were adopted by the 2010 Legislature as amendments to K.S.A. 12-519 et seq, which included K.S.A. 12-520(h) prohibiting annexations of narrow corridors of land similar to the annexation that enabled the 700 acres of western Mulvane to become part of the City.

Unilateral Annexation In planning for an orderly, unilateral annexation approach so that in time the appropriate public facilities and services will be available when needed, a "plan" is required of the City as to the extent, financing and time-table for such improvements (K.S.A. 12-520b). The plan shall be in "sufficient detail to provide a reasonable person with a full and complete understanding of the intentions of the city for each major municipal service". A procedure for the deannexation of land is established in K.S.A. 12-531 and 532, whereby the county commissioners are required to hold a hearing three years after an annexation to determine if services have been provided as promised. The land may be ordered to be deannexed by the county if services have not been provided within two and one-half years following the hearing.

Six conditions exist under which a city can unilaterally annex land. Many of these relate to the degree to which the annexable property adjoins the city. Adjoining platted areas of unlimited size are the most eligible. Limitations exist on unplatted land over 21 acres in size, and unplatted agricultural land of 21 acres or more must have the consent of the owner. If the land does not meet one or more of the six conditions, the City may petition the board of county commissioners under K.S.A. 12-521 to consider the matter at a quasi-judicial hearing, and make findings from a list of 14 factors. The board must find by a preponderance of evidence that manifest injury would result to property owners before an annexation request may be denied. "Island" annexations not involving city owned property must still be approved by the county commissioners even if the landowner consents. Island annexations of city owned property may be annexed by a city without a formal hearing by a county. Additional annexations to an island annexation by a city are not allowed.

For such unilateral annexations, extensive notification is now required to public agencies in the area including city, county or regional planning commissions having "jurisdiction" (K.S.A. 12-520a). Presumably the latter means "planning jurisdiction" and in the case of Mulvane would involve both the City Planning Commission and the planning commissions of both counties. The planning commissions so designated shall review the proposed annexation and make a finding of its compatibility or incompatibility with any adopted land use or comprehensive plan.

Annexation in Kansas (under revision as of July 2012) is an extensive manual concerning the annexation powers and duties of cities. It is published by the League of Kansas Municipalities. Samples of plans for extensions of municipal services and various procedural forms are provided therein.

In contrast to many cities, Mulvane has been fortunate in containing most of its adjacent urban development within the city limits. Some urban uses, however, have been scattered in the Planning Area. In the foreseeable future, it may be necessary to consider annexing the mixed land uses on southeast K-15, as well as additional land around the Kansas Star Casino.

Construction and Environmental Codes

Although zoning and subdivision regulations are very important implementation tools, they do not provide standards for the quality of construction, nor do they remedy substandard housing and sanitary conditions. These objectives can be accomplished by a city through the adoption of various construction and environmental codes.

A county can adopt such codes for all its unincorporated area, or for a 3-mile area around a city. Counties may also adopt a city's codes by reference for the 3-mile area around a city, or cities may adopt by reference codes adopted by counties. Either the city or county may perform the administrative functions needed, as may be jointly agreed. K.S.A. 12-751(b) of the 1991 recodification of State Planning and Zoning Statutes authorized cities to "...adopt and enforce building codes outside the city limits" in conjunction with the jurisdiction of extraterritorial subdivision or zoning regulations. In 1998 a petition procedure was added, which permitted 20% of the electors to cause an election to be held to decide whether such building codes should be retained if they were adopted. Once removed, they cannot be reestablished for four years.

Mulvane has extended their building code to the extraterritorial jurisdiction in Sumner County. Sedgwick County administers an extensive set of construction codes in the Planning Area outside the City in Sedgwick County.

National and international model codes may be adopted which provide minimum standards for building construction and plumbing, mechanical, electrical and gas installations. Housing codes prevent overcrowding, and maintain a minimum level of health and safety features in dwellings. Fire codes set safety standards and attempt to prevent fires from starting and/or spreading. They are a factor in fire insurance ratings. Local environmental codes can be used in the regulation of refuse disposal, certain kinds of animals, the height of mowed grass, abandoned and inoperable vehicles, and the removal of dilapidated structures. All of these codes are important to upgrade and maintain the quality of the housing inventory, which in turn affects the quality of life and the tax revenue base.

More detailed descriptions of these codes, as well as proposals relative to housing conditions, are presented in Chapter 6. Mulvane has adopted many of these codes, and others are administered by the new Metropolitan Area Building and Construction Department (MABCD), both inside the City and outside the City within the Planning Area. (The MABCD is the result of the official consolidation of the City of Wichita's Office of Central Inspection and the Sedgwick County Department of Code Enforcement, which began on January 1, 2013.) Local advisory committees composed of citizens and technicians in the construction field are normally used to decide appeals in the event of unusual hardship circumstances, and to periodically review the codes to keep them up-to-date.

Economic Development

A community has many reasons for promoting economic development, including an overriding interest in improving local job opportunities and broadening the tax base. To implement this Plan, attention should be given to available economic development programs—and economic development must be viewed in its broadest sense. Not only is it a matter of trying to expand existing businesses and attract new ones, but promoting other types of economic activity as well. A community must...

- maintain a constant effort to see that adequate utilities and energy sources are available now and will continue to be in the future;
- ensure that the potential for enough affordable housing exists to meet the needs of new businesses;
- maintain and improve the transportation system; and
- encourage the cultural and recreational activities which interest and retain young people and promote enjoyable family life.

After anticipating that nine out of ten small towns in Nebraska would die by the year 2000, the *Heartland Center for Leadership Development* in Lincoln studied five cities which were prospering during the worst farm crisis in 35 years. The resulting 20 clues to small town survival in tough economic times were condensed into these four categories:

- **Leadership** A strong family orientation with a general willingness to accept newcomers. Women and young people placed in leadership positions.
- **Community Pride** While businesses looking for new plant sites consider location, labor force and transportation most important, a positive self-image showed a greater willingness to spend money and time on the necessary services for a business to survive. The Center said that such towns were not "paralyzed by fear, but rather mobilized by opportunity."
- **Investment** Although successful communities are frugal with tax monies, they nevertheless have a willingness to maintain their infrastructure. Emphasis was also placed on good health facilities and education.
- **Economic Development** All successful communities have active economic development programs with a realistic attitude about their potential success.

The *Heartland Center for Leadership Development* is an independent, nonprofit organization developing local leadership that responds to the challenges of the future of small towns and rural communities. More information is available from www.heartlandcenter.info.

This plan contains ideas that promote or support various economic development activities. Communities that are most successful in achieving such efforts are those which utilize the most effective organizational structure. Such promotional activities take place at many levels—city, county, regional, state and national—and are carried out by both private and public groups. Each organizational level has a function to perform and each supplements and reinforces the other. Success at the local level entails the ability to harness the technical services and funding sources available at the other levels.

Examples of such resource groups include the Kansas Department of Commerce (Topeka), the South Central Kansas Economic Development District (SCKEDD) (Wichita), the KSU Cooperative Extension Service (Wichita), and the Sumner County Economic Development Commission (SCEDC) (Winfield). The services of these agencies vary in degree, type and availability. It is necessary for Mulvane officials to determine in detail what services may be available to the City.

Locally fragmented and undefined roles lead to frustration and lack of results. Continuing effort is needed to maintain a clear understanding of the role and goals of local economic development entities so that an effective coordinating structure is available to better utilize outside resources and to promote the best interest of the area. The function of economic development on an organized promotional basis at the city level is best carried on by a separate group other than a planning commission. Mulvane presently relies for economic development efforts on the general activities of the Mayor, the City Council, and the City Administrator, as well as efforts by the Mulvane Chamber of Commerce and the Sumner County Economic Development Coordinator.

Under K.S.A. 12-1617(h), cities are authorized to annually level a property tax "...for the purpose of creating a fund to be used in securing industries or manufacturing institutions for such city or near its environs..." The proposed levy must be initially approved by the voters at a referendum, may not exceed one mill, and is not subject to the property tax lid. Monies may also be expended from the general fund; however, they would be subject to the tax lid. Because of the highly competitive nature of economic development programs, such funding may be necessary for a successful effort. Mulvane uses a portion of a mill from its general fund now for economic development purposes.

Information on local enabling legislation for improving a city's capacity for development is available from the Kansas Department of Commerce, in an ongoing publication called *Economic Development Tools for Kansas Municipalities*. The Legislature has adopted a broad package of economic development initiatives which have been converted to statutory language and periodically updated. While many of them create state programs, others provide local enabling legislation and should be monitored to evaluate them for local use. Cities can maintain a Community Profile on the Department of Commerce website at www.kscommerce.com, and list local industrial development sites for promotion.

Mulvane has not generally issued industrial revenue bonds (IRBs), but has used the state's tax abatement statutes plus other benefits to assist economic entities. Stricter federal rules are now in effect which limit cities and counties in the state to a maximum total of tax free municipal bonds, which may be used for private housing and manufacturing firms, but no longer for commercial enterprises. The allocations are monitored on a first-come, first-serve basis by the Kansas Department of Commerce. Congress periodically establishes new rules for such tax exemptions. Interest rates are now the lowest in many years for such purposes. Many cities adopt policy statements on the use of IRBs to provide guidelines for potential applicants in their city, as well as tax exemption policies.

Kansas Development Finance Authority

The Kansas Development Finance Authority (KDFA) implements various low-interest tax exempt bond programs for municipalities through state revolving loan funds. KDFA works in partnership with the Kansas Department of Health and Environment (KDHE) and the Kansas Department of Transportation (KDOT) to offer loans through four programs.

- The Kansas Clean Water Supply Revolving Loan Fund Program for municipal and rural waste water systems (with KDHE)
- The Public Water Supply Revolving Loan Fund Program which targets public drinking water systems (with KDHE)
- The Transportation Revolving Loan Fund to provide financing for local road and bridge infrastructure improvements (with KDOT)
- The Communication's Revolving Loan Fund Program to upgrade communications equipment. (with KDOT)

KDFA also works in conjunction with the Kansas Department of Commerce to issue bonds for the Investments in Major Projects and Comprehensive Training Program (IMPACT), which provides funds for job training and major project investments for companies which are locating or expanding their business in Kansas.

Grant Programs

The availability of grant money from higher levels of government has become considerably limited and unpredictable in recent years and may decrease further. Whereas eligibility requirements in past years had changed so that more programs were available to smaller entities, it is not foreseeable at this point in time as to the extent, type and requirements for such grants. Neither the state nor the federal government now appear to have what might be called an "urban policy" which would provide direction in grant program activity. In any program, the advantages of outside funding should be weighed against the local overhead of administration and prerequisites.

Assistance on grant programs is available through such groups as the South Central Kansas Economic Development District (SCKEDD), the K.S.U. Cooperative Extension Service and from various functional agencies at the regional and state level. The services of the Kansas Department of Commerce are augmented by their regional office in Wichita. Their Community Development Division has been reorganized, and among other services still administers the federal Community Development Block Grant program for economic development and housing projects.

On behalf of the cities and the rural area, the Sedgwick and Sumner County Boards of Commissioners carry a significant burden in maintaining the necessary contacts, appointments and organizational memberships, as well as providing financing for regional organizations which assist in such endeavors. Such outside assistance does not preclude the need, however, for designating at the city level who is responsible for monitoring the availability of grants and who prepares and follows up on applications. This suggests that a recognized local communicative system is necessary to gain the most in working with other agencies. Competition is strong and while some cities employ a "grantsman" or private firm to assist in the process, Mulvane uses their in-house staff.

When a valid local need is recognized, those who succeed in securing grants develop a sense of timing, perception and knowledge of the requirements and, most important, have the data ready when the appropriate time arises. Patience is a virtue and if at first you don't succeed, try again. Experience gained by each grant application becomes of accumulative value in an effort to return state and federal tax monies for local use.

Comprehensive plans have often served to provide ideas for grant applications. This Plan provides basic data often required for preparation of applications. To assist the City Council, the Planning Commission should periodically review this Plan, to recommend projects for which appropriate grants might be sought. As part of the grant process, the Planning Commission should coordinate with county, regional and state agencies to ensure that its local plans are reflected in the plans at a higher level of government. For example, coordinate potential local road projects with the county's long-range highway program as implemented in their capital improvement program.

Capital Improvements Program (CIP)

With the growing complexity of financing and constructing public improvement projects, it is important that a city establish procedures for making such determinations in an efficient manner. Such a process is referred to as capital improvements programming. The resulting program or "CIP" is a long-range financial plan covering a period of perhaps three to five years including the current year. This establishes the priority, timing, cost estimates and sources of funding for public physical improvements. It does not deal with annually recurring operating expenses except to note the effect which a new facility or improvement may have on future operating budgets. The first year of the CIP is the most clearly defined, financially estimated and timed and is often adopted as the city's capital improvements budget along with the annual operating budget.

A significant function of the CIP is to coordinate the sequence of financing and construction of a project that might involve joint funding between various agencies plus private organizations. The anticipated use of county, state or federal funds may necessitate scheduling ahead for several years. The use of a CIP is an effective way of guiding the direction and timing of subdivision development and is especially useful in relation to the legal requirements for unilateral annexations referred to previously in this chapter. Some of the advantages of CIPs are:

- To help focus attention on community goals
- To encourage citizen and group participation
- To improve intergovernmental cooperation
- To increase capability of utilizing various matching funds programs
- To improve project implementation
- To stabilize financial programs

The planning commission often assists the governing body in preparing the CIP and evaluating each project as to its conformance to the comprehensive plan. This procedure serves as the planning commission's "project review" for such items, as provided for in K.S.A. 12-748(b). As part of this process, a public hearing could be held for citizens and a method provided for other governmental entities to comment upon the CIP proposals. Presently, the City prepares a list of capital improvement projects for a five-year projection.

While there are a number of exceptions, it is sufficient for general financial planning purposes to say that under Kansas law the general obligation of the city-at-large (G.O. debt) and special assessment debt combined may not exceed 30% of the total equalized assessed tangible valuations plus motor vehicle valuations, to calculate the bonded debt limitation. Bonds issued for general sewer and water work and revenue bonds are outside the debt limitations. Various financing methods used for CIP projects include:

- General fund
- General obligation bonds
- Utility revenue bonds
- Special assessments
- Trust funds
- Federal and state grant programs
- Private contributions

Sample Capital Improvement Program Concept						
Project Description	Project Year				Project Cost	Method of Financing
	2013	2014	2015	2016		
Park Restrooms	X				\$40,000	G.O. / Gift
Stormwater Mitigation Project			X		\$250,000	G.O. / FEMA Grant
Police Car				X	\$32,000	G.O.

An example of the contents which might be included in a CIP.

Mulvane's Statutory Debt Limitation

As of July 2013, the City had \$30,614,000 in outstanding debt. Of this amount, \$26,111,705 was exempt, in the form of water, sewer, storm sewer, and electrical improvements, under the state debt limitation statutes governed by K.S.A. 10-308. Using the City's 2013 estimated total tangible assessed valuation including that for motor vehicles of \$98,830,708, the City is currently using 4.56% of its 30% debt limitation. This leaves \$25,146,917 for future bonded indebtedness under the statutory limitation to carry out the growth policies of Mulvane.

Good municipal management maintains a continuing effort to keep public facilities up-to-date, while not allowing the mill levy for indebtedness to fluctuate too greatly. Potential CIP items for Mulvane are referred to in the chapters on Transportation, Utilities and Stormwater Management Systems, and Community Services & Facilities. The ability of the City to reach the population potential predicated for this Plan should be greatly enhanced by the continued prudent planning of its finances.

City Administration

Because of the increasing complexity of government, more cities in Kansas have turned to City Managers or Administrators to provide trained expertise in administering city operations. More responsibility is usually given a city manager than an administrator, but the latter position is easier to establish than the former. In both, the governing body sets the policies and the manager or administrator carries them out.

The Kansas League of Municipalities has accumulated considerable information on these forms of governmental operation and is available to advise cities on their operation. The Hugo Wall Center for Urban Studies at Wichita State University has specialized in training urban administrators and conducting special seminars for officials and staffs.

Mulvane adopted a City Administrator structure in the early 1980s, but terminated it after several years. The City reestablished the position in 1991 as an ongoing function in City government.

Among other duties, the City Administrator plays a crucial role in maintaining a network of communication among members of the Planning Commission and the City Council. Good communication between these two bodies is essential in order to effectively coordinate planning efforts within City operations, and successfully implement the planning proposals in the Comprehensive Plan.

Policy Statements

According to Webster's dictionary, "govern" means "to control and direct the making and administration of policy". To govern then means "to make policy," not just "to make decisions". The League of Kansas Municipalities has long been concerned with the need for governments to adopt and maintain written policies. It provides sample policy statements on a variety of subjects, many of which apply to the implementation of a comprehensive plan. Mulvane's governing body can formulate policies to facilitate the implementation of proposals in this Plan.

Intergovernmental Cooperation

Opportunities sometimes exist for plan implementation through intergovernmental cooperation. Such joint undertakings can reduce the cost of providing a facility or service singly, improve its quality, and often make possible something that was not economically feasible on an individual basis. Implementing plan proposals by cooperative methods becomes a matter of evaluating each project initially to determine if a better project could be achieved at equal or less cost through a combined effort on the city, county, or regional level. Occasionally state and federal grant programs require various degrees of joint cooperation in order to be eligible, or to qualify for added financial incentives.

The Interlocal Cooperation Act, K.S.A. 12-901 et seq., is the principal statute which authorizes cooperation between public agencies and private groups for specific public improvements and services. Such interlocal agreements require the approval of the State Attorney General, and must be filed with the Secretary of State and recorded with the County Register of Deeds.

Choosing to Live in Mulvane

Ultimately, the way this Plan is implemented will influence the choices people make as they decide whether to move here or not, to stay in Mulvane or leave, to establish a business here or somewhere else. Understanding why people choose Mulvane is the first essential step in leading the community to a comfortable and sustainable rate of growth.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents who had moved to the City since January 1, 2000 were asked what their major reasons were for moving to the Mulvane area.

Community Questionnaire – Reasons for Moving to Mulvane						
	In City of Mulvane		Outside City / In Planning Area		Total Responses	
Near to relatives and friends	53	23%	6	15%	59	22%
To live in a smaller town	48	21%	9	23%	57	21%
Good schools available	36	16%	6	15%	42	16%
To be close to work	31	13%	4	10%	35	13%
Economical place to live	29	13%	5	13%	34	13%
To retire	16	7%	8	21%	24	9%
Good housing available	15	6%	0	0%	15	6%
To live in a larger town	3	1%	1	3%	4	1%

Overall, the most important reason why people chose to move to Mulvane was to live near family and friends (22%), closely followed by the desire to live in a smaller town (21%). Other important reasons included good schools (16%), proximity to work (13%), and the fact that Mulvane is an economical place to live (13%).

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked how long they have lived in or near Mulvane.

Community Questionnaire – Length of Residence						
	<5 years		5 to 10 years		>10 years	
In City of Mulvane	48	14%	46	13%	248	73%
Outside City / In Planning Area	8	9%	16	18%	64	73%
Total Responses	56	13%	62	14%	312	73%

Newcomers are about 13% of the population, 14% have lived here between 5 and 10 years, and 73% have lived in the community for more than 10 years. This indicates a good balance in the community between newcomers and long-time residents.

Comprehensive Development Plan for the Mulvane Area, Kansas 2013–2023

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked where they previously resided.

Community Questionnaire – Previous Residence						
	In City of Mulvane		Outside City / In Planning Area		Total Responses	
	Wichita	99	40%	30	34%	129
Outside of Kansas	70	28%	10	11%	80	24%
Elsewhere in Kansas	31	12%	15	17%	46	14%
Elsewhere in Sedgwick County	24	10%	21	24%	45	13%
Elsewhere in Sumner County	26	10%	12	14%	38	11%

Overall, 38% of respondents had moved to Mulvane from Wichita, and another 38% had come from elsewhere in Kansas, including Sedgwick and Sumner counties. Only 24% moved to Mulvane from out of state.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents who are planning to leave the Mulvane area were asked what their reasons were for leaving.

Community Questionnaire – Reasons for Leaving Mulvane						
	In City of Mulvane		Outside City / In Planning Area		Total Responses	
	Job Change	19	23%	4	5%	23
Retirement	13	16%	10	12%	23	28%
Reduce Expenses	13	16%	4	5%	17	21%
Personal	5	6%	2	2%	7	9%
Quality of Homes	5	6%	1	1%	6	7%
Health	4	5%	1	1%	5	6%

Overall, the most important reasons why people chose to leave Mulvane were a job change or retirement (28% each), or to reduce expenses (21%).

*Comprehensive Development Plan
for the Mulvane Area, Kansas 2013–2023*

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked if they planned to stay in the Mulvane area only until their children graduate from high school.

Community Questionnaire – Staying for Children in School?				
	Yes		No	
In City of Mulvane	58	30%	135	70%
Outside City / In Planning Area	19	29%	46	71%
<i>Total Responses</i>	<i>77</i>	<i>30%</i>	<i>181</i>	<i>70%</i>

The response indicates that 30% of respondents live in Mulvane because of the school system.

The table below shows the responses received on the 2012 Community Questionnaire, when Mulvane area residents were asked if they planned to stay in the Mulvane area when they retire.

Community Questionnaire – Staying after Retirement?						
	Yes		No		Undecided	
In City of Mulvane	190	62%	33	11%	84	27%
Outside City / In Planning Area	48	53%	11	12%	31	34%
<i>Total Responses</i>	<i>238</i>	<i>60%</i>	<i>44</i>	<i>11%</i>	<i>115</i>	<i>29%</i>

Overall, 11% of respondents intend to move away when they retire, and another 29% may do so.

From a planning perspective, these Community Questionnaire responses emphasize the need to maintain and enhance Mulvane's small town quality of life, and to provide places and events for family and friends to gather and enjoy. Maintaining a good school system is also an important factor in the City's future success.

It is important for Mulvane to both retain existing residents and attract new residents—without becoming too focused on one strategy or the other. Mulvane is likely to lose many residents when they retire, or when their children graduate from school. Developing strategies to help retain these two populations would help the City grow.

A Sustainable Community

Mulvane's neighborliness and its small-town quality of life are major reasons why many local families have lived in the area for generations, and why new residents are interested in moving here. Sustaining and improving that quality of life, while capitalizing on the extraordinary economic opportunities presented by the Kansas Star Casino area development, should be the overarching goal of the decisions made during the implementation of this Plan.

To continue to grow and thrive, a strategy of sustainable development is needed—a concept now at the forefront of community planning. It is defined as development that meets a community's present needs—environmental, social, and economic—without compromising the ability of future generations to meet their own needs. This chapter provides tools to aid community leaders in making planning and policy decisions that support sustainable future development.

