Derby West End Development Plan

City of Derby

Prepared for the City of Derby by

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Derby West End Development Plan

An Amendment to the City of Derby Comprehensive Development Plan 2005 - 2030

Adopted by:

Derby City Council
July 14, 2015

Derby Planning Commission
June 18, 2015

CITY COUNCIL ADOPTION ORDINANCE

Passed: July 14, 2015
Published: July 22, 2015

ORDINANCE NO. 2236

AN ORDINANCE ADOPTING THE *WEST END DEVELOPMENT PLAN* AS AN AMENDMENT TO THE *COMPREHENSIVE DEVELOPMENT PLAN 2005-2030 FOR THE CITY OF DERBY, KANSAS*, AS AMENDED.

WHEREAS, pursuant to the authority granted by K.S.A. 12-747 *et seq.*, the City of Derby, Kansas ("City") developed a Comprehensive Plan ("Plan"), and the Governing Body of the City, by Ordinance No. 1870, adopted the most recent version of said Plan on December 12, 2006; and

WHEREAS, K.S.A. 12-747 *et seq*. provides that the Plan may be amended from time to time to ensure it reflects timely and relevant information and the needs of the community; and

WHEREAS, the City did initiate and develop the *West End Development Plan* to guide development and redevelopment of areas generally along K-15 Highway and west to the Arkansas River; and

WHEREAS, before the adoption of any comprehensive plan or amendment thereto, the Planning Commission is required by K.S.A. 12-747 *et seq*. to hold a public hearing; and

WHEREAS, the Planning Commission gave proper notice of a public hearing in accordance with law, and on June 18, 2015, did hold said public hearing at which a quorum was present, and did hear all comments and testimony relating to the proposed Plan amendment; and

WHEREAS, following the conclusion of said public hearing, the Planning Commission did approve the *West End Development Plan* by adoption of Resolution No. 2015-02 recommending approval of said plan to the Governing Body of the City; and

WHEREAS, pursuant to K.S.A. 12-747 *et seq.*, the Plan adopted by the Planning Commission and any amendments thereto must be adopted by the Governing Body prior to the Plan and any amendments becoming effective; and

WHEREAS, a certified copy of the amendment to the Plan, adopted by the Planning Commission, together with a written summary of the public hearing thereon held by the Planning Commission on June 18, 2015, have been submitted to the Governing Body;

NOW THEREFORE, BE IT ORDAINED by the Governing Body of the City of Derby, Kansas:

SECTION 1. Having received the recommendation of the Planning Commission, the City of Derby, Kansas hereby adopts the *West End Development Plan* as an amendment to the *Comprehensive Development Plan 2005-2030 for the City of Derby, Kansas* heretofore approved and adopted by the City.

SECTION 2. An attested copy of the Plan and any amendments thereto will be sent to all other taxing subdivisions in the planning area which request a copy of said Plan and any amendments.

SECTION 3. This ordinance shall take effect and be in force from and after its adoption and publication once in the official city newspaper.

ADOPTED BY THE GOVERNING BODY this 14th day of July, 2015.

Randy White, Mayor

ATTEST:

Karen Friend, City Clerk

Approved as to form:

Jacqueline R. Butler, City Attorney

PLANNING COMMISSION ADOPTION RESOLUTION

Passed: June 18, 2015

Resolution No. 2015-02

A RESOLUTION RECOMMENDING THAT THE GOVERNING BODY OF THE CITY OF DERBY, KANSAS APPROVE AN AMENDMENT TO THE CITY'S *COMPREHENSIVE DEVELOPMENT PLAN 2005-2030 FOR THE CITY OF DERBY, KANSAS* BY INCORPORATION OF THE *WEST END DEVELOPMENT PLAN.*

WHEREAS, pursuant to the authority granted by K.S.A. 12-747 *et seq.*, the City of Derby, Kansas ("City") developed a Comprehensive Plan, and the Governing Body of the City, by Ordinance No. 1870, adopted the most recent version of such plan on December 12, 2006; and

WHEREAS, K.S.A. 12-747 *et seq.* provides that the Planning Commission may adopt or amend parts of the Comprehensive Plan by successive resolutions; and

WHEREAS, the Planning Commission and the Governing Body of the City of Derby, Kansas, have previously exercised the authority to amend the Comprehensive Plan; and

WHEREAS, the *West End Development Plan* was prepared for review by the Derby Planning Commission in accordance with K.S.A. 12-747 *et seq.*; and

WHEREAS, pursuant to provisions of K.S.A. 12-747 *et seq.*, the Derby Planning Commission gave proper notice in the official City newspaper and held a public hearing on June 18, 2015, at which time, due consideration was given to all comments and remarks relating to the proposed *West End Development Plan* as an amendment to the Comprehensive Plan; and

WHEREAS, it is the recommendation of the Derby Planning Commission that the *West End Development Plan* be adopted as an amendment to the existing Comprehensive Plan, as amended, in accordance with 12-747 *et seq.*

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Derby, Kansas:

Section 1. The Planning Commission of the City of Derby, Kansas, by a majority vote of its members, hereby amends the *Comprehensive Development Plan 2005-2030 for the City of Derby, Kansas*, as previously approved, adopted, and amended, by incorporation of the *West End Development Plan.*

Section 2. The Planning Commission of the City of Derby, Kansas, having considered the text, maps and charts identified in the *West End Development Plan,* hereby recommends incorporation and inclusion of such text, maps and charts within the amendments to the *Comprehensive Development Plan 2005-2030 for the City of Derby, Kansas.*

Section 3. This resolution, together with a copy of the proposed *West End Development Plan* and a written summary of the public hearing by the Planning Commission, shall be submitted to the Governing Body pursuant to K.S.A. 12-747 *et seq*.

Section 4. This resolution shall be effective from and after its adoption.

ADOPTED AND APPROVED by the Planning Commission of the City of Derby, Kansas, on June 18, 2015.

Mitchell J. Adams, Chairman

ATTEST:

Cody Bird, Secretary

ACKNOWLEDGMENTS

MAYOR
Randy White

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Special thanks to the many West End residents, businesses, and stakeholders who participated in community engagement activities conducted for the West End Development Plan.

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EXECUTIVE SUMMARY

This section is a brief overview of the West End Development Plan. Background information is summarized below and followed by chapter highlights. Findings and recommendations are outlined for each chapter's main topic. Individual chapters should be referenced for additional details about specific topics.

GOALS & VISION

Project Purpose & Goals

The City of Derby initiated the West End Development Plan to identify strategic public investments that will improve opportunities for business expansion and development. Three major project goals were accomplished in preparing the plan:

- Establish a long-term vision for the West End.
- Identify barriers to business growth and investment.
- Recommend actions and infrastructure improvements to encourage investments in the West End.

Vision for the West End

Property and business owners helped envision the West End's desired future. Discussions were held with these stakeholders to learn their long-term plans for property development and business growth. They were asked how the West End would need to look and function in order to achieve their goals. The common themes that emerged from this feedback were woven together as a cohesive vision for the West End:

> *"The West End is where some of Derby's earliest development occurred. It is a diverse area with a rich history located along Eisenhower Memorial Highway (K-15). The Arkansas River flows just west of the West End and will provide recreational opportunities in a beautiful, natural setting. Eisenhower Memorial Highway will be a visually appealing corridor where people can work and shop. The West End will be a regional draw for business and industry."*

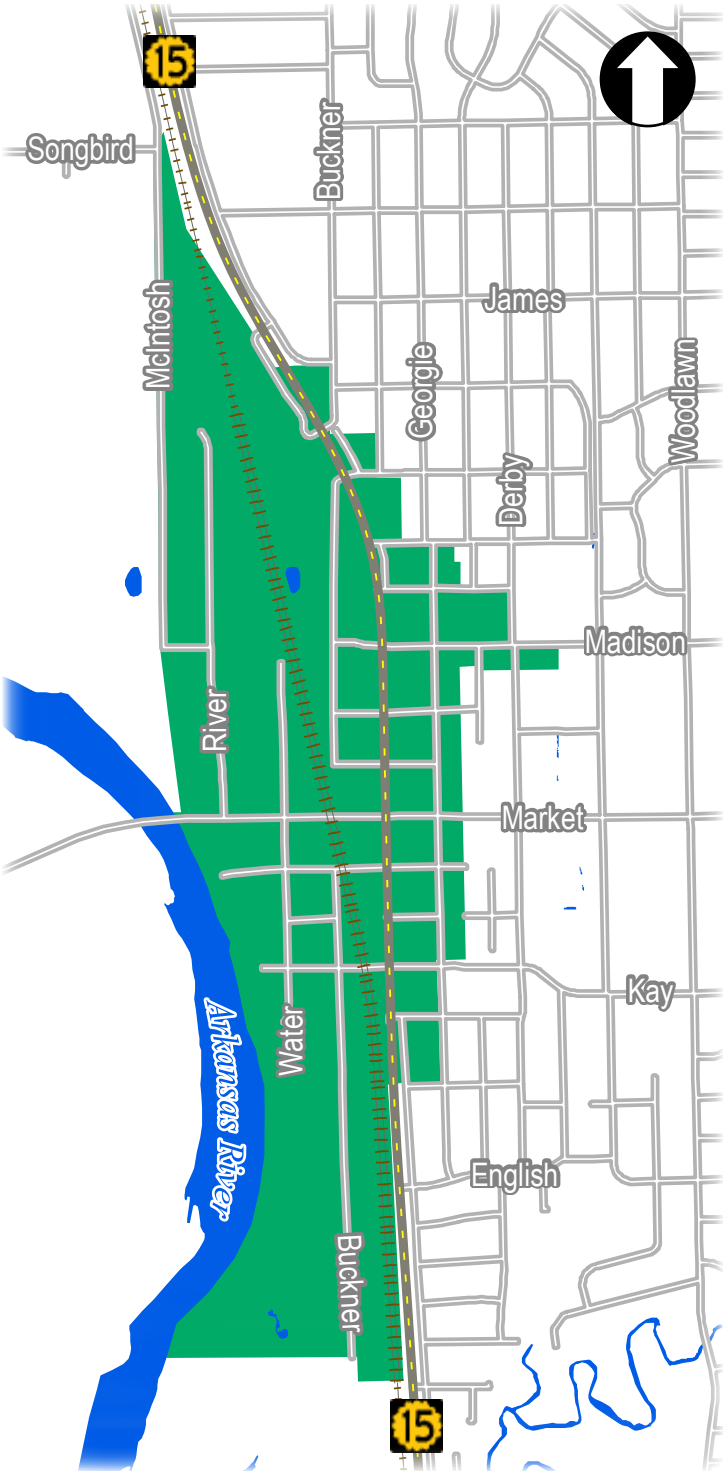
PLANNING PROCESS

The planning process began with collecting a wide variety of information about the West End's population, businesses, land uses, environmental conditions, traffic patterns, street system and utility networks. West End businesses and property owners were surveyed to identify opportunities and barriers to public and private investment. Individual interviews with stakeholders were also conducted to gain further insight. The information and feedback were then evaluated to provide the basis for the plan's recommendations.

Project information was posted on the City of Derby website and available throughout the planning process. In addition, two public meetings were held and the draft Plan was provided to the Planning Commission to answer questions and gather community input. This feedback was critical to the plan's development and helped refine many of the recommendations.

LOCATION

The West End encompasses about 330 acres in the southwest portion of Derby. The northern boundary is the intersection of McIntosh Road and Songbird Street. The eastern boundary follows Eisenhower Memorial Highway (K-15) southward to the Nelson Drive intersection. The area expands to the east to include the commercial corridor along both sides of K-15 to the south Derby city limits. The Arkansas River forms the western boundary between the south city limits and McIntosh Road, which becomes the western boundary northward back to Songbird Street.



BUSINESS GROWTH & DEVELOPMENT

Key Strengths

- Derby has strong growth and economic performance compared to other communities in the region.
- Affordable property and rental rates attract entrepreneurs to the West End.
- A number of homegrown businesses are committed to staying in the West End and growing in Derby.

Barriers

- There is a general perception among stakeholders that West End needs are not being met.
- West End businesses compete for customers with the Rock Road and Patriot Avenue commercial corridors.
- The West End is considered visually unattractive by many stakeholders.
- There is no established brand identity for the West End.

Recommendations

1) Develop and implement an industrial recruitment/expansion plan to help fill space in the West End Business Park, vacant industrial properties, and unoccupied buildings.
2) Facilitate creation of a West End merchants association.
3) Establish a focused brand identity for the area.
4) Develop and install West End gateway signage.

LAND DEVELOPMENT

Key Strengths

- A number of shovel-ready sites are available for immediate industrial development.
- Appropriate commercial and industrial zoning is in place to facilitate business development.
- Development of Warren Riverview Park is planned and the future park will be a valuable asset for the West End.

Barriers

- Many properties are developed as residential lots, which is not ideal for industrial development.
- Existing development along K-15 is cluttered with business signage that lacks visual appeal and uniform design.

Existing Business Signage along K-15

- Legal nonconforming land uses constrain opportunities for business growth and development.
- A number of vacant and dilapidated structures are unattractive and may pose risks to health, safety, and welfare.

Recommendations

5) Develop and enforce property maintenance standards.
6) Provide opportunities to learn about development financing processes, and decision-making.
7) Standardize signage design along K-15.
8) Provide guidance to individual property owners about meeting off-street parking needs.
9) Protect health, safety, and welfare by considering the removal of unsafe and uninhabitable structures.
10) Investigate the feasibility of establishing a Derby land bank.
11) Provide public access to the Arkansas River and make recreational improvements that maintain natural aesthetics and functions.

Example Corridor with Recommended Design Features

Washington Ave. Railroad Crossing

TRANSPORTATION

Key Strengths

- K-15 provides excellent access to the West End for customers, workers, and freight shipments.
- Most streets have ample right-of-way width to accommodate future development needs, depending on design.
- Good pedestrian connections provide safe, convenient access to shopping along the K-15 commercial corridor.

Barriers

- Many local streets are not built to industrial standards and lack engineered stormwater drainage.
- Unimproved alleys through much of the area constrain business expansion potential.
- No pedestrian connections are provided west of the railroad.
- Passing trains cause traffic congestion at rail crossings and their horns generate excessive noise.

Recommendations

12) Reconstruct Water Street and Kay Street to industrial standards with engineered stormwater drainage and sidewalks.
13) Vacate rights-of-way for undeveloped streets and alleys.
14) Improve traffic signal operations at the K-15/Market Street intersection.
15) Evaluate the feasibility of implementing a quiet zone to reduce railroad noise impacts.
16) Improve local streets as-needed, after reconstructing Water Street and Kay Street.
17) Improve pedestrian/bicycle access to the West End and enhance existing/future facilities with pedestrian amenities.

UTILITIES

Key Strengths

- The majority of West End properties have access to the public water and sanitary sewer systems.
- Larger water mains have sufficient fire flow and capacity to serve most industrial development in the area.

Barriers

- Some locations experience intermittent power outages that hamper business operations.
- Water and sanitary sewer line capacity may limit development potential in portions of the area.
- Areas served by smaller water lines have insufficient fire flow for industrial development.
- Some areas are served by open drainage ditches with insufficient capacity for future development.

Recommendations

18) Work with Westar Energy to improve the reliability of electric power service.
19) Include engineered storm drainage with future West End street improvements.
20) Study the sanitary sewer system to identify undersized and aging lines for replacement, particularly between Market Street and the wastewater treatment plant.
21) Update 2002 water distribution study to identify undersized and aging lines for replacement.
22) Encourage connections to the City's sanitary sewer system rather than lagoons or septic systems.
23) Facilitate coordination between business/property owners and private utility providers about service availability and extensions.

EMERGENCY SERVICES

Key Strengths

- Police and fire departments are located in the West End, keeping average emergency response times relatively low.
- Joint response agreements are in place with other agencies to supplement local emergency services.

Barriers

- Trains frequently stop along the rail siding and block access west of the tracks.
- Crossing trains back up traffic on Market Street, which blocks access to Fire Station 1.

Recommendations

24) Consider relocating Fire Station 1.
25) Reduce or eliminate blockage of Fire Station 1 access to Market Street.

Derby Fire Station 1

PLAN IMPLEMENTATION

Implementation details are provided for each recommendation indicating the relative priority, actions, responsibilities, and estimated costs. The table below summarizes the implementation details for the West End Development Plan recommendations.

Recommendation	Type of Action/Project	Priority	Trigger Event	Project Duration	Lead Staff or Department	Planning Level Costs
1. Develop & implement a West End industrial recruitment/expansion plan	Study/Plan	High	Allocation of resources	Less than one year; plus ongoing implementation	Development Manager	N/A
2. Facilitate creation of a West End merchants association	Staff Activity	Moderate	Support/desire of businesses	Undetermined	Development Manager	N/A
3. Develop a West End brand identity	Staff Activity	Moderate	Support/desire of businesses	Undetermined	Development Manager	N/A
4. Develop & install West End gateway signage	Design/Construction	Moderate	Development of brand identity	Less than one year	Planning & Engineering	$20,000 to $100,000
5. Develop & enforce property maintenance standards	City Policy/Code; Staff Activity	High	Allocation of resources	Less than one year; plus ongoing enforcement	City Planner	Undetermined
6. Provide learning opportunities about development financing/processes	Staff Activity	Moderate	Allocation of resources	Less than one year; plus ongoing education	Communications & Marketing	N/A
7. Standardize signage design along K-15	City Policy/Code; Staff Activity	High	Allocation of resources	Less than one year	City Planner	N/A
8. Provide guidance to property owners about off-street parking	Staff Activity	Low	Indication of parking issue(s)	N/A	Planning & Engineering	N/A
9. Protect public by considering removal of unsafe/uninhabitable structures	Staff Activity; City Policy/Code	High	Policy decision by City Council	N/A	Planning & Engineering	Costs determined by appraisal
10. Investigate the feasibility of establishing a Derby land bank	Study/Plan; City Policy/Code	Low to high	Policy decision by City Council	N/A	City Manager; Director of Finance	N/A
11. Public access to river & recreational improvements	Design/Construction	High (park); low (trail)	Park construction; community desire (trail)	Underway (park); undetermined (trail)	City Manager	N/A
12. Reconstruct Water St. & Kay St. to industrial standards	Design/Construction	High	Allocation of resources	One to three years	Planning & Engineering	$1.6 to $2.1 million
13. Vacate unimproved streets & alleys	Property Transfer	Moderate	N/A	N/A	Planning & Engineering	Undetermined
14. Improve traffic signal operations at the K-15/Market St. intersection	Design/Construction	Moderate	Allocation of resources	Less than one year	City Engineer	$15,000 to $20,000
15. Investigate the feasibility of a Quiet Zone to reduce train noise	Study/Plan; Design/Construction	High	Allocation of resources	One to three years	Planning & Engineering	Undetermined
16. Improve streets as-needed, after reconstructing Water St. & Kay St.	Design/Construction	Moderate	Determination of need	N/A	Planning & Engineering	$4.6 to $5.6 million
17. Improve & enhance pedestrian/ bicycle access to the West End	Design/Construction	Moderate	Park construction (Market); allocation of resources (others)	Less than one year (Market); undetermined (others)	Planning & Engineering	$135,000 to $400,000
18. Work with Westar Energy to improve reliability	Staff Activity	High	Assignment of responsibilities	N/A	Development Manager	N/A
19. Include engineered stormwater drainage with street improvements	Design/Construction	Moderate	Design of street improvements	N/A	City Engineer	N/A
20. Study the sanitary sewer system to identify needed improvements.	Study/Plan	High	Allocation of resources	Less than one year	City Engineer	$20,000 to $25,000

Recommendation	Type of Action/Project	Priority	Trigger Event	Project Duration	Lead Staff or Department	Planning Level Costs
21. Study the water distribution system to identify needed improvements.	Study/Plan	High	Allocation of resources	Less than one year	City Engineer	$20,000 to $25,000
22. Encourage sewer system connection over lagoon/septic system usage	Staff Activity	Low	Proposed developments; utility system extensions	Ongoing	Planning & Engineering	N/A
23. Facilitate coordination between property owners & private utilities	Staff Activity	Moderate	N/A	Ongoing	Development Manager	N/A
24. Consider relocating Fire Station 1	City Policy/Code	Moderate	Policy decision by City Council	Undetermined	City Manager	N/A
25. Reduce/eliminate blockage of Fire Station 1 access to Market St.	Staff Activity (enforcement); Design/Construction	High	Design dependent on success of enforcement	Ongoing (enforcement); less than one year (design/ construction)	Police; City Engineer	N/A (enforcement); $120,000 (signal)

The combined number of recommendations associated with the various types of implementation projects/activities is listed below:

- Staff Activity: 11 recommendations
- Design/Construction: 9 recommendations
- Study/Plan: 5 recommendations
- City Policy/Code: 5 recommendations
- Property Transfer (5 rights-of-way): 1 recommendation

Total planning level implementation costs are estimated between $6.4 and $8.7 million for professional services, design, and construction associated with recommended projects. Costs for staff time are not considered in this estimate.

PROJECT FUNDING

At this time, implementation funding is assumed to come from existing city sources. Infrastructure costs may be financed using municipal bond instruments. Grant programs may offer opportunities to supplement city funding and should be pursued as appropriate.

Alternative finance tools could also be used to fund projects. In particular, Tax Increment Financing and Community Improvement Districts are options worth considering. These would help offset costs that might otherwise be paid by the city or West End stakeholders.

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Derby is located within Sedgwick County, Kansas just south of Wichita. Sedgwick County, including Derby, is completely within the Wichita Metropolitan Area.

The West End encompasses just under 330 acres in the southwestern portion of Derby, Kansas. The West End makes up just over 4% of the land area of Derby. Map 1 shows the limits of the West End and its location within Derby.

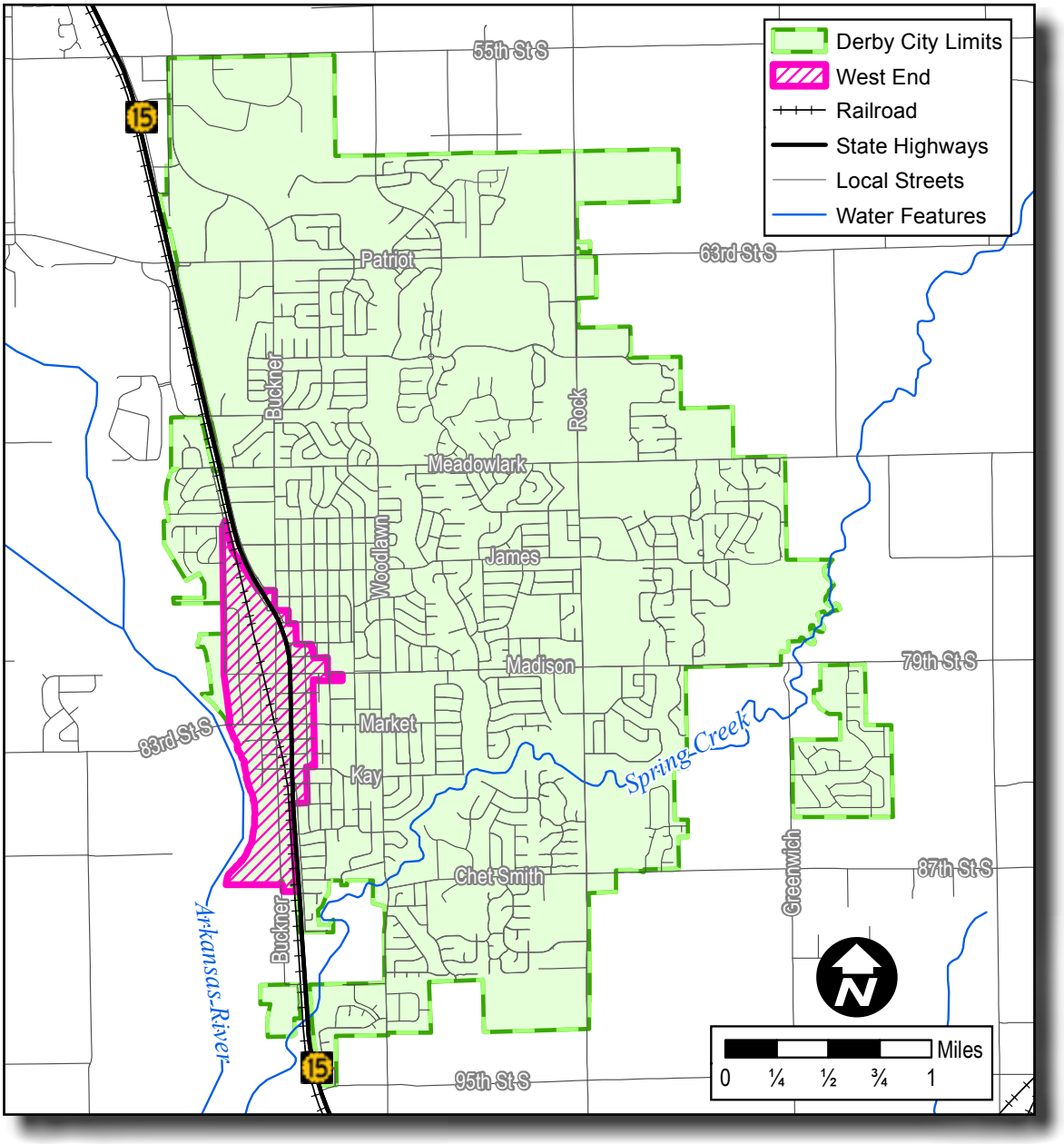
There are three major identifying features of the West End. The Eisenhower Memorial Highway (K-15) is the main thoroughfare through the West End and generally runs north/south. The BNSF railroad generally runs north/south through the West End. The final feature is the Arkansas River that flows north to south just west of the West End.

PURPOSE & NEED

The West End Development Plan was initiated by the City of Derby to develop a long-term vision for the West End. The purpose of the plan is to identify strategic investments in public infrastructure that will facilitate existing business activity and remove barriers for development and redevelopment of commercial and industrial businesses.

The City of Derby desires to make public infrastructure investments in the West End to meet business needs and facilitate private investment. This plan identifies infrastructure needs and recommends infrastructure investments and other actions to achieve the plan's purpose.

Map 1: West End Study Area



VISION FOR THE WEST END

The West End is where some of Derby's earliest development occurred. It is a diverse area with a rich history located along Eisenhower Memorial Highway (K-15). The Arkansas River flows just west of the West End and will provide recreational opportunities in a beautiful, natural setting. Eisenhower Memorial Highway will be a visually appealing corridor where people can work and shop. The West End will be a regional draw for business and industry.

STRUCTURE OF THE PLAN

The West End Development Plan is divided into eight chapters. The plan's content following this chapter is summarized below:

Chapter 2 is a summary of the public engagement activities conducted during the planning process. It provides highlights of each activity including the purpose, format, topics, and feedback received.

Chapter 3 identifies many of the existing conditions of the West End. It includes the social, natural, and market conditions. This provides the vital background information on which the plan is based.

Chapters 4 through 8 include the recommendations of the plan. Each chapter covers a specific topic area: business growth and development, land development, transportation, utilities, and emergency services. In addition to the recommendations, each chapter identifies the existing conditions of the topic area, a summary of input received, and the barriers and opportunities for development and redevelopment presented by the existing conditions. A detailed implementation component is included for each recommendation.

Appendix A provides the results of the stakeholder survey used to help develop this plan. It includes the survey instrument along with tables and graphs that summarize survey responses. A brief overview of the survey is presented in Chapter 2. Subsequent chapters describe how the responses were used to inform the planning process.

PLAN DEVELOPMENT PROCESS

Plan development began with an extensive data collection effort to identify existing conditions. In addition, public and stakeholder input was solicited through various means. Local perceptions were gathered to learn about opportunities and barriers to public and private investment. This provided integral guidance on issues related to development and redevelopment in the West End. Analysis of the existing conditions and public input was the basis for the plan's recommendations.

The community and West End stakeholders had multiple opportunities to provide input during the planning process. This feedback was critical to the plan's development and helped develop many of the recommendations. A public hearing offered a final chance for input before the Planning Commission and City Council considered the plan's adoption.

USING THE PLAN

The West End Development Plan is intended to be used in a variety of ways. City staff, as well as appointed and elected officials, should use this document to identify public infrastructure investments for the West End. Priority projects identified in the plan should be included in the City's Capital Improvement Plan (CIP).

The plan should be referenced when the City reviews and updates its Comprehensive Plan. Elements of the West End Development Plan, such as the vision and recommendations, should be integrated appropriately into future Comprehensive Plan updates.

This plan is also intended to be used for business development. The future vision and stakeholder survey responses can be used to establish the West End's brand identity and develop marketing materials. Public investment toward improving deficiencies often leverages private development investment. The plan, along with completed implementation projects, should be shared with business prospects as evidence of the City's commitment to the West End. This will help build investor confidence by demonstrating successful efforts to protect property values and maximize the utility of commercial and industrial properties.

CHAPTER 2: PUBLIC INVOLVEMENT

Engaging the community and stakeholders is a critical aspect of the plan development process. Understanding the community's individual and collective viewpoints helps provide valuable context for identifying issues, crafting planning goals, developing feasible alternatives, and determining recommended solutions.

Public involvement and input played an important role in the planning process for the West End Development Plan. Public engagement activities are summarized below.

STAKEHOLDER SURVEY

A survey of West End stakeholders was conducted to gather input from area businesses, property owners, and residents. Questions were asked to identify West End needs, priorities, strengths, barriers, and perceptions on improving the area's business growth potential. The survey responses were a major consideration during the development of the plan. The survey along with response summary tables and graphs are provided in Appendix A.

The survey was mailed on March 6, 2015 to 314 West End addresses found in property ownership, business registration, and utility account records. A postage-paid return envelope was included and the response deadline was March 18. Eighty completed surveys were returned for a response rate of 25.5%. This represents a ± 9.5% margin of error at the 95% confidence level.

STAKEHOLDER INTERVIEWS

In late March and early April, the project team interviewed 15 individual stakeholders including business owners, residents, and other property owners. This was a follow-up to the stakeholder survey to obtain more detailed information from those with a great degree of knowledge and interest in the West End. Topics of discussion varied from strengths and weaknesses of the area to constraints to business investment and expansion.

The input obtained was summarized by the project team and used to refine existing conditions and aided in developing recommendations. A summary of this input is included in Chapters 4 through 8.

PUBLIC OPEN HOUSE

A public open house was held on March 26, 2015 to engage stakeholders and the general public on the existing conditions within the West End. Invitations were mailed to West End businesses, property owners, and residents. It was promoted on the City website and social media. Many members of City Council, Planning Commission, the Community Development Advisory Board, and the Parks and Urban Forestry Board attended, as did West End stakeholders and residents.

At the open house, stations were set up for individual topic areas such as transportation and retail business. Each included visual displays of existing conditions where facilitators engaged attendees in discussion about the topic and gathered input and comments. This information was summarized by the project team and used to refine the existing conditions, which aided in developing recommendations. A summary of this input is included in Chapters 4 through 8.

PLANNING COMMISSION WORKSHOP

The draft plan was presented to the Derby Planning Commission at their April 16, 2015 meeting. They were provided a brief summary of the purpose, goals, planning process, and initial recommendations. A few questions were asked for clarification, and there was general agreement with the preliminary recommendations. Planning Commissioners indicated that the progress and plan content met their project expectations. No opposition was voiced from the Planning Commission or meeting attendees.

COMMUNITY FORUM

The Listening to Derby Community Forum was held on April 23, 2015 at the Derby Welcome Center. The West End Development Plan was one of three topics discussed during the forum. After a brief presentation focused on three of the plan's major recommendations. Attendees broke into several smaller discussion groups. After sharing thoughts about the recommendations, general reactions (positive, negative, or neutral) were recorded. The forum's input indicated the need for clarification on several details and minor revisions were made.

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This chapter presents much of the context for this Plan. It identifies the social, natural, and market conditions as they exist in the West End. This information was taken into account when developing recommendations of the Plan.

SOCIAL CONDITIONS

City Council Wards

Portions of three City Council wards extend into the West End. The majority of the West End is in Ward 4, which generally covers the portion south of Madison Avenue. The portion of the West End north of Madison Avenue is mostly in Ward 3 with only the northern tip in Ward 2. Map 2 shows the West End's City Council Wards.

Population

The population within the West End was obtained using the 2010 Census data from the Census Block geography. The boundaries of the West End do not match the Census Block boundaries in all locations. Census Blocks with their centroid inside the West End were selected and used to identify the area's population. This method provided the best match between Census Block and West End boundaries.

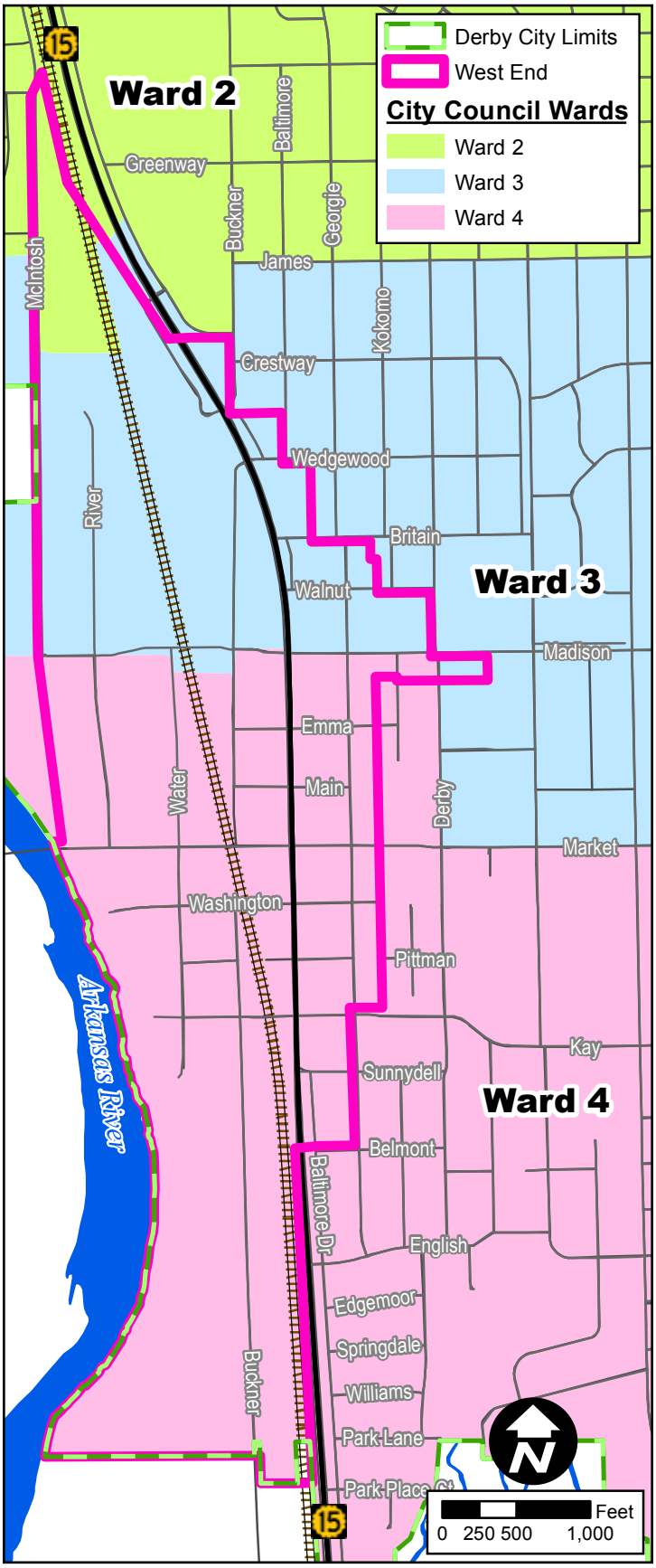
2010 Census data was used because it provides the greatest demographic details at the Census Block level. More recent data is available from the American Community Survey. However, it is based on multi-year estimates and is not calculated at the Census Block level.

As of 2010, approximately 255 individuals resided within the West End. Map 3 shows the population density for the West End. The Census Blocks with at least one person living within them include a label showing the total population residing within that Census Block.

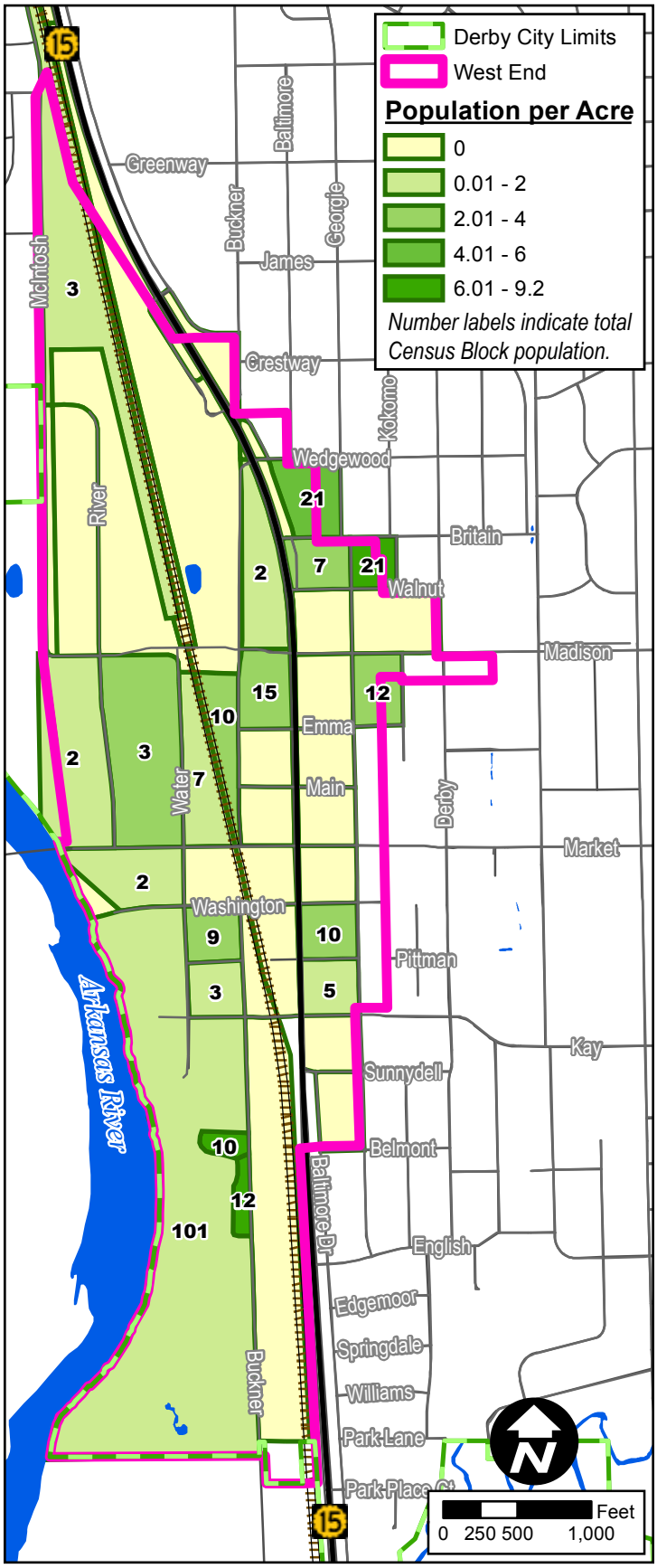
In general, the West End is not densely populated due to the mainly commercial and industrial uses. However, there are residences scattered throughout the West End. The most densely populated area is the manufactured home park in the southern portion of the West End on the west side of Buckner Street.

Residential Development

Map 2: City Council Wards



Map 3: Population and Density by Census Block (2010)



NATURAL CONDITIONS

Terrain

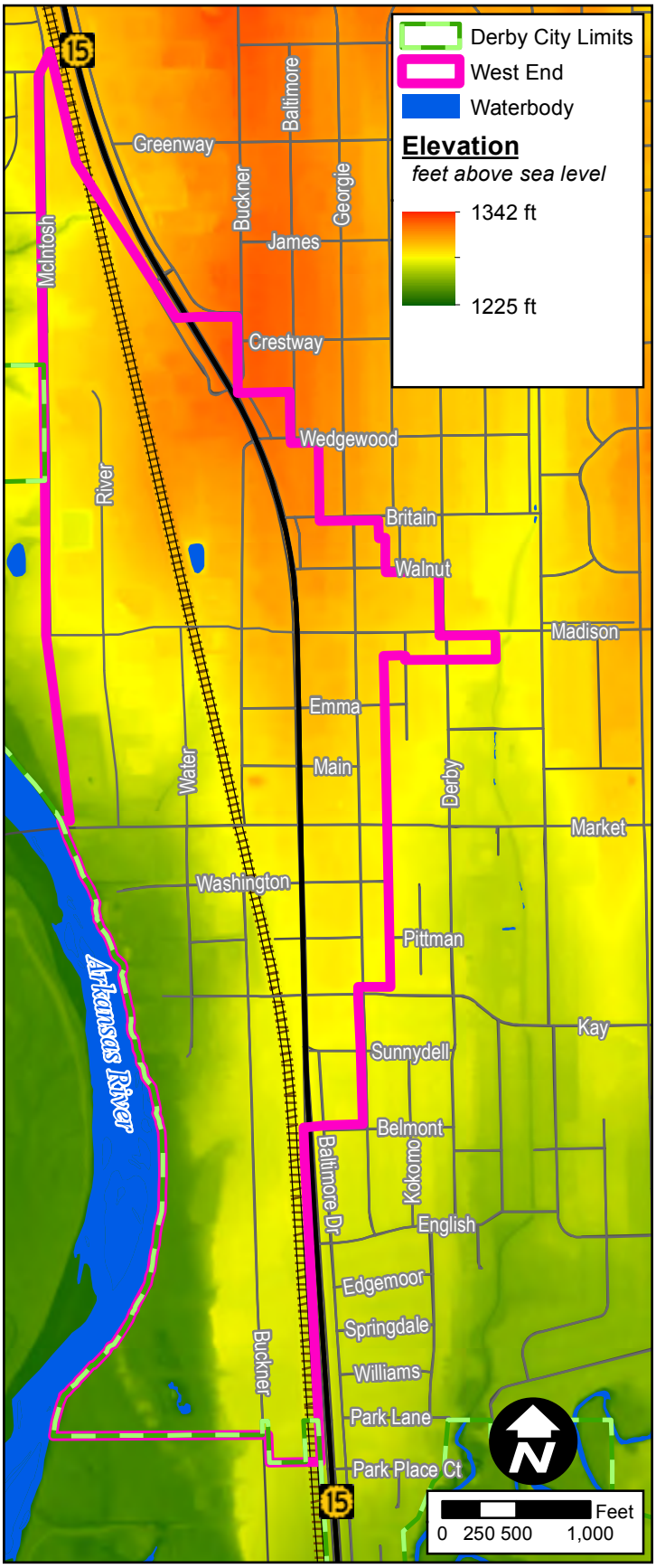
The West End's terrain is shown in Map 4. The West End is generally flat, with a greater degree of relief between the railroad and the Arkansas River than east of the tracks. The terrain of the West End is important because it heavily influences stormwater drainage and sanitary sewer infrastructure. This is discussed further in Chapter 7.

Example of Terrain in West End

The relatively flat terrain provides good property sites for buildings, streets, and other infrastructure. There is also sufficient relief to allow for good stormwater drainage in most locations. However, the steeper terrain along the river presents a barrier to river access.

Example of Terrain in West End

Map 4: Terrain & Water Features



Water Features

The main water feature is the Arkansas River, located at the western edge of the West End. It flows from north to south marking the western boundary of the West End and Derby city limits in this portion of the study area.

Water features were identified using 2011 Sedgwick County LIDAR topography data, which is collected by satellite using laser technology. Very few water features and no named lakes or streams are actually located in the West End. The water features within and in close proximity to the West End are shown in Map 4.

The river is a significant barrier to transportation, limiting westward travel from Derby. However, the river does provide a great opportunity for the West End as a recreational asset and an aesthetically pleasing feature.

Arkansas River south of Market

Soils

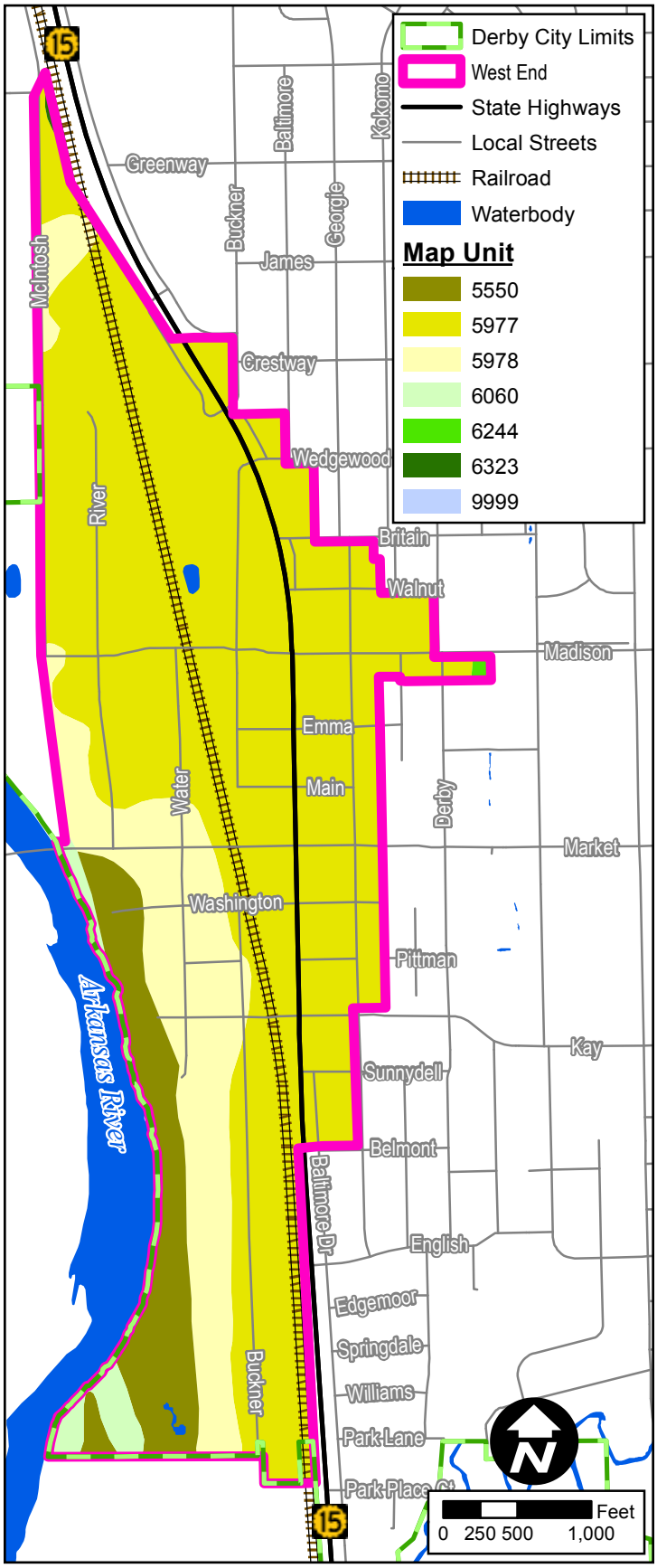
Soil types and the associated characteristics influence development and redevelopment of the area. Certain soils are well suited for buildings, roads, and other elements of development while others are not. The soil types of the West End are shown in Map 5. Table A lists the characteristics for each soil type. The soil types and associated characteristics were obtained from the Natural Resource Conservation Service (NRCS) soils database for Sedgwick County. The majority of the soils in the West End have limited characteristics suitable for constructing buildings, local roads, septic absorption fields, and sewage lagoons. However, many of these have been overcome in the past and should not hinder development or redevelopment of the West End.

Table A: Soil Type Characteristics

Map Unit	Name	Dwelling Units without Basements	Dwelling Units with Basements	Small Commercial Buildings	Local Roads	Shallow Excavations	Septic Tank Absorption Fields	Sewage Lagoons
5550	Imano Clay Loam, Occ. Flooded	VL	VL	VL	VL	VL	VL	VL
5977	Vanoss Silt Loam, 1-3% Slopes	SL	SL	SL	VL	SL	SL	SL
5978	Vanoss Silt Loam, 3-7% Slopes	SL	SL	SL	VL	SL	SL	SL
6060	Lincoln Soils, Freq. Flooded	VL	VL	VL	VL	VL	VL	VL
6244	Elandco Silt Loam, Rarely Flooded	VL	VL	VL	VL	SL	SL	SL
6323	Blanket Silt Loam, 1-3% Slopes	SL	SL	SL	VL	SL	VL	SL
9999	Water	NR	NR	NR	NR	NR	NR	NR

VL=Very Limited, SL=Somewhat Limited, NL=Not Limited, NR=Not Rated

Map 5: Soil Types



MARKET CONDITIONS

The primary intent of the market and economic assessment is to identify demand for industrial and commercial uses in the West End Study Area[1]. This information was used to recommend how the City can best leverage physical investment in the form of infrastructure improvements and financial investment in the form of various incentives to maximize the development potential in the West End.

The following analysis is focused on enhancing the West End's baseline economic conditions and informing future land use decisions by:

- Examining the regional context of Derby and the West End
- Identifying key historical trends and traits that could impact future commercial and industrial development
- Investigating land use patterns
- Defining strengths, weaknesses, opportunities, and threats related to land and business development

Local and Regional Characteristics

Regional Economic Overview

Derby is located within the Wichita Metropolitan Statistical Area (MSA), which includes Butler, Harvey, Kingman, Sumner and Sedgwick Counties. The MSA, shown in Map 6, had a combined 2010 population of 623,061 persons, the majority of which (498,365 persons or 80%) lie within Sedgwick County. At the center of the MSA is the City of Wichita with city limits encompassing approximately 152 square miles and a 2010 population of 382,368 people. As a major retail and distribution center, Wichita has a primary market area extending across four counties. It serves a secondary market area of more than a million people in Kansas and northern Oklahoma.

The Wichita MSA enjoys a proximity to several larger cities, including Kansas City (180 miles), Omaha (250 miles), Denver (430 Miles) and Oklahoma City (150 Miles).

According to ESRI, an international supplier of geospatial software and data, population in the MSA increased by 2.0% from 2010 to 2014. This lags behind growth in the U.S. population, which increased by 2.4% during the same period. Meanwhile, Derby experienced an estimated 3.8% gain in population. Similar trends for each are anticipated through 2019. Derby is a high-growth city within the region. Table B shows the Wichita MSA population and income comparison.

Map 6: Wichita Metropolitan Statistical Area

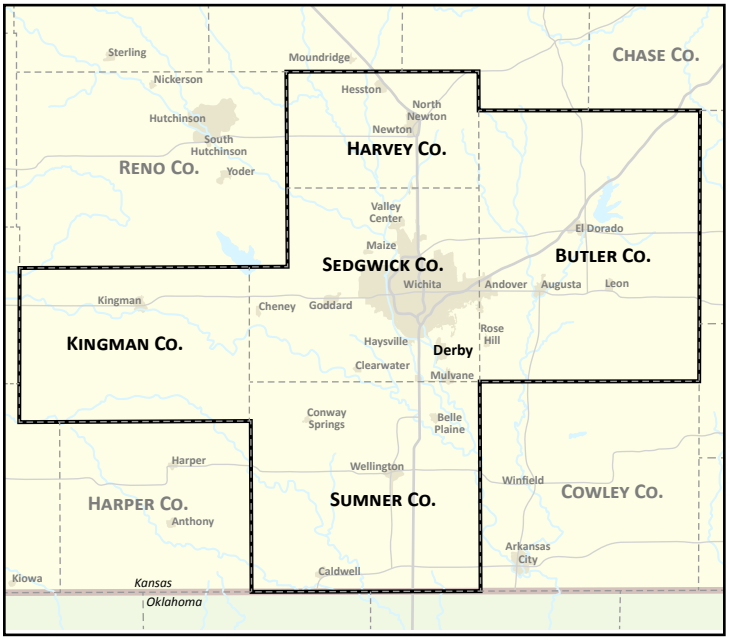


Table B: Wichita MSA Population and Income Comparison

Wichita MSA Population and Income Comparison		Census 2010	2014 Estimate*	2019 Estimate*	Projected Growth	Average HH Income*	Median HH Income*
	United States	308,745,538	316,296,988	327,981,317	3.69%	$ 72,809	$ 52,076
	Kansas	2,853,118	2,908,933	2,983,862	2.58%	$ 67,558	$ 51,292
Wichita MSA	Sedgwick Co.	498,365	509,411	522,730	2.61%	$ 64,972	$ 49,485
Wichita MSA	Butler Co.	65,880	66,924	67,879	1.43%	$ 71,803	$ 55,518
Wichita MSA	Harvey Co.	34,684	35,356	35,842	1.37%	$ 58,750	$ 48,673
Wichita MSA	Sumner Co.	24,132	24,037	23,793	-1.02%	$ 60,842	$ 50,388
Wichita MSA	Kingman Co.	7,858	7,854	7,856	0.03%	$ 61,266	$ 51,491
	Total Wichita MSA	630,919	643,582	658,100	2.26%	$ 63,527	$ 51,111
	City of Wichita	382,368	388,998	397,565	2.20%	$ 61,111	$ 44,440
	City of Derby	22,158	22,962	23,753	3.44%	$ 79,812	$ 68,979

*Source: U.S. Census Bureau, Census 2010; *ESRI*

1 Andrew Pfister, AICP of Martens Appraisal was contracted to complete this analysis.

Major Employers

The largest employers in the Wichita MSA represent the aerospace manufacturing, healthcare, education, and government sectors, as summarized in Table C. Three of the top 11 employers are aerospace companies and five are government entities.

Table C: Wichita MSA Top Employers

	Company	Sector	Full-Time Employees
1	Spirit Aerosystems	Aviation Mfg.	10,900
2	Textron*	Aviation Mfg.	7,500
3	Via Christi Health	Healthcare	5,899
4	USD 259 Wichita	Public Education	5,606
5	McConnell Air Force Base	Air Force Base	5,094
6	State of Kansas	Government	3,992
7	Koch Industries	Energy	3,300
8	Bombardier Learjet	Aviation Mfg.	2,855
9	City of Wichita	Government	2,800
10	US Government	Government	2,620
11	Sedgwick County	Government	2,618

Source: GWEDC, as of January 2015

**Estimated; reflects employment after acquisition of Beechcraft and Cessna combined with announced layoffs reported in Wichita Business Journal*

Other notable major employers are Wesley Medical Center, Johnson Controls, NetApp, and Wichita State University. Many U.S. Government employees are stationed at McConnell Air Force Base, located two miles north of Derby.

While Derby has emerged as a retail hub over the past 10 years, most residents still commute to other parts of the region for employment. The largest employers in Derby include Derby Public Schools, the City of Derby, and retailers such as Lowe's, Dillon's, and WalMart. A significant number of small businesses collectively employ a substantial portion of the workforce.

Industry Mix

Data from the U.S. Department of Commerce, Bureau of Economic Analysis and the U.S. Department of Labor, Bureau of Labor Statistics reinforces the fact that manufacturing companies dominate the regional economy. Manufacturing provides 21.7% of all jobs in the Wichita MSA, compared to 14.9% of all jobs in Kansas and 10.6% of all jobs in the U.S. Government entities (11.8% of Wichita MSA jobs, 21.2% of Kansas jobs, and 17.8% of U.S. jobs) provide significant employment, as does the healthcare and social assistance sector (15.4% to 15.8% of all jobs in each geography). Chart A illustrates employment by industry.

Location Quotient

A location quotient (LQ) is a ratio that compares industry employment in particular areas (in this case Sedgwick County and Kansas) to industry employment in the U.S. (the base area)[2]. An LQ greater than 1.0 indicates a concentration of employment greater than the national average in that sector. This often indicates an export sector because the sector likely produces more value than can be consumed locally; therefore, much of its value has to be sold in other economies, bringing new money into the local economy. An LQ less than 1.0 suggests a support sector, or a sector wherein the output is generally consumed within the local economy. This does not necessarily attract direct sales/economic activity from outside the region. The outcome of an LQ analysis is the identification of specialization in the local or regional economy.

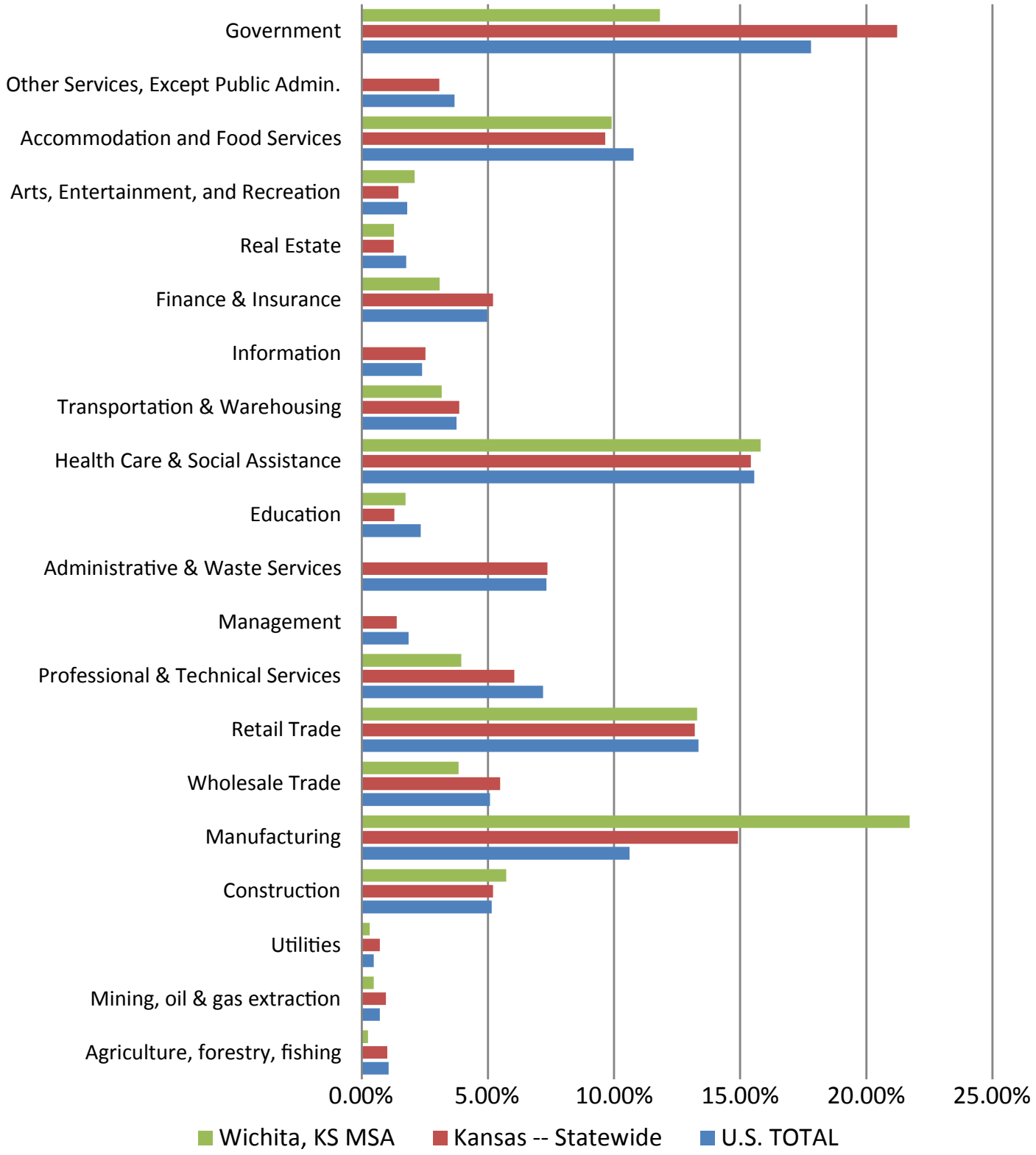
Location quotients for Sedgwick County and Kansas employment sectors are shown in Chart B. Four Sedgwick County sectors have LQs of greater than 1.0: manufacturing (LQ=2.04), administrative and waste services (LQ=1.15), construction (LQ=1.09), and arts and entertainment (LQ=1.06). These sectors are highlighted in Chart B. Kansas has high LQs in utilities (LQ=1.46), manufacturing (LQ=1.40), mining and extraction (LQ=1.33), and wholesale trade (LQ=1.08).

This is significant in that the larger economy in which Derby exists has a strong reliance on manufacturing compared to the U.S. Generally, this sector was in decline over the past three decades, with the exception of certain specializations. The economy in the Wichita MSA historically fluctuated along with cycles in the aviation industry, but the economy has diversified in recent years, tempering the impacts of continued layoffs in that sector. The Wichita area is known for several large aviation companies, but also has many smaller specialty manufacturers that have expanded in recent years.

Further, historic growth in Derby can be attributed in part to the expansion of McConnell Air Force Base, and the Boeing campus (now Spirit AeroSystems).

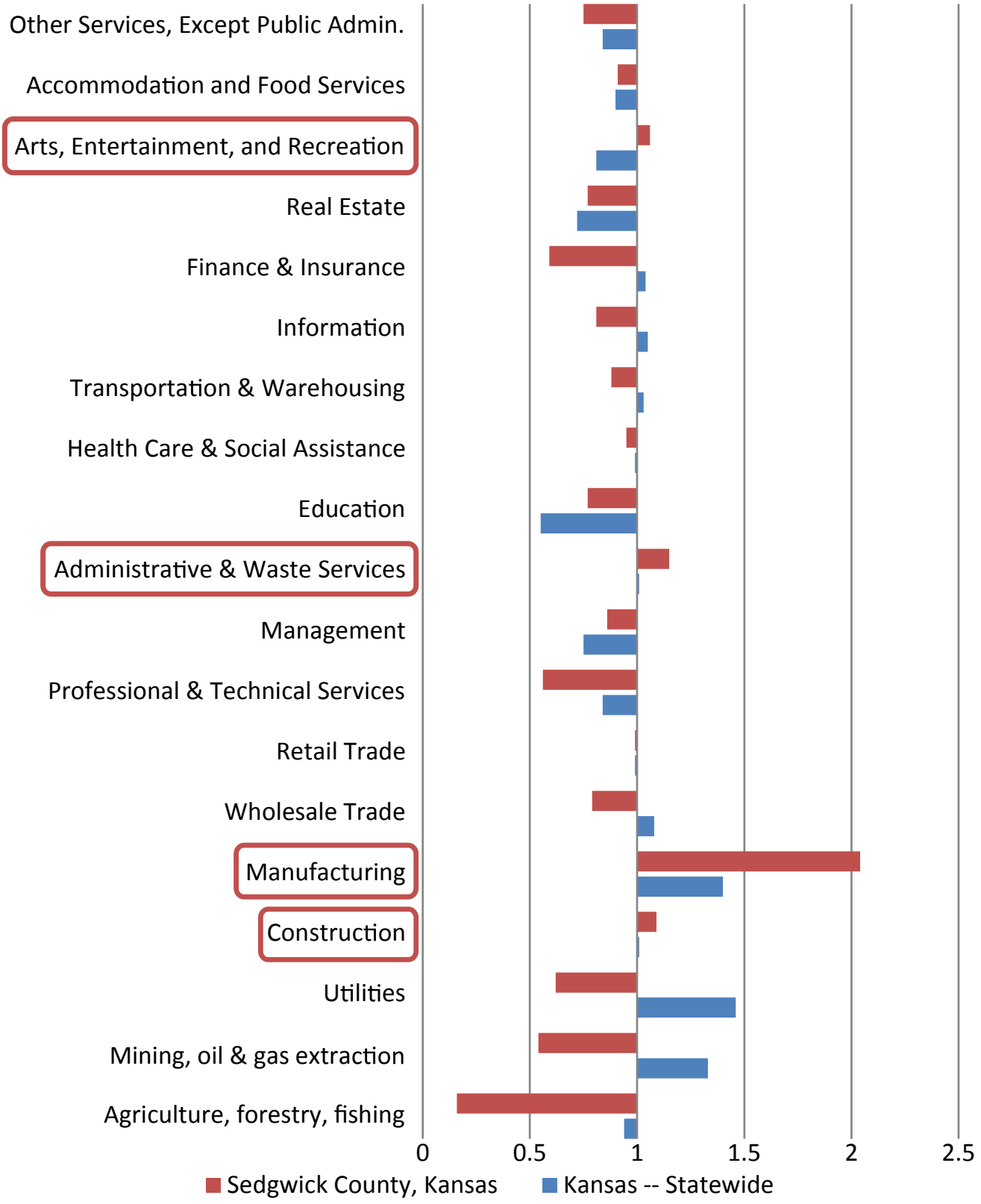
2 Sedgwick County is used here instead of the Wichita MSA because data for several sectors was not reported for the MSA, but was reported for the county.

Chart A: Employment by Industry Sector



Source: US Department of Labor, Bureau of Labor Statistics; US Department of Commerce, Bureau of Economic Analysis

Chart B: Location Quotients



Source: US Department of Labor, Bureau of Labor Statistics; US Department of Commerce, Bureau of Economic Analysis

Employment Trends and Manufacturing

The historical reliance on the manufacturing sector within the Wichita region, particularly aviation-related manufacturing, raises some concern particularly because seemingly stable companies continue to announce layoffs. For this reason, historic non-manufacturing employment, manufacturing employment, and unemployment rates for the Wichita MSA are compared in Chart C.

Leading up to the increase in unemployment in the early 2000s, significant losses in manufacturing (72,900 jobs in 2001 to 58,600 in 2003, a loss of 14,300 jobs) occurred. This trend was repeated in 2008, when the recent recession began. There were 67,592 manufacturing jobs in 2008 and 52,300 in 2010, a loss of 15,292 jobs. However, since that time, the number of manufacturing jobs actually decreased by 1,700, yet the unemployment rate decreased from over 9.0% to 4.8% as of December 2014.

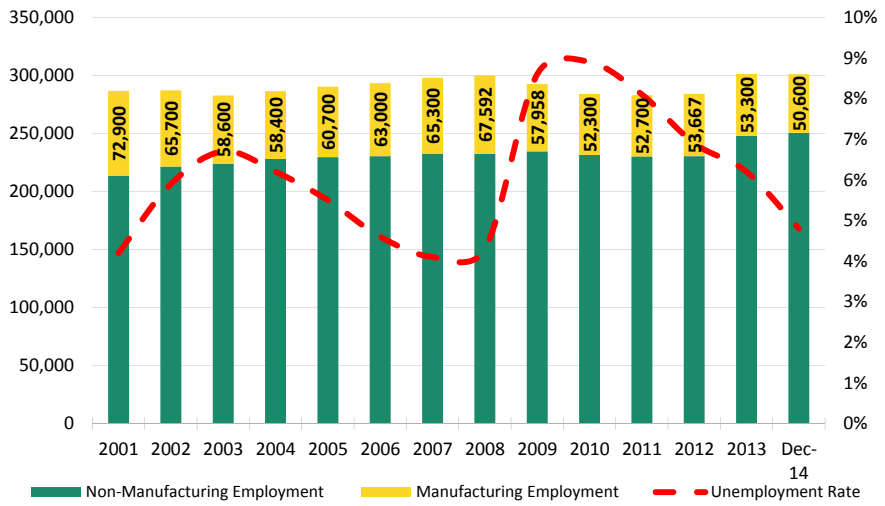
Further, during the period represented in the graph, manufacturing employment decreased by 22,300 jobs, yet total employment increased by 14,500 jobs, a 5.1% increase. That represents a 36,800, or 17.2%, net increase in non-manufacturing jobs—a sign of a diversifying economy.

Wichita MSA Industrial Market

Wichita and Sedgwick County have a total of approximately 61.6 million square feet of industrial and warehouse spaces. Approximately 38% of this inventory is contained within the aviation manufacturing campuses of Spirit AeroSystems, Bombardier, and Textron.

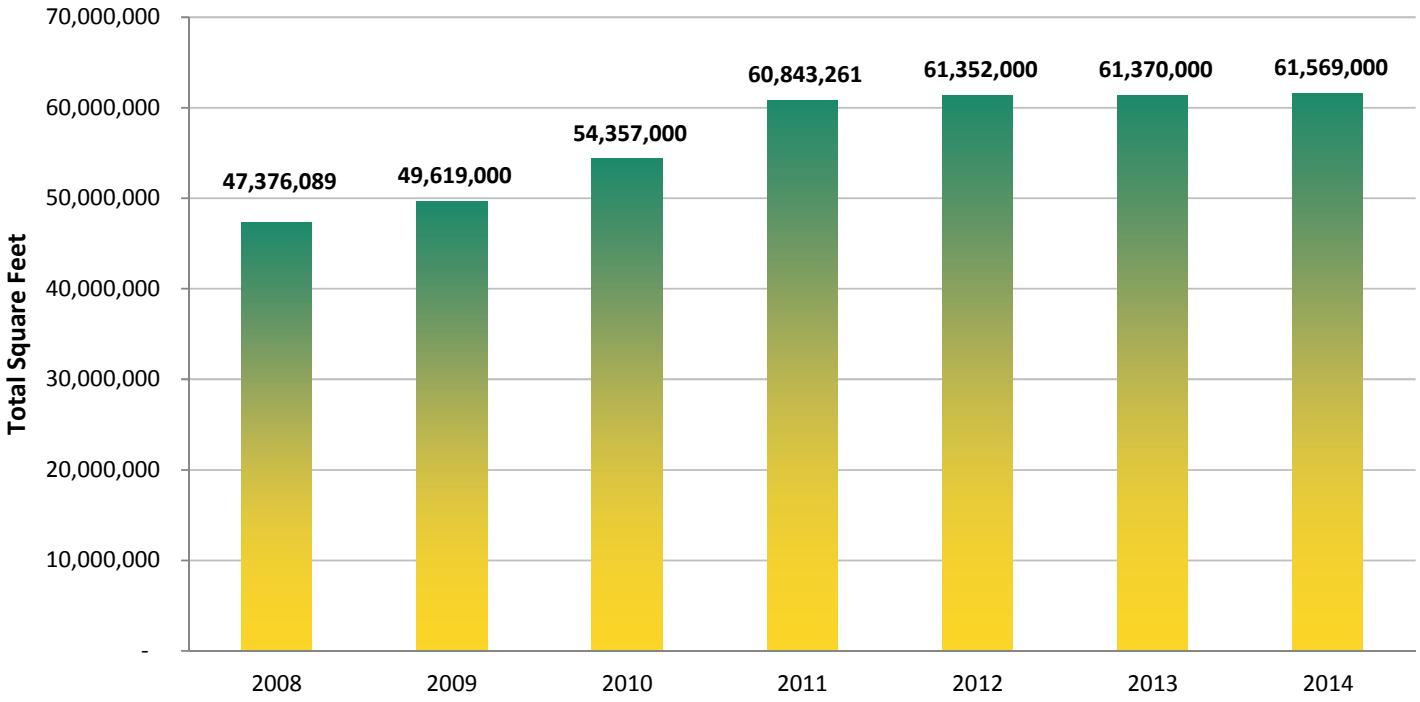
Chart D summarizes trends regarding the inventory of industrial space in Sedgwick County. An average of nearly 1.8 million square feet of industrial space was added to the market each year during this period, although this rate slowed to 181,435 square feet per year during the past four years.

Chart C: Civilian Employment and Unemployment Rate Trends (Wichita MSA)



Source: Bureau of Labor Statistics, 2015; Wichita State University Center for Economic Development and Business Research

Chart D: Summary of Industrial Inventory by Square Feet in Sedgwick County



Source: Martens Appraisal, TMC Research

Overall, vacancy and rental rates were consistent during the past several years. Development of new industrial space has been primarily build-to-suit for the past several years. In 2012, developers began plans to construct speculative structures to meet demand for companies that do not want to wait through the construction process to begin operations.

The industrial market in Derby is relatively small. Industrial land and warehouse/storage uses makes up only 2.04% of the total land area in the City. Historically, industrial development occurred on an as-needed basis. That is, a business needed space and a facility that met their needs was constructed. Very little, if any, speculative industrial development has occurred in Derby. The current industrial market in Derby is strong. There are few vacancies and several businesses report a need for additional space.

During the past 10 to 15 years, most new industrial development in Derby occurred in the West End Business Park. Five buildings have been constructed since 2000 on nine lots—110,570 sq. ft. of building area on 551,904 sq. ft. of land. This equates to annual development rates of approximately 7,400 sq. ft. of building area and 36,800 sq. ft. of land area.

The City of Derby developed the business park with the intent of attracting businesses to the area. A total of seven lots remain with 378,063 sq. ft. of land area. Two additional lots were purchased by a private owner and remain vacant.

Wichita MSA Retail Market

Wichita and Sedgwick County have a total of approximately 13.3 million square feet of retail space and a current average vacancy of 18.3%. Approximately 23% of all retail space is contained within smaller retail strip centers.

Chart E summarizes inventory trends for retail space in Sedgwick County. Approximately 122,000 square feet of retail space was added to the market annually between 2008 and 2014.

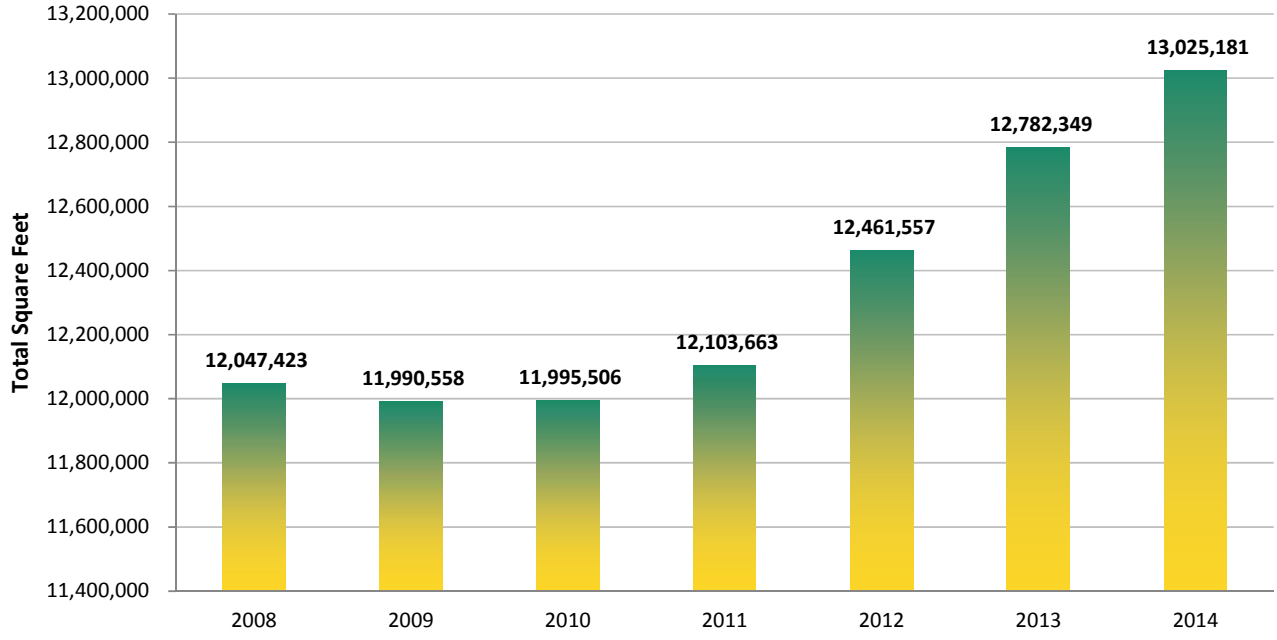
Following several years of slow growth related to the recent recession, development activity in the retail sector gained momentum in 2014. Recently completed projects including the 72,000 square foot Academy Sports at K-96 and Greenwich, the continued expansion of New Market Square, luxury car dealerships at 13th Street and Greenwich, and the CostCo at Kellogg and Webb will have minimal impact on Derby residents. Travel time to these locations makes it inconvenient and retail development in Derby over the past 10 years helped the community transition from a bedroom community to a shopping destination.

Derby's emergence as a retail hub serving south Wichita and the nearby communities of Haysville, Rose Hill, Mulvane, Wellington, Winfield, Arkansas City, and others, began with the construction of Lowe's in 2005, which spurred additional development along Patriot Avenue and Rock Road. Table D summarizes new retail construction in Derby over the past 10 years.

Properties highlighted in the table are located in the West End. This accounts for 16,612 sq. ft. of building area occupying 118,406 sq. ft. of land. This makes up 2.2% of the total retail building area constructed in Derby during the past 10 years.

Additional projects are currently under construction or planned, including Menards and Hobby Lobby. Details are summarized in Table E.

Chart E: Summary of Retail Inventory by Square Feet in Sedgwick County



Source: Martens Appraisal, TMC Research

Table D: New Retail Development in Derby from 2004 to Present

Name	*Address*	*Year Built*	*Building SF*	*Land SF*
Applebee's	1245 N Rock Rd.	2004	4,910	50,880
Lowes	421 W Patriot	2004	135,941	658,007
Kwik Shop + Car Wash	200 W Patriot	2006	4,992	61,382
Kohl's	2800 N Commerce St.	2007	89,900	327,841
Family Video	818 Meadowlark Blvd.	2007	6,600	54,045
QuikTrip	2801 N Rock Rd.	2008	4,400	72,237
McDonald's	917 N Baltimore Ave.	2008	4,088	39,407
Target	2024 N Rock Rd.	2008	125,330	476,372
Retail Strip Center	2100 N Rock Rd.	2008	12,400	99,446
Dillon's Supermarket	1624 N Rock Rd.	2008	118,352	499,785
PetCo	1912 N Rock Rd.	2008	15,255	436,441
Retail Strip Center	1918 N Rock Rd.	2008	12,285	81,402
Taco Bell	957 N Buckner St.	2008	2,755	25,702
Retail Strip Center	1636 N Rock Rd.	2008	15,090	105,811
Retail Strip Center (on PetCo site)	1936 N Rock Rd.	2008	41,060	
Retail Strip Center	2100 N Rock Rd.	2008	994	99,446
Goodwill	1247 N Rainbow Dr.	2009	17,020	36,031
Spangles	1021 K-15 Highway	2010	2,570	44,845
Burger King	1506 Nelson Dr.	2010	2,882	30,484
Baltimore Market Place #1	200 N Baltimore Ave.	2010	2,940	9,374
Los Cocos	1257 N Rock Rd.	2010	4,063	23,920
Retail Strip Center	1821 E Madison Ave.	2011	25,460	142,827
Retail Strip Center (on PetCo site)	1942 N Rock Rd.	2011	4,563	
Coffee Hut (built on existing site)	1815 Madison Ave.	2011	128	
Olive Garden	1718 N Rock Rd.	2011	7,537	80,608
Panera Bread	1500 N Rock Rd.	2011	4,082	22,894
Kwik Shop	1512 N Rock Rd.	2012	3,594	49,694
Wal-Mart Neighborhood Market	1106 N Rock Rd.	2012	40,601	269,309
Baltimore Market Place #2	200 N Baltimore Ave.	2012	3,947	13,439
Retail Strip Center	2006 N Rock Rd.	2012	7,450	64,647
Braum's Ice Cream and Dairy Store	2201 N Rock Rd.	2013	5,768	59,587
Trax Express Car Wash	2825 N Rock Rd.	2013	3,234	32,727
Retail Strip Center	1930 N Rock Rd.	2014	4,500	43,220
Hallmark	1930 N Rock Rd.	2014	4,338	43,220
Chick-fil-A	1818 N Rock Rd.	2014	4,927	68,287
Discount Tire	1824 N Rock Rd.	2014	7,373	56,679
Retail Strip Center	2701 N Rock Rd.	2015	13,384	60,586
Casey's General Store	103 E Patriot Ave.	2015	4,223	52,950
Totals			**768,936**	**4,293,532**

Sources: City of Derby Building Permit Data, Sedgwick County Parcel Information, Martens Appraisal

Highlighted denotes properties located in West End.

Table E: Retail Development Planned or Under Construction in Derby

Name	*Address*	*Year Built*	*Building SF*	*Land SF*
Hobby Lobby	1712 N Rock Rd.	U/C	55,000	240,245
T.J. Maxx	1800 N Rock Rd.	U/C	20,000	87,362
Ross Dress for Less	1812 N Rock Rd.	U/C	25,000	109,202
Retail Strip Ctr. (Derby Marketplace)	1700 N Rock Rd. (100-300)	U/C	5,500	47,038
Mattress Firm	1725 N Rock Rd.	U/C	4,000	43,495
Aldi's Grocery Store	1719 N Rock Rd.	Planned	17,825	96,444
Menards	Buckner St. & Patriot Ave.	Planned	167,000	1,151,083
Total Under Construction/Planned			**219,325**	**1,447,262**

Sources: City of Derby Building Permit Data, Sedgwick County Parcel Information, Martens Appraisal

Wichita MSA Office Market

Wichita and Sedgwick County have a total of approximately 9.1 million square feet of office space. Market indicators for the Wichita office market declined during the past year. Vacancy rates increased and average rental rates declined slightly. Current average vacancy is 24.5% and is slightly lower at 22.6% in suburban submarkets.

Chart F summarizes trends regarding the inventory of office space in Sedgwick County. An average of 74,000 square feet of office space was added to the market annually between 2008 and 2014.

Total office construction dropped considerably in 2009 and there were no new build-to-suit or speculative office buildings constructed during 2010. This was down considerably from 2008, which saw the highest total over the last ten years. New construction remained low through 2012 as a combined result of the 2008 construction boom and stagnant economic conditions. This boom provided substantial inventory to be sold and leased for the next few years. In 2014, office construction rebounded to its highest level since 2008.

Medical offices are a positive component of the overall office market, as new construction has been strong.

New office development in Derby during the past 10 years included new bank branches, medical offices, and other professional offices. Such development totaled just over 21,000 sq. ft., representing a small proportion of Sedgwick County's overall office development.

Existing Land Use Conditions in Derby and the West End Area

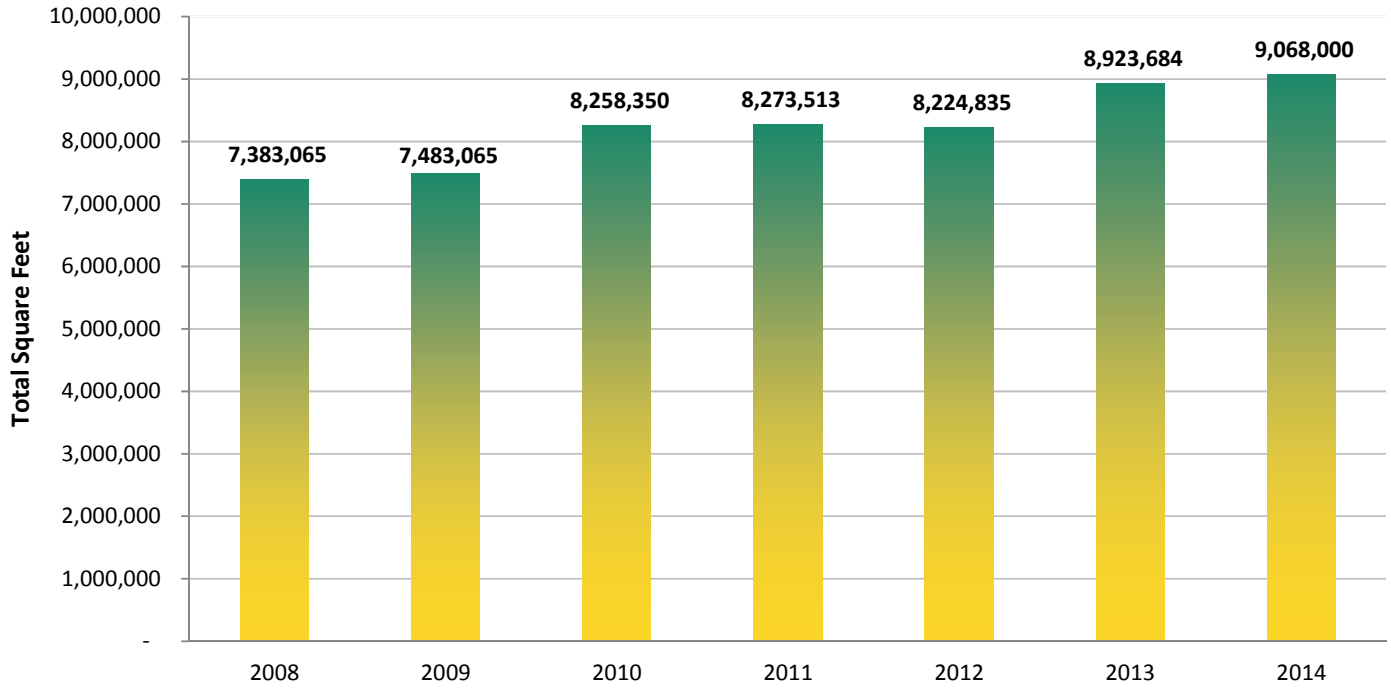
Derby (formerly El Paso) was a small town until rapid growth began in the late 1950s. Map 7 illustrates annexation by decade. As shown, most of the City was annexed after 1960.

The West End is one of the oldest parts of Derby. However, portions of the area were not annexed until as recent as the 2000s. Map 9 in the following chapter illustrates this point.

While Derby emerged as a retail hub over the past decade, residential development is still the dominant land use. Map 8 illustrates various land uses in Derby.

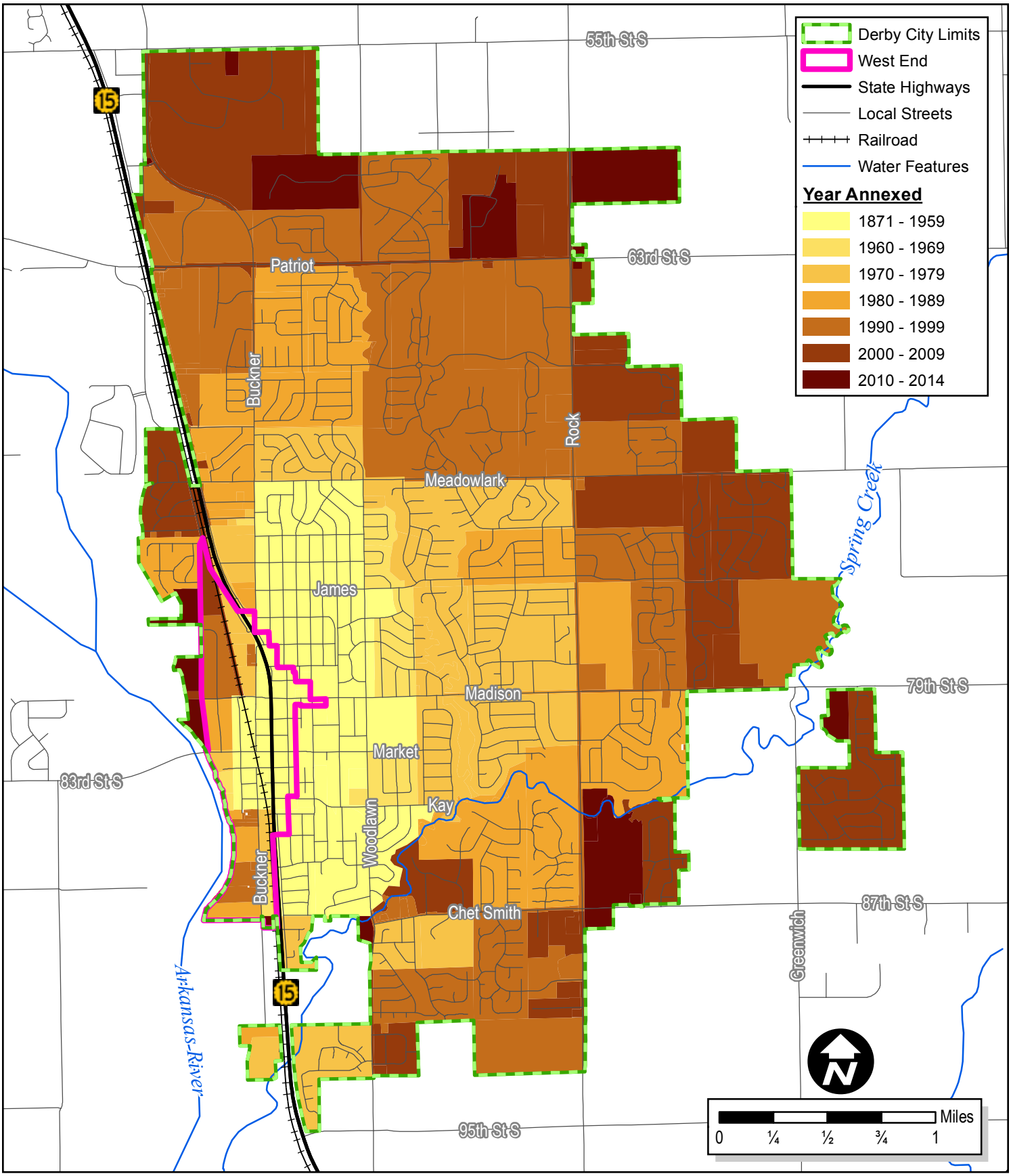
Based on data provided by Sedgwick County and the City, 44.9% of the land located within Derby's city limits is classified as residential. The next classification is agricultural, which makes up 20.2% of all land area. Much of this land was recently annexed with the intent of developing with residential or commercial use. Much of the agriculturally-classified land is located within Derby Corporate Park.

Chart F: Summary of Office Inventory by Square Feet in Sedgwick County



Source: Martens Appraisal, TMC Research

Map 7: Annexations in Derby by Time Frame



Map 8: Land Uses in Derby (2014)

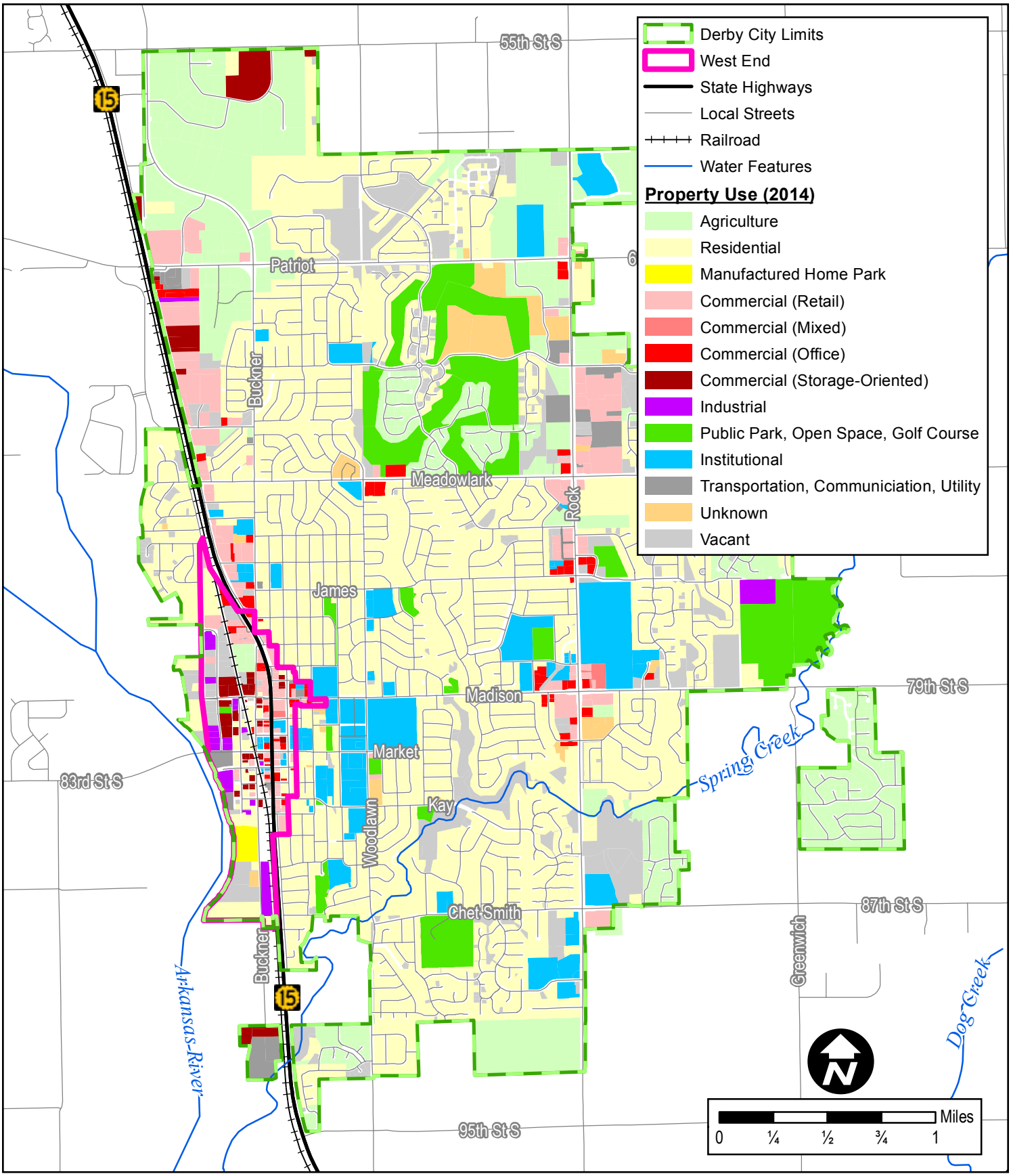
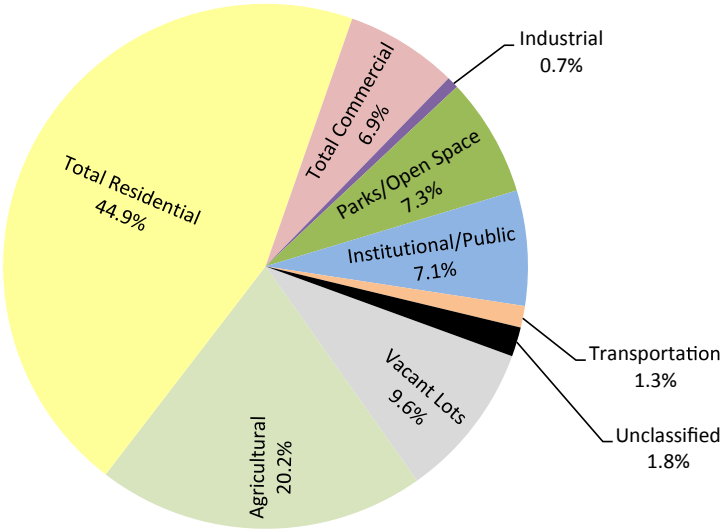


Chart G summarizes land area by use classification in Derby.

Chart G: Land Area by Use within Derby



Nearly 61% of all non-residential area in Derby is classified as commercial, followed by institutional (26.2%), and unclassified (8.1%). Chart H summarizes the distribution of building area by use classification except for residential uses, which is not reported in the Sedgwick County data.

Chart H: Building Area by Use within Derby

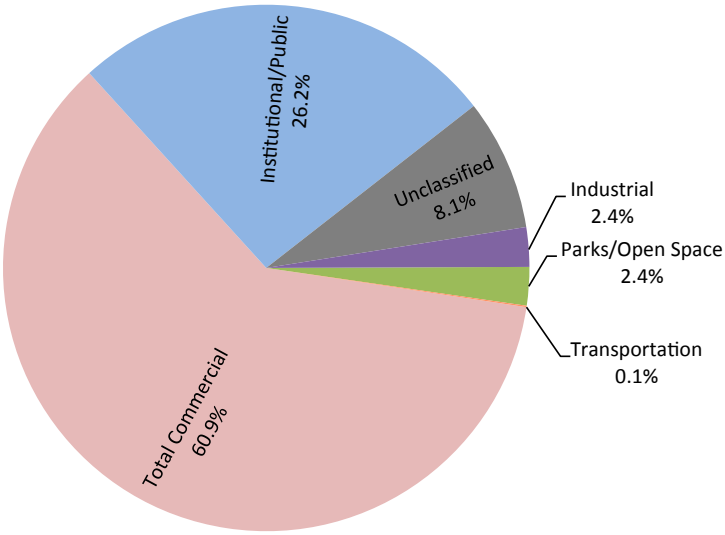


Table F summarizes existing land use classification in Derby by the number of parcels, land area, and building area.

As indicated, Derby contains approximately 230,550,000 square feet, or 5,300 acres, of land. The West End makes up approximately 4.2% of the City based on land area (224.5 acres, or 9,780,000 square feet).

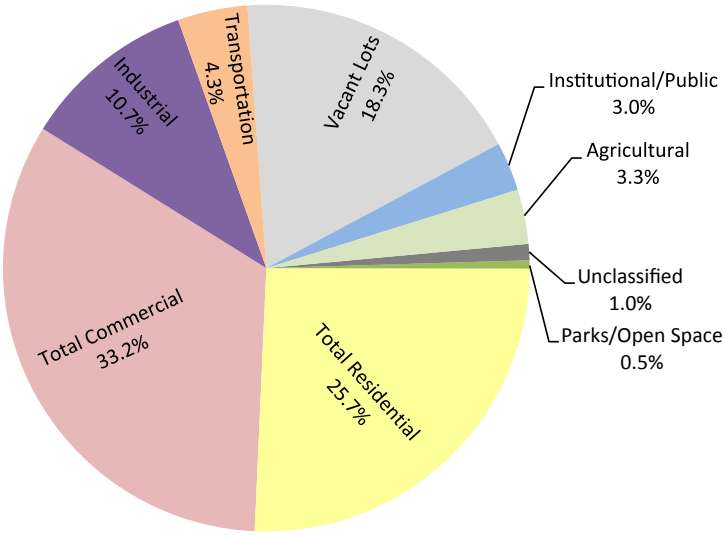
Table F: Existing Land Use Classifications in Derby

		# of Parcels	% of Total by # of Parcels	Land Area (SF)	% of Total	Building Area	% of Total
Vacant Lots		**542**	**5.30%**	**22,236,768**	**10%**	*N/A*	**0.00%**
Agricultural		**1,246**	**12.19%**	**46,612,649**	**20.22%**	*N/A*	**0.00%**
Residential	*Medium*	*274*	*2.68%*	*2,922,148*	*1.27%*	*N/A*	*0.00%*
	Suburban	*7,581*	*74.18%*	*97,953,786*	*42.49%*	*N/A*	*0.00%*
	Urban	*35*	*0.34%*	*2,726,877*	*1.18%*	*N/A*	*0.00%*
	Total	**7,890**	**77.20%**	**103,602,811**	**44.94%**	**-**	**0.00%**
Commercial	*Mixed*	*2*	*0.02%*	*260,831*	*0.11%*	*31,277*	*1.05%*
	Retail	*185*	*1.81%*	*10,260,897*	*4.45%*	*1,389,580*	*46.49%*
	Office	*84*	*0.82%*	*2,426,782*	*1.05%*	*246,390*	*8.24%*
	WH/Storage	*50*	*0.49%*	*3,013,409*	*1.31%*	*152,310*	*5.10%*
	Total	**321**	**3.14%**	**15,961,919**	**6.92%**	**1,819,557**	**60.88%**
Industrial		**22**	**0.22%**	**1,675,499**	**0.73%**	**72,435**	**2.42%**
Parks/Open Space		**29**	**0.28%**	**16,880,002**	**7.32%**	**70,518**	**2.36%**
Institutional/Public		**101**	**0.99%**	**16,344,953**	**7.09%**	**782,785**	**26.19%**
Transportation		**29**	**0.28%**	**3,059,519**	**1.33%**	**2,490**	**0.08%**
Unclassified		**40**	**0.39%**	**4,177,353**	**1.81%**	**240,941**	**8.06%**
Total		**10,220**	**100.00%**	**230,551,472**	**100.00%**	**2,988,726**	**100.00%**

Sources: Sedgwick County and City of Derby; Martens Appraisal

Land use patterns in the West End are significantly different than in Derby as a whole. As illustrated in Chart I, the majority of land uses in the West End are classified as commercial (33.2%). The next largest category is residential, which makes up 25.7% of land area, followed by vacant lots (18.3%). Industrially-classified land makes up approximately 10.7% of the West End[3].

Chart I: Land Area by Use in West End Study Area



Nearly 75% of non-residential building area in the West End is classified as commercial, 12.4% is classified as institutional or public, and 11.8% is classified as industrial[4].

Map 12 in Chapter 5 illustrates land use classifications in the West End.

Chart J summarizes the distribution of building area by use classification.

Chart J: Building Area by Use in West End Study Area

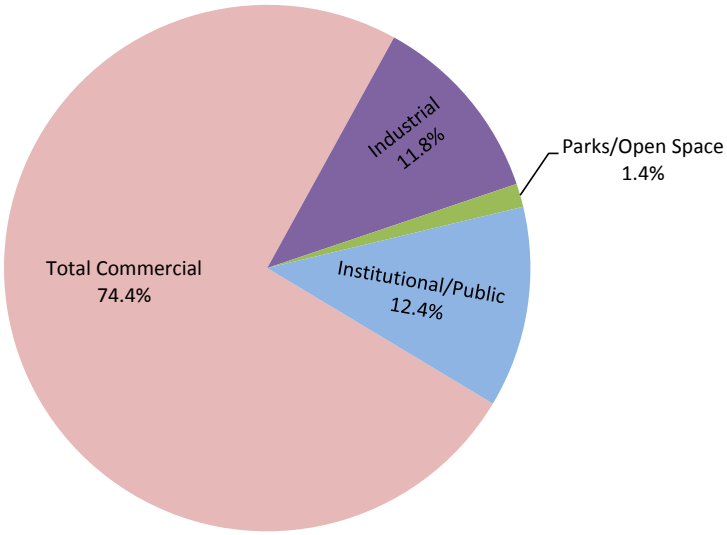


Table G summarizes existing land use classification in the West End by the number of parcels, land area, and building area.

Table G: Existing Land Use Classifications in West End Study Area

		# of Parcels	% of Total by # of Parcels	Land Area (SF)	% of Total	Building Area	% of Total
Vacant Lots		**39**	**10.86%**	**1,793,731**	**18%**	*N/A*	**0.00%**
Agricultural		**4**	**1.11%**	**326,661**	**3.34%**	*N/A*	**0.00%**
Residential	*Medium*	*2*	*0.56%*	*523,441*	*5.35%*	*N/A*	*0.00%*
	Suburban	*87*	*24.23%*	*1,504,996*	*15.39%*	*N/A*	*0.00%*
	Urban	*2*	*0.56%*	*482,269*	*4.93%*	*N/A*	*0.00%*
	Total	**91**	**25.35%**	**2,510,706**	**25.67%**	**-**	**0.00%**
Commercial	*Mixed*	*1*	*0.28%*	*49,566*	*0.51%*	*17,580*	*2.87%*
	Retail	*96*	*26.74%*	*1,711,355*	*17.50%*	*251,972*	*41.10%*
	Office	*36*	*10.03%*	*562,769*	*5.75%*	*76,317*	*12.45%*
	WH/Storage	*40*	*11.14%*	*920,318*	*9.41%*	*110,182*	*17.97%*
	Total	**173**	**48.19%**	**3,244,008**	**33.17%**	**456,051**	**74.39%**
Industrial		**20**	**5.57%**	**1,044,961**	**10.69%**	**72,435**	**11.82%**
Parks/Open Space		**1**	**0.28%**	**49,677**	**0.51%**	**8,820**	**1.44%**
Institutional/Public		**18**	**5.01%**	**292,776**	**2.99%**	**75,728**	**12.35%**
Transportation		**10**	**2.79%**	**419,026**	**4.29%**	*N/A*	**0.00%**
Unclassified		**3**	**0.84%**	**97,323**	**1.00%**	*N/A*	**0.00%**
Total		**359**	**100.00%**	**9,778,867.31**	**100.00%**	**613,034**	**100.00%**

Sources: Sedgwick County and City of Derby; Martens Appraisal

3 One of the commercial classifications is "warehouse/storage," which is generally consistent with industrial uses in the marketplace. In the West End, 9.41% of the land is classified as warehouse/storage. Reclassifying this use increases industrial land use to over 20%.

4 17.97% of building area is classified as commercial warehouse and storage. If that were reclassified as industrial, then the percentage of industrial building area would increase to more than 27%.

Building Permits

City building permit data was reviewed for 2007 - 2015. A total of 105 permits were issued for additions and new construction of commercial structures in Derby between 2007 and 2015, for a total permit value of $145.2 million. A total of 22 permits were issued for West End construction for a total value of $6.1 million[5]. The permits were for 1.48 million square feet of building area in Derby and 111,460 square feet of building area in the West End.

Data regarding building permits is summarized in Table H and Table I.

On average, the construction of nearly 118,000 square feet of commercial structures was permitted in Derby, compared to 14,000 square feet in the West End. Approximately 12% of all permitted square footage in Derby was for structures in the West End. Only 4.3% of the permit value was for structures in the West End.

Summary

The overall economy in the Wichita MSA remains reliant on manufacturing, but has diversified in recent years. Derby has primarily served as a bedroom community for many years, benefiting in part from its proximity to concentrations of aviation employment. More recently, retail development has occurred in Derby to support not only local residents but also the southern portion of the Wichita MSA. The West End primarily serves as a location for locally-owned or regionally-owned businesses, with a few national companies represented as well.

Residential use is the most prevalent land use classification in Derby and commercial use is most prevalent in the West End. Both Derby and the West End had modest permitting and construction activity between 2007 and 2014. The West End has capacity to absorb future growth, as 18% of the land area is currently classified as vacant. However, some vacant lots are too small to be considered viable development sites. Several such lots were reduced in size when land was acquired for public improvements or purchased by an adjacent property owner.

Derby continues to grow at a faster pace than the Wichita MSA.

Table H: Building Permit Data by Square Footage

	2007	2008	2009	2010	2011	2012	2013	2014	2015	Totals	*Annual Averages*
Derby											
New Construction	121,585	479,434	21,443	125,620	59,225	103,869	184,234	57,599	58,450	**1,153,009**	*144,126*
New Construction - Shell	25,460	56,150	-	-	994	32,175	-	-	5,500	**120,279**	*13,364*
Building Addition	18,500	3,600	4,447	34,035	2,114	1,900	42,542	45,974	-	**153,112**	*17,012*
Totals	*165,545*	*539,184*	*25,890*	*159,655*	*62,333*	*137,944*	*226,776*	*103,573*	*63,950*	***1,426,400***	*177,613*
Derby West End											
New Construction	4,088	12,755	9,012	5,340	-	-	-	5,000	-	**36,195**	*4,022*
New Construction - Shell	-	-	-	-	-	24,725	-	-	-	**24,725**	*2,747*
Building Addition	1,500	-	3,880	34,035	660	1,250	2,231	6,984	-	**50,540**	*5,616*
Totals	*5,588*	*12,755*	*12,892*	*39,375*	*660*	*25,975*	*2,231*	*11,984*	-	***111,460***	*13,933*

Sources: City of Derby, Martens Appraisal

Table I: Building Permit Data by Value

	2007	2008	2009	2010	2011	2012	2013	2014	2015	Totals	*Annual*
Derby											
New Construction	$ 7,963,000	$ 32,622,230	$ 2,479,000	$ 13,014,915	$ 7,958,554	$ 12,912,668	$ 29,028,671	$ 8,550,730	$ 2,682,468	**$ 114,529,768**	*$ 14,316,221*
New Construction - Shell	$ 1,052,000	$ 2,699,850	$ -	$ -	$ 49,200	$ 1,077,357	$ -	$ -	$ 750,000	**$ 5,628,407**	*$ 625,379*
Building Addition	$ 963,892	$ 158,000	$ 271,100	$ 841,520	$ 355,000	$ 202,000	$ 11,603,088	$ 7,980,696	$ -	**$ 22,375,296**	*$ 2,486,144*
Totals	*$ 9,978,892*	*$ 35,480,080*	*$ 2,750,100*	*$ 13,856,435*	*$ 8,362,754*	*$ 14,192,025*	*$ 40,631,759*	*$ 16,531,426*	*$ 3,432,468*	***$ 142,533,471***	*$ 17,722,934*
Derby West End											
New Construction	$ 525,000	$ 1,100,000	$ 700,000	$ 245,000	$ -	$ -	$ -	$ 180,000	$ -	**$ 2,750,000**	*$ 305,556*
New Construction - Shell	$ -	$ -	$ -	$ -	$ -	$ 245,000	$ -	$ -	$ -	**$ 245,000**	*$ 27,222*
Building Addition	$ 20,000	$ 3,000	$ 209,000	$ 841,520	$ 130,000	$ 65,000	$ 142,158	$ 1,691,000	$ -	**$ 3,101,678**	*$ 344,631*
Totals	*$ 545,000*	*$ 1,103,000*	*$ 909,000*	*$ 1,086,520*	*$ 130,000*	*$ 310,000*	*$ 142,158*	*$ 1,871,000*	*$ -*	***$ 6,096,678***	*$ 762,085*

Sources: City of Derby, Martens Appraisal

5 The permit value typically does not reflect total development cost. Also, not all construction is completed after a permit is issued and construction frequently is not completed in the same year the permit is issued.

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SWOT ANALYSIS

A SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis attempts to highlight characteristics about a site and its surroundings that demonstrate:

- Strengths that can be built upon or exploited to enhance the development potential of a site or community.
- Weaknesses that detract from maximum development potential of the site or community.
- Opportunities to build upon the strengths and, at times, weaknesses, to take advantage of market opportunities and enhance the value of the site or community through development or redevelopment.
- Threats that can challenge the ability to fully realize development opportunities.

Each of the above consists of factors that can be controlled by property owners, governmental agencies, and external influences. For instance, owners can keep their properties in good repair, while a municipality works to ensure the road network provides a sufficient level of service to support local needs. At the same time, economic conditions can impact development in many ways. For example, the recent national recession substantially impacted land development in ways far beyond the control of any individual developer.

The following SWOT analysis combines information gathered through stakeholder interviews, data collection, and professional judgment. Observations are limited to factors that impact the West End. Most of the identified opportunities to improve business development potential are directly linked to specific topics discussed in later chapters. As such, recommendations for those items are included in the related chapter.

Strengths

- In recent years, the City has made targeted public infrastructure investments in the West End. The primary intent of this study is to prioritize future public infrastructure investments.
  - $1.3 million Madison Avenue railroad crossing completed in 2014.
  - Pavement and drainage improvements to Buckner St.
  - Warren Riverview Park is planned for construction in 2016 ($3.0+ million planned investment).
  - Future infrastructure investment will be planned based on recommendations from this plan.
- Business growth in the West End has been steady during the past decade.
- Several existing businesses, particularly industrial and related businesses, expressed a need to add building area and grow their businesses over the next two to three years.
- Many business owners expressed that they like operating their business out of the West End.
- Both industrial and retail/commercial properties generally have very low vacancy. This observation excludes any properties that are not in usable condition.
- Land is available for immediate development in the West End Business Park.
- The typical business is locally-owned and there are many long-term retail, commercial, and industrial businesses.
- New retail development has occurred along K-15 during the past 10 years.
- K-15 provides strong traffic counts—a key factor in retail development.
- K-15 provides good regional access.
- Residents and business owners are optimistic about the development of Warren Riverview Park.
- Derby growth outpaces most cities in the Wichita MSA. People want to live in Derby and many business owners want to live near their business.
- Rents, particularly for retail space, are relatively low, which supports start-up businesses.

Weaknesses

- Local streets west of K-15 are not built to current standards and create challenges for deliveries.
- Access to businesses west of the railroad is impacted by train traffic.
- Businesses west of the railroad lack visibility from the main trafficways and the ability to address the issue with signage.
- Much of the area was originally developed for residential uses with parcel sizes, streets, alleys and other factors unsuitable for the current pattern of commercial and industrial development
- Lot size constrains expansion and parking capacity for some businesses.
- General condition of area roads and buildings creates a negative aesthetic and perception of the West End.
- Multiple vacant buildings are in poor condition. There is a perception that these structures inhibit investment in the area.
- The K-15 corridor has no cohesive appearance due to a wide mix of structures built over many decades. Not all owners maintain properties to the same level.
- Signage is generally inconsistent and lacks a uniform design. Many signs along K-15 actually block the view to the businesses they advertise.
- Electric service is intermittent on windy days, which frequently affects operations at several businesses.
- Current supply of industrial building space for lease or sale is insufficient to meet potential business demand. Several business owners indicated a need for speculative office/warehouse development in the area. Some business owners do not want to own real estate, or do not have the funds to pursue financing to buy or construct a building.

Opportunities

- Improve access west of K-15 by strategically investing in road infrastructure.
- Vacate unneeded rights-of-way to reduce fragmented land use patterns.
- Install sidewalks and wayfinding signage concurrent with road improvements and Warren Riverview Park construction to enhance overall connectivity.
- Identify facility needs of existing businesses that desire to grow, but face obstacles in their current locations. It is possible those businesses could construct a new, ideal facility in the West End Business Park and offset costs with the sale of their existing facilities.
- Create new policies to encourage the maintenance of distressed and abandoned properties.
- Create a façade improvement program to incentivize property reinvestment along K-15.
- Adopt new sign standards to improve design consistency, signage effectiveness, and overall aesthetics.
- Promote development of speculative industrial/warehouse buildings with office space in the West End. Further market analysis would help identify potential developers or tenants, as well as the ideal size and features for buildings. It should be noted that industrial real estate specialists have indicated a particular demand for buildings in the range of 10,000 to 15,000 square feet.

Threats

- Small parcel sizes constrain expansion and parking capacity.
- Not all property owners will be able to or want to improve and/or demolish abandoned or dilapidated structures.
- Available land and/or buildings in the West End may not meet the future needs of certain businesses, resulting in relocation from the area.
- Barriers to accessing capital for public and private investment.

PUBLIC & STAKEHOLDER INPUT

Public and stakeholder engagement resulted in identification of barriers to business growth and expansion in the West End. There were many comments about the need to improve the aesthetics on private property along K-15 and create a cohesive feel. It was desirable to create a pedestrian-friendly environment with attractive store fronts and to improve the visual clutter caused by business signs. There was also a desire to increase screening for industrial uses.

Many individuals identified that the railroad right-of-way should be better maintained. Trash accumulates along this corridor and it is commonly overgrown with vegetation.

Vacant and dilapidated structures, especially residential properties, were identified as a detriment to the West End and barrier to investment in the area. Another issue limiting investment in the West End is the lack of space for expansion. Alleys, power lines, and vacant residential properties are a few of the limiting factors. Concern was expressed about the cost to property owners for building and property improvements.

RECOMMENDATIONS

RECOMMENDATION 1

Develop and implement an industrial recruitment/expansion plan to help fill space in the West End Business Park, vacant industrial properties, and unoccupied buildings.

Discussion

Based upon the Chapter 3 market analysis, stakeholder interviews and discussions with industrial real estate specialists, there is regional and local demand for industrial development/expansion. Stakeholder interviews identified at least two businesses that are ready to expand, but lack space in their existing buildings. The West End has available space and sufficient potential to better meet industrial demand.

The City of Derby has undertaken several proactive measures to grow industry. For example, the West End Business Park was developed, professional staff was hired to facilitate business growth, incentive policies have been created, and this plan has been developed. These have all played or will play a role in further industrial expansion. A detailed industrial recruitment/expansion plan would enhance ongoing efforts. Such a plan should include:

- Market analysis that determines the demand for industrial development and speculative buildings, suitable vacant properties, potential developers, possible tenants (may be an ongoing activity), desired building features and building size.
- Strategies to aggressively market Derby for speculative building development. Marketing activities should be targeted specifically toward the potential developers and tenants; including connecting the two groups as appropriate to reduce developer risk.
- Evaluation of the Speculative Building Incentive Policy's minimum eligibility size of 25,000 square feet for manufacturing and warehousing buildings. Regionally, there is demand for buildings as small as 10,000 square feet.
- Cost/benefit analysis that compares building expansion to new construction (including relocation expenses). This should also identify local industries ready for growth and evaluate which option best suits their needs.

Implementation

Project Type: Study/plan

Priority: High

Trigger Event: Allocation of resources

Project Duration: less than one year plus ongoing implementation activities

Lead Department/Staff: Development Manager

Internal Support/Coordination: City Planner; Communications & Marketing

External Support/Coordination: Derby Chamber of Commerce; Greater Wichita Partnership

Anticipated Cost Factors: Staff time; plan development; marketing materials and activities

RECOMMENDATION 2

Facilitate creation of a West End merchants association.

Discussion

The development of a merchants association could help West End businesses work in a coordinated fashion to address local business needs, establish a brand identity, and develop a coordinated marketing strategy. It might also pool resources to decrease property maintenance costs by achieving economies of scale. For example, it could hire contractors for lawn care, landscaping, and sidewalk maintenance. The City's efforts should focus on facilitating the creation of this group. It should not be the City's responsibility to run or fund this organization.

Implementation

Project Type: Staff activity

Priority: Moderate

Trigger Event: Indication of support/desire from West End businesses

Project Duration: Undetermined

Lead Department/Staff: Development Manager

Internal Support/Coordination: Community Development Advisory Board

External Support/Coordination: West End businesses

Anticipated Cost Factors: Staff time

Comments: City investment will be limited to staff time. Costs associated with creating and operating the association will be the responsibility of participating businesses.

RECOMMENDATION 3

Establish a focused brand identity for the area.

Discussion

Based upon survey responses, the main identifying feature of the West End is K-15/Eisenhower Memorial Highway. The creation of a brand identity would not be the City's responsibility. Rather, property and business owners (or a merchants association if one is created) could develop a brand identity for the West End to increase visibility and marketing.

Implementation

Project Type: Staff activity

Priority: Moderate

Trigger Event: Indication of support/desire from West End businesses

Project Duration: Undetermined

Lead Department/Staff: Development Manager

Internal Support/Coordination: Community Development Advisory Board, Communications & Marketing

External Support/Coordination: West End businesses

Anticipated Cost Factors: Staff time

Comments: City investment will be limited to staff time. Costs associated with this recommendation will be the responsibility of West End businesses. Developing a brand will likely require professional assistance from a marketing firm and/or graphic artist.

RECOMMENDATION 4

Develop and install West End gateway signage.

Discussion

Gateway features are prominent elements often found at entryways to individual districts and can be effective commercial development tools. After a brand identity is established, gateway signage designs should reinforce the West End brand. Suggested locations along K-15 are the northern and southern entrances to the West End, which is the extent of the B-4 zoning district. Other locations could be considered as opportunities arise.

Implementation

Project Type: Design/construction

Priority: Moderate

Trigger Event: Development of the West End brand identity

Project Duration: less than one year

Lead Department/Staff: Planning & Engineering Department

Internal Support/Coordination: Public Works Department

External Support/Coordination: West End businesses or merchants association; KDOT (depending on location)

Potential Contract Support: Design consultant

Anticipated Cost Factors: Staff time; design; construction

Planning Level Cost Estimate: $20,000 - $100,000 (design/construction)

Comments: Construction costs will depend upon the design and materials of gateway signage. Estimated costs assume all associated site improvements, such as landscaping.

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Much of the West End was originally developed before the 1960s. Property was developed according to existing standards at the time, including infrastructure such as roads and water lines. As the West End evolved and redeveloped over time, land uses have also changed. This has led to a variety of uses, generally considered to be incompatible, located in close proximity. Existing public infrastructure that serves private property was not originally designed for current uses and was not developed to current standards.

This chapter focuses on private property including the development pattern, zoning, and land use. Public infrastructure and services that support West End properties is covered in later chapters. This chapter presents the existing land development characteristics of the West End. It also identifies opportunities and barriers created by each of the characteristics. The final section of this chapter identifies recommendations for changes or improvements to private property and related elements.

HISTORIC DEVELOPMENT

Some of the oldest parts of Derby are within the West End, especially along K-15. Although many of the properties have redeveloped, some of the original structures still exist. Many of the streets are not up to current standards because they were developed when land uses and development needs were different than they are today.

Many of the older structures are single-family residences. Being a primarily industrial and commercial area now, this creates some discontinuity in land uses.

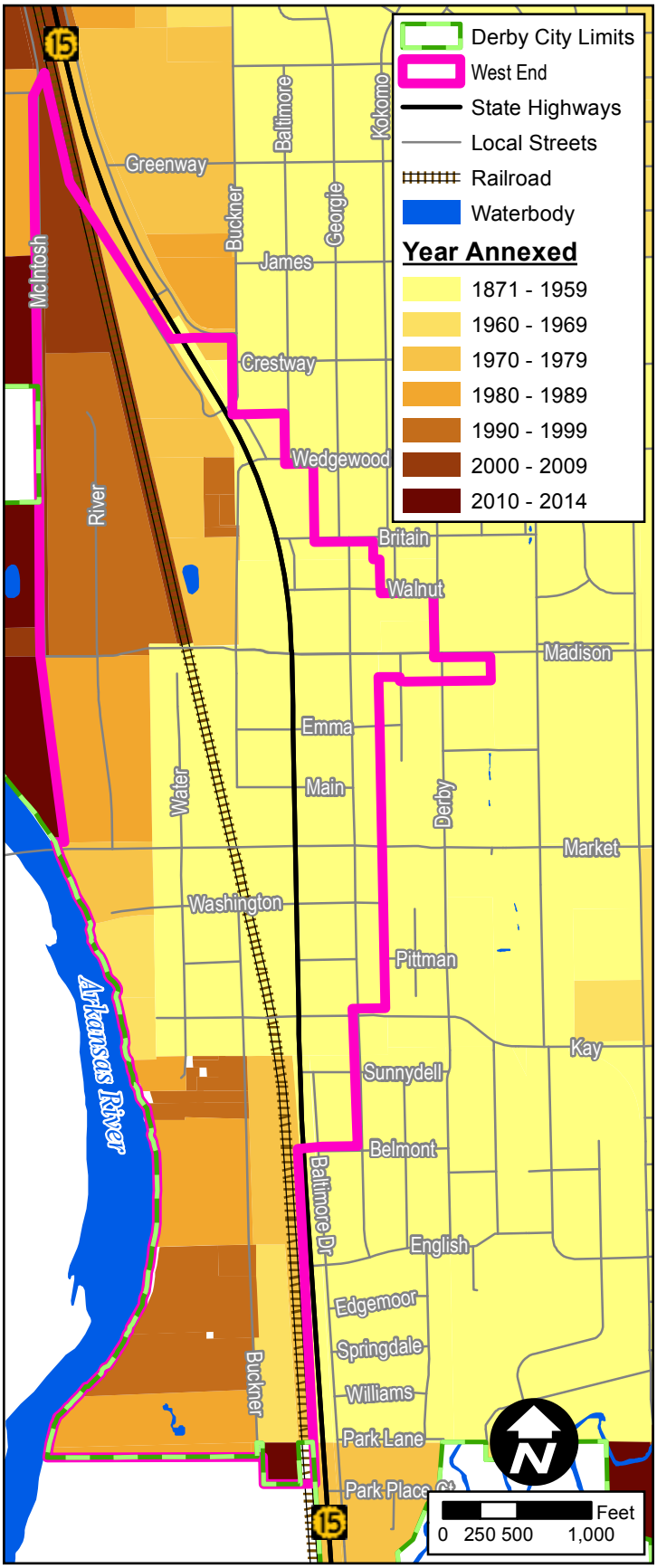
DEVELOPMENT PATTERN

Land development within the West End has occurred over a long period of time. The K-15 corridor is one of the oldest developed areas in Derby. Over time, development expanded outward. The vast majority of the West End was annexed into Derby prior to 2000, with much of it being annexed prior to 1960. Map 9 shows annexations by time period.

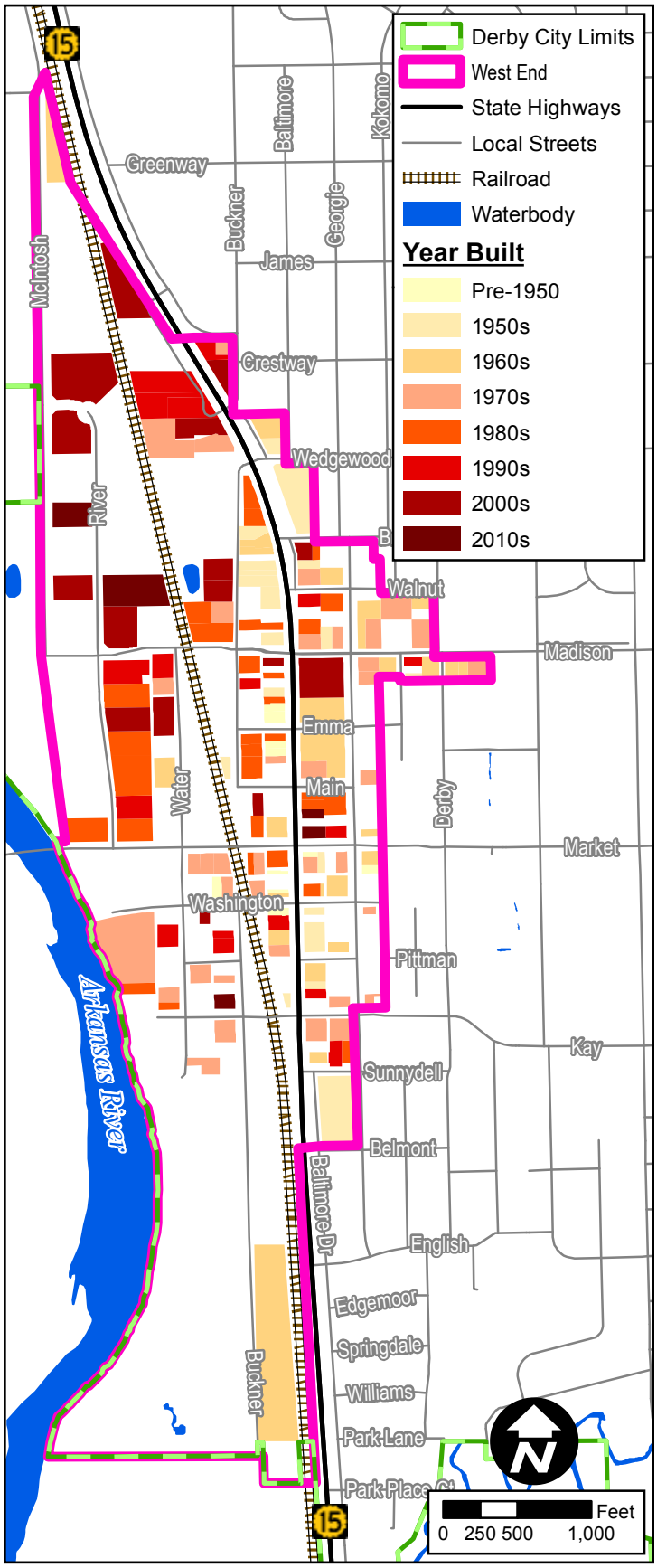
Map 10 shows the year the structure on the property was built for commercial and industrial type properties. This map shows the age of structures and can be used to identify where and when development or redevelopment occurred.

Commercial Development

Map 9: Annexations by Time Period



Map 10: Year Structure was Built



Industrial Development

ZONING

The zoning within the West End varies, but is primarily Central Shopping (B-4) and Industrial (M-1). The K-15 corridor is primarily zoned B-4. The area west of the railroad tracks is primarily zoned M-1. The existing zoning for the West End is shown in Map 11.

LAND USE

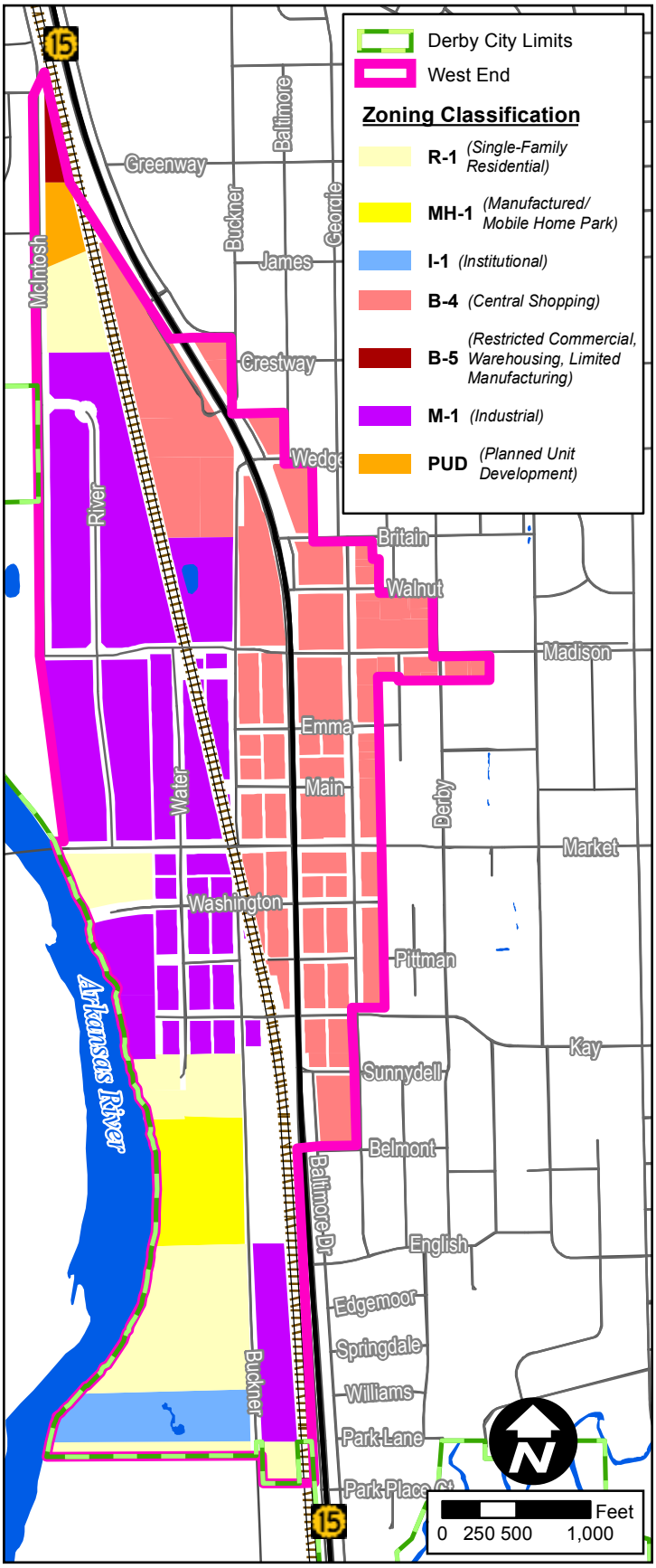
The existing land uses within the West End vary from higher-intensity industrial uses to low-intensity residential uses. Although some separation exists between uses, there is a great deal of intermixing of uses, particularly in the area zoned M-1 south of Madison.

Residential and Light Industrial

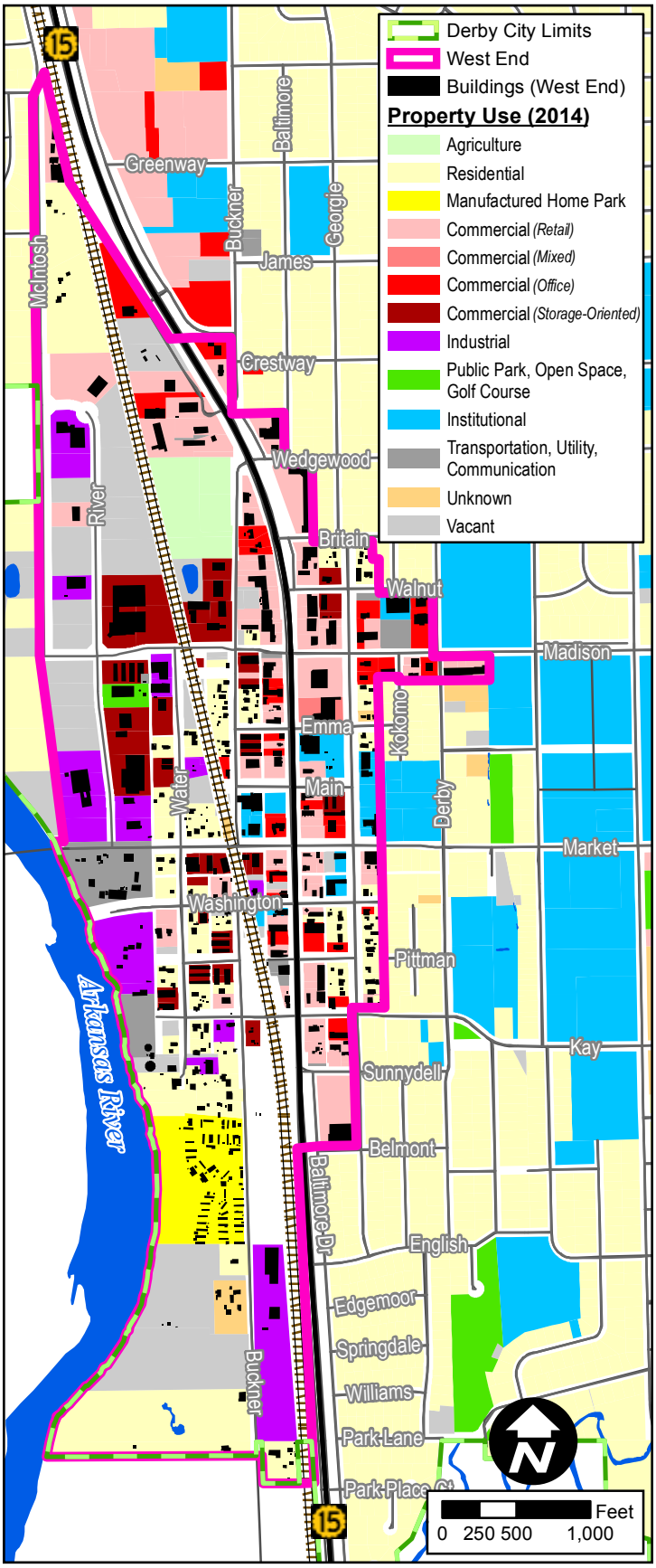
In the northern portion of the West End (north of Market Street), single-family homes are interspersed with the primarily industrial and commercial uses. In the southern portion of the West End (south of Market Street) there are more residential properties including a manufactured home park. Along the K-15 corridor, the uses are primarily commercial. The property uses of the West End are shown in Map 12. The uses are based on 2014 land use data from the Sedgwick County Appraiser's Office. Building footprints were mapped using 2011 LIDAR data.

Commercial along K-15

Map 11: Existing Zoning (2015)



Map 12: Property Use by Parcel (2014)



Based on the development pattern and existing land uses, there are three distinct functional subareas in the West End. The K-15 frontage, mostly zoned B-4, has a commercial function. The portion west of the railroad and north of Kay has an industrial function and is primarily zoned M-1. The portion south of Kay is somewhat mixed, but generally serves a residential function.

The segmented functions result in different needs and impacts for each subarea. The commercial subarea relies heavily on aesthetics, visibility and direct highway access. This mostly impacts transportation infrastructure and city development-related services and regulations.

The industrial subarea land uses are more intense. They require access, internal mobility within the subarea, and sufficient utility capacity. Major impacts are to transportation infrastructure, city utilities, and private utilities, especially electric and communications. The transportation needs of the industrial subarea have fairly significant ancillary impacts on the commercial subarea. Industrial highway connections, which carry high volumes of heavy truck traffic, are mainly provided on streets that pass through the commercial subarea.

Land uses in the southern residential subarea are fairly low intensity and dispersed. While properties adjacent to the railroad are industrial, they are underutilized. Public infrastructure demand is relatively low within this portion of the West End.

OFF-STREET PARKING

Generally, parking is not a major concern outside of the B-4 zoned subarea of the West End. The zoning ordinance's off-street parking requirements apply to all properties zoned for industrial and residential uses. However, the B-4 zoning district is excluded from off-street parking requirements.

A parking analysis was conducted for the B-4 zoned commercial subarea along K-15 to determine any potential areas with insufficient parking availability. The latest 2014 Sedgwick County aerial photography and land use data were used in conjunction with 2011 LIDAR data for this analysis. Identifiable paved parking spaces were counted, excluding spaces under cover, on-street parking, storage areas for commercial vehicles, automotive sales lots, and portions of parking lots split by study area boundaries located outside the West End.

The commercial area was divided into eight individual analysis zones based on walkable distance. This included segments east and west of K-15 from McIntosh to Buckner; Buckner to Madison; Madison to Market; and Market to Belmont. To determine parking sufficiency, land uses were generalized into retail, office, storage and church categories. The number of parking spaces for each use in each analysis zone was compared against the Derby Zoning Ordinance's requirements for like uses in other zoning districts.

Based on this analysis, none of the individual analysis zones had a net parking deficit for any single use and none had a net combined parking deficit. This is a broad analysis and does not account for stall-count deficits or substandard stall dimensions on any individual lot. Furthermore, it was observed during the analysis that some lot striping is not configured to optimize available space. Part of this problem is likely due to constrained parcel size. A summary of the parking analysis is found in Table J on the next page. Although this broad view of parking suggests there may be an adequate number of stalls available, the construction of additional public parking may benefit West End businesses.

PARKS

Derby has an extensive park system that provides quality recreational opportunities. Ward Clements Park is located on the east side of K-15 between the street and a commercial development. This small pocket park includes sidewalks, landscaping, benches, trash receptacles, a gazebo, and public art.

Ward Clements Park

There is also a planned park to be included within the West End. The planned Warren Riverview Park on the east side of the Arkansas River south of Market Street will enhance the recreational opportunities on the west side of Derby and within the West End. It will also provide quality access to the Arkansas River and any future trails along the river.

A major element for the planned park is access for all users. Providing sidewalks and trails between the park and the existing sidewalk and trail system is important. Connections to other City parks and residential neighborhoods will improve access to the West End. This issue, as well as recommendations for pedestrian and bicycle access, is discussed further in Chapter 6.

Table J: Parking Analysis Summary

Location along K-15	Use[1]	Building Area (Sq. Ft.)[2]	Actual Space Count[3,4]	Required per Code[5,6]	Deficit/Surplus Actual vs Code
McIntosh to Buckner (S. leg)					
East Side	Retail	24,672	102	74	28
	Office	5,020	20	15	5
	Storage	-	-	-	0
	Church	-	-	-	0
	Net	***29,692***	***122***	***89***	***33***
West Side	Retail	34,253	127	103	24
	Office	14,857	45	45	0
	Storage	-	-	-	0
	Church	-	-	-	0
	Net	***49,110***	***172***	***147***	***25***
Buckner to Madison					
East Side	Retail	75,949	317	228	89
	Office	43,210	195	130	65
	Storage	6,706	31	3	28
	Church	-	-	-	-
	Net	***125,865***	***543***	***360***	***183***
West Side	Retail	41,810	174	125	49
	Office	4,576	32	14	18
	Storage	10,877	20	4	16
	Church	-		-	-
	Net	***57,263***	***226***	***144***	***82***
Madison to Market					
East Side	Retail	46,456	197	139	58
	Office	14,634	124	44	80
	Storage	8,589	6	3	3
	Church[7]	35,794	197	199	-2
	Net	***105,473***	***524***	***386***	***138***
West Side	Retail[8]	31,489	71	94	-23
	Office	34,178	130	103	27
	Storage	10,319	19	4	15
	Church	-	-	-	0
	Net	***75,986***	***220***	***201***	***19***
Market to Belmont					
East Side	Retail	75,821	326	227	99
	Office	31,057	123	93	30
	Storage	-	-	-	-
	Church	-	-	-	-
	Net	***106,878***	***449***	***321***	***128***
West Side	Retail	13,811	89	41	48
	Office[8]	16,329	44	49	-5
	Storage	4,882	10	2	8
	Church	-	-	-	-
	Net	***35,022***	***143***	***92***	***51***

NOTES:
1) Per Sedgwick Co. appraisal data, generalized by the four listed uses.
2) Estimated using 2011 Sedgwick Co. LIDAR data.
3) Spaces counted from 2014 Sedgwick Co. aerial photography.
4) B-4 zoning in study area only, not including on-street spaces, auto sales lots, unpaved areas and areas under cover.
5) Spaces per code based on Derby Zoning Ordinance Article 5.
6) 1 space per 4 seats per code. Calculations use avg. of 45 s.f. per person per Church Building Guidelines obtained from www.churchbizonline.com.
7) 2 lots split by study boundary. Uncounted portions erase defecit.
8) Some lots serve mixed retail and office uses. Combining erases defecit.

Warren Riverview Park Location

PUBLIC & STAKEHOLDER INPUT

The public and stakeholders were in general agreement about the current zoning and future land use for the West End with no major concerns expressed. However, concern was expressed about the current intermixing of residential and industrial land uses and the challenges it may pose for redevelopment.

The community has expressed concern about the attractiveness of the West End as the West End's appearance hampers business potential and conveys a negative image of Derby as a community. The prevalent aesthetic concerns of commercial businesses are visibility, visual clutter and property maintenance. The main aesthetic issue identified by industrial businesses is the condition of existing housing.

There were a few stakeholders who expressed concerns about the amount of available parking. These were isolated comments specific to individual property parcels rather than overall parking issues in the West End.

Many citizens and property owners are excited to see the planned Warren Riverview Park constructed. There were no negative comments received about the planned park. There was interest expressed in integrating the Arkansas River into the area. Warren Riverview Park will provide quality river access south of Market on the east side of the river. The Arkansas River was identified as a potential recreational asset for the West End, also providing a natural aesthetic element.

Signs Along K-15

BARRIERS & OPPORTUNITIES

The existing land uses within the West End do not always coincide with the zoning, especially west of the railroad. This indicates a desire to change over time from residential land uses to commercial and industrial development. However, this transition of land uses takes time and can be difficult technically and socially. Technical challenges include industrial uses relying on infrastructure originally intended for residential uses. From a social standpoint, issues related to property rights can be emotionally and politically sensitive.

The West End may lack the aesthetic quality needed to improve business potential. This is a particular concern for commercial businesses and reflects negatively on Derby in general. This concern is mostly applicable to private development, rather than public properties and rights-of-way. Enhancing the West End's appearance will likely result in:

- Improving the perception of the West End and the community
- Protecting and increasing property values
- Instilling investor confidence in existing businesses and new business development
- Establishing a "sense of place" that people can relate to and identify with
- Reducing visual clutter
- Increasing the visibility of businesses

Current zoning does not appear to be a barrier to redevelopment or new development in the West End and no changes to the development pattern via zoning are suggested. There is momentum in the area to transition to industrial and commercial uses. The area is viewed as a good place for industrial and commercial uses since much of the area is industrial already, quality access is provided by K-15, and the noise associated with the railroad tracks is often viewed as undesirable for residential uses.

In relation to the planned Warren Riverview Park in the West End, K-15 and the railroad tracks are barriers to pedestrian access from the east. However, this park is a great opportunity to enhance recreational opportunities and invest in the West End.

RECOMMENDATIONS

RECOMMENDATION 5

Develop and enforce property maintenance standards.

Discussion

Many communities adopt maintenance standards to prevent vacant or abandoned commercial structures from becoming dilapidated and unsafe. Structural and physical deterioration of buildings is not only unattractive, but is also a concern for public health and safety. A well-crafted city code or zoning amendment will give Derby a proactive tool to encourage attractive properties.

Standards to be considered may include:

- Structural integrity of building foundations, walls, roofs, windows, doors, and other openings
- Condition of mechanical and electrical systems
- Façade/exterior appearance and condition, including painted and masonry surfaces
- Appearance and condition of signage, outbuildings and other appurtenances
- Appearance and condition of property, including pavement, lawns, trees, landscaped areas, ditches.

Implementation

Project Type: City code; staff activity (enforcement)

Priority: High

Trigger Event: Allocation of resources

Project Duration: less than one year (code development); ongoing (enforcement)

Lead Department/Staff: City Planner

Internal Support/Coordination: City Attorney; Building Trades; Code Enforcement; Planning Commission; Development Manager

External Support/Coordination: Property owners

Anticipated Cost Factors: Staff time; notification; publication

Planning Level Cost Estimate: undetermined

Comments: Many cities have similar standards in place that could be used as a model for the code. The standards could be added to the zoning code or drafted as a standalone code.

RECOMMENDATION 6

Provide opportunities to learn about development financing, processes, and decision-making.

Discussion

Several stakeholders expressed concern that the City was not investing in the appearance of the West End. Some believed that the City had focused public investment on Rock Road and Patriot Avenue at the expense of the West End. This perception may be due to a misunderstanding of the development process and how development is financed.

Those areas have seen significant business development in recent years. However, these differences are attributable to factors unassociated with public investments.

First, much of the West End perceived as being unattractive was originally developed for residential land uses, which typically has lower standards for design and aesthetics. Second, most West End development occurred many years ago under different development standards. Over time, Derby has adopted higher standards with more aesthetic controls. The West End Business Park is an example of how these regulations have evolved. Third, the newer development along Rock Road and Patriot Avenue was financed almost wholly by private investment rather than public tax dollars. Many people mistakenly believe that special assessments are a tax because they are paid in conjunction with property taxes. In reality, "specials" are loan payments toward the financed infrastructure serving the purchased property.

There is no specific recommendation regarding the method of public education, but the message should be focused on clarifying the misunderstood points.

Implementation

Project Type: Staff activity

Priority: Moderate

Trigger Event: Allocation of resources

Project Duration: less than one year to develop strategies; ongoing implementation

Lead Department/Staff: Communications & Marketing

Internal Support/Coordination: Planning & Engineering

External Support/Coordination: Derby Chamber of Commerce; Wichita Area Builders Association; local real estate professionals, developers, builders

Anticipated Cost Factors: Staff time; educational materials

Comments: Implementation activities should occur periodically. They should be ongoing, but not continuous in nature.

RECOMMENDATION 7

Standardize signage design along K-15.

Discussion

The design and spacing of signs along K-15 are a detriment to West End businesses. From an aesthetic standpoint, the existing business signs lack design consistency. Many are old and in poor condition. This detracts from the area's appearance and reduces their effectiveness as an advertising tool. The design, spacing, and placement of signs creates unattractive visual clutter that actually reduces visibility. When driving, the number and bulk of signs along K-15 produces a "fencing" effect that blocks a driver's view of businesses and driveways. This is exactly opposite of the intended purpose of business signs.

This recommendation could be implemented by revising the B-4 zoning district sign requirements. Other district standards for design, placement and spacing are very appropriate for the West End. However, they only apply to new signs permitted after the effective date. The introductory language implicitly recognizes the legal nonconforming status of existing signs while strongly encouraging businesses to upgrade. Yet, there is no requirement to do so. The feasibility of an amortization period (deadline for compliance) should be investigated and implemented as appropriate.

Alternatively, an incentive could be developed to reduce sign replacement costs to business owners. This could possibly take the form of a low interest loan or grant program.

Implementation

Project Type: City code; staff activity

Priority: High

Trigger Event: Allocation of resources

Project Duration: less than one year

Lead Department/Staff: City Planner

Internal Support/Coordination: Planning Commission

External Support/Coordination: West End businesses

Anticipated Cost Factors: Staff time (zoning update); notification; publication; sign replacement costs (if city shares costs)

Comments: The major concern is the potential sign replacement cost to businesses. Successful implementation will depend upon the degree of coordination with affected businesses and the ultimate solution to address cost concerns.

RECOMMENDATION 8

Provide guidance to individual property owners about meeting off-street parking needs.

Discussion

As previously stated, there is no indication of general parking concerns in the West End. Issues raised by stakeholders are isolated to space availability, ineffective striping configuration and/or substandard stall and aisle dimensions on individual properties. When made aware of such concerns, city staff could conduct a site visit to examine the lot condition, striping configuration, number of stalls, and stall dimensions. Property owners could then be encouraged to make improvements that would minimize identified deficiencies.

City staff should also track incoming concerns to identify any patterns or general locations where parking availability is lacking. Should a more general parking availability issue become evident, the City should consider lifting the off-street parking exclusion from the B-4 zoning district for future development. Constructing additional off-street public parking should also be examined in the future if needed to meet increased parking demand. Property acquisition, construction costs, and project funding will need to be considered.

Implementation

Project Type: Staff activity

Priority: Low

Trigger Event: Indication of parking issue(s)

Lead Department/Staff: Planning & Engineering Department

External Support/Coordination: Business/property owners

Comments: The primary recommendation only involves coordination on an as needed basis. If significant parking concerns become evident, the secondary recommendations should be considered and implemented at that time.

RECOMMENDATION 9

Protect health, safety, and welfare by considering the removal of unsafe and uninhabitable structures.

Discussion

Understandably, this can be a sensitive and politically divisive issue. However, many stakeholders indicated concern regarding a number of buildings that are in disrepair and possibly unsafe for habitation.

Kansas municipalities are authorized to remove structures under condemnation that are deemed unsafe or dangerous. The municipal level of authority, required notifications, actions, process, and property owner responsibilities are governed by K.S.A. 12-1750 through 12-1756.

The general outline of the process is as follows:

1) Inspect and make a written determination that a structure is unsafe, dangerous or abandoned.
2) Pass, publish, and mail to the property owner a resolution containing the written determination that sets a hearing date for the property owner to appear.
3) After the hearing, pass, publish and mail to the property owner a resolution containing a finding that the structure is unsafe, dangerous or abandoned. The resolution also must state a reasonable time for the property owner to rehabilitate the property.
4) If the property owner fails to make needed repairs within the specified period, the municipality may then repair or demolish the structure.
5) The city must then send the owner a full accounting of costs, including publication and postage, and any proceeds from salvage or insurance policies, if applicable. The owner has 30 days to remit payment in full.
6) If the owner does not pay the remaining balance in full within 30 days, the City may pay the costs from their general fund. Costs may then be recovered via lien or levy of a special assessment against the subject property.

If deemed feasible and pursued, this would have three public benefits. First, it would protect public health, safety, and welfare by removing unsafe structures and habitats for pests/vermin. Second, it would improve the aesthetics of the West End, which was identified as a barrier to business development. Third, once demolished in a nonresidential zoning district, a house could not be rebuilt on-site. This would facilitate the transition to business land uses.

Implementation

Project Type: Staff activity; policy decision

Priority: High

Trigger Event: Policy decision by City Council

Lead Department/Staff: Planning & Engineering Department

Internal Support/Coordination: City Attorney; Building Trades

External Support/Coordination: Derby residents

Anticipated Cost Factors: Staff time; acquisition costs (if implemented)

Planning Level Cost Estimate: Undetermined; acquisition costs would be determined by appraisal

Comments: The primary recommendation is a matter of city policy, which must be set by the City Council. Staff will need to conduct research, provide information and make a recommendation to assist the City Council in their decision making. If property acquisitions are pursued, the appropriate funding source will need to be identified. A land bank (see Recommendation 10 below) is one possible means of implementation.

RECOMMENDATION 10

Investigate the feasibility of establishing a Derby land bank.

Discussion

Land banking is a community development tool used to convert vacant, abandoned and tax delinquent properties into productive use. Kansas municipalities are authorized to establish land banks by city ordinance under K.S.A. 12-59. The governing body must appoint a board of trustees to oversee the land bank, but it operates independently from the local government. However, they are subject to statutes mandating the transparency of local government meetings, operations, and records. Appendix B summarizes how lank banks in Kansas are established and operated under state statute.

A land bank might prove effective at addressing several issues identified in the West End and similar concerns that may be found elsewhere in Derby. Kansas law grants land banks authority to acquire, combine, subdivide, transfer, and sell properties without being subject to typical municipal requirements and processes. They may also abate/forgive outstanding taxes and fees, except for special assessments.

The city ordinance establishing the local land bank defines its powers and may set narrower operating parameters than state statute authorizes. If a Derby land bank is established, it is recommended the ordinance be structured to help implement Recommendations 1, 9, and 13.

Implementation

Project Type: Feasibility study; policy decision

Priority: Low to high, depending on desire to use for implementing other plan recommendations

Trigger Event: Policy decision by City Council

Lead Department/Staff: City Manager; Director of Finance

Internal Support/Coordination: City Attorney; City Planner

External Support/Coordination: Other land banks; Center for Community Progress (see Appendix B)

Anticipated Cost Factors: Staff time

Comments: The primary recommendation is a matter of city policy, which must be set by the City Council. This policy decision may depend upon its perceived usefulness to implement other plan recommendations. If pursued, the source of seed funding will need to be identified.

RECOMMENDATION 11

Provide public access to the Arkansas River and make recreational improvements that maintain natural aesthetics and functions.

Discussion

Based upon the opportunities presented by the Arkansas River and input received from the public and stakeholders, it is desirable to take advantage of the Arkansas River for development and redevelopment of the West End. As a prominent and aesthetically pleasing feature, the Arkansas River can provide recreational opportunities such as canoeing, kayaking, fishing, and others. It can also be an area to experience nature in an urban setting.

The planned Warren Riverview Park will provide quality access to the Arkansas River. Consideration should be given to the development of a multi-use trail along the river, such as those proposed in the Quad Cities Plan and the Regional Pathways Plan. This would provide quality access along the Arkansas River for recreation and interaction with the natural environment.

Implementation

Project Type: Design/construction

Priority: High (park); Low (trail)

Trigger Event: Park construction (planned); community desire for additional access

Project Duration: Underway (park); undetermined (future improvements)

Lead Department/Staff: City Manager

Internal Support/Coordination: Parks; Planning & Engineering; Parks & Urban Forestry Board; City Attorney

External Support/Coordination: Derby residents

Potential Contract Support: Consulting engineer (future design)

Anticipated Cost Factors: Staff time; design; construction

Potential External Funding Source(s): KDOT Transportation Alternatives Program

Comments: The construction of Warren Riverview Park is currently being planned and programmed. Future river access enhancements and recreational improvements will depend upon community demand.

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CHAPTER 6: TRANSPORTATION

Transportation is a major consideration of the West End Development Plan because it plays a vital role in providing access to businesses and residences. This chapter identifies street, railroad, and sidewalk infrastructure and provides information about classification, public right-of-way, design, condition, and operations. It also identifies barriers and opportunities to development and redevelopment related to the transportation system. This is followed by public and stakeholder input and recommendations for changes or improvements to public right-of-way.

STREET CLASSIFICATION

The local street system is comprised of local, collector, and arterial streets. They are classified as such according to the function they serve. The primary function of local streets is to provide direct property access to the transportation network. They carry low traffic volumes at low speeds. Collector streets connect local streets to the broader street system by "collecting" traffic and funneling it toward higher volume roadways. Collectors carry moderate traffic volumes at moderate speeds. Direct property access to collectors is more limited than local streets. Arterials carry the highest volumes of traffic at the highest speeds. They are the main traffic conduits within a street system. Arterials also provide connections between local street networks. Direct property access is limited to preserve traffic operations and safety.

The West End street system and functional classification shown on Map 13 were mapped using the City of Derby's street data. The main roadway in the West End is Baltimore, which serves the local function of a north-south arterial. Baltimore is also designated as K-15 and is part of the state highway system maintained by the Kansas Department of Transportation (KDOT). Madison and Market are east-west arterials that connect the West End to the community network, with Market providing connection to the Sedgwick County system. Portions of McIntosh, River, Georgie, and Kay are designated as collector streets within the West End. The remaining streets are local streets, some of which were built to serve commercial land uses and others to serve residential development.

K-15 Corridor

Three signalized intersections are located along K-15 in the West End. These are located at Buckner, Madison and Market. All three intersections are configured to account for the predominant north-south highway traffic volumes including dedicated left-turn lanes from K-15 onto city streets. The east-west intersection approaches are configured appropriately for traffic volumes at each location including dedicated left-turn lanes on all but the eastbound approach on Buckner.

K-15 & Madison Intersection

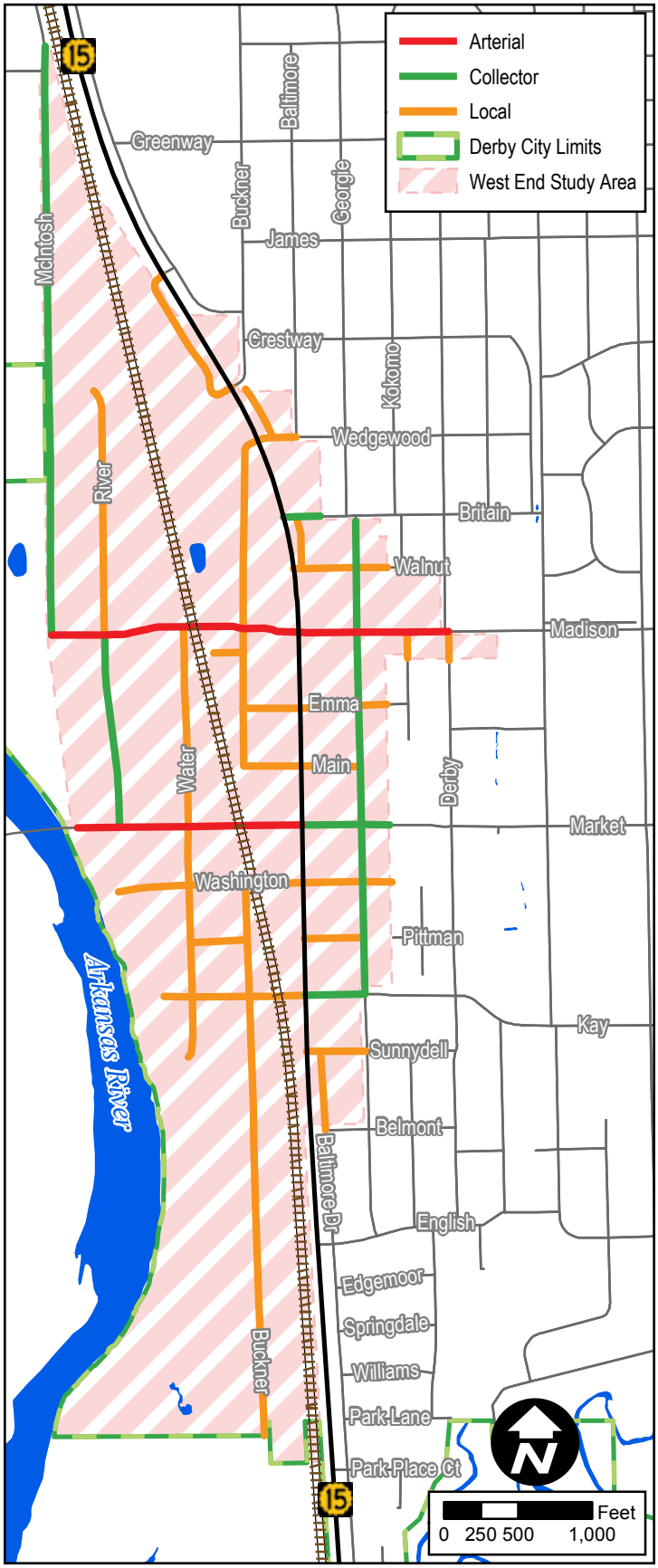
PUBLIC RIGHT-OF-WAY

Street improvements are located within publicly-owned street rights-of-way (ROW). This includes not only the roadway pavement, but also traffic signs, curbs, gutters, drainage ditches, sidewalks, landscaping and street furnishings. The need, sizing and quantity for these street components determine the width of necessary ROW. Therefore, ROW width is mainly a function of traffic volume, adjacent land uses and the character of the setting.

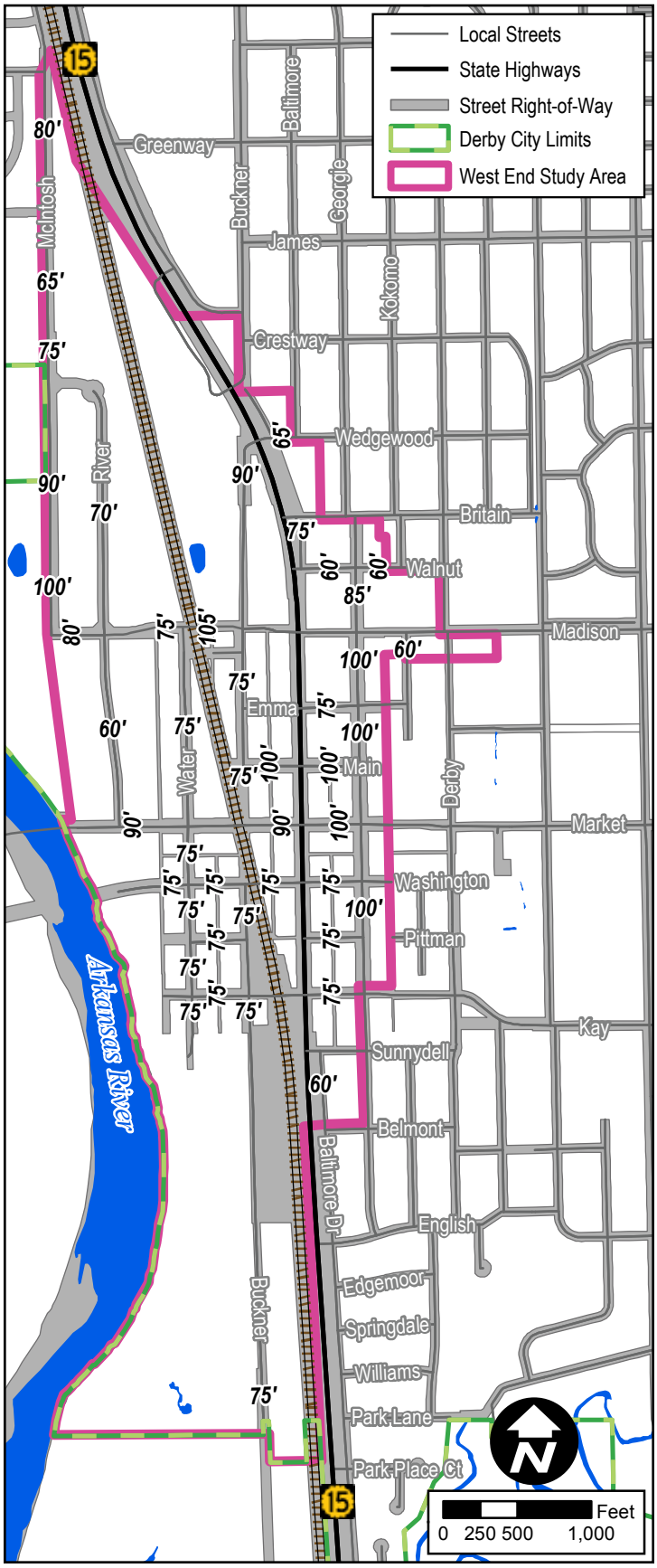
Street ROW width for collector and local streets is initially set when property is first developed through the subdivision process. The subdivision process and design standards are guided by the City's subdivision regulations. Owners are required to dedicate enough ROW to construct collector and local streets, which serve the type of land uses within the subdivision. Dedication may also be required for connecting, extending or widening existing streets adjacent to the subdivided property. The subdivision regulations apply when properties redevelop as well. This provides the opportunity to revise existing subdivisions plats when needed to serve the new development.

This process usually works well over time to build an effective transportation system within a community. The process has supplied sufficient ROW width for most streets in the West End (see Map 14) with open ditches. Most collector and local streets serving industrial and commercial properties have 75-foot ROW width. Arterial streets have 90- to 100-foot ROW width, including the new extension of Madison Ave. replacing the Cherry St. rail crossing. Baltimore/K-15 has a ROW width in excess of 120 feet through most of the corridor. In some locations, K-15 ROW approaches 200 feet where City of Derby ROW abuts the KDOT ROW.

Map 13: Street Functional Classification



Map 14: Street Right-of-Way



STREET DESIGN AND CONDITIONS

Street design, configuration, and condition in the West End are more significant barriers to (re)development than existing ROW width, particularly west of the railroad tracks. This area has transitioned from the original residential land uses to a mix of commercial and industrial uses. Streets in the newer sections of development, such as the West End Business Park, were designed to recent industrial street standards. They have appropriate substrate, pavement width, surface materials and thickness to handle high volume truck traffic. Plus, they have curbs and gutters to handle stormwater drainage from streets and adjacent properties.

River Street Built to Industrial Standards

Many older streets in the West End have yet to redevelop and were designed to outdated standards. Table K shows that 42% of West End streets are constructed with open ditches. These older streets are less effective at handling drainage runoff than streets connected to storm sewer. Newer streets have storm sewer capacity to serve development in the area. Additionally, the curb and gutter provides lateral stability to support heavy loads carried by truck traffic.

Table K: Street Section Type

Street Section Type	Linear Feet	Percent
Curb & Gutter	19,579	57.7%
Open Ditch	14,381	42.3%
Totals	***33,960***	***100.0%***

Street pavement conditions are rated according to a standard pavement conditions index (PCI) developed by the American Society for Testing and Materials (ASTM). Table L summarizes City street inspection data for the West End. According to the City-rated PCI, the average pavement condition is fair, with about 42% rated as satisfactory or above. However, the condition of many streets has deteriorated. Almost 33% are rated poor or lower and over 12% are in serious condition, but none are rated as failed.

Poor Pavement Condition

Table L: Street Pavement Conditions

Description	City Rating	Linear Feet	Percent
Good	8.5 - 10.0	5,817	17.1%
Satisfactory	7.0 - 8.4	8,476	25.0%
Fair	5.5 - 6.9	8,126	23.9%
Poor	4.0 - 5.4	5,062	14.9%
Very Poor	2.5 - 3.9	2,256	6.6%
Serious	1.0 - 2.4	4,223	12.4%
Failed	0.0 - 0.9	0	0.0%
	Totals	***33,960***	***100.0%***
Avg. Condition		**Avg. Index Rating/Foot**	
Fair		***6.15***	

Map 15 illustrates the correlation between industrial traffic and pavement condition. The streets in poorest condition are mostly located west of the railroad tracks and south of Madison Ave. Newer streets of recent design are still in relatively good condition even though they carry more traffic and a comparable percentage of truck traffic. Meanwhile, streets that serve mostly commercial development have also remained in better condition.

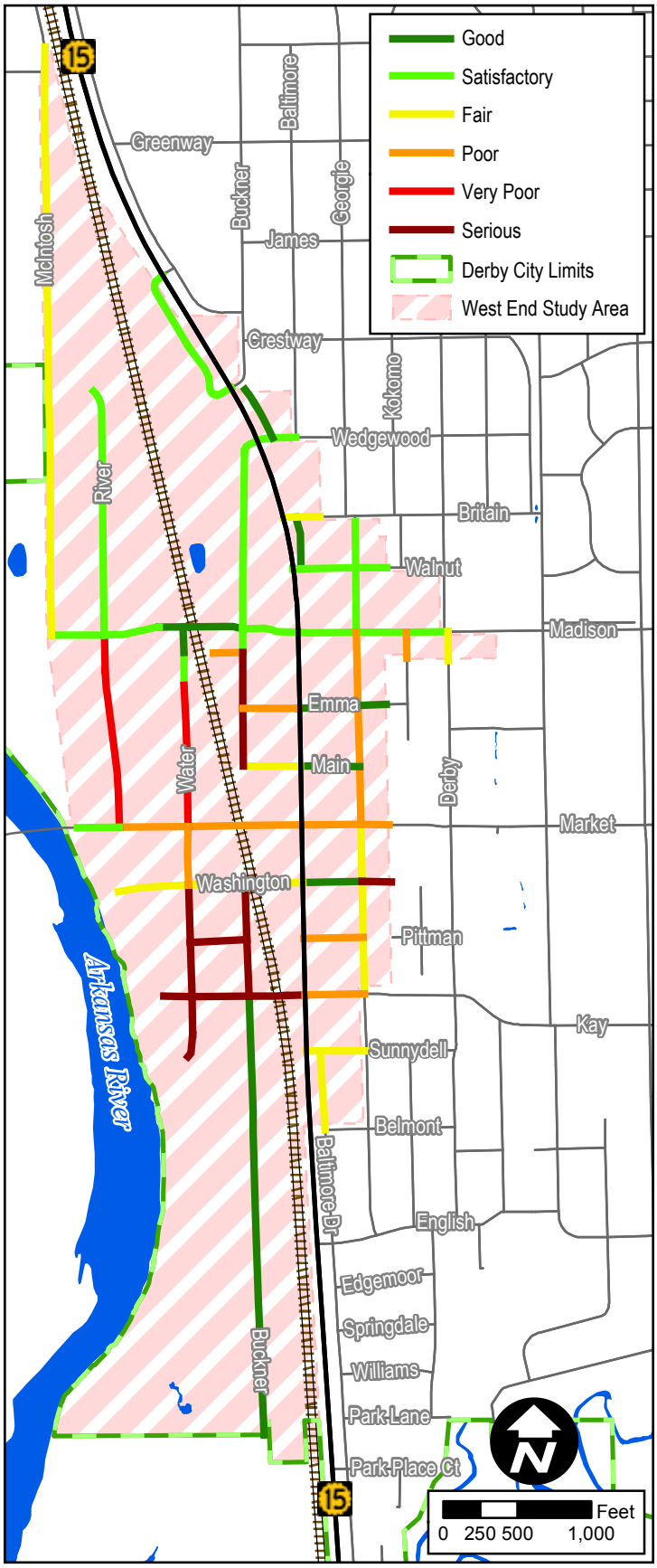
All public streets in the area are paved, with 78% having asphalt pavement. Table M breaks down the mix of street surface materials in the West End. Viewed in comparison with the pavement condition data, this indicates that surface material is not the primary indicator of condition in the older industrial areas. Rather, it is more likely that the key factors driving poor conditions are related to the design standards to which the streets were constructed. Namely, this includes pavement width, pavement thickness, substrate materials, substrate thickness and the lack of engineered drainage.

Table M: Street Surface Type

Pavement Type	Linear Feet	Percent
Concrete	995	2.9%
Asphalt	26,586	78.3%
Double Asphalt Surface Treatment	6,379	18.8%
Totals	***33,960***	***100.0%***

Substandard Street Design

Map 15: Street Conditions



RAILROAD

According to KDOT's rail traffic data, the segment of Burlington Northern & Santa Fe (BNSF) rail bisecting the West End carries an average of 32 trains per day. It is fair to say this degree of rail traffic has a relatively significant impact on development potential. Trains run 24 hours a day, 7 days a week, 365 days a year. The noise and rumble of passing trains can be disruptive to business operations. Trains can also cause traffic delays and safety concerns.

Car Crossing Railroad at Market Street

Communities everywhere deal with these problems. In most cases, the railroad was in place first. Development built up around the tracks and prospered in locations where trains stopped to load passengers and freight. Modern rail systems operate much more efficiently, trains stop much less frequently and they carry much heavier loads at much higher speeds. Communities must cope with this reality and attempt to minimize the negative impacts. Municipalities have several tools at their disposal. Zoning can help ensure development occurs in places where it will be least affected by trains. Quiet zones can help reduce horn noise. Rail crossings can be located and designed to improve traffic flow and safety.

The City of Derby has used some of these tools to improve the rail situation. Zoning has helped to reduce residential development near the tracks and replaced it with businesses that are less sensitive to the noise. They have also reduced traffic impacts with design solutions. There are four at-grade rail crossings in the West End, located at Madison Ave., Market St., Washington Ave. and Kay St. All four crossings are equipped with gates and signals. The new Madison crossing was built to replace one that was closed on Cherry St. Previously, Madison traffic had to take a circuitous route south to Cherry St. and back north to Madison. Connecting the street on both sides of the tracks removed a major impediment to truck traffic accessing the West End Business Park.

Washington Street Railroad Crossing

Other solutions to rail concerns were investigated during this planning process. However, it should be noted that several design options are economically or technically infeasible. These are rail bypass realignment, rail over/underpasses and road over/underpasses. A rail bypass or a grade-separated overpass, such as the one in downtown Wichita, might be technically feasible. However, either would be tremendously expensive and the majority of the cost burden would be shouldered by local tax dollars. They would also require the displacement of numerous homes and businesses. Street overpasses or underpasses might be economically feasible. However, the grade necessary to clear the tracks up or down, would require more space than is available. The Arkansas River constrains the approach from the west and K-15 is a barrier to the east.

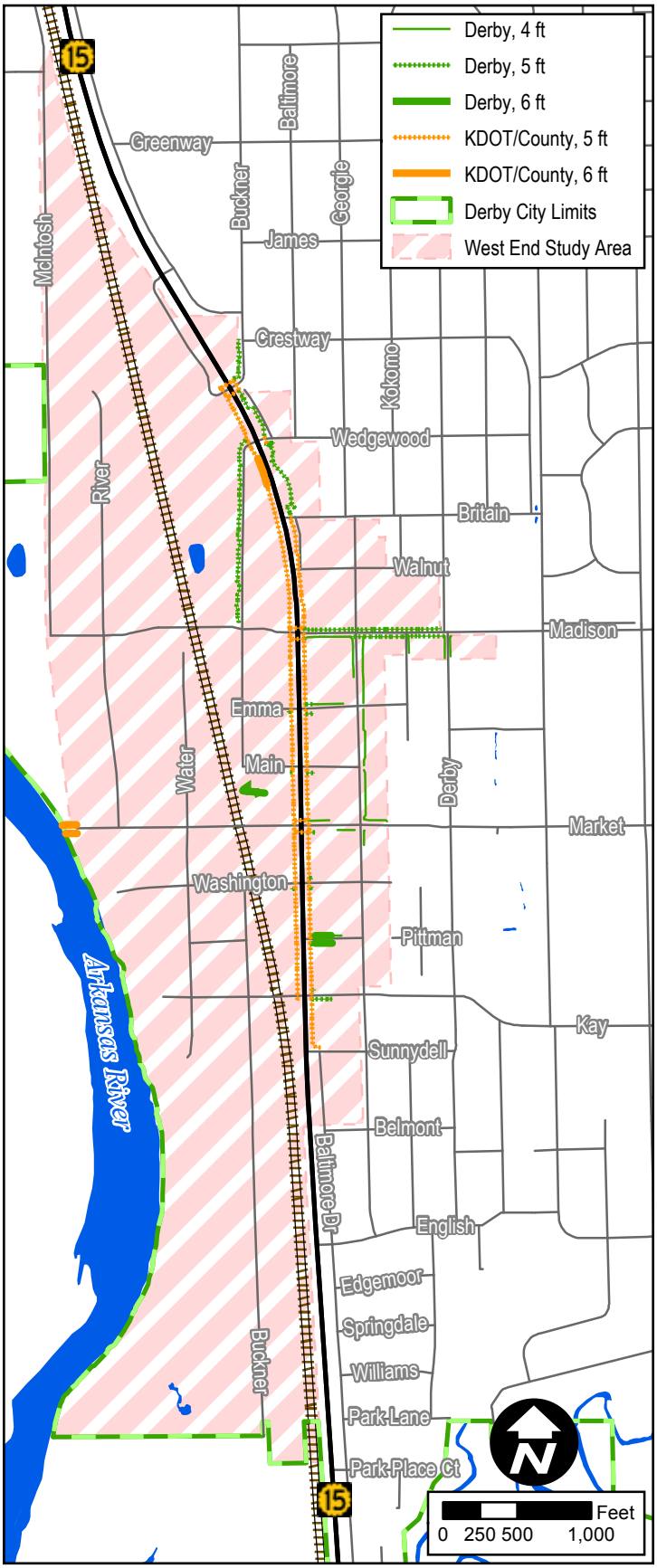
This study instead focuses on alternatives likely to achieve a return on local investment. For example, noise concerns might be mitigated with a quiet zone if implementation costs are manageable.

SIDEWALKS & SHARED USE PATHS

The portion of the West End along K-15 is well served with pedestrian infrastructure. Map 16 shows existing sidewalks in the area. Almost 8,200 linear feet of sidewalks are owned by the City of Derby and located in city ROW. Another 8,800 linear feet is within ROW owned by KDOT or Sedgwick County, with all but a few hundred feet being located along K-15. No sidewalks extend west over the railroad tracks. However, an extension along Market St. is planned, which would connect to the new Warren Riverview Park. Additional connections to better serve the West End are included in the recommendations.

Sidewalk along K-15

Map 16: Sidewalks



TRAFFIC CONDITIONS

Traffic Data Collection

Traffic counts were conducted to determine the general traffic patterns, volumes and truck traffic on West End streets. Map 17 shows the traffic count locations and average daily traffic volume, AM peak volume, PM peak volume and percent of truck traffic at each traffic count location. Truck volumes were not recorded at all locations. Volumes are based on the average daily traffic (ADT) during several three-day (Tuesday - Thursday) count periods conducted in February and March 2015. The most recent traffic maps posted on the KDOT website (www.ksdot.org) provided traffic volumes for K-15 (Derby Traffic Map, October 2012) and the BNSF railroad (Kansas Rail Traffic Map, July 2013). Turning movements were observed and counted manually at three K-15 intersections: Madison, Market and Kay.

Traffic Volumes

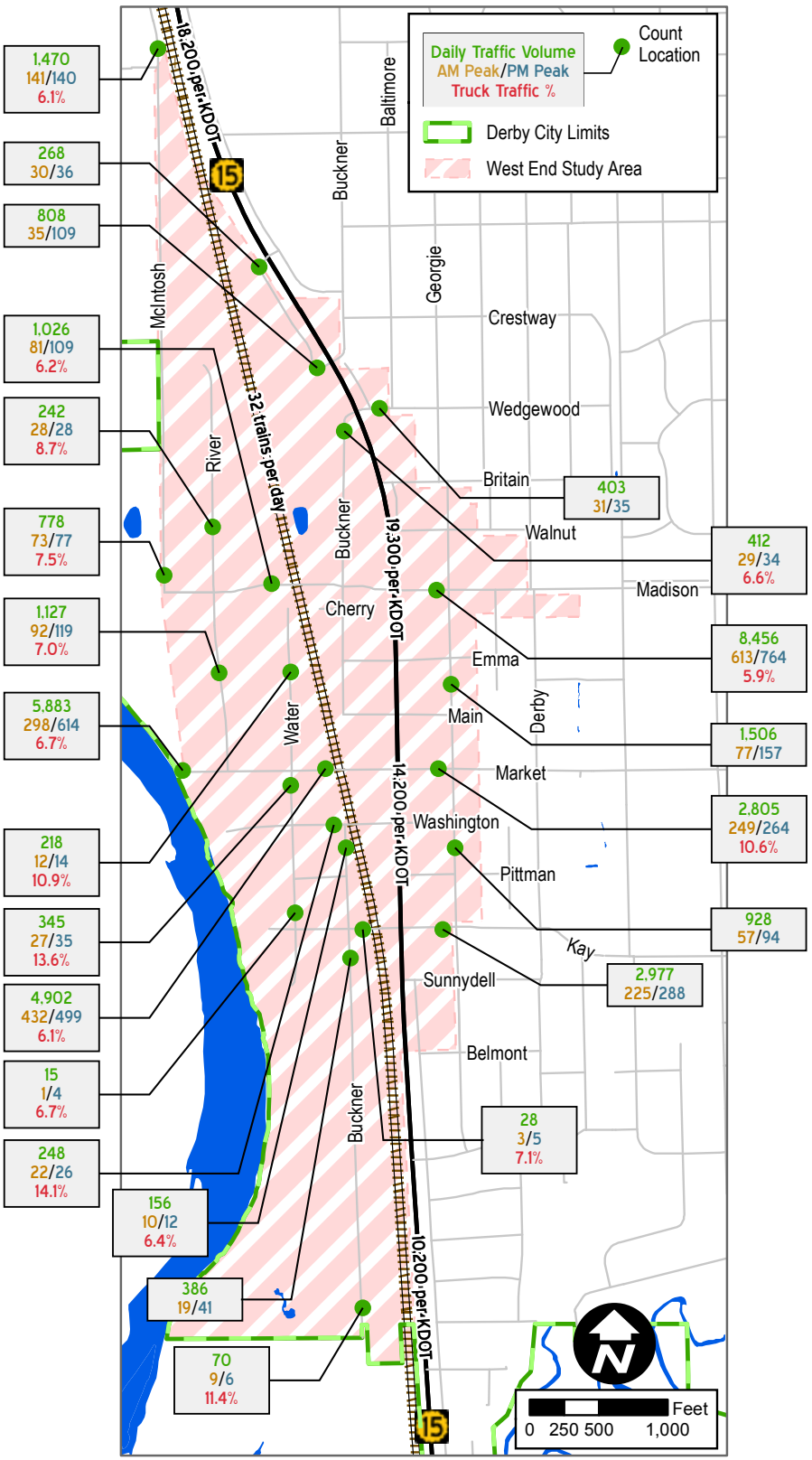
The highest traffic volumes in the West End are found on K-15, where volumes range from a high of 19,300 ADT at Madison to 10,200 ADT near the south city limits. The highest traffic volumes on arterial streets is found just east of K-15 on Madison where the volume is 8,452 ADT. Most of this traffic flows from K-15, as illustrated by a volume of 1,026 ADT just west of the railroad tracks. The traffic pattern on Market is opposite of that on Madison. The volume east of K-15 is 2,805 ADT, but traffic increases to 5,883 ADT at the west city boundary where the street turns into 83rd St. South crossing into unincorporated Sedgwick County.

Traffic volumes are typically lower on West End collector streets than on the arterials. East of K-15, Georgie carries 1,506 ADT between Market and Madison. Kay carries 2,977 ADT, most of which flows to and from K-15. West of K-15, McIntosh has a volume of 1,470 ADT near the K-15 intersection and River carries 1,127 ADT between Madison and Market.

All local streets in the West End carry traffic volumes under 1,000 ADT and most are under 500 ADT. However, west of the railroad tracks the percentage of truck traffic tends to be higher than on the streets east of the tracks, which reflects the industrial nature of the area. River, Water, Washington and Buckner each have segments ranging from 8.7% - 14.1% truck traffic. East of the railroad tracks, only Market (10.6%) has a truck traffic percentage exceeding 7%.

Based on the recorded traffic volumes, all streets have sufficient capacity to handle current and anticipated future traffic.

Map 17: Traffic Counts



Intersection Operations

The intersection of K-15 with Madison is currently signalized with protected/permissive left-turn phasing for the north and south approaches and permissive only left-turn phasing for the east and west approaches.

Madison & K-15 Intersection

During the AM and PM peak hours, the most frequent turning movements at this intersection are southbound-to-eastbound left turns and westbound-to-northbound right turns. The southbound-to-eastbound left-turn vehicles account for 36% of the southbound volume during the AM peak hour and 24% of the southbound volume during the PM peak hour. The westbound-to-northbound right-turn vehicles account for approximately 76% of the westbound volume during the AM peak hour and approximately 61% of the westbound volume during the PM peak hour. During the AM and PM peak hours, less than 3% of the vehicle movements are on the west approach. Based on observed operations, the current intersection configuration is adequate for the existing and anticipated future traffic volumes and patterns.

The intersection of K-15 with Market is also currently signalized with protected/permissive left-turn phasing for all of the approaches. During the AM peak hour, the most frequent turning movements at this intersection are eastbound left-turns and westbound right-turns to go northbound. Approximately 64% of the vehicles on the east and west approaches turn to go northbound.

Market & K-15 Intersection

During the PM peak hour, the most frequent turning movements at this intersection are southbound-to-westbound right turns and turning movements from the west approach. Approximately 10% of the southbound volume turn right to westbound Market. Approximately 44% of the vehicles on the west approach turn left to go northbound and approximately 35% of the vehicles on the west approach turn right to go southbound. Based on observed operations, the current intersection configuration is adequate for the existing and anticipated future traffic volumes and patterns.

The BNSF railroad tracks cross Market approximately 425 feet west of the intersection. Due to the railway's close proximity, this intersection has short periods when the storage lengths and vehicle delays increase above normal conditions. During train crossings that exceed three minutes, the westbound traffic on Market Street queues back to the intersection. Southbound right-turning vehicles queue on K-15 for 75-100 feet and restrict through movements in the inside lane. Northbound left-turning vehicles queue on K-15 for 125-175 feet. With the left-turn lane becoming a two-way left-turn lane to the south of the intersection, turning vehicles do not restrict the through movement traffic.

In addition, vehicles in the left-turn lane call up the protected northbound left-turn phasing operation, even though these vehicles cannot complete their turning maneuver through the intersection. This "wasted time" increases the delay and queuing lengths for the other movements. Based on observations during train crossings, modifications to traffic signal phasing could potentially improve operational efficiency.

Finally, the intersection of K-15 with Kay is currently two-way stop controlled, with movements on Kay stopping for K-15 traffic. During the AM peak hour, the most frequent turning movement at this intersection is the westbound right-turn, with approximately 96% of the vehicles turning to go northbound. During the PM peak hour, the most frequent turning movement is the reverse of the AM peak hour movement with southbound left-turns going eastbound. During the AM and PM peak hours, less than 2% of the vehicle movements are on the west approach. Based on observed operations, the current intersection configuration is adequate to handle existing and anticipated future traffic volumes.

PUBLIC & STAKEHOLDER INPUT

Transportation had the greatest amount of input from the public and stakeholders. There were many concerns expressed about the condition of the local streets in the West End. Stakeholders also expressed concern about the design of many local streets as they are not designed to handle current industrial and commercial traffic. From the survey results, the existing conditions of local streets influence the potential for business growth and investment. This was also expressed in comments from stakeholders; where the condition and design of local streets were holding back private investment in businesses. The survey results also show that the City should spend public funds on street improvements to enhance business opportunities in the West End. Street improvement was the highest ranked item from the survey results.

Public Open House

From the survey results, K-15 / Eisenhower Memorial Highway was the feature that best characterizes the identity of the West End. It provides quality vehicular access to the area for business activity. K-15 was also seen to have the greatest positive influence on the potential for business growth and investment. The public and stakeholders also identified the desire to improve the aesthetics along K-15.

Alleys in the West End also received quite a bit of attention. The public and stakeholders identified that underutilized or non-existent alleys limit business expansion potential. Comments were received in favor of vacating alleys that were not needed or where they did not exist except on a plat.

There were many concerns expressed by the public and stakeholders about the noise from train horns. Many stated that it negatively affected business operations. The survey results show that the railroad acts as a negative influence on the potential for business growth and investment. However, most comments received were positive about railroad crossings. Many people were very happy about the recent improvements to the railroad crossing on Madison Avenue. The survey results show that improving railroad crossings was the lowest ranked item for which the City should spend public funds to enhance business opportunities in the West End.

The survey results show that walking and bicycling infrastructure in the West End is generally neutral in its influence on the potential for business growth and investment. There were some comments received about the desire for a multi-use path along the Arkansas River and to improve the K-15 corridor to make it more pedestrian friendly. The survey results show that sidewalks and bicycle facilities were ranked 5th out of 7 items for which the City should spend public funds to enhance business opportunities in the West End.

Parking was also identified by the public and stakeholders as an issue. On-street parking is closely related to transportation due to its location in street right-of-way. There was one individual in favor of limiting or not allowing on-street parking on major vehicular routes. All other parking-related comments focused on the lack of parking available along K-15, but were more closely related to off-street private parking (see Chapter 5).

BARRIERS & OPPORTUNITIES

The local streets, both the design and condition, are a major barrier for business development and redevelopment. Although access is provided by these streets, many were not designed to handle the traffic and type of vehicles currently using the streets.

K-15 provides an opportunity for business development and redevelopment due to the quality vehicular access provided and connections to the region and beyond.

Trains using the railroad tracks act as a barrier to vehicular and pedestrian travel. However, the street/railroad crossings are generally in good condition.

Street drainage, mainly the drainage ditches, was viewed negatively by the public and stakeholders. Although they may not be a barrier to development or redevelopment, improvements to drainage should positively impact properties in the West End. Providing engineered drainage can alleviate many drainage concerns.

The existence of some alleys are a major barrier to development and redevelopment, particularly existing business expansion. They separate parcels where separation is not desired. In many cases, this public right-of-way could be used by properties if vacated by the City.

RECOMMENDATIONS

RECOMMENDATION 12

Reconstruct Water Street and Kay Street to industrial standards with engineered stormwater drainage and sidewalks.

Discussion

These two street segments collect and distribute traffic and north to Market Street and Madison Avenue and east to K-15. Both streets should be designed and constructed to handle industrial traffic including proper pavement thickness, substrate thickness, width, and curb return radii. Railroad crossing improvements may be necessary based upon the design standards. The sidewalk would provide east/west access from the sidewalks along K-15 and north/south access to the recommended sidewalk along Market Street (discussed later in the recommendations). Pedestrian access in this area will become more important when the planned Warren Riverview Park is developed.

Implementation

Project Type: Design/construction

Priority: High

Trigger Event: Allocation of resources

Project Duration: one to three years

Lead Department/Staff: Planning & Engineering Department

Internal Support/Coordination: Public Works

External Support/Coordination: Adjacent property owners

Potential Contract Support: Consulting engineer

Anticipated Cost Factors: Staff time; design; construction

Planning Level Cost Estimate: $1,600,000 - $2,100,000 assuming $475 - $575 per foot

Potential External Funding Source(s): KDOT Economic Development

Comments: This recommendation is the most critical infrastructure project in terms of business development and property access. Design should begin immediately upon allocation of funding. Cost will depend on pavement materials and amount of needed drainage infrastructure.

RECOMMENDATION 13

Vacate rights-of-way for undeveloped streets and alleys.

The street and alley rights-of-way recommended for vacation are shown on Map 18 and listed below.

1) Pittman Street right-of-way from Buckner west to Water Street and between 123 South Water and 201 South Water.
2) North/south alley between River Street and Water Street from Madison Avenue south to 1/2 block south of Kay Street.
3) North/south alley between Water Street and Buckner Street from mid-block east/west alley between Market Street and Washington Avenue south to 1/2 block south of Kay Street.
4) North/south alley between the railroad tracks and Buckner Street from Madison Avenue south to railroad tracks.
5) East/west alley between Market Street and Washington Avenue from alley between Water Street and River Street east to railroad tracks.

Discussion

Vacating alleys will revert ownership to the adjacent properties. Many of the alleys identified above were platted but never constructed. Many alleys in the West End limit business expansion potential by separating property parcels with public right-of-way where private improvements, such as buildings or parking lots, are not allowed. Adjacent property owners could use vacated rights-of-way that revert to private control. Utility and drainage easements should be retained within vacated ROW as needed.

Prior to initiating the vacation process, the City should meet with affected property owners. These meetings should educate owners about the vacation process, discuss the transfer of ownership rights/responsibilities, answer questions, and gather feedback.

Implementation

Project Type: Property transfer

Priority: Moderate

Lead Department/Staff: Planning & Engineering Department

Internal Support/Coordination: City Attorney; Public Works; Planning Commission; City Council

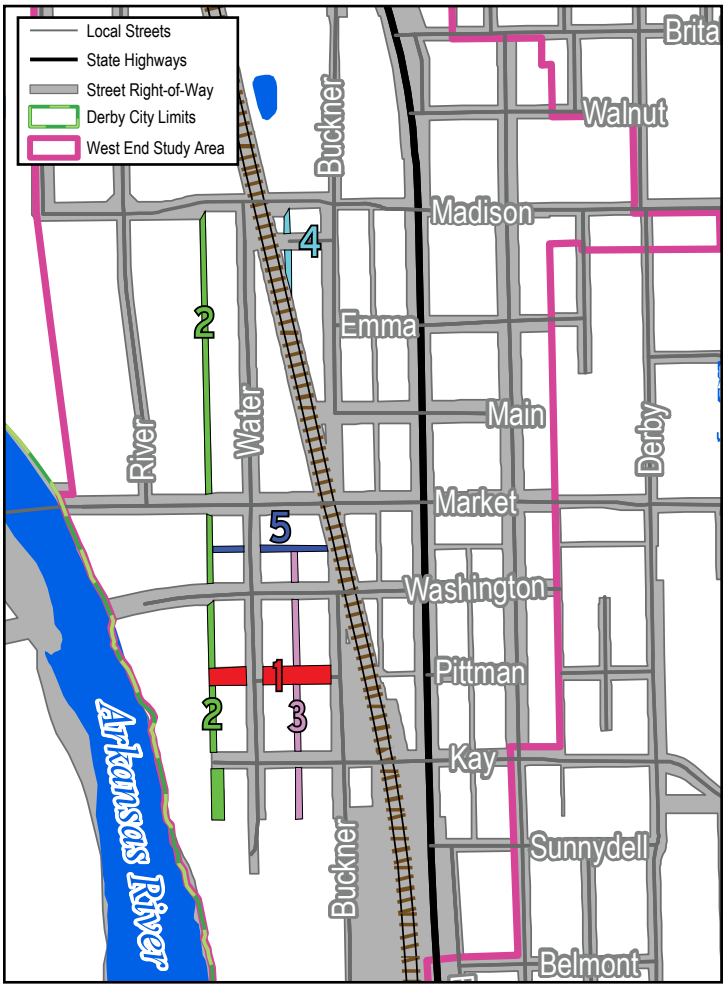
External Support/Coordination: Affected property owners

Potential Contract Support: Surveyor

Anticipated Cost Factors: Staff time; notifications; filing fees; surveyor

Comments: Stakeholders have expressed concerns about potential costs and ownership responsibilities. Stakeholder coordination is critical to this recommendation. Vacations can be accomplished with no cost to property owners and minimal city costs. The City may initiate vacation applications and waive associated fees. Costs would be limited to staff time, notifications, filing fees, and survey fees if needed.

Map 18: Recommended Right-of-Way to be Vacated



RECOMMENDATION 14

Improve traffic signal operations at the K-15/Market Street intersection.

Discussion

Traffic operations are poor at this intersection during peak hours when trains block the Market Street rail crossing. Traffic backs up on westbound Market Street from the railroad crossing all the way to K-15. The northbound K-15 left turn lane backs up and is unable to pass through the intersection due to the queue on Market Street. However, the traffic signal detectors identify a full queue in the turn lane and provide a full phase to clear the queue. This does not allow southbound K-15 traffic to pass through the intersection. Traffic signal phasing modifications and additional queue detection equipment will be needed. This should include coordination with KDOT and possibly BNSF.

Implementation

Project Type: Design/construction

Priority: Moderate

Trigger Event: Allocation of resources

Project Duration: less than one year

Lead Department/Staff: City Engineer

Internal Support/Coordination: Public Works - Streets

External Support/Coordination: BNSF RR; KDOT

Potential Contract Support: Consulting engineer (traffic)

Anticipated Cost Factors: Staff time; design/construction

Planning Level Cost Estimate: $15,000 - $20,000

Potential External Funding Source(s): WAMPO CMAQ; KDOT STP - RR Safety

Comments: A consulting traffic engineer would likely be contracted to develop the phasing and signal modifications. Actual project costs would depend on the detection equipment design specifications. While this improvement is a lower priority than Recommendation 25, they should be implemented concurrently to reduce costs and maximize traffic signal operations.

RECOMMENDATION 15

Evaluate the feasibility of implementing a quiet zone to reduce railroad noise impacts.

Discussion

Under federal regulations (49 CFR Part 222), locomotive engineers are required to sound train horns for 15 - 20 seconds within 15 seconds in advance of all at-grade rail crossings. The standard pattern is two long, one short, and one long blast. This pattern must be repeated until the locomotive occupies the crossing. While the safety benefits of the Train Horn Rule are obvious, the noise can be a significant disturbance for communities with multiple rail crossings, such as Derby.

Congress authorized the Federal Railroad Administration (FRA) to provide exceptions to the Train Horn Rule within approved parameters. In 2005, rules were enacted allowing communities to establish "quiet zones" where railroad engineers are not required to sound the horn in advance of crossings. To date, over 600 quiet zones have been implemented by communities nationwide. Kansas has four authorized quiet zones in the cities of Lenexa, Edgerton, and Overland Park (2).

Quiet zone approval is based on safety trade-offs. A crossing may qualify to be included in a quiet zone by installing supplemental safety measures (SSM) intended to offset the safety benefits lost by eliminating train horn blasts. Qualification is determined by a scoring formula (Risk Index) for various safety factors such as traffic volume, accident history, functional street classification, rail speed limit, etc.

The FRA's online Quiet Zone Calculator (http://safetydata.fra.dot.gov/quiet/login.aspx.) was used to conduct a preliminary quiet zone feasibility evaluation for the West End rail corridor. The evaluation identified the minimum SSM improvements needed to qualify based on calculated Risk Index scores. A summary of the preliminary evaluation is included as Appendix C.

A quiet zone is potentially feasible without major road construction. However, further study and coordination with BNSF, FRA, and KDOT Freight & Rail Division are recommended to:

- Validate the Quiet Zone Calculator results
- Determine SSM design criteria
- Outline the official approval process
- Assess site-specific conditions at each crossing to ensure the SSMs can meet established design criteria
- Identify alternate SSMs where needed
- Finalize a list of SSM improvements and receive conditional approval for quiet zone implementation
- Develop concept designs and construction cost estimates

Implementation

Project Type: Engineering study; design/construction

Priority: High

Trigger Event: Allocation of resources

Project Duration: one to three years

Lead Department/Staff: Planning & Engineering Department

Internal Support/Coordination: Public Works - Streets

External Support/Coordination: BNSF RR; KDOT Freight & Rail Division; FRA

Potential Contract Support: Consulting engineer

Anticipated Cost Factors: Staff time; study; design/construction

Planning Level Cost Estimate: Undetermined

Comments: The cost and impacts of eliminating all rail traffic impacts to Derby are not feasible. It would be much more practical to minimize the noise impacts that have been identified. Therefore, the possibility of establishing a quiet zone received positive stakeholder feedback. Additional study will determine the feasibility, costs and other impacts associated with implementing the minimum SSMs required to establish a quiet zone.

RECOMMENDATION 16

Improve local streets as-needed, after reconstructing Water Street and Kay Street.

Discussion

Consideration should be given to improving all streets within the West End. This recommendation should be implemented based upon need.

Once Water Street and Kay Street are improved, Derby should evaluate traffic patterns to determine traffic flow changes, especially for commercial vehicles. McIntosh Street from K-15 to Madison Avenue should be considered for industrial standards as it provides convenient access from K-15 to the industrial area along Madison Avenue west of the railroad tracks and carries a fair amount of commercial vehicle traffic. Washington Avenue from K-15 to Water Street should be considered for commercial standards as it provides direct access to six commercial properties and will provide access from K-15 to the planned Warren Riverview Park. Based upon traffic patterns, other streets may warrant upgrading to commercial or industrial standards.

Implementation

Project Type: Design/construction

Priority: Moderate

Trigger Event: Determination of need

Lead Department/Staff: Planning & Engineering Department

Internal Support/Coordination: Public Works; Finance

External Support/Coordination: Affected property owners

Potential Contract Support: Consulting engineer

Anticipated Cost Factors: Staff time; design/construction

Planning Level Cost Estimate: $4,600,000 - $5,600,000 assuming $475 - $575 per foot

Comments: Cost will depend on pavement materials and amount of needed drainage infrastructure. Calculations include all streets west of K-15 except River in the business park, Buckner south of Kay, Water and Kay (see Recommendation 12).

RECOMMENDATION 17

Improve pedestrian/bicycle access to the West End and enhance existing/future facilities with pedestrian amenities.

Recommended access connections include:

- New sidewalk or shared use path along Market Street from K-15 to the planned Warren Riverview Park.
- Extend sidewalk along Georgie Avenue from Market Street to Kay Street.

Discussion

A sidewalk or shared use path should be provided to connect the planned Warren Riverview Park to the sidewalks along K-15. This will provide a pedestrian and bicycle connection from the new park to the greater sidewalk system, linking Warren Riverview Park to other parks across Derby and to neighborhoods beyond the West End. There is currently not enough space between the curb and adjacent properties to develop a shared use path without land acquisition.

There is an existing sidewalk along the east side of Georgie Avenue north of Market Street. The sidewalk should be extended south along Georgie Avenue to at least Kay Street. Although it is out of the Study Area, it could be extended to English Street. This sidewalk would provide pedestrian access along a residential area to commercial areas north on Market Street and beyond.

K-15 and Market Street serve or will serve as primary pedestrian routes. As such, sidewalks/paths along these routes should include amenities to improve pedestrian comfort. Amenities could include seating, trash receptacles, bike racks, shade trees, etc.

Implementation

Project Type: Design/construction

Priority: Moderate

Trigger Event: Park construction (Market St.); allocation of resources (others)

Project Duration: less than one year (Market St.); undetermined (others)

Lead Department/Staff: Planning & Engineering Department

Internal Support/Coordination: Public Works - Streets

External Support/Coordination: Affected property owners

Potential Contract Support: Consulting engineer

Anticipated Cost Factors: Staff time; design/construction

Planning Level Cost Estimate: $135,000 - $400,000 (Market St.); other costs undetermined

Potential External Funding Source(s): WAMPO STP - Metro Urban; WAMPO Transportation Alternatives

Comments: The Market Street improvements should be timed to provide access upon the completion of Warren Riverview Park. Timing of other improvements will depend upon the allocation of resources. Costs will depend upon facility width (sidewalk or shared use path), ROW acquisition, and amenities provided. Funding from the external sources would require facilities to be 10′ shared use paths, unless included in a street improvement project.

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Potable water and sanitary sewer are the city-provided utilities within the West End. Derby also provides stormwater drainage infrastructure such as storm sewers and drainage ditches. There is also private utility infrastructure within the West End, which include telecommunications, electric power, and natural gas infrastructure.

This chapter identifies the existing City utility infrastructure within the West End and a general assessment of City utility infrastructure capacity. It also identifies private utilities within the West End. Opportunities and barriers are identified and recommendations are provided.

POTABLE WATER

Infrastructure

Potable water infrastructure within the West End includes transmission lines as well as appurtenances such as fire hydrants. Map 19 shows the City's potable water infrastructure in the West End. Sedgwick County Rural Water District #3 serves part of the surrounding area, but has no service provision to the West End.

Capacity Assessment

The following summarizes an evaluation of the City's water model to compare available fire flow in the area west of K-15 and from Songbird Street south to Park Lane Street. This evaluation utilized the current Derby water model that Professional Engineering Consultants, P.A. (PEC) compiled using the WaterGEMS software program. The evaluation included analyzing the model available fire flows and pressures under average day and max day demands.

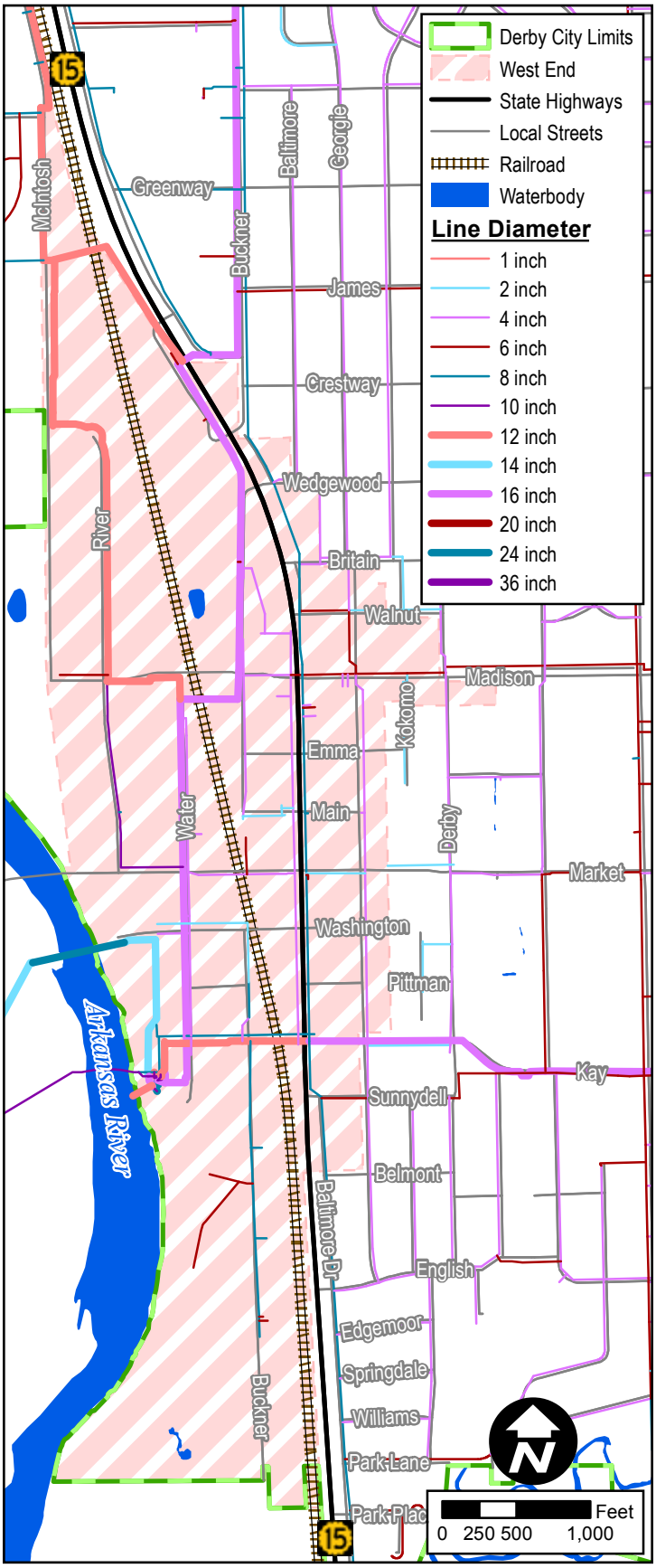
The report dated May 2002 that was prepared by PEC, provided a "Batch Report" generated by the ISO, Insurance Services Office of Kansas, in 1998 that determined the Needed Fire Flow (NFF) for several locations throughout Derby. A 2007 batch report confirmed the 1998 batch report data. The report determined the basic fire flow requirement of 3,500 gallons per minute (gpm) would be needed for industrial areas, 2,500 gpm for commercial areas, and 1,500 gpm for residential areas. The minimum fire flow recommended by ISO is 1,000 gpm at all locations.

Water mains 8-inches in diameter and larger have sufficient available fire flow. Water mains less than 8-inches need additional improvements to meet the recommended available fire flows for commercial or industrial developments.

Pressures in this portion of the water system generally range from 50 psi to 70 psi under max day demands. Pressures should be further evaluated on a case-by-case basis.

Additional analysis is needed to determine the age, condition, and capacity of existing system infrastructure. Further system evaluation will determine the need for and timing of future improvements.

Map 19: Potable Water Lines



SANITARY SEWER

Infrastructure

Sanitary sewer infrastructure within the West End includes lines and associated structures. Map 20 shows the sanitary sewer lines in the West End.

Capacity Assessment

An estimated 15% of the sanitary sewer flows for the West End are directed to the northwest to the existing 30-inch interceptor sewer. There is adequate capacity in this interceptor sewer to account for additional city growth to the north. The 8-inch and 18-inch sanitary sewer lines feeding this interceptor sewer have adequate capacity for full build out of the West End.

An estimated 50% of the sanitary sewer flows are directed to an existing 8-inch line along Market Street. This line is undersized between just east of Buckner Street and the manhole connecting to the west 18-inch interceptor sewer.

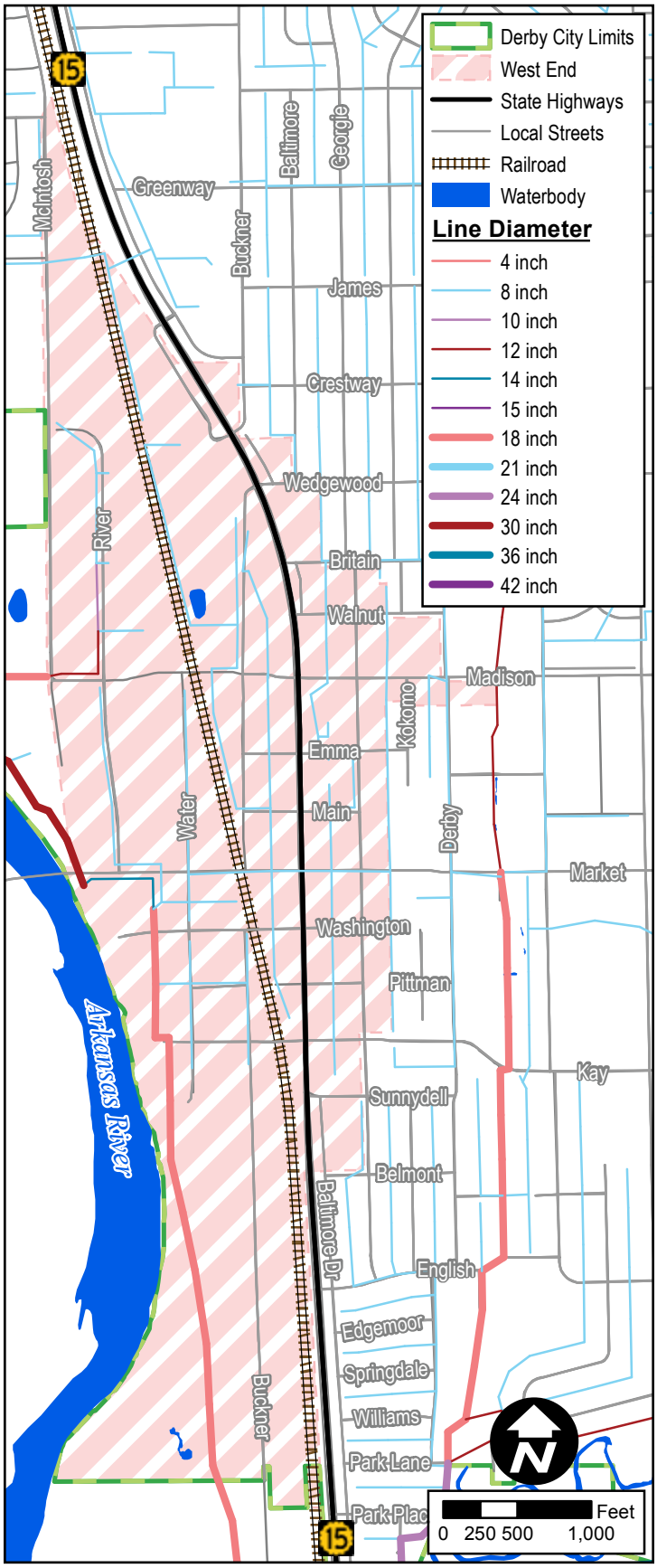
The 18-inch interceptor sewer flowing south along the river from approximately Market Street collects flows from the 30-inch interceptor sewer (located to the northwest) via a sanitary sewer lift station. This line also collects flows from the 8-inch sanitary sewer lines along Market Street and Pittman Street. The 18-inch line would collect an additional estimated 35% of the sanitary sewer flows for the West End. Some of this additional flow would connect to the existing 8-inch sanitary sewer along Pittman Street, and the remaining would require construction of new sanitary sewer mains to connect to the existing 18-inch interceptor sewer. Due to the additional anticipated flow directed to the 18-inch interceptor sewer, combined with the existing and future flows associated with the northwest interceptor sewer lift station, this line should be studied further to verify there is adequate capacity.

The Kansas Department of Health and Environment minimum standards were utilized to develop estimated flows for commercial and industrial areas.

Assumptions were made for approximate sanitary sewer collection areas, and flows were approximated using KDHE's minimum standards of design for commercial and industrial areas.

Additional analysis is needed to determine the age, condition, and capacity of existing system infrastructure. Further system evaluation will determine the need for and timing of future improvements.

Map 20: Sanitary Sewer Lines



STORMWATER

Infrastructure

Stormwater infrastructure within the West End includes enclosed stormwater sewers, inlets and other structures, along with open ditches. Map 21 shows the stormwater infrastructure in the West End.

Capacity Assessment

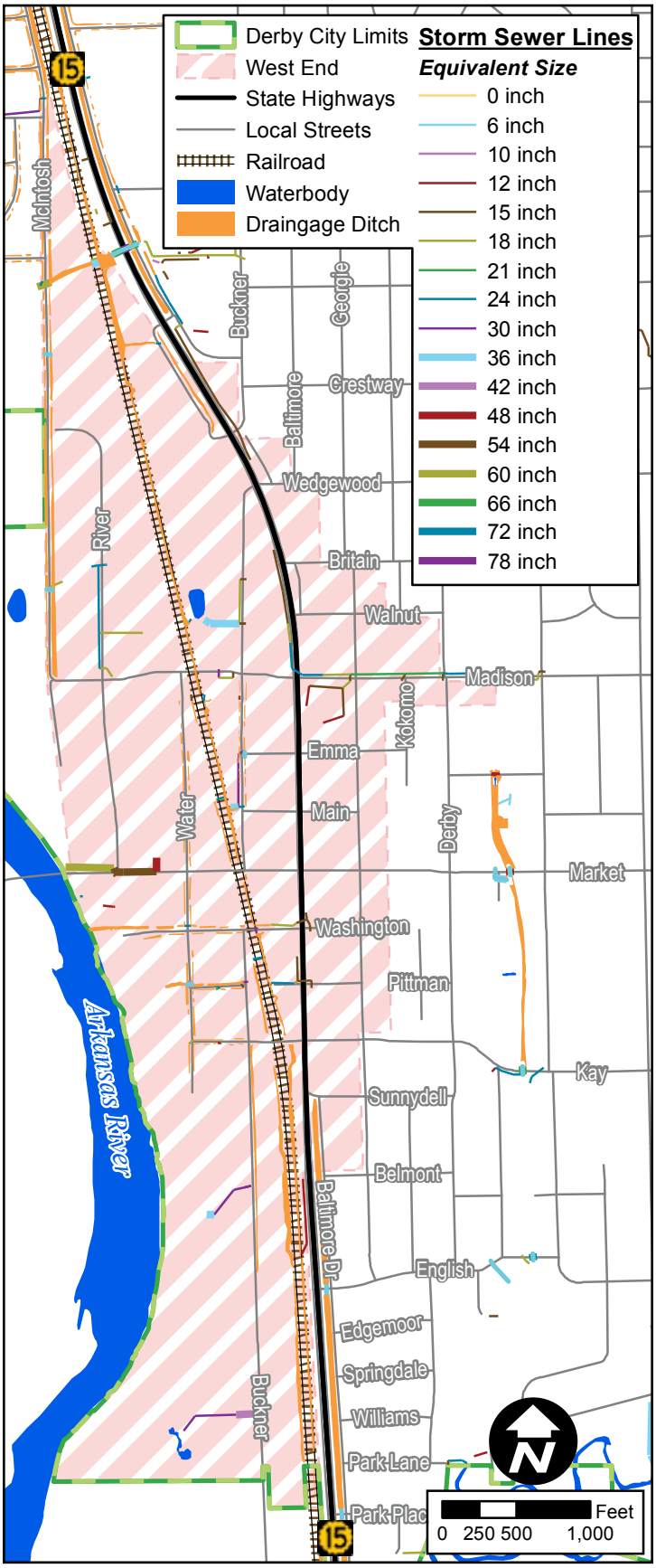
Within the West End, K-15 generally is the ridge line between the Trail Creek Basin to the east and the Arkansas River Basin to the west. For the most part, the Trail Creek Basin features surface drainage, with the exception of an existing stormwater sewer system in Madison Avenue, the capacity of which should be checked for modern stormwater management criteria.

West of K-15 and north of Madison Avenue has a stormwater system with detention ponds located in Crosswinds Addition and Derby Business Park Addition. Drainage ditches along the BNSF railroad provide much of the conveyance in the West End with ultimate discharge westward via existing swales and creeks to the Arkansas River. Railroad ditches have historically been undermaintained by BNSF and resistance to allow the City or private property owners to maintain.

West of K-15 and south of Madison Avenue has few stormwater sewers, relying on surface drainage in narrow, undersized roadside ditches. The exception is a fairly large stormwater sewer on Market Street east of the Arkansas River bridge that drains the area north of Market Street. This storm sewer could be extended north to serve new development. Redevelopment within this portion of the West End will benefit from modern roadways with engineered drainage.

Additional analysis is needed to determine the age, condition, and capacity of existing stormwater system infrastructure. Current standards generally require engineered stormwater infrastructure. Most stormwater drainage infrastructure is located within street rights-of-way and will be evaluated and improved with future street projects. Stormwater infrastructure outside of street rights-of-way will likely require evaluation and improvements separate from street projects.

Map 21: Stormwater Lines & Drainage Ditches



PRIVATE UTILITIES

Derby has franchise agreements with many private utility and service providers that allows service to be provided and easements to be dedicated for infrastructure. These private utilities and services include telecommunications, natural gas, and electric power providers. Below is a list of those providers:

- El Paso Water Company (now owned by Derby)
- Kansas Gas Service
- Westar Energy
- Cox Communications
- Sage
- Birch Telecom
- McLeod
- AT&T Telephone
- AT&T Video
- Zayo Group

PUBLIC & STAKEHOLDER INPUT

The public and stakeholders did not identify any capacity or other issues with potable water or sanitary sewer service or infrastructure. There were some minor concerns expressed about stormwater drainage in the West End. Most of these were primarily concerning runoff from streets flowing onto private property. Many of these issues would be alleviated by the improvements recommended in the transportation chapter (Chapter 6). Some existing culverts were also identified to be aging and in poor condition.

The public and stakeholders were generally satisfied with natural gas and telecommunications service; however, concerns were expressed about the unreliability of electric power service in some areas of the West End, especially during windy days. Some of these concerns came from business owners in the West End Business Park where electric service is underground. This issue then is likely not in the service lines to individual properties, but rather on larger distribution line infrastructure that is located above ground.

BARRIERS & OPPORTUNITIES

Barriers related to public utilities include water line age and capacity, sewer line age and capacity, and drainage. Additional analysis is needed to determine flow rates and capacity of the water and sanitary sewer systems. Many drainage concerns will likely be alleviated by street improvements that include engineered drainage.

The unreliability of electric service in some areas of the West End could be a barrier to development or redevelopment, especially as more businesses move into the West End and existing businesses expand. There is an opportunity to address this concern before it becomes a more critical issue for the West End.

RECOMMENDATIONS

RECOMMENDATION 18

Work with Westar Energy to improve the reliability of electric power service.

Discussion

The city should work with local businesses and Westar Energy to facilitate needed transmission infrastructure improvements that would improve electric power reliability to all properties in the West End. Without electric power service, productivity and communications are severely hampered.

Implementation

Project Type: Staff activity

Priority: High

Trigger Event: Assignment of responsibilities

Lead Department/Staff: Development Manager

External Support/Coordination: Westar Energy

Comments: Several industrial stakeholders have indicated that intermittent power outages frequently hamper business operations. Coordination between the city, local businesses and Westar Energy should begin immediately.

RECOMMENDATION 19

Include engineered stormwater drainage with future West End street improvements.

Discussion

Providing streets with engineered drainage will improve collection of stormwater drainage and alleviate many of the concerns about runoff from streets flowing onto private property.

Implementation

Project Type: Design/construction

Priority: Moderate

Trigger Event: Design of street improvements

Lead Department/Staff: City Engineer

Internal Support/Coordination: Public Works

External Support/Coordination: Affected property owners

Potential Contract Support: Consulting engineer

Anticipated Cost Factors: Staff time; design/construction

Comments: This recommendation is consistent with current city design standards and should be implemented with future street projects.

RECOMMENDATION 20

Study the sanitary sewer system to identify undersized and aging lines for replacement, particularly between Market Street and the wastewater treatment plant.

Discussion

The 18-inch interceptor sewer from south of Market Street to the wastewater treatment plant collects sanitary sewer flows from a relatively small area to the northeast and east of the line. It also collects flows from the 30-inch interceptor sewer from the northwest that serves north Derby. Although this 30-inch interceptor has sufficient capacity, it is pumped into a smaller 18-inch interceptor. The flows through this 30-inch interceptor and pump station are unknown. These issues should be studied to identify potential capacity needs and recommended improvements.

Implementation

Project Type: Engineering study

Priority: High

Trigger Event: Allocation of resources

Project Duration: less than one year

Lead Department/Staff: City Engineer

Internal Support/Coordination: Public Works - Wastewater

Potential Contract Support: Consulting engineer

Anticipated Cost Factors: Staff time; consulting fees

Planning Level Cost Estimate: $20,000 - $25,000

Comments: The study should be completed prior to design and construction of sanitary sewer improvements.

RECOMMENDATION 21

Update 2002 water distribution study to identify undersized and aging lines for replacement.

Discussion

The City should update the 2002 Study to include the West End utilizing data from the upcoming 2015 flow tests. This study should be used to identify locations within the West End that do not meet needed fire flow rates for industrial and/or commercial areas based upon future land use. Typical water main diameter for industrial and commercial areas is at least 8-inches to meet needed fire flow requirements.

Implementation

Project Type: Engineering study

Priority: Moderate

Trigger Event: Allocation of resources

Project Duration: less than one year

Lead Department/Staff: City Engineer

Internal Support/Coordination: Public Works - Water

Potential Contract Support: Consulting engineer

Anticipated Cost Factors: Staff time; consulting fees

Planning Level Cost Estimate: $20,000 - $25,000

Comments: This study is less critical than the sanitary sewer recommendation. However, improving known system deficiencies will support future development. Also, it may be prudent to know water line needs prior to replacing streets to ensure maximum coordiation of projects.

RECOMMENDATION 22

Encourage connections to the City's sanitary sewer system rather than lagoons or septic systems.

Discussion

Limiting characteristics of soil types may prevent lagoons or septic systems from functioning properly. Due to these limiting characteristics of soil types for lagoons and septic systems, sanitary sewer connections to properties are recommended. Sanitary sewer can also be very beneficial to properties. It does not consume space like septic absorption fields or lagoons, leaving more developable space on the property. It is less likely than septic systems or lagoons to negatively impact adjacent properties due to failure. Sanitary sewer will reduce the chance for environmental contamination caused by flooding, which can occur with septic systems or lagoons. Industrial and commercial uses often desire sanitary sewer connections.

In limited circumstances, it may be more feasible to develop lagoons or septic systems if the property is far from existing city sanitary sewer infrastructure and it is too costly to extend service.

Implementation

Project Type: Staff activity

Priority: Low

Trigger Event: Proposed development/redevelopment petition; wastewater system extensions or improvements

Project Duration: Ongoing

Lead Department/Staff: Planning & Engineering Department

Internal Support/Coordination: Public Works - Wastewater

External Support/Coordination: Property owners; developers

Anticipated Cost Factors: Staff time

Comments: Derby Municipal Code requires properties located within 100′ of the public sanitary sewer system to connect within 90 days of service availability. New and existing development located beyond the required distance should be encouraged to connect as feasible and appropriate. This will help reduce the negative impacts of private waste treatment systems.

RECOMMENDATION 23

Facilitate coordination between business/property owners and private utility providers about service availability and extensions.

Discussion

Reliability of electric service has been identified by stakeholders as an issue for certain properties north of Madison Avenue. There may be other private utility issues that arise over time as the area develops and service needs increase. Although the city does not provide electric, natural gas, or telecommunications services, Derby should facilitate coordination between business/property owners and private utility providers to work together to identify and solve issues related to quality and availability of needed private utility service.

Implementation

Project Type: Staff activity

Priority: Moderate

Project Duration: Ongoing

Lead Department/Staff: Development Manager

External Support/Coordination: Property owners; utility providers

Anticipated Cost Factors: Staff time

Comments: Facilitating discussions between utility providers and business property owners will enhance business development efforts.

CHAPTER 8: EMERGENCY SERVICES

Emergency services are necessary for the existing and future developments within the West End. This chapter summarizes current fire protection, police, and emergency medical services for the West End. It also provides a summary of public and stakeholder input related to emergency services, opportunities and barriers, and recommendations.

FIRE

Fire protection for the West End is provided by Derby Fire and Rescue, which operates from two fire stations. Fire Station #81 (Fire Station 1) is located at 128 W. Market and is the primary response center within the West End. Fire Station #82 (Fire Station 2) is located at 1401 N. Rock Road. The portion of the West End north of Madison Avenue is within Fire Zone 2. The area south of Madison Avenue is within Fire Zone 1.

Derby Fire Station #1

Over the three years from January 2012 to January 2015, there were a total of 241 calls from properties within the West End to the fire department. Response calls to the Fire Station and Police and Court building were removed for analysis, leaving 111 responses. The total responses east of the railroad tracks was 83 with an average response time of 3 minutes and 26 seconds. The total responses west of the railroad tracks was 28 with an average response time of 3 minutes and 10 seconds. This shows average response times for the calls located west of the railroad tracks being 16 seconds faster than those on the east side of the railroad tracks.

Derby has a joint response agreement with Sedgwick County to aide with fire protection for structures. This is beneficial for areas on the west side of the railroad tracks with Derby fire stations located on the east side of the tracks.

There is a perception locally that train traffic has a negative impact on emergency services. Based upon the above data, there is no increase in response time west of the train tracks. Additionally, individual calls are rarely affected by trains due to close proximity to Fire Station 1 and availability of alternative rail crossings north and south when trains may block some crossings.

Access to and from Fire Station 1 is blocked when vehicular traffic is stopped by passing trains. Westbound vehicles queue in front of the station's driveway despite pavement markings directing otherwise. Traffic blockages prevent fire trucks from exiting to respond to an emergency. In addition, Fire Station 1 is outdated by modern standards. The building itself lacks space for long-term growth and on-site expansion is not feasible because of the constrained lot size.

POLICE

Police service for the West End is provided by the Derby Police Department. The police station for Derby is located in the West End northwest of the K-15 and Market Street intersection directly north of Fire Station 1. The portion of the West End south of Madison Avenue is patrolled by Beat 3. The area north of Madison Avenue is patrolled by Beat 1.

Derby Police & Courts Building

EMERGENCY MEDICAL SERVICE

Emergency Medical Service (EMS) for the West End is provided by Sedgwick County EMS. There are two Sedgwick County EMS posts that serve the West End. Located within Derby at Rock Road and Meadowlark, EMS Post 11 is the closest to the West End. EMS Post 6, located on 63rd Street South between Broadway and Seneca serves as an alternate response post.

PUBLIC & STAKEHOLDER INPUT

There is a perception from the public and stakeholders that emergency response is a concern for the area west of the railroad tracks because the emergency services are located on the east side of the railroad tracks. Although this should be considered, response records indicate reliable emergency response.

BARRIERS & OPPORTUNITIES

A barrier to emergency services in the West End is the police and fire stations are located on the east side of the tracks, and responses can be delayed for areas west of the tracks by trains. The delay can be greater when a train is parked on the siding. Also, during peak traffic times, the driveway exiting Fire Station 1 can be blocked by traffic queuing on westbound Market Street as they wait for the train tracks to clear.

Madison & K-15 Intersection

RECOMMENDATIONS

RECOMMENDATION 24

Consider relocating Fire Station 1.

Discussion

There are initial indications that Fire Station 1 may not serve long-term community needs. Fire Station 1 has served Derby for many years. It was originally built as a volunteer fire station to serve a population in much closer proximity than it is today. As Derby grew, the city transitioned to full-time fire service, added Fire Station 2, and then transitioned Station 1 from just a volunteer station to housing full-time staff.

Access to the fire station is frequently blocked due to train crossings and traffic signal timing. Also, some drivers ignore or fail to see the signs and pavement markings that warn against blocking the Fire Station 1 driveway. This becomes a potential safety concern when emergency vehicles cannot enter or exit the station.

The building's age and size are additional considerations. It is functionally obsolete and connot grow to meet community needs. A different location with a modern facility might help optimize service delivery into the foreseeable future.

Implementation

Project Type: Policy decision

Priority: Moderate

Trigger Event: City Council policy decision

Project Duration: Undetermined

Lead Department/Staff: City Manager

Internal Support/Coordination: Planning & Engineering Department; Fire & Rescue

Comments: Relocation would address the identified access concern and may help meet other long-term community needs.

RECOMMENDATION 25

Reduce or eliminate blockage of Fire Station 1 access to Market Street.

Any combination of the following options should be reviewed for feasibility:

- Enforcement
- Emergency stop traffic signal
- Driveway modifications

Discussion

The least expensive way to address the access concern is through police enforcement of the traffic markings/signage. Enforcement does not need to be in the form of traffic tickets. Written warnings can be effective when officers educate violators about the safety implications of blocking emergency access.

Emergency activated stop signals are often used on busy streets to avoid blocking access to public safety facilities. If installed at this location, the signal should be activated by Market Street train crossings and fire department emergency calls. Coordination with the railroad will be necessary to allow the signal to be activated by trains passing through.

An emergency signal would reduce the rail crossing queue area on westbound Market Street. Therefore, it should only be implemented in conjunction with Recommendation 14 regarding traffic signal improvements to the Market Street and K-15 intersection.

Driveway improvements would likely require building modifications to provide access north to Main Street through the parking lot of the City Police and Court building or east to K-15.

Implementation

Project Type: Staff activity (enforcement); Design/construction

Priority: High

Trigger Event: Design dependent on success of enforcement

Project Duration: Ongoing (enforcement); less than one year (design/construction)

Lead Department/Staff: Police (enforcement); City Engineer (improvements)

Internal Support/Coordination: Public Works-Streets; Fire & Rescue

External Support/Coordination: BNSF RR; KDOT; WAMPO

Potential Contract Support: Consulting engineer (design)

Anticipated Cost Factors: Staff time; design; construction

Planning Level Cost Estimate: $120,000 (signal); other costs undetermined

Potential External Funding Source(s):
Emergency Stop Signal
- WAMPO: STP - Metro Urban; STP - Safety; CMAQ
- KDOT: STP - RR Safety; 402 Safety; Geometric Improvements

Comments: Enforcement should continue as needed. The recommended improvements are important to enhancing public safety. Driveway modifications would probably require building modifications and will require architectural evaluation. So, overall costs cannot be estimated at this time. The emergency stop signal should be implemented concurrently with Recommendation 14 to reduce costs and maximize safety benefits.

EXTERNAL FUNDING ALTERNATIVES

Considerations and Caveats

A number of grant and funding programs were investigated as a means to provide supplemental project funds. Those identified as potential sources are listed in the implementation component of each recommendation as applicable. Research focused on governmental agency programs, which are widely available to municipalities. These types of programs can be used to lessen the local burden of paying for projects. However, the following general considerations must be taken into account when reviewing possible grant/funding programs:

- Most are specific to a particular type of project, have narrow funding objectives, and may have strict fiscal/economic eligibility criteria.
- They tend to be very competitive.
- Applications and administrative/reporting requirements often require a substantial dedication of staff time.
- Some may require hiring a consultant to assist with administration responsibilities.
- Matching funds from the applicant are typically required.

With these considerations in mind, funds received from these sources are best viewed as a gift that helps offset costs. Grant/funding programs should not be anticipated as the primary source to fund any recommended project. Such funds should only be budgeted after an award is received.

Although these factors must be considered, Derby should not be dissuaded from pursuing external funding opportunities. Several of the plan's recommendations are potentially eligible for one or more grant/funding programs. The obstacles can be overcome with a complete application that clearly demonstrates eligibility, links the project with program objectives, documents matching funds, and demonstrates strong community support.

Best Fit Program Opportunities

The transportation recommendations are the best opportunities for potential supplemental funding. Several funding programs through the Wichita Area Metropolitan Planning Organization (WAMPO) and Kansas Department of Transportation (KDOT) are identified as "best fit" opportunities. Derby is a constituent city of both organizations and has a relatively strong ability to compete against other potential applicants. Brief descriptions are provided below for the potential external funding sources listed in the implementation element of the various recommendations.

1) Surface Transportation Program (STP): A federal program to fund roads and bridges. Funding subcategories include:
   - Metro Urban: general road and bridge projects within a metropolitan planning area (WAMPO)
   - Safety: road improvements that enhance safety
   - Railroad (RR) Safety: road improvements that enhance safety at rail crossings
2) Congestion Mitigation and Air Quality (CMAQ): A federal program to fund transportation projects that reduce congestion and improve air quality.
3) Transportation Alternatives (TA): A federal program to fund alternative transportation facilities (bicycle, pedestrian, public transit).
4) 402 Safety: A federal program to fund non-infrastructure projects that improve driver behaviors and reduce traffic-related deaths and injuries.
5) KDOT Geometric Improvements: A state-funded program for intersection modifications that improve safety or operations.
6) KDOT Economic Development: A state-funded program for transportation improvements tied to economic development.

Additional Considerations

Several possible funding sources for infrastructure improvements identified in this chapter were not listed in the implementation component of the recommendations. Where this is the case, it is mainly because further study or planning was recommended prior to specific improvements. Such programs may be viable supplemental funding sources for future infrastructure identified in the recommended study.

One example is the Community Development Block Grant (CDBG) program administered by the Kansas Department of Commerce, which might provide funding for needed water and sanitary sewer improvements. The anticipated future improvements meet the project eligibility criteria; however, the previously listed factors would need to be considered after specific system needs are identified. In particular, CDBG needs-based criteria may not be a good fit for Derby.

Several low interest loan programs and revolving loan funds might be considered. These were not included in the review because they are finance programs, not funding programs. Debt service would still be paid from municipal funding sources. In addition, most current infrastructure loan programs exist as an option of last resort. Their goal is to finance infrastructure in communities that lack access to traditional finance mechanisms. Given Derby's fiscal stability, typical municipal bonding options are likely the better alternative.

Many non-profit or community-based organizations offer grants that might be considered. These tend to be very narrowly tailored to further the granting organization's mission, but recommended projects should consider these sources. For example, the Kansas Health Foundation offers grants for projects that improve community health. A number of communities, including the City of Wichita, have used the grant program to improve their local bicycle and pedestrian system. The plan recommends several improvements that might be eligible for grants through this program.

Finally, this review of funding opportunities is not all-encompassing. Certainly, some recommendations might be partially funded by existing programs that were not identified. Additional research should be ongoing as resources allow.

ALTERNATIVE FINANCING TOOLS

In addition to current sources of City funding, options could be considered to help offset implementation costs. Two tools in particular are often used in Kansas to help fund redevelopment improvements at the district level, such as the West End. Details regarding Tax Increment Financing (TIF) and Community Improvement Districts (CID) are provided below to help the city determine feasibility.

Tax Increment Financing (TIF)

General Description

TIF is a redevelopment finance tool authorized for use by Kansas municipalities under K.S.A. 12-1770 et seq. for the main purpose of remediating blight. The concept behind TIF is that public infrastructure improvements help increase the value of the private properties they serve. TIF funds infrastructure by capturing the growth in property tax generated by increased property values. TIF may also be applied to the incremental revenue increases from transient guest, use, local sales taxes within the district, and franchise fees.

Generally, a municipality issues bonds to finance the improvements. These may be full faith and credit or special obligation bonds. TIF revenues are then used to pay the bond debt service. However, projects may also be funded on a pay-as-you-go basis. TIF districts may be authorized for up to 20 years, but may expire early if projects are paid in full ahead of schedule.

TIF funding is limited to paying costs associated with public infrastructure improvements that serve properties within the specified TIF district. So, it cannot be used to fund improvements to privately owned properties. Specific project eligibility requirements are outlined in the referenced statute.

Limiting Factors

TIF districts are established by city ordinance; however, the city must terminate the TIF district if the county or school board adopts a resolution stating the proposed district will affect them adversely.

The establishing ordinance must include a statement of eligibility, which means the TIF district is deemed to be blighted according to the statutory definition. This statement must be supported by findings that support the blight designation. This requirement would probably restrict the use of TIF for the West End if considered as a whole. However, one or more TIF districts could be established to fund improvements in smaller areas in the West End where conditions may meet the blight criteria.

The establishing ordinance must be accompanied by a project plan detailing the TIF structure and improvements to be funded. A feasibility study must also be conducted to determine if the proposed district will generate sufficient revenues. The project plan may be protested by a petition containing signatures of 3% of the qualified voters in the city. If a valid petition is submitted, full faith and credit bonds can only be issued if approved by a majority of voters in the city. However, special obligation bonds may still be issued if the feasibility study projects sufficient revenue generation.

Community Improvement District (CID)

General Description

CIDs are authorized for use by Kansas municipalities under K.S.A. 12-6a26 – 12-6a36, known as the Community Improvement District Act. By virtue of the CID Act, cities are provided a powerful and flexible means of funding economic development and community improvements. A CID may generate revenue through an additional special assessment on properties within the CID or sales tax on business conducted within the CID. Most CIDs use the sales tax option.

As with TIF, a CID may utilize either bond or pay-as-you-go financing. However, they may also use a combination of the two methods. CIDs are authorized to be established by resolution for a period up to 22 years, but may not expire until all costs outlined in the project plan have been paid.

Revenues generated by a CID may only be used to fund projects within the district's boundaries. However, the list of eligible project types is fairly extensive and may be applied to all project phases. Eligible types of projects and improvements are listed in the referenced statute. In addition to public infrastructure, CIDs have additional flexibility over TIFs in the types of projects that may be funded. Private property improvements, plans/studies, design, maintenance, security, marketing/promotions, and business recruitment/retention are all eligible. This covers every recommendation in the plan, including the costs of preparing the plan itself. Plus, revenues may also be used for maintenance, repairs, and policing.

Limiting Factors

A municipality may create a district by a petition if signed by the owners of more than 55% of the land area and over 55% of the assessed value within the proposed boundaries. Petitioners cannot withdraw their signature after the governing body begins considering the establishing resolution. This level of support might be difficult to obtain if a CID is desired for the West End if considered as a whole. A district covering the B-4 zoned commercial properties along K-15 may be the most viable opportunity for a CID. This could potentially be implemented using the sales tax option to alleviate the costs to businesses related to some of the recommendations. However, an additional tax may be detrimental to district sales.

Once the establishing resolution is adopted, a CID district must be approved and certified by the Kansas Department of Commerce. Legal counsel with CID experience may be necessary to ensure all requirements comply with the statute. It should also be noted that the state treasurer must retain 2% of generated revenue, to a maximum of $60,000 annually, to defray the state's administrative costs. This administrative fee will need to be factored into revenue projections if the feasibility of a CID is studied for the West End.

Derby West End Stakeholder Survey

Question #1

For each type of property listed on the left below, check the box that describes your property ownership status in the West End. Please mark only one box for each property type.

Property Type	I own and occupy property	I own property leased to others	I rent property from others	Not Applicable
Industrial/Manufacturing	☐	☐	☐	☐
Shipping or Warehousing	☐	☐	☐	☐
Vehicle/Equipment Services	☐	☐	☐	☐
Vehicle/Equipment Sales	☐	☐	☐	☐
Commercial Retail	☐	☐	☐	☐
Commercial Office	☐	☐	☐	☐
Commercial Restaurant	☐	☐	☐	☐
Commercial Storage	☐	☐	☐	☐
Entertainment/Recreation	☐	☐	☐	☐
Residential	☐	☐	☐	☐
Vacant	☐	☐	☐	☐
Other _____	☐	☐	☐	☐

Question #2

Which reason below **best** describes why you own or lease property in the West End? Please mark only one box.

- ☐ Affordable real estate or rent prices
- ☐ Convenient location
- ☐ Good transportation access
- ☐ Inherited a property or business
- ☐ Investment or rental property
- ☐ Other _____

Question #3

Which option below **best** describes your future plans for the West End property you own? Please mark only one box.

- ☐ Sell property after making improvements
- ☐ Sell property as is with no improvements
- ☐ Keep property and invest in improvements
- ☐ Keep property, but invest only in maintenance
- ☐ Not applicable
- ☐ Other _____

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Derby West End Stakeholder Survey

Question #4

In your opinion, to what degree does the existing condition or current status of each item listed below influence the potential for business growth/investment in the West End? Please mark only one box for each item.

Items	Major Strength	Minor Strength	No Influence	Minor Barrier	Major Barrier
Highways	☐	☐	☐	☐	☐
Local Streets	☐	☐	☐	☐	☐
Railroad	☐	☐	☐	☐	☐
Walking & Bicycling	☐	☐	☐	☐	☐
Emergency Services	☐	☐	☐	☐	☐
Storm Water Drainage	☐	☐	☐	☐	☐
Water & Sewer	☐	☐	☐	☐	☐
Private Utilities	☐	☐	☐	☐	☐
Parks & Recreation	☐	☐	☐	☐	☐
Visual Attractiveness	☐	☐	☐	☐	☐
Property Availability	☐	☐	☐	☐	☐
Property Ownership/Rental Costs	☐	☐	☐	☐	☐
Quality of Workforce	☐	☐	☐	☐	☐
Availability of Financing/Access to Capital	☐	☐	☐	☐	☐
Local/Regional Business Climate	☐	☐	☐	☐	☐
Local Development Regulations & Policies	☐	☐	☐	☐	☐

Question #5

Please list any strengths not listed above that support West End business growth/investment potential.

_____

_____

Question #6

Please list any barriers not listed above that limit West End business growth/investment potential.

_____

_____

Derby West End Stakeholder Survey

Question #7

In your opinion, to what degree do existing residential land uses in the West End affect the expansion of existing businesses and the attraction of new businesses? Please mark only one box.

Very Negative	Somewhat Negative	No impact	Somewhat Positive	Very Positive
☐	☐	☐	☐	☐

Question #8

Consider how you feel the City of Derby should use public funding to enhance business opportunities in the West End. Rank the following from 1 to 7 in order of importance; 1 being the most important and 7 being the least important. Please use each number only once.

_____ Street improvements such as paving, curb & gutter, widening

_____ Additional sidewalks and/or bicycle facilities

_____ Beautification and streetscape amenities

_____ Improve City utilities (water, wastewater/sanitary sewer, storm water management)

_____ Improve rail crossings (Please note that over/underpasses are not considered to be viable options.)

_____ Revise City development codes/regulations

_____ Provide more or better City staff coordination

Question #9

What else could be done to help grow existing West End businesses?

_____

_____

Question #10

What else could be done to help attract new businesses to the West End?

_____

_____

Question #11

Which option below **best** describes how your West End business is actively involved in importing goods from or exporting goods to other countries? Please mark only one box.

☐ Importing and exporting

☐ Exporting only

☐ Importing only

☐ Not applicable

Derby West End Stakeholder Survey

City of Derby

Question #12

Which option below **best** describes how your West End business location is equipped for shipping/receiving? Please mark only one box.

- ☐ Loading dock
- ☐ Dedicated area/location with no dock
- ☐ Loading/unloading from parking lot
- ☐ Loading/unloading from street
- ☐ Not applicable
- ☐ Other _____

Question #13

Not including the US Postal Service, which type and frequency of shipping/receiving apply to your West End business location? Please mark only one frequency box for each shipping/receiving option.

	Frequency				
Shipping/Receiving Options	**Once or more daily**	**Once or more weekly**	**Once or more monthly**	**A few times yearly or less**	**Never or not applicable**
Ship by tractor-trailer (OTR or LTL)	☐	☐	☐	☐	☐
Receive from tractor-trailer (OTR or LTL)	☐	☐	☐	☐	☐
Ship by box-truck or van	☐	☐	☐	☐	☐
Receive from box-truck or van	☐	☐	☐	☐	☐
Ship by delivery service (UPS, FedEx, etc.)	☐	☐	☐	☐	☐
Receive from delivery service (UPS, FedEx, etc.)	☐	☐	☐	☐	☐
Shipping by local courier service	☐	☐	☐	☐	☐
Receiving from local courier service	☐	☐	☐	☐	☐

Question #14

Indicate your level of interest in creating and participating in a merchant's association to work cooperatively to address the needs of many businesses in the West End. Please mark only one box.

- ☐ I do not support the formation of a merchant's association.
- ☐ I support the formation of a merchant's association, but would not join, donate or participate.
- ☐ I would join and actively participate in a merchant's association, but could not donate money.
- ☐ I would join and donate money to a merchant's association, but could not actively participate.
- ☐ I would join, donate money to, and actively participate in a merchant's association.

Derby West End Stakeholder Survey

Question #15

Which current feature do you feel **best** characterizes the identity of the West End? Please mark only one box.

- ☐ BNSF Railroad
- ☐ K-15 Eisenhower Memorial Highway
- ☐ Arkansas River
- ☐ Other _____

Question #16

To help the project team better assess study area conditions, please provide the street address of your West End property. Your response will only be used to identify the location of items being assessed and will not be associated with any reported survey results.

- ☐ The street address is: _____
- ☐ I would prefer not to provide this information.

Question #17

In addition to the March 26th West End stakeholder meeting, please indicate below if you would like to meet individually with the project team to discuss any specific concerns not covered in this survey.

- ☐ No
- ☐ Yes, my name is: _____

If you answered yes, please indicate your preferred method of being contacted:

- ☐ Mailing address: _____
- ☐ E-mail address: _____
- ☐ Phone number: _____

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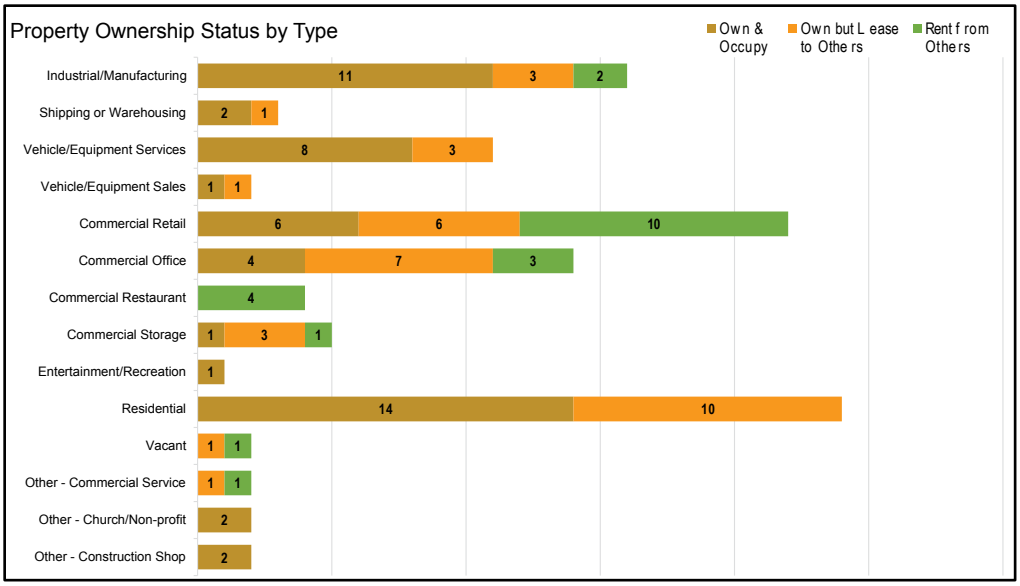
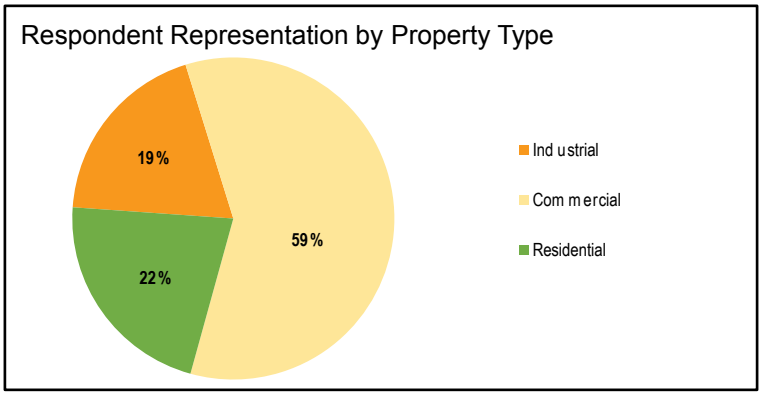
Question 1

For each type of property listed on the left below, check the box that describes your property ownership status in the West End.

Property Type	Ownership Status			
	Own & Occupy	Own but Lease to Others	Rent from Others	Totals
Industrial/Manufacturing	11	3	2	16
Shipping or Warehousing	2	1	0	3
Vehicle/Equipment Services	8	3	0	11
Vehicle/Equipment Sales	1	1	0	2
Commercial Retail	6	6	10	22
Commercial Office	4	7	3	14
Commercial Restaurant	0	0	4	4
Commercial Storage	1	3	1	5
Entertainment/Recreation	1	0	0	1
Residential	14	10	0	24
Vacant	0	1	1	2
Other - Commercial Service	0	1	1	2
Other - Church/Non-profit	2	0	0	2
Other - Construction Shop	2	0	0	2
Totals	**52**	**36**	**22**	**110**

Notes:
1. Shipping/warehousing & construction shop considered industrial for analysis purposes.
2. Entertainment/recreation and church/non-profit considered commercial for analysis purposes.
3. Vacant properties considered commercial for analysis purposes due to B-4 zoning.



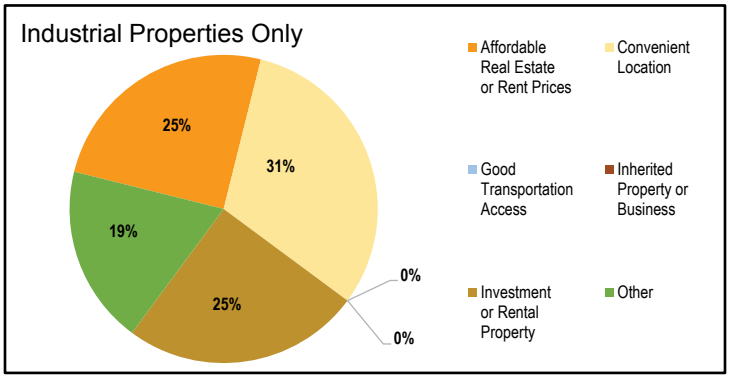


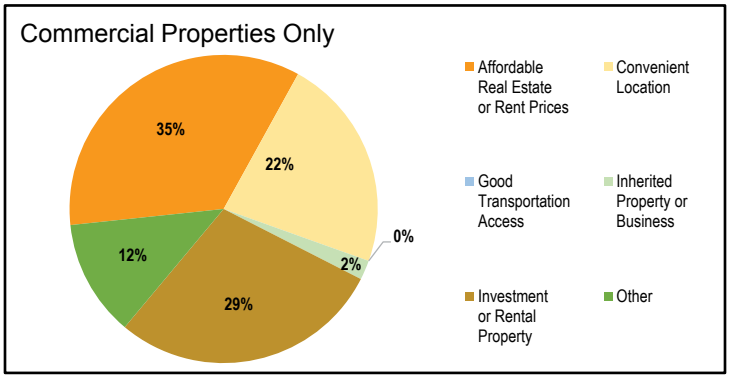
Question 2

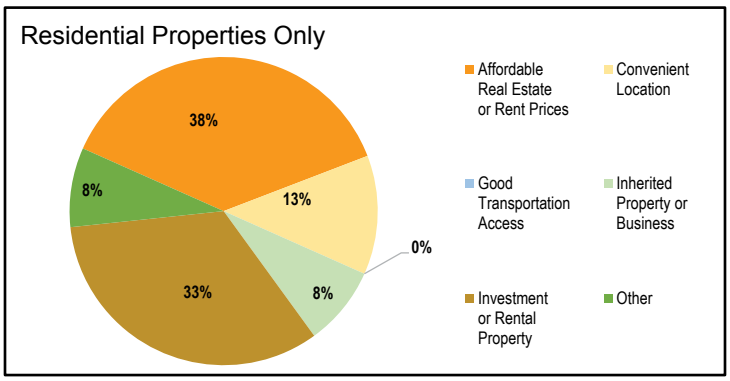
Which reason below best describes why you own or lease property in the West End?

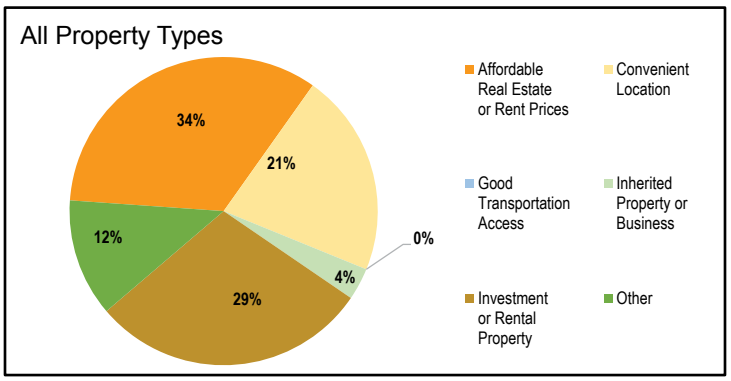
	Reason						Totals
Property Type	**Affordable Real Estate or Rent Prices**	**Convenient Location**	**Good Transportation Access**	**Inherited Property or Business**	**Investment or Rental Property**	**Other**	
Industrial	4	5	0	0	4	3	16
Commercial	17	11	0	1	14	6	49
Residential	9	3	0	2	8	2	24
All Types	**30**	**19**	**0**	**3**	**26**	**11**	**89**

Other Responses (duplicate responses not included)
1. Part of property we own.
2. Church was founded on property in 1877.
3. When I bought property it was Derby's center.
4. High traffic counts.
5. Had my business there.
6. Love neighborhood.
7. Own.
8. We have been there for years.





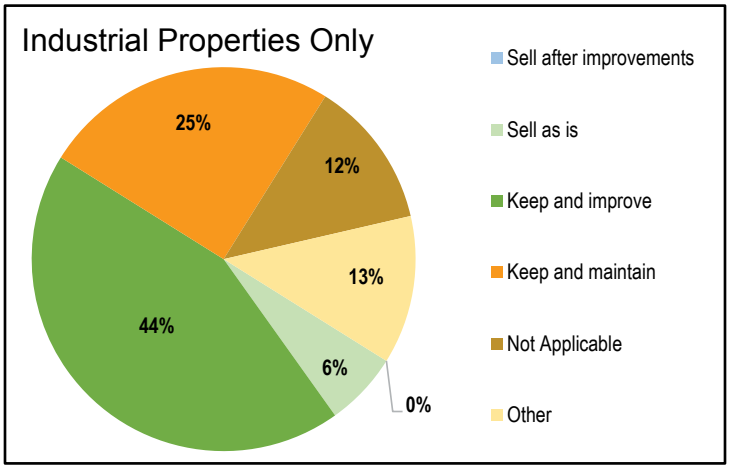


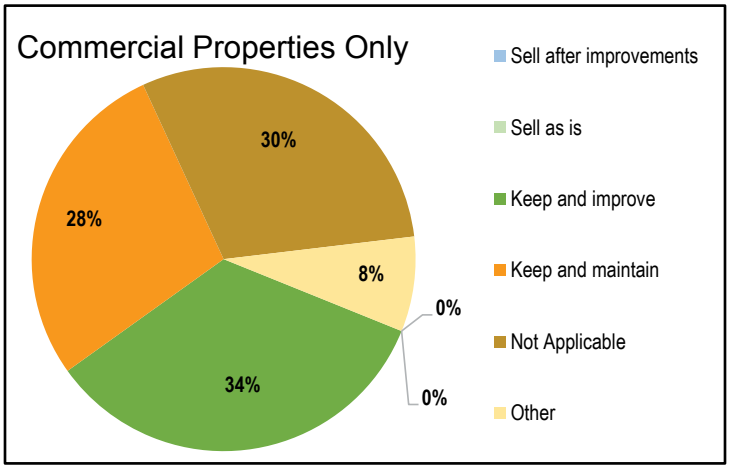


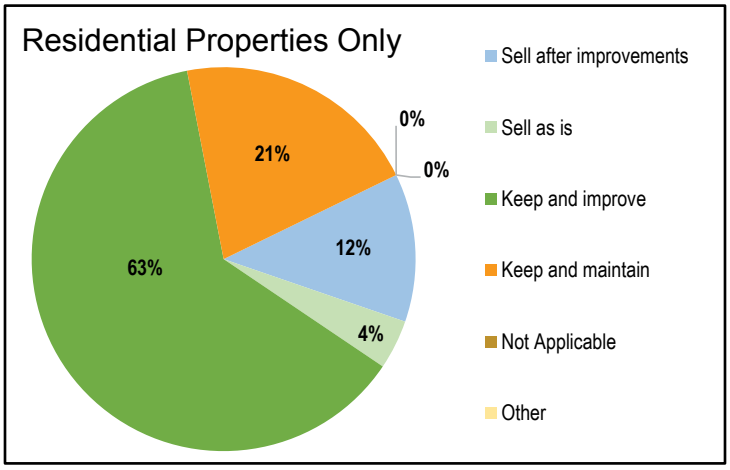
Question 3

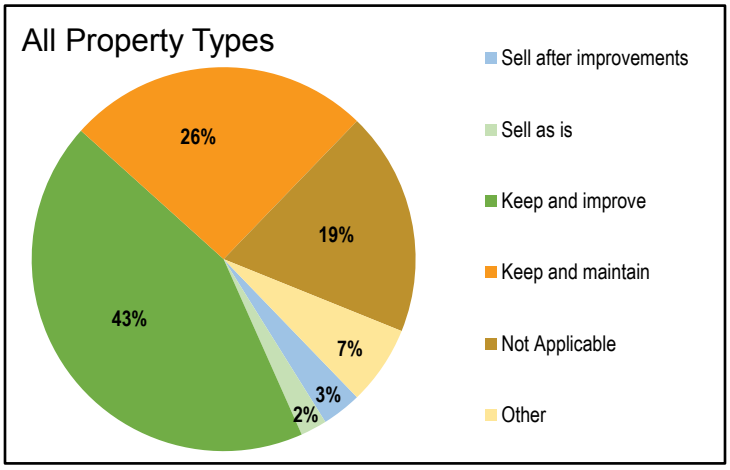
Which option below best describes your future plans for the West End property you own?

Property Type	Future Plans						
	Sell after improvements	Sell as is	Keep and improve	Keep and maintain	Not Applicable	Other	Totals
Industrial	0	1	7	4	2	2	16
Commercial	0	0	17	14	15	4	50
Residential	3	1	15	5	0	0	24
All Types	**3**	**2**	**39**	**23**	**17**	**6**	**90**









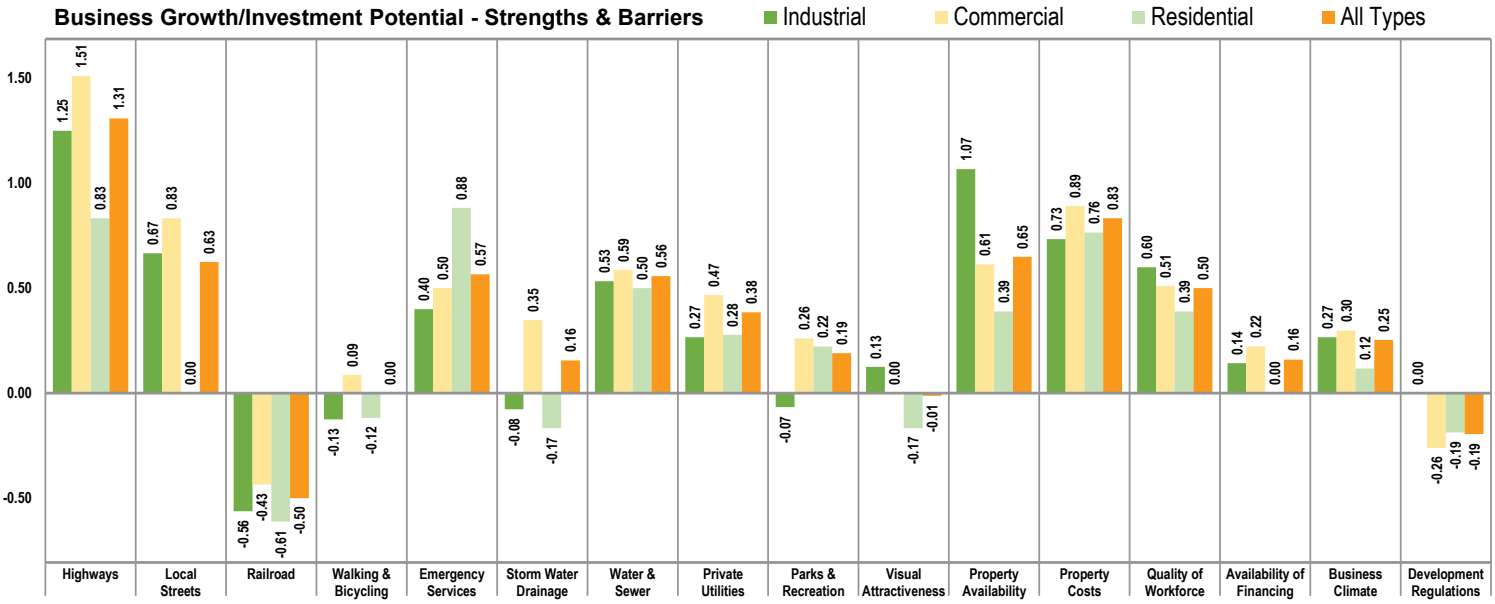
Question 4

In your opinion, to what degree does the existing condition or current status of each item listed below influence the potential for business growth/investment in the West End?

Item	Property Type	Avg. Score	Strength Ranking	Barrier Ranking
Highways	Industrial	1.25	1	16
	Commercial	1.51	1	16
	Residential	0.83	2	15
	All Types	**1.31**	**1**	**16**
Local Streets	Industrial	0.67	4	13
	Commercial	0.83	3	14
	Residential	0.00	10	6
	All Types	**0.63**	**4**	**13**
Railroad	Industrial	-0.56	16	1
	Commercial	-0.43	16	1
	Residential	-0.61	16	1
	All Types	**-0.50**	**16**	**1**
Walking & Bicycling	Industrial	-0.13	15	2
	Commercial	0.09	13	4
	Residential	-0.12	12	5
	All Types	**0.00**	**13**	**4**
Emergency Services	Industrial	0.40	7	10
	Commercial	0.50	7	10
	Residential	0.88	1	16
	All Types	**0.57**	**5**	**12**
Storm Water Drainage	Industrial	-0.08	14	3
	Commercial	0.35	9	8
	Residential	-0.17	13	3
	All Types	**0.16**	**12**	**5**
Water & Sewer	Industrial	0.53	6	11
	Commercial	0.59	5	12
	Residential	0.50	4	13
	All Types	**0.56**	**6**	**11**
Private Utilities	Industrial	0.27	8	8
	Commercial	0.47	8	9
	Residential	0.28	7	10
	All Types	**0.38**	**8**	**9**

Item	Property Type	Avg. Score	Strength Ranking	Barrier Ranking
Parks & Recreation	Industrial	-0.07	13	4
	Commercial	0.26	11	6
	Residential	0.22	8	9
	All Types	**0.19**	**10**	**7**
Visual Attractiveness	Industrial	0.13	11	6
	Commercial	0.00	14	3
	Residential	-0.17	13	3
	All Types	**-0.01**	**14**	**3**
Property Availability	Industrial	1.07	2	15
	Commercial	0.61	4	13
	Residential	0.39	5	11
	All Types	**0.65**	**3**	**14**
Property Ownership / Rental Costs	Industrial	0.73	3	14
	Commercial	0.89	2	15
	Residential	0.76	3	14
	All Types	**0.83**	**2**	**15**
Quality of Workforce	Industrial	0.60	5	12
	Commercial	0.51	6	11
	Residential	0.39	5	11
	All Types	**0.50**	**7**	**10**
Availability of Financing / Access to Capital	Industrial	0.14	10	7
	Commercial	0.22	12	5
	Residential	0.00	10	6
	All Types	**0.16**	**11**	**6**
Local / Regional Business Climate	Industrial	0.27	8	8
	Commercial	0.30	10	7
	Residential	0.12	9	8
	All Types	**0.25**	**9**	**8**
Development Regulations & Policies	Industrial	0.00	12	5
	Commercial	-0.26	15	2
	Residential	-0.19	15	2
	All Types	**-0.19**	**15**	**2**

Business Growth/Investment Potential - Strengths & Barriers



Question 5
Please list any strengths not listed above that support West End business growth/investment potential.

	Written Responses
1	Zoning should be light industrial east of McIntosh
2	K-15 is the main highway in Derby
3	Several other businesses.
4	Peaceful area even with the train it still feels unbusy.
5	The businesses like Pizza Johns that have served the community for 40+ years that draw people to this side of town.
6	Less traffic than east side.
7	Casual Old Town atmosphere.
8	Lower taxes
9	Residential growth
10	Less traffic than Rock Rd.
11	Ease of access, traffic flow not congested like Rock Rd.

Question 6

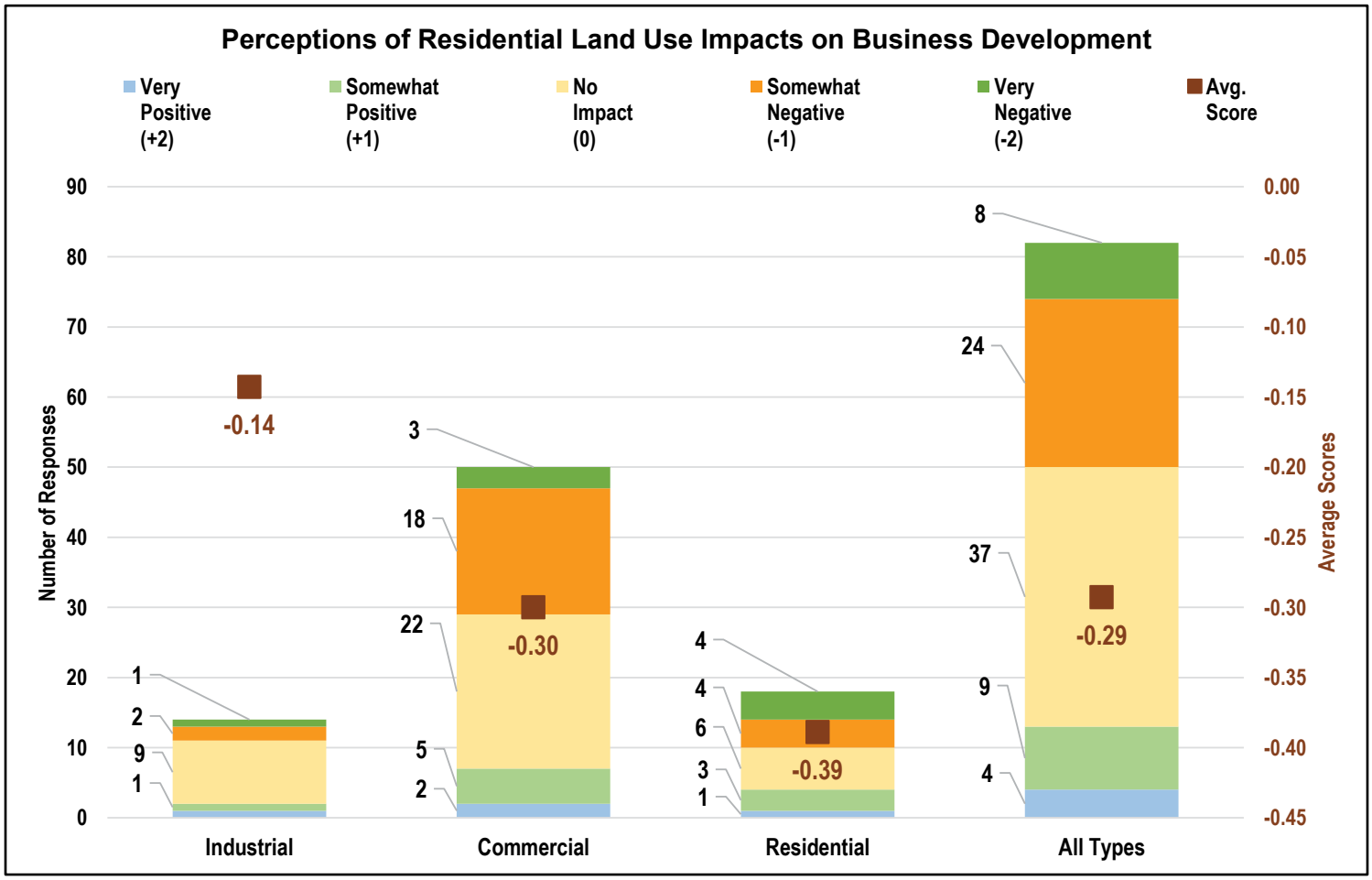
Please list any barriers not listed above that limit West End business growth/investment potential.

	Written Responses
1	Access
2	Old downtown is ignored by city services. Maintenance trucks don't even come this far south anymore!
3	Major barrier is the non-maintained alley between the properties.
4	Not sure, would help if there were more businesses on west side.
5	Expensive beautification and paved parking regulations. This is industrial not retail.
6	It's older, not as visually appealing.
7	This part of town is slowly falling down and not very attractive to keep us at this location since we are renting.
8	The speed limit from the south end to 95th St. is a speed trap and deters people from traveling on K-15 as opposed to Rock Rd. No traffic-no customers.
9	Not many lunch fast food options since the Sonic closed.
10	Not real sure why we have so much trouble getting customers from Derby. We have some, but for the most part our clientele come from Mulvane, Belle Plaine, Haysville, Rose Hill and Douglass.
11	Have power outages at times
12	Little or no efforts to revitalize. Overall effort appears to go east.
13	Visibility from K-15
14	Local regulations hinder the ability to advertise with temporary signage.
15	City of Derby
16	Streets need to be fixed. Trains blocking streets for 15 min. or more on occasions. Water St. fills with water because the Dry Creek has been filled with cement, trees and dirt on the west side of Water St.
17	Insufficient parking
18	Electric grid not very stable.
19	Roads and streets need work. Sidewalks would be great.
20	Diversification, more manufacturing/development needed. Ability to partner with other businesses to keep business thriving in our community.
21	Not as much traffic flow
22	Local consumer attitudes (may fall under business climate) - people unwilling to spend.
23	Taxes are a great barrier, need a property tax break and sales tax break.
24	TIF program. No city or county help.
25	The area could use more businesses that attract out of town customer base rather than just local business.
26	The RR whistle blows so loud you cannot talk. The noise level should and can be reduced.
27	I feel the look of K-15 as a whole needs to improve. Includes signage.
28	Zoning laws regarding signage
29	Signage
30	The number of abandoned businesses and buildings.
31	Surrounding areas (behind my property) not taken care of (residential). Empty properties (old flower shop, mexican restaurant) vacant and deteriorating.
32	Taxes are too high!
33	Development of Rock Rd. has major influence on what will happen on the west.

Question 7

In your opinion, to what degree do existing residential land uses in the West End affect the expansion of existing businesses and the attraction of new businesses?

Property Type	Degree of Impact					Totals	Avg. Score
	Very Positive (+2)	Somewhat Positive (+1)	No Impact (0)	Somewhat Negative (-1)	Very Negative (-2)		
Industrial	1	1	9	2	1	14	-0.14
Commercial	2	5	22	18	3	50	-0.30
Residential	1	3	6	4	4	18	-0.39
All Types	**4**	**9**	**37**	**24**	**8**	**82**	**-0.29**

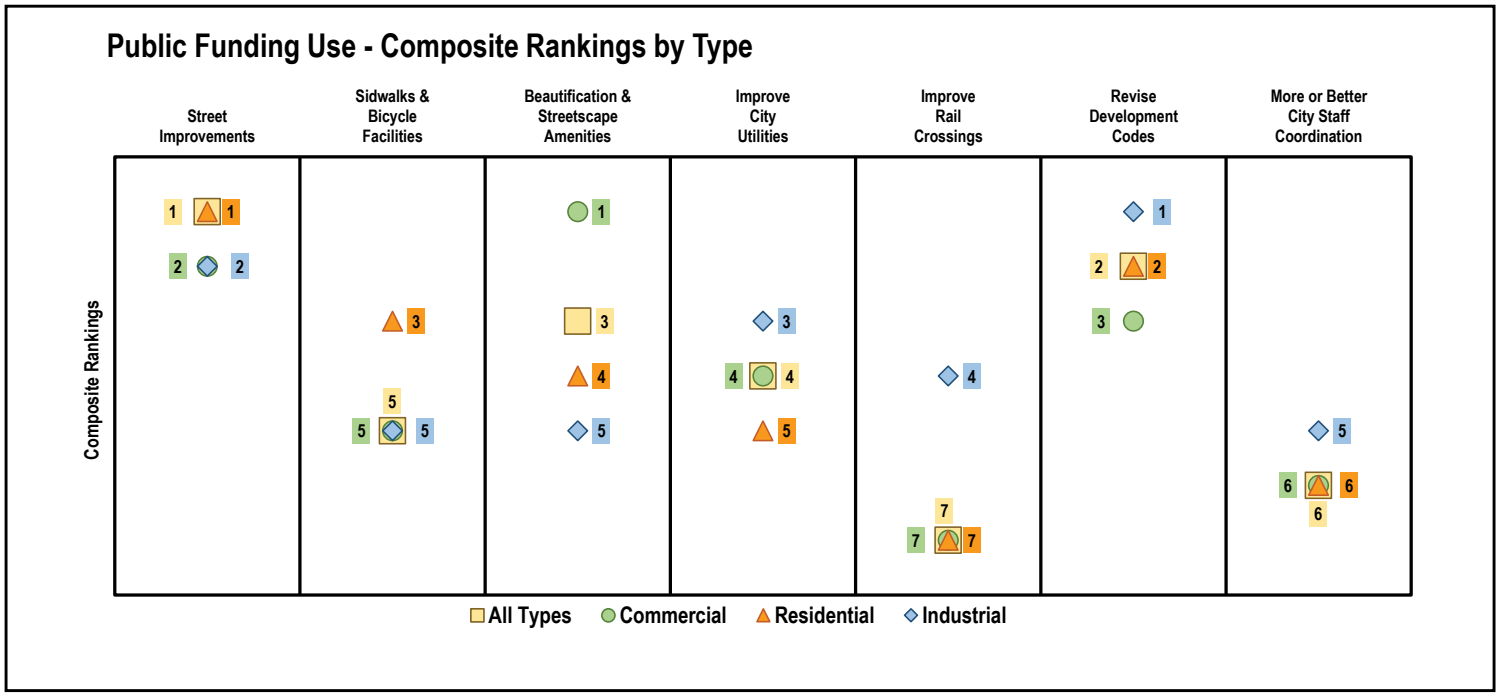


Question 8

Consider how you feel the City of Derby should use public funding to enhance business opportunities in the West End. Rank the following from 1 to 7 in order of importance; 1 being the most important and 7 being the least important.

Property Type	Average Rankings						
	Street Improvements	Sidwalks & Bicycle Facilities	Beautification & Streetscape Amenities	Improve City Utilities	Improve Rail Crossings	Revise Development Codes	More or Better City Staff Coordination
Industrial	3.47	4.31	4.31	3.60	3.92	2.77	4.31
Commercial	3.13	4.05	2.98	4.05	4.71	3.35	4.47
Residential	4.00	5.11	5.22	5.61	5.78	4.72	5.67
All Types	**3.17**	**4.12**	**3.54**	**4.10**	**4.58**	**3.34**	**4.49**

Property Type	Composite Rankings						
	Street Improvements	Sidwalks & Bicycle Facilities	Beautification & Streetscape Amenities	Improve City Utilities	Improve Rail Crossings	Revise Development Codes	More or Better City Staff Coordination
Industrial	2	5	5	3	4	1	5
Commercial	2	5	1	4	7	3	6
Residential	1	3	4	5	7	2	6
All Types	**1**	**5**	**3**	**4**	**7**	**2**	**6**



Question 9

What else could be done to help grow existing West End businesses?

	Written Responses
1	When its an option a train underpass would be amazing. I've waited for 20-30 min. when two trains are crossing paths.
2	If I knew of any, I would be trying to do them.
3	Grant or tax relief if money spent on building appearance (i.e. update exterior)
4	Ease up on temporary signage regulations.
5	Something with the railroad noise.
6	Low interest loans, tax abatements.
7	Vacancy tax on investment properties to force landlords with vacant properties to either rent them or get out of business.
8	Be open minded to ordinance or zoning changes.
9	You don't want my opinion
10	Incentives to invest in improvements. Develop/plan/market as an entertainment district.
11	Have a town square and Derby Days needs to be in the middle of town not in the outskirts.
12	Bring more businesses into the community that hold 200 - 500+
13	Street improvements and emergency services cut off by railroad.
14	Make sure closing across RR tracks doesn't land lock like Cherry & Water St. without property taken by eminent domain or proper compensation.
15	City maintenance
16	Relax some city restrictions
17	Bring more visual appeal to the existing properties.
18	Tax relief to business owners.
19	Lower property taxes
20	You guys have changed a lot for the better. You used to fight us coming in. Now you act like you want us. Nice change.
21	Beautification!!! Complete parks projects ASAP. Keep people here in Derby !!
22	Marketing campaign
23	Advertise as Old Town businesses
24	Stop focusing so much on Rock Rd. K-15 still gets a lot of traffic and it seems forgotten by city.
25	There is too much clutter of signs. Over 25 IKE Hiway banners (too many). Landscape all curb grass areas - Have city maintain.
26	Attract new business to area. Stop calling it West End - we are all Derby.
27	Roads west of RR are in very bad shape. Downtown Derby needs several changes!!
28	Purchase and remove the abandoned/empty buildings along K-15.
29	Erect impressive sign, such as "Derby Industrial Park" and a slogan with a challenge associated with same, such as "where industrious people do more than park!"
30	More major businesses, restaurants to attract more traffic
31	Lower the tax rate!
32	Cure the problem of the intersection on Red Powell (Walmart) and K-15 - TT's current configuration is absurd.

Question 10

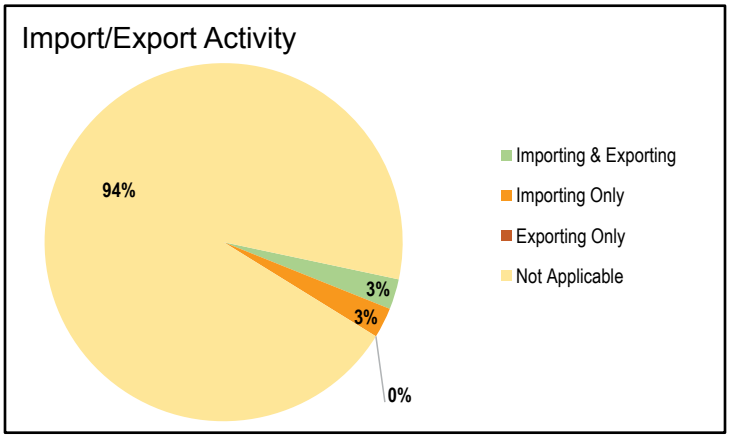
What else could be done to help attract new businesses to the West End?

	Written Responses
1	Don't require fancy landscaping - irrigation of lawns, trees & paved parking lots
2	Brochures at turnpike locations and/or rest stop areas.
3	City maintenance
4	City assist in marketing would help
5	Plan more residential properties.
6	Remove residential prior to offering for future development! (Just buy us out/ fair price with moving expenses!)
7	Tree permits and no inspection fees for construction.
8	Putting resources into the park on Madison. Benches, sidewalks, etc.
9	Small grants to help with visual improvements to older facilities.
10	The (new) park would help.
11	Fill empty businesses along K-15. Fix parking problems related to sidewalks constructed with the K-15 widening that took much of the parking from my business location.
12	Remove tree line hedge near RR tracks to provide visibility from K-15
13	City to adopt a pro-business environment.
14	Beautification is a major component.
15	Trains not holding up traffic at Madison and at Market up to 15 minutes at times.
16	Tax incentives and help with beautification.
17	Landscaping and sidewalks
18	Tax incentives, rebates, etc.
19	Tax break
20	Possibly tax incentives
21	The new park being built on Madison at site of old St. Mary's should help
22	City
23	Better entrance to city, incentives for major chain restaurants/business to build on K-15
24	We could use a waterfall like Rock Road. Stonework with greenery. Clean up around trees that were planted by city.
25	More attractive modern buildings.
26	Improve streets.
27	Improvements to the area, through the abovementioned regulations.
28	Encourage landlord - land owners to keep up their properties.
29	Tax incentives for those hiring over 10 full-time personnel within two city blocks of K-15.
30	Attach changeable banners at bridge over river (Market Street) with clever wording produced by students at Derby schools. (Don't pass "El Paso!")
31	Tax credits, something similar to make it easier or worth it to choose the west side
32	give tax breaks
33	continue dirt work in the industrial park to make land more attractive
34	I don't think new large businesses will relocate to the west side of Derby. Development on Patriot to Rock is about the only option available.

Question 11

Which option below best describes how your West End business is actively involved in importing goods from or exporting goods to other countries?

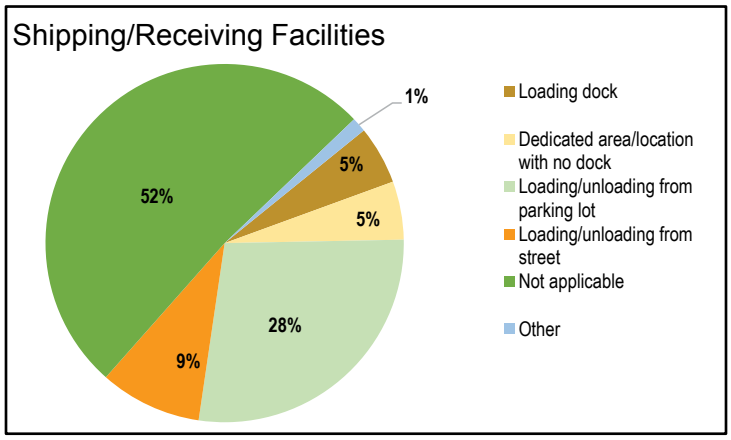
Response	Number	Percent
Importing & Exporting	2	2.74%
Importing Only	2	2.74%
Exporting Only	0	0.00%
Not Applicable	69	94.52%
Totals	**73**	**100.00%**



Question 12

Which option below best describes how your West End business location is equipped for shipping/receiving?

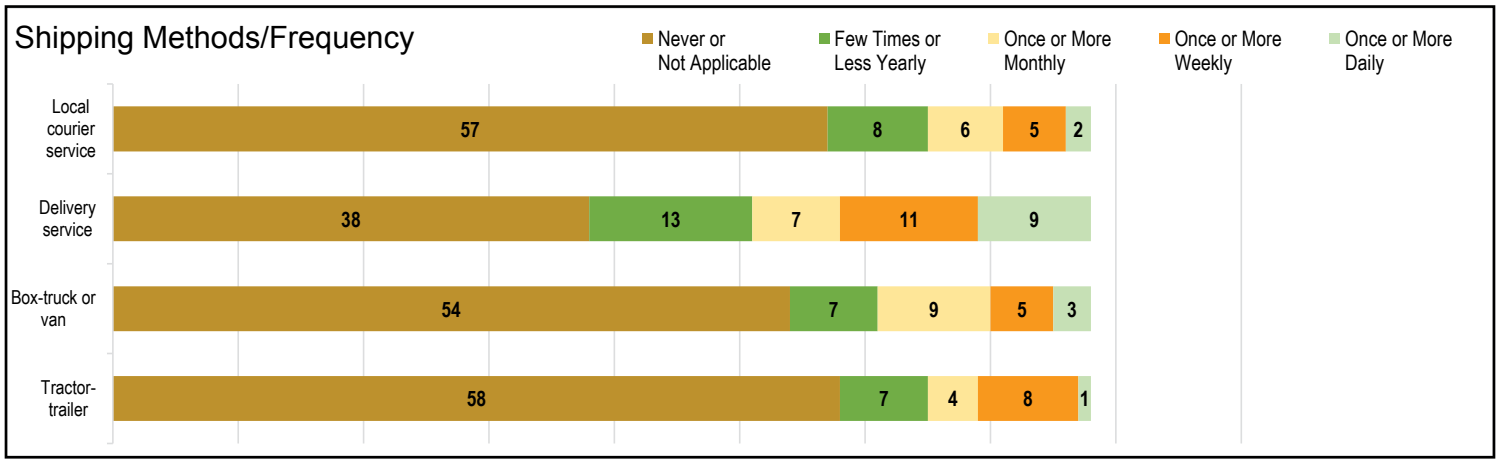
Response	Number	Percent
Loading dock	4	5.26%
Dedicated area/location with no dock	4	5.26%
Loading/unloading from parking lot	21	27.63%
Loading/unloading from street	7	9.21%
Not applicable	39	51.32%
Other	1	1.32%
Totals	**76**	**100.00%**

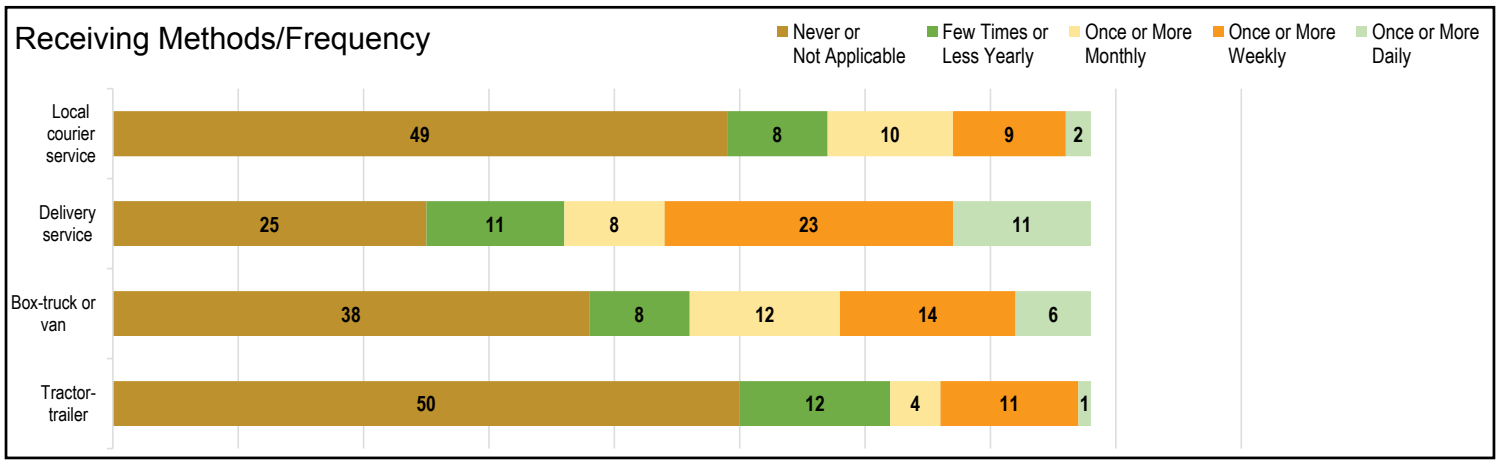


Question 13

Not including the US Postal Service, which type and frequency of shipping/receiving apply to your West End business location?

Shipping/Receiving Method	Ship/ Receive	Frequency					Totals
		Once or More Daily	Once or More Weekly	Once or More Monthly	Few Times or Less Yearly	Never or Not Applicable	
Tractor-trailer	Ship	1	8	4	7	58	78
Tractor-trailer	Receive	1	11	4	12	50	78
Box-truck or van	Ship	3	5	9	7	54	78
Box-truck or van	Receive	6	14	12	8	38	78
Delivery service	Ship	9	11	7	13	38	78
Delivery service	Receive	11	23	8	11	25	78
Local courier service	Ship	2	5	6	8	57	78
Local courier service	Receive	2	9	10	8	49	78



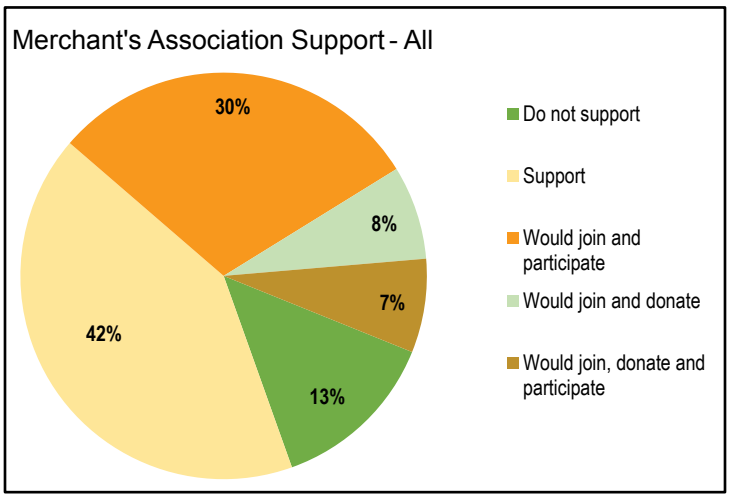


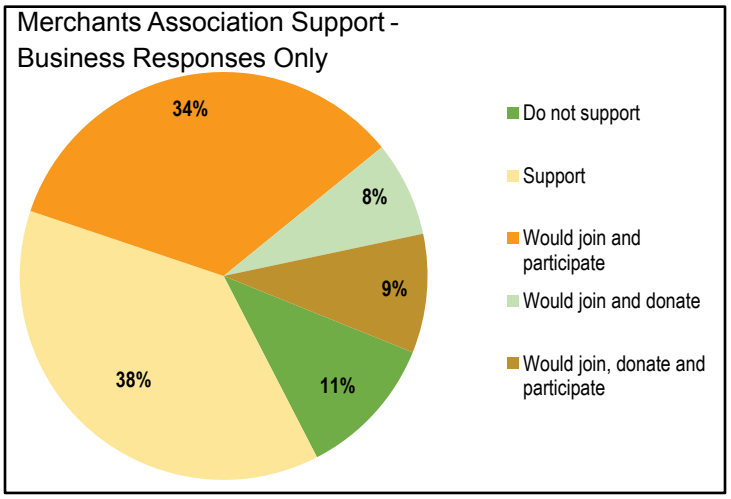
Question 14

Indicate your level of interest in creating and participating in a merchant's association to work cooperatively to address the needs of many businesses in the West End.

All Responses	Number	Percent
Do not support	9	13.43%
Support	28	41.79%
Would join and participate	20	29.85%
Would join and donate	5	7.46%
Would join, donate and participate	5	7.46%
Totals	**67**	**100.00%**

Business Responses Only	Number	Percent
Do not support	6	11.32%
Support	20	37.74%
Would join and participate	18	33.96%
Would join and donate	4	7.55%
Would join, donate and participate	5	9.43%
Totals	**53**	**100.00%**

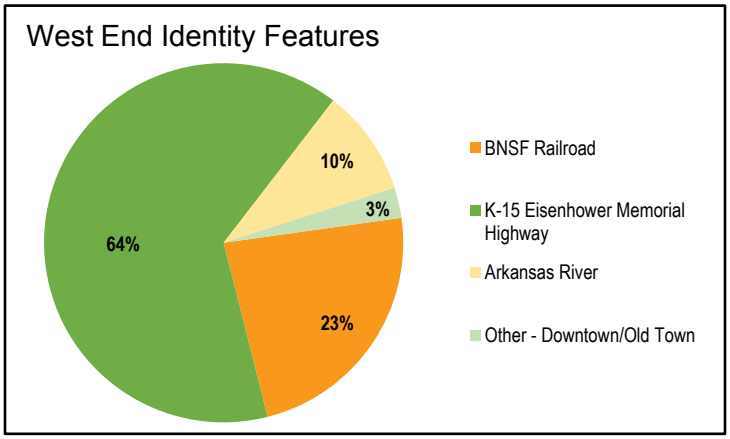




Question 15

Which current feature do you feel best characterizes the identity of the West End?

Response	Number	Percent
BNSF Railroad	17	23.29%
K-15 Eisenhower Memorial Highway	47	64.38%
Arkansas River	7	9.59%
Other - Downtown/Old Town	2	2.74%
Totals	**73**	**100.00%**



APPENDIX B: LAND BANKING SUMMARY

DEFINITION

The Center for Community Progress[1] defines land banks as governmental entities or nonprofit corporations that convert vacant, abandoned and tax delinquent properties into productive use.

BACKGROUND

In the 1970s, St. Louis, MO and Cleveland, OH were experiencing well-documented public housing disasters. The first land banks in the U.S. were formed in these two cities to counter the effects of extensive urban blight. Since that time, cities nationwide have used land banks to varying degrees of success. Their use has become more widespread since the collapse of the housing bubble in 2008 and the subsequent economic recession.

The recession caused unprecedented rates of mortgage foreclosure, resulting in significant housing vacancy, abandonment and tax delinquency. Many communities established land banks to acquire the problem properties and transfer title to responsible ownership. The mission of most land banks is focused on residential properties.

The Center for Community Progress has identified over 120 land banks in existence throughout the U.S. as of 2014. Land banks are typically created by local governments according to the parameters established in state-enabling statutes. Housing authorities and community development corporations may also establish land banks where authorized.

GENERAL EFFECTIVENESS

Land banks have often proven effective at combating problems such as:

- Large inventory of vacant or abandoned properties
- Properties with low/no market value or delinquent taxes in excess of market value
- Properties with title problems
- Policies/laws limiting the disposition of public property
- Market uncertainty in the sale of tax-foreclosed properties

Success has been seen in the above circumstances because of the powers afforded to land banks. The level of authority varies from state to state, but generally includes:

- Obtain properties at low or no cost through tax foreclosure
- Hold properties tax-free
- Clear title and abate back taxes
- Lease properties for temporary use
- Negotiate sales outside of typical bid processes

1 The Center for Community Progress is a national nonprofit established to provide "effective, sustainable solutions to turn vacant, abandoned and problem properties into vibrant places." Much of the content in this summary is based on information found on the organization's website www.communityprogress.net.

Land banks, however, are not the cure-all for blight. Rather, they are one component of a city's overall community development policy. Successful land banks are tailored specifically to complement the local comprehensive plan, zoning code, subdivision regulation, code enforcement activities and tax collection practices.

LAND BANKS IN KANSAS

The first land bank in Kansas was authorized in 1996 when the legislature approved K.S.A 19-26.103 – 113 specifically for Wyandotte County. In 2009, cities in Kansas were granted general authority to establish land banks under K.S.A. 12-59, which is based on the language of the Wyandotte County statute. Cities that have created land banks[2] include:

- Hutchinson
- Lyons
- Overland Park
- St. John
- Greensburg
- Olathe
- Arkansas City

Enabling Statute Key Points

The following outline summarizes key points of the Kansas enabling statute for land banks.

Establishment and Dissolution

- Established and dissolved by ordinance
- Governed by a board of trustees appointed by the governing body
- Governing body may advance operating funds

Operations

- Subject to same operational and accounting requirements as local governments
  - Cash-basis accounting
  - Budgeting
  - Transparency (operations, documents, accounting, meetings, notifications)
  - Investments

Board of Trustees

- Must report annually to the governing body
  - Receipts and disbursements
  - Transactions
  - Property inventory
- Subject to same provisions as other public officials
  - Conflicts of interest
  - Conduct/performance of duties

2 Identified using web-based research including Google online searches (www.google.com) and the Center for Community Progress website.

- The board of trustees may:
  - Sue or be sued
  - Enter into contracts
  - Appoint/remove staff
  - Exercise any powers delegated by the governing body

Powers

- Acquire properties by donation, purchase, tax foreclosure or transfer from city/county
- Property transfers from other governments exempted from bidding/public sales laws
- Sell properties without competitive bidding
- Transfer properties to city or nonprofit organizations
- Lease held properties for temporary uses
- Held properties are exempted from all ad valorem taxes until sold
- Abate/forgive all taxes, assessments, charges, penalties and interest due on a held property, with the exception of special assessments levied to finance public improvements. (The governing body may abate special assessments they have levied.)
- Demolish or renovate derelict structures on acquired properties
- Combine or subdivide acquired properties

Responsibilities

- Maintain held properties
- Evaluate current and potential uses
- Negotiate property sales
- Establish policies applicable to general property sales contracts or impose conditions on individual contracts
- Sales proceeds must be retained for land bank operations and activities, except for reimbursement of delinquent special assessments
- Conduct annual audits

APPENDIX C: PRELIMINARY QUIET ZONE EVALUATION

The Federal Railroad Administration's (FRA) online Quiet Zone Calculator was used to conduct a preliminary quiet zone feasibility evaluation for the West End rail corridor. An evaluation of existing conditions was used to determine the current Hazard Index (safety score) for each crossing and the corridor's composite score. Supplemental safety measures (SSMs) were then selected from a list of approved SSMs until the minimum qualifying Risk Index was identified for each crossing.

A mountable median with reflective vertical markers is the minimum qualifying SSM for the Madison Avenue, Washington Avenue, and Kay Street railroad crossings. Primarily, this type of median is a visual barrier that discourages maneuvers around an activated crossing gate. They have low round curbs that help deflect sharp angle crossover attempts, but easily allow perpendicular vehicle crossings. This SSM should be able to accommodate turning movements at street intersections near each of these rail crossings. However, design feasibility should be evaluated further.

The proximity of Fire Station 1 to the Market Street railroad crossing affects SSM feasibility at this location. The evaluated SSM was upgrading the two-quadrant gates to four-quadrant gates. While this is one of the more expensive options, installation would avoid constructing a potential barrier to fire station access. The current two-quadrant gates block westbound traffic on the east side of the crossing and the eastbound traffic lane on the west side. A four-quadrant system would add gates over the uncovered traffic lanes to completely block the crossing. The mountable median SSM would be a more cost-effective solution for meeting the minimum quiet zone Hazard Index. Possible configurations should be examined to detemine impacts to emergency operations. If a viable configuration is identified, it should replace the four-quadrant gate SSM at this location.

According to the Quiet Zone Calculator, the evaluated SSMs would qualify the West End rail corridor for a quiet zone. However, as indicated above and in Recommendation 15, further study and coordination will be needed to finalize the list of necessary improvements. The table below summarizes the evaluation inputs and results.

	Crossing ID/Street			
	009392J Madison *	009393R Market	009394X Washington	009395E Kay
Street Information	-	-	-	-
Functional Class	Minor Arterial	Minor Arterial	Local	Local
Average Daily Traffic	1,026	4,902	248	28
# Paved Lanes	2	2	2	2
5-yr Accident Total	0	0	0	1
Rail Information	-	-	-	-
# Trains per Day	33	33	33	33
Rail Speed Limit	55 mph	55 mph	55 mph	55 mph
# Tracks Main/Other	1/1	1/1	1/1	1/1
Crossing Information	-	-	-	-
Current Waning Device	Gates (2-quadrant)	Gates (2-quadrant)	Gates (2-quadrant)	Gates (2-quadrant)
QZ Hazard Index Min.	14,347.00	14,347.00	14,347.00	14,347.00
Current Hazard Index	39,501.51	36,472.78	18,018.95	45,190.90
SSM Information	-	-	-	-
QZ Calculator SSM Code	12	4	12	12
SSM Description	Mountable Median	Gates (4-quadrant)	Mountable Median	Mountable Median
QZ Hazard Index Min.	14,347.00	14,347.00	14,347.00	14,347.00
Post-SSM Hazard Index	9,875.38	6,565.10	4,504.74	11,275.22
Rail Corridor Information	-	-	-	-
QZ Composite Hazard Index Min.	14,347.00			
Current Composite Hazard Index	34,773.53			
Post-SSM Composite Hazard Index	8,055.11			

Sources: Professional Engineering Consultants, P.A.; FRA Quiet Zone Calculator (http://safetydata.fra.dot.gov/quiet/login.aspx)

* The Madison Ave. rail crossing has not yet been added to the FRA Quiet Zone Calculator. Default FRA information for the closed Cherry St. crossing ID was modified to reflect existing conditions at the Madison Ave. crossing for evaluation purposes. The resulting Hazard Index is sufficient for preliminary evaluation, but should be updated when the Madison Ave. crossing is added to the FRA Quiet Zone Calculator.

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City of Derby