

PLAT NO. S/D 61-8 MAP NO. D-3

NAME WOMER'S 5TH ADDITION

LOCATION AN IRREGULAR AREA ON BOTH SIDES OF CHARLES AND SOUTH OF 17TH STREET.

ENGINEER CLYDE M. BAUGHMAN CO.

OWNER WOMER INV.

APPLICATION FILED 4-7-61

SKETCH PLAT FILED 4-7-61

PRELIMINARY FILED 7-21-61

S/D ACTION 7-27-61 Approve

FINAL FILED 12-7-61

S/D ACTION 12-28-61 Approve

MAPC ACTION 1-4-62 Approve

BCC ACTION ~~4-24-62~~ ①②③④⑤

RECORDED June 4, 1963

REMARKS

- ① 4-24-62 Refer 1 week
- ② 5-1-62 Refer 1 week
- ③ 5-8-62 Refer 1WK
- ④ 5-15-62 Refer 2 weeks
- ⑤ 5-29-62 Refer 1WK
- ⑥ 6-5-62 refer 1WK
- ⑦ 6-12-62 BC - meeting Tuesday 6/16/62

Approved 5/21/63
 Ernest Cook
 RW 10 mm
 City of Wichita
 # B-19463

S/D 61-8 - WOMER'S 5TH ADDITION -
 AN IRREGULAR AREA ON BOTH SIDES OF
 CHARLES AND SOUTH OF 17TH STREET.

ACTION

COMMITTEE	DATE
S/D Comm. <u>Approve</u>	4-3-61
<u>Approve</u>	12-28-61
M.A.P.C. <u>Approve</u>	1-2-62
B.C.C. B.C.C. <u>Refer 1 week</u>	4-24-62
BCC <u>Refer 1 week</u>	5-1-62
BCC <u>Refer 1 wk</u>	5-8-62
" "	5-15-62
" "	5-29-62
" <u>Refer</u>	6-5-62
BCC <u>Monday - Tuesday</u>	6-12-62
BCC <u>Any</u>	6-19-62

Approved 5-21-62

SUBDIVISION PROGRESS SHEET

MAP No. D-3
 SEC. No. 7
 TWP. No. 27
 RANGE 1E

S/D No.: 61-8

NAME: WOMER'S 5TH ADDITION

GENERAL LOCATION: AN IRREGULAR AREA ON BOTH SIDES OF CHARLES AND SOUTH OF 17TH STREET.

OWNER: WOMER INV.
 ADDRESS: 439 OHIO PHONE: HO 48371
 SUBDIVIDER: WOMER INV.
 ADDRESS: SAME PHONE: SAME
 ENGINEER/SURVEYOR: CLYDE M. BAUGHMAN CO.
 ADDRESS: 2522 E. KELLOGG PHONE: MO 37431

*APPLICATION RECEIVED 4-7-61
 CONF. WITH APPLICANT None
 SKETCH PLAT RECEIVED 4-7-61
 POSTED TO ATLAS 4-10-61
 PRESENT ZONING AA
 PROPOSED ZONING AA
 SKETCH PLAT REVIEWED 4-29-61
 LETTER OF INTENT 4-29-61

FINAL PLAT RECEIVED 12-7-61
 TRACING RECEIVED 11-29-61
 FINAL PLAT REVIEWED 12-8-61
 S/D REPORT #2 PREPARED 12-8-61

*S/D COMM. ACTION 12-28-61 Approve
 S/D REPORT #2 MARKED 12-29-61
 DEPT. REPORT ON FINAL 12-29-61
 MARKED COPY SENT TO ENG. 12-29-61

PREL. PLAT RECEIVED 7-21-61
 PREL. PLAT REVIEWED 7-21-61
 S/D REPORT #1 PREPARED 7-21-61

*M.A.P.C. ACTION 1-4-62 Approve

*S/D COMM. ACTION 7-27-61 App
 S/D REPORT #1 MARKED 7-27-61
 DEPT. REPORT ON PREL. 7-28-61
 MARKED COPY SENT TO ENG. 7-28-61

S/D REPORT #2 MARKED 1-4-62
 DEPT. REPORT ON FINAL 1-5-62

LETTER ON IRONS RECEIVED 2-5-62
 TITLE OPINION RECEIVED 3-20-62
 TAXES OPINION RECEIVED 3-20-62
 TITLE & TAXES REVIEWED file note
 FINAL REVIEW 4-16-62

Warren A Thomas
Womer Inv. Co.
439 Ohio

LETTER TO B.C.C. A-16-62

*B.C.C. ACTION 1 2 3 4 etc

RECORDED _____
 ANNEXED _____

COMMENTS: same area as originally submitted for Womer 4th Add'n.

The amended description of the part of Charles street to be vacated in an agreement with the south line of this plat.
3-21-62 also title on char except for the vacancy of a portion of Charles plat and the mortgage for street. The rest half title on plat.
4-16-62 Vacation requirements completed. S/D requirements completed.
4-29-62 Wait one week
5-1-62 Wait one week
5-8-62 Refer to WK
5-15-62 "
5-29-62 "
6-5-62 Refer to 6-12-62
6-12-62 Deny deny fee with 2-2 moved over to 6-19-62
6-19-62 Deny
5-21-62 approved Court Case RW Womer vs City of Wichita # B-19463

I, Leland R. Edmonds, Assistant Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, do hereby certify that the attached is a true and correct copy of an excerpt of the minutes officially approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission.

Leland R. Edmonds
Leland R. Edmonds, Assistant Secretary
Wichita-Sedgwick County Metropolitan
Area Planning Commission

MOTION: IT WAS MOVED, SECONDED AND CARRIED UNANIMOUSLY THAT THE FOLLOWING SCHEDULE BE ADOPTED:

MAY 17, 1962	MAPC	RECEIVE THE CHAMBER OF COMMERCE'S RECOMMENDATION. INSTRUCT THE STAFF TO ADVERTISE FOR FINAL HEARING ON EXISTING OR MODIFIED PROPOSAL. REFER TO HAYSVILLE CITY PLANNING COMMISSION AND DERBY CITY PLANNING COMMISSION FOR INFORMATION AND COMMENT
JUNE 21, 1962	MAPC	FINAL FORMAL HEARING. MAKE RECOMMENDATIONS TO GOVERNING BODIES
JULY 5, 1962	COUNTY COMMISSION	ACT ON MAPC RECOMMENDATION
JULY 10, 1962	CITY COMMISSION	ACT ON MAPC RECOMMENDATION

SUBDIVISIONS

4. S/D 62-4 - FINAL PLAT OF WOMER'S SIXTH ADDITION, IN AN AREA NORTH OF 17TH STREET AND EAST OF SEDGWICK.

THE ASSISTANT PLANNING DIRECTOR POINTED OUT THAT AT THE REQUEST OF THE PLANNING COMMISSION AND CITY COMMISSION, THE STAFF HAS PREPARED A REPORT RELATING TO THE ALIGNMENT OF THE AMIDON-MCLEAN BRIDGE, RIGHT-OF-WAY FOR THE BRIDGE AND ITS APPROACHES, DESIGN STANDARDS FOR THE BRIDGE APPROACHES AND THE 21ST STREET AND AMIDON INTERSECTION, TRAFFIC CIRCULATION WEST AND NORTH OF THE MCLEAN-AMIDON BRIDGE, EXTENSION OF MCLEAN WEST AND NORTH TO 21ST STREET ALONG THE RIGHT BANK OF THE ARKANSAS RIVER AS A RIVER BOULEVARD, AND GENERAL TRAFFIC PATTERNS FOR THE NORTH-WEST PORTION OF WICHITA. (SEE CITY COMMISSION COMMUNICATION DATED APRIL 30, 1962, SUBJECT: MCLEAN-AMIDON BRIDGE TRAFFIC CIRCULATION PLAN - CC 265.

THE PROPOSED THOROFARE SYSTEM FOR NORTHWEST WICHITA WAS REVIEWED GENERALLY. IT WAS NOTED THAT WHILE THE 1946 MAJOR STREET PLAN PROPOSED A MAJOR THOROFARE IN THE GENERAL VICINITY OF MERIDIAN WITH A BRIDGE ACROSS THE RIVER, PATTERN FOR THOROFARES ADOPTED IN 1955, PROPOSED A CHANGE IN LOCATION FOR THE ARKANSAS RIVER CROSSING FROM MERIDIAN TO AN ALIGNMENT OF MCLEAN WITH AMIDON AS EXTENDED FROM THE NORTH. SUBDIVISION OF LAND NORTH OF 21ST STREET AND CONSTRUCTION OF THE FLOODWAY DURING THIS PERIOD BLOCKED ANY FUTURE EXTENSION OF MERIDIAN IN THIS LOCATION. THE MERIDIAN-AMIDON-MCLEAN SYSTEM WAS DESIGNATED AS A MAJOR STREET IN THE 1955 PLAN FROM 53RD STREET NORTH TO CENTRAL AVENUE FROM U. S. 54 TO MACARTHUR ROAD. THE PLAN FOLLOWS THE BANK OF THE ARKANSAS RIVER FROM 17TH STREET TO PAWNEE. NORTH

OF 17TH STREET AND SOUTH OF PAWNEE, THIS PROPOSED ARTERIAL LEFT THE BANK OF THE RIVER TO CONNECT WITH OTHER ARTERIAL STREETS.

IT WAS POINTED OUT THAT PRELIMINARY RESULTS OF THE TRANSPORTATION STUDY INDICATE THAT THIS PROPOSAL IS STILL ESSENTIALLY SOUND WITH THE ONLY DIFFERENCE OCCURRING IN THE CENTER SECTION WHICH DOES NOT AFFECT THE AREA IN QUESTION AT THE PRESENT TIME.

IT WAS NOTED THAT THE CITY HAS ENGAGED AN ENGINEERING COMPANY TO DESIGN THE BRIDGE ACROSS THE RIVER TO CONNECT McLEAN WITH AN EXTENSION OF AMIDON FROM THE NORTH, WITH CONSTRUCTION SCHEDULED TO START LATER THIS YEAR. THE REPORT ALSO INDICATED THAT SUFFICIENT RIGHT-OF-WAY HAS BEEN ACQUIRED BY CONDEMNATION OR DEDICATION SOUTH OF THE RIVER FOR THE CONSTRUCTION OF THE BRIDGE AND THE SOUTH APPROACH TO THE BRIDGE. ADDITIONAL RIGHT-OF-WAY IS NEEDED ON THE NORTH FOR BOTH THE ROADWAY AND FOR A HIGH CAPACITY, "AT GRADE" INTERSECTION AT 21ST STREET AND AMIDON. PART OF THIS AREA, INCLUDING SOME STRUCTURES, WILL HAVE TO BE PURCHASED OR CONDEMNED.

THE REPORT POINTED OUT THAT DESIGN STANDARDS FOR THE APPROACHES AND THE 21ST STREET AND AMIDON INTERSECTION SHOULD CONFORM TO THOSE RECOMMENDED IN THE PLANNING DEPARTMENT REPORT, DEVELOPMENT STANDARDS - AREA.

IT WAS POINTED OUT THAT MOST OF THE AREA BOUNDED BY THE RIVER, 13TH STREET AND WEST STREET HAS BEEN SUBDIVIDED AND DEVELOPMENT HAS ALREADY OCCURRED. SEVERAL STREETS IN THE AREA (MERIDIAN, ST. PAUL, 15TH STREET AND HIGH STREET) ARE SERVING AS COLLECTOR STREETS, AND IT IS NOT EXPECTED THAT TRAFFIC VOLUMES WILL INCREASE. CERTAIN PORTIONS OF CONNECTING STREETS NEED TO BE DEDICATED OR CONDEMNED, AND PAVED TO IMPROVE INTERNAL TRAFFIC CIRCULATION BUT NO NEW MAJOR IMPROVEMENTS ARE REQUIRED TO HANDLE TRAFFIC WITHIN OR TO THIS AREA.

IT WAS POINTED OUT THAT THE ONLY REFERENCE TO THE EXTENSION OF McLEAN WEST AND NORTH TO 21ST STREET IS IN THE 1946 MAJOR STREET PLAN AND IN ONE COPY OF THE RESOLUTION ADOPTING THE PATTERN FOR THOROFARES, 1955. HOWEVER, THE EXTENSION OF McLEAN TO THE WEST AND NORTH, FOLLOWING THE RIVER, IS NOT SHOWN ON ANY MAP OF THE 1955 PLAN.

A THREE BLOCK SEGMENT OF McLEAN HAS BEEN DEDICATED AND PAVED BETWEEN MT. CARMEL AND ST. PAUL. THE PAVING IS ONLY 30 FEET IN WIDTH, THE CURRENT STANDARD FOR MINOR RESIDENTIAL STREETS. BECAUSE OF THE LOCATION OF THE STREET ALONG THE RIVER, THE CITY-AT-LARGE PAID \$11,939.67, OR 57% OF THE TOTAL PROJECT COST. IT WAS ESTIMATED THAT IF McLEAN WERE EXTENDED AND PAVED FROM THE SOUTH BRIDGE APPROACH ALONG THE RIVER TO 21ST STREET, THE CITY-AT-LARGE WOULD HAVE TO PAY APPROXIMATELY \$65,000 FOR THE IMPROVEMENT, NOT INCLUDING ANY CONDEMNATION COSTS.

THE REPORT POINTED OUT THAT ANALYSIS OF THE AREA AND THE THOROFARE SYSTEM PROPOSED TO SERVE IT, INDICATES THAT McLEAN CAN SERVE AS A COLLECTOR STREET BETWEEN MERIDIAN AND 21ST STREET.

IT COULD PROVIDE ADEQUATE TRAFFIC CIRCULATION AND AN OUTLET TO 21ST STREET TO PERMIT BETTER ACCESS TO THE NORTH AND EAST FOR PART OF THE AREA. BY NOT EXTENDING McLEAN FROM THE BRIDGE APPROACH TO MERIDIAN, THE TOTAL COST OF THE IMPROVEMENT (MERIDIAN TO 21ST STREET) WOULD BE REDUCED TO \$43,780, EXCLUDING ANY CONDEMNATION COSTS, AND A SAVINGS OF \$35,000 FOR THE CITY-AT-LARGE.

PORTIONS OF McLEAN COULD BE VACATED FROM JOANN TO WEST-RIDGE AND PART OF THE AREA COULD BE REPLATTED TO PROVIDE MORE USABLE AND DESIRABLE BUILDING SITES. THE CONCLUSIONS OF THE STUDY INDICATED THAT IT DID NOT APPEAR FEASIBLE NOR WARRANTED TO ATTEMPT TO EXTEND McLEAN NORTH OF 21ST STREET, PARALLELING I-235.

IN CONNECTION WITH WOMER'S FIFTH ADDITION AND THE ASSOCIATED VACATION CASE V-0166, IT WAS NOTED THAT THE MAJOR POINT OF DISCUSSION WAS THE MATTER OF ACCESS CONTROL ALONG McLEAN BOULEVARD (SOUTH BRIDGE APPROACH) AND WHETHER THE AREA EAST OF THE PLAT (AS FINALLY APPROVED) SHOULD BE DEDICATED FOR McLEAN BOULEVARD AS A PART OF THE PLAT. BETWEEN PRELIMINARY AND FINAL APPROVAL, THE LAND IN QUESTION WAS ACQUIRED BY THE CITY FOR THE RIGHT-OF-WAY OF McLEAN BOULEVARD AS A PART OF A SETTLEMENT INVOLVING THE CONDEMNATION OF LAND FOR McLEAN TO THE SOUTH OF THIS PLAT.

THE DESIGN OF THE PLAT IS BASED ON THE RECOMMENDATION THAT THERE BE NO INTERSECTION OF 17TH STREET WITH McLEAN AT THE SOUTH END OF THE BRIDGE. IF IT IS DETERMINED THAT McLEAN SHOULD BE EXTENDED TO THE WEST AND NORTH, THE BEST SOLUTION WOULD BE TO TURN McLEAN SOUTH AT CLARENCE OR CHARLES TO 15TH STREET, THENCE EAST TO THE 15TH STREET AND McLEAN INTERSECTION.

IN PLATTING WOMER'S SIXTH ADDITION, THE PLAT AS NOW BEFORE THE PLANNING COMMISSION IS AS SUGGESTED BY THE PLANNING DEPARTMENT. IN SUBDIVISION COMMITTEE CONSIDERATION, THE QUESTION WAS RAISED OF WHETHER OR NOT IT SHOULD PROVIDE FOR THE EXTENSION OF McLEAN TO THE WEST AND NORTH INASMUCH AS OTHER SUBDIVIDERS TO THE WEST OF MERIDIAN HAD DEDICATED LAND FOR McLEAN. THE SUBDIVISION COMMITTEE, ON RECOMMENDATION OF THE PLANNING DEPARTMENT, DID NOT MAKE THIS REQUIREMENT INASMUCH AS THE SUBDIVISION DESIGN AS PRESENTED ACCOMPLISHES THE FOLLOWING OBJECTIVES:

1. PROVIDES THE MAXIMUM NUMBER OF DESIRABLE BUILDING SITES.
2. CREATES PREMIUM BUILDING SITES ALONG THE RIVER.
3. REMOVES THE POSSIBILITY OF EXTENDING A STREET ALONG THE RIVER FROM MERIDIAN TO 17TH STREET WITH THE GREATER AMOUNT OF TRAFFIC THIS WOULD BRING THROUGH THE NEIGHBORHOOD.

4. PROVIDES ADEQUATE ACCESS AND TRAFFIC CIRCULATION WITH A MINIMUM AMOUNT OF STREETS, RESULTING IN PAVING COST SAVINGS TO PROPERTY OWNERS AND TO THE CITY.

MR. MOORE POINTED OUT THAT AT AN INFORMAL DISCUSSION OF THIS MATTER BY THE CITY COMMISSION, IT WAS THE FEELING OF SOME MEMBERS THAT McLEAN SHOULD BE EXTENDED AS A RIVER BOULEVARD FROM THE END OF THE McLEAN-AMIDON BRIDGE AROUND THE RIVER TO 21ST STREET.

IN DISCUSSING THIS MATTER, CONCERN WAS EXPRESSED BY THE COMMISSION FOR THE PROPERTY OWNERS TO THE WEST OF MERIDIAN WHO HAVE DEDICATED PORTIONS OF THEIR PROPERTY FOR THE EXTENSION OF McLEAN BOULEVARD NORTH TO 21ST STREET, AND THE FACT THAT THEY WOULD HAVE A RIGHT TO EXPECT THE SAME TREATMENT THAT WOULD BE GIVEN MR. WOMER IF HIS PLATS ARE APPROVED AS PRESENTLY BEFORE THE COMMISSION.

MOORE POINTED OUT THAT IT WOULD BE POSSIBLE FOR MANY OF THOSE PROPERTY OWNERS TO REPLAT THEIR PROPERTY IF THEY DESIRED.

MOTION: IT WAS MOVED, SECONDED AND CARRIED UNANIMOUSLY THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF CITY COMMISSIONERS THE ADOPTION OF A POLICY THAT McLEAN FROM AMIDON TO 21ST STREET BE NOT CONSIDERED NECESSARY AS AN ARTERIAL STREET OR A RIVER BOULEVARD AS PART OF THE MASTER THOROFARE PLAN; AND, FURTHER, THAT THE RECOMMENDATIONS OF THE STAFF BE FORWARDED WITH PLANNING COMMISSION APPROVAL TO THE CITY COMMISSION, POINTING OUT THAT THE MAPS PREPARED AS PART OF THE STAFF STUDY SHOWING McLEAN AS A CONTINUOUS LOCAL TRAFFIC CIRCULATION STREET FROM MERIDIAN TO 21ST STREET ARE ILLUSTRATIVE ONLY, NOT A RECOMMENDATION THAT IT IS NECESSARY FOR LOCAL CIRCULATION IN THE AREA, AND THAT OTHER SOLUTIONS FOR LOCAL TRAFFIC CIRCULATION ARE POSSIBLE.

MOTION: IT WAS MOVED, SECONDED AND CARRIED UNANIMOUSLY THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF CITY COMMISSIONERS THAT WOMER'S SIXTH ADDITION BE APPROVED SUBJECT TO THE FOLLOWING:

1. INTERIOR ANGLES ALONG THE SOUTHERN BOUNDARY OF RESERVE "A" SHALL BE SHOWN AS INDICATED ON THE MARKED COPY OF THE FINAL PLAT.
2. THE EASEMENTS 5 FEET ON EACH SIDE OF THE LOT LINE COMMON TO LOTS 8 AND 9, BLOCK 3, SHALL BE SHOWN.

3. THE UTILITY EASEMENT ALONG THE NORTH SIDE OF BLOCK I SHALL BE EXTENDED TO THE WEST AS SHOWN ON THE MARKED COPY OF THE FINAL PLAT.
 4. THIS PLAT SHALL BE RECORDED WITHIN 30 DAYS AFTER APPROVAL BY THE BOARD OF CITY COMMISSIONERS.
-
5. S/D 62-9 - FINAL PLAT OF RENOLLET 6TH ADDITION, IN AN AREA SOUTH OF LULU AND EAST OF WASSALL.

MOTION: IT WAS MOVED, SECONDED AND CARRIED UNANIMOUSLY THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF CITY COMMISSIONERS THAT THIS PLAT BE APPROVED SUBJECT TO THE FOLLOWING:

1. TO BE RECORDED WITHIN 30 DAYS AFTER APPROVAL BY THE BOARD OF CITY COMMISSIONERS.
-
6. CASE V-0201 - ANNA McLEAN REQUESTS VACATION OF EASEMENT LEGALLY DESCRIBED AS: AN EASEMENT WHICH HAS AS ITS CENTER LINE THE 6TH P.M. IN SEDGWICK COUNTY, KANSAS, AND EXTENDS NORTH FROM THE NORTH LINE OF 21ST STREET TO THE NORTH LINE OF BENJAMIN HILLS 2ND ADDITION AND EXTENDS TO THE EAST 40 FEET AND TO THE WEST 30 FEET FROM SAID 6TH P.M. CENTER LINE. IN AN AREA NORTH OF 21ST STREET AND EAST OF BULLINGER.

IT WAS POINTED OUT THAT WHEN THIS EASEMENT WAS ORIGINALLY GRANTED IN THE PLATTING OF SUBJECT AREA, AN EXCEPTIONALLY WIDE EASEMENT WAS REQUIRED FOR POSSIBLE USE AS AN 81 BY-PASS (THEN IN A PRELIMINARY PLANNING STAGE) AND BECAUSE OF THE SANDY CONDITION OF THE SOIL WHICH IT WAS FELT WOULD HAVE A TENDENCY TO CAVE IN IN CONSTRUCTION OR REPAIR OF SEWERS. IT WAS POINTED OUT THAT THE REASON FOR THE REQUEST IS TO PERMIT CONSTRUCTION OF A RANCH TYPE HOUSE.

WINSBY QUESTIONED THE FACT THAT THE UTILITY COMPANIES SEEMED TO USE ADDITIONAL SPACE IN LAYING THEIR LINES THAN WAS ACTUALLY NECESSARY, IN THAT APPARENTLY NO EFFORT WAS MADE TO CONFINE THEM TO ANY DEFINITE AREA WITHIN THE ORIGINAL 70 FOOT EASEMENT GRANT. HE POINTED OUT THAT IT SEEMED ADVISABLE IN THE FUTURE TO PLACE UTILITIES WITHIN A GIVEN EASEMENT SO THAT ANY PART THAT IS NOT ABSOLUTELY REQUIRED COULD BE VACATED IF A REASONABLE CAUSE WAS SHOWN.

WINSBY SUGGESTED THAT THE STAFF MAKE A STUDY OF THIS POINT TO DETERMINE IF THERE IS ANY REASON WHY UTILITY LINES SHOULD BE LAID CLOSER TOGETHER THAN IN THIS CASE. HE POINTED OUT THAT VERY LIKELY SUCH A WIDE EASEMENT WOULD NOT HAVE BEEN REQUIRED IN THE PLATTING IF IT HAD NOT BEEN THOUGHT AT THAT TIME THAT THE 81 BY-PASS WOULD BE ROUTED THERE.

*File
Womert's 5th of 6th*

To: The Honorable Board of City Commissioners April 30, 1962
Subject: McLean-Amidon Bridge Traffic Circulation Plan CC 265

On April 24, 1962, the City Commission deferred action on the final plat of Womer's Fifth Addition and the associated vacation case, V-0166, (a portion of Charles east of Clarence and north of 15th) pending further information on the proposed traffic system in the northwest part of the city; traffic circulation in the area bounded by the Arkansas River, 13th Street and West Street; and, the need for an extension of McLean Boulevard west and north of the McLean-Amidon Bridge.

Proposed thorofare system for northwest Wichita

The major parts of the proposed system of thorofares to serve northwest Wichita are Interstate Highway 235, Interstate Highway 35W, 21st Street-South Industrial Thruway, Broadway, and Meridian-Amidon-McLean. These routes are expected to carry the heaviest traffic volumes in the system.

Other thorofares proposed include 37th Street, 29th Street (Amidon to Broadway), 25th Street (I-235 to Amidon), 13th Street, Bickel, Arkansas (north of the South Industrial Thruway), Main-Market one-way pair and its connection with the North Industrial Thruway-Hydraulic, and Mosley (south of 21st Street).

Several changes have been made, and others are recommended, in the adopted Comprehensive Plan Element, Pattern for Thorofares (1955). The first was a change made in the location of the north leg of I-235, shifting it south from 69th Street to just north of 37th Street. The second change resulted partly from the I-235 decision and that was to bring K-96 into I-235 at the Meridian Interchange rather than into Wichita along an extension of Bickel or east from Bickel extended along 25th Street into the industrial district. This in turn resulted in a re-examination of I-35W and its interchanges which were proposed for relocation in the industrial district and subsequently approved by the State Highway Department and Federal Bureau of Public Roads. The other changes proposed in the adopted plan are of less significance to the system. They include deletion of Waco, 17th Street, and 21st Street (Salina to Broadway) from the plan as arterial streets.

The total system now proposed will provide good access to all parts of northwest Wichita and, when improved to adequate design standards, should adequately carry traffic volumes forecast for 1985. The one major gap in the system appears to be the connection of 21st Street across the Floodway. Because of major engineering problems and cost, the feasibility of this improvement will have to be evaluated carefully when more complete infor-

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mation becomes available from the Metropolitan Transportation Study.

The proposed system meets wherever possible the standards for expressways and arterial streets recommended by the Planning Department in the report, Development Standards - Area (1961). These include the following:

Expressways:

1. Access to expressway ramps should be only from arterial streets, not over collector or residential streets.
2. Because expressway ramps attract large traffic volumes, they should be spaced at close enough intervals so that the loads coming onto them will not be too great. They should not be spaced too closely, however, because of interference with through traffic. The optimum spacing is usually about one mile.
3. Expressways and their ramps should be planned so that places with intensive traffic generation such as major commercial centers or high density industrial areas will be near expressway ramps.

Arterials:

1. No residential access onto arterials should be allowed.
2. Commercial, industrial, and other non-residential activities may have access to arterials, but only by means of frontage roads or where entrances and exits conform to standards.
3. Arterials should be designed not to pass through residential neighborhoods, but should be the boundaries of neighborhoods.
4. Arterial streets should have traffic volumes of not less than 2,000 and probably not more than 20,000 vehicles a day. If they are being planned to carry less than 2,000 vehicles per day, they are being planned uneconomically; that is, they are too big for the number of vehicles involved. If arterials are planned for much more than 20,000 vehicles per day, they tend to be too wide, six lanes or more, and become cumbersome and inefficient as far as turning movements and street crossings are concerned.
5. Arterials should be spaced so they secure desired volumes of

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traffic without interfering with residential communities. In suburban areas generating vehicle trips at the rate of 5,000 and 10,000 per day, arterials should be spaced between 0.8 and 1.2 miles apart. As trip densities increase arterial spacing should decrease, but probably should not be less than 0.5 mile apart.

6. Intersections of collector or local residential streets with arterials should not be less than 1,000 feet apart, and preferably not less than 1,320 feet apart.

Arterials have the dual function of carrying traffic and of providing access to abutting property. It follows that they must be designed as carefully as possible so that these functions, which are basically conflicting, will work as smoothly as possible together. The problem of land access conflicting with arterial volumes becomes more acute as traffic volumes increase. Traffic volumes on arterials can be kept low if they are spaced at the correct interval in conformity with the density of trip generation in each part of the city. A typical square mile, developed with houses at four families to the acre will generate approximately 5,000 vehicle trip destinations per day. In such an area, arterials spaced a mile apart will carry approximately 12,000 vehicles in a twenty-four hour period. This kind of volume can be carried comfortably by a four-lane facility, with a capacity of 14,000 - 16,000 vehicles per day. With such volumes, it is not difficult to design a facility where the marginal frictions can be handled readily by service drives and controlled points of entry and leaving.

If volumes become more than the amount which can be carried readily by a four-lane facility, arterials are often widened, or traffic is forced back into collector or local streets. The latter alternative is unacceptable. If arterials are widened, they become less and less efficient. Conflicts at intersections multiply, and conflicts with abutting land uses increase, even with careful controls. A six-lane arterial is the maximum; even this kind of a facility rarely operates with all six lanes. Therefore, standards are proposed only for four lane arterials. If volumes increase to the point where they cannot be adequately handled on this kind of a facility, expressways should be built to carry the longer distance volumes. Detailed information from the Metropolitan Transportation Study is being processed now. This information and the lane use forecast, traffic generation rates, volume forecasts, and future traffic assignments to the existing, committed and proposed thorofare system will be used to prepare a final transportation plan for consideration and adoption by the Planning, City and County Commissions. The thorofare system now proposed for north-west Wichita will be tested and incorporated into the overall plan

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for the Metropolitan Area, with any needed adjustments. Based on information currently available, however, only minor changes are anticipated.

Other specific questions raised by the Commission concerned:

1. Alignment of the Amidon-McLean Bridge.
2. Right-of-way for the bridge and its approaches.
3. Design standards for the bridge approaches and the 21st Street and Amidon intersection.
4. Traffic circulation west and north of the McLean-Amidon Bridge.
5. Extension of McLean west and north to 21st Street along the right bank of the Arkansas River as a River Boulevard.

Alignment of the Amidon-McLean Bridge

The 1946 Major Street Plan included a proposed major thorofare in the general vicinity of Meridian Avenue, running north and south through the Wichita Urban Area. A bridge across the Arkansas River at Meridian was part of the proposal. There is no record of an official amendment to this part of the plan until the revised Comprehensive Plan element, Pattern for Thorofares, was prepared and adopted in 1955. Subdivision of the land north of 21st Street and construction of the Floodway during this period effectively blocked any future extension of Meridian in this location. The 1955 plan proposed a change in location for the Arkansas River crossing, shifting it east from Meridian to the alignment of Amidon as extended from the north. This location is the one re-affirmed by Planning Commission approval of Womer's 5th Addition and City Commission adoption of the initiating resolutions for the bridge and bridge approach projects.

The Meridian-Amidon-McLean system was designated as a major street (arterial) in the 1955 plan from 53rd Street North to Central Avenue from U. S. 54 to MacArthur Road. The center section of the route, from Central Avenue to U. S. 54 was designated as an arterial (expressway).

This thorofare was planned to follow the bank of the Arkansas River from 17th Street to Pawnee. North of 17th Street and south of Pawnee, this arterial was proposed to leave the bank of the river to connect with other arterial streets to provide an efficient, high capacity route from MacArthur Road north through the urban area.

Preliminary results of the Transportation Study indicate that this proposal is still essentially sound, the only difference occurring in the center section which does not affect the area in question at the present time.

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The city has entered into an agreement with the Ediger Engineering Company to design the bridge across the Arkansas River to connect McLean with an extension of Amidon from the north. Construction is expected to commence later this year (1962). Financing is provided in the 1962-1967 Capital Improvement Program for 1963. The bridge approaches, extensions of Amidon south from 21st Street and McLean north from 15th Street, are scheduled for 1962 construction and 1963 financing.

Amidon-McLean Bridge Right-of-Way

Sufficient right-of-way has been acquired by condemnation and dedication south of the Arkansas River for the construction of the bridge and the south approach to the bridge. Additional right-of-way is needed north of the bridge for both the roadway and for a high capacity, at-grade intersection at 21st Street and Amidon. Part of this area, including some structures, will have to be purchased or condemned.

Design Standards for Bridge Approaches and the 21st Street and Amidon Intersection

Design standards for the roadway and the intersection of 21st Street and Amidon should conform to those recommended in the Planning Department report, Development Standards - Area. These include:

1. Medians in the roadway and on the bridge to separate physically traffic moving in opposite directions.
2. Left turn holding lanes, continuous right turn lanes, and 3-phase, or other high design standard signalization at the 21st Street and Amidon intersection.
3. Restriction of entrances to McLean-Amidon at well spaced, regulated points.
4. Left turn holding lanes at points where minor streets enter McLean-Amidon.

With respect to points one and two above, it is realized that this will be a costly improvement involving the acquisition of commercial property. The feasibility of acquiring only the additional right-of-way required on the south side of twenty-first street at this time and deferring the remainder of the project until completion of the South Industrial Thoroughway, should be carefully evaluated.

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC-265-6

With respect to point 3, above, it is recommended that no entrance to McLean-Amidon be located closer than 15th Street to the south end of the bridge and no closer than the same approximate distance from the north end of the bridge. This recommendation is based on the need for smooth, uncongested traffic flow along McLean-Amidon, traffic safety considerations, topographic problems, and because of the anticipated high future traffic volumes (15,000 - 20,000 vehicles per day) which will use the thoroughfare in this location.

Traffic Circulation West and North of the McLean-Amidon Bridge

Most of the area bounded by the Arkansas River, 13th Street and West Street has been subdivided. In recent years considerable development has taken place in the area.

Because the predominant type of platting is a gridiron pattern, there is no readily apparent collector street system within the area. As a result of a lack of paving on some of the streets and installation of traffic control devices, however, some streets actually are being used as collector streets. These include 15th Street, Meridian, St. Paul and High Street. Available traffic counts show the following 24-hour volumes for these streets.

<u>Street</u>	<u>Vehicles Per Day</u>
Meridian (At 13th Street)	2,300
St. Paul (At 13th Street)	1,800
15th Street	682
High Street	974

These traffic volumes are not excessive; they fall within the desirable range of 1,000 to 2,500 vehicles per day and well within the maximum design standard of 6,000 vehicles per day recommended for collector streets. These actual volumes are not expected to increase substantially because a majority of the area is developed. Certain connecting portions of streets still need to be dedicated, or condemned, and paved to improve internal traffic circulation, but no new major improvements are required to handle within or to this area.

Extension of McLean West and North to 21st Street

The only reference to such a facility is contained in an addition to the Major Street Plan, as follows.

1946

City of Wichita, Kansas

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-7

"McLean Boulevard. This street is proposed as a Major Street Thorofare along the west bank of the Big Arkansas River from Pawnee to 21st Street. That part south of Central has been paved although considerable improvement is still necessary. It is proposed that park area be developed on the river bank between the Boulevard and the River. (Resolution dated 10-16-51)."

This same statement is found in the adoption resolution for the 1955 plan, Pattern for Thorofares, which is in one copy of the plan report in the files of the Planning Department. Other copies of the report do not include this statement. The extension of McLean to the west and north, following the river, is not shown on any map of the 1955 plan.

Portions of McLean have been dedicated and paved west and north of the proposed bridge location. The paving that has been installed, however, is only 30 feet in width, the current standard width for minor residential streets. The paved section is three blocks long - between Richmond and St. Paul. Total cost of this improvement was \$21,078.22. Because of the location of the street along the river, the city-at-large paid a larger than normal part of the cost for this improvement. The cost was split as follows:

City (Intersections)	\$ 4,447.12
Property	
Private	9,138.55
City	<u>7,492.55</u>
Total	\$ 21,078.22
Total City-at-Large	\$ 11,939.67
% City-at-Large	57%

If McLean were extended and paved from the south bridge approach along the river to 21st Street, the city-at-large would have to pay approximately \$65,000 for the improvement, not including any condemnation costs, based on the Richmond to St. Paul project. This estimate was arrived at in the following manner:

Total Street Length	7,630 ft
Less: Existing length of paving and length with private property on river side	<u>2,790 ft</u>
Remaining length	4,840 ft

City of Wichita, Kansas

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-8

Total cost of paving @ \$22/ft	\$106,500
Estimated City-at-Large cost @ 57% of the total cost, plus intersection costs in part with private property on both sides	65,000

Analysis of the area, and the thoroughfare system proposed to serve it, indicates that the best function McLean can serve is as a collector street between Meridian and 21st Street. It would provide adequate traffic circulation and an outlet to 21st Street to permit better access to the north and east for part of the area. By not extending McLean from the bridge approach to Meridian, the total cost of the improvement would be reduced to \$43,780, excluding any condemnation costs, and a savings of \$35,000 for the city-at-large.

McLean could also be vacated from Joann to Westridge as part of a replatting of the area to provide more usable and desirable building sites. This can be done and still provide a collector street connection to 21st Street. It does not appear feasible nor warranted to attempt to extend McLean north of 21st Street, paralleling I-235.

These conclusions are based on the need for traffic circulation at the time of ultimate development of the area and on residential traffic generation rates.

Womer's Fifth Addition and Vacation Case V-0166

Womer's Fifth Addition and the associated vacation case were thoroughly reviewed by the Subdivision Committee of the Planning Commission and the Utility Advisory Committee on at least three occasions. The sketch plat was submitted on April 7, 1961 and the final plat was approved by the Planning Commission on January 4, 1962. The plat conforms to all requirements of the Subdivision Rules and Regulations.

The major point of discussion in the approval of this plat was the matter of access control along McLean Boulevard (south bridge approach) and whether or not the area east of the plat (as finally approved) should be dedicated for McLean Boulevard as a part of the plat. Between preliminary and final approval, the land in question was acquired by the city for the right-of-way of McLean Boulevard as a part of a settlement involving the condemnation of land for McLean to the south of this plat. With the right-of-way and access control problems resolved, no other questions were raised

City of Wichita, Kansas

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-9

except for the procedural and technical problems involved in completing the associated vacation case.

The design of the plat is based on the recommendation that there be no intersection of 17th Street with McLean at the south end of the bridge. If the City Commission determines that McLean should be extended to the west and north, the best solution would be to turn McLean south at Clarence or Charles to 15th Street, thence east to the 15th Street and McLean intersection. The reasons for this are stated in the section on design standards and because of difficult grade problems.

It is the recommendation of the City Manager that Womer's Fifth Addition and vacation case V-0166 be approved as submitted since:

- (a) The creation of an intersection at the south end of the bridge would be a traffic hazard.
- (b) Adequate right-of-way for the bridge and McLean is available in this area.
- (c) The extension of McLean to the west and north, if desired, can be accomplished, although it is not recommended, by the redesign of Womer's 6th Addition (yet to be approved).
- (d) The Planning Commission considered these and various other matters before recommending approval to the City Commission.

Womer's Sixth Addition

The applicant submitted an application and sketch plan of the area bounded by Sedgwick, 17th Street and the Arkansas River for approval on February 5, 1962. This plat was a modified grid pattern, which the Planning Department felt could be redesigned to:

- Utilize the area more effectively
- Restrict through traffic
- Create higher and stable land values through a better arrangement of building sites.

Suggestions for revising the subdivision design were made to the platlor who agreed in principle with the suggested changes. A preliminary plat was subf

City of Wichita, Kansas

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan


April 30, 1962
CC 265-10

mitted on February 12, 1962 for consideration by the Subdivision Committee. The Subdivision Committee raised the question of whether or not the plat should provide for the extension of McLean to the west and north when the plat was considered for preliminary approval. The reason stated for bringing up the question of the extension of McLean was that subdividers of areas to the west of Meridian had dedicated land for McLean, and it appeared that the area to the east of Meridian should also contain a similar dedication. The Subdivision Committee on recommendation of the Planning Department, did not make this requirement because the subdivision design as presented accomplishes the following objectives:

1. Provides the maximum number of desirable building sites.
2. Creates premium building sites along the river.
3. Removes the possibility of extending a street along the river from Meridian to 17th Street with the greater amount of traffic this would bring through the neighborhood.
4. Provides adequate access and traffic circulation with a minimum amount of streets, resulting in paving cost savings to the property owners and to the city.

The lack of need for additional arterial streets in the area, the lack of sufficient area to create an adequate and usable park boulevard area, and the benefits to be gained from creating a stable, high value neighborhood are factors to be considered in the platting of the one immediately north and west of Womer's Fifth Addition. The Planning Department has recommended to the Subdivision Committee and the Planning Commission that this plat be approved in its present form. This plat will be presented to the Planning Commission at its meeting of May 3, 1962.

Respectfully submitted,


Ralph Wulz
City Manager

RW:ct

City of Wichita, Kansas

Shirley

THE CITY OF WICHITA
OFFICE OF CITY ATTORNEY

DATE May 17, 1963

TO Robert A. Lakin, Senior Planner
FROM John Dekker, Assistant City Attorney
SUBJECT R. W. Womer vs. City of
Wichita, #B-19463

The above matter has been negotiated and a compromise settlement achieved. You will, therefore, proceed to have the plat of Womer's Fifth Addition properly executed and recorded. You will also receive a dedication of the north 40 feet of Lot 1, Block 2 of Womer's Fifth Addition, which you will process accordingly.

We are dismissing our appeal to the Supreme Court, and therefore, under the existing order of the District Court, the Mayor must sign the plat and also the city clerk must comply.

John Dekker
John Dekker,
Assistant City Attorney

JD:ka

cc: C. H. Funk, City Clerk

The City of Wichita

CITY BUILDING • TELEPHONE AMherst 2-8211

WICHITA, KANSAS

COPY

September 26, 1962

Mr. Robert Nelson
Kahrs, Nelson, Fanning and Hite, Attorneys at Law
Union Center
Wichita 2, Kansas

Dear Mr. Nelson:

At the September 19, 1962 meeting of the Board of City Commissioners your letter of September 5, which letter referred to certain concessions the owners of Lots 1 and 2 in Womer's 5th Addition would make to the City of Wichita, was received and filed.

Such letter, however, prompted the City Commission to request that further amplification be made regarding the explicit purpose of the proposed dedication and what the proposed provision will be in the area to the west, by the owners of Womer's 6th Addition, for the continuation of McLean Boulevard as a river drive.

This office would be happy to forward your response to the City Commission through the City Manager's Agenda at a regularly scheduled City Commission meeting which would give you the opportunity to further discuss this matter, if that is your desire.

Very truly yours,

James F. Clancy
Executive Assistant
to the City Manager

JEG:ct
cc:Ralph Wulz, Director of Public Works
✓L. L. Little, Director of Planning



REGISTER OF DEEDS
SEDGWICK COUNTY, KANSAS

Womer's Fifth Addition ADDITION WAS
FILED FOR RECORD ON June 4-1963.

Rufus E. Deering
REGISTER OF DEEDS

Recorded
6-5-63
AB

KAHRS, NELSON, FANNING & HITE

ATTORNEYS AT LAW
UNION CENTER BUILDING
WICHITA 2, KANSAS

Womer's Fifth

AUSTIN M. COWAN 1985 3497
W. A. KAHRS
ROBERT H. NELSON
H. W. FANNING
RICHARD C. HITE

TELEPHONES
AMHERST 2-3441
AMHERST 2-3442

September 5, 1952

City Commission of the City of Wichita
and Metropolitan Area Planning Commission
City Building
115 N. Kansas

Re: Womer's Fifth Addition

Gentlemen:

On behalf of the owners of the property located in the proposed plat of Womer's Fifth Addition, we again desire to submit for approval the said Womer's Fifth Addition.

The owners of Lots 1 and 2 in said proposed Womer's Fifth Addition have authorized us on their behalf to make the following offer to the City of Wichita, to-wit:

1. They will dedicate forthwith by good and sufficient warranty deed, the north 40 feet of Lot 1, said deed to be delivered to the City and to be recorded immediately following the recordation of said plat.

2. The owners also authorize us to state that if within two years from the approval of said plat, the City of Wichita desires additional ground located in either Lot 1 or 2, that they will convey so much as is required by the City up to and including all of Lots 1 and 2. In the event two years elapses without the City acquiring any such property, then this offer shall terminate.

Will you please advise in connection with the above so that the deed can be prepared and as to when this plat will be up for further consideration.

Yours very truly

OF KAHRS, NELSON, FANNING & HITE

W.A.K.

City Commission Communication



To: The Honorable Board of City Commissioners

April 30, 1962

Subject: McLean-Amidon Bridge Traffic Circulation Plan

CC 265

On April 24, 1962, the City Commission deferred action on the final plat of Womer's Fifth Addition and the associated vacation case, V-0166, (a portion of Charles east of Clarence and north of 15th) pending further information on the proposed traffic system in the northwest part of the city; traffic circulation in the area bounded by the Arkansas River, 13th Street and West Street; and, the need for an extension of McLean Boulevard west and north of the McLean-Amidon Bridge.

Proposed thorofare system for northwest Wichita

The major parts of the proposed system of thorofares to serve northwest Wichita are Interstate Highway 235, Interstate Highway 35W, 21st Street-South Industrial Thruway, Broadway, and Meridian-Amidon-McLean. These routes are expected to carry the heaviest traffic volumes in the system.

Other thorofares proposed include 37th Street, 29th Street (Amidon to Broadway), 25th Street (I-235 to Amidon), 13th Street, Bickel, Arkansas (north of the South Industrial Thruway), Main-Market one-way pair and its connection with the North Industrial Thruway-Hydraulic, and Mosley (south of 21st Street).

Several changes have been made, and others are recommended, in the adopted Comprehensive Plan Element, Pattern for Thorofares (1955). The first was a change made in the location of the north leg of I-235, shifting it south from 69th Street to just north of 37th Street. The second change resulted partly from the I-235 decision and that was to bring K-96 into I-235 at the Meridian Interchange rather than into Wichita along an extension of Bickel or east from Bickel extended along 25th Street into the industrial district. This in turn resulted in a re-examination of I-35W and its interchanges which were proposed for relocation in the industrial district and subsequently approved by the State Highway Department and Federal Bureau of Public Roads. The other changes proposed in the adopted plan are of less significance to the system. They include deletion of Waco, 17th Street, and 21st Street (Salina to Broadway) from the plan as arterial streets.

The total system now proposed will provide good access to all parts of northwest Wichita and, when improved to adequate design standards, should adequately carry traffic volumes forecast for 1985. The one major gap in the system appears to be the connection of 21st Street across the Floodway. Because of major engineering problems and cost, the feasibility of this improvement will have to be evaluated carefully when more complete infor-

City of Wichita, Kansas

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CG 265-2

mation becomes available from the Metropolitan Transportation Study.

The proposed system meets wherever possible the standards for expressways and arterial streets recommended by the Planning Department in the report, Development Standards - Area (1961). These include the following:

Expressways:

1. Access to expressway ramps should be only from arterial streets, not over collector or residential streets.
2. Because expressway ramps attract large traffic volumes, they should be spaced at close enough intervals so that the loads coming onto them will not be too great. They should not be spaced too closely, however, because of interference with through traffic. The optimum spacing is usually about one mile.
3. Expressways and their ramps should be planned so that places with intensive traffic generation such as major commercial centers or high density industrial areas will be near expressway ramps.

Arterials:

1. No residential access onto arterials should be allowed.
2. Commercial, industrial, and other non-residential activities may have access to arterials, but only by means of frontage roads or where entrances and exits conform to standards.
3. Arterials should be designed not to pass through residential neighborhoods, but should be the boundaries of neighborhoods.
4. Arterial streets should have traffic volumes of not less than 2,000 and probably not more than 20,000 vehicles a day. If they are being planned to carry less than 2,000 vehicles per day, they are being planned uneconomically; that is, they are too big for the number of vehicles involved. If arterials are planned for much more than 20,000 vehicles per day, they tend to be too wide, six lanes or more, and become cumbersome and inefficient as far as turning movements and street crossings are concerned.
5. Arterials should be spaced so they secure desired volumes of

City of Wichita, Kansas

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-3

traffic without interfering with residential communities. In suburban areas generating vehicle trips at the rate of 5,000 and 10,000 per day, arterials should be spaced between 0.8 and 1.2 miles apart. As trip densities increase arterial spacing should decrease, but probably should not be less than 0.5 mile apart.

6. Intersections of collector or local residential streets with arterials should not be less than 1,000 feet apart, and preferably not less than 1,320 feet apart.

Arterials have the dual function of carrying traffic and of providing access to abutting property. It follows that they must be designed as carefully as possible so that these functions, which are basically conflicting, will work as smoothly as possible together. The problem of land access conflicting with arterial volumes becomes more acute as traffic volumes increase. Traffic volumes on arterials can be kept low if they are spaced at the correct interval in conformity with the density of trip generation in each part of the city. A typical square mile, developed with houses at four families to the acre will generate approximately 5,000 vehicle trip destinations per day. In such an area, arterials spaced a mile apart will carry approximately 12,000 vehicles in a twenty-four hour period. This kind of volume can be carried comfortably by a four-lane facility, with a capacity of 14,000 - 16,000 vehicles per day. With such volumes, it is not difficult to design a facility where the marginal frictions can be handled readily by service drives and controlled points of entry and leaving.

If volumes become more than the amount which can be carried readily by a four-lane facility, arterials are often widened, or traffic is forced back into collector or local streets. The latter alternative is unacceptable. If arterials are widened, they become less and less efficient. Conflicts at intersections multiply, and conflicts with abutting land uses increase, even with careful controls. A six-lane arterial is the maximum; even this kind of a facility rarely operates with all six lanes. Therefore, standards are proposed only for four lane arterials. If volumes increase to the point where they cannot be adequately handled on this kind of a facility, expressways should be built to carry the longer distance volumes. Detailed information from the Metropolitan Transportation Study is being processed now. This information and the lane use forecast, traffic generation rates, volume forecasts, and future traffic assignments to the existing, committed and proposed thorofare system will be used to prepare a final transportation plan for consideration and adoption by the Planning, City and County Commissions. The thorofare system now proposed for north-west Wichita will be tested and incorporated into the overall plan

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC-265-4

for the Metropolitan Area, with any needed adjustments. Based on information currently available, however, only minor changes are anticipated.

Other specific questions raised by the Commission concerned:

1. Alignment of the Amidon-McLean Bridge.
2. Right-of-way for the bridge and its approaches.
3. Design standards for the bridge approaches and the 21st Street and Amidon intersection.
4. Traffic circulation west and north of the McLean-Amidon Bridge.
5. Extension of McLean west and north to 21st Street along the right bank of the Arkansas River as a River Boulevard.

Alignment of the Amidon-McLean Bridge

The 1946 Major Street Plan included a proposed major thoroughfare in the general vicinity of Meridian Avenue, running north and south through the Wichita Urban Area. A bridge across the Arkansas River at Meridian was part of the proposal. There is no record of an official amendment to this part of the plan until the revised Comprehensive Plan element, Pattern for Thorofares, was prepared and adopted in 1955. Subdivision of the land north of 21st Street and construction of the Floodway during this period effectively blocked any future extension of Meridian in this location. The 1955 plan proposed a change in location for the Arkansas River crossing, shifting it east from Meridian to the alignment of Amidon as extended from the north. This location is the one re-affirmed by Planning Commission approval of Womer's 5th Addition and City Commission adoption of the initiating resolutions for the bridge and bridge approach projects.

The Meridian-Amidon-McLean system was designated as a major street (arterial) in the 1955 plan from 53rd Street North to Central Avenue from U. S. 54 to MacArthur Road. The center section of the route, from Central Avenue to U. S. 54 was designated as an arterial (expressway).

This thoroughfare was planned to follow the bank of the Arkansas River from 17th Street to Pawnee. North of 17th Street and south of Pawnee, this arterial was proposed to leave the bank of the river to connect with other arterial streets to provide an efficient, high capacity route from MacArthur Road north through the urban area.

Preliminary results of the Transportation Study indicate that this proposal is still essentially sound, the only difference occurring in the center section which does not affect the area in question at the present time.

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-5

The city has entered into an agreement with the Ediger Engineering Company to design the bridge across the Arkansas River to connect McLean with an extension of Amidon from the north. Construction is expected to commence later this year (1962). Financing is provided in the 1962-1967 Capital Improvement Program for 1963. The bridge approaches, extensions of Amidon south from 21st Street and McLean north from 15th Street, are scheduled for 1962 construction and 1963 financing.

Amidon-McLean Bridge Right-of-Way

Sufficient right-of-way has been acquired by condemnation and dedication south of the Arkansas River for the construction of the bridge and the south approach to the bridge. Additional right-of-way is needed north of the bridge for both the roadway and for a high capacity, at-grade intersection at 21st Street and Amidon. Part of this area, including some structures, will have to be purchased or condemned.

Design Standards for Bridge Approaches and the 21st Street and Amidon Intersection

Design standards for the roadway and the intersection of 21st Street and Amidon should conform to those recommended in the Planning Department report, Development Standards - Area. These include:

1. Medians in the roadway and on the bridge to separate physically traffic moving in opposite directions.
2. Left turn holding lanes, continuous right turn lanes, and 3-phase, or other high design standard signalization at the 21st Street and Amidon intersection.
3. Restriction of entrances to McLean-Amidon at well spaced, regulated points.
4. Left turn holding lanes at points where minor streets enter McLean-Amidon.

With respect to points one and two above, it is realized that this will be a costly improvement involving the acquisition of commercial property. The feasibility of acquiring only the additional right-of-way required on the south side of twenty-first street at this time and deferring the remainder of the project until completion of the South Industrial Thoroway, should be carefully evaluated.

City of Wichita, Kansas

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC-265-6

With respect to point 3, above, it is recommended that no entrance to McLean-Amidon be located closer than 15th Street to the south end of the bridge and no closer than the same approximate distance from the north end of the bridge. This recommendation is based on the need for smooth, uncongested traffic flow along McLean-Amidon, traffic safety considerations, topographic problems, and because of the anticipated high future traffic volumes (15,000 - 20,000 vehicles per day) which will use the thoroughfare in this location.

Traffic Circulation West and North of the McLean-Amidon Bridge

Most of the area bounded by the Arkansas River, 13th Street and West Street has been subdivided. In recent years considerable development has taken place in the area.

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City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-7

"McLean Boulevard. This street is proposed as a Major Street Thorofare along the west bank of the Big Arkansas River from Pawnee to 21st Street. That part south of Central has been paved although considerable improvement is still necessary. It is proposed that park area be developed on the river bank between the Boulevard and the River. (Resolution dated 10-16-51)."

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Private	9,138.55
City	<u>7,492.55</u>
Total	\$ 21,078.22
Total City-at-Large	\$ 11,939.67
% City-at-Large	57%

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Total Street Length	7,630 ft
Less: Existing length of paving and length with private property on river side	<u>2,790 ft</u>
Remaining length	4,840 ft

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-8

Total cost of paving @ \$22/ft	\$106,500
Estimated City-at-Large cost @ 57% of the total cost, plus intersection costs in part with private property on both sides	65,000

Analysis of the area, and the thoroughfare system proposed to serve it, indicates that the best function McLean can serve is as a collector street between Meridian and 21st Street. It would provide adequate traffic circulation and an outlet to 21st Street to permit better access to the north and east for part of the area. By not extending McLean from the bridge approach to Meridian, the total cost of the improvement would be reduced to \$43,780, excluding any condemnation costs, and a savings of \$35,000 for the city-at-large.

McLean could also be vacated from Joann to Westridge as part of a replatting of the area to provide more usable and desirable building sites. This can be done and still provide a collector street connection to 21st Street. It does not appear feasible nor warranted to attempt to extend McLean north of 21st Street, paralleling I-235.

These conclusions are based on the need for traffic circulation at the time of ultimate development of the area and on residential traffic generation rates.

Womer's Fifth Addition and Vacation Case V-0166

Womer's Fifth Addition and the associated vacation case were thoroughly reviewed by the Subdivision Committee of the Planning Commission and the Utility Advisory Committee on at least three occasions. The sketch plat was submitted on April 7, 1961 and the final plat was approved by the Planning Commission on January 4, 1962. The plat conforms to all requirements of the Subdivision Rules and Regulations.

The major point of discussion in the approval of this plat was the matter of access control along McLean Boulevard (south bridge approach) and whether or not the area east of the plat (as finally approved) should be dedicated for McLean Boulevard as a part of the plat. Between preliminary and final approval, the land in question was acquired by the city for the right-of-way of McLean Boulevard as a part of a settlement involving the condemnation of land for McLean to the south of this plat. With the right-of-way and access control problems resolved, no other questions were raised

City of Wichita, Kansas

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-9

except for the procedural and technical problems involved in completing the associated vacation case.

The design of the plat is based on the recommendation that there be no intersection of 17th Street with McLean at the south end of the bridge. If the City Commission determines that McLean should be extended to the west and north, the best solution would be to turn McLean south at Clarence or Charles to 15th Street, thence east to the 15th Street and McLean intersection. The reasons for this are stated in the section on design standards and because of difficult grade problems.

It is the recommendation of the City Manager that Womer's Fifth Addition and vacation case V-0166 be approved as submitted since:

- (a) The creation of an intersection at the south end of the bridge would be a traffic hazard.
- (b) Adequate right-of-way for the bridge and McLean is available in this area.
- (c) The extension of McLean to the west and north, if desired, can be accomplished, although it is not recommended, by the redesign of Womer's 6th Addition (yet to be approved).
- (d) The Planning Commission considered these and various other matters before recommending approval to the City Commission.

Womer's Sixth Addition

The applicant submitted an application and sketch plan of the area bounded by Sedgwick, 17th Street and the Arkansas River for approval on February 5, 1962. This plat was a modified grid pattern, which the Planning Department felt could be redesigned to:

- Utilize the area more effectively
- Restrict through traffic
- Create higher and stable land values through a better arrangement of building sites.

Suggestions for revising the subdivision design were made to the platlor who agreed in principle with the suggested changes. A preliminary plat was sub-

City of Wichita, Kansas

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-10

mitted on February 12, 1962 for consideration by the Subdivision Committee. The Subdivision Committee raised the question of whether or not the plat should provide for the extension of McLean to the west and north when the plat was considered for preliminary approval. The reason stated for bringing up the question of the extension of McLean was that subdividers of areas to the west of Meridian had dedicated land for McLean, and it appeared that the area to the east of Meridian should also contain a similar dedication. The Subdivision Committee on recommendation of the Planning Department, did not make this requirement because the subdivision design as presented accomplishes the following objectives:

1. Provides the maximum number of desirable building sites.
2. Creates premium building sites along the river.
3. Removes the possibility of extending a street along the river from Meridian to 17th Street with the greater amount of traffic this would bring through the neighborhood.
4. Provides adequate access and traffic circulation with a minimum amount of streets, resulting in paving cost savings to the property owners and to the city.

The lack of need for additional arterial streets in the area, the lack of sufficient area to create an adequate and usable park boulevard area, and the benefits to be gained from creating a stable, high value neighborhood are factors to be considered in the platting of the one immediately north and west of Womer's Fifth Addition. The Planning Department has recommended to the Subdivision Committee and the Planning Commission that this plat be approved in its present form. This plat will be presented to the Planning Commission at its meeting of May 3, 1962.

Respectfully submitted,


Ralph Wulz
City Manager

RW:ct

City of Wichita, Kansas

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

TO T. J. SCANLON, EXECUTIVE ASSISTANT TO THE CITY MANAGER DATE MAY 9, 1962
FROM ROBERT A. LAKIN, SENIOR PLANNER

SUBJECT WOMER'S 5TH ADDITION AND WOMER'S 6TH ADDITION

IN ACCORDANCE WITH THE PROVISIONS OF SECTION 13-1111 G.S. 1949, REV., THE CITY COMMISSION MUST ACT WITHIN SIXTY DAYS OF THE TIME THAT A PLAT IS SUBMITTED TO THE COMMISSION. IF THE COMMISSION FAILS TO ACT, THE PLAT IS CONSIDERED APPROVED AND THE PLATTOR MAY DEMAND A CERTIFICATE OF APPROVAL WHICH MUST BE ISSUED TO HIM.

WOMER'S 5TH ADDITION WAS FIRST SUBMITTED TO THE CITY COMMISSION ON APRIL 24, 1962. THE SIXTY DAYS WOULD EXPIRE ON JUNE 23, 1962. THE LAST CITY COMMISSION MEETING BEFORE THE DATE OF EXPIRATION WOULD BE JUNE 19, 1962.

WOMER'S 6TH ADDITION WAS FIRST SUBMITTED TO THE CITY COMMISSION ON MAY 8, 1962. THE SIXTY DAY PERIOD EXPIRES ON SUNDAY, JULY 7. THE LAST DATE FOR ACTION BY THE CITY COMMISSION WOULD BE JULY 3, 1962.

ROBERT A. LAKIN
SENIOR PLANNER

RAL:BR

CC: RUSSELL E. McCLURE, CITY MANAGER
FRED ALEY, CITY ATTORNEY
✓ WOMER'S 5TH ADDITION
WOMER'S 6TH ADDITION

Juli

TRAFFIC COUNTS - 24 HOUR

AMIDON (NORTH OF 21ST)	4,528	4-16-62
AMIDON (NORTH OF 25TH)	3,177	4-16-62
21ST (EAST OF AMIDON)	6,795	1-30-62
MERIDIAN (AT 13TH)	2,283	7-6-61
ST. PAUL (AT 13TH)	1,800	3-25-58

EXTENSION OF MCLEAN

21ST STREET TO MERIDIAN	4,780 FEET
MERIDIAN TO 17TH STREET	<u>2,850 FEET</u>
TOTAL	7,630 FEET

PAVING COSTS - MCLEAN

RICHMOND TO ST. PAUL (30' WIDTH)	
CITY	\$4,447.12
PROPERTY	
PRIVATE	9,138.55
CITY	<u>7,492.55</u>
TOTAL	\$21,078.22
TOTAL CITY	\$11,939.67 OR 57%

13TH TO 15TH (48' WIDTH)

McLean - 13th to 15th
60% city at large
54,000

Checks

9TH TO 13TH (44' WIDTH)

CITY \$9,207.63

PROPERTY

PRIVATE 31,585.36

CITY 29,230.24

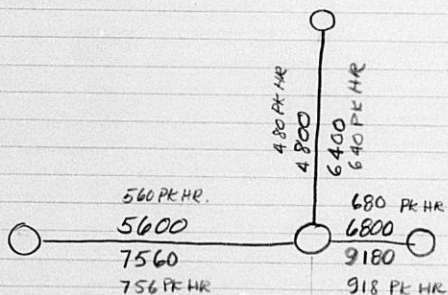
TOTAL * 70,023.23

TOTAL CITY * 38,437.87 OR 55%

			1975 D.U.S TO BE ADDED	PRESENT D.U.S	MAXIMUM D.U.S
630	1437	.13	187	1632	1819
633	1742	.06	105	997	1102
640	4356	.03	131	253	384
732	9148	.09	823	627	1450
735				431	431
742	3920	.05	196	144	340
			<u>1442</u>	<u>4084</u>	<u>5526</u>

PERCENTAGE DU. INCREASE

$$\frac{\text{MAXIMUM D.U.S.}}{\text{PRESENT D.U.S}} = \frac{5526}{4084} = 1.35$$



PRESENT VOLUME

1975 VOLUME

SUBDIVISION REPORT

PAGE
CITY MANAGER'S REPORT

RECOMMENDATION FROM THE METROPOLITAN AREA PLANNING COMMISSION TO
BOARD OF CITY COMMISSIONERS
FOR SUBDIVISION APPROVAL

S/D NUMBER: 61-8 NAME: WOMER'S 5TH ADDITION
APPLICATION FILED: 4-7-61 SKETCH FILED: 4-7-61
PRELIMINARY PLAT FILED: 7-21-61 APPROVED BY S/D: 7-21-61
FINAL PLAT FILED: 12-7-61 APPROVED BY S/D: 12-28-61
APPROVED BY METROPOLITAN AREA PLANNING COMMISSION: 1-4-62

DESCRIPTION

GENERAL LOCATION: BOTH SIDES OF CHARLES SOUTH OF 17TH STREET

OWNER: WOMER INVESTMENT COMPANY
SURVEYOR OR ENGINEER: CLYDE M. BAUGHMAN COMPANY
ADDRESS: 2522 EAST KELLOGG

1. GROSS ACREAGE OF PLAT	4.75	7. LINEAL FEET OF NEW STREETS:	
2. NUMBER OF LOTS:		(A) 60' R/W	600 FT.
RESIDENTIAL	16	(B) 30' R/W	185 FT.
COMMERCIAL		(C) R/W	FT.
INDUSTRIAL		(D) TOTAL	785 FT.
OTHER		8. TOTAL AREA OF NEW STREETS:	
TOTAL	16	R/W	41,550 SQ. FT.
3. AVERAGE LOT FRONTAGE	95 FT.	9. EXISTING ZONING	"AA"
4. MINIMUM LOT FRONTAGE	80 FT.	10. LOT AREA REQUIRED BY	
5. AVERAGE LOT AREA	11,000 SQ. FT.	ZONING	6,000 SQ. FT.
6. MINIMUM LOT AREA	10,400 SQ. FT.		

PLANNING COMMISSION RECOMMENDATION:

IT WAS MOVED AND SECONDED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF CITY COMMISSIONERS THAT THIS PLAT BE APPROVED SUBJECT TO THE FOLLOWING:

1. THE SUBDIVIDER IS TO COMPLETE THE VACATION OF CHARLES STREET.
2. THE SUBDIVISION IS TO BE RECORDED WITHIN 30 DAYS AFTER APPROVAL BY THE BOARD OF CITY COMMISSIONERS.

VOTE OF PLANNING COMMISSION: UNANIMOUS

RESPECTFULLY SUBMITTED,

_____, SECRETARY

ACTION: TAKE SUCH ACTION AS THE COMMISSION DEEMS ADVISABLE.

FORM PR-25 (REV-7/60)

TO: SUBDIVISION COMMITTEE
FROM: L. L. LITTLE, DIRECTOR OF PLANNING
SUBJECT: POLICY STATEMENT ON WOMERS 6TH
ADDITION RE McLEAN BOULEVARD
NORTH OF 17TH STREET

APRIL 9, 1962

SUBMISSION OF THE PLAT OF WOMERS 6TH ADDITION FOR SUBDIVISION APPROVAL RAISED THE QUESTION OF REQUIRING THE DEDICATION OF A RIVER BOULEVARD ALONG THE ARKANSAS RIVER NORTH OF 17TH STREET.

THE ONLY REFERENCE TO SUCH A FACILITY IS CONTAINED IN AN AMENDMENT TO THE 1946 MASTER PLAN, AS FOLLOWS:

"McLEAN BOULEVARD. THIS STREET IS PROPOSED AS A MAJOR STREET THOROFARE ALONG THE WEST BANK OF THE BIG ARKANSAS RIVER FROM PAVNEE TO 21ST STREET. THAT PART SOUTH OF CENTRAL HAS BEEN PAVED ALTHOUGH CONSIDERABLE IMPROVEMENT IS STILL NECESSARY. IT IS PROPOSED THAT PARK AREA BE DEVELOPED ON THE RIVER BANK BETWEEN THE BOULEVARD AND THE RIVER. (RESOLUTION DATED 10-16-51)."

THE MASTER PLAN ELEMENT, PATTERN FOR THOROFARES (ADOPTED IN 1955) SUPERSEDED THE 1951 POLICY STATEMENT. IT DESIGNATED McLEAN BOULEVARD AS A MAJOR STREET ALONG THE ARKANSAS RIVER FROM CENTRAL TO APPROXIMATELY 17TH STREET, WHERE IT WAS PROPOSED TO CROSS THE RIVER AND EXTEND NORTH TO MEET AMIDON AT 21ST STREET. THIS PLAN HAS BEEN FOLLOWED IN THE IMPROVEMENT OF McLEAN AND A CONSULTING ENGINEER HAS BEEN RETAINED BY THE CITY TO DESIGN THE BRIDGE ACROSS THE ARKANSAS RIVER. THERE WAS NO DESIGNATION OF McLEAN OR ANY OTHER STREET FOLLOWING THE SOUTH BANK OF THE ARKANSAS RIVER NORTH AND WEST FROM 17TH STREET AS A MAJOR STREET.

IN WORKING WITH THE SUBDIVIDER OF WOMERS 6TH ADDITION, THE PLANNING DEPARTMENT RECOMMENDED THAT NO STREET BE DEDICATED ALONG THE ARKANSAS RIVER, AS HAD BEEN REQUIRED PREVIOUSLY BY THE PLANNING COMMISSION WEST OF MERIDIAN. THE SUBDIVIDER AND PLANNING DEPARTMENT AGREED ON THE GENERAL LAYOUT OF THE SUBDIVISION AS SUBMITTED FOR APPROVAL. IT IS THE OPINION OF THE DEPARTMENT THAT THE DESIGN PRESENTED ACCOMPLISHES THE FOLLOWING OBJECTIVES:

1. PROVIDES THE MAXIMUM NUMBER OF DESIRABLE BUILDING SITES.
2. CREATES PREMIUM BUILDING SITES ALONG THE RIVER.
3. REMOVES THE POSSIBILITY OF EXTENDING A STREET ALONG THE RIVER FROM MERIDIAN TO 17TH STREET WITH THE HEAVIER VOLUMES OF TRAFFIC THIS WOULD BRING THROUGH THE NEIGHBORHOOD.

PAGE 2 - SUBDIVISION COMMITTEE
APRIL 9, 1962

4. PROVIDES ADEQUATE ACCESS AND TRAFFIC CIRCULATION WITH A MINIMUM AMOUNT OF STREETS, RESULTING IN PAVING COST SAVINGS TO THE PROPERTY OWNERS AND TO THE CITY.

THE DEPARTMENT BELIEVES THAT THE TYPE OF SUBDIVISION PROPOSED IN THIS PLAT IS DESIRABLE AND SHOULD BE ENCOURAGED.

L. L. LITTLE
DIRECTOR OF PLANNING

LLL:JAM:8ER

SUBDIVISION REPORT

PAGE
CITY MANAGER'S REPORT

RECOMMENDATION FROM THE METROPOLITAN AREA PLANNING COMMISSION TO
BOARD OF CITY COMMISSIONERS
FOR SUBDIVISION APPROVAL

S/D NUMBER: 61-8 NAME: WOMER'S 5TH ADDITION
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APPROVED BY METROPOLITAN AREA PLANNING COMMISSION: 1-4-62

DESCRIPTION

GENERAL LOCATION: BOTH SIDES OF CHARLES SOUTH OF 17TH STREET

OWNER: WOMER INVESTMENT COMPANY
SURVEYOR OR ENGINEER: CLYDE M. BAUGHMAN COMPANY
ADDRESS: 2522 EAST KELLOGG

1. GROSS ACREAGE OF PLAT	4.75	7. LINEAL FEET OF NEW STREETS:
2. NUMBER OF LOTS:		(A) 60' R/W 600 FT.
RESIDENTIAL	16	(B) 30' R/W 185 FT.
COMMERCIAL		(C) R/W FT.
INDUSTRIAL		(D) TOTAL 785 FT.
OTHER		8. TOTAL AREA OF NEW STREETS:
TOTAL	16	R/W 41,550 SQ. FT.
3. AVERAGE LOT FRONTAGE	96 FT.	9. EXISTING ZONING "AA"
4. MINIMUM LOT FRONTAGE	80 FT.	10. LOT AREA REQUIRED BY
5. AVERAGE LOT AREA	11,000 SQ. FT.	ZONING 6,000 SQ. FT.
6. MINIMUM LOT AREA	10,400 SQ. FT.	

PLANNING COMMISSION RECOMMENDATION:

IT WAS MOVED AND SECONDED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF CITY COMMISSIONERS THAT THIS PLAT BE APPROVED SUBJECT TO THE FOLLOWING:

1. THE SUBDIVIDER IS TO COMPLETE THE VACATION OF CHARLES STREET.
2. THE SUBDIVISION IS TO BE RECORDED WITHIN 30 DAYS AFTER APPROVAL BY THE BOARD OF CITY COMMISSIONERS.

VOte OF PLANNING COMMISSION: UNANIMOUS

RESPECTFULLY SUBMITTED,

_____, SECRETARY

ACTION: TAKE SUCH ACTION AS THE COMMISSION DEEMS ADVISABLE.

Womer, S. H.

LAW OFFICES OF
ARNOLD & FOOTE
SUITE 706 BITTING BUILDING
WICHITA 2, KANSAS

ROBERT R. ARNOLD
RICHARD V. FOOTE

March 13, 1962

AMHERST 2-3796

Womer Investment Company
434 Ohio Street
Wichita, Kansas

Re: Abstract Opinion

Dear Sir:

We have examined the annexed Abstract of Title consisting of 128 Entries and 7 Court Proceedings, made and certified to by the Security Abstract and Title Company, Inc., on and prior to January 18, 1962, at seven o'clock A.M., which purports to be a complete Abstract of Title to the following described real estate, to wit:

A Tract in Section 7, Township 27 South, Range 1 East and a Replat of Part of Womer's Fourth Addition and part of Third Westborough Place, Wichita, Sedgwick County, Kansas, described as follows: Beginning at a point 2040.04 Feet East of the Northwest Corner of the SW $\frac{1}{4}$ of Section 7, Township 27 South, Range 1 East, said point being the Northeast corner of Womer's Fourth Addition to Wichita, Kansas; thence South parallel with the West line of said Southwest Quarter, 220.54 Feet more or less to the Northeast Corner of Lot 3 in said Womer's Fourth Addition, thence West along the North line of said Lot 3, 130 feet to the Northwest corner of said Lot 3, thence South along the East line of Clarence Avenue as platted in Third Westborough Place, Sedgwick County, Kansas, 301 Feet to the Southwest Corner of Lot 1, Block 3, in said Third Westborough Place; thence East along the South line of said Lot 1, 140.95 Feet to the Southeast corner of said Lot 1; thence Southerly along the Westerly line of Lot 17 in said Block 3, 86 Feet to the Southwest corner of said Lot 17; thence South along the West line of Lot 16 in said Block 3, 5 feet; thence East parallel with the north line of said Lot 16, in said Block 3, 178.54 Feet to the Easterly line of Charles Street as platted in said Third West-

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ARNOLD & FOOTE
Abstract Opinion for
Womer Investment Company
March 13, 1962
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borough Place, said point being on a curve having a radius of 280 Feet; thence Southerly along said curve 27.17 Feet to the point of Tangent of said curve; thence east at right angles to tangent of said curve, and along the North line of Fourth Westborough Place, Sedgwick County, Kansas, 180 Feet to the Northeast corner of said Fourth Westborough Place, thence Northwesterly 365 Feet more or less to a point 2360.16 Feet East and 271.3 Feet South of the Northwest Corner of said Southwest Quarter, thence North parallel to the West line of said Southwest Quarter 271.3 Feet to the North line of said Southwest quarter, thence West 320.12 Feet to beginning.

We are of the opinion that the title to said land as disclosed by said abstract was on the 18th day of January, 1962, at seven o'clock A.M., vested in the following owners each owner owning that tract of land following his name in the paragraph where it is designated, to wit:

TRACT No. 1. Owners; Sylvester H. Womer and Ester J. Womer, husband and wife, as joint tenants with right of survivorship and not as tenants in common, are owners of Lot 3 Womer's Fourth Addition to Wichita, Sedgwick County, Kansas, subject to the following mortgage. Shown at Entry No. 118 a mortgage has been granted to the Travelers Insurance Company, a corporation of the State of Connecticut, recorded in Book of Mortgages 1364 at page 240 of the Sedgwick County Register of Deeds office, dated November 13, 1959 in the original amount of \$20,000.00. This mortgage is a lien upon the real estate described in this paragraph.

TRACT no. 2. Owners; Irwin S. Hall and Georgetta Hall, his wife, as joint tenants with right of survivorship and not as tenants in common, are the owners of the following described real estate; the south 109 feet of Lot 1, Block 3, Third Westborough Place, Sedgwick County, Kansas.

TRACT No. 3. Owners; Sylvester H. Womer and Ester J. Womer, husband and wife, as joint tenants with right of survivorship and not as tenants in common, are the owners of Lot No. 1 Block 3 in Third Westborough Place, Sedgwick County, Kansas, except the South 109 feet of the above described lot.

TRACT No. 4. Owners; R. W. Womer and S. H. Womer, are the owners of the following tract of land, to wit: part of Lot 17, Block 3, Third Westborough Place, Wichita, Kansas,

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Abstract Opinion for
Womer Investment Co.
March 13, 1962
Page 3 of 5 pages

described as: Beginning at the Northern most corner of said lot 17; thence South along the rear line of said lot, 100 feet, thence East parallel with the South line of said lot to the East line of said lot; thence Northwesterly to beginning, Sedgwick County, Kansas.

TRACT No. 5, Owners; Isaac H. Classen and Linda H. Classen, his wife, as joint tenants with right of survivorship and not as tenants in common, are the owners of the following described real estate, to wit: Lot 17 and the North 5 feet of Lot 16, Block 3 Third Westborough Place, Sedgwick County, Kansas, except that part of Lot 17, Block 3, Third Westborough Place, Wichita, Kansas, described as: Beginning at the Northern most corner of Lot 17; thence South along the rear line of said lot, 100 feet, thence East parallel with the South line of said lot to the East line of said lot; thence Northwesterly to the beginning, Sedgwick County, Kansas. Shown at Entry No. 124 there is a mortgage placed on the property described in this paragraph as being owned by Isaac H. Classen and Linda H. Classen granted to Mid Kansas Federal Savings and Loan Association of Wichita, Kansas, recorded in Book of Mortgages 1411 at Page 372 in the office of the Sedgwick County Register of Deeds, dated July 10, 1961, and in the original amount of \$28,000.00. Shown at Entry No. 125 there has been a partial release recorded in Book of Mortgages 1413 at page 185 which releases the mortgage on the property excepted from Lot 17, Block 3 in the above described real estate in this paragraph. This mortgage is a lien against the property described in this paragraph and owned by Isaac H. Classen and Linda H. Classen.

TRACT No. 6. Owners; R. W. Womer and Marion R. Greer are the owners of the following described real estate: A tract in Section 7, Township 27 South, Range 1 East of the 6th P.M. in Wichita, Sedgwick County, Kansas, described as follows: Beginning at a point 2040.04 Feet East of the Northwest Corner of the SW $\frac{1}{4}$ of Section 7, Township 27 South, Range 1 East, said point being the Northeast corner of Womer's Fourth Addition to Wichita, Kansas; thence South parallel with the West line of said Southwest Quarter, 375.21 Feet more or less to a point on the Northerly line of Charles Street as platted in Third Westborough Place, said point being on a curve having a radius of 280 feet; thence Southerly along said curve to the point of Tangent of said curve, said

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Abstract Opinion for
Womer Investment Company
March 13, 1962
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Tangent being 599.96 North of the Southeast corner of Third Westborough Place, Wichita, Sedgwick County, Kansas; thence East at right angles to Tangent of said curve, along the North line of Fourth Westborough Place, Sedgwick County, Kansas, 180 Feet to the Northeast corner of said Fourth Westborough Place, thence Northwesterly 365 Feet more or less to a point 2360.16 Feet East and 271.3 Feet South of the Northwest corner of said Southwest quarter, thence North parallel to the West line of said Southwest Quarter 271.3 Feet to the North line of said Southwest Quarter, thence West 320.12 Feet to beginning.

The captioned property is also subject to the following liens, defects and requirements:

1. Shown on the recorded plat of Third Westborough Place, there is an easement granted for public utilities along the East 8 Feet of Lot 1 and the West 8 feet of lot 17 in Block 3. There is also an easement granted for public utilities along the South 5 Feet of Lot 17 and the North 5 Feet of Lot 16 Block 3 Third Westborough Place. Shown in the recorded plat of Third Westborough Place there is a street granted to the public known as Charles Street and described on said plat running on a 30 Foot strip along the North and East boundaries of Lots 1, 17 and 16 Block 3 of said plat. There is a public utility easement granted along the East 8 Feet of Lot 3 Womer's Fourth Addition to Wichita, Kansas. There is also a portion of the captioned property covering a 30 Foot strip of ground South of and adjacent to Lot 3 Womer's Fourth Addition to Wichita dedicated to the public as Charles Street.

2. The Abstract of Title does not disclose any unreleased mortgages except those stated above.

3. The Abstract of Title discloses that the taxes for the year 1960 and all prior years have been paid. The taxes for the first half of 1961 have also been paid. The taxes for the last half of 1961 are shown to be unpaid in the original amount of \$1,136.75.

This opinion is expressly subject to the following:

1. Rights and claims of the persons in possession of said real estate.

2. The rights and claims of mechanics and others for improvements made upon the above captioned property within the past four months.

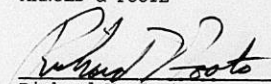
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Abstract Opinion for
Womer Investment Co.
March 13, 1962
Page 5 of 5 pages

3. Defects of title which may be disclosed by an accurate survey of the above captioned property.

4. The restrictions in the use of the above captioned property which may be found in the Zoning Ordinances of the City of Wichita.

Respectfully submitted,

ARNOLD & FOOTE


Richard V. Foote

RVF:jc

CLYDE M. BAUGHMAN
FRED J. DOANE
JOHN T. (JACK) REEVES

OFFICE OF

CLYDE M. BAUGHMAN CO.
Civil Engineer & Surveyors
Registered Professional Engineer

2522 EAST KELLOGG
WICHITA 11, KANSAS
PHONE MURRAY 3-7431

Womers 5th

Planning Commission
City Hall Annex
Wichita, Kansas

Gentlemen:

This is to inform you that the irons have been set in Womer's Fifth Addition a tract in Sec. 7, Twp. 27-S, R-1-E and a replat of part of Womer's Fourth Addition and part of Third Westborough Place, Wichita, Kansas, according to the plat on file in your office.

Clyde M. Baughman
Surveyor

CLYDE M. BAUGHMAN
FRED J. DOANE
JOHN T. (JACK) REEVES

OFFICE OF
CLYDE M. BAUGHMAN CO.
Civil Engineer & Surveyors
Registered Professional Engineer

2522 EAST KELLOGG
WICHITA 11, KANSAS
PHONE MURRAY 3-7431



Planning Commission
City Building Annex
Wichita, Kansas

Gentlemen:

This is to inform you that the irons have been set in Womer's Fifth Addition a tract in Sec. 7, Twp. 27-S, R-1-E, and a replat of part of Womer's Fourth Addition and part of Third Westborough Place, Wichita, Kansas, according to the plat on file in your office.

Clyde M. Baughman

Surveyor

Recd 2-5-62
mch

JANUARY 8, 1962

CLYDE M. BAUGHMAN COMPANY
2522 EAST KELLOGG
WICHITA, KANSAS

SUBJECT: S/D61-8 → FINAL PLAT
OF WOMER'S 5TH ADDITION

GENTLEMEN:

AT ITS REGULAR MEETING ON JANUARY 4, 1962, THE METROPOLITAN AREA PLANNING COMMISSION APPROVED THE FINAL PLAT OF WOMER'S 5TH ADDITION SUBJECT TO THE FOLLOWING:

- okay 1. THE GRANTING OF A 6 FOOT DRAINAGE AND UTILITY EASEMENT IN THE NORTH 6 FEET OF LOT 1, BLOCK 2.
- okay 2. THE GRANTING OF A 10 FOOT UTILITY EASEMENT IN THE EAST 10 FEET OF BLOCK 2.
- okay 3. THE SUBDIVIDER IS TO COMPLETE THE VACATION OF CHARLES STREET AND FURNISH SATISFACTORY PROOF ~~THAT THIS MATTER HAS BEEN CARRIED TO COMPLETION.~~
- okay 4. THE SUBDIVIDER IS TO SEE THAT LETTERS FROM THE UTILITIES ARE RECEIVED IN THIS OFFICE STATING THAT THEY HAVE MADE SATISFACTORY ARRANGEMENTS WITH THE SUBDIVIDER REGARDING EASEMENTS, RELOCATION, OR RECONSTRUCTION OF EXISTING UTILITIES.
5. THE SUBDIVISION IS TO BE RECORDED WITHIN 30 DAYS AFTER APPROVAL BY THE BOARD OF CITY COMMISSIONERS.

THE FINAL PLAT OF WOMER'S 5TH ADDITION WILL BE FORWARDED TO THE BOARD OF CITY COMMISSIONERS FOR THEIR CONSIDERATION AS SOON AS THE FOLLOWING REQUIREMENTS HAVE BEEN MET:

- okay 1. COMPLIANCE WITH THE REQUIREMENTS OF THE METROPOLITAN AREA PLANNING COMMISSION.

JANUARY 8, 1962

- okay*
2. SUBMISSION OF THE FULLY COMPLETED AND SIGNED TRACING OF THE SUBDIVISION TO THE METROPOLITAN AREA PLANNING DEPARTMENT.
- okay*
3. CERTIFICATION BY AN ATTORNEY THAT FEE TITLE IS VESTED IN THE SUBDIVIDER.
- okay*
4. CERTIFICATION THAT ALL TAXES DUE AND PAYABLE HAVE BEEN PAID.
- okay*
5. A CERTIFICATION THAT THE IRON HAVE BEEN SET AS REQUIRED BY THE SUBDIVISION RULES AND REGULATIONS OF THE METROPOLITAN AREA PLANNING COMMISSION.

Amended description is okay

WE HAVE TODAY WRITTEN TO MR. W. A. THOMAS THAT THE REQUEST FOR THE VACATION OF CHARLES STREET WAS FROM THE NORTH LINE OF LOT 1, FOURTH WESTBOROUGH PLACE ADDITION AND THAT THE SOUTH LINE OF THE VACATION OF CHARLES STREET SHOULD BE IDENTICAL WITH THAT OF THE SOUTH LINE OF WOMER'S 5TH ADDITION. THE VACATION HAS BEEN APPROVED BY THE METROPOLITAN AREA PLANNING COMMISSION AND INASMUCH AS IT IS A CONDITION OF APPROVAL OF THE SUBDIVISION, IT WILL BE NECESSARY THAT THE DESCRIPTION ON THE VACATING ORDINANCE OF CHARLES STREET BE IDENTICAL WITH THE DESCRIPTION OF THE SUBDIVISION WHERE IT CROSSES CHARLES STREET AT THE SOUTH BOUNDARY OF THE PLAT. WE CALL THIS TO YOUR ATTENTION IN ORDER THAT YOU MAY ASSIST MR. THOMAS, AND UNDERSTAND EXACTLY WHAT THE PROBLEM IS CONCERNING THIS MATTER.

IF YOU HAVE ANY QUESTIONS CONCERNING THIS MATTER, PLEASE DO NOT HESITATE TO CALL ON US.

SINCERELY YOURS,

ROBERT A. LAKIN
SENIOR PLANNER

RAL:CDM:BR

cc: MR. W. A. THOMAS
P. O. BOX 394
WICHITA, KANSAS

JANUARY 8, 1962

MR. W. A. THOMAS
P. O. Box 394
WICHITA, KANSAS

SUBJECT: V-0166 - VACATION OF
A PORTION OF CHARLES BETWEEN
15TH AND 17TH STREETS AND
S/D61-8 - WOMER'S 5TH ADDITION

DEAR MR. THOMAS:

AT ITS REGULAR MEETING ON JANUARY 4, 1962, THE METROPOLITAN AREA PLANNING COMMISSION APPROVED THE FINAL PLAT OF WOMER'S 5TH ADDITION. THIS APPROVAL WAS SUBJECT TO SEVERAL CONDITIONS. AMONG THEM WAS "THE SUBDIVIDER IS TO COMPLETE THE VACATION OF CHARLES STREET AND FURNISH SATISFACTORY PROOF THAT THIS MATTER HAS BEEN CARRIED TO COMPLETION".

THE REQUEST FOR THE VACATION OF CHARLES STREET AS MADE BY YOU REQUESTED THAT CHARLES BE VACATED FROM THE NORTH LINE OF LOT 1, FOURTH WESTBOROUGH PLACE ADDITION. THIS REQUEST WAS APPROVED BY THE METROPOLITAN AREA PLANNING COMMISSION SUBJECT TO THE CONDITIONS OUTLINED IN OUR LETTER OF AUGUST 4, 1961.

EXAMINATION OF THE FINAL PLAT OF WOMER'S 5TH ADDITION DISCLOSES THAT SHOULD CHARLES BE VACATED FROM THE NORTH LINE OF LOT 1, FOURTH WESTBOROUGH PLACE ADDITION, THAT THERE WILL BE A SMALL PORTION OF CHARLES PLACE WHICH IS APPROVED FOR VACATION BUT WHICH IS NOT INCLUDED AS A PART OF WOMER'S 5TH ADDITION. EITHER THE FINAL PLAT OF WOMER'S 5TH ADDITION SHOULD BE BROUGHT INTO COMPLIANCE WITH THE VACATION AS APPROVED, OR THE ORDINANCE VACATING CHARLES STREET BE WRITTEN SO AS TO COINCIDE WITH THE SOUTH LINE OF WOMER'S 5TH ADDITION AS APPROVED BY THE METROPOLITAN AREA PLANNING COMMISSION IN ORDER THAT THIS MATTER BE CORRECTED.

WE ARE ATTACHING TO THIS LETTER A COPY OF WOMER'S 5TH ADDITION WHICH HAS BEEN MARKED TO SHOW THE AREA WHICH WE HAVE DISCUSSED IN THIS LETTER.

MR. W. A. THOMAS

- 2 -

JANUARY 8, 1962

IF YOU HAVE ANY QUESTIONS CONCERNING THIS MATTER, PLEASE
DO NOT HESITATE TO CALL ON US.

SINCERELY YOURS,

ROBERT A. LAKIN
SENIOR PLANNER

RAL:CDM:BR

ATTACHMENT

DECEMBER 29, 1961

CLYDE M. BAUGHMAN COMPANY
2522 EAST KELLOGG
WICHITA, KANSAS

SUBJECT: S/D61-8 - WOMER'S
FIFTH ADDITION - FINAL PLAT

GENTLEMEN:

AT ITS REGULAR MEETING ON DECEMBER 28, 1961, THE SUBDIVISION COMMITTEE OF THE METROPOLITAN AREA PLANNING COMMISSION CONSIDERED THE FINAL PLAT OF WOMER'S 5TH ADDITION AND RECOMMENDED THAT THE METROPOLITAN AREA PLANNING COMMISSION APPROVE THIS PLAT SUBJECT TO THE FOLLOWING:

1. THE GRANTING OF A 6 FOOT DRAINAGE AND UTILITY EASEMENT IN THE NORTH 6 FEET OF LOT 1, BLOCK 2.
2. THE GRANTING OF A 10 FOOT UTILITY EASEMENT IN THE EAST 10 FEET OF BLOCK 2.
3. THE SUBDIVIDER IS TO COMPLETE THE VACATION OF CHARLES STREET AND FURNISH SATISFACTORY PROOF THAT THIS MATTER HAS BEEN CARRIED TO COMPLETION.
4. THE SUBDIVIDER IS TO SEE THAT LETTERS FROM THE UTILITIES ARE RECEIVED IN THIS OFFICE STATING THAT THEY HAVE MADE SATISFACTORY ARRANGEMENTS WITH THE SUBDIVIDER REGARDING EASEMENTS, RELOCATION OR RECONSTRUCTION OF EXISTING UTILITIES.
5. THE SUBDIVISION IS TO BE RECORDED WITHIN 30 DAYS AFTER APPROVAL BY THE BOARD OF CITY COMMISSIONERS.

THE ATTACHED "MARKED" COPY OF THE PLAT IS FOR YOUR INFORMATION AND FILES.

PAGE 2
DECEMBER 29, 1961

THE RECOMMENDATION OF THE SUBDIVISION COMMITTEE WILL BE FORWARDED TO THE METROPOLITAN AREA PLANNING COMMISSION FOR ITS CONSIDERATION AT ITS REGULAR MEETING ON JANUARY 4, 1962.

IF YOU HAVE ANY QUESTIONS CONCERNING THIS MATTER, PLEASE DO NOT HESITATE TO CALL ON US.

SINCERELY YOURS,

ROBERT A. LAKIN
SENIOR PLANNER

RAL:CDM:BR

ATTACHMENT

cc: MR. W. A. THOMAS
WOMER INVESTMENT COMPANY
439 OHIO
WICHITA, KANSAS

D-3-504-7-27-RIE

WARRANTY DEED—General—Form D 961

OCT 31 1961

THE WICHITA SABLE PLATS

DEED BOOK 1263 PAGE 556

THIS INDENTURE, Made this 18th day of October, A.D. 1961,
 between Randle W. Womer and Joyce H. Womer, his wife, and
Marion R. Greer and Roy L. Greer, her husband
 of Sedgwick County, in the State of Kansas of the first part and
The City of Wichita, Kansas, a municipal corporation.
 of Sedgwick County, in the State of Kansas of the second part

WITNESSETH, That the said parties of the first part, in consideration of the sum of One and No/100 DOLLARS the receipt whereof is hereby acknowledged, do by these presents grant, bargain, sell and convey unto the said party of the second part its heirs and assigns all the following described REAL ESTATE, situated in the County of Sedgwick and State of Kansas to-wit:

Beginning at the southeast corner of 4th Westborough Place; thence north along the east line of said Addition to the northeast corner of said Addition; thence northwesterly to a point two thousand three hundred sixty and sixteen hundredths (2360.16) feet east and two hundred seventy-one and three tenths (271.3) feet south of the northwest corner of the southwest Quarter of Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence north along a line parallel to and two thousand three hundred sixty and sixteen hundredths (2360.16) feet east of the west line of said southwest Quarter to the right bank of the Big Arkansas River; thence southeasterly along said right bank to the west line of Hankins Addition; thence southwesterly along the west line of Hankins Addition to the center line of 15th Street; thence west to point of beginning.

Also, any abutter's right of access to or from McLean Blvd. across the following described line: Beginning at the northeast corner of 4th Westborough Place; thence northwesterly to a point two thousand three hundred sixty and sixteen hundredths (2360.16) feet east and two hundred seventy-one and three tenths (271.3) feet south of the northwest corner of the southwest Quarter of Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence north along a line parallel to and two thousand three hundred sixty and sixteen hundredths (2360.16) feet east of the west line of said Southwest Quarter to the right bank of the Big Arkansas River.

own right, of an absolute and indefeasible estate of inheritance, in fee simple, of and in all and singular the above-granted and -described premises, with the appurtenances; that the same are free, clear, discharged and unincumbered of and from all former and other grants, titles, charges, estate, judgments, taxes, assessments and incumbrances of what nature and kind soever, except assessments and restrictions of record.

and that they will WARRANT AND FOREVER DEFEND the same unto said party of the second part its successors heirs and assigns, against said party of the first part their heirs, and all and every person or persons whomsoever, lawfully claiming or to claim the same.

IN WITNESS WHEREOF, the said parties of the first part have hereunto set their hands the day and year first-above written.

Randle W. Womer
Joyce H. Womer
Marion R. Greer
Roy L. Greer

FILED FOR RECORD
 OCT 31 1961
 22768

2022
 1.50
 1.70

City of Wichita
 104 City Record
 Wichita

Original Compared
 With Record

MICROFILMED
 FROM THE BEST
 AVAILABLE COPY

OCT 31 1961

WARRANTY DEED - General - Form D 041

THE SUD WISCONSIN MARSHAL PRICES... OF THE MARSHAL PRICES... OF THE MARSHAL PRICES... OF THE MARSHAL PRICES...

WARRANTY DEED TO THE SUD WISCONSIN MARSHAL PRICES... OF THE MARSHAL PRICES... OF THE MARSHAL PRICES... OF THE MARSHAL PRICES...

ENTERED ON

NOV 7 1961

COUNTY CLERK

Cancelled 10-11-61
Cancelled 10-11-61
Cancelled 10-11-61
Cancelled 10-11-61
Cancelled 10-11-61

TO HAVE AND TO HOLD THE SAME, Together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining forever, Randie W. Womer and his wife, and And said Marion R. Greer and her husband, for themselves and for their heirs, executors, or administrators, do hereby covenant, promise and agree to and with said party of the second part, that at the delivery of these presents they are lawfully seized in their own right, of an absolute and indefeasible estate of inheritance, in fee simple, of and in all and singular the above-granted and described premises, with the appurtenances; that the same are free, clear, discharged and unincumbered of and from all former and other grants, titles, charges, estate, judgments, taxes, assessments and incumbrances of what nature and kind soever, except assessments and restrictions of record.

and that they will WARRANT AND FOREVER DEFEND the same unto said party of the second part, their successors, against said party of the first part, their heirs, and all and every person or persons whomsoever, lawfully claiming or to claim the same.

IN WITNESS WHEREOF, the said party of the first part has hereunto set their hands the day and year first-above written.

FILED FOR RECORD AT

Randie W. Womer
Joyce R. Womer
Marion R. Greer
Roy L. Greer

NOV 7 1961

22768

1.20 amount
1.50
1.70

city of Waukegan
104 City Beach
Waukegan

Original Compared
With Record

MICROFILMED
FROM THE BEST
AVAILABLE COPY

FINAL PLAT
SUBDIVISION REPORT

SUBDIVISION COMMITTEE
METROPOLITAN AREA
PLANNING COMMISSION

S/D No. 61-8 NAME WOMER'S 5TH ADDITION
DATE APPLICATION REC'D 4-7-61 PRELIMINARY APPROVAL 7-21-61

DESCRIPTION

GENERAL LOCATION BETWEEN CLARENCE AVENUE AND THE ARKANSAS RIVER
IMMEDIATELY SOUTH OF 17TH STREET
OWNER WOMER INVESTMENT COMPANY
SURVEYOR/ENGINEER CLYDE M. BAUGHMAN COMPANY
ADDRESS 2522 EAST KELLOGG

1. GROSS ACREAGE OF PLAT	<u>4.75</u>	7. LINEAL FEET OF NEW STREETS:	
2. NUMBER OF LOTS:		(A)	<u>60</u> R/W <u>600</u> FT.
RESIDENTIAL	<u>16</u>	(B)	<u>30</u> R/W <u>185</u> FT.
COMMERCIAL	<u>----</u>	(C)	<u>----</u> R/W <u>----</u> FT.
INDUSTRIAL	<u>----</u>	(D)	TOTAL <u>785</u> FT.
OTHER	<u>----</u>	8. TOTAL AREA OF NEW STREET	
TOTAL	<u>16</u>	R/W	<u>41,550</u> SQ. FT.
3. AVERAGE LOT FRONTAGE	<u>96</u> FT.	9. EXISTING ZONING	<u>"AA"</u>
4. MINIMUM LOT FRONTAGE	<u>80</u> FT.	10. PROPOSED ZONING	<u>"AA"</u>
5. AVERAGE LOT AREA	<u>11,000</u> SQ. FT.	11. LOT AREA REQUIRED BY	
6. MINIMUM LOT AREA	<u>10,400</u> SQ. FT.	ZONING	<u>6,000</u> SQ. FT.

STAFF COMMENTS:

THE PLAT DOES NOT COMPLY WITH THE REQUIREMENTS OF THE SUBDIVISION COMMITTEE THAT THE AREA BETWEEN THE ARKANSAS RIVER AND THE EAST LINE OF BLOCK 2, AND BLOCK 2 AS EXTENDED NORTH TO THE ESTABLISHED BANK LINE HAS NOT BEEN DEDICATED FOR McLEAN BOULEVARD AND ACCESS TO McLEAN BOULEVARD HAS NOT BEEN DENIED FROM THE SOUTH LINE OF THE PROPOSED SUBDIVISION TO THE INTERSECTION OF BLOCK 2 AS EXTENDED TO THE NORTH AND THE ESTABLISHED BANK LINE AND FURTHER, THE AREA REQUIRED TO BE DEDICATED FOR McLEAN BOULEVARD HAS NOT BEEN MADE A PART OF THE SUBDIVISION.

SUBDIVISION COMMITTEE ACTION: 72-28-61 (DATE)
THE SUBDIVISION COMMITTEE RECOMMENDS:

See copy of letter to surveyor

M. A. P. C. ACTION: 1-4-62 (DATE)
THE METROPOLITAN AREA PLANNING COMMISSION:

*Approve subject to conditions recommended
by S/D Comm.*

DECEMBER 1, 1961

MR. W. A. THOMAS
WOMER INVESTMENT COMPANY
439 OHIO
WICHITA, KANSAS

SUBJECT: S/D61-8 - WOMER'S
5TH ADDITION

DEAR MR. THOMAS:

ON NOVEMBER 24, 1961, THE TRACING OF WOMER'S 5TH ADDITION WAS DELIVERED TO THIS OFFICE. THE REQUIRED 25 PRINTS OF THE FINAL PLAT WERE NOT DELIVERED TO THIS OFFICE AT THAT TIME, NOR HAVE THEY BEEN DELIVERED TO THIS OFFICE TO DATE. THESE PRINTS ARE REQUIRED IN ORDER THAT THEY MAY BE DISTRIBUTED TO THE MEMBERS OF THE UTILITY ADVISORY COMMITTEE. UNTIL THE PRINTS HAVE BEEN RECEIVED WE WILL NOT BE ABLE TO PLACE THIS ITEM ON THE SUBDIVISION COMMITTEE AGENDA.

IF YOU HAVE ANY QUESTIONS CONCERNING THIS MATTER,
PLEASE DO NOT HESITATE TO CALL ON US.

SINCERELY YOURS,

ROBERT A. LAKIN
SENIOR PLANNER

RAL:CDM:BR

JULY 28, 1961

CLYDE M. BAUGHMAN COMPANY
2522 EAST KELLOGG
WICHITA, KANSAS

DEAR SIRs:

SUBJECT: S/D 61-8, WOMER'S
FIFTH ADDITION
PRELIMINARY PLAT

AT ITS REGULAR MEETING ON JULY 27, 1961, THE SUBDIVISION
COMMITTEE OF THE METROPOLITAN AREA PLANNING COMMISSION CON-
SIDERED THE PRELIMINARY PLAT OF WOMER'S FIFTH ADDITION.

THE FINAL PLAT MAY BE PREPARED SUBJECT TO THE FOLLOWING:

1. THE REQUIREMENTS OF THE SUBDIVISION RULES
AND REGULATIONS FOR A FINAL PLAT. (SEE PAGES
4 AND 5).
- no* 2. THE AREA IMMEDIATELY NORTH OF THE SUBMITTED
PLAT WHICH IS TO BE A PART OF McLEAN BOULEVARD
RIGHT-OF-WAY IS TO BE MADE A PART OF THE PLAT.
- no* 3. DIRECT VEHICULAR ACCESS TO McLEAN BOULEVARD
SHALL NOT BE PERMITTED BETWEEN THE SOUTH LINE
OF WOMER'S FIFTH ADDITION AND THE NORTH LINE
OF WOMER'S FIFTH ADDITION (AT THE POINT WHERE
THE NORTH LINE OF WOMER'S FIFTH ADDITION IS
COMMON WITH THE ESTABLISHED BANK LINE OF THE
RIGHT BANK OF THE ARKANSAS RIVER).
- okay* 4. GRANTING AN EASEMENT 5 FEET ON EACH SIDE OF THE
LOT LINE COMMON TO LOTS 3 AND 4, BLOCK 2.
- okay* 5. GRANTING AN EASEMENT 5 FEET ON EACH SIDE OF THE
LOT LINE COMMON TO LOTS 1 AND 2, BLOCK 1.
- okay* 6. GRANTING AN ANCHOR EASEMENT 10 FEET BY 25 FEET,
BEING 5 FEET ON EACH SIDE OF THE LOT LINE COMMON
TO LOTS 2 AND 3, BLOCK 1 IN THE EAST 25 FEET OF
LOTS 2 AND 3, BLOCK 1.

PAGE 2 - CLYDE M. BAUGHMAN COMPANY
JULY 28, 1961

THE REQUIREMENTS FOR EASEMENTS AS LAID DOWN IN V-0166 AND THE EASEMENTS AS REQUIRED FOR THE PLAT OF WOMER'S FIFTH ADDITION COVER THE SAME AREAS. IT IS ESSENTIAL THAT THE NORTH-SOUTH UTILITY EASEMENT IN BLOCK I OF WOMER'S FIFTH ADDITION COVER EXACTLY THE SAME AREA AS HAS BEEN GRANTED FOR UTILITY EASEMENT PURPOSES IN WESTBOROUGH THIRD AND WOMER'S FOURTH ADDITION, IN ORDER THAT UTILITIES PRESENTLY BUILT AND IN USE WILL BE WITHIN THE EASEMENT.

THE ATTACHED "MARKED" COPY OF THE PRELIMINARY PLAT IS FOR YOUR INFORMATION AND FILES.

PLEASE DO NOT HESITATE TO CALL ON US IF YOU HAVE ANY QUESTIONS CONCERNING THIS MATTER.

VERY TRULY YOURS,

JERROLD A. MOORE
ASSISTANT PLANNING DIRECTOR

JAM:CDM:BER

cc: W. A. THOMAS
P. o. Box 394
WICHITA, KANSAS

PRELIMINARY PLAT
SUBDIVISION REPORT

SUBDIVISION COMMITTEE

S/D No. 61-8 NAME WOMER'S 5TH ADDITION
DATE APPLICATION REC'D 4-7-61 S/D COMMITTEE MEETING 7-21-61

DESCRIPTION

GENERAL LOCATION BETWEEN CLARENCE AVENUE AND THE ARKANSAS RIVER IMMEDIATELY SOUTH OF 17TH STREET.

OWNER WOMER INVESTMENT COMPANY
SURVEYOR/ENGINEER CLYDE M. BAUGHMAN COMPANY
ADDRESS 2522 EAST KELLOGG PHONE MU 3-7431

1. GROSS ACREAGE OF PLAT	<u>11</u>	7. LINEAL FEET OF NEW STREETS:	
2. NUMBER OF LOTS:		(A)	<u>60</u> R/W <u>600.7</u> FT.
RESIDENTIAL	<u>16</u>	(B)	<u>30</u> R/W <u>185.0</u> FT.
COMMERCIAL	<u>--</u>	(C)	<u>McLEAN</u> R/W <u>636.0</u> FT.
INDUSTRIAL	<u>--</u>	(D)	<u>TOTAL</u> <u>1,421.7</u> FT.
OTHER	<u>--</u>	8. TOTAL AREA OF NEW STREET	
TOTAL	<u>16</u>	R/W	<u>267,987</u> SQ.FT.
3. AVERAGE LOT FRONTAGE	<u>95.8</u> FT.	9. EXISTING ZONING	<u>AA</u>
4. MINIMUM LOT FRONTAGE	<u>80</u> FT.	10. PROPOSED ZONING	<u>AA</u>
5. AVERAGE LOT AREA	<u>13,226</u> SQ.FT.	11. LOT AREA REQUIRED BY	
6. MINIMUM LOT AREA	<u>10,400</u> SQ.FT.	ZONING	<u>6,000</u> SQ.FT.

STAFF COMMENTS:

THIS PRELIMINARY PLAT COMPLIES WITH THE SUBDIVISION RULES AND REGULATIONS EXCEPT AS FOLLOWS:

1. LOTS NOT DIMENSIONED
2. EXISTING UTILITIES IN AND ADJACENT TO AREA BEING PLATTED ARE NOT SHOWN.

THE AREA NORTH OF 17TH STREET WHICH WILL BE DEDICATED FOR McLEAN SHOULD BE INCLUDED IN THIS PLAT.

7-21-61 S/D Comm.

36000
5550
41550

Approved for Final subject to:

1. Including the area to be dedicated for McLean Blvd in the plat
2. Prohibition of access to McLean Blvd from the west between the south boundary of the plat and the right Bank of the Arkansas River.
3. Granting an easement 5 ft on each side of the lot line common to lots 3 & 4, Blk. 2
4. Granting an easement 5 ft on each side of the lot line common to lots 1 & 2, Blk. 1
5. Granting an anchor easement 10' x 25' being 5 ft on each side of the lot line common to lots 2 & 3, Blk 1 in the east 25 ft of lots 2 & 3, Blk 1.

APRIL 24, 1961

MR. CLYDE M. BAUGHMAN
2522 EAST KELLOGG
WICHITA, KANSAS

SUBJECT: S/D61-8 - WOMER'S
FIFTH ADDITION, SKETCH PLAT

DEAR MR. BAUGHMAN:

THIS WILL ACKNOWLEDGE RECEIPT OF THE APPLICATION FOR SUBDIVISION OF WOMER'S FIFTH ADDITION TOGETHER WITH THE TWO COPIES OF THE SKETCH PLAT.

IN ACCORDANCE WITH OUR DISCUSSION WITH MR. W. A. THOMAS OF THE WOMER INVESTMENT COMPANY RELATIVE TO THE McLEAN (AMIDON) BRIDGE AND THE RIGHT-OF-WAY FOR McLEAN IN THE GENERAL AREA, I WOULD LIKE TO POINT OUT THAT THE CITY OF WICHITA IS MAKING APPLICATION TO THE FEDERAL GOVERNMENT FOR INTEREST-FREE LOANS TO BE USED FOR ADVANCE PLANNING OF THIS STRUCTURE. THIS WILL MEAN THAT PRELIMINARY DESIGN AND LOCATION WILL BE DETERMINED BY ENGINEERING CONSULTANTS. WHEN THIS ACCOMPLISHED, WE WILL BOTH BE IN A BETTER POSITION TO WORK WITH THE GENERAL AREA NEAR THE SOUTH APPROACH TO THE BRIDGE. IT IS HOPED THAT THE ADVANCE PLANNING SEGMENT OF THIS PROJECT WILL BE AVAILABLE IN A MINIMUM OF 120 DAYS.

WITH THIS FACT IN MIND AND THE CONCURRENCE OF MR. THOMAS, THE PRELIMINARY PLAT MAY NOW BE PREPARED FOR WOMER'S FIFTH ADDITION SUBJECT TO THE FOLLOWING:

1. THE REQUIREMENTS OF THE SUBDIVISION RULES AND REGULATIONS FOR A PRELIMINARY PLAT. (SEE PAGES 3 AND 4.)
2. ONLY LOTS 4 THROUGH 8, BLOCK 1; AND LOTS 1 THROUGH 4, BLOCK 2, AS DESIGNATED ON THE SKETCH PLAT SHALL BE INCLUDED IN THE PRELIMINARY PLAT.

PAGE 2
MR. CLYDE M. BAUGHMAN
APRIL 24, 1961

3. A VICINITY MAP, DRAWN TO THE SCALE 1" = 1,000'
SHOWING THE STREET PATTERN IN THE IMMEDIATELY
SURROUNDING AREA.
4. ALL EXISTING STRUCTURES TO BE SHOWN ON THE
PRELIMINARY PLAT.
5. EXISTING UTILITIES AND EASEMENTS FOR UTILITIES
SHOULD BE SHOWN. IF NO UTILITIES EXIST, A
NOTE TO THAT EFFECT SHOULD BE PLACED ON THE
FACE OF THE PRELIMINARY PLAT.
6. A STATEMENT ON THE FACE OF THE PLAT AND INCLUDED
IN THE TEXT SHOULD BE INCLUDED TO PROHIBIT
DIRECT VEHICULAR ACCESS TO THE REAR LOT LINE OF
LOT 1 THROUGH 4, BLOCK 2.
7. THE NAME OF THE PLAT SHOULD MAKE REFERENCE THAT
IT CONTAINS A REPLAT OF PART OF WOMER'S FOURTH
AND PART OF WESTBOROUGH PLACE ADDITIONS.
8. AN APPLICATION FOR THE VACATION OF THAT PORTION
OF CHARLES STREET PROPOSED TO BE INCLUDED IN
THE NEW PLAT SHOULD BE FILED SO THAT IT COULD
BE CONSIDERED AT THE SAME TIME AS THE PRELIMINARY
PLAT.

THE ATTACHED "MARKED" COPY OF THE SKETCH PLAT IS FOR YOUR
INFORMATION AND FILES.

IF YOU HAVE ANY QUESTIONS CONCERNING THIS MATTER, PLEASE
DO NOT HESITATE TO CALL ON US.

VERY TRULY YOURS,

ROBERT A. LAKIN
PLANNER III

RAL:CDM:BR

ENCLOSURES 2

CC: WARREN A. THOMAS
WOMER INVESTMENT COMPANY
439 OHIO
WICHITA, KANSAS

MAP No.: D 3
SEC. No.: 7
TWP. No.: 27 S
RANGE: 1 E

S/D No. 61-8

APPLICATION FOR SUBDIVISION APPROVAL

NAME OF SUBDIVISION: WOMER'S 5TH ADDITION
GENERAL LOCATION: 17th & Charles

NAME OF PROPERTY OWNER: Womer Inv. PHONE: HO 48371
ADDRESS: 439 Ohio
NAME OF SUBDIVIDER: Womer Inv. PHONE: _____
ADDRESS: _____
NAME OF AGENT/SURVEYOR: Clyde M. Baughman Co. PHONE: MT 37431
ADDRESS: 2522 E. Kelllogg
DATE OF APPLICATION: April 5, 1961

SUBDIVISION INFORMATION:

1. GROSS ACREAGE OF PLAT 4.75 Ac.
2. NUMBER OF LOTS: 12
RESIDENTIAL _____
COMMERCIAL _____
INDUSTRIAL _____
OTHER _____
TOTAL NUMBER OF LOTS 12
3. AVERAGE LOT FRONTAGE 85 FT.
4. MINIMUM LOT FRONTAGE 85 FT.
5. AVERAGE LOT AREA 11,000 SQ.FT.
6. MINIMUM LOT AREA 10,600 SQ.FT.

7. LINEAL FEET OF NEW STREETS:
- | | | | | |
|----------|-----------|-----|------------|-----|
| A. | <u>40</u> | R/W | <u>770</u> | FT. |
| B. | <u>60</u> | R/W | <u>580</u> | FT. |
| C. | | R/W | | FT. |
| D. TOTAL | | | <u>690</u> | FT. |

8. TOTAL AREA OF NEW STREET R/W: 35,240 SQ.FT.

9. EXISTING ZONING AA
10. PROPOSED ZONING AA

11. PUBLIC WATER SUPPLY yes (YES-No), NAME _____ City _____
12. PUBLIC SANITARY SEWERS yes (YES-No), NAME _____ City _____
13. HEALTH DEPARTMENT APPROVAL (WHERE APPLICABLE) _____ (Yes-No)
14. CITY OF WICHITA OR 3 MILE AREA: _____ City _____

THE APPLICANT HEREIN AGREES TO COMPLY WITH THE SUBDIVISION RULES AND REGULATIONS FOR THE WICHITA-SEDGWICK COUNTY METROPOLITAN AREA, AS AMENDED, AND ALL OTHER PERTINENT ORDINANCES OF THE CITY OF WICHITA AND/OR RESOLUTIONS OF SEDGWICK COUNTY, KANSAS, AND STATUTES OF THE STATE OF KANSAS. THE APPLICANT FURTHER AGREES THAT THE SIXTY (60) DAY STATUTORY PERIOD SHALL START ON THE DATE THAT THIS PLAT IS FIRST CONSIDERED BY THE SUBDIVISION COMMITTEE OF THE METROPOLITAN AREA PLANNING COMMISSION, AND THAT HE IS AUTHORIZED TO ACT ON THE BEHALF OF THE OWNER.

DATE RECEIVED BY THE PLANNING DEPARTMENT:
TO BE STAMPED WHEN RECEIVED

SIGNED: Clyde M. Baughman Co.
BY: [Signature]
AGENT/SURVEYOR: _____



WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION
ROOM 402 CITY BUILDING ANNEX, 104 SOUTH MAIN STREET, WICHITA 2, KANSAS

AMENDED NOV. 1959

MAP No.: D3
SEC. No.: 7
TWP. No.: 27 S
RANGE: 1 E

S/D No. 61-8

APPLICATION FOR SUBDIVISION APPROVAL

NAME OF SUBDIVISION: WOMER'S 5TH ADDITION

GENERAL LOCATION: 17th & Charles

NAME OF PROPERTY OWNER: Womer Inv. PHONE: HO 48371

ADDRESS: 139 Ohio

NAME OF SUBDIVIDER: Womer Inv. PHONE: _____

ADDRESS: _____

NAME OF AGENT/SURVEYOR: Clyde M. Baughman Co. PHONE: HW 37431

ADDRESS: 2522 E. Kellogg

DATE OF APPLICATION: April 5, 1961

SUBDIVISION INFORMATION:

1. GROSS ACREAGE OF PLAT 4.75 Ac.

2. NUMBER OF LOTS: _____

RESIDENTIAL 12

COMMERCIAL _____

INDUSTRIAL _____

OTHER _____

TOTAL NUMBER OF LOTS 12

3. AVERAGE LOT FRONTAGE 85 FT.

4. MINIMUM LOT FRONTAGE 85 FT.

5. AVERAGE LOT AREA 11,000 SQ. FT.

6. MINIMUM LOT AREA 10,600 SQ. FT.

7. LINEAL FEET OF NEW STREETS:

A. 40 R/W 110 FT.

B. 60 R/W 580 FT.

C. _____ R/W _____ FT.

D. TOTAL 690 FT.

8. TOTAL AREA OF NEW STREET R/W: 35,240 SQ. FT.

9. EXISTING ZONING AA

10. PROPOSED ZONING AA

11. PUBLIC WATER SUPPLY yes (YES-NO), NAME City

12. PUBLIC SANITARY SEWERS yes (YES-NO), NAME City

13. HEALTH DEPARTMENT APPROVAL (WHERE APPLICABLE) _____ (YES-NO)

14. CITY OF WICHITA OR 3 MILE AREA: City

THE APPLICANT HEREIN AGREES TO COMPLY WITH THE SUBDIVISION RULES AND REGULATIONS FOR THE WICHITA-SEDGWICK COUNTY METROPOLITAN AREA, AS AMENDED, AND ALL OTHER PERTINENT ORDINANCES OF THE CITY OF WICHITA AND/OR RESOLUTIONS OF SEDGWICK COUNTY, KANSAS, AND STATUTES OF THE STATE OF KANSAS. THE APPLICANT FURTHER AGREES THAT THE SIXTY (60) DAY STATUTORY PERIOD SHALL START ON THE DATE THAT THIS PLAT IS FIRST CONSIDERED BY THE SUBDIVISION COMMITTEE OF THE METROPOLITAN AREA PLANNING COMMISSION, AND THAT HE IS AUTHORIZED TO ACT ON THE BEHALF OF THE OWNER.

DATE RECEIVED BY THE PLANNING DEPARTMENT:
TO BE STAMPED WHEN RECEIVED

SIGNED: Clyde M. Baughman Co.

BY: Fred Doane

AGENT/SURVEYOR: _____



WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION
ROOM 402 CITY BUILDING ANNEX, 104 SOUTH MAIN STREET, WICHITA 2, KANSAS