

DR 72-18 - 1973-1978 Capital  
Improvements Program - City of  
Wichita

# ACTION

COMMITTEE	DATE
M.A.P.C.	<u>Approved</u> <u>2.8.73</u>
<del>BCC/BCC</del>	<u>Deferred</u> <u>2.20.73</u>
BCC	<u>Deferred</u> <u>3.6.73</u>
BCC	<u>Deferred App.</u> <u>3.13.73</u>
BCC	_____

WICHITA-SEDGWICK COUNTY

DATE

February 26, 1973

METROPOLITAN AREA PLANNING DEPARTMENT

TO Center City Steering Committee Members

FROM <sup>Steve</sup> Jon W. Coleman, Secretary, Center City Steering Committee

SUBJECT Special Center City Steering Committee Meeting to Review Art Museum Location.

The Metropolitan Area Planning Department, Advance Plans, and Graphics has developed a model of the East Douglas Area in support of the Center City Development Plan - Year 2000 Report. The intended purpose of the model is to use it as a before and after example of what can be done to improve the East Douglas Area through renovation, rehabilitation, and redevelopment. The model can be used to show graphically in three dimensions what can be done to improve the area through the use of street and pedestrian improvements, improved sign graphics, pocket parks, street furniture, paving patterns, second level pedestrian shopping arcades, courtyards, improved speciality retailing, a new Art Museum, and other improvements which will establish an overall theme of a Cultural/Historic Activity Center in the East Douglas Area. The model can also be used for display purposes, for special presentations and as a working model to evaluate specific design proposals in the East Douglas Area. Photographs of the model at human scale will be used in the plan report to exemplify many of the design concepts discussed in the plan report text.

In light of recent developments concerning the City Commission and the proposed Art Museum, we feel that a review of the East Douglas Art Museum site and its merits as related to other proposed sites is needed at this time.

The City Commission has been reviewing the proposed 1973-1978 Capital Improvement Program (CIP) and will most likely be making a decision concerning the location of the Art Museum in the near future. The MAPD is now assisting the City Managers office in preparing a Brief history of past Art Museum location studies in order to supply the City Commission with some background information on the subject (report attached). The Commissioners seem to differ on a site location, however most are in favor of a downtown site and several have talked favorably towards the East Douglas site.

Ross Wheeler, Vice Chairman of the CCSC, (Paul Woods is on a trip to Africa), has seen the model and discussed the urgency of the matter with staff and has agreed that a special meeting should be held to discuss the Art Museum site location, view the model, and possibly reaffirm our original design concepts to the City Commission for their consideration and action.

Page 2 - Center City Steering Committee Members  
February 26, 1973

We have set the meeting at 3:30 on Friday, March 2, 1973 in the  
MAPC Conference Room, 4th Floor of the City Building Annex. If  
you cannot attend, please let us know so we can reschedule if  
needed.

JWC:jl

Attachment

cc: Willard L. Stockwell, Chief Planner, Advance Plans Division

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

February 16, 1973

TO Willard L. Stockwell, Chief Planner, Advance Plans Division

FROM *JWC* Jon W. Coleman, Senior Planner, Advance Plans Division

SUBJECT Planning analysis of Art Museum site location

A recognition of the changing role of the Art Museum in our present and future society is very important in the selection of a suitable site. The Art Museum of today and the future is more than a passive display of art works, it is also an educational center with classes and workshops where people come to participate rather than just to look. The purpose of the museum is to serve the needs of the community by establishing an active and varied program which reaches all segments of our community.

In order to serve the entire metropolitan area, the museum should be located where all social and economic groups can have access to its facilities and programs. This means a central location with adequate transit service, automobile access, and parking.

Location theory for most private facilities is to find the most economical and functional site for that facility alone, not usually considering its effect or lack of effect on other land uses in the area. However, a public facility such as an Art Museum must be more sensitive to community needs. The location of a public building must also consider economy and function but that consideration must extend far beyond the building site. In the past the idea of locating groups of public buildings on one large site and designating the area a cultural center was a very popular concept. However, this practice does not always have the best overall effect and does not always serve the community's best interest. The concept of having civic and cultural facilities in a central area (the core) is valid and functional, but this does not necessarily mean that all these facilities should be on one site and only in one area of the core.

The public investment in the existing Civic Center area has obviously caused extensive private development in the general area and created healthy public interest and pride in renewal of that portion of the core and the river corridor. If a site could be made available in the Civic Center area for the Art Museum, it is obvious that it would provide a suitable central

Page 2 - Willard L. Stockwell  
February 16, 1973

location for the facility, giving the museum the needed access and setting. However, the new structure in this area would not appreciably add to the growth potential for private development adjacent to the Civic Center.

As part of a recent study of the core area and particularly the East Douglas area, a redevelopment plan was proposed which recommends the revitalization of many of the turn-of-the-century buildings in that area. Some of this type of development has already begun through private efforts. A major aspect of the proposed development plan is to locate the future Art Museum in this redevelopment area, making it an integral part of the Historic/Cultural Old Town Theme. The proposed museum site is located between St. Francis, Emporia, Douglas, and First and meets both the central location and access criteria necessary for a museum site. A museum complex in this area cannot only serve the entire metropolitan area but will be readily accessible to the thousands of people who work in and visit the center city daily.

The Art Museum complex would fit well into this setting, synthesizing with the historic theme of the Old Town area to form a historic/cultural center, using both public and private facilities in a unified effort. This creation of a unique activity center only four (4) blocks from the present Civic Center will encourage growth and improvement between the three activity nodes, of the Civic Center, Old Town/Art Museum and the new Administration Center. The attached sketch shows how these activity centers can stimulate and guide development in the core area (attached).

The Art Museum, like the Civic Center, can serve both as a vital cultural facility and as a stimulus and guide for growth in the eastern portion of the core.

Please find attached a brief history of the Art Museum including a sketch summarization of several previous location studies.

JWC/hb

Attachments

cc: Robert A. Lakin, Director of Planning  
Paul Woods, Chairman, CCSC  
File



#### A Brief History of the Art Museum

The development of the Wichita Art Museum began in 1915 when Mrs. Louisa Caldwell Murdock established a trust in her will to be used to purchase art objects for Wichita. A provision of the trust stipulated that the City provide suitable housing for the collection. In 1925 the City of Wichita approved a construction estimate of \$75,000 to build an art museum. Land was acquired one year later by the Park Board at a cost of \$16,500. Construction of the building was delayed until 1935. City bonds were authorized in the amount of \$50,270 and a public works administration grant of \$21,530 was acquired to cover the construction costs.

The Wichita Art Museum was officially opened in 1935. Local art objects were exhibited. In 1937, the Louisa Caldwell Murdock trust became operative. Mrs. Elizabeth Navas was named in the Murdock trust to select and purchase art with trust funds. In a 23 year period, Mrs. Navas purchased 167 works of art which became the Roland P. Murdock collection. In the early 1960's declining earnings of the trust prevented further additions to the Murdock collection. However, other sources had contributed relatively large numbers of paintings to the permanent museum collection.

It was estimated in 1962 that the collections of the

museum were worth under one million dollars. Today they are valued at just under two and one-half million dollars. It is predicted that the value of the collections will reach sixteen and one-half million dollars by 1980, indicating an urgent need for a more suitable structure in an accessible location.

The present Art Museum consists of the original 1935 structure modified by an addition completed in 1963 at a cost of \$150,000 obtained through City of Wichita general bonds. The remodeled building has a total area of slightly over 15,200 square feet. Of this, only 2,170 square feet are available for the display of permanent collections. Two-thirds of the museum's works are in storage. At the time of remodeling, it was recognized by all concerned -- the City Commission, the City Manager, Board of Wichita Art Museum, Museum Director, the architect for the addition, and the Park Board that the modification was temporary, the ultimate solution being a new, enlarged art museum, easily accessible and located for integration with other cultural activities.

#### PRELIMINARY PLANS FOR NEW MUSEUM LOCATION

##### Museum Board Plans

Preliminary plans for possible museum locations started as early as 1955. Recommendations for an enlarged new art museum located in the downtown area were postulated in the 1955

Master Plan for the City of Wichita. In 1961, the Wichita Art Museum Board considered site locations in or near the proposed cultural center (Century II and the Public Library). The Museum Board was willing to consider this location if a suitable building was provided to meet the following criteria:

1. Esthetically designed and located.
2. Established as a separate entity with space for a sculpture garden.
3. A total of 50,000 square feet (total includes allowance for future growth).

In March, 1962, the Facilities Subcommittee reported to the Mayor's Advisory Committee for the Civic and Cultural Center. The Subcommittee was concerned that Wichita showed a great deficiency in the capability of the community to adequately promote, house and display art works as compared with other cities in the Midwest. Their recommendation was that future designs for the cultural center (Century II and the Public Library) include plans for the Art Museum. However, they stated that future planning for the new museum should not delay proposed improvements on the existing structure.

The Wichita Art Museum Studies, 1969 considered alternate sites for the museum. The main considerations of possible locations were:

1. Accessibility
2. Convenience
3. Character of neighboring areas

Desirable overall site characteristics included:

1. Urban orientation for maximum convenience to all the community.
2. Adjacency to established convention facilities for attraction of visitors and appropriateness of neighboring areas.

As illustrated on Map A, alternate sites recommended for the Art Museum include:

- A. River oriented sites (Map A, 1 through 7).

Advantages:

1. Minimal security system.
2. View of river.
3. Space for sculpture court.

Problems:

1. Minimized circulation of exhibitions to horizontal movement.
2. Lack of parking facilities.

- B. Sites on the periphery of the core area (Map A, 6, 8, 9, and 10).

The problem with locations on the periphery of the core area is that they might restrict future growth and use.

- C. Locations in parks (Map A, 1 and 12).

It was concluded that the advantages of park locations were not great enough to justify further study.

- D. A site on East Douglas (Map A, 11).

It was concluded that this location (bounded by

Douglas/St. Francis/Emporia/First) provided adequate footage for indoor exhibits, but allowed only limited space for outside exhibit areas.

E. The existing museum site.

Advantages:

1. Pleasant location.
2. No hazard of deteriorating neighborhood.
3. Public use pattern of streets and thoroughfares well established.
4. Land for museum use is immediately available.
5. Existing facilities could advantageously be used for some other worthwhile purpose.

The problems of the present location include a combination of poor public transportation and the remote location from the downtown core area and other activities in the general park area.

MAPD and CCSC Proposals

The 1961 Center City Study prepared by the Metropolitan Area Planning Department recommended a more central location for the museum within walking distance of the core. The Study listed the following problems of the present museum site:

1. Inadequate floor space.
2. Unpaved, inadequate parking facilities.
3. No air conditioning.
4. Low operating budget.

Future 1961 recommendations for the museum were as follows:

1. Storage for the permanent art collection, with special air conditioning.
2. Paving of Stackman Drive and parking facilities for 40 cars.
3. Air conditioning the entire museum.
4. Formation of the Wichita Art Museum Association.
5. An addition to the present building or a new facility on a site closer to the core.

In 1969, the following goal was listed by the Center City Steering Committee in Goals for Center City: "The Center City of Wichita should be developed with those facilities necessary to make it the cultural center for Mid-America". To achieve this goal the Committee recommended work towards the establishment of a downtown art museum located near the civic center (Century II and the Public Library). This recommendation and other goals and policies for the Center City were endorsed by the following organizations:

1. Wichita City Commission
2. Greater Downtown Wichita, Inc.
3. Wichita Area Chamber of Commerce
4. Wichita-Sedgwick County Metropolitan Area Planning Commission

In 1971, the Center City East Douglas Study Area explored the need for additional regenerative forces in the East Douglas area. The block immediately north of the Eaton Hotel (bounded by Douglas/St. Francis/Emporia/First) was

proposed for clearance and redevelopment. Several proposed uses for this block were evaluated, with the primary recommendation being the location of a museum complex, containing art and historical collections. In July, 1972, the Museum Board accepted the East Douglas site location (Map A, 11). This proposed location is consistent with the objectives of the Board of the Wichita Art Museum as stated below:

1. Construction of a new museum facility.
2. Location of the new facility in the downtown area for easy accessibility from all parts of the city and all tourist facilities.

The decision to accept the East Douglas location was also based on the understanding that the Art Museum be located in its own setting and future development on East Douglas be harmonious with the museum complex. It was felt that the location of this type of facility would help stimulate public and private cultural activities, thus creating the dual goal of desired social impact in the East Douglas area and suitable location for the museum complex.

List of Sources

1961 Center City Study, W/SC/MAPD.

1969 Center City Study - Goals for Center City, Phase II,  
W/SC/MAPD.

Center City East Douglas Design Area, 1970, W/SC/MAPD.

Wichita Art Museum Studies, 1969, consultants Charles McAfee,  
Platt Associates; Schaefer, Schirmer, and Eflin; Woodman and  
Van Doren.

Report of Facilities Subcommittee to Mayor's Advisory Committee  
for the Civic and Cultural Center "Recommended Facilities for  
Wichita Civic and Cultural Center", March, 1962.

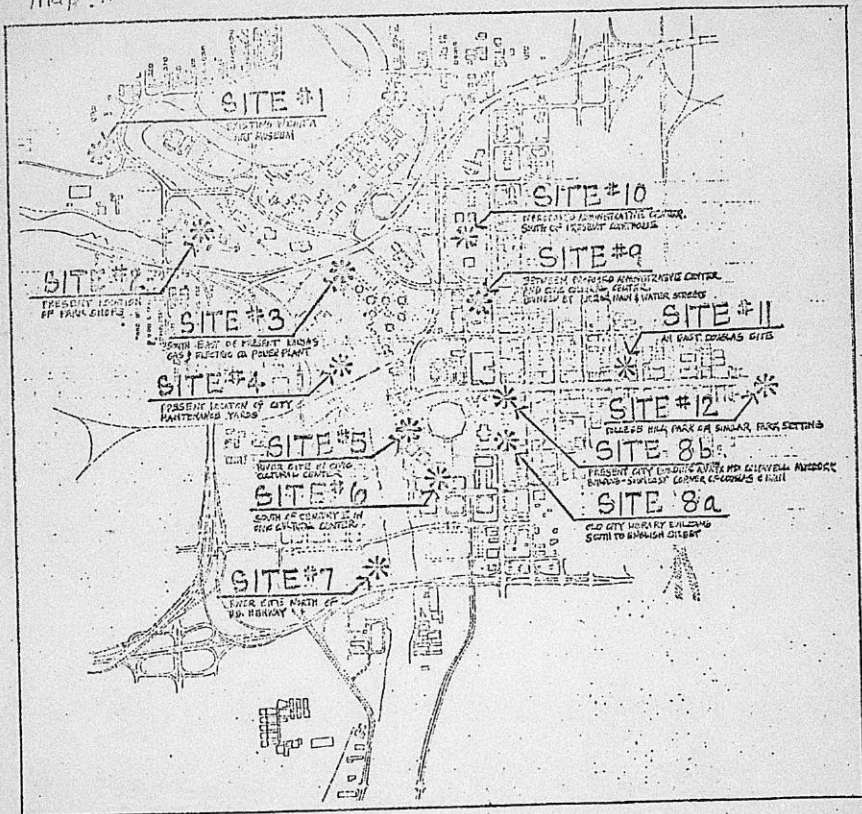
Museum Feasibility Study, 1972, by the Center for Business and  
Economic Research, Wichita State University.

Wichita Art Museum Board meeting notes, 12/12/61 and 7/18/72.

In the urban area, sites on the immediate periphery of the core area, and near the Civic Cultural Center, such as #6, #8, #9 and #10, were studied and the bene-

fits of cultural institutions far enough that benefits from these existing centers would not accrue to the museum at this site.

Map #



MAPD has conducted a preliminary analysis of the major museum sites under consideration. The sites include (1) the original park site, (2) the cultural center area (Century II), (3) the East Douglas block bounded by Douglas/St. Francis/Emporia/First and (4) River sites (Map A, Sites 2,3,4,5 and 7).

MUSEUM SITE ANALYSIS CHART

Location Factors

Possible Sites

	Original Park Site	Cultural Center Century II	East Douglas Site	River Sites
Physical Size	Good	Adequate	Good	Poor
Central Location	Poor	Very Good	Very Good	Poor
Character of Neighboring Areas	Good	Very Good	Very Good (If redeveloped)	Good
Pedestrian Access	Poor	Very Good	Very Good	Poor
Vehicular Access	Adequate	Good	Good	Poor
Potential for Parking	Adequate	Adequate	Adequate	Poor
Architectural Potential	Adequate	Good	Good	Very Good
Landscaping Potential	Good	Good	Adequate	Very Good

Scale:

Very Good  
 Good  
 Adequate  
 Poor

**Proposed**

**CAPITAL IMPROVEMENT PROGRAM  
CITY OF WICHITA 1973-1978**

PROPOSED  
1973-1978  
CAPITAL IMPROVEMENT PROGRAM

JANUARY 1973

CITY OF WICHITA

RALPH WULZ  
CITY MANAGER

CITY OF WICHITA BOARD OF COMMISSIONERS

Glenn J. Shanahan	Mayor
James M. Donnell, M.D.	President
Jack H. Greene	
Gary L. Porter, M.D.	
John S. Stevens	

WICHITA-SEDGWICK COUNTY METROPOLITAN  
AREA PLANNING COMMISSION

Alvin J. Hennessy	Chairman
Robert Blakey	Vice Chairman
Abner V. J. Jackson	
Marjorie L. Taylor	
Austin Rising	
James Burnett	
Howard V. Harrison	
Harlan Kamen	

CAPITAL IMPROVEMENT ADMINISTRATIVE COMMITTEE

Ralph Wulz	City Manager
Don E. Anderson	Director of Administration
Glen E. Dockery	Research and Budget Officer
R. W. Bruggeman	Director of Public Works
Robert Lakin	Director of Planning
Kenneth Kitchen	Urban Renewal Agency (ex-officio)
Gary W. Richert	Economic and Industrial Development Officer

PREPARED BY:

DEPARTMENT OF ADMINISTRATION  
BUDGET AND MANAGEMENT DIVISION

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1973 CAPITAL IMPROVEMENT BUDGET  
CITY OF WICHITA

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Abbreviations used for "Methods of Financing."

GO General Obligation Bonds paid for by the City at large.  
SA Special Assessment General Obligation Bonds paid for  
by properties specially benefitted by the improvement.  
BC Building Commission.  
R Revenue Bonds.  
C Cash.  
F Federal Funds.  
S State Funds.  
FAS Federal Aid Urban System.  
T Federal Aid Topics Program.  
URA Urban Renewal Agency.

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1973 PROJECT LIST

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
<u>EXPRESSWAYS</u>			
E-6F	Northeast Diagonal - Location Study	\$ 30,000 70,000	GO US
<u>KELLOGG FREEWAY</u>			
E-7F	Kellogg; Estelle to Clifton Right-of-way	500,000 1,500,000	GO S

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
E-9	Kellogg West; I-235 to Seville Avenue (Right-of-way - local share)	\$300,000 900,000	GO S
<u>ARTERIALS</u>			
MS-45C	McLean; 31st to 29th South, Right-of-way	20,000	GO
MS-68	Mt. Vernon; K-15 to Hydraulic	60,000 32,000	GO SA
MS-71	George Washington Boulevard; Pawnee to 800' North of Harry (See B-26)	810,000 182,500 992,500	GO SA US
MS-87	Interstate Connectors	50,000	GO
MS-93	13th Street; from ½ mile West of Ridge Road to Big Slough	330,000 55,000 385,000	GO SA FAS
MS-93B	Ridge Road; 600' North of 13th to 600' South of 13th	67,000	GO
MS-118	Hillside; Right-of-way from 300' South of Central to Frisco RR	170,000	GO
MS-118A	Hillside; Reconstruction from 300' South of Central to Frisco RR	111,000 74,000	GO SA
MS-147	MacArthur Road; Arkansas River to Hydraulic	135,000 135,000 270,000	GO SA FAS
MS-149	Seneca and Pawnee Intersection (Reconstruction)	350,000 350,000	GO T
MS-149A	Seneca and Pawnee Intersection (Right-of-way)	20,000 20,000	GO T
MS-157	Grove; 100' South of Lewis to Central Avenue (Right-of-way)	1,200,000 1,200,000	GO US
MS-159	1st Street Ash to Grove	137,500 57,500	GO SA
MS-160	2nd Street Minnesota to Grove	165,000 45,000	GO SA

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
MS-173	Pawnee; Relocation from Rock Road to about 1,000' South-easterly of Rock Road (See D-16)	\$ 40,000 40,000	GO SA
MS-185	George Washington Boulevard; from North Line of Lincoln to Menlo Drive	85,000 85,000	GO US
MS-186A	Grove Reconstruct from Lincoln to North Line of Orme	130,000 130,000	GO US
MS-196	Edgemoor; Orme to Waterman	140,000	GO
MS-213A	1st Street; Big Arkansas River to Waco Street (Right-of-way)	250,000	URA
MS-216A	Central Avenue; Ridge Road to I-235 (Right-of-way)	100,000	GO
MS-219	K-15; Hydraulic to MacArthur Road	40,000 40,000	GO T
MS-221	U.S. 54; Kellogg Drive Slip-Off East of Edgemoor	5,000	GO
MS-223	Zoo Boulevard; Floodway to 1300' North of 13th Street	195,000 175,000	GO FAS
MS-225	Wichita Street; Douglas to Central (Right-of-way)	170,000	URA
RS-1	Residential Street Improvements	100,000 450,000	GO SA
CS-1	Collector Streets; that part exceeding residential street standards	25,000 150,000	GO SA
<u>TRAFFIC ENGINEERING</u>			
TE-18	Traffic Signals as Required	120,000	GO
	Traffic Signals - TOPICS Program	265,000	GO
		265,000	T
	Traffic Signals - Urban System	85,500	GO
		145,500	US
<u>BRIDGES</u>			
B-26	George Washington Boulevard at Dry Creek (See MS-71)	20,000 20,000	GO US

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
B-36	Roseberry at Dry Creek (See D-3A)	\$ 65,000	GO
B-45	Bridge; Cessna Drive at Dry Creek Diverson (See D-3A)	65,000	GO
B-53	Roosevelt and Gypsum Creek	150,000	GO
B-57	Bridge; Central and Big Slough (See MS-216)	120,000 120,000	GO FAS
B-58	Bridge; Central and Floodway (See MS-216)	365,000 365,000	GO FAS
B-60	Collector Street Bridges	40,000	GO
B-62	Bridge; Harry Street and Big Arkansas River - Dick Replacement	180,000	GO
<u>DRAINAGE</u>			
D-3A	Dry Creek Diversion; Gypsum Creek to Pawnee (Right-of-way and Relocation)	155,000	GO
D-3B	Dry Creek Diversion; Gypsum Creek to Pawnee (See B-36 and B-45)	140,000	GO
D-5	Storm Water Sewers (Unidentified)	400,000	SA
D-6	Little Arkansas River Dam	350,000	URA
D-11	Drainage Study & Engineering Southwest Industrial Area	50,000	GO
D-16	Drainage Structures in connection with relocation of Pawnee from Rock Road to about 1,000' Southeast of Rock Road (See MS-173)	8,000	GO
D-28	Gypsum Creek; 300' East of Hillside to George Washington Boulevard (Right-of-way and Relocation)	285,000	GO
D-29	Gypsum Creek; 355' East of Hillside to George Washington Boulevard (See B-53)	205,000	GO

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
D-30	Gypsum Creek Right-of-way; North of U.S. 54	\$ 30,000	GO
D-31	Right-of-way for Gypsum Creek South of Harry, West of Turn- pike	50,000	GO
D-32	Right-of-way for Dugan Tribu- tary	10,000	GO
<u>URBAN RENEWAL</u>			
URA-1	Site Clearance and Demolition Park Plaza; Bridgeport; Admini- strative Center; Central Indus- trial Corridor	117,400	URA
URA-8	Storm Water Sewer and Site Im- provements; 21st Street; Shelton to Wellington Place; Waco, 21st to 22nd; 22nd, Jackson to Fair- view	675,000	URA
<u>PARK</u>			
P-23A	Ninth and Anna Park Swimming Pool	125,000 125,000	GO F
P-25A	Edgemoor Park Lighted Tennis Courts (4)	22,500 22,500	GO F
P-27B	Planeview Park Picnic Shelter and Restrooms	15,000 15,000	GO F
P-28	Riverside Park Tennis Complex	175,000 175,000	GO F
P-31B	Watson Park Miniature Golf Course	30,000	GO
P-102A	Kiwanis Park Childrens' Play Area	12,500 12,500	GO F
P-103A	Hyde Park Equipment and Furnish Hyde Park Recreation Building	7,000	GO
P-200	Park Land Acquisition	83,000 83,000	GO F

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
P-202	River Bank Beatification Bike Trails, Walks, Restrooms, Boat Dock, and Purchase Equip- ment	\$ 75,000 35,000	GO F
P-207	Pawnee Prairie Park Cart Paths, Restrooms, Seal Parking Lot, and Purchase Equipment	28,000	GO
P-209A	L.W. Clapp Park Site Development and Equip- ment	3,750	GO
P-212	MacDonald Park Golf Cart Paths and Purchase Equipment	10,500	GO
P-213	Sim Park Cart Paths, Rebuild and/or Seal Roads, and Purchase Equipment	12,750	GO
<u>PUBLIC BUILDINGS</u>			
FS-23B	Fire Station No. 16 and equip- ment in vicinity of Caddy Lane and Central - Construction	253,000	GO
L-2	Branch Library; Northeast (Acquisition and Equipment)	300,000	GO
PB-14	City Administrative Building	4,000,000	URA-GO
PB-15	Structural Parking	2,500,000	PBC
PB-17	Salt Storage Bins - East Substation	50,000	GO
PB-18	Salt Storage Bins - West Substation	50,000	GO
<u>WATER</u>			
W-12	Water Reservoir (7.5 M.G.) New Construction	540,000 460,000	R F
W-31	24-Inch Feeder Main Extension to serve the Comotara Develop- ment Project (37th Street from Oliver to Webb Road)	229,200 152,800	F C

<u>Project Number</u>	<u>Description</u>	<u>Amount</u>	<u>Method of Financing</u>
W-65	Distribution System; Feeder Mains and Main Extension (Un-identified)	\$995,000	C
W-91	Deep Well Disposal Facilities	1,313,000	R
<u>SEWERS</u>			
S-4	Reconstruction of Sanitary Sewer System	105,000	GO
S-5	Sanitary Submain and Lateral for Future Development and Developed Areas which are annexed.	80,000 1,000,000	GO (1) SA
S-6	Sanitary Sewer to serve County Zoo	151,000 264,000 385,000	GO (1) F SA
S-6	Dry Creek Interceptor	90,000 247,500 112,500	GO (1) F S
<u>METROPOLITAN TRANSIT AUTHORITY</u>			
MT-27	Radio Communication System	22,500 45,000	C F
<u>AIRPORT</u>			
A-3A	Maintenance Shops	35,000	GO (1)
A-16	Auto Parking Area	40,000	GO (1)
A-26	Land Purchase for Extension of Runway 1L-19R	80,000 80,000	GO (1) F
A-34	Terminal Building Addition	200,000	GO (1)
A-35	Fire and Rescue Building and Equipment	125,000 125,000	GO (1) F
A-36	Administration and Operations Facility	200,000	GO (1)

(1) Outside Debt Limit

1973-1978 CAPITAL IMPROVEMENT PROGRAM  
SUMMARY OF PROPOSED GENERAL OBLIGATION  
EXPENDITURES  
(IN THOUSANDS)

	1973		1974		1975		1976		1977		1978		Total G.O.	Total Other
	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other	G.O.	Other		
EXPRESSWAYS	\$ 830	\$ 2,670	\$ 1,495	\$ 4,625	\$ 750	\$ 2,250	\$ 60	\$ 140	\$ 110	\$ 290	\$ 1,008	\$ 2,150	\$ 4,253	\$ 12,125
ARTERIALS	4,955	5,698	1,889	3,401	1,609	3,101	2,070	2,626	3,069	4,437	3,283	4,170	16,875	23,433
BRIDGES	1,005	505	475	385	1,085	1,005	140	100	565	300	555	1,545	3,825	3,840
DRAINAGE	933	750	1,855	3,825	435	450	200	500	---	500	---	500	3,423	6,525
PARKS	600	468	600	175	600	545	600	200	600	563	600	225	3,600	2,176
PUBLIC BUILDINGS	<u>4,653</u>	<u>2,500</u>	<u>4,599</u>	<u>3,250</u>	<u>3,340</u>	<u>4,500</u>	<u>2,082</u>	<u>563</u>	<u>509</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>15,183</u>	<u>10,813</u>
TOTAL	\$12,976	\$12,591	\$10,913	\$15,661	\$7,819	\$11,851	\$5,152	\$4,129	\$4,853	\$6,090	\$5,446	\$8,590	\$47,159	\$58,912
Less: Special City Highway Tax	<u>700</u>		<u>705</u>		<u>710</u>		<u>715</u>		<u>720</u>		<u>725</u>		<u>4,275</u>	
TOTAL G.O. BONDS	\$12,276		\$10,208		\$7,109		\$4,437		\$4,133		\$4,721		\$42,884	
Add: 8% Debt Outstanding January 1	\$30,167		\$38,814		\$44,894		\$47,011		\$45,870		\$44,010			
Less: Bonds Retired	<u>3,629</u>		<u>4,128</u>		<u>4,992</u>		<u>5,578</u>		<u>5,993</u>		<u>5,831</u>			
TOTAL DEBT OUTSTANDING	\$38,814		\$44,894		\$47,011		\$45,870		\$44,010		\$42,900			
8% Legal Debt Limit	<u>45,396</u>		<u>46,531</u>		<u>47,680</u>		<u>48,880</u>		<u>50,080</u>		<u>51,360</u>			
8% Legal Debt Margin	<u>6,582</u>		<u>1,637</u>		<u>669</u>		<u>3,010</u>		<u>6,070</u>		<u>8,460</u>			
Mill Levy Requirement	7.456		8.837		11.861		12.805		12.487		12.516			

project number	project description						project cost	method of financing
		1973	1974	1975	1976	1977		
<u>EXPRESSWAYS</u>								
E-13	Inner Loop; Right-of-way				X		60,000	GO
							140,000	US
							60,000	GO
						X	140,000	US
							858,000	GO
					X	2,000,000	US	
E-6G	North Wichita Thruway Right-of-way						50,000	GO
					X		150,000	S
							50,000	GO
						X	150,000	S
E-6F	Northeast Diagonal - Location Study	X					30,000	GO
							70,000	US
<u>KELLOGG FREEWAY</u>								
E-7D	Kellogg; Lulu to Topeka Right-of-way		X				500,000	GO
							1,500,000	S
E-7F	Kellogg; Estelle to Clifton Right-of-way	X					500,000	GO
			X				1,500,000	S
							325,000	GO
						875,000	S	
E-9	Kellogg West; I-235 to Seville Avenue (Right-of-way - local share)	X					300,000	GO
							900,000	S
			X				750,000	GO
				X			2,250,000	S
					X		750,000	GO
						2,250,000	S	
<u>ARTERIALS</u>								
MS-1	29th Street North; Amidon to Arkansas (See B-48)					X	200,000	GO
							200,000	SA
MS-2	29th Street North; Broadway to Arkansas		X				110,000	GO
							110,000	SA
MS-22	Harry; K-15 to Hydraulic		X				100,000	GO
							90,000	SA

project number	project description							project cost	method of financing
		1973	1974	1975	1976	1977	1978		
MS-32	West Street; Merton to K-42				X			190,000 190,000	GO SA
MS-35	Meridian; 37th Street North to City Limits K-96			X				5,000 5,000 25,000	GO SA US
MS-36	Amidon; 29th Street to 37th Street (See B-34)			X				70,000 70,000 330,000	GO SA US
MS-45C	McLean; 31st to 29th South, Right-of-way	X						20,000	GO
MS-49	Seneca; MacArthur Road to 47th Street South			X				130,000 130,000	GO SA
MS-50	Seneca; 47th to 55th Streets					X		135,000 135,000 270,000	GO SA FAS
MS-52	Hydraulic; MacArthur Road to 47th Street South					X		135,000 135,000 270,000	GO SA FAS
MS-59	Woodlawn; Rockhill to 29th Street						X	600,000 600,000	GO SA
MS-65	37th Street North; Broadway to Hydraulic					X		110,000 110,000 220,000	GO SA FAS
MS-68	Mt. Vernon; K-15 to Hydraulic	X						60,000 32,000	GO SA
MS-71	George Washington Boulevard; Pawnee to 800' North of Harry (See B-26)							810,000 182,500 992,500	GO SA US
MS-87	Interstate Connectors	X						50,000 50,000 50,000 50,000	GO GO GO GO

project number	project description						project cost	method of financing
		1973	1974	1975	1976	1977		
MS-91	17th Street; Waco to I-35W				X		250,000 210,000	GO SA
MS-93	13th Street; from ½ mile West of Ridge Road to Big Slough	X					330,000 55,000 385,000	GO SA FAS
MS-93B	Ridge Road; 600' North of 13th to 600' South of 13th	X					67,000	GO
MS-96	Central; Woodchuck to Ridge Road		X				160,000 40,000	GO SA
MS-108A	31st Street South; K-15 to Turnpike					X	260,000 220,000	GO SA
MS-108B	31st Street South; Turnpike to George Washington Blvd.					X	260,000 90,000	GO SA
MS-113	Arkansas Avenue; from 600' North of 29th to I-235				X		310,000 310,000	GO SA
MS-118	Hillside; Right-of-way from 300' South of Central to Frisco RR	X					170,000	GO
MS-118A	Hillside; Reconstruction from 300' South of Central to Frisco RR	X					111,000 74,000	GO SA
MS-120	Hydraulic; Kellogg to Harry		X				340,000 230,000	GO SA
MS-122	McLean Boulevard; 29th Street to MacArthur Road (Construction)			X			210,000 500,000	GO US
MS-123	Meridian; University to Newell Right-of-way				X		120,000 120,000 560,000	GO SA US
MS-123A	Meridian; University to Newell Construction					X	600,000 1,400,000	GO US

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
MS-128	Rock Road; Kellogg to Harry (See B-35)		X					115,000 115,000 280,000	GO SA FAS
MS-129	Rock Road; Central to ½ Mile North of Central					X		140,000 140,000	GO SA
MS-130	Tyler Road; Kellogg to Maple						X	175,000 175,000	GO SA
MS-132	Tyler Road; 700' North of Central to 700' North of 13th Street					X		340,000 280,000	GO SA
MS-133	West Street; 31st Street South to I-235				X			75,000 75,000	GO SA
MS-134	West Street; K-42 to 31st Street South				X			270,000 270,000	GO SA
MS-146B	Arkansas Avenue; 21st Street to 600' North of 29th Street					X		310,000 255,000	GO SA
MS-147	MacArthur Road; Arkansas River to Hydraulic	X						135,000 135,000 270,000	GO SA FAS
MS-148	MacArthur Road; I-235 to Seneca (See B-52)			X				110,000 110,000 220,000	GO SA FAS
MS-149	Seneca and Pawnee Intersec- tion (Reconstruction)	X						350,000 350,000	GO T
MS-149A	Seneca and Pawnee Intersec- tion (Right-of-way)	X						20,000 20,000	GO T
MS-150	Seneca and 31st Street Intersection (Reconstruc- tion)					X		285,000 285,000	GO T

project number	project description							project cost	method of financing
		1973	1974	1975	1976	1977	1978		
MS-150A	Seneca and 31st Street Intersection (Right-of-way)				X			100,000 100,000	GO T
MS-157	Grove; 100' South of Lewis to Central Avenue (Right-of-way)	X						1,200,000 1,200,000	GO US
MS-157A	Grove; 100' South of Lewis to Central Avenue (Construction)		X					90,000 90,000 430,000	GO SA US
MS-159	1st Street Ash to Grove	X						137,500 57,500	GO SA
MS-160	2nd Street Minnesota to Grove	X						165,000 45,000	GO SA
MS-171	2nd Street; Greenway to Main Streets				X			65,000 65,000 30,000	GO SA URA
MS-173	Pawnee; Relocation from Rock Road to about 1,000' Southeast of Rock Road (See D-16)	X						40,000 40,000	GO SA
MS-174	2nd Street; Big Arkansas River to Dodge (See B-41)				X			150,000 90,000 30,000	GO SA URA
MS-176	Main Street; Douglas to Pine		X					245,000 165,000	GO SA
MS-177	Main Street Pine to 12th Street			X				165,000 165,000	GO SA
MS-179	Harry, Woodlawn to Rock Road (See B-51)				X			250,000 250,000	GO SA
MS-180	Broadway; 21st Street to 25th Street				X			85,000 85,000 170,000	GO SA S

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
MS-182	13th Street; Tyler Road to West Line of Westlink Village 8th Addition	X						115,000 10,000 125,000	GO SA FAS
MS-185	George Washington Boulevard; from North Line of Lincoln to Menlo Drive	X						85,000 85,000	GO US
MS-186A	Grove; Reconstruct from Lincoln to North Line of Orme	X						130,000 130,000	GO US
MS-193	Emporia; 13th to 17th			X				220,000 145,000	GO SA
MS-195	Greenwich Road; Douglas to KTA				X			80,000 80,000 160,000	GO SA FAS
MS-196	Edgemoor; Orme to Waterman	X						140,000	GO
MS-199	47th Street South; Hydraulic to I-35W				X			160,000 110,000	GO SA
MS-200	47th Street South; Broadway to Seneca				X			280,000 280,000	GO SA
MS-205	37th Street; Meridian to East Line of Sherwood Glenn, 2nd Addition						X	220,000 220,000	GO SA
MS-207	Arkansas; from 39th to 45th						X	230,000 160,000	GO SA
MS-208	Rock Road; Harry to Pawnee (2-lane to 4-lane)			X				90,000 90,000 180,000	GO SA FAS
MS-212	Sycamore; McLean Boulevard to U.S. 54						X	270,000 270,000	GO SA

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
MS-213	1st Street; Big Arkansas River to Water Street (Construction) (See B-41)		X					26,000 26,000 52,000	GO SA URA
MS-213A	1st Street; Big Arkansas River to Waco Street (Right-of-way)	X						250,000	URA
MS-216	Central Avenue; Ridge Road to I-235 (Construction) (See B-57 & B-58)		X					105,000 105,000 210,000	GO SA FAS
MS-216A	Central Avenue; Ridge Road to I-235 (Right-of-way)	X						100,000	GO
MS-217	Cleveland; Central to Murdock				X			11,000 54,000	GO SA
MS-219	K-15; Hydraulic to MacArthur Road	X						40,000 40,000	GO T
MS-221	U.S. 54; Kellogg Drive Slip-Off East of Edgemoor	X						5,000	GO
MS-222	Hillside; Bayley to Skinner					X		285,000 190,000	GO SA
MS-223	Zoo Boulevard; Floodway to 1300' North of 13th Street	X						195,000 175,000	GO FAS
MS-224	Broadway; Arkansas River to 290' South of the Centerline of Pawnee (See B-49)			X				65,000 65,000 130,000	GO SA T
MS-225	Wichita Street; Douglas to Central (Right-of-way)	X	X					170,000 175,000	URA URA
MS-226	Wichita Street; Douglas to Central (Construction)		X					440,000	URA

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
RS-1	Residential Street Improvements	X						100,000	GO
			X					450,000	SA
				X				100,000	GO
					X			450,000	SA
						X		100,000	GO
							X	450,000	SA
								100,000	GO
							X	450,000	SA
								100,000	GO
								X	450,000
CS-1	Collector Streets; that part exceeding residential street standards	X						25,000	GO
			X					150,000	SA
				X				25,000	GO
					X			150,000	SA
						X		25,000	GO
							X	150,000	SA
								25,000	GO
							X	150,000	SA
								25,000	GO
								X	150,000

project number	project description						project cost	method of financing
		1973	1974	1975	1976	1977		
	<u>TRAFFIC ENGINEERING</u>							
TE-18	Traffic Signals as Required	X					\$ 120,000	GO
	Traffic Signals - TOPICS	X					265,000	GO
	Program	X					265,000	T
	Traffic Signals - Urban System	X					85,500	GO
		X					145,500	US
TE-19	Traffic Signals as Required		X				200,000	GO
	Traffic Signals - TOPICS		X				108,000	GO
	Program		X				108,000	T
	Traffic Signals - Urban System		X				--	GO
			X				--	US
TE-20	Traffic Signals as Required			X			137,500	GO
	Traffic Signals - TOPICS			X			176,500	GO
	Program			X			176,500	T
	Traffic Signals - Urban System			X			30,000	GO
				X			70,000	US
TE-21	Traffic Signals as Required				X		127,500	GO
	Traffic Signals - TOPICS				X		176,500	GO
	Program				X		176,500	T
	Traffic Signals - Urban System						--	
							--	
TE-22	Traffic Signals as Required					X	247,500	GO
	Traffic Signals - TOPICS					X	239,000	GO
	Program					X	239,000	T
	Traffic Signals - Urban System						22,500	GO
							52,500	US
TE-23	Traffic Signals as Required					X	107,500	GO
	Traffic Signals - TOPICS					X	150,000	GO
	Program					X	150,000	T
	Traffic Signals - Urban System					X	--	GO
							--	US

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
	<u>BRIDGES</u>								
B-26	George Washington Boulevard at Dry Creek (See MS-71)	X						20,000 20,000	GO US
B-34	Amidon; Meridian at Flood Control (See MS-35 & MS-36)			X				180,000 420,000	GO US
B-35	Rock Road at Gypsum Creek (See MS-128)		X					85,000 85,000	GO US
B-36	Roseberry at Dry Creek (See D-3A)	X						65,000	GO
B-40	Bridge at Flood Control and Big Arkansas River West of I-235 & 25th St. Interchange					X		515,000 515,000 1,030,000	GO County S&F
B-41	1st/2nd Street at Big Arkansas River (See MS-171,174,213)		X					300,000 300,000	GO T
B-45	Bridge; Cessna Drive at Dry Creek Diversion (See D-3A)	X						65,000	GO
B-46	Bridge; Elmwood at Dry Creek (See D-4A)			X				70,000	GO
B-48	Bridge Widen; 29th Street at Little Arkansas River (See MS-1)				X			225,000	GO
B-49	Bridge; Broadway at Big Arkansas River (See MS-223)			X				550,000 550,000	GO T
B-50	Walkways - Bridge at Amidon and Big Arkansas		X					50,000	GO
B-51	Bridge; Harry Street and Gypsum Creek (See MS-179)			X				210,000	GO
B-52	Bridge; MacArthur Road and Big Slough (See MS-148)			X				35,000 35,000	GO FAS

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
B-53	Roosevelt and Gypsum Creek	X						150,000	GO
B-57	Bridge; Central and Big Slough (See MS-216)	X						120,000 120,000	GO FAS
B-58	Bridge; Central and Floodway (See MS-216)	X						365,000 365,000	GO FAS
B-60	Collector Street Bridges	X	X	X	X	X		40,000 40,000 40,000 40,000 40,000 40,000	GO GO GO GO GO GO
B-62	Bridge; Harry Street and Big Arkansas River - Deck Replacement	X						180,000	GO
B-63	Bridge; Maple at Arkansas River				X			300,000 300,000	GO T
B-64	1st and 2nd Streets - Railroad Underpasses			X				100,000 100,000	GO T

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
	<u>DRAINAGE</u>								
D-3A	Dry Creek Diversion; Gypsum Creek to Pawnee (right-of-way and relocation)	X						155,000	GO
D-3B	Dry Creek Diversion; Gypsum Creek to Pawnee (See B-36 and B-45)	X						140,000	GO
D-4	Dry Creek Channel; Pawnee to Mt. Vernon (right-of-way)		X					80,000	GO
D-4A	Dry Creek Channel; Pawnee to Mt. Vernon (See B-46)			X				435,000	GO
D-5	Storm Water Sewers (unidentified)	X	X	X	X			400,000 450,000 450,000 500,000 500,000 500,000	SA
D-6	Little Arkansas River Dam	X					X	350,000	URA
D-8	Wichita Drainage Canal Lining; English to 17th Street		X					1,650,000 1,650,000	GO F
D-11	Drainage Study & Engineering Southwest Industrial Area	X						50,000	GO
D-12	Third Street; Drainage Canal to Grove		X					200,000	URA
D-12A	Third Street; Grove to Hillside				X			200,000	GO
D-16	Drainage Structures in connection with relocation of Pawnee from Rock Road to about 1,000 ft. southeast of Rock Road (See MS-173)	X						8,000	GO

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
D-24	19th Street; Shadybrook Storm Sewer	X						1,400,000	URA
D-25	Drainage Structures in Central Avenue with Project MS-216	X						125,000 125,000	GO FAS
D-28	Gypsum Creek; 300 ft. east of Hillside to George Washington Boulevard (right-of-way and relocation)	X						285,000	GO
D-29	Gypsum Creek; 355 ft. east of Hillside to George Washington Boulevard (See B-53)	X						205,000	GO
D-30	Gypsum Creek Right-of-Way; North of U.S. 54	X						30,000	GO
D-31	Right-of-way for Gypsum Creek south of Harry, west of Turnpike	X						50,000	GO
D-32	Right-of-Way for Dugan Tributary	X						10,000	GO

project number	project description						project cost	method of financing	
		1973	1974	1975	1976	1977			1978
URA-1	Site Clearance and Demolition Park Plaza; Bridgeport; Administrative Center; Central Industrial Corridor	X						117,400	URA
URA-2	Riverbank Improvements Douglas Avenue to 2nd Street		X					305,100	URA
URA-3	Waco-Finn Area; Pave 25th Street, Arkansas to Wellington			X				125,000	URA
URA-4	Waco-Finn Area; Pave Wood- land, Mascot, Shelton, Ro- senthal, and Wellington between 24th and 25th Streets			X				187,000	URA
URA-5	Waco-Finn Area; Reconstruct 24th Street, Waco to Wel- lington			X				60,400	URA
URA-6	Waco-Finn; Storm Drainage; 24th, Jackson to Wellington; Wellington, 24th to 25th; 25th, Arkansas to Canal			X				200,000	URA
URA-7	Repair or Replace Sidewalks along Jackson & Waco from 24th to 25th; Fairview, 23rd to 25th; and 25th from Woodland to Arkansas			X				31,000	URA
URA-8	Storm Water Sewer and Site Improvements; 21st Street; Shelton to Wellington Place; Waco, 21st to 22nd; 22nd, Jackson to Fairview	X						675,000	URA
URA-9	Storm Water Sewer; Arkansas from 21st to 24th		X					165,000	URA

project number	project description							project cost	method of financing
		1973	1974	1975	1976	1977	1978		
URA-10	Storm Water Sewer and Site Improvements; 23rd Street, Arkansas to Waco		X					110,000	URA
URA-11	Reconstruct 18th Street Intersections at Arkansas, Jackson and Waco		X					75,500	URA

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
	<u>PARK</u>								
P-1B	Aley Park Childrens Playground Area			X				10,000 10,000	GO F
P-2B	Cessna Park - East Multi - Use Court			X				2,500 2,500	GO F
P-5	College Hill Park Recreation-Building Parking Area and Walks				X X			100,000 15,000 15,000	GO GO F
P-5A	College Hill Park Equipment and Furnish Recreation Building					X		7,000	GO
P-18B	Linwood Park Drives and Parking Areas		X					20,000 20,000	GO F
P-18D	Linwood Park Recreation Center		X					300,000	GO
P-18G	Linwood Park Lighted Softball Fields (2)			X				18,000 18,000	GO F
P-23A	Ninth and Anna Park Swimming Pool	X						125,000 125,000	GO F
P-23C	Ninth and Anna Park Parking Area		X					15,000 15,000	GO F
P-25A	Edgemoor Park Lighted Tennis Courts (4)	X						22,500 22,500	GO F
P-25B	Edgemoor Park Sidewalks, Childrens Play Area, Softball Field Site Development		X					19,000 19,000	GO F
P-25D	Edgemoor Park Parking Area			X				12,500 12,500	GO F
P-27B	Planeview Park Picnic Shelter and Rest- rooms	X						15,000 15,000	GO F

project number	project description						project cost	method of financing
		1973	1974	1975	1976	1977		
P-28*	Riverside Park Tennis Complex	X					175,000 * 175,000	GO F
P-28A	Riverside Park Redevelopment			X			75,000 75,000	GO F
P-28B	Riverside Park Redevelopment				X		30,000 30,000	GO F
P-28C	Riverside Park Redevelopment					X	100,000 100,000	GO F
P-28D	Riverside Park Swimming Pool					X	125,000 125,000	GO F
P-31A	Watson Park Extend Miniature Railroad Track			X			55,000	GO
P-31B	Watson Park Miniature Golf Course	X					30,000	GO
P-33	Schweiter Park Lighted Tennis Courts (2)			X			12,500 12,500	GO F
P-33A	Schweiter Park Multi-Use Court			X			2,500 2,500	GO F
P-38A	Maize Road and Hardtner Lighted Tennis Courts (2)	X					12,500 12,500	GO F
P-87C	Boston and Woodlawn Park Parking Area			X			25,000 25,000	GO F
P-87D	Boston and Woodlawn Park Swimming Pool			X			125,000 125,000	GO F
P-87E	Boston and Woodlawn Park Recreation Center				X		300,000	GO
P-87F	Boston and Woodlawn Park Lighted Tennis Courts (2)	X					12,500 12,500	GO F
P-87H	Boston and Woodlawn Park Parking Area				X		5,000 5,000	GO F
	*Providing URA funds are available for this project, these funds will be used for expansion of Greenhouse and equipment storage facilities.							

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
P-87I	Boston and Woodlawn Park Equipment and Furnish Recreation Center					X		30,000	GO
P-102	Kiwanis Park Recreation Building Including Equipment and Furnishing		X					125,000	GO
P-102A	Kiwanis Park Childrens Play Area	X						12,500 12,500	GO F
P-103A	Hyde Park Equipment and Furnish Hyde Park Recreation Building	X						7,000	GO
P-105A	Chisholm Creek Park Site Development			X				45,000 45,000	GO F
P-105B	Chisholm Creek Park Shelter and Restrooms				X			20,000 20,000	GO F
P-105C	Chisholm Creek Park Lighted Baseball Field				X			30,000 30,000	GO F
P-105D	Chisholm Creek Park Site Development				X			40,000 40,000	GO F
P-200	Park Land Acquisition	X						83,000 83,000 66,000 66,000 69,500 69,500 30,000 30,000 33,000 33,000 25,000 25,000	GO F GO F GO F GO F GO F GO F
P-202	River Bank Beautification Bike Trails, Walks, Rest- Rooms, Boat Dock, and Purchase Equipment		X					75,000 35,000	GO F

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
P-202A	River Bank Beautification Bike Trails, Walks, and Site Development			X				75,000	GO
					X			75,000	F
P-202B	River Bank Beautification Bike Trails and Walks				X			30,000	GO
								30,000	F
P-202C	River Bank Beautification Site Development					X		50,000	GO
								50,000	F
P-203	West Douglas Park-Douglas and Sheridan Lighted Tennis Courts (2)			X				13,750	GO
								13,750	F
P-203C	West Douglas Park Lighted Softball Field			X				13,750	GO
								13,750	F
P-204	Village Park-English and Edgemoor Childrens Play Area, Walks, Benches and Site Develop- ment					X		30,000	GO
								30,000	F
P-206B	Pawnee Prairie Park Site Development			X		X		45,000	GO
								45,000	F
								100,000	GO
								100,000	F
							X	35,000	GO
								35,000	F
P-207	Pawnee Prairie Park Cart Paths, Restrooms, Seal Parking Lot, and Purchase Equipment		X					28,000	GO
P-209	L.W. Clapp Park New Clubhouse and Recon- struct Golf Course					X		250,000	GO
								250,000	F
P-209A	L.W. Clapp Park Site Development and Equipment		X					3,750	GO
P-210	13th and West Street Park Childrens Play Area, Walks Softball Fields, Multi-Use Court, and Site Development		X					30,000	GO
								30,000	F

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
P-210A	13th and West Street Park Parking Area					X		15,000 15,000	GO F
P-211	13th and West Street Park Recreation Center					X		300,000	GO
P-212	MacDonald Park Golf Cart Paths and Purchase Equipment	X						10,500	GO
P-213	Sim Park Cart Paths, Rebuild and/or Seal Roads, and Purchase Equipment	X						12,750	GO
P-214	Arkansas River and 21st Street Park					X		25,000 25,000	GO F
P-215	Lawrence Stadium Rehabilitation					X		75,000	GO

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
	<u>PUBLIC BUILDINGS</u>								
FS-3	Fire Station No. 20 and equipment in vicinity of Washington and 29th Street North		X					290,000	GO
FS-4	Fire Station No. 17 and equipment in vicinity of Amidon and 29th Street North		X					267,000	GO
FS-5	Fire Station No. 13 and equipment in vicinity of West Street and Bounous				X			226,000	GO
FS-6	Fire Station No. 18 and equipment in vicinity of Harry Street and Airport Road					X		309,000	GO
FS-14	Fire Training Grounds; 31st and Oliver; Project B, Additional Paving		X					50,000	GO
FS-17	Fire Training Grounds; 31st and Oliver; Project E, Extension of Concere - Driving Training Area		X					52,000	GO
FS-23B	Fire Station No. 16 and equipment in vicinity of Caddy Lane and Central - Construction	X						253,000	GO
L-2	Branch Library; Northeast (Acqulsition and Equipment)	X						300,000	GO
L-3	Branch Library; Construction of new Boulevard Branch to replace rented quarters				X			260,000	GO
L-4	Branch Library; Construction of branch for Westlink to replace rented quarters					X		200,000	GO
PB-14	City Administrative Building	X	X					4,000,000 4,000,000 2,000,000	URA-GO URA-GO URA-GO

project number	project description						project cost	method of financing
		1973	1974	1975	1976	1977		
PB-15	Structural Parking	X					2,500,000	PBC
PB-17	Salt Storage Bins - East Substation	X					50,000	GO
PB-18	Salt Storage Bins - West Substation	X					50,000	GO
PB-19	City Material Yard (Site acquisition)		X				250,000 1,750,000	GO URA
PB-20	City Material Yard (Construction)		X		X		2,000,000 750,000	URA GO
CH-1	Expansion of Community Health Department Building Facilities				X		706,000 470,000	GO F
CH-2	Land Acquisition for Relocation of Parking and Service Facilities Resulting from Expansion of Building Facilities				X		140,000 93,000	GO F
AR-1	New Art Museum Less: Other Funds		X				3,500,000 2,500,000 1,000,000	GO
AR-2	Preliminary Plans for New Art Museum		X				30,000	GO
AR-3	Land Acquisition for Art Museum		X				1,500,000	URA

WATER DEPARTMENT  
UTILITY IMPROVEMENT FUND  
SUMMARY OF EXPENDITURES AND FINANCING  
1972-1978 CAPITAL IMPROVEMENTS  
(In Thousands)

	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>
<b>REVENUE</b>							
Balance UIF Jan. 1	\$1,921	\$5,159	\$2,290	\$1,492	\$ 979	\$ 557	\$ 111
Add: Operating							
Income to UIF	879	761	845	1,602*	1,707	1,812	1,917
Federal Funds	2,980	689					
Revenue Bond							
Issue	<u>6,000</u>						
<b>Sub-Total</b>	<b>\$11,780</b>	<b>\$6,609</b>	<b>\$3,135</b>	<b>\$3,094</b>	<b>\$2,686</b>	<b>\$2,369</b>	<b>\$2,028</b>
<b>EXPENDITURES</b>							
Total Project Cost	\$6,008	\$3,690	\$ 995	\$1,458	\$1,458	\$1,568	\$1,458
Plant Retirement	20	20	20	20	20	20	20
Construction							
Refunding	40	40	40	40	40	40	40
Replacements	<u>553</u>	<u>569</u>	<u>588</u>	<u>597</u>	<u>611</u>	<u>630</u>	<u>644</u>
<b>Year-end Balance</b>	<b>\$5,159</b>	<b>\$2,290</b>	<b>\$1,492</b>	<b>\$ 979</b>	<b>\$ 557</b>	<b>\$ 111</b>	<b>\$ (134)</b>

\*10% Rate Increase

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
	<u>WATER</u>								
W-12	Water Reservoir (7.5 M.G.) New Construction	X						540,000 460,000	R F
W-30	20-Inch Feeder Main; in Hillside from Bayley to Mt. Vernon					X		110,000	C
W-31	24-Inch Feeder Main Extension to serve the Comotara Development Project(37th St from Oliver to Webb Road)	X						229,200 152,800	F C
W-65	Distribution System; Feeder Mains and Main Extension (Unidentified)	X	X		X			995,000 995,000 1,458,000 1,458,000 1,458,000 1,458,000	C C C C C C
W-91	Deep Well Disposal Facilities	X					X	1,313,000	R

SEWER UTILITY FUND  
SUMMARY OF EXPENDITURES AND FINANCING  
1973-1978 CAPITAL IMPROVEMENT PROGRAM

(In Thousands)

	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>
REVENUE:						
Cash Balance Jan. 1	\$1,240	\$1,068	\$ 996	\$ 753	\$ 418	\$ 153
Add: Operating Revenue	2,859	2,895	2,917	2,946	2,978	3,031
Less: Total Expenditures	3,031	2,968	3,159	3,281	3,243	3,166
Add: Revenue Bonds	<u>426</u>	<u>1,490</u>	<u>436</u>	<u>255</u>	<u>255</u>	<u>255</u>
Total Cash & Revenues	\$1,494	\$2,485	\$1,190	\$ 673	\$ 408	\$ 273
EXPENDITURES:						
Total Project Cost	\$2,435	\$4,124	\$2,018	\$1,655	\$1,655	\$1,655
Less: Special Assessments	1,385	1,000	1,000	1,000	1,000	1,000
Federal & State Funds	<u>624</u>	<u>1,635</u>	<u>581</u>	<u>400</u>	<u>400</u>	<u>400</u>
Expenditures	\$ 426	\$1,489	\$ 437	\$ 255	\$ 255	\$ 255
Year-end Balance	\$1,068	\$ 996	\$ 753	\$ 418	\$ 153	\$ 18

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
<u>SEWERS</u>									
ST-1	Digested Sludge Disposal Facilities; Sewage Treatment Plants No. 1 and 2.		X					550,000 550,000	GO (1) F
ST-2	Standby Power and Pumping STP No. 1		X					37,500 37,500	GO (1) F
ST-2A	Standby Power and Pumping STP No. 2		X					47,500 47,500	GO (1) F
ST-3	Sewage Effluent Chlorination Facility			X				181,500 181,500	GO (1) F
ST-5	Pumping and Treatment of Extraneous Flows		X					600,000 600,000	GO (1) F
S-4	Reconstruction of Sanitary Sewer System	X	X		X			105,000 105,000 105,000 105,000 105,000 105,000	GO GO GO GO GO GO
S-5	Sanitary Submain and Lateral for Future Development and Developed Areas which are annexed.	X	X		X			80,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000 50,000 1,000,000	GO (1) SA GO (1) SA GO (1) SA GO (1) SA GO (1) SA GO (1) SA
(1) Outside Debt Limit									

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing	
S-6	Sanitary Sewer to serve County Zoo	X						151,000	GO (1)	
								264,000	F	
									385,000	SA
S-6	Dry Creek Interceptor	X						90,000	GO (1)	
								247,500	F	
									112,500	S
S-6	Interceptors Unidentified			X				100,000	GO (1)	
								275,000	F	
								125,000	S	
								100,000	GO (1)	
								275,000	F	
					X			125,000	S	
								100,000	GO (1)	
								275,000	F	
							X	125,000	S	
								100,000	GO (1)	
								275,000	F	
								125,000	S	
								X	275,000	GO (1)
						100,000	F			
						125,000	S			
	The following Project has not been included in the summary and expenditures and financing for the Sewer Utility Fund.									
ST-4	Treatment Plan Interceptor from Plant I to Plant II			X				3,448,500	GO (1)	
								3,448,500	F	
					X				3,448,500	GO (1)
									3,448,500	F
	(1) Outside Debt Limit									

METROPOLITAN TRANSIT AUTHORITY  
SUMMARY OF EXPENDITURES AND FINANCING  
1972-1978 CAPITAL IMPROVEMENTS PROGRAM

	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>
Cash Balance Jan. 1							
Operating Fund	\$ 52,899	\$ 17,857	\$ (211,201)	\$ (566,080)	\$ (989,056)	\$ (1,531,886)	\$ (2,279,574)
Debt Service Fund	85,899	--	--	--	--	--	--
Revenues	835,831	845,807	858,198	870,390	884,719	884,719	912,471
Revenue Bonds	<u>185,000</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>
Total Cash Balance and Revenues	\$1,159,629	\$ 863,664	\$ 646,997	\$ 304,310	\$ (104,337)	\$ (647,167)	\$ (1,367,103)
Deduct: Total Expenditures	<u>951,629</u>	<u>1,052,365</u>	<u>1,144,977</u>	<u>1,226,766</u>	<u>1,360,949</u>	<u>1,499,007</u>	<u>1,618,927</u>
Cash Available	\$ 208,000	\$ (188,701)	\$ (497,980)	\$ (922,456)	\$ (1,465,286)	\$ (2,146,174)	\$ (2,986,030)
Less:							
Utility Improvement Costs	\$ 570,487	\$ 67,500	\$ 204,500	\$ 200,000	\$ 200,000	\$ 400,000	\$ 400,000
Deduct: Federal Contribution	<u>380,344</u>	<u>45,000</u>	<u>136,400</u>	<u>133,400</u>	<u>133,400</u>	<u>266,600</u>	<u>266,600</u>
UIF Contribution	\$ 190,143	\$ 22,500	\$ 68,100	\$ 66,600	\$ 66,600	\$ 133,400	\$ 133,400
Year-end Cash Balance	\$ 17,857	\$ (211,201)	\$ (566,080)	\$ (989,056)	\$ (1,531,886)	\$ (2,279,574)	\$ (3,119,430)

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
MT-8	5 New 45-Passenger Buses for Replacement		X					66,600	C
								133,400	F
MT-9	5 New 45-Passenger Buses for Replacement			X				66,600	C
								133,400	F
MT-10	5 New 45-Passenger Buses for Replacement				X			66,600	C
								133,400	F
MT-11	10 New 45-Passenger Buses for Replacement					X		133,400	C
								266,600	F
MT-26	46 Side Destination Signs		X					1,500	C
								3,000	F
MT-27	Radio Communication System		X					22,500	C
								45,000	F
MT-29	10 New 45-Passenger Buses for Replacement						X	133,400	C
								266,600	F

**MUNICIPAL AIRPORT  
SUMMARY OF EXPENDITURES AND FINANCING  
(1973-1978)**

(In thousands)

	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>
<b>REVENUE:</b>						
Cash Jan. 1	\$1,883	\$1,826	\$ 807	(\$1,211)	(\$1,197)	(\$1,260)
Operating Revenue	1,747	1,797	1,847	1,897	1,947	1,997
Less: Operating Expenses (excludes Depreciation)	<u>1,449</u>	<u>1,521</u>	<u>1,597</u>	<u>1,677</u>	<u>1,760</u>	<u>1,848</u>
Sub-Total	\$2,181	\$2,102	\$1,057	\$ (991)	(\$1,010)	(\$1,111)
<b>EXPENDITURES:</b>						
Less: Federal Funds*	\$ 885	\$1,500	\$2,968	\$1,690	\$ 770	\$1,828
	<u>530</u>	<u>205</u>	<u>700</u>	<u>1,484</u>	<u>520</u>	<u>385</u>
Total Local Expenditures	\$ 355	\$1,295	\$2,268	\$ 206	\$ 250	\$1,443
Year-end Balance	<u>\$1,826</u>	<u>\$ 807</u>	<u>(\$1,211)</u>	<u>(\$1,197)</u>	<u>(\$1,260)</u>	<u>(\$2,554)</u>

Note: Operating revenue increase estimated \$50,000 per year.  
Operating expenditures increased 5% per year.

\*FAA funds for 1973 are estimated actual from present construction.  
FAA funds for 1974 through 1978 are delayed one year as compared to the CIP to  
allow for preparation of applications and audits prior to actual receipt of FAA funds.

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
	<u>AIRPORT</u>								
A-3A	Maintenance Shops	X						35,000	GO (1)
A-9C	Road Relocations		X					187,500 187,500	GO (1) F
A-9D	Stream Diversion		X					721,500 721,500	GO (1) F
A-9E	Runway 1L-19R & Taxiway Extension		X					575,000 575,000	GO (1) F
A-11	Extend Runway 1R-19L to 8,650 feet					X		484,000 484,000	GO (1) F
A-13A	Extend Cargo Apron				X			150,000 150,000	GO (1) F
A-16	Auto Parking Area	X						40,000	GO (1)
A-17	Roads and Drives			X				250,000	GO (1)
A-18	Utilities Extensions	X						100,000	GO (1)
A-19	Hangars, etc.					X		400,000	GO (1)
A-22	Extend Taxiway 1-A and Construct Taxiway 3B			X				450,000 450,000	GO (1) F
A-23	Extend Taxiway #2 Relocate Taxiway #2N					X		100,000 60,000	GO (1) F
A-23A	Construct Taxiway #2A			X				70,000 70,000	GO (1) F
A-24	Reconstruct Runways and Taxiways	X						320,000 320,000	GO (1) F
A-25	Extend Cargo Building			X				400,000	GO (1)
	(1) Outside Debt Limit								

project number	project description	1973	1974	1975	1976	1977	1978	project cost	method of financing
A-26	Land Purchase for Extension of Runway 1L-19R	X						80,000 80,000	GO (1) F
A-27	Land Purchase for Runway 14L-32R		X					150,000 150,000	GO (1) F
A-28	Construct Taxiway #3B West				X			80,000 80,000	GO (1) F
A-29	Construct Taxiway #2				X			40,000 40,000	GO (1) F
A-30	Construct Taxiway #1				X			40,000 40,000	GO (1) F
A-31	Reconstruct Taxiway #4		X					230,000 230,000	GO (1) F
A-32	Construct Holding Areas for Runways						X	150,000 150,000	GO (1) F
A-33	Taxiway Sign System				X			75,000 75,000	GO (1) F
A-34	Terminal Building Addition	X						200,000	GO (1)
A-35	Fire and Rescue Building and Equipment		X					125,000 125,000	GO (1) F
A-36	Administration and Operations Facility	X						200,000	GO (1)
	(1) Outside Debt Limit								

February 14, 1973

Paul Woods, Chairman, CCSC

Jon W. Coleman, Secretary, CCSC

Proposed CIP 1973-1978

Paul, please find attached the Proposed CIP for 1973-1978 for your review and comment.

I would like to point out that the Art Museum is found on Page 30, designated as AR-1, AR-2, and AR-3. The City Commission has strongly endorsed the Art Museum; however, there is a wide difference of opinion as to where it should be located. No final decision has been made, but some action is expected soon.

In other activities relative to the CCSC Development Plan and report, the MAPD has been developing a study model of the East Douglas area showing how some of the proposed development might occur. The primary purpose of the model is to three dimensionally and photographically show the improvement from the existing to the new. Emphasis will be placed on pedestrian, improvements, sign control, building renovation, greenery, and the proposed Art Museum Complex. The model is still incomplete but is far enough along for a preliminary review by members of the CCSC so they may have some input into the final design phases of the model.

We feel this study model will be the most effective method to communicate our ideas for redevelopment of this area.

We would first like for you to see the model and give us your comments concerning what we have done.

JWC:hb

Attachment

cc: Willard L. Stockwell, Chief Planner, Advance Plans Division  
Gary Pierce, Graphics Supervisor

February 12, 1973

Ralph Wulz, City Manager

Jack H. Galbraith, Chief Planner

DR 72-18 - City of Wichita 1973-1978  
Capital Improvement Program

This is to advise you that the Planning Commission, at their regular meeting on February 8, 1973, considered the above-captioned case. Their action was to find that the proposed program was in conformance with the adopted Comprehensive Plan and they recommended that it be adopted.

JHG:ber

cc: Don Anderson, Director of Administration  
Glen Dockery, Budget Director

WICHITA-SEDGWICK COUNTY

**RE AGENDA ITEM NO. 7**

DATE

**METROPOLITAN AREA PLANNING DEPARTMENT**

February 1, 1973

**TO** Wichita-Sedgwick County Metropolitan  
Area Planning Commission

**FROM** Robert A. Lakin, Director of Planning

**SUBJECT** DR 72-18 - Review of City of Wichita Capital  
Improvement Program - 1973-1978

The Commission has been furnished with the proposed Capital Improvement Program for the City of Wichita. Attached is the City Manager's letter of transmittal, which includes the highlights of the program. The MAPC is required by local law to review the program as to conformance to the adopted comprehensive plan. Your findings and such other recommendations are requested prior to submitting the program to the City Commission.

The Department of Administration will be available to answer questions concerning the program.

RAL:ber

Attachment

cc: Ralph Wulz, City Manager  
Don Anderson, Director of Administration

February 1, 1973

Wichita-Sedgwick County Metropolitan  
Area Planning Commission

Robert A. Lakin, Director of Planning

DR 72-18 - Review of City of Wichita Capital  
Improvement Program - 1973-1978

The Commission has been furnished with the proposed Capital Improvement Program for the City of Wichita. Attached is the City Manager's letter of transmittal, which includes the highlights of the program. The MAPC is required by local law to review the program as to conformance to the adopted comprehensive plan. Your findings and such other recommendations are requested prior to submitting the program to the City Commission.

The Department of Administration will be available to answer questions concerning the program.

RAL:ber

Attachment

cc: Ralph Wulz, City Manager  
Don Anderson, Director of Administration

January 23, 1973

Glen Dockery, Research & Budget Officer

Robert A. Lakin, Director of Planning

Capital Improvement Program - City of Wichita

Attached is a copy of a memo I have sent to the Planning Commission setting up a work session for the first of February. I would anticipate that you or someone from your office would be available to take the Planning Commission through the Capital Improvement Program, particularly the financing table and how the priorities are developed.

I don't know how you intend to accomplish it, but certainly the County Engineer should have copies of the CIP before it comes up for formal hearings, and I would strongly urge that the Model Cities group and perhaps even WACAPI, as well as others who have stated an interest in this program, such as the Center City Steering Committee, have an opportunity to review this program and comment before it is placed on the City Commission agenda.

RAL:ber

cc: Ralph Wulz, City Manager  
Don Anderson, Director of Administration

WICHITA-SEDGWICK COUNTY

DATE

**METROPOLITAN AREA PLANNING DEPARTMENT**

January 24, 1973

**TO** Wichita-Sedgwick County Metropolitan  
Area Planning Commission

**FROM** Robert A. Lakin, Director of Planning

**SUBJECT** Capital Improvement Program - City of Wichita

The City of Wichita has prepared its Capital Improvement Program through the City Manager's Administrative Committee. The Budget Office, which now has charge of the preparation of the CIP, would like to place it before the Planning Commission at its regular meeting of February 8, for its review and consideration. I felt that the Planning Commission would like more than a 10-15 minute look at the program, which would be more in keeping with the formal agenda. Therefore, I suggested that a special work session be held where the Planning Commission could go over the program in more detail. I think this is particularly important in terms of the priorities that are being requested by several groups, including Downtown Wichita Area, the Model Cities people and the Art Museum. In short, there is a real crunch on money in the first two or three years of the program.

I discussed this with the Chairman and would suggest that February 1, before the Subdivision Committee meeting begins, be set aside as a work session on this program. I think a 2-hour time period would probably be sufficient (from 10 to 12) as the work session on the CIP. After this we will break and go for lunch. I will have you called in the next two or three days to see about your availability for this work session.

RAL:ber

cc: Glen Dockery, Research & Budget Officer  
Ralph Wulz, City Manager

SEDERWICK COUNTY  
SUMMARY OF PROPOSED USE OF  
F.A.S. FUNDS BY CATEGORY - YR.  
IN THOUSANDS.

	1973	1974	1975	1976	1977	1978	1979	1980	TOTALS
COUNTY ROADS	246.3	622.9	680.	650	600	425	650	675	4679.2
COUNTY BRIDGES	187.2	28.1	-	-	-	300	-	-	515.3
TOTALS	333.5	681	680	650	600	725	650	675	5194.5

SUMMARY OF TOTAL  
F.A.S. MONEY PROPOSED FOR USE  
BY UNIT-YEAR  
IN THOUSANDS

	1973	1974	1975	1976	1977	1978	1979	1980	TOTALS.
CITY OF WICHITA	755.0	775	640	450	490	-	-	-	3110.0
SEDERWICK COUNTY	533.5	681	680	650	600	725	650	675	5194.5
TOTALS	1288.5	1456	1320	1100	1090	725	650	675	8304.5



CITY OF WICHITA

SUMMARY OF PROPOSED USE OF  
URBAN SYSTEM & FAS FUNDS  
BY CATEGORY - YEAR  
IN THOUSANDS

	1973		1974		1975		1976		1977		1978		Totals	
	U.S.	FAS	U.S.	FAS	U.S.	FAS	U.S.	FAS	U.S.	FAS	U.S.	FAS	U.S.	FAS
EXPRESSWAYS	70	-	-	-	-	-	-	-	-	-	1000	-	70	-
ARTERIALS	2407.5	270	430	650	855	605	-	450	560	490	1400	-	5652.5	2465
TRAFFIC ENGINEER	75	-	70	-	70	-	-	-	-	-	52.5	-	267.5	-
BRIDGES	20	485	85	-	420	35	-	-	-	-	-	-	525	520
DRAINAGE	-	-	-	125	-	-	-	-	-	-	-	-	-	125
TOTALS	<u>2572.5</u>	<u>755</u>	<u>585</u>	<u>775</u>	<u>1345</u>	<u>640</u>	<u>-</u>	<u>450</u>	<u>560</u>	<u>490</u>	<u>1452.5</u>	<u>-</u>	<u>6515</u>	<u>3110</u>

SEDGWICK COUNTY

SUMMARY OF PROPOSED USE OF  
FAS FUNDS BY CATEGORY - YEAR  
IN THOUSANDS

	1973	1974	1975	1976	1977	1978	1979	1980	Totals
COUNTY ROADS	346.3	652.9	680	650	600	425	650	675	4679.2
COUNTY BRIDGES	187.2	28.1	-	-	-	300	-	-	515.3
TOTALS	533.5	681	680	650	600	725	650	675	5194.5

SUMMARY OF TOTAL  
FAS MONEY PROPOSED FOR USE  
BY UNIT - YEAR  
IN THOUSANDS

	1973	1974	1975	1976	1977	1978	1979	1980	Totals
CITY OF WICHITA	755.0	775	640	450	490	-	-	-	3110.0
SEDGWICK COUNTY	533.5	681	680	650	600	725	650	675	5194.5
TOTALS	1288.5	1456	1320	1100	1090	725	650	675	8304.5

SEDGWICK COUNTY

SUMMARY OF PROPOSED USE OF  
FAS FUNDS BY CATEGORY - YEAR  
IN THOUSANDS

	1973	1974	1975	1976	1977	1978	1979	1980	Totals
COUNTY ROADS	346.3	652.9	680	650	600	425	650	675	4679.2
COUNTY BRIDGES	187.2	28.1	-	-	-	300	-	-	515.3
TOTALS	<u>533.5</u>	<u>681</u>	<u>680</u>	<u>650</u>	<u>600</u>	<u>725</u>	<u>650</u>	<u>675</u>	<u>5194.5</u>

SUMMARY OF TOTAL  
FAS MONEY PROPOSED FOR USE  
BY UNIT - YEAR  
IN THOUSANDS

	1973	1974	1975	1976	1977	1978	1979	1980	Totals
CITY OF WICHITA	755.0	775	640	450	490	-	-	-	3110.0
SEDGWICK COUNTY	<u>533.5</u>	<u>681</u>	<u>680</u>	<u>650</u>	<u>600</u>	<u>725</u>	<u>650</u>	<u>675</u>	<u>5194.5</u>
TOTALS	<u>1288.5</u>	<u>1456</u>	<u>1320</u>	<u>1100</u>	<u>1090</u>	<u>725</u>	<u>650</u>	<u>675</u>	<u>8304.5</u>

CITY OF WICHITA

SUMMARY OF PROPOSED USE OF  
URBAN SYSTEM & FAS FUNDS  
BY CATEGORY - YEAR  
IN THOUSANDS

	1973		1974		1975		1976		1977		1978		Totals	
	U.S.	FAS	U.S.	FAS	U.S.	FAS	U.S.	FAS	U.S.	FAS	U.S.	FAS	U.S.	FAS
EXPRESSWAYS	70	-	-	-	-	-	-	-	-	-	-	-	70	-
ARTERIALS	2407.5	270	430	650	855	605	-	450	560	490	1400	-	5652.5	2465
TRAFFIC ENGINEER	75	-	70	-	70	-	-	-	-	-	52.5	-	267.5	-
BRIDGES	20	485	85	-	420	35	-	-	-	-	-	-	525	520
DRAINAGE	-	-	-	125	-	-	-	-	-	-	-	-	-	125
TOTALS	2572.5	755	585	775	1345	640	-	450	560	490	1452.5	-	6515	3110



Post Office Box 4048  
WICHITA, KAN. 67204

Mr. Ray Bruggeman  
Director of Public Works  
City Building  
204 S. Main  
Wichita, KS 67202

Dear Ray:

Our company recently purchased a beautiful lake and the adjoining land at McArthur and Gold streets.

We would like to start planning for the development of this site as soon as possible. We feel that one of the most important considerations for this development will be the extension of McLean Boulevard from its present ending at about 31st South to McArthur Road. Another important road for the project will be the improvement of McArthur Road from the I-235 bypass to Seneca Street.

I understand that the McLean Project from 31st to McArthur has been on the 1974 Capital Improvement list and that improving McArthur to Seneca has been on the 1975 Capital Improvement list. We feel that this lake development must wait for the extension of McLean Boulevard to McArthur before we can proceed.

We would appreciate any consideration the Capital Improvement Committee would give for completing these paving projects as soon as possible.

Sincerely yours,

*Dave Ritchie*

Dave Ritchie

DR:mw

cc: Ralph Wulz  
Dick Linn  
Bob Lakin  
Paul Graves



*Agreement*  
*File in CIP*

To: The Honorable Board of City Commissioners CC 595  
 Subject: Amendments to the 1972 Capital Improvement Budget August 31, 1972

BACKGROUND

During review of the 1972 Capital Improvement Program and Budget, it was determined that certain changes in the program would need to be made.

The following amendments to the 1972 capital improvement budget are recommended to the Board of City Commissioners for their approval and adoption.

1972 AMENDED CAPITAL IMPROVEMENTS

EXPRESSWAYS

From:	E-13	Inner Loop Right-of-Way	\$ 50,000	GO
To:	E-13	Inner Loop Right-of-Way	70,000	GO



Actual cost of land that has been purchased.

ARTERIALS

From:	MS-71	George Washington Boulevard; Pawnee to 800 ft. North of Harry (See B-26)	285,000	GO
			95,000	SA
			380,000	US
To:	MS-71	George Washington Boulevard; Pawnee to 800 ft. North of Harry (See B-26)	810,000	GO
			182,500	SA
			992,500	US

Additional width, drainage, etc. required to meet urban standards. Original project underestimated. Drainage project not included in previous estimate. Revised estimate of standards and scope resulted in increased cost.

From:	MS-93	13th Street; Ridge Road to 1/2 Mile West of Ridge Road	55,000	GO
			55,000	SA
			110,000	FAS
	MS-93A	13th Street; Ridge Road to Big Slough Construction	20,000	GO
			20,000	FAS

City Commission Communication

Subject: Amendments to the 1972 Capital  
Improvement Budget

CC 595-2

To: MS-93 13th Street; from 1/2 Mile West  
of Ridge Road to Big Slough \$330,000 GO  
55,000 SA  
385,000 FAS

Combining projects MS-93 and MS-93A with  
a revised estimate of construction.  
Drainage system was not in original  
estimate. Revised FAS standards and  
geometrics has increased cost.

Add: MS-93B Ridge Road, 600 ft. North of  
13th to 600 ft. South of 13th  
Street 67,000 GO

This project is included in the 13th  
Street FAS project. This will provide  
paving for 13th Street intersection  
approaches.

Delete: MS-94A Inner Loop Connecting Pavement;  
Mathewson to Cleveland 25,000 GO

Included in state highway construction

Delete: MS-147 MacArthur Road; Arkansas River  
to Hydraulic 135,000 GO  
135,000 SA  
270,000 FAS

Preliminary plans being prepared for  
submission as Federal Aid Secondary  
Project for 1973.

From: MS-149 Seneca and Pawnee Intersection  
(Reconstruction) 285,000 GO  
285,000 GO

To: MS-149 Seneca and Pawnee Intersection  
(Reconstruction) 350,000 GO  
350,000 T

Revised estimates for construction.

From: MS-153 13th Street; Big Arkansas  
River to North River Blvd.  
(See B-61) 85,000 GO  
85,000 SA

City Commission Communication

Subject: Amendments to the 1972 Capital Improvement Budget

CC 595-3

To: MS-153 13th Street; Big Arkansas River to North River Blvd. (See B-61) \$135,000 GO  
72,000 SA

The increased cost of this project is due to revised estimated and drainage system.

From: MS-155 13th Street; Little Arkansas River to Waco 50,000 GO  
50,000 SA

To: MS-155 13th Street; Little Arkansas River to Waco 82,000 GO  
42,000 SA

Revised estimate due to increased cost of construction and drainage system.

Delete: MS-177 Main Street; Pine to 12th 165,000 GO  
165,000 SA

Deferred to 1975.

Delete: MS-182 13th Street; Tyler to West Line of Westlink Village Eighth Addition 115,000 GO  
10,000 SA  
125,000 FAS

Plans being prepared by consultant; project being deleted until 1973 or later.

From: MS-192 Harry Street; 600 ft. East of Hillside to 600 ft. West of Oliver 160,000 GO  
160,000 SA

To: MS-192 Harry Street; 600 ft. East of Hillside to 600 ft. West of Oliver 160,000 GO

Most widening has already been done by present owners.

Delete: MS-196 Edgemoor; Orme to Waterman 140,000 GO

Negotiations with Veterans Administration not expected to be completed this year.

City Commission Communication

Subject: Amendments to the 1972 Capital  
Improvement Budget

CC 595-4

Add: MS-223 Zoo Blvd.; Floodway to 1300 ft. \$195,000 GO  
North of 13th Street 175,000 FAS

Required by the construction of new  
bridge at the floodway by the county.

BRIDGES

Delete: B-47 Bridge; Nims and Little Arkansas 262,000 GO  
River 88,000 URA

Any construction on this bridge will depend  
on future park development in that area.

DRAINAGE

Delete: D-3A Dry Creek Diversion; Gypsum 155,000 GO  
Creek to Pawnee (Right-of-Way  
and Relocation)

Delayed one year for right-of-way and plans  
to be developed.

Delete: D-3B Dry Creek Diversion; Gypsum 140,000 GO  
Creek to Pawnee (See B-36 and  
B-45)

Delayed one year for right-of-way and plans  
to be developed.

Add: D-12 Pavement of Parking Lot at Joan 15,000 GO  
of Arc Fountain

FINANCIAL SUMMARY

As a result of this revision to the 1972 Capital Improvement Program,  
the general obligation funds necessary for financing the program  
will increase \$87,000, to a total of \$11,319,700.

Subject: Amendments to the 1972 Capital  
Improvement Budget

CC 595-5

RECOMMENDATION

The City Manager recommends that the revisions to the 1972 Capital  
Improvement Program be approved.

  
Ralph Wilz  
City Manager

Attachment (Commission only)

WICHITA-SEDGWICK COUNTY

DATE

**METROPOLITAN AREA PLANNING DEPARTMENT**

September 13, 1972

TO 1973 City Capital Improvement Program Files  
FROM Jack H. Galbraith, Chief Planner *JHG*  
SUBJECT Request for Paving Extension of Pawnee

On this date in discussion with Edythe Flynn relative to the platting of Cherry Creek Hills Addition, Mrs. Flynn requested that we place the project for paving Pawnee in the 1973 Capital Improvement Program. The paving extension would be from Rock Road east to Cherry Creek Drive. She requested that the additional extension for Pawnee not be placed in the Capital Improvement Program until after additional development occurs.

HG:ber

cc: Dick Linn  
City Engineer

from: \_\_\_\_\_ date: ○

admins. adv. plans com. dev. graphics

- |                                     |                                    |  |                                  |
|-------------------------------------|------------------------------------|--|----------------------------------|
| <input type="checkbox"/> lakin      | <input type="checkbox"/> stockwell | <input type="checkbox"/> gabraith              | <input type="checkbox"/> pierce  |
| <input type="checkbox"/> knisley    | <input type="checkbox"/> looney    | <input type="checkbox"/> lytle                 | <input type="checkbox"/> harbor  |
| <input type="checkbox"/> rathko     | <input type="checkbox"/> mitchell  | <input checked="" type="checkbox"/> young, bob | <input type="checkbox"/> garland |
| <input type="checkbox"/> hoenig     | <input type="checkbox"/> east      | <input type="checkbox"/> gisi                  | <input type="checkbox"/> king    |
| <input type="checkbox"/> scott      | <input type="checkbox"/> colman    | <input type="checkbox"/> mock                  | <input type="checkbox"/> dNis    |
| <input type="checkbox"/> cubanks    | <input type="checkbox"/> hawbaker  | <input type="checkbox"/> shirkey               | <input type="checkbox"/> haines  |
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|--|--------------------------------------|
| <input type="checkbox"/> all staff     | <input type="checkbox"/> information |
| <input type="checkbox"/> comment       | <input type="checkbox"/> files       |
| <input type="checkbox"/> note & return | <input type="checkbox"/> signature   |
| <input type="checkbox"/> handle        | <input type="checkbox"/> library     |

remarks: *File in CIP*  
*file*

THE CITY OF

86



OFFICE OF THE CITY MANAGER  
262-0611 — AREA CODE 316  
CITY BUILDING — 204 S. MAIN ST.  
WICHITA, KANSAS 67202

July 3, 1972

Mr. Thomas C. Triplett  
Martin, Pringle, Schell & Fair  
320 Page Court  
Wichita, Kansas 67202

Dear Mr. Triplett:

Your request that the City consider early action to widen the John Mack Bridge on Broadway over the Arkansas River is acknowledged.

Currently this improvement is scheduled in the City's Capital Improvements Program for 1977. Cost of the project would be paid by the City at large and by federal TOPICS funds.

Copies of your letter are being provided to the City Commission and the Capital Improvements Program Committee for a determination of whether it would be possible to move this project into the 1973 Capital Improvements Program.

Limitations on the availability of local and federal funds for this project may restrict the ability of the City to move it ahead on the capital improvements calendar; however, the change will be considered.

Sincerely,

Ralph Wulz  
City Manager

RW:kjh

cc: Board of City Commissioners w/a  
Robert Lakin, Director of Planning w/a  
Glen Dockery, Budget Officer w/a  
R. W. Bruggeman, Director of Public Works w/a



LAW OFFICES OF  
MARTIN, PRINGLE, SCHELL & FAIR

320 PAGE COURT  
WICHITA, KANSAS 67203  
AREA CODE 316  
265-9311

ROBERT MARTIN  
K. W. PRINGLE, JR.  
WILLIAM F. SCHELL  
DALE FAIR  
WILLIAM L. OLIVER, JR.  
THOMAS C. TRIPLETT  
WAYNE W. WALLACE  
JOHN P. WOLFF  
DOUGLAS K. DUSENBURY  
PAUL B. SWARTZ  
DWIGHT D. WALLACE  
THOMAS P. GARRETSO

WILLIAM PORTER  
OF COUNSEL

June 28, 1972

ROUTING:	
<input checked="" type="checkbox"/>	RW _____
<input type="checkbox"/>	RD _____
JUN 29 1972	
<input type="checkbox"/>	EK _____
<input type="checkbox"/>	FILE <input type="checkbox"/> _____

Mr. Ralph Wulz  
City Manager  
204 South Main  
Wichita, Kansas

Dear Mr. Wulz:

This firm represents Kroh Brothers Development Company of Kansas City, Missouri. Our client has acquired a tract of property located on the southeast corner of the streets of Broadway and Pawnee. A CUP covering the property has been approved subject to platting. A final plat of the property has been submitted for approval. Our client proposes to develop on this property a shopping center that will be almost the same size as the Mall Shopping Center on East Harry.

It is our understanding that the City, as a result of a prior study, has been planning on widening Broadway and the reconstruction or improvement of the John Mack Bridge to four lane standards. According to such plan, this construction would be done with the assistance of federal funding.

Inasmuch as the City has already determined the need for widening Broadway south of Pawnee and reconstructing the bridge and because the proposed improvements by our client, in our opinion, will have a tremendous economic impact on the south part of Wichita, we would like to request that the City implement these plans to widen Broadway and to improve the bridge to four lane standards, with the use of these same federal funds. Since it is anticipated that the improvements by our client will be completed in the early Fall of 1973, it is imperative that this construction be completed prior to August, 1973.

June 28, 1972  
Page 2

We appreciate your consideration in this matter, and please  
feel free to contact us as to any questions you might have.

Very truly yours,

MARTIN, PRINGLE, SCHELL & FAIR

*Thomas C. Triplett*  
Thomas C. Triplett

TCT:mf

PLANNING FOR THE DEVELOPMENT AND FINANCING  
OF A NEW WICHITA ART MUSEUM

July 11, 1972

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## I. Introduction

This report is intended to discuss the goals and objectives of the Wichita Art Museum Board and the City of Wichita for providing adequate museum facilities for the city. Included in the report are a brief history of the development of the Wichita Art Museum, a description of the proposed new museum, a recommendation for the location of the new museum, financing considerations, and a proposed development schedule.

The information contained in this report is drawn from various professional sources and completed reports on specific elements dealing with the construction. The intent of the information presented herein is to point out those facts which lie ahead in the development of a museum facility and those hurdles which must be overcome to allow for the most expedient and efficient planning and construction process.

## II. Assumed Goals and Objectives

The goals and objectives of the Wichita Art Museum Board for the immediate future include the construction of a new museum facility. Indications are that civic leaders and various sectors of the Wichita community have expressed their support for a new museum facility. The Board of City Commissioners has given its approval to the idea of construction of a new museum but it is not aware at the present time of the new proposed cost. The amount of \$1 million in general obligation bonds was

provided for in the 1974 phase of the 1972-77 Capital Improvement Program for the City of Wichita.

The tentative goal of the Wichita Art Museum Board is to locate the Art Museum at a downtown location in Wichita giving easy accessibility from all parts of the city and all tourist facilities such as hotels, motels, and restaurants. The new museum has been projected to contain a total of 63,250 square feet of floor space.

The objective of constructing a new art museum in Wichita concerns both social benefit and economic impact. Museums are generally considered to be cultural rather than economic elements to a community. The community establishes the facilities in order to meet those desires of the public just as we do educational institutions. While the measurement of good or bad is not readily obtainable, the mere indication for desire of such facility as a new museum gives it the tag of public interest thereby becoming a governmental concern and in this case function.

The economic impact of such facilities may be somewhat more definable than the social benefit. Beginning with the construction phase there is an impact on the labor force of the community by placing more dollars in more hands and generating additional potential purchasing power. The long-range economic impact is dependent on the type of facility constructed and, in the case of

a museum, on the type collections and other attractions housed. Obviously, the long-run economic impact relates to attracting tourist trade to the area. Estimated receipts from travelers to Sedgwick County for 1970 show \$62,900,000. Using a conservative estimate of increase caused by an attracting art museum of 5%, the Wichita area economy would experience a basic (outside new) dollar flow of \$3,145,000 per year with an economic impact of \$15,725,000 using the multiplier of 5.

III. The History of the Development of the Wichita Art Museum

The development of the Wichita Art Museum was a slow process in its early stages. The prime motivation for such an institution appeared in 1915 when Mrs. Louisa Caldwell Murdock established a trust in her will which provided the basis for establishing an art collection in Wichita. Under the terms of the trust, income derived from her estate was to be used to purchase art objects for the city. The collection was to be named in honor of Roland P. Murdock. A provision of the trust required that the City provide suitable housing for the collection.

A full decade passed before any concrete action was taken toward creation of a museum facility. In 1925 the City of Wichita approved a construction estimate of \$75,000 to build an art museum. A year later the president of the Park Board was authorized to secure land as a site for the building. Land was acquired at a cost of \$16,500. Two years in 1928 an architect was engaged to

design the building.

The actual construction of the building was delayed until 1935, some twenty years after the Murdock bequest. City bonds were authorized in the amount of \$50,270 and a public works administration grant of \$21,530 was acquired to cover the cost of construction. The Wichita Art Museum was officially opened on September 22, 1935 but it was an art museum without any art to house.

Since the museum lacked a permanent collection of its own, only local works and loaned art were exhibited. The primary function of the museum was educational in nature with major emphasis on the operation of art classes.

The Louisa Caldwell Murdock trust became operative in 1937 with the death of Cornelia S. Caldwell. In 1940 Mrs. Elizabeth Navas was named in the Murdock trust to select and purchase art with trust proceeds and began the collection with the purchase of John Stewart Curry's Kansas Corn Field. In a 23-year period Mrs. Navas was to purchase 167 works of art which became the Roland P. Murdock Collection as stipulated. The collection has since gained the respect and recognition of art critics and professional museum staffs.

Finally in the early 1960's declining earnings of the trust and rising costs of art works prevented further additions to the

Murdock collection. However, other sources had in the meantime contributed a large number of paintings and prints to the permanent museum collections. Almost 300 prints were contributed by the M. C. Naftzger family, and the museum itself successfully attracted numerous gifts of art work and funds. The art museum members' foundation board was established in 1963 and has provided over \$100,000 in gifts since that time. The present value of the entire collection runs into several million dollars with a 1980 estimate of \$16,500,000 assuming normal growth through purchases and gifts.

The administration of the museum is today the responsibility of the Board of the Wichita Art Museum. This board is appointed by the City Commission of Wichita under Ordinance 21-440 passed in November of 1955.

Since its inception the Wichita Art Museum has maintained a philosophy of public service. It is by nature a people-oriented institution. With this attitude the museum has developed programs over the years aimed at reaching the people and offering a wide range of options to them. Starting with art classes in 1935 services have increased until presently a well-balanced program is offered to the public. A number of these services are listed below.

First is the presentation of a permanent collection of nationally important paintings, sculpture, prints, drawings, and

decorative arts, in addition to a program of temporary art exhibitions of a varied nature, film series, lectures, and concerts for adults and children alike. A sales desk in the museum offers a wide range of books, reproductions, slides and catalogs. Related to the sales desk are an art reference library and a sales and rental gallery which assists artists in making their works available to a wide audience. The educational program includes guided tours of the museum as well as visits to public and private schools by the staff and an art mobile.

Thus, with these programs supplemented by news letters and reports to publicize them the Wichita Art Museum attempts to provide a vital cultural service to the citizens of Wichita and visitors to the community.

#### IV. Problem

The present facility of the Wichita Art Museum consists of the original 1935 structure modified by an addition approved in 1962 and completed in 1963 at a cost of \$150,000 obtained from City of Wichita general bonds.

At the time this addition was made it was recognized by all concerned--the City Commission, the City Manager, Board of Wichita Art Museum, Director of the Museum, the architect for the addition, and the Park Board--that this solution was clearly of a temporary nature. All principals involved appreciated that

the ultimate solution demanded a new generally enlarged art museum relocated in the downtown cultural complex area. In 1962 a letter from the City Manager, Russell McClure, to Mrs. Ina Galland, former director and trustee of the museum, he stated that "consideration is now being given to the enlargement of the present art museum and its eventual location in the new civic cultural center." At the present time the park location of the museum provides a pleasant setting but does not offer any integration with other cultural activity locations.

The 1963 addition to the museum helped to alleviate an extremely critical situation but the expanded building was inadequate the day it was reopened. Today the situation is again extremely critical. An art collection worth several million dollars, virtually irreplaceable, is daily being endangered because of inadequate space for proper exhibition and storage. Temporary exhibitions of major importance cannot be considered because of severe spacial limitations and accordingly exhibitions of less than outstanding quality must be shown.

The present building has a total area of slightly over 15,200 square feet. Of this, only 2,170 square feet is available for display of the permanent collection of the Wichita Art Museum and only 2,800 square feet can be used for temporary exhibitions. This space comprises approximately one-fourth of the immediate minimal need. Because of these space inadequacies the museum is

limited in displaying even its most prized collections. Only 25% of the Roland P. Murdock collection, 10% of the Naftzger collection, and 40% of the Evans collection can be shown at one time. All collections and exhibitions are actually endangered because of crowded conditions. In addition, with two-thirds of the museum works in storage it is difficult to actively solicit art and money to purchase art. In the possible event of an offer of a number of Remington's and Russell's the museum would be unable to house them.

Office space for the museum staff is very cramped and inadequate for additional staff or volunteers. In addition the Fire Department has placed a maximum capacity of 150 persons on the auditorium which severely limits its possible uses. As a result the auditorium often overcrowded to the point of discomfort and danger does not meet even 20% of the current needs of the museum. The vault used for storage purposes is both poorly designed and overcrowded. There is a lack of needed spaces in all areas of the museum.

These spacial problems obviously restrict program development and community participation in the activities of the art museum. At the present time there is no provision for meetings of the board or museum affiliated groups at the museum, no facilities for laboratory or photographic work, and no available room for sculpture or three dimensional works of art. The museum is severely limited in all the services it can provide.

As the need for these services increases with population and public awareness there will be a greater demand on the art museum to provide these services. This is demonstrated by the fact that in the years since 1962 use of the museum has drawn from 20,000 visitors to nearly 80,000 visitors per year and is continuing to grow. This increase obviously taxes the limit of the present facility.

V. The Proposed New Museum

The proposed new art museum offers the opportunity to correct the many deficiencies of the present facility. A total area of 63,250 square feet as opposed to the 15,229 square feet now in use would allow room for both current requirements and expansion as growth of the museum continues.

A permanent collection display area of 9,000 square feet would allow the full display of the most prized possessions of the museum to be viewed at all times, and a temporary display area of 12,000 square feet would permit top-notch traveling exhibitions to be viewed for the first time in Wichita. A 10,000-square-foot auditorium would create numerous possibilities for new and expanded programs of the museum. An enlarged studio would aid education while a conference room, laboratory and sculpture court would greatly enhance the value of the museum to its users.

Estimates on the cost of a new art museum for Wichita have

been made by architectural firms and a construction company. They placed the cost at \$3 million for the cost of the building and \$500,000 for land acquisition. However, since the time of that estimate it has been reconsidered with the new estimate reaching close to \$4 million for construction and up to \$500,000 for land acquisition. The financial considerations which will be discussed later in this report will consider the construction costs of the art museum at the original \$3 million figure for discussion purposes.

VI. Proposed Location of New Art Museum Facility

The Center City Steering Committee has focused its efforts on rehabilitation of the East Douglas area. The development would be similar to that which has occurred on West Douglas with the Century II Complex, the Garvey Center, the Public Library, the now-under-construction Chamber of Commerce offices, and the proposed new hotel complex.

The East Douglas development plan includes acquisition of the area generally bounded by Emporia, Washington, William and First Streets. Renovation of the area includes razing of much of the existing property, rehabilitation of other, and construction of public and private structures. Included among the public buildings proposed for construction in this area is an art/historical museum complex.

Proposed plans are to locate the museum complex in the block

north of the Eaton Hotel. Shuttle bus service would be provided between this location and the downtown loop. This proposed location is consistent with the objectives of the Board of the Wichita Art Museum, as stated earlier in this report.

VII. Financial Considerations

Capital Outlay

The construction cost of the proposed new art museum was initially estimated to be \$3 million with an additional \$500,000 necessary for land acquisition. Provided the total project cost is established at \$3.5 million, City of Wichita 20-year general obligation bonds could be sold to finance the \$3 million City share. The foregoing being acceptable, \$1 million in general obligation bonds could be sold in each of the three years 1973, 1974, and 1975 to cover the cost of construction for the new art museum.

The Wichita Art Museum Board is committed to securing \$500,000 to contribute to the project through other sources such as donation gifts, etc.

The following is a breakdown of costs to the City, mill levy requirements, and impact on the City's 8% legal debt limit.

## ART MUSEUM PROJECT ESTIMATED COST

Construction	\$ 2,600,000
Architect	156,000
Miscellaneous Engineering	10,000
Equipment and Furnishings	234,000
Site Acquisition	<u>500,000</u>
Total	\$ 3,500,000

MILL LEVY REQUIREMENTS  
FOR CAPITAL COSTS

<u>Year</u>	<u>Projected Evaluation</u>	<u>Debt Service</u>	<u>Mill Levy Requirement</u>
1974	\$ 592,000,000	\$100,000	.169
1975	607,000,000	197,500	.325
1976	622,000,000	292,500	.470
1977	637,000,000	285,000	.447
1978	652,000,000	277,500	.426

The above costs are calculated using an architect's fee of 6% of the proposed construction cost, 20-year 5% general obligation bonds, and miscellaneous engineering costs based on experiences of recent city building programs.

ART MUSEUM  
\$1,000,000 Per Year @ 5%  
Beginning Fall of 1973

	<u>PRINCIPAL</u>	<u>INTEREST</u>	<u>TOTAL</u>
1974	\$ 50,000	\$ 50,000	\$ 100,000
1975	100,000	97,500	197,500
1976	150,000	142,500	292,500
1977	150,000	135,000	285,000
1978	150,000	127,500	277,500
1979	150,000	120,000	270,000
1980	150,000	112,500	262,500
1981	150,000	105,000	255,000
1982	150,000	97,500	247,500
1983	150,000	90,000	240,000
1984	150,000	82,500	232,500
1985	150,000	75,000	225,000
1986	150,000	67,500	217,500
1987	150,000	60,000	210,000
1988	150,000	52,500	202,500
1989	150,000	45,000	195,000
1990	150,000	37,500	187,500
1991	150,000	30,000	180,000
1992	150,000	22,500	172,500
1993	150,000	15,000	165,000
1994	100,000	7,500	107,500
1995	50,000	2,500	52,500
<b>TOTAL</b>	<b><u>\$3,000,000</u></b>	<b><u>\$1,575,000</u></b>	<b><u>\$4,575,000</u></b>

1972-1977 C.I.P.  
Debt Margin  
(in thousands)

	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
Existing	\$6,000	\$4,915	\$1,491	\$2,974	\$5,854	\$6,709
Art Museum Requirement	--	\$1,000	\$1,000	\$1,000	--	--
Resulting Legal Debt Margin	\$6,000	\$3,915	\$ 491	\$1,974	\$5,854	\$6,709

Operating Expenses

The operating cost presented below is estimated based on reorganization needs presented by the Director of the Art Museum. Estimates for contractual services and commodities are calculated based on current expenditures as measured against proposed facility size and the proposed increase in staff. A projected salary increase of 12% has been built in for the four years between 1972-1976. All operating cost estimates are projected using an opening date of January 1, 1976.

MILL LEVY REQUIREMENTS  
FOR OPERATING COSTS

Year	<u>Present Organization</u>	<u>Proposed Organization</u>	<u>Difference</u>	<u>Mill Levy (Difference)</u>
1973	\$ 159,379	\$ --	\$ --	--
1974	164,160	--	--	--
1975	169,085	--	--	--
1976	174,158	323,751	149,593	.241
1977	179,384	333,464	154,080	.242
1978	184,766	343,469	158,693	.243

The above requirements show cost projections for the proposed organization for a new art museum and the mill levy requirement to finance the difference. The cost projections are based on a 3% growth factor each year.

TOTAL REQUIREMENTS TO FINANCE  
NEW ART MUSEUM AND ORGANIZATION  
1974-1978

(1) <u>Year</u>	(2) <u>Capital Debt Service</u>	(3) <u>Operating Costs</u>	(4) <u>Total Cost</u>	(5) <u>Total Cost Difference (Present vs. Proposed)</u>	(6) <u>Total Mill Levy Requirement (Finances Col. 4 Includes Col. 7)</u>	(7) <u>Additional Mill Levy Requirement (Finances Col. 5 Included in Col. 6)</u>
1974	\$100,000	\$164,160	\$264,160	\$100,000	.446	.169
1975	197,500	169,085	366,585	197,500	.604	.325
*1976	292,500	323,751	616,251	442,093	.991	.711
1977	285,000	333,464	618,464	439,080	.971	.689
1978	277,500	343,469	620,969	436,193	.952	.669

\*1976 first year of new organization

VIII. Proposed Development Schedule

- Present to  
January 1, 1973      During this time period the Board of the  
Wichita Art Museum should settle on  
concrete proposals for the physical  
facility, physical site, and select an  
architect for the project.
- January 1, 1973      The Board of the Wichita Art Museum should  
be ready to submit its proposals to the  
architect and instruct the architect to  
proceed with development of the initial  
plans.
- July 1, 1973      Architect's plans should be complete in  
all phases.
- Note: During the preceding time period procedures to acquire  
the site from whatever source should be transpiring  
with final acquisition planned for not later than  
December 31, 1973.
- August 1, 1973      Architect's plans should be approved and  
accepted by this time. Plans should be  
submitted to contractors for bid prepara-  
tions at this time.
- September 15, 1973      Receive bids from the contractors for  
review by the Board of the Wichita Art  
Museum.

Note: The period between receiving contractors' bids and award of the construction contract will depend on progress of the site acquisition procedures. It is anticipated that site acquisition should be completed with the site prepared for construction not later than January 1, 1974.

January 1, 1974      The construction contract should have been awarded and construction begun by this date.

January 1, 1976      Allowing 24 months for construction, the facility should be accepted and occupied by this date.

The preceding development schedule is dependent in large measure on site acquisition and preparation. Acquisition of the property and preparation of same for construction should receive top priority with maintenance of cost consciousness.