

DR 80-7 - Amendment to the Transportation Plan for the Addition of McLean Blvd. from 29th St. South to 47th Street as an arterial to the Comprehensive Plan.

ACTION

DATE

COMMITTEE

M.A.P.C.

B.C.C./B. CO. C.

M.A.P.C.

M.A.P.C.

4-10-80

4-24-80

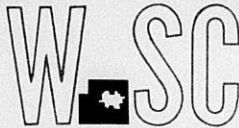
8-28-80

Deferred

approved

Adopted

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4561

September 4, 1980

TO: All Interested Legislative and Administrative Groups
and Agencies

FROM: Robert A. Lakin, Secretary, Wichita-Sedgwick County
Metropolitan Area Planning Commission

SUBJECT: DR 80-7, ADOPTION OF AN AMENDMENT TO THE TRANSPORTA-
TION PLAN ELEMENT OF THE COMPREHENSIVE DEVELOPMENT
PLAN OF THE WICHITA-SEDGWICK COUNTY METROPOLITAN
AREA

Attached for your information and files is a certified copy of the Resolution adopting an amendment to the Transportation Plan Element of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area. The approval action was taken by the Metropolitan Area Planning Commission on April 24, 1980.

In fulfilling the requirements prescribed by law, the Planning Commission did distribute certified copies of the approved Resolution to interested governmental and administrative agencies, and in its meeting of August 28, 1980, having waited the sixty (60) days prescribed by law, and having considered all comments and recommendations, did adopt the attached Resolution.

If you should have any questions concerning this matter, please contact the Wichita-Sedgwick County Metropolitan Area Planning Department.

Sincerely,

Robert A. Lakin
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

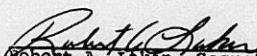
RAL:AML:rh

Attachments: 1. Certificate
2. Resolution

C E R T I F I C A T E

I, Robert A. Lakin, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Sedgwick County, Kansas, do hereby certify that the attached Resolution was adopted by the Wichita-Sedgwick County Metropolitan Area Planning Commission on August 28, 1980. This action completes the adoption of an amendment to the Transportation Plan Element of the Comprehensive Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 10th day of September, 1980.



Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)

R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created, which Commission, pursuant to statutory authority applicable to the City of Wichita and Sedgwick County has heretofore duly made and adopted a Transportation Plan Element of a Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which Comprehensive Plan and amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, the Wichita-Sedgwick County Metropolitan Area Planning Commission may amend, extend and add to the Comprehensive Plan for the Metropolitan Area; and

WHEREAS, said Comprehensive Plan includes as a part thereof the following:

"Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area;" and

WHEREAS, having made and caused to be made careful and comprehensive surveys and studies of present conditions and trends of future growth of the municipality, the Wichita-Sedgwick County Metropolitan Area Planning Commission determined that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area should be readopted as previously amended and further amended thereto as set forth within this Resolution; and

WHEREAS, pursuant to the provisions of K.S.A. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on March 6 and 7, 1980, of a public hearing to be held on the amendments to the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on April 10, 1980, at 3:00 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, did hold the public hearing and voted to continue the hearing in two weeks; and

WHEREAS, the Planning Commission on April 24, 1980, at 1:30 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, did continue the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

WHEREAS, a majority of all members of said Wichita-Sedgwick County Metropolitan Area Planning Commission approved the amendments as set out herein.

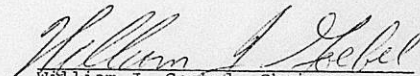
NOW, THEREFORE BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by adding thereto on Revised Map 13A, dated February 3, 1966, that portion of McLean Boulevard from 29th Street South to 47th Street South.

BE IT FURTHER RESOLVED, that notice of the Planning Commission action be given all interested legislative and administrative groups and agencies in the form of a certified copy of the resolution and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendation on such approval within 60 days of the receipt of such resolution; and

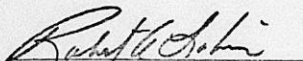
BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that William J. Goebel, Chairman and Robert A. Lakin, Secretary, of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as heretofore adopted, amended, extended and added to, the action hereby taken; and

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal that an attested copy of the resolution accomplishing said amendments and extentions to the Transportation Plan Element of the Comprehensive Plan be certified to the governing body of the City of Wichita and the governing body of Sedgwick County and to all legislative and administrative agencies affected by the plan.

Approved by at least a majority of all the Metropolitan Area Planning Commission members, at Wichita, Kansas, this 24th day of April, 1980.


William J. Goebel, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

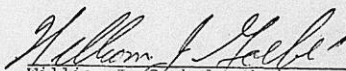
ATTEST:


Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)

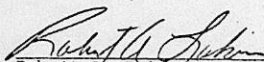
After notice having been given to all interested groups and agencies and 60 days having elapsed since their receipt of such notice, and having considered the comments received by all interested groups and agencies, the foregoing resolution is hereby adopted as approved.

ADOPTED by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 28th day of August, 1980.



William J. Goebel, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:



Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)

7b. Case No. CU-239

Request: Permit to establish Duplex Family Dwellings in proposed "AA" zoning.

Location: Northwest corner of Central & St. Andrews Drive.

8. Case No. Z-2268

Request: "AA" to "R-5"

Location: West side of Zoo Blvd., in an area between 11th & 12th Sts.

9. Case No. Z-2274

Request: "AA" to "A"

Location: South side of 21st Street North, approximately 1150 feet east of 119th Street West.

10. Case No. Z-2276

Request: "AA" to "A", "RB", "B", "BB" & "LC"

Location: East side of Tyler, north of 13th Street.

11. DR 79-17 - Discussion of new zoning district. Staff requests that this be deferred indefinitely.

12. DR 80-15 - Park City Incorporation - Notice from Board of County Commissioners to the MAPC.

13. Amendments to Transportation Plan. Addition of McLean Blvd. extension from 29th Street South to 47th Street South.

14. Other Matters.

Robert A. Lakin
Secretary

WICHITA-SEDGWICK COUNTY

DATE 8/21/80

METROPOLITAN AREA PLANNING DEPARTMENT

TO Members of the Metropolitan Area Planning Commission
FROM Robert A. Lakin, Director of Planning
SUBJECT AMENDMENT TO TRANSPORTATION PLAN: McLEAN BLVD. EXTENSION

At the MAPC meeting on April 24, 1980, the Commission held a public hearing on the proposed addition of McLean Boulevard from 29th St. South to 47th St. South to the Transportation Plan. After the hearing, the MAPC voted 8-1 to approve a resolution adding the arterial extension to the Transportation Plan. After a 60-day period to receive comments from interested parties and agencies, the proposed addition is being resubmitted to the MAPC for formal adoption (see the attached resolution).

As you may recall, this action is being taken as a result of the Board of City Commissioners' vote on June 26, 1979, to rescind any action taken by previous Commissions to vacate or abandon the extension of McLean Blvd. Formal adoption of this amendment simply places the arterial route onto the Plan and enables the City to retain existing street right-of-way. The City's Capital Improvement Program does not include any project to build this extension of McLean Blvd.


Robert A. Lakin
Director of Planning 13

RAL:AWL:rh
Attachment

R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created, which Commission, pursuant to statutory authority applicable to the City of Wichita and Sedgwick County has heretofore duly made and adopted a Transportation Plan Element of a Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which Comprehensive Plan and amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, the Wichita-Sedgwick County Metropolitan Area Planning Commission may amend, extend and add to the Comprehensive Plan for the Metropolitan Area; and

WHEREAS, said Comprehensive Plan includes as a part thereof the following:

"Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area;" and

WHEREAS, having made and caused to be made careful and comprehensive surveys and studies of present conditions and trends of future growth of the municipality, the Wichita-Sedgwick County Metropolitan Area Planning Commission determined that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area should be readopted as previously amended and further amended thereto as set forth within this Resolution; and

WHEREAS, pursuant to the provisions of K.S.A. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on March 6 and 7, 1980, of a public hearing to be held on the amendments to the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on April 10, 1980, at 3:00 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, did hold the public hearing and voted to continue the hearing in two weeks; and

WHEREAS, the Planning Commission on April 24, 1980, at 1:30 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, did continue the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

WHEREAS, a majority of all members of said Wichita-Sedgwick County Metropolitan Area Planning Commission approved the amendments as set out herein.

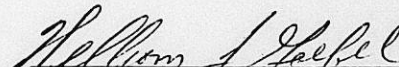
NOW, THEREFORE BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by adding thereto on Revised Map 13A, dated February 3, 1966, that portion of McLean Boulevard from 29th Street South to 47th Street South.

BE IT FURTHER RESOLVED, that notice of the Planning Commission action be given all interested legislative and administrative groups and agencies in the form of a certified copy of the resolution and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendation on such approval within 60 days of the receipt of such resolution; and


BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that William J. Goebel, Chairman and Robert A. Lakin, Secretary, of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as heretofore adopted, amended, extended and added to, the action hereby taken; and

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal that an attested copy of the resolution accomplishing said amendments and extensions to the Transportation Plan Element of the Comprehensive Plan be certified to the governing body of the City of Wichita and the governing body of Sedgwick County and to all legislative and administrative agencies affected by the plan.

Approved by at least a majority of all the Metropolitan Area Planning Commission members, at Wichita, Kansas, this 24th day of April, 1980.


William J. Goebel, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:


Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)

After notice having been given to all interested groups and agencies and 60 days having elapsed since their receipt of such notice, and having considered the comments received by all interested groups and agencies, the foregoing resolution is hereby adopted as approved.

ADOPTED by at least a majority of all the Metropolitan Area Planning Commissioners at Wichita, Kansas, this 28th day of August, 1980.

William J. Goebel, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:

Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)

CITIZEN PARTICIPATION

June 3, 1980

DR 80-7

E. H. Denton, City Manager

Ginny Schrag, CPO Administrative Aide

Paving Petition for Gold Street
from MacArthur to 35th Street South

At its meeting of June 2, CPO Area Council "C" considered the captioned item. The Council voted 7-0 to recommend the paving petition be denied on the grounds that the paving of Gold from MacArthur to 35th Street would create more traffic on Gold north of 35th Street, a street paved to residential standards and not designed to carry collector traffic.


Please inform the City Commission of the Council's action and concerns when the item is discussed on June 10. Thank you.


Ginny Schrag
CPO Administrative Aide

GS:rs

cc: Mike Lindebak, Program Development Engineer
✓ Willard Stockwell, Chief Planner, Advanced Plans

Noted:


Sarah Gilbert
Assistant CP Coordinator

RECEIVED

JUN 5 1980

METROPOLITAN PLANNING
ROUTE

WICHITA-SEDGWICK COUNTY

DATE 5/5/80

METROPOLITAN AREA PLANNING DEPARTMENT

TO E. H. Denton, City Manager
FROM Robert A. Lakin, Director of Planning
SUBJECT Addition of McLean Blvd. Extension to Transportation Plan

At their meeting on April 24, 1980, the Metropolitan Area Planning Commission approved by an 8-1 vote a resolution adding the extension of McLean Boulevard from 29th St. South to 47th St. South to the Transportation Plan.

Copies of the approved resolution and certificate are attached. As allowed by state law, all interested parties and agencies affected by this action are given 60 days, from the date of this memo, to make comments on this amendment. After the 60-day period, the matter will again be presented to the MAPC for formal adoption of the amendment to add McLean Blvd. to the Transportation Plan.

If you have questions pertaining to this procedure, please call.


Robert A. Lakin
Director of Planning

RAL:AWL:rh
Attachment

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING

DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4361

May 5, 1980

TO: All Interested Legislative and Administrative Groups
and Agencies

FROM: Robert A. Lakin, Secretary, Wichita-Sedgwick County
Metropolitan Area Planning Commission

SUBJECT: DR 80-7, ADOPTION OF AN AMENDMENT TO THE TRANSPORTA-
TION PLAN ELEMENT OF THE COMPREHENSIVE DEVELOPMENT
PLAN OF THE WICHITA-SEDGWICK COUNTY METROPOLITAN
AREA

Attached for your information and files is a certified copy of the Resolution approving the proposed adoption of an amendment to the Transportation Plan Element of the Comprehensive Development Plan for the Wichita-Sedgwick County Metropolitan Area. The approval action was taken by the Metropolitan Area Planning Commission on April 24, 1980.

In fulfilling the requirements prescribed by law, the Planning Commission is now distributing certified copies of the approved Resolution to interested governmental and administrative agencies. After waiting the sixty (60) days prescribed by law, the Planning Commission will meet to consider the comments and recommendations on the proposed amendment and consider adopting the Amended Plan Element.

If you should have any questions concerning this matter, please contact the Wichita-Sedgwick County Metropolitan Area Planning Department.

Sincerely,

Robert A. Lakin
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

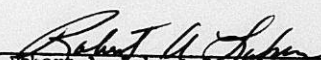
RAL:AWL:rh

Attachments: 1. Certificate
2. Resolution

C E R T I F I C A T E

I, Robert A. Lakin, duly elected, authorized and acting as Secretary of the Wichita-Sedgwick County Metropolitan Area Planning Commission, Sedgwick County, Kansas, do hereby certify that the attached Resolution was approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission on April 24, 1980, leading forward to the adoption of an amendment to the Transportation Plan Element of the Comprehensive Plan of the Wichita-Sedgwick County Metropolitan Area.

Given under my hand and seal this 5th day of May, 1980.


Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)

R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created, which Commission, pursuant to statutory authority applicable to the City of Wichita and Sedgwick County has heretofore duly made and adopted a Transportation Plan Element of a Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which Comprehensive Plan and amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, the Wichita-Sedgwick County Metropolitan Area Planning Commission may amend, extend and add to the Comprehensive Plan for the Metropolitan Area; and

WHEREAS, said Comprehensive Plan includes as a part thereof the following:

"Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area;" and

WHEREAS, having made and caused to be made careful and comprehensive surveys and studies of present conditions and trends of future growth of the municipality, the Wichita-Sedgwick County Metropolitan Area Planning Commission determined that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area should be readopted as previously amended and further amended thereto as set forth within this Resolution; and

WHEREAS, pursuant to the provisions of K.S.A. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on March 6 and 7, 1980, of a public hearing to be held on the amendments to the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on April 10, 1980, at 3:00 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, did hold the public hearing and voted to continue the hearing in two weeks; and

WHEREAS, the Planning Commission on April 24, 1980, at 1:30 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, did continue the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

WHEREAS, a majority of all members of said Wichita-Sedgwick County Metropolitan Area Planning Commission approved the amendments as set out herein.

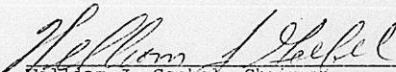
NOW, THEREFORE BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by adding thereto on Revised Map 13A, dated February 3, 1966, that portion of McLean Boulevard from 29th Street South to 47th Street South.

BE IT FURTHER RESOLVED, that notice of the Planning Commission action be given all interested legislative and administrative groups and agencies in the form of a certified copy of the resolution and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendation on such approval within 60 days of the receipt of such resolution; and

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that William J. Goebel, Chairman and Robert A. Lakin, Secretary, of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as heretofore adopted, amended, extended and added to, the action hereby taken; and

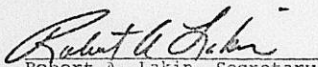
BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal that an attested copy of the resolution accomplishing said amendments and extensions to the Transportation Plan Element of the Comprehensive Plan be certified to the governing body of the City of Wichita and the governing body of Sedgwick County and to all legislative and administrative agencies affected by the plan.

Approved by at least a majority of all the Metropolitan Area Planning Commission members, at Wichita, Kansas, this 24th day of April, 1980.



William J. Goebel, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:



Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)

R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created, which Commission, pursuant to statutory authority applicable to the City of Wichita and Sedgwick County has heretofore duly made and adopted a Transportation Plan Element of a Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which Comprehensive Plan and amendments, extensions and additions are all incorporated herein by reference; and

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WHEREAS, said Comprehensive Plan includes as a part thereof the following:

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WHEREAS, having made and caused to be made careful and comprehensive surveys and studies of present conditions and trends of future growth of the municipality, the Wichita-Sedgwick County Metropolitan Area Planning Commission determined that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area should be readopted as previously amended and further amended thereto as set forth within this Resolution; and

WHEREAS, pursuant to the provisions of K.S.A. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on March 6 and 7, 1980, of a public hearing to be held on the amendments to the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on April 10, 1980, at 3:00 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, did hold the public hearing and voted to continue the hearing in two weeks; and

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WHEREAS, a majority of all members of said Wichita-Sedgwick County Metropolitan Area Planning Commission approved the amendments as set out herein.

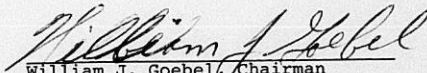
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BE IT FURTHER RESOLVED, that notice of the Planning Commission action be given all interested legislative and administrative groups and agencies in the form of a certified copy of the resolution and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendation on such approval within 60 days of the receipt of such resolution; and


BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that William J. Goebel, Chairman and Robert A. Lakin, Secretary, of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as heretofore adopted, amended, extended and added to, the action hereby taken; and

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal that an attested copy of the resolution accomplishing said amendments and extensions to the Transportation Plan Element of the Comprehensive Plan be certified to the governing body of the City of Wichita and the governing body of Sedgwick County and to all legislative and administrative agencies affected by the plan.

Approved by at least a majority of all the Metropolitan Area Planning Commission members, at Wichita, Kansas, this 24th day of April, 1980.


William J. Goebel, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:


Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)

McLean Extension Gets OK

Area Residents Tired of Waiting

By RICHARD TAPSCOTT

Staff Writer

Marvin Gates, of 3314 Exchange, said he had been "kicked around long enough."

Phyllis Biggerstaff, of 3035 S. McLean, was weary of waiting as well.

"We don't know if it's coming through tomorrow, a year from now or 10 years from now," Biggerstaff said. "I'm tired of being dictated to."

Gates and Biggerstaff got little comfort Thursday from the Metropolitan Area Planning Commission. They and other southwest Wichita residents found out that the MAPC favors the controversial extension of McLean Boulevard.

The question of "when" went unanswered, because the MAPC's 8-to-1 vote means only that the nearly \$2 million project will be placed back on the city's transportation plan. Funding and the precise design of the roadway still could be years away.

The McLean extension has been causing turmoil for nearly a decade, having been moved forward and backward many times.

Initial planning called for realigning the road between 29th Street South and 31st, then extending four lanes south to MacArthur (39th Street).

The trouble with the plans, laid to relieve congestion along South Broadway and South Seneca, is that they would lead the roadway within 10 feet of some homes' back doors.

Biggerstaff told the commission that area residents fear they will be left with homes that are little more than islands in a sea of roaring vehicles.

And she told of frustration with the on-again, off-again proposal.

"We've been told not to build on additions to our homes," she said. "Something is hanging over our heads for 10 years. There's no way we can even sell our homes under the conditions there are now."

(See McLEAN, 3C, Col. 1)

McLean Extension Gets OK From the MAPC

★ From Page 1C

She said that, if the plans progress, the city should buy homes and relocate residents.

By voting to add the project to transportation plans, the MAPC was attempting to preserve right-of-way for the road, should it ever be built. The city's six-year plan for capital improvement spending does not include funds for McLean.

Among zoning decisions made by the MAPC Thursday were:

● Approval on a 5-to-2 vote of apartment development on 20 acres northwest of 45th Street South and Clarence.

● Approval for light industrial development on 36 acres south of 47th Street South between the Kansas Turnpike and Lulu.

● Approval for residential development of 13 acres north of 63rd Street South about one-quarter mile east of Hydraulic.

Engle Friday 4-25-80

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

AGENDA

APRIL 24, 1980

The regular meeting of the Wichita-Sedgwick County Metropolitan Area Planning Commission will be held on Thursday, April 24, 1980, in the City Commission Meeting Room, First Floor, City Hall, 455 North Main, Wichita, Kansas, beginning at 1:30 p.m.

The following items will be considered:

1. Approval of the minutes of March 27, 1980.

2. Continuation of public hearing on adding McLean Blvd. from 29th Street South to 47th Street as an arterial to the Comprehensive Plan

*Passed 8-1
Shook-770*

3. D-0945 - Pebble Creek Company grants a 20-foot utility easement in the SW 1/4 5-27-2E, west of Pebble Green Addition, the center line of which is described as: beginning at a point on the south line of 5-27-2F, 20 feet west of the south quarter corner; thence northerly parallel to and 20 feet west of the east line of said SW 1/4 a distance of 1,075 feet; thence northwesterly at a deflection of 26° 30' 00", 260 feet; thence northeasterly at a deflection of 71° 30' 00", 164.06 feet; thence northerly parallel with and 20 feet west of the east line of said SW 1/4, 176.31 feet; thence westerly at a deflection of 90° 00' 00", 400 feet; thence southwesterly at a deflection of 45° 00' 00", 150 feet. Generally located north of 21st Street, 1/2 mile east of Rock Road.

SUBDIVISION COMMITTEE RECOMMENDATION: APRIL 17, 1980:

That this dedication be accepted.

4. V-1018 - E. B. and Doris J. Greenway, et. al., request the vacation of a portion of an alley, described as the north-south alley adjacent to Lots 13 through 48, Mills Addition. Generally located between Mosley and Washington and between 13th & 14th Streets.

SUBDIVISION COMMITTEE RECOMMENDATION: APRIL 17, 1980:

That this vacation be approved subject to:

PROJECT #	SLIDE #		PROJECT #	SLIDE #	
		4-24 00 MAPS			
1 PRJ 01	SLD 3	D-0945 MAP	01 PRJ 69	SLD 7	Z-2234 MAP
PRJ 02	SLD 4	V-1018 "	PRJ 69	SLD	Aerial
PRJ 03	SLD 5	V-1019 "	PRJ 70	SLD	OUTSIDE PHOTOS
PRJ 04	SLD 6	V-1020 "	PRJ 71	SLD	↓ ↓
PRJ 05	SLD 7	S/D 20-23 "	PRJ 72	SLD	↓ ↓
PRJ 06	SLD	P. PLAT	05 PRJ 01	SLD 13	Z-2235 MAP
PRJ 07	SLD	SITE PLAN	PRJ 02	SLD	OUTSIDE PHOTOS
PRJ 08	SLD	FINAL PLAT	PRJ 1	SLD	↓ ↓
PRJ 09	SLD	S/D 20-25 MAP	PRJ 07	SLD	↓ ↓
PRJ 10	SLD	S PLAT	PRJ 08	SLD 13	Z-2236 MAP
PRJ 11	SLD	F PLAT	PRJ 09	SLD	OUTSIDE PHOTOS
PRJ 12	SLD	S/D 20-26 MAP	PRJ 1	SLD	↓ ↓
PRJ 13	SLD	F. PLAT	PRJ 15	SLD	
PRJ 14	SLD	S/D 20-27 MAP	PRJ 16	SLD 20	Z-2237 MAP
PRJ 15	SLD	S PLAT	PRJ 17	SLD	Aerial
PRJ 16	SLD	F PLAT	PRJ 18	SLD	PLAT
PRJ 17	SLD	S/D 20-15 MAP	PRJ 19	SLD	OUTSIDE PHOTOS
PRJ 18	SLD	S. PLAT	PRJ 1	SLD	↓ ↓
PRJ 19	SLD	F. PLAT	PRJ 09	SLD	↓ ↓
PRJ 24	SLD	12 Subdivision Reg	PRJ 00	SLD 21	Z-2238 MAP
PRJ 21	SLD		PRJ 01	SLD	Aerial
PRJ 26	SLD		PRJ 02	SLD	PLAT
2 PRJ	SLD	19 See OTHER LIST	PRJ 03	SLD	OUTSIDE PHOTOS
PRJ	SLD		PRJ 1	SLD	↓ ↓
1 PRJ 27	SLD	4 Z-2221 MAP	PRJ 04	SLD	
PRJ 28	SLD	Aerial	PRJ 05	SLD	DR 20-5 MAP
PRJ 29	SLD	OUTSIDE PHOTOS	PRJ 07	SLD	↓
PRJ 31	SLD	↓ ↓	PRJ 41	SLD	Aerial 5649
PRJ 33	SLD		PRJ 47	SLD	MAP
PRJ 39	SLD	15 Z-2231 MAP	PRJ 42	SLD	MAP
PRJ 40	SLD	OUTSIDE PHOTOS	PRJ 43	SLD	OUTSIDE PHOTOS
PRJ 41	SLD	↓ ↓	PRJ 44	SLD	↓ ↓
PRJ 54	SLD		PRJ 45	SLD	↓ ↓
PRJ 55	SLD	16 SCZ-0452 MAP	PRJ	SLD	
PRJ 56	SLD	Aerial	PRJ	SLD	
PRJ 57	SLD	PLAT	PRJ	SLD	
PRJ 58	SLD	OUTSIDE PHOTOS	PRJ	SLD	
PRJ 61	SLD	↓ ↓	PRJ	SLD	
PRJ 62	SLD		PRJ	SLD	

IDENTIFICATION		PROJECTOR	IDENTIFICATION	
SLIDE #			SLIDE #	
	MURDOCK MCLEAN			
PRJ 01	SLD 2-2216 MAP		PRJ	SLD
PRJ 02	SLD Outside Photos		PRJ	SLD
PRJ 1	SLD ↓ ↓		PRJ	SLD
PRJ 10	SLD ↓ ↓		PRJ	SLD
PRJ 15	SLD A2 Aerial		PRJ	SLD
PRJ 16	SLD ↓ Base		PRJ	SLD
PRJ 17	SLD A3 Aerial		PRJ	SLD
PRJ 18	SLD ↓ Base		PRJ	SLD
PRJ 19	SLD A4 Aerial		PRJ	SLD
PRJ 20	SLD ↓ Base		PRJ	SLD
PRJ 21	SLD A6 Aerial		PRJ	SLD
PRJ 22	SLD ↓ Base		PRJ	SLD
PRJ 23	SLD B1 Aerial		PRJ	SLD
PRJ 24	SLD ↓ Base		PRJ	SLD
PRJ 25	SLD C2 Aerial		PRJ	SLD
PRJ 26	SLD ↓ Base		PRJ	SLD
PRJ 27	SLD Murdock Realignment - Est Cost		PRJ	SLD
PRJ 28	SLD BLANK		PRJ	SLD
PRJ 29	SLD A1 Aerial		PRJ	SLD
PRJ 30	SLD ↓ Base		PRJ	SLD
PRJ 31	SLD A5 Aerial		PRJ	SLD
PRJ 32	SLD ↓ Base		PRJ	SLD
PRJ 33	SLD B2 Aerial		PRJ	SLD
PRJ 34	SLD ↓ Base		PRJ	SLD
PRJ 35	SLD C1 Aerial		PRJ	SLD
PRJ 36	SLD ↓ Base		PRJ	SLD
PRJ 37	SLD BLANK		PRJ	SLD
PRJ 38	SLD TRANS PLAN MAP 13A		PRJ	SLD
PRJ 39	SLD Base MAP - SHOWING EXT		PRJ	SLD
PRJ 40	SLD TRAFFIC FLOW MAP		PRJ	SLD
PRJ 41	SLD Aerial Map - Location		PRJ	SLD
PRJ 42	SLD Alt A1		PRJ	SLD
PRJ 43	SLD ↓		PRJ	SLD
PRJ 44	SLD ↓		PRJ	SLD
PRJ 47	SLD Alt B1		PRJ	SLD
PRJ 48	SLD ↓		PRJ	SLD
PRJ 51	SLD ↓		PRJ	SLD
PRJ 52	SLD Alt C1		PRJ	SLD

Motion
Photo

Slide
#

Title

1. Current Transportation Plan w/o McLean Extension
2. Transp. Plan showing proposed amendment McLean - 29th to 47th Street South.
3. Proposed location & Design MacArthur to.

McLean Extension

Slide

- #1 Current Transportation Plan Map 13A.
- #2 Map 13A showing proposed amendment location McLean Extension 29th to 47th Sts. S.
- #3 Aerial showing location 29th to MacArthur
- #4 Proposed Design - MacArthur to S. of I-235
- #5 " " - at McLean pass under I-235
- #6 " " - 35th Street S. intersection - also entrance to South Highschool
- #7 " " 33rd Street S. intersection show overhead Ped. X-walk.
- #8 " " 31st Street Intersection ^{Blue show} Prop. to be ^{Required}
- #9 Transition into Existing McLean
- #10 " " (alternate for Pedestrian Crosswalk at 33rd Street S.
- #11 " " ^{Intersection} Alternate Design at 35th
- #12 " " Alternate Design at 31st

#13

Design Cross-section

#14

Estimated Cost - at 1978 prices.

#1 Transportation Plan (Current) - Map 13A

#2 Traffic Flow Map - 1978 Counts

Some traffic volumes not shown:

Seneca:

N. of Pawnee 18,742 ADT

S. of Pawnee 22,083 ADT

N. of 31st ~~15,983~~ 17,252

S. of 31st ~~14,476~~ 16,421

N. of MacArthur 15,933

S. of " 11,076

N. of 47th 12,263

S. of " 14,602

McLean:

N. of Pawnee 9,671

N. of 31st 5,318

Broadway

N. of 31st 15,028

#39 #3 Map showing McLean Extension Location

April 11, 1980

Dear Sir,

I understand that you are considering reviving the plan to extend McLean Blvd. south to 47th Street. I wish to express my support of this project. I am not able to get off work to testify at your hearings. There has been quite a bit of construction in the southwest part of town the last few years and the arterial streets are becoming increasingly crowded in this part of town. The extension of McLean Blvd. would take much of the overcrowding off of Seneca and Broadway. I understand that there is some opposition among some of the adjoining land owners, however, the project would greatly benefit the city as a whole and, especially, the southwest area residents. I have talked with many of my neighbors and they are, without exception, in favor of the extension. I am sure that the residents of Wichita could vote on this project, they would approve it overwhelmingly.

I am sure that a few land owners complained when the canal route was proposed but who can deny how much it has helped our city. I am sure that the extension of McLean would fall into this same category.

Sincerely,

Robert D. Lawrence

4508 South Dak

Wichita, Kansas 67217

RECEIVED

APR 14 1980

METROPOLITAN PLANNING
ROUTE _____

15 Apr 80

Dear Sir:

As I will be unable to attend the hearings, I am writing to inform you of my opinion regarding the extension of M^cLean Blvd. from 31st to 47th St.

I am very much FOR this extension. I live in the area just north of 47th + between Broadway + Seneca. I am often required to be in the downtown area (City Library, St. Francis Hospital, Better Book Room, etc) and the only way to get there is backtracking one way or the other to Broadway or Seneca. Traffic on both of these streets is unbelievable and I am sure that extending McLean will not only make travelling downtown quicker but alleviate the congestion on these thoroughfares.

I can appreciate the unhappiness of those whose front yards will be set back but I trust that you, in making this decision, will do what benefits the majority not the minority.

Sincerely,

Connie L. Lawrence
4508 S. Oak
Wichita, Ks 67217

RECEIVED

APR 16 1980

METROPOLITAN PLANNING

ROUTE

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RECEIVED

APR 16 1980

METROPOLITAN PLANNING

ROUTE

MAPC April 10, 1980
McLean Blvd.

Speakers

1. CPO Area C Chairman Walt (?)
2. Marwin Gates(?)
3. Phyllis Siggertoff
4. Verma Lee Boyer
5. Paul Lowe

Motion to defer 2 weeks



MAPC April 24, 1980

Speakers

Phyllis Siggertoff

Addition of McLean Blvd. to Trans. Plan

Approved

14. Case No. Z-2233

Request: "AA" to "BD"

Location: West side of Webb Road, in an area north of Kellogg.

15. Case No. DP-76

Request: Amendment to Gardners Riverlawn Commercial C.U.P.

Location: North side of 21st Street North, in an area
between Coolidge and Amidon.

THIS ITEM WILL NOT BE HEARD BEFORE 3:00 P.M.

16. McLean Blvd. Extension Amendment of Comprehensive Plan -
Memo enclosed to the Planning Commission

*Hearing continued
in 2 weeks (4-24)*

17. Review & Requested approval of the Annual FY81, Overall
Program Design (OPD) - Basis for Federal Fund Application. -
Memorandum enclosed to the Planning Commission

18. Designation of County Department of Environmental Resources
as a member of the Utility Advisory Committee.

19. Other Matters.

Robert A. Lakin
Secretary

THE CITY OF WICHITA
OFFICE OF CITIZEN PARTICIPATION

DATE April 7, 1980

TO Jack Galbraith, Chief Planner, Current Plans

FROM Ginny Schrag, CPO Administrative Aide

SUBJECT McLean Boulevard Extension

At their meeting of March 17, the Area "C" CPO Council discussed the captioned subject and the scheduled hearing to place it back on the City's Transportation Plan. Several affected residents were present to express their opposition to the extension.

The Council voted unanimously to recommend to the Metropolitan Area Planning Commission that the extension of McLean Boulevard from 29th to 47th Street South not be put back on the Transportation Plan for the following reasons:

- 1) too much money already spent
- 2) previous deletion from the Transportation Plan
- 3) strong opposition presently and in the past,

and to reaffirm the Councils' priorities for the widening of Seneca and, secondly, the widening of Broadway.

Please inform the MAPC of the Councils' action when they consider the case on April 10. Thank you.

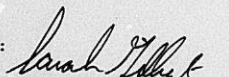
Sincerely,



Ginny Schrag
CPO Administrative Aide

GS:rs

Noted:



Sarah Gilbert
Assistant CP Coordinator



THE CITY OF WICHITA
OFFICE OF CITIZEN PARTICIPATION

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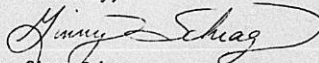
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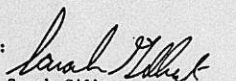
Sincerely,



Ginny Schrag
CPO Administrative Aide

GS:rs

Noted:



Sarah Gilbert
Assistant CP Coordinator

WICHITA PUBLIC SCHOOLS
ADMINISTRATION BUILDING
428 South Broadway
WICHITA, KANSAS 67202

RECEIVED

APR 7 1980

METROPOLITAN PLANNING
ROUTE

Secondary Education

April 4, 1980

Wichita-Sedgwick County
Metropolitan Area Planning Department
City Hall
455 North Main Street
Wichita, Kansas 67202

Attention: Mr. Willard L. Stockwell, Chief Planner of Advance Plans Div.

Dear Mr. Stockwell:

I have in hand a copy of a memo from you to Sarah Gilbert relative to an amendment to add McLean Blvd. to the Transportation Plan. Your memo stated that a public hearing on the issue would be held April 10, 1980. This is during the week of our spring break and neither I nor Dr. Richard Holstead, Director of School Plant Planning and Operation Services, will be able to attend as we will be out of town.

We have, in the past, presented to the Travel Commission, MAPC, and others our position supporting the extension of McLean Blvd. Our only city-wide facility for football is at the South High site. We are faced at each event with tremendous traffic problems which serve to irritate our fans and discourage others from even attending. An extension of McLean would make it possible for the construction of a gate on the east of the South High site so that all vehicular traffic would not have to exit to the West onto an already overcrowded Seneca Street.

We have been unsuccessful in our attempts to secure exit and egress lanes on the bypass to and from the east so, at the moment, our travel to the east must exit on 34th Street and onto Seneca or Osage before they can proceed to the east.

These arguments have been presented as I said before. They are even more valid today since two thousand additional spectator seats have been added to the South High Stadium.

Thanks for your consideration.

Sincerely,

David S. McElhiney

David S. McElhiney,
Director of Secondary Education

se

cc: Dr. W. L. McClanahan

WICHITA HIGH SCHOOL SOUTH
Wichita Public Schools
701 W. 33rd Street South
WICHITA, KANSAS 67217

April 4, 1980

RECEIVED

APR 7 1980

METROPOLITAN PLANNING
ROUTE

Wichita-Sedgwick County Metro Area Planning Dept.
City Hall
455 North Main
Wichita, Kansas 67202

Attention: Mr. Willard L. Stockwell,
Chief Planner of Advanced Plans Div.

Dear Mr. Stockwell:


Recently, I received information that McLean Blvd. Extension was again on the Agenda for a Public Hearing that is scheduled for April 10, 1980. This is during the week of Spring break for the school district and I will not be in town for the hearing.

The Student Government of South High School presented a statement at the MAPC Meeting on October 8, 1975. I am enclosing it for your information. Essentially, the statement shows the need for a controlled access road from the school's parking lot running East to McLean Blvd. extended. This access road from the East would help relieve most of the complaints received from residents living west of the school. It would be especially helpful at those times when football games are played at the South High Stadium.

I do not see any lessening of the needs since the time of the 1975 meeting. In fact, the needs have increased since we have enlarged our Stadium seating capacity to 5500 seats.

Thank you for your considerations.

Sincerely,


Dr. W. L. McClanahan,
Principal

WLM:em
enc. 1

cc: Dr. David McElhiney

The transcript of a speech presented to the Metropolitan Area Planning Commission hearings of October 8, 1975, by Bruce Epperson, Representative of the Wichita South High Student Government.

Public hearing p City

Historical Review
Statement - Rept. of
South Hi Stud. Govt.

Peterson for public
petitions & letters
FOR PROBLEMS
Arcee

Protest letters

Mr. Linn, gentlemen, citizens of Wichita,

I have come before this body in order to represent the views of the student body and the Student Government of Wichita High School South.

As I am sure you know, traffic arriving at, and leaving, South High is funneled through 33rd and 35th Streets from the east and west, and through Oak and Osage from the north and south.

The number of automobiles forced through these residential streets approximates 500 - 550 cars per day every morning, evening, and noon since South does have an open lunch policy. This is equal to the traffic of a large commercial business being forced through four side streets, three of which allow street parking on one or both sides.

If the proposed extension of McLean Blvd. is accepted, it will allow for the proposed extension of 35th Street South, to the east, extending from McLean to the south end of the South High parking area. This extension would be used as a Board of Education controlled access road, allowing for the entering and exiting of automobiles from the north, southeast and east to by-pass the residential areas lying to the west of South, and to use McLeans Blvd. for access to the parking area.

Furthermore, access to the South High Sports Complex-soon to be built - would be greatly enhanced for both daylight and night time sports events.

The reduction of traffic in the residential areas west of the high school would make for a safer and quieter environment for the citizens living in these areas.

The faculty and students of South High, and the residents surrounding the school have painfully accepted the overloading of the residential streets surrounding South for the last decade. Now, we have a chance to

Public hearing City

History of McLean

Department of Public Works
Planning and Design
City of Wichita

Area

Project Details

greatly improve the traffic situation in southwest Wichita. I, the
faculty and the administration of Wichita High School South urge the
City of Wichita to undertake the extension of McLean Blvd., Project "A".

Statements at
Public Hearing
To City
Board

The undersigned
We, the undersigned,

as the faculty of Wichita High School South,
wish to make known to the city of Wichita and its
citizens our support of the extension of Mclean
Boulevard project "A". We feel that this project
would greatly benefit both the students and faculty
of this school, and the Southwest section of the
city of Wichita.

Barbara H. H. H.
Edith M. C.
John L. H.

OCT 10 1975
ENGINEERING DIVISION

Public hearing
City
State
History of Mclean
Reason for public hearing
FOR PROUDCENERS
Access
Protest letters

WICHITA-SEDGWICK COUNTY

DATE 4/4/80

METROPOLITAN AREA PLANNING DEPARTMENT

TO Members of the Metropolitan Area Planning Commission
FROM Robert A. Lakin, Director of Planning
SUBJECT AMENDMENT TO TRANSPORTATION PLAN: MCLEAN BOULEVARD EXTENSION

The City Commission through action taken June 26, 1979 has directed that "all previous action in regard to vacation or abandoning of McLean Boulevard be rescinded". The motion by Mayor Casado carried 3-2. To add this section of McLean Blvd. to the official Transportation Plan, a Public Hearing will be held before the Planning Commission on Thursday, April 10, 1980. The legal notice states the matter of McLean Boulevard will not be discussed before 3:00 p.m.

Attachment A to this memo outlines the past history of McLean. The 1978 Traffic Flow Map shows a daily traffic volume of 5,318 vehicles on McLean at 31st Street South. Estimated Year 2000 traffic volumes on the McLean extension is 9,500 ADT at 31st and 8,000 ADT north of 47th Street South.

The action of placing the roadway back on the plan preserves the City's right to maintain and hold the existing R/W as arterial street right-of-way. This act (plan adoption) is necessary in the opinion of the Law Department if we do not vacate the R/W.

The MAPC and the public is advised that there is no active project by any city department to build McLean. The CIP does not include any programming for either R/W or construction. Neither is there any application for federal Urban Highway monies as there was in 1976-1978. Any proposal made to build McLean will have to start at the beginning. If federally supported, the procedures would follow those similar to those used in 1976-1978. If proposed using local funds, it would be handled as part of the CIP and normal arterial extensions i.e., East Harry.

If the Commission believes this route to be an appropriate part of the Transportation Plan, then it should adopt the attached resolution "approving" the adoption (Attachment B). Sixty days notice is then allowed by State Law for interested and affected agencies, i.e., governing bodies (county and city), State, etc. to comment on the action. After this time, the MAPC would then again consider the matter including any comments received and "adopt" the addition or amendment to the plan.


Robert A. Lakin
Director of Planning

RAL:MLF:rh
Attachments

ATTACHMENT A

McLean Boulevard Extension

Chronology of Events

<u>Date</u>	<u>City</u>	<u>County</u>
February 3, 1966		Map 13A adopted as the Transportation Plan. McLean Boulevard shown as an arterial to MacArthur Blvd.
March 8, 1973		Public hearing held to add McLean Blvd. from MacArthur to 47th Street South to the Transportation Plan. Approved as recommended.
October 8, 1975		Public hearing to consider three alternative alignments. Alternative along abandoned railroad right-of-way selected.
December 3, 1976		FHWA approves Alternate A alignment and authorizes preliminary engineering design.
December 20, 1976		Resolution published in paper requiring City Engineer to submit plans and specifications for McLean Boulevard extension.
February 16, 1977		Traffic Commission approval of the recommended design of the McLean Boulevard extension, 29th Street South to MacArthur Road.
February 17, 1977		Metropolitan Area Planning Commission approval of the recommended design of the McLean Boulevard extension, 29th Street South to MacArthur Road.
February 24, 1977		McLean Boulevard extension design hearing.
March 1, 1977		City Commission held a public hearing on the proposed extension of McLean Boulevard and approved the extension from 29th Street South to MacArthur Road for 1979 with the understanding of proper accommodation for the adjoining and adjacent property owners to be made even if it means the

Date

City

County

acquisition of houses on one side or the other, with appropriate noise barriers.

Project costs at this point include:

Right-of-way	\$183,221.95
Railroad relocation	16,750.00
Engineering costs	<u>78,267.00</u>

\$278,238.95

October 5, 1977

Received appraisal report of cost estimate for right-of-way acquisition for McLean Boulevard extension, from 29th Street South to MacArthur Road.

April 17, 1978

Presentation and informal hearing on the proposed McLean extension at Citizen Participation Area Council "C".

May 2, 1978

City Commission moved that the extension of McLean Boulevard be deleted from the Capital Improvement Program and the City Manager be instructed to return with alternate plans.

August 29, 1978

City Manager advised the Kansas Department of Transportation that the City Commission action on May 2, 1978 was to delete the extension of McLean Boulevard from the City's Capital Improvement Program and that the project should also be deleted from the State Federal-Aid Highway Program.

October 17, 1978

Joint meeting of the City Commission and the Metropolitan Area Planning Commission to discuss amendment to the Transportation Plan and consideration of additional alternatives. The City Commission reaffirmed its previous action to delete entirely the McLean Boulevard extension from 29th Street South. The City

Date

City

County

Commission deferred for two weeks only the question of possible retention of right-of-way for drainage purposes.

October 31, 1978 City Commission approved a motion to delete the McLean Boulevard extension from the Transportation Plan and formally vacate all abandoned railroad right-of-way previously acquired north of 35th Street South and retain the right-of-way south of 35th Street South for lesser uses or purposes and that vacation proceedings through the City and County be accomplished for the property north of 35th Street South.

March 27, 1979 V-0936 - City Commission approved a motion for the vacation of street right-of-way for McLean Boulevard between 31st Street South and 35th Street South and placed the ordinance on first reading.

December 19, 1978 Board of City Commissioners votes 4-1 to remove McLean from Transportation Plan. (Casado no)

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April 24, 1979 Commissioner Brown requests report on vacated street R/W

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May 16, 1979 County Commission concurs in City's motion to delay vacation proceedings.

<u>Date</u>	<u>City</u>	<u>County</u>
June 26, 1979	At Public Hearing on project, City Commission rescinds previous action to vacate R/W by voting 3-2 (Peters and Porter no) to retain R/W.	
June 28, 1979	Memo from Denton to Dekker to assume responsibility for seeing County takes no further action on vacation proceedings, and to determine if McLean should be put back on Plan to legally retain R/W.	
July 11, 1979	City withdraws petition to vacate McLean Blvd. R/W	County takes no action on vacation request
July 13, 1979	Memo from Dekker to Denton. Informs Mgr. of County's non-action on vacation proceedings, and says Plan matter should be referred to MAPD.	
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February 14, 1980	Memo from Finch to Casado informing Mayor that Lakin has advised him McLean Extension will be in next revision to Transportation Plan.	
March 6,7, 1980	Legal notice in local newspaper concerning public hearing to add McLean Blvd. to Transportation Plan. Hearing date April 10, 1980	
April 10, 1980	Public hearing before Planning Commission.	

R E S O L U T I O N

WHEREAS, pursuant to authority granted by statutes of the State of Kansas, a Wichita-Sedgwick County Metropolitan Area Planning Commission was created, which Commission, pursuant to statutory authority applicable to the City of Wichita and Sedgwick County has heretofore duly made and adopted a Transportation Plan Element of a Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, which Comprehensive Plan and amendments, extensions and additions are all incorporated herein by reference; and

WHEREAS, pursuant to statutory authority, the Wichita-Sedgwick County Metropolitan Area Planning Commission may amend, extend and add to the Comprehensive Plan for the Metropolitan Area; and

WHEREAS, said Comprehensive Plan includes as a part thereof the following:

"Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area;" and

WHEREAS, having made and caused to be made careful and comprehensive surveys and studies of present conditions and trends of future growth of the municipality, the Wichita-Sedgwick County Metropolitan Area Planning Commission determined that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area should be readopted as previously amended and further amended thereto as set forth within this Resolution; and

WHEREAS, pursuant to the provisions of K.S.A. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on March 7, 1980, of a public hearing to be held on the amendments to the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on April 10, 1980, at 3:00 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, did hold the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

WHEREAS, a majority of all members of said Wichita-Sedgwick County Metropolitan Area Planning Commission approved the amendments as set out herein.

NOW, THEREFORE BE IT RESOLVED by the majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission, in meeting duly assembled, that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area be readopted as previously amended and be further amended by adding thereto on Revised Map 13A, dated February 3, 1966, that portion of McLean Boulevard from 29th Street South to 47th Street South.

BE IT FURTHER RESOLVED, that notice of the Planning Commission action be given all interested legislative and administrative groups and agencies in the form of a certified copy of the resolution and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendation on such approval within 60 days of the receipt of such resolution; and

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal, that William J. Goebel, Chairman and Robert A. Lakin, Secretary, of the Wichita-Sedgwick County Metropolitan Area Planning Commission, record on the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as heretofore adopted, amended, extended and added to, the action hereby taken; and

BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal that an attested copy of the resolution accomplishing said amendments and extensions to the Transportation Plan Element of the Comprehensive Plan be certified to the governing body of the City of Wichita and the governing body of Sedgwick County and to all legislative and administrative agencies affected by the plan.

Approved by at least a majority of all the Metropolitan Area Planning Commission members, at Wichita, Kansas, this 10th day of April, 1980.

William J. Goebel, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:

Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)

WICHITA-SEDGWICK COUNTY

DATE 4/4/80

METROPOLITAN AREA PLANNING DEPARTMENT

Original

TO Members of the Metropolitan Area Planning Commission
FROM Robert A. Lakin, Director of Planning
SUBJECT AMENDMENT TO TRANSPORTATION PLAN: MCLEAN BOULEVARD EXTENSION

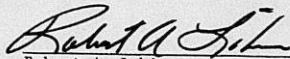
The City Commission through action taken June 26, 1979 has directed that "all previous action in regard to vacation or abandoning of McLean Boulevard be rescinded". The motion by Mayor Casado carried 3-2. To add this section of McLean Blvd. to the official Transportation Plan, a Public Hearing will be held before the Planning Commission on Thursday, April 10, 1980. The legal notice states the matter of McLean Boulevard will not be discussed before 3:00 p.m.

Attachment A to this memo outlines the past history of McLean. The 1978 Traffic Flow Map shows a daily traffic volume of 5,318 vehicles on McLean at 31st Street South. Estimated Year 2000 traffic volumes on the McLean extension is 9,500 ADT at 31st and 8,000 ADT north of 47th Street South.

The action of placing the roadway back on the plan preserves the City's right to maintain and hold the existing R/W as arterial street right-of-way. This act (plan adoption) is necessary in the opinion of the Law Department if we do not vacate the R/W.

The MAPC and the public is advised that there is no active project by any city department to build McLean. The CIP does not include any programming for either R/W or construction. Neither is there any application for federal Urban Highway monies as there was in 1976-1978. Any proposal made to build McLean will have to start at the beginning. If federally supported, the procedures would follow those similar to those used in 1976-1978. If proposed using local funds, it would be handled as part of the CIP and normal arterial extensions i.e., East Harry.

If the Commission believes this route to be an appropriate part of the Transportation Plan, then it should adopt the attached resolution "approving" the adoption (Attachment B). Sixty days notice is then allowed by State Law for interested and affected agencies, i.e., governing bodies (county and city), State, etc. to comment on the action. After this time, the MAPC would then again consider the matter including any comments received and "adopt" the addition or amendment to the plan.



Robert A. Lakin
Director of Planning

RAL:MLF:rh
Attachments

ATTACHMENT A

McLean Boulevard Extension

Chronology of Events

<u>Date</u>	<u>City</u>	<u>County</u>
February 3, 1966		Map 13A adopted as the Transportation Plan. McLean Boulevard shown as an arterial to MacArthur Blvd.
March 8, 1973		Public hearing held to add McLean Blvd. from MacArthur to 47th Street South to the Transportation Plan. Approved as recommended.
October 8, 1975		Public hearing to consider three alternative alignments. Alternative along abandoned railroad right-of-way selected.
December 3, 1976		FHWA approves Alternate A alignment and authorizes preliminary engineering design.
December 20, 1976		Resolution published in paper requiring City Engineer to submit plans and specifications for McLean Boulevard extension.
February 16, 1977		Traffic Commission approval of the recommended design of the McLean Boulevard extension, 29th Street South to MacArthur Road.
February 17, 1977		Metropolitan Area Planning Commission approval of the recommended design of the McLean Boulevard extension, 29th Street South to MacArthur Road.
February 24, 1977		McLean Boulevard extension design hearing.
March 1, 1977		City Commission held a public hearing on the proposed extension of McLean Boulevard and approved the extension from 29th Street South to MacArthur Road for 1979 with the understanding of proper accommodation for the adjoining and adjacent property owners to be made even if it means the

Date

City

County

acquisition of houses on one side or the other, with appropriate noise barriers.

Project costs at this point include:

Right-of-way	\$183,221.95
Railroad relocation	16,750.00
Engineering costs	<u>78,267.00</u>
	\$278,238.95

October 5, 1977

Received appraisal report of cost estimate for right-of-way acquisition for McLean Boulevard extension, from 29th Street South to MacArthur Road.

April 17, 1978

Presentation and informal hearing on the proposed McLean extension at Citizen Participation Area Council "C".

May 2, 1978

City Commission moved that the extension of McLean Boulevard be deleted from the Capital Improvement Program and the City Manager be instructed to return with alternate plans.

August 29, 1978

City Manager advised the Kansas Department of Transportation that the City Commission action on May 2, 1978 was to delete the extension of McLean Boulevard from the City's Capital Improvement Program and that the project should also be deleted from the State Federal-Aid Highway Program.

October 17, 1978

Joint meeting of the City Commission and the Metropolitan Area Planning Commission to discuss amendment to the Transportation Plan and consideration of additional alternatives. The City Commission reaffirmed its previous action to delete entirely the McLean Boulevard extension from 29th Street South. The City

Date

City

County

Commission deferred for two weeks only the question of possible retention of right-of-way for drainage purposes.

October 31, 1978 City Commission approved a motion to delete the McLean Boulevard extension from the Transportation Plan and formally vacate all abandoned railroad right-of-way previously acquired north of 35th Street South and retain the right-of-way south of 35th Street South for lesser uses or purposes and that vacation proceedings through the City and County be accomplished for the property north of 35th Street South.

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May 16, 1979 County Commission concurs in City's motion to delay vacation proceedings.

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June 26, 1979	At Public Hearing on project, City Commission rescinds previous action to vacate R/W by voting 3-2 (Peters and Porter no) to retain R/W.	
June 28, 1979	Memo from Denton to Dekker to assume responsibility for seeing County takes no further action on vacation proceedings, and to determine if McLean should be put back on Plan to legally retain R/W.	
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R E S O L U T I O N

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WHEREAS, having made and caused to be made careful and comprehensive surveys and studies of present conditions and trends of future growth of the municipality, the Wichita-Sedgwick County Metropolitan Area Planning Commission determined that the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area should be readopted as previously amended and further amended thereto as set forth within this Resolution; and

WHEREAS, pursuant to the provisions of K.S.A. 1976 Supp. 12-704, the Wichita-Sedgwick County Metropolitan Area Planning Commission did give notice by publication in the official city and county newspapers on March 7, 1980, of a public hearing to be held on the amendments to the Transportation Plan Element of the Comprehensive Plan for Wichita and Sedgwick County; and

WHEREAS, the Planning Commission on April 10, 1980, at 3:00 p.m., in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, did hold the public hearing at which hearing more than a majority of all members of the Wichita-Sedgwick County Metropolitan Area Planning Commission were present; and

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BE IT FURTHER RESOLVED, that notice of the Planning Commission action be given all interested legislative and administrative groups and agencies in the form of a certified copy of the resolution and that said groups and agencies be requested to submit to the Planning Commission a statement of recommendation on such approval within 60 days of the receipt of such resolution; and

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BE IT FURTHER RESOLVED, in the event the Planning Commission adopts said proposal that an attested copy of the resolution accomplishing said amendments and extensions to the Transportation Plan Element of the Comprehensive Plan be certified to the governing body of the City of Wichita and the governing body of Sedgwick County and to all legislative and administrative agencies affected by the plan.

Approved by at least a majority of all the Metropolitan Area Planning Commission members, at Wichita, Kansas, this 10th day of April, 1980.

William J. Goebel, Chairman
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

ATTEST:

Robert A. Lakin, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)

WICHITA-SEDGWICK COUNTY

DATE 3/19/80

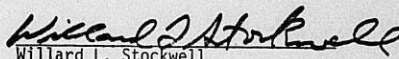
METROPOLITAN AREA PLANNING DEPARTMENT

TO Ray Bruggeman, Director of Public Works
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT AMENDMENT TO ADD MCLEAN BLVD. TO TRANSPORTATION PLAN

At the direction of the City Manager's office, MAPD is proceeding to replace the extension of McLean Blvd. from 29th St. South to 47th St. South on the Transportation Plan. A legal advertisement has been published concerning a public hearing on the matter to be held April 10, 1980, before the Metropolitan Area Planning Commission (see the attached notice).

This request to put McLean Blvd. back on the plan is the culmination of several actions which have taken place in the last 15 months regarding the proposed extension of McLean. A chronology of those events, as compiled by our staff, is attached for your information.

Please call me if you have questions on this matter.


Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:AWL:rh
Attachments

cc: Dean Sellers, Acting City Engineer
Mike Lindebak, Program Development Engineer
Paul Graves, City Traffic Engineer
Monroe Funk, Principal Planner, Advance Plans Division
Robert A. Lakin, Director of Planning

ADVERTISEMENT FOR PUBLIC HEARING ON
PROPOSED AMENDMENT TO TRANSPORTATION PLAN
OFFICIAL NOTICE

TO WHOM IT MAY CONCERN AND ALL PERSONS INTERESTED:

PUBLIC NOTICE IS HEREBY GIVEN THAT the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC) will hold a public hearing for the purpose of approving an amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. The hearing will be held in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, on Thursday, April 10, 1980, during the regular MAPC meeting. This item will not be discussed prior to 3 p.m.

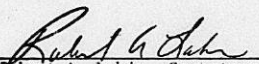
Said public hearing will be held pursuant to the provisions of K.S.A. 1976 Supp. 12-704 at which time it is proposed to make the following amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended: addition of McLean Boulevard from 29th Street South to 47th Street South.

The amendment to be discussed will include the necessary revisions to Volume II of the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area," as previously amended.

The amendment described above shall be discussed and considered for approval by the said Wichita-Sedgwick County Metropolitan Area Planning Commission, and all persons interested in said matter will be heard at this time concerning their views and wishes in the premises as by law provided. Copies of the detailed language proposed to be changed are available for reading in the office of the Wichita-Sedgwick County Metropolitan Area Planning Department during business hours. The office is located on the tenth floor of City Hall, 455 N. Main, Wichita, Kansas.

WITNESS my hand and seal this 4th day of March, 1980.




Robert A. Lakin, Secretary
Wichita-Sedgwick County Metropolitan
Area Planning Commission

Extension of McLean Blvd.

<u>Date</u>	<u>City</u>	<u>County</u>
Dec. 19, 1978	Board of City Commissioners votes 4-1 to remove McLean from Transportation Plan (Casado no)	
March 27, 1979	City Commission votes 4-1 to return some R/W to residents (from 31st to 35th), retain R/W south of 35th. (Casado no)	
April 24, 1979	Commissioner Brown requests report on vacated street R/W	
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May 16, 1979		County Commission concurs in City's motion to delay vacation proceedings
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June 28, 1979	Memo from Denton to Dekker to assume responsibility for seeing County takes no further action on vacation proceedings, and to determine if McLean should be put back on Plan to legally retain R/W.	
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Page 2

<u>Date</u>	<u>City</u>	<u>County</u>
July 23, 1979		
	Memo from Denton on implementing City Commission action to retain McLean Extension R/W. Requests Director of Planning to initiate action to place McLean extension on Transportation Plan "at the time of the annual revisions to the Plan"	
February 14, 1980		
	Memo from Finch to Casado informing Mayor that Lakin has advised him McLean Extension will be in next revision to Transportation Plan.	

MAPD AWL 3/17/80

From: WIS date: 2/19/80

admin.	adv. plans	cur. plans	social
<input type="checkbox"/> waller	<input type="checkbox"/> funk	<input type="checkbox"/> lytle	<input type="checkbox"/> mitchell
<input type="checkbox"/> subanks	<input type="checkbox"/> shen	<input type="checkbox"/> young	<input type="checkbox"/> lane
<input type="checkbox"/> hanson	<input type="checkbox"/> lesaw	<input type="checkbox"/> moak	<input type="checkbox"/> kahl
<input type="checkbox"/> nelson, v	<input type="checkbox"/> apodaca	<input type="checkbox"/> shirkey	<input type="checkbox"/> bert
<input type="checkbox"/> lakin, e	<input type="checkbox"/> curfman	<input type="checkbox"/> newby	<input type="checkbox"/> covert
<input type="checkbox"/> henderson	<input type="checkbox"/> reed	<input type="checkbox"/> dobson	<input type="checkbox"/> goppel
<input type="checkbox"/> brothers	<input type="checkbox"/> schafar	<input type="checkbox"/> oliver	<input type="checkbox"/> beebe
<input type="checkbox"/> peters	<input type="checkbox"/> brown		<input type="checkbox"/> syal
<input type="checkbox"/> craig	<input type="checkbox"/> butler		<input type="checkbox"/> davis
<input type="checkbox"/> barnes	<input type="checkbox"/> huggins		<input type="checkbox"/> luettens
	<input type="checkbox"/> magley		<input type="checkbox"/> sharpe
graphics	<input type="checkbox"/> flickeig		<input type="checkbox"/> harvey
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<input type="checkbox"/> crook	<input type="checkbox"/> swander		<input type="checkbox"/> jones
<input type="checkbox"/> commer			<input type="checkbox"/> martinez
<input type="checkbox"/> vinson			
<input type="checkbox"/>			

Handwritten notes:
 Tony?
 info provided to Benson?
 files

<input type="checkbox"/> note & return	<input type="checkbox"/> signature
<input type="checkbox"/> handle	<input type="checkbox"/> library
<input type="checkbox"/> all staff	<input checked="" type="checkbox"/> information
<input type="checkbox"/> comment	<input type="checkbox"/> files

remarks: Local printing to
research the history on the
McLean Extension - this
looks pretty accurate.

Extension of McLean Blvd.

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February 14, 1980

Memo from Finch to Casado informing Mayor that Lakin has advised him McLean Extension will be in next revision to Transportation Plan.

WICHITA-SEDGWICK COUNTY

DATE 3/17/80

METROPOLITAN AREA PLANNING DEPARTMENT

TO Sarah Gilbert, Citizen Participation Organization
FROM Willard L. Stockwell, Chief Planner, Advance Plans Division
SUBJECT AMENDMENT TO ADD MCLEAN BOULEVARD TO TRANSPORTATION PLAN

In response to direction from the City Manager's office to replace the McLean Blvd. extension on the Transportation Plan, a legal advertisement has been placed in the official newspapers concerning a public hearing on the matter before the Metropolitan Area Planning Commission.

The following represents a time schedule for amending the Transportation Plan to add McLean:

March 6, 7, 1980	-	Legal advertisement concerning public hearing (at least 20 days notice required)
April 10, 1980	-	Public hearing on proposed amendment before the MAPC. If MAPC approves the proposed amendment, a 60 day period for comments from interested parties, agencies.
June 19, 1980	-	Amendment resubmitted to MAPC for adoption. Copies of adopted resolution to interested parties, agencies, as well as City Commission for concurrence.

If you have any questions regarding the amendment procedure, feel free to contact me.

Willard L. Stockwell
Chief Planner
Advance Plans Division

WLS:AWL:rh

ADVERTISEMENT FOR PUBLIC HEARING ON
PROPOSED AMENDMENT TO TRANSPORTATION PLAN

OFFICIAL NOTICE

TO WHOM IT MAY CONCERN AND ALL PERSONS INTERESTED:

PUBLIC NOTICE IS HEREBY GIVEN THAT the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC) will hold a public hearing for the purpose of approving an amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. The hearing will be held in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, on Thursday, April 10, 1980, during the regular MAPC meeting. This item will not be discussed prior to 3 p.m.

Said public hearing will be held pursuant to the provisions of K.S.A. 1976 Supp. 12-704 at which time it is proposed to make the following amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended: addition of McLean Boulevard from 29th Street South to 47th Street South.

The amendment to be discussed will include the necessary revisions to Volume II of the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area," as previously amended.

The amendment described above shall be discussed and considered for approval by the said Wichita-Sedgwick County Metropolitan Area Planning Commission, and all persons interested in said matter will be heard at this time concerning their views and wishes in the premises as by law provided. Copies of the detailed language proposed to be changed are available for reading in the office of the Wichita-Sedgwick County Metropolitan Area Planning Department during business hours. The office is located on the tenth floor of City Hall, 455 N. Main, Wichita, Kansas.

WITNESS my hand and seal this 4th day of March, 1980.



Robert A. Lakin
Robert A. Lakin, Secretary
Wichita-Sedgwick County Metropolitan
Area Planning Commission

3/4/80

Published in the Wichita Beacon March 7, 1960
ADVERTISEMENT FOR PUBLIC HEARING
ON
PROPOSED AMENDMENT TO TRANSPORTATION PLAN

OFFICIAL NOTICE
TO WHOM IT MAY CONCERN AND ALL PERSONS INTERESTED:

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Said public hearing will be held pursuant to the provisions of K.S.A. 197a Supp. 13-704 at which time it is proposed to make the following amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgewick County Metropolitan Area, as readopted and previously amended: addition of McLean Boulevard from 29th Street South to 47th Street South.

The amendment to be discussed will include the necessary revisions to Volume II of the "Transportation Study for the Wichita-Sedgewick County Metropolitan Area," as previously amended.

The amendment described above shall be discussed and considered for approval by the said Planning Commission, and all persons interested in said matter will be heard at this time concerning their views and wishes in the premises as by law provided. Copies of the detailed language proposed to be changed are available for reading in the office of the Wichita-Sedgewick County Metropolitan Area Planning Department during business hours. The office is located on the fourth floor of City Hall, 455 N. Main, Wichita, Kansas.

WITNESS my hand and seal this 4th day of March, 1960.

Robert A. Lakin, Secretary
Wichita-Sedgewick County Metropolitan
Area Planning Commission

SEAL

the Daily Record

521 East Mardock
Wichita, Kansas, 67214
316/263-5277

AFFIDAVIT OF PUBLICATION

(9126) Published in The Daily Record, March 6, 1980
**ADVERTISEMENT FOR PUBLIC HEARING ON
PROPOSED AMENDMENT TO TRANSPORTATION
PLAN**

**OFFICIAL NOTICE
TO WHOM IT MAY CONCERN AND ALL PERSONS
INTERESTED:**

PUBLIC NOTICE IS HEREBY GIVEN THAT the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC) will hold a public hearing for the purpose of approving an amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. The hearing will be held in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, on Thursday, April 10, 1980, during the regular MAPC meeting. This item will not be discussed prior to 3 p.m.

Said public hearing will be held pursuant to the provisions of K.S.A. 12-704 at which time it is proposed to make the following amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended: addition of McLean Boulevard from 29th Street South to 47th Street South.

The amendment to be discussed will include the necessary revisions to Volume II of the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area," as previously amended.

The amendment described above shall be discussed and considered for approval by the said Wichita-Sedgwick County Metropolitan Area Planning Commission, and all persons interested in said matter will be heard at this time concerning their views and wishes in the premises as by law provided. Copies of the detailed language proposed to be changed are available for reading in the office of the Wichita-Sedgwick County Metropolitan Area Planning Department during business hours. The office is located on the tenth floor of City Hall, 455 N. Main, Wichita, Kansas.

WITNESS my hand and seal this 4th day of March, 1980.

ROBERT A. LAKIN, Secretary
Wichita-Sedgwick County Metropolitan
Area Planning Commission
(SEAL)

STATE OF KANSAS,
COUNTY OF SEDGWICK, SS:

CONNIE STOWELL

, of lawful age
being first duly sworn, deposes and says that she is Business Manager of THE DAILY RECORD, a newspaper printed and published in the State of Kansas, and of general circulation on a daily basis in Sedgwick County, Kansas, and that said newspaper is not a trade, religious or fraternal publication.

Said newspaper is published at least fifty (50) times a year, and has been so published continuously and uninterrupted in said County and State for a period of more than five (5) years prior to the first publication of the notice attached, and has been admitted at the post office in Wichita in said County and State as second class matter.

That a notice, a true copy of which is hereto attached, was published in the regular and entire issue of said newspaper for 1 consecutive tm as follows:

1st MAR 6 1980
2nd _____
3rd _____
4th _____
5th _____
6th _____

Connie Stowell
Business Manager

Subscribed and sworn to before
me this 7th day
of Mar 1980

William V. Krause
Notary Public

My commission expires
11-29-81

PUBLICATION FEES

\$ 844

WILLIAM V. KRAUSE
STATE NOTARY PUBLIC
Marion County, Kansas
My Appt. Exp. 11-29-81

Junk

3/3/80

To: R.A.H., W.L.S

From: Monroe

Subject: Official Notice of Public Hearing for
McLean Blvd. extension

Attached is a draft of the official notice for
the McLean Blvd. extension public hearing.

Our plan is to get this to the Eagle-Reason and
Wichita Journal this week for publication
next week March 10. (31 days before the
hearing date - 20 required).

The time is set for after 3 p.m. - is this
acceptable?

Tony and I will prepare necessary documentation
called for in the last paragraph.

With your approval we'll proceed.

Monroe

O.K. 25

O.K. proceed.
M.

W-type

ADVERTISEMENT FOR PUBLIC HEARING ON
PROPOSED AMENDMENT TO TRANSPORTATION PLAN
OFFICIAL NOTICE

TO WHOM IT MAY CONCERN AND ALL PERSONS INTERESTED:

PUBLIC NOTICE IS HEREBY GIVEN THAT the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC) will hold a public hearing for the purpose of approving an amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area. The hearing will be held in the City Commission Chambers on the main floor of City Hall, 455 N. Main, Wichita, Kansas, on Thursday, ~~July 20, 1978~~, during the regular MAPC meeting. This item will not be discussed prior to 3 p.m. *April 10, 1980*

Said public hearing will be held pursuant to the provisions of K.S.A. 1976 Supp. 12-704 at which time it is proposed to make the following amendment to the Transportation Plan Element of the Comprehensive Plan for the Wichita-Sedgwick County Metropolitan Area, as readopted and previously amended: ~~extension~~ of McLean Boulevard from ~~26th~~ ^{South} Street to 47th Street ^{South}. *addition* *29th*

The amendment to be discussed will include the necessary revisions to Volume II of the "Transportation Study for the Wichita-Sedgwick County Metropolitan Area," as previously amended.

The amendment described above shall be discussed and considered for approval by the said Wichita-Sedgwick County Metropolitan Area Planning Commission, and all persons interested in said matter will be heard at this time concerning their views and wishes in the premises as by law provided. Copies of the detailed language proposed to be changed are available for reading in the office of the Wichita-Sedgwick County Metropolitan Area Planning Department during business hours. The office is located on the tenth floor of City Hall, 455 N. Main, Wichita, Kansas.

WITNESS my hand and seal this ~~29th~~ ^{4th} day of ~~June~~ ^{March, 1980}, 1978.

Robert A. Lakin, Secretary
Wichita-Sedgwick County Metropolitan
Area Planning Commission

(SEAL)

file: 105 date: 2/27

admin. adv. plans cur. plans social

- lakin
- stockwell
- galbraith
- mitchell
- walter
- funk
- lytle
- lane
- eubanks
- shen
- young
- kohl
- sansing
- hanson
- losaw
- moak
- hart
- johns
- nelson, v
- apodaca
- shirkey
- covert
- miller
- lakin, e
- curfman
- newby
- coppel
- patrick
- henderson
- reed
- daban
- baebe
- watson
- brothers
- schafer
- olivarez
- syal
- krenning
- peters
- brown
- davis
- rojes
- craig
- butler
- luettters
- whitlock
- barnes
- huggins
- sharpe
- brown b.
- graphics
- nagley
- harvey
- garmon
- smith
- carlson
- lichteig
- crawford
- pierce
- forinash
- phelps
- stafford
- chambers
- jones
- garland
- bechtel
- martinez
- pate
- mcladden
- swander
- crook
- commer
- vinson
-

Get legal notes prepared

<input type="checkbox"/> note & return	<input type="checkbox"/> signature
<input type="checkbox"/> handle	<input type="checkbox"/> library
<input type="checkbox"/> all staff	<input type="checkbox"/> information
<input type="checkbox"/> comment	<input type="checkbox"/> files

remarks: *Re Address
for year extension
back on the plan*

(at the direction of the City Comm)

The City Manager has directed the MAPC to place ~~the~~ Mc Jean Blvd station back on the Official Transportation Plan. Since this is a "top-down" request, and since the City Commission has the ultimate authority to change the Plan, it is recommended that we proceed as follows:

March 10th - Apr 10th

70 days Required

Advertise Plan Amendment
Give notice to CPO
Office - let them notify
CPO "C"

Apr 10th

60 days

June

MAPC Approval Pub Hearing

MAPC Adoption

Obtain hand-out maps -
record in Official Plan

Since this is a "directed action" I see no reason to proceed through TAC or Coord Committees - plus we save time!

Time required from start
to finish - about 4 months.

If you agree with what
I have outlined
above I will start
the process immediately.

WES

1. Met Legal add prepared

2. Write Letter to Paper

W.L.S., R.A.L. have check.

3. Set specific Time

3:00

3:30

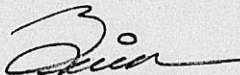
THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE February 14, 1980 WLS

TO Tony Casado, Mayor
FROM Robert G. Finch, Deputy City Manager
SUBJECT McLean Extension

Bob Lakin has advised me that the subject project will be included in the next revision to the Transportation Plan which is to be initiated at an early date.

Such a revision requires from 90 to 120 days and includes review by the Transportation Advisory Committee, Metropolitan Area Planning Commission, County and City Commissions and final action by the Metropolitan Area Planning Commission.



Robert G. Finch
Deputy City Manager

RGF/pd
cc: Robert A. Lakin, Director of Planning

RECEIVED

FEB 15 1980

METROPOLITAN PLANNING

ROUTE _____

(21. Cont'd)

McLean File

To satisfy the legal requirements for the improvements of (1) Maple from I-235 to McComas, (2) West Street from 475 feet south of Taft to 500 feet north of Maple, and (3) Kellogg from Anna to 500 feet east of Tracy, it was necessary to publish legal notice of public hearing in the Daily Record and the determination made to proceed. Because this matter has been the subject of numerous previous hearings, this action is needed only to satisfy legal requirements. No members of the public are expected to appear.

It is recommended that the resolutions of findings and authorization be adopted.

ACTION: Close the public hearing and adopt the resolutions of findings and authorization.

also directed City Engineer to make survey of property

22. A RESOLUTION DECLARING IT NECESSARY TO ACQUIRE CERTAIN PRIVATE PROPERTY IN THE CITY OF WICHITA, KANSAS FOR THE PURPOSE OF:

Opening and Widening McLean Boulevard South from 75 feet South of the SL of 31st Street South to the SL of 31st Street South

ACTION: Adopt the resolution. *Passed 3-1 (Porter no.)*

23. A RESOLUTION DECLARING IT TO BE A PUBLIC NECESSITY TO CONSTRUCT:

Lateral 121, Sanitary Sewer No. 22 (Between Sheridan and 220 feet East of St. Paul from 27th Street South to 135 feet +/- North of 27th Street South) (CC approved 1/2/73)

ACTION: Adopt the resolution.

also checked w/ 24. M. Jenderek; city purchased 9'-15' RR ROW from person just south of 31st st. Man wanted city to buy property or let him develop it (nothing bought north of 31st) 9/24/79

RESOLUTIONS OF FINDINGS OF ADVISABILITY AND RESOLUTIONS AUTHORIZING CONSTRUCTION OF:

Lateral 219, Main 5, Sanitary Sewer No. 22, (North of 13th Street North between Smith Circle and Anna Circle) AMENDED (CC approved 9/11/79)

Lateral 20, Main 7, Sanitary Sewer No. 23 (East of Woodlawn and South of 29th Street North) (CC approved 9/11/79)

Lateral 145, Southwest Interceptor Sewer (Between Maybelle and Tyler South of Maple) (CC approved 9/11/79)

Lateral 146 Southwest Interceptor Sewer (West of Palisade and South of 53rd Street South) (CC approved 9/11/79)

Lateral 147, Southwest Interceptor Sewer (Between Palisade and Midland from Maywood to 53rd Street South) (CC approved 9/11/79)

Storm Water Sewer No. 165 (Between Whittier Road and Armour

THE CITY OF WICHITA
OFFICE OF Director of Public Works

DATE August 8, 1979

file

Office Of The City Manager	
<input type="checkbox"/> EHD	<input type="checkbox"/> SH
<input checked="" type="checkbox"/> RMB	<input type="checkbox"/> SH
<input type="checkbox"/> RT	<input type="checkbox"/>
OCT 16 1979	
<input type="checkbox"/> Copies To	
<input type="checkbox"/> Send To	
<input type="checkbox"/> File	

TO John Dekker - Director of Law
FROM R. W. Bruggeman - Director of Public Works
SUBJECT McLean Boulevard Reopening

Mr. Dick Linn has advised that no improvements have been placed on the proposed McLean R/W between 31st Street South and MacArthur Road.

RWB Bruggeman
R. W. Bruggeman
Director of Public Works

RWB/hg

THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE July 23, 1979

~~605~~
~~74~~

TO Distribution
FROM E. H. Denton, City Manager

SUBJECT McLean Boulevard Reopening

Please reference the City Attorney's memorandum of July 13, 1979, on the captioned subject.

The following actions should be taken in regard to implementing the City Commission's action to retain the McLean extension right-of-way.

- (1) Effective with its publication on July 20, 1979, an ordinance repealed the previous McLean vacation ordinance.
- (2) The Director of Planning is requested to initiate action to place the McLean extension on the Transportation Plan at the time of the annual revisions to the Plan. ?
- (3) The Director of Public Works is requested to initiate the inspection suggested by the City Attorney at the earliest opportunity.


E. H. Denton
City Manager

RECEIVED

JUL 25 1979

EHD/tpd
Distribution:
John Dekker, Director of Law (wo/a)
Robert A. Lakin, Director of Planning (wo/a)
R. W. Bruggeman, Director of Public Works (wo/a)
Dick Linn, City Engineer (w/a)

METROPOLITAN PLANNING
ROUTE _____

THE CITY OF WICHITA
OFFICE OF DEPARTMENT OF LAW

DATE July 13, 1979



TO E. H. Denton, City Manager
FROM John Dekker, Director of Law

SUBJECT McLean Boulevard Reopening

An appearance was made, by a member of my office, before the Board of County Commissioners on July 11, 1979, concerning the withdrawal of the petition filed by the City to vacate McLean Boulevard from 31st Street South to 35th Street South and concerning the petition that had been filed by landowners owning land adjacent to McLean Boulevard.

At this meeting, the County Clerk advised the County Commission that the City had withdrawn its petition. The County Counselor advised the County Commission that the City had withdrawn its approval of the vacation of McLean Boulevard and that, in his opinion, the County Commission no longer had jurisdiction to consider the vacation petition submitted by the landowners for the reason that the City was no longer approving or recommending that the street be vacated. The County Commission, on the basis that they had no jurisdiction, took no action on the vacation request of the landowners. The vacation petition will not be placed back on the County Commission agenda and, in effect, the vacation request was denied.

As a part of carrying forth the action taken by the City Commission on June 26th, to rescind all previous action taken in regard to the vacating or abandoning of McLean Boulevard, I would suggest that the matter of placing the portion of McLean Boulevard in question back on the City of Wichita Transportation Plan be referred to the Metropolitan Area Planning Department. The Metropolitan Area Planning Commission is the entity that has authority to amend the Transportation Plan by adding McLean Boulevard. I have discussed this matter with Bob Lakin and he indicates that he feels the inclusion of McLean Boulevard back into the Transportation Plan could best be accomplished if the Transportation Plan is revised to include McLean Boulevard at the time the annual revisions to the Transportation Plan are made.

All previous action to vacate or abandon McLean Boulevard will be rescinded at the point in time that the Ordinance repealing the vacation ordinance is placed on second reading and published and at the time McLean Boulevard is placed back into the Transportation Plan. The City Engineer should be instructed to make an inspection of the part of McLean Boulevard that is being reopened, after the ordinance

E. H. Denton
July 13, 1979
Page 2

repealing the vacation ordinance and reopening McLean Boulevard becomes effective, to determine if any improvements have been placed on the property between the time the vacation ordinance was passed and the time the reopening ordinance was passed.

John Dekker
Director of Law

JD:TRP:cdh

cc: Robert A. Lakin, Director of Planning
R. W. Bruggeman, Director of Public Works

THE CITY OF WICHITA

JOHN C. LEWIS, DISTRICT CLERK
THOMAS H. FORTNEY, CLERK

*Frank
to
Junkley
File*



DEPARTMENT OF LAW
OFFICE OF CITY ATTORNEY
CITY HALL — THIRTIETH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4581

July 5, 1979



*Keep a copy
for
file*

County Clerk
Sedgwick County Courthouse
525 North Main
Wichita, Kansas 67203

ATTENTION: DOROTHY PEAL

Re: McLean Boulevard Extension

Gentlemen:

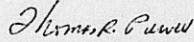
Please be advised that the governing body of the City of Wichita has taken action to rescind the request of the City of Wichita to vacate McLean Boulevard from 31st Street South to 35th Street South that is scheduled to be considered by the Board of Sedgwick County Commissioners on July 11, 1979. Therefore, on behalf of the City of Wichita, I would request that the matter of the consideration of the vacation petition filed by the City requesting that McLean Boulevard to vacated be withdrawn from the July 11, 1979, Board of County Commissioners' agenda.

Also, the governing body of the City of Wichita did, at the June 26, 1979, City Commission meeting, rescind all previous actions that had been taken by the governing body in regard to the vacation or abandoning of McLean Boulevard. This means that the governing body of the City has rescinded its recommendation to the Board of Sedgwick County Commissioners to vacate McLean Boulevard from 31st Street South to 35th Street South. K.S.A. 12-504 requires that before public property located within an incorporated City can be vacated by a County commission that the City in which the public property is located must recommend to the County Commission that such vacation be granted. The previous recommendation of the City of Wichita has now been rescinded and, therefore, the Board of Sedgwick County Commissioners no longer have authority to

County Clerk
July 5, 1979
Page 2

grant a vacation brought pursuant to a vacation petition filed
by owners of land located adjacent to McLean Boulevard from 31st
Street South to 35th Street South.

Very truly yours,



Thomas R. Powell
Assistant City Attorney

TRP:cdh

cc: Theodore H. Hill, County Counselor
Robert A. Lakin, Director of Planning

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE June 28, 1979

1015
Frank
File

TO John Dekker, Director of Law
FROM E. H. Denton, City Manager

SUBJECT McLean Extension Right-of-way

On June 26, 1979, the City Commission rescinded its previous action to initiate vacation proceedings of the former Midland Railroad right-of-way and requested the County Commission to take no further action on the vacation item that will be back before that body on July 11, 1979.

Please assume responsibility for representing the City before the County Commission on this matter and advise this office of the disposition of the vacation case by the County Commission.

The Commission took no other action, but the indication was that no further action would be taken until the paving petition for Gold (along the proposed McLean alignment) from 35th to MacArthur is submitted to the City and is scheduled on the agenda for Commission consideration.


E. H. Denton
City Manager

EHD/tpd

cc: Robert A. Lakin, Director of Planning
R. W. Bruggeman, Director of Public Works
Dick Linn, City Engineer

P.S. Please advise if it will be necessary to initiate action to place the arterial designation of the proposed McLean extension on the Transportation Plan to permit the City's legal retention of the right-of-way.



I would think that
nr



COMMISSIONERS PROCEEDINGS

7591

June 26, 1979

- 1) Captions for the deaf on public media;
- 2) Community Service Centers equipped with meeting places for the deaf and hard of hearing;

Discussion was had in regard to the possible lack of follow-through due to the consolidation of the Community Service and CAH areas; in particular Aley Park Community Center, where facilities for deaf communication had been promised.

3) Audio amplification on telephones for the deaf; this would enable deaf people to communicate with the City. The cost of each unit for that purpose would be approximately \$600;

4) Comprehensive education for employment of handicapped people. The Commission on the Status of Handicapped People is going to follow this up and begin a comprehensive education program;

5) Stickers furnished for homes of handicapped persons in the event of fire or medical emergency.

The Commission expressed their appreciation to Mr. Byington for his comprehensive presentation.

Porter moved that the report be received and filed, and that the City Manager be instructed to return to the City Commission with opinions from City and staff, and possible recommendations on Mr. Byington's recommendations in the report. Motion carried 4-0.

carried

COMMITMENT ON
CONTRIBUTION
WICHITA
CITY'S AND
RETIREMENT

Policy statement on employee contribution to Wichita Policemen's and Firemen's Retirement Fund, presented.

The City Commission will consider the adoption of a policy which will state its intent to limit the adjustment of employee contribution to a one-time basis not to exceed 1% during the calendar years 1980 through 1982, or because of changing economic conditions, adjust the benefits without the support of actuary and/or pension board recommendations.

City Manager reviewed the policy statement and stated that the 1% recommendation gets the contribution very close to the recommendation of Gabriel, Roeder, Smith & Company.

Mr. Smith stated that the members agreed to pick up the cost of the twenty and out program, and reiterated his figures of a cost of 4.2% (2% being normal cost; the rest unfunded, unaccrued liability). He stated that the figure of 1% gets the figure very close to where it should be.

Jim Sparr, member of the Wichita Policemen's and Firemen's Retirement Fund Board, stated that he was present when they instigated the twenty year and out program, and stated then that they would be willing to carry their share of it, and he still stood by his words then that he was willing to give their fair share of the contributions.

Mr. Sparr had presented a report on the hazards of being a fireman, and stated that statistics showed that the mortality and injury rate of firemen is the highest in the United States, even higher than policemen.

Paul Gerling, interested citizen, stated that the policy statement should not be adopted for a three-year period; he thought that created too much of a burden on the taxpayer. He reminded the Commission that it was the taxpayers carrying the load.

Commissioner Peters present during Mr. Gerling's presentation. City Manager stated that he was well aware of the costs involved, and he knew that as the Manager it was his job to pay a just wage to the employees of the City, and to give them the benefits that would keep good employees.

Casado moved that the policy statement be adopted. Motion carried 4-1. Porter "no"

15
↓

McLean Boulevard Extension, presented.

On May 8, 1979, the City Commission placed a moratorium on the vacation of McLean Boulevard right-of-way for sixty days. Subsequently, the County Commission, on May 16, 1979, concurred in delaying vacation proceedings for the sixty-day period to permit City Commission review of the project and the conduct

COMMISSIONERS PROCEEDINGS

7592

June 26, 1979

of another public hearing.

On May 29, 1979, the City Commission made a site visit to the proposed McLean route and received an informational briefing by Planning and Public Works staff.

A review and public hearing on the project have been scheduled for this date and time. Affected property owners have been provided notification of hearing.

Administrative staff reviewed the project.

City Manager stated that this was coming back to the Commission on this date for their determination, and reminded the Commission that the vacation of McLean Boulevard right-of-way is set before the County Commission for hearing July 11, 1979, and that the Commission needed to take some action for recommendation to the County Commissioners.

City Engineer reviewed the alignments that were previously presented to the City Commission on McLean Boulevard, showing three different alternatives that the design could take. He reminded the City Commission that the State Environmental Department had reviewed the various designs and gave the Commission their recommendation of those designs as being "environmentally sound."

Mayor Casado asked the City Attorney to clarify any possible conflict of interest he might have in his nephew's development to the south of the extension of McLean Boulevard.

City Attorney stated that since Mayor Casado had no financial interest or any other connection, that he had no conflict of interest, and could participate in the discussion and voting on this item.

The following people spoke in favor of the extension of McLean Boulevard:

Mary Neery;
Dave Ritchie, an interested citizen;
Jack Hunt, owner of the Lakeshore Mobile Home park and other property;
Betty Sparks.

Mrs. Sparks presented a petition said to contain 108 names that she collected in one day, asking for the extension of McLean, hopefully to relieve some of the South High traffic on 34th and 35th Street from Seneca.

5-0. Peters moved that the petition be received and file. Motion carried

R. S. Delamater, downtown businessman;
Dave Bayouth, concerned citizen.

The following people spoke against the extension of McLean Boulevard:

Bill Shook, 3350 Bond;
Dwayne Carr, 2772 Exchange;
W. G. Ward, 300 Callahan;
Warren Underhill, area resident;
Steve Pavilla, 4112 South Gold;
Pat Wentworth, Gold & Carlisle Streets;
Susan Grimes, 3332 Exchange Place;
George Price, 3338 Exchange Place;
Bill Biggerstaff, 3035 McLean;
John Brooks, 3447 Gold;
Marvin Gates, 3114 Exchange Place;
Ethel White, 3500 South Gold;
Pat Harris, area resident;
Phyllis Biggerstaff, 3035 McLean;
Marty Helmuth, 3261 Gold.

Marty Helmuth presented a petition said to contain 78 names, requesting the extension of McLean be denied. The petition further states, however, that if this City Commission feels this project is essential, signors would support a proposal suggested by a number of the City staff at the last City Commission meeting March, 1977, known as "Plan A", thus locating the road between Gold and Exchange on the old Midland Valley Railroad right-of-way in lieu of turning Gold Street into an arterial street.

June 26, 1979.

Casado moved that the petition be received and filed.

Larry Wiggins and Howard Boys spoke, proposing a new route altogether, taking part of Herman Hill Park and Watson Park as public right-of-way, feeding all the traffic into Broadway.

Jack Hunt reminded the Commission that he has a majority petition, requesting the paving of Gold from 35th Street South for the benefit of the people in the area's access to their property and to get rid of the washboard sand street going south on Gold.

Brown and Knight expressed their desires to retain the right-of-way. Commissioner Brown expressed a preference of Design Alternate A-1 going down that right of way if McLean should be extended in the future.

Casado moved that all previous action in regard to vacation or abandoning of McLean Boulevard be rescinded. *

Discussion was had in regard to its effect on the neighborhood.

Porter moved a substitute motion: that the City Commission encourage the County Commission to approve the vacation of the right-of-way. Motion failed 3-2. Brown, Knight, Casado "no".

Mayor Casado's motion carried 3-2. Peters, Porter "no".

The City Commission recessed 4:19 P.M. and reconvened at 4:32 P.M. with Mayor Casado in the Chair. Commissioners Brown, Knight, Porter present. Commissioner Peters absent.

BY THE
FOR
YLOP-
DOWN-
YLOP-
TIT

Presentation by the Foundation for Wichita Development on the Downtown Redevelopment Project.

The purpose of this presentation is to bring the City Commission up to date on the downtown redevelopment project and to identify probable tools for its implementation. Mr. Marvin Bastian, Chairman of the Foundation, will address the overall goals and objectives of the project, and Mr. George Ablah, Chairman of the Planning Committee, will present the development plan.

This is a large scale project which will require positive private-public participation. It is anticipated that the plan will require the assistance of the City in pursuing possible use of the following:

- 1) Industrial Revenue Bonds
- 2) Tax increment financing
- 3) Special assessments
- 4) A pledge of parking meter revenue
- 5) A pledge of transient guest tax funds
- 6) Land acquisition-disposition
- 7) Urban Development Action Grant

The Foundation has not finalized the implementation plan and has requested this appearance before the Commission to establish a working relationship between the Foundation and City to make future planning and implementation an orderly process. The City administrative staff has already established a City Assistance Team with representation from the City Manager's Office, Law, Economic Development, Public Works, Administration, Planning and Urban Renewal to coordinate staff efforts in the event the Commission authorizes City participation in the planning and implementation of the Foundation's projects.

The Foundation requests, at this time, an indication of support for the project, authorization for the Urban Renewal Agency to begin preparation of an Urban Development Action Grant application, and support for increased convention facilities in downtown to complement the project.

McLean Project Left In Limbo by Commission

Wichita
Eagle
6/27/79

By JACK McNEELY
Staff Writer

Like an asphalt sword, the McLean Boulevard extension Tuesday was left hanging over the heads of some south Wichita residents.

The City Commission voted, 3-2, to retain right-of-way for the proposed roadway, which would extend McLean Boulevard south to MacArthur Road and eventually to 47th Street South. Commissioners Bob Brown and Bob Knight sided with Mayor Tony Casado in overruling Connie Peters and Garry Porter.

ALTHOUGH THE commissioners voted to hold onto the land, they said they could give no assurance that the roadway will be built.

"I can't tell you whether we'll ever build a road down there," Brown said. "I have no way of telling you that. But if we do come up with a need for that road, then I feel we must retain what right-of-way we have now."

The previous City Commission had voted not to build the extension and to abandon some of the right-of-way acquired for it. That action was rescinded by Tuesday's vote.

Casado came in for sharp criticism

from some of the 100 persons who attended a hearing on the proposed extension.

"This is before the City Commission again today for one reason, and that is Mr. Casado," Duane Carr, 2722 Exchange, said to vigorous applause from the audience.

Carr said Casado should abstain from voting because Casado-McKay Co. Inc., involving the mayor's nephew Arthur Casado and John McKay, son-in-law of the mayor's brother, is building houses on the south side of 47th about two blocks west of Seneca.

"I have nothing to do with that," Casado replied, speaking quickly as the color rose in his face. "I don't feel guilty in the least . . . You're bringing up a point that is irrelevant."

NOT EVERYONE WAS opposed to the McLean extension. Betty Sparks, 3528 S. Osage, presented petitions that

she said had signatures of 100 property owners west of South High School. Sparks said the neighborhood bears the brunt of traffic from the school and favors the McLean extension as a way to alleviate the traffic problem.

Developers Dave Ritchie of the Ritchie Paving family and Jack Hunt, who owns land alongside the extension between I-235 and MacArthur, argued that the city needs another north-south thoroughfare between Seneca and Broadway.

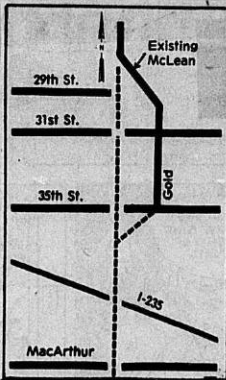
Ritchie is building an apartment complex south of MacArthur and west of Gold with \$3.1 million in city-issued revenue bonds.

He also is circulating a petition that calls for paving Gold Street from 35th south to MacArthur.

Casado said that if the sand portion of Gold is paved, the McLean extension might not be needed. The paving of Gold would provide a through roadway from MacArthur to the ex-

isting end of McLean Boulevard at 31st.

That would put traffic in front of the houses along Gold between 31st and 35th, whereas the McLean extension would put traffic behind the residences.



EXTENSION PROJECT
... May not be needed



The Road: Front or Back Yard?

A great deal has been written about the "McLean Extension," but unfortunately, it seems to this writer that your reporters have never really gotten around to describing the situation from the standpoint of anyone except the protesting property owners.

It seems almost unbelievable that a project as absolutely essential as this one, which has been planned for as long, and one which is as logical from every possible standpoint, should be delayed basically because a well-organized group of residents sees an opportunity to talk the city into "giving them back" right-of-way, most of which they never owned in the first place.

AT ISSUE IS a transportation right-of-way that was in existence for probably 30 or 40 years before the ground adjacent to it was even platted, much less any houses built. We find protestors living in houses that were built adjacent to that right-of-way when it was still carrying operating railroad trains, who are

Public Forum

now demanding that automobiles should not be allowed to drive along that same right-of-way.

A great deal has been said about the houses that back up to the right-of-way on which the road is proposed to be built. But one wonders if people from 31st Street South along both sides of Gold Street — which would be the alternate location of the highway if the present right-of-way is not used — realize that if that alternate is chosen, then the street will be built in front of their homes.

This in turn means tearing out their trees, removing the parking, and widening their quiet residential street

into a four-lane trafficway.

These people, it seems, deserve to be considered also; the same applies to the people on the east side of the present McLean from 31st Street North. They would certainly prefer to have the highway built on the limited access right-of-way where it is planned to be built, rather than to keep the highway in front of their houses.

IT HASN'T REALLY been made sufficiently clear that a major street will have to be built on this route, on some location. That much extra traffic cannot physically be dumped onto either Seneca or Broadway, which are already overloaded.

The route carries over 5,000 cars a day now; and is reasonably projected to carry 8,000 to 10,000 when fully extended. The only choice is whether it will swing over at about 29th Street South onto the vacant railroad right-of-way, or will continue south on McLean, which becomes Gold Street at 31st.

The first public concern is whether we shall have a safe, rapid, limited access route to south and southwest Wichita, and to a connection via 47th Street to the turnpike entrance or whether the route from 29th South will be over another crowded city street.

But a second, and rather important, public concern is whether the city will give away, free, some \$200,000 worth of highway right-of-way purchased with our tax money for highway purposes, in order that people along two blocks of that proposed right-of-way can gain an extra 40 or 50 feet of backyard, free, which was supposed to be used for the construction of a safe and adequate highway.

R.S. DELAMATER
Wichita

3
Circle 6/26/79

Editorials/Comments

2C

The
Wichita Eagle

Monday, June 25, 1979

A Moratorium on McLean

The on-again, off-again project to extend McLean Blvd. from about 31st to 47th St. South once again will be before the City Commission following a public hearing Tuesday afternoon.

At issue is whether to resurrect the project that an earlier city commission had abandoned. A side issue is whether the city should give back some private property it had bought for right-of-way that would be of no use to the city if the project is abandoned. Some 10 property owners are involved, and the land was purchased a few years ago for a total of about \$4,000.

The matter of returning the land will be academic if the city commission decides to revive the extension plan, because obviously, the land would still be needed.

The question of whether McLean should be extended south of 31st St., where it fans out into residential streets is complicated. Many homeowners are opposed because they think it would detract from their homes. The Wichita Area Chamber of Commerce favors it because, the chamber claims, it would relieve traffic congestion on South Seneca and South Broadway, would improve traffic movement in south Wichita, and would remove some of the carbon monoxide from the air. Movement to and from Haysville would be improved.

The board of education would like to see the

extension completed because it would improve access to South High. Many residents oppose it for the same reason.

We can only hope that the commission will consider all the alternatives before deciding. They are many. Broadway and Seneca could be improved. The old, unused railroad right-of-way that would be used for a part of the McLean extension could be used for the whole thing. That would cause less neighborhood disruption.

To make an intelligent decision, the commission will have to consider the new realities. The energy situation, for example, has changed in the years since the McLean project was first proposed. Expensive road projects may make little sense in the years ahead as mass transit takes a larger part in the life of the community. It must also consider what effect the road would have on urban sprawl.

The solutions to these problems won't come easily, so it would not be prudent to act hastily. It would be wise to declare a moratorium on any further action on the McLean extension project until all aspects of it can be reassessed in light of recent changes such as the energy problem.

Land that has been purchased for the project should not be given back until a final decision is made.

200 Gold 6/25/79

Residents Call McLean Plan 'Rotten Trick'

By JACK McNEELY
Staff Writer

South Wichita homeowners opposed to extending McLean Boulevard are finding themselves caught in a squeeze play engineered by developer Dave Ritchie.

The squeeze play almost certainly will leave the homeowners a choice of having traffic behind their houses, on the proposed McLean extension, or in front of their houses on Gold, a residential street between Seneca and Broadway.

The homeowners don't want the traffic either place.

Ritchie, a member of the family that owns Ritchie Paving, the city's largest paving contractor, is a partner with two of his brothers and a Ritchie employee in MacArthur Beach Properties. The partnership is building an apartment complex south of MacArthur Road and west of Gold.

RITCHIE IS circulating a petition to have Gold paved from 35th South, south to MacArthur. He said the pavement would be four lanes wide, and he is confident of getting enough signatures to present a valid paving petition.

If Gold is paved between 35th and MacArthur, traffic from the apartment complex and other south Wichita areas would be able to travel north along the new pavement, through the residential neighborhood and directly onto the existing McLean Boulevard.

In addition, the residential section between 31st and 35th could become a bottleneck. It is two lanes wide, while McLean Boulevard north of it and the new pavement to the south would be four lanes wide.

That raises the possibility of Gold being widened to four lanes, chopping into the homeowners' front yards.

SOME RESIDENTS along Gold, who have fought the proposed McLean extension for years, say they feel checkmated.

Larry Wiggins, 3217 Gold, said that given a choice of having traffic in their front yards or their back yards, the residents would want the traffic in their back yards — on the McLean extension. Wiggins has been an organizer of the neighborhood.

"It's a rotten trick," said Pam Harris, 1210 Casado.

Harris repeated the neighborhood's claim that a roadway through the area is not needed. She said Seneca and Broadway should be widened to handle traffic from developing areas south of MacArthur Road.

Ritchie pointed out that his actions are entirely legal and added that property owners south of the Gold neighborhood want a way to travel north without using Seneca or Broadway.

"I THINK SOME of these people feel they're getting put-upon, but I

(See McLEAN, 4C, Col. 1)

McLean Extension a Checkmate

★ From Page 1C

don't really understand that," Ritchie said. "It would just be great if all of us could live somewhere where there are no roads, but you can't have a city that way."

City planners have long agreed that a north-south thoroughfare is needed between Broadway and Seneca.

An extension of McLean Boulevard as far south as 47th was in the city transportation plan long before the Ritchies bought property in the area. The extension was deleted from the transportation plan by the previous City Commission.

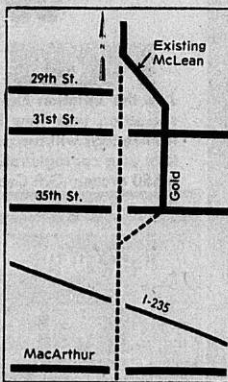
Tuesday, the new City Commission brought the extension up again is to consider whether to put the extension back in the plan and set wheels in motion to start building the roadway as far south as MacArthur.

CURRENTLY, THE four-lane, 40-mph McLean Boulevard ends at 31st, lining up directly with Gold.

Gold is a paved, two-lane residential street from 31st to 35th. Between 35th and MacArthur, Gold is a sand street, running along the side or rear property lines of South High School, a Consolidated Freightways truck terminal, Lakeshore Mobile Home Resort, a couple of homes, a sand pit operated by Dolese Brothers Co., and expanses of undeveloped land.

The McLean Boulevard extension would move McLean slightly west between 29th and 31st. From 31st to 35th, the extension would be a four-lane road between Gold and Exchange Place in an abandoned Midland Valley Railroad right-of-way — coming within 30 feet of the residents' back doors. South of 35th, the extension would use the railroad right-of-way and the sand street Gold for a four-lane divided road running under I-235 to MacArthur.

Cost of the extension has been estimated at \$1.94 million. The project would be eligible for 70 percent federal funding.



CORRIDOR PROPOSAL
... Along dotted lines

	McLean	McLean - Gold Street	McLean - 35 th - Gold
Compatible with the extension of McLean Boulevard	Yes	Yes	Yes
Utilizing the abandoned Midland Valley Railroad right-of-way	one mile	1/2 mile	1/2 mile
Access control to eliminate traffic conflicts	Yes	No	No
Improved access to major activity centers	Good	Fair	Fair
Traffic safety	Good	Fair	Poor
Traffic Carrying Capacity	Existing Gold Street Widening Gold Street	Good N.A.	Poor Fair
Gold Street as a local collector street	Yes	No	No
33 rd Street S. remains open	No	Yes	Yes
Increased noise level	Yes	Yes	Yes
Increased light conflicts during night time	Yes	Yes	Yes
Reduced pedestrian safety due to increased exposure to higher speeds and larger volume of traffic	No	Yes	Yes
Removal of trees and vegetation	No	Yes	Yes
Disruption of service to residents during construction	Small	Great	Great
Pedestrian traffic to the schools to be maintained by:	Pedestrian Overpass	Signals	Signals

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE June 22, 1979

TO The Honorable Board of City Commissioners

FROM E. H. Denton, City Manager

SUBJECT McLean Boulevard Corridor
Improvements

In connection with the public hearing on the captioned project, the following information is provided as a supplement to the general background materials on the McLean Boulevard extension project.

Within the McLean Corridor between 29th Street South and MacArthur several alternatives are available for traffic flow. The alternatives are presented here as a series of individual options and combinations of those options. Each option is discussed here and then the more viable and reasonable combination of options will be presented. (See attached sketch of options and alternates.)

Individual Options (numbers correspond with numbers on sketch map)

- 1) Extend McLean from 29th to 35th Street.
Several design alternates are available and are discussed in the background materials previously provided. (original alternates)
- 2) Improve Gold (along proposed McLean alignment) from 35th to MacArthur based on a petition now being circulated.
This is currently a sand roadway to be paved for better access to South High School, truck terminal, mobile home park, and an undeveloped parcel south of 35th. The petition now being circulated provides for collector street standards; however, the standard (Urban arterial, arterial or collector) to which it should be improved will be contingent upon how it is combined with other options.
- 3) Improve (pave) unpaved portion of 35th from railroad right-of-way to Gold.
One-half of a 31-foot pavement in a 60-foot right-of-way is now in place. (A petition to improve has been approved in connection with a zone case to the south.)
- 4) Provide for a transition of Gold into McLean south of 35th Street.
This would eliminate the need for the two right angle intersections (Gold and 35th; McLean and 35th).
- 5) Remove parking from Gold and use as collector street.
Existing Gold is 31 feet wide, 80-foot right-of-way, parking permitted on both sides, concrete, curb and gutter, and constructed to residential street vehicle weight standards.
- 6) Widen Gold (31st to 35th) to arterial standards.
49-foot street, 80-foot right-of-way, no parking permitted. This would only be necessary if Gold (McLean alignment), 35th to MacArthur, is also to be widened to arterial standards.

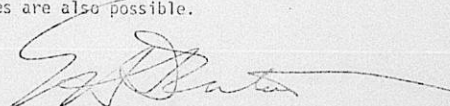
The Honorable Board of City Commissioners
June 22, 1979
Page Two

Corridor Alternatives (through combination of individual options)

Various corridor alternatives are possible by combining the above described individual options:

- A) Make no street improvements in the corridor from 29th Street South to 35th. This alternative would release the County Commission to proceed with the vacation proceedings for release of the former Orient Railroad right-of-way. The petition for paving of Gold (McLean alignment) would be considered when submitted to the City at a later date.
- B) Combination of Options 1 and 2. (original project)
 - 1) Extend McLean 29th to 35th to Urban arterial standards
 - 2) Pave McLean 35th to MacArthur to Urban arterial standards
- C) Combination of Options 2, 4, and 6.
 - 2) Pave Gold (McLean alignment) 35th to MacArthur to arterial standards
 - 4) Construct Gold to McLean transition
 - 6) Widen Gold (31st to 35th) to arterial standards
- D) Combination of Options 2, 3, and 5.
 - 2) Pave Gold (McLean alignment) 35th to MacArthur to collector standards
 - 3) Pave unpaved portion of 35th, Gold to McLean
 - 5) Use Gold (31st to 35th) as collector street

Other combinations or alternatives are also possible.

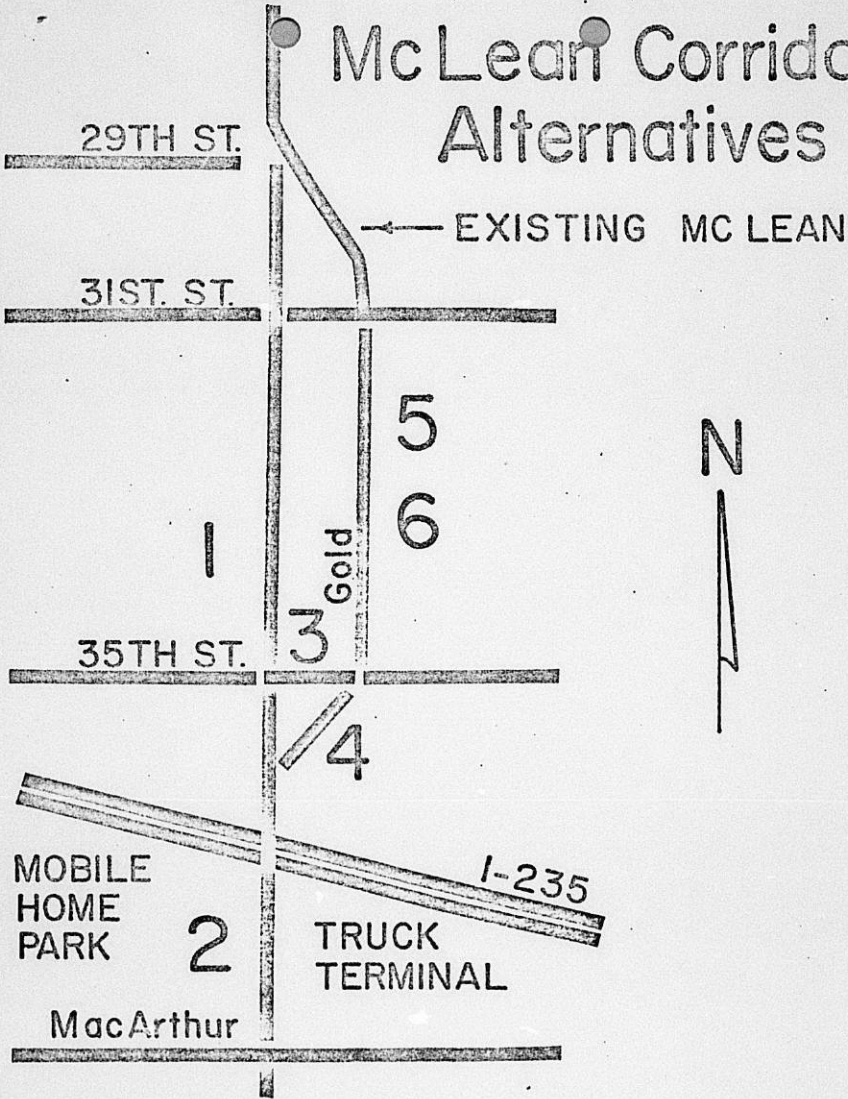


E. H. Denton
City Manager

EHD/pd
Attachment

cc: Robert A. Lakin, Director of Planning ✓
Dick Linn, City Engineer
R. W. Bruggeman, Director of Public Works

McLean Corridor Alternatives



THE CITY OF WICHITA

OFFICE OF

DATE June 22, 1979

TO E. H. Denton, City Manager
FROM Sarah Gilbert, Assistant CP Coordinator

SUBJECT McLean Boulevard Extension

On June 12, 1979, the CPO Central Council voted to refer discussion of the Southwest Action Corps statement concerning the McLean Boulevard Extension (attached) to the Neighborhood Councils and to provide the recommendations of the Councils to the City Commission for the June 26 consideration.

A-Opposed construction of the extension on the grounds that the funds could be better spent on improving existing streets.

B-Approved construction of the extension if the affected residents can be equitably relocated.

C-Supported the SWAC statement, opposed construction of the extension, and emphasized improvements needed for Broadway and Seneca.

D-Supported the SWAC statement because the project is not compatible with the neighborhood.

E-Supported the SWAC statement and recommended that the extension not be built and that Broadway and Seneca be upgraded.

F-Endorsed the SWAC statement and recommended that the right-of-way be returned to the adjacent property owners. (See attached memo)

G-Recommended a full study on Broadway and Seneca before further action is taken on the extension.

H-Endorsed the SWAC statement.

I-Supported the SWAC statement and recommended that the extension not be built because:
Seneca and Broadway improvements would sufficiently serve the area, traffic volumes appear too low to justify the construction, and traffic would still bottle-neck at Douglas and McLean, so the extension would compound an existing problem.

J-Supported the last paragraph of the SWAC statement.

K-Approved the SWAC statement.




I-Recommended that the extension not be built because:
area residents are opposed,
the project cost is considerable, and
it would not benefit all residents of Wichita

M-Supported the SWAC statement, recommended that the extension not be
built and suggested improving Broadway and Seneca.

N-Urged the City Commission to make a decision on the extension project
immediately and recommended that the project be abandoned; however,
if the project is approved, it is recommended that all houses abutting
the project be acquired by the City.

O-Supported the last paragraph of the SWAC statement.


Sarah Gilbert
Assistant CP Coordinator

SG:jw

cc: Larry Wiggins, 3217 Gold
Robert Lakin, Director of Metropolitan Area Planning Department
Dick Linn, City Manager

Attachments

THE CITY OF WICHITA
OFFICE OF Citizen Participation

DATE June 21, 1979

TO E. H. Denton, City Manager
FROM Gail Williams, CPO Administrative Aide

SUBJECT McLean Boulevard Extension

CPO Council "F" discussed the captioned project at their meeting of June 18, 1979, and voted unanimously (8-0) to make the following statement and recommendations:

Council F feels that the 1.4 mile multi-million dollar extension is not justified to the taxpayers of Wichita with today's rate of soaring inflation and shortages of gasoline.

In view of the fact that the Council feels the extension is not justified, we recommend that the City Commission take the necessary action to indicate to the County Commission that the City of Wichita is no longer interested in utilizing the right of way for the extension, and further recommend that it revert to the abutting property owners.

In addition, alternatives exist to handle southbound traffic, such as reconstruction of Seneca and Broadway; and at such time as development in southwest Wichita justifies the construction of additional road(s), consideration should be given to alternatives which would utilize City property on either side of the Big Arkansas River from Pawnee to South Broadway at the John Mack bridge.

Gail Williams
Gail Williams
CPO Administrative Aide

GW:a1



May 21, 1979

TO: CPO Council Area "C"
FROM: Southwest Action Corps

Homeowners adjacent to the proposed McLean Boulevard extension from 29th Street to 35th Street South ask the CPO Neighborhood Council Area "C" and the CPO Central Council to support the 80 homeowners along Gold and Exchange Streets whose property adjoins the proposed McLean Boulevard extension on the following statement:

"We, homeowners with property adjoining the proposed McLean Boulevard extension, do not want to stand in the way of progress for Southwest Wichita. However, as homeowners and tax-paying citizens, we object to the lack of concern by several City and County Commissioners for the rights and well-being of our property and way of life.

If the majority of citizens in Wichita thinks the McLean Boulevard extension is, without question, needed to ensure the city's economic health, by building a high speed road within 25 feet of homes and telling 80 homeowners in the neighborhood they must suffer to make way for a road that would benefit the entire city, then so be it.

We, the 80 homeowners, feel the 1.4 mile multi-million dollar McLean Boulevard extension is not justified to the taxpayers of Wichita with today's rate of soaring inflation and shortages of gasoline.

Existing streets, roads, and intersections (such as Broadway, Seneca, 31st South and Seneca) should be upgraded in the Southwest Areas instead. City and County Commissioners need to examine ways of providing more and better public transit facilities into all parts of the city.

We ask the City Commissioners and Wichita Citizens to make a decision on the McLean Boulevard extension NOW so that homeowners along this stretch can make plans accordingly and put to rest the constant upheaval we have experienced during the last ten years over this project."

Submitted to the Southwest Action Corps from the Southwest Auto Traffic Team (SWATT).

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE May 31, 1979

TO Distribution

FROM Robert G. Finch, Deputy City Manager

SUBJECT McLean Boulevard Extension

On May 8, 1979, the City Commission placed a moratorium on the vacation of McLean Boulevard right-of-way for sixty days. Subsequently, the County Commission, on May 16, 1979, concurred in delaying vacation proceedings for the sixty day period to permit City Commission review of the project and the conduct of another public hearing.

On May 29, 1979, the City Commission made a site visit to the proposed McLean route and received an informational briefing by Planning and Public Works staff.

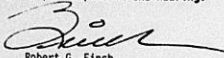
The Planning Department is requested to assume primary responsibility for preparing this matter for hearing before the City Commission on June 26, 1979, at 1:30 p.m. It is agreed that the following components will be included in the presentation and public hearing:

- (1) Planning will prepare a summary report on the project and circulate same to Public Works, Law and City Manager in draft form for review. The report will be provided to the Commissioners as early in advance of the hearing as possible. The content of the report was discussed during the May 30, 1979, staff meeting.
- (2) When the item is presented to the Commission:
 - (a) Denton will briefly review the content of the summary report.
 - (b) Linn will then briefly review the design alternatives.
 - (c) Denton will then review the Commission's alternative courses of action.
 - (d) Public Hearing.
 - (e) Commission action.

In the interest of brevity, (a), (b), and (c) should take no more than 30 minutes.

- (3) Linn will provide a list of affected property owners to Trail and the City Manager's Office will do a notification letter.

Because of the costs involved, it is not anticipated that Poe & Associates, the project consultants, will be requested to participate in the hearing.


Robert G. Finch
Deputy City Manager

RGF/tpd

Distribution
May 31, 1979
Page Two

Distribution:
Robert A. Lakin, Director of Planning
R. W. Bruggeman, Director of Public Works
John Dekker, Director of Law
Dick Linn, City Engineer
Willard Stockwell, Chief Planner
Paul B. Graves, Traffic Engineer



McLean Project's Revival Provokes Citizen Protest

6/16/79

By TOM LUECK
Staff Writer

More than 60 Wichita residents brought folding chairs, iced tea and a portable public address system Friday night to the back yard of a Gold Street home in order to voice their opposition to the long debated McLean Boulevard extension project.

The project, first proposed more than eight years ago, would involve construction of a new four-lane, 40-mile-per-hour street, extending McLean from 31st to 45th South. Proponents of the project, including Mayor Tony Casado, have said the new artery would ease traffic congestion and provide easier access to downtown for residents south of the city.

OPponents of the project, including those attending the Friday meeting, have noted that the new road would be constructed within 25 feet of homes in what is now a quiet residential area. The backyard meeting at the home of Larry Wiggins, 3217 South, was held within a few feet of the proposed street's path.

The McLean Boulevard extension was thought to be dead when the City Commission voted last year to cease consideration of the project. In March, the commission voted to return to neighborhood residents portions of an abandoned railroad right-of-way that was to be used for the new street.

However, controversy over the project was rekindled in May, after two new members were seated on the City Commission. The new commission voted to delay for 60 days the returning of land from the right-of-way so the project could be reconsidered.

A meeting has been scheduled by the commission for June 26 to reopen formally discussion of the McLean Boulevard extension.

In addition, Bill Shook, a member of the Metropolitan Area Planning Commission who has opposed the project, told the homeowners gathered for the backyard meeting that an alternative proposal for street construction had been presented to him in a phone call from Casado. The alternative seemed to elicit even less support than the original project proposal.

Shook said Casado had asked him to "get some response from the neighborhood" to a proposal that Gold Street be widened to four lanes between 31st and 45th South.

THE RAILROAD right-of-way chosen by planners as the site for a McLean Boulevard extension lies close to the back doors to some homes along Gold Street. A quiet, tree-lined and lightly traveled residential street,

Gold lies even closer to the front doors of some of those homes.

"My impression is that the mayor is trying to offer us the lesser of two evils," said Wiggins, clad in a golf shirt and baseball hat, and speaking over the portable public address system.

Referring to organized efforts by neighborhood residents to protest the McLean project, he added: "maybe what they (city commissioners) have in mind is the divide and conquer" rule.

Another Gold Street homeowner, who said he had lived at the same address for more than 20 years, asserted, "I don't want to move. I don't want to sell, and I don't want the new street." He added, "I say, to hell with them."

WICHITA-SEDGWICK COUNTY

DATE 6/15/79

METROPOLITAN AREA PLANNING DEPARTMENT

TO Board of City Commissioners
through E. H. Denton, City Manager

FROM Robert A. Lakin, Director of Planning

SUBJECT MCLEAN BOULEVARD EXTENSION

On May 8, 1979, the City Commission suspended, for 60 days, further action to vacate McLean Boulevard right-of-way pending a review of the merits of the project and a public hearing. On May 16, 1979, the County Commission concurred in the delay of vacation proceedings.


A review and public hearing on the project is now scheduled for 1:30 p.m., June 26, 1979. Enclosed are the following McLean Boulevard materials as attachments to this memo:

- Attachment A - Summary Report
- Attachment B - Status Report, Memo dated May 3, 1979 from the Director of Public Works to Deputy City Manager
- Attachment C - Draft Environmental Impact Statement (EIS).
 - Federal Highway Administration, July 24, 1975
- Attachment D - Transcript of Corridor Public Hearing held October 8, 1975.
- Attachment E - Transcript of Design Public Hearing held February 24, 1977
- Attachment F - Transcript of City Commission Hearing held March 1, 1977

The attached materials are somewhat voluminous but they do describe nearly every view and position. You may wish to concentrate your reading in the EIS (Attachment C) to pages 7 (need), 8 to 11A (Environmental issues-- noise) and 14 to 22 (alternative with pros and cons). From the Corridor Public Hearing transcript (Attachment D), I suggest reading pages 11-18 (need) and pages 25 to the end (comments and letters received from the public). From the Design Public Hearing (Attachment E), I suggest pages 2 & 3 (social, environmental and economic effects, page 7 (traffic needs), pages 8-10 (noise), pages 13 & 14 (need). From the Hearing before the City Commission (Attachment F), I suggest page 2 (design), and page 30 (action taken).

The alternatives shown you at the May 29 luncheon briefing were follow-up design alternatives of the alignment alternatives shown in the EIS report. These aeriels are available for inspection at any time in Mr. Linn's office. They will be placed on the wall of the City Commission Conference Room the day of the Hearing, June 26.

If you have any questions, please call any one of us who may be in and available: Robert A. Lakin, 4561; Monroe Funk, 4391; Richard Linn, 4669; or Paul Graves, 4446.


Robert A. Lakin
Director of Planning

RAL:MF:rh
Attachments

SUMMARY REPORT

McLean Boulevard Extension--29th Street to MacArthur

Introduction

During the past year or two the McLean Boulevard extension has received considerable discussion and debate. The history of the project is summarized in Public Works Director's May 3, 1979 memo which is Attachment "B". This report will summarize some of the design features of the proposed roadway and present the alternative alignments that were originally considered. Also presented will be the costs that have been incurred to date and what some of the alternative use for right-of-way might be.

There have been two study phases to the project. The location study where alternative alignments were considered and then after an alignment was selected several design alternatives were studied and evaluated.

Existing Traffic Conditions

Traffic counts in the South Seneca corridor are already heavy and in some cases exceed the capacity of the street. The 1977-78 counts are shown on Figure 1 and 2; however a few traffic volumes are given here for emphasis:

Seneca at 31st Street - 17,252 vehicles per day
 Broadway at 31st Street - 15,028 vehicles per day
 Seneca at 47th Street - 12,263 vehicles per day
 Broadway at 47th Street - 12,560 vehicles per day

Capacity of a street is generally assumed as follows:

Four-lane, channelized-median with limited side friction	20 - 24,000 vehicles per day
Four-lane, no median, no turn bays	16 - 18,000 vehicles per day
Two-lane, no intersection widening	10 - 14,000 vehicles per day

Thus it is noted that Broadway and Seneca traffic volumes already are near or exceed capacity. Due to capacity limitations, capacity improvements have been proposed and are shown in the Capital Improvement Program (CIP) and will be discussed later in this report.

Future Traffic Volumes

Figures 1 and 2 show estimated year 2000 traffic counts with the McLean extension in place and year 2000 without the extension respectively. The model utilized to estimate future traffic flow indicates that the opening of the I-135 Canal Route will serve many of the trips with origination or destination in the South Seneca-Broadway area.

SUMMARY REPORT

McLean Boulevard Extension--29th Street to MacArthur

Page 2

For the area from Pawnee to 71st and from Meridian to Hydraulic the population is forecast to increase 35% (34,074 to 45,987) and employment to increase 75% (3,921 to 6,869). This is significant because to work and to home trips form the greatest percentage of all trips produced. While growth in the area will be significant much of the traffic volume increase may be served by the soon-to-be-opened I-135 Canal Route. Traffic volumes would, however, remain at or beyond capacity levels in the corridor.

Corridor Study for Alternative Alignments

The 1965 Transportation Plan showed McLean Boulevard as an arterial street from its junction with Amidon (at the Arkansas River near 17th Street North) to 47th Street South. The street actually existed only up to 31st Street South. South of 31st Street South up to 47th Street the line on the Transportation Plan was a corridor indication only. The then existing Midland Railroad also was located in this corridor (from Douglas to beyond 55th Street South).

In 1975 a corridor study was undertaken to determine the feasibility of alternative alignments between 29th Street South to MacArthur as a McLean Boulevard extension. Three alternative alignments were considered:

Corridor Alternate A - Alternate A began at 29th and extended south to MacArthur using the abandoned Midland Valley Railroad right-of-way. The alignment provided for channelized intersections at 31st Street South and 35th Street South and a pedestrian overpass at 33rd Street.

Corridor Alternate B - Alternate B utilized existing Gold Street starting at 31st Street South and thence south to 35th Street. At that point the alignment would angle southwesterly until it intersects the abandoned railroad right-of-way just north of I-235. The alignment would then continue south along the abandoned railroad right-of-way to MacArthur. The alternative provided for auxiliary turning lanes at 31st Street.

Corridor Alternate C - Alternate C was the "do nothing" alternative. Under this alternative McLean Boulevard would not be extended beyond its present terminous at 31st Street.

These three (3) alternatives were evaluated in an Environmental Impact Statement, a copy of which is enclosed as Attachment C.

On October 8, 1975 at 1:30 p.m. a corridor public hearing was held to consider the three (3) alternative alignments. A copy of the transcript of that hearing is enclosed as Attachment D. As a result of the hearing Alternative A, to utilize the abandoned railroad right-of-way from 29th Street South to MacArthur was approved by the Federal Highway Administration. The alignment was endorsed by various local groups including the MAPC and City Commission. (See Hearing Proceedings Attachment D). The existing roadway north of 31st Street South would be terminated in a cul-de-sac at the south end of Watson Park.

Design Alternatives

After the selection of the general alignment along the abandoned railroad right-of-way it became evident that several design options should be studied. Several design alternatives were prepared that can be described as follows:

Design Alternative A - Proposed design basically within railroad right-of-way. One home to be purchased at 31st Street South. Several partial takings of lots where existing railroad right-of-way provided insufficient width to accommodate the roadway.

Design Alternative B - This design alternative proposed to purchase 29 homes on the east side of the railroad right-of-way between 29th Street and 33rd Street to get away from partial takings and to deal with the noise issue. The roadway alignment would thus be shifted to the east and would reduce the noise level at the remaining homes. Between 33rd and 35th the alignment would shift back to the existing railroad right-of-way.

Design Alternative C - This design alternative proposed to purchase all 50 homes from 29th to 35th located east of the railroad right-of-way. The purpose of this design alternative was to reduce the noise impact. Design Alternatives B and C were proposed in an effort to reduce the noise impact for the remaining residences.

Each of the design alternatives could include a pedestrian overpass at 33rd Street. Each design alternative also provided for channelized intersections at 31st, 35th and MacArthur.

Cost Estimates

Table 1 attached summarizes the estimated cost of completing the project. The base cost of \$1,225,000 includes roadway grading and paving, channelization and the necessary signal system. The cost of the optional pedestrian overpass is estimated at \$100,000. The nine (9) foot noise-safety barrier wall is necessary if trucks are allowed on the street. The six (6) foot wall is sufficient if trucks are not allowed. The walls are not needed if design alternative C is selected.

Costs Incurred to Date

It is estimated that approximately \$146,500 has been spent on the project from 31st Street to MacArthur. This includes right-of-way purchases, costs to move the rail line, and engineering costs. Approximately \$189,000 has been spent for right-of-way and rail line removal for the section from MacArthur South.

All cost incurred to date have been borne by the City of Wichita. To date no federal or state funds have been utilized on the project except for preparation of noise studies by the State. Those costs would be reimbursed by the "project" if it were to proceed and if funded in part by Federal funds.

SUMMARY REPORT

McLean Boulevard Extension--29th Street to MacArthur

Page 4

Broadway-Seneca Corridor Improvements Needed

Even though McLean Boulevard is constructed certain traffic flow improvements will be needed to not only serve present day traffic needs but future needs also. Some of the key projects would include:

1. Widen and reconstruct Seneca from MacArthur to 55th Street.
2. Widen and reconstruct Broadway from 47th Street to 71st Street.
3. Widen the John Mack Bridge over the Arkansas River on Broadway.
4. Widen and reconstruct 47th Street from Seneca to Broadway.
5. Widen and reconstruct MacArthur from Seneca to I-235.
6. Widen, channelize, reconstruct and upgrade signal at Seneca and 31st Street.
7. Numerous signal and signal upgrade projects in the area.

These and other projects are proposed and appear in the current (1979-1985) CIP. In addition to the above Broadway at MacArthur will need to be widened and channelized to improve the accident and capacity situation at this location.

Other Possible Uses for the Right-of-way

In answer to a question by the previous Commission, there appeared to be several possible non-arterial uses for the abandoned railroad right-of-way between 29th Street and 35th Street if not used as an arterial street. These possible uses include:

1. Linear Park
2. Bike Path
3. Pedestrian Path
4. Drainage right-of-way
5. Local Access (alley type facility)
6. Combination of the above

These possible uses will not be discussed in detail here except to note that it appears that a linear park is not feasible from a practical or legal viewpoint.

Figure 1
 Year 2000 Estimated
 Traffic Volumes
 With McLean Extension

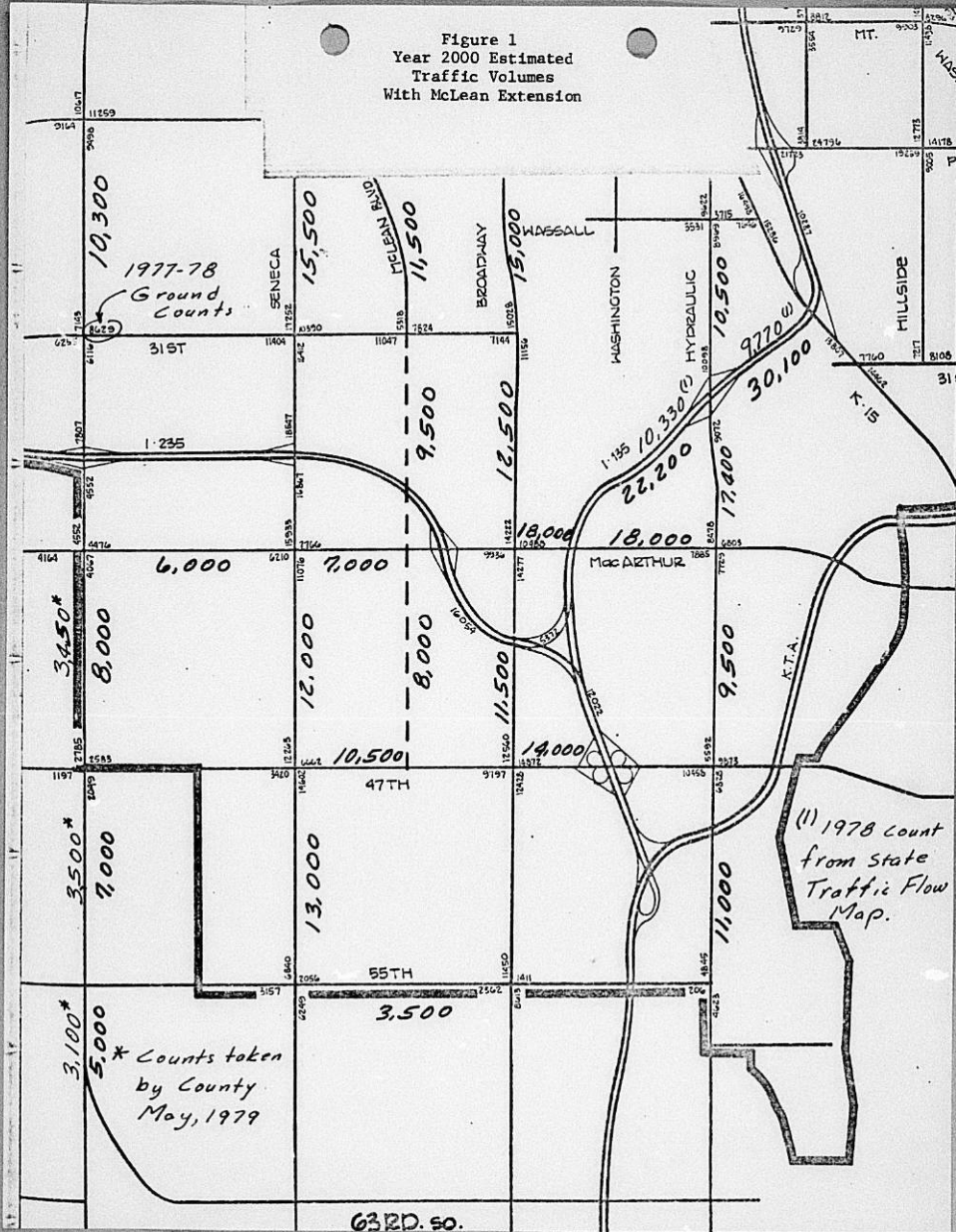
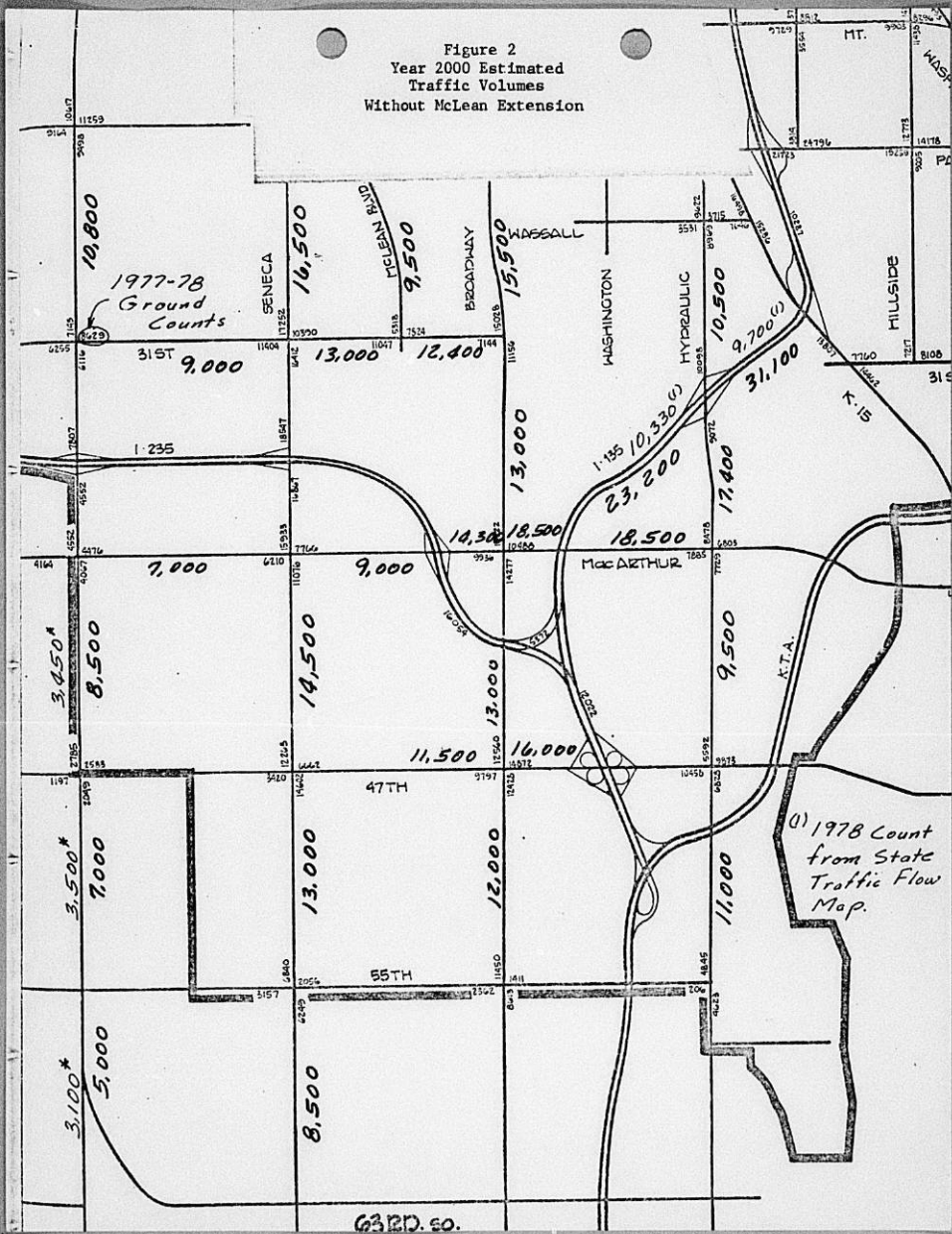
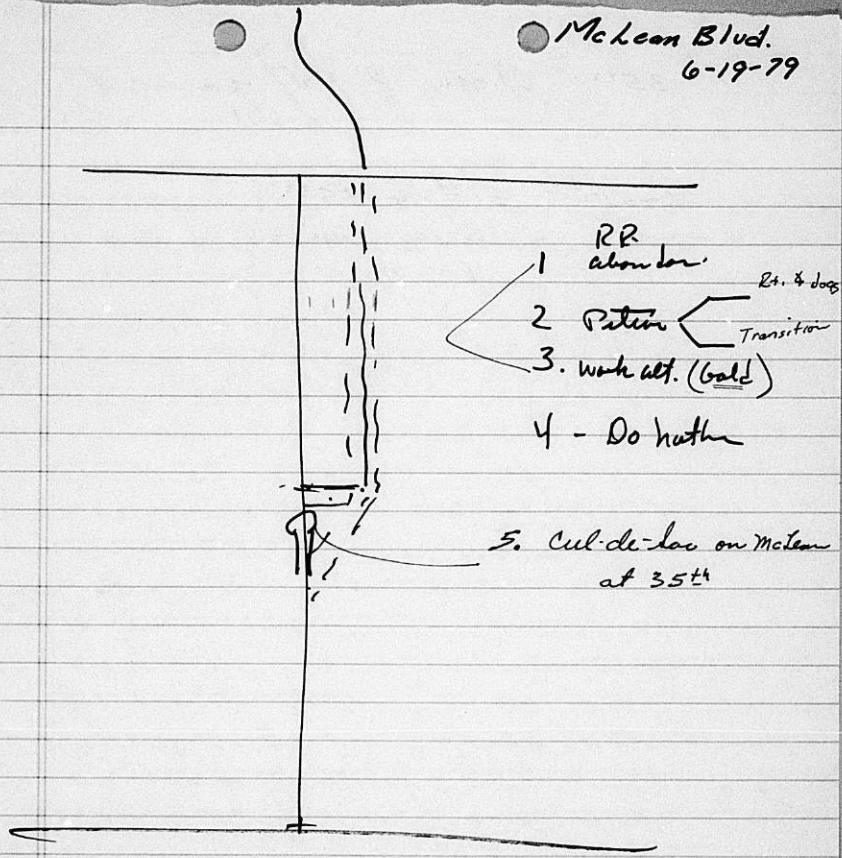


Figure 2
 Year 2000 Estimated
 Traffic Volumes
 Without McLean Extension



McLean Blvd.
6-19-79



- 1 RR abandon.
- 2 Psters Rt. & dogs
- 3. work alt. (bold) Transition
- 4 - Do nothing

5. Cul-de-sac on McLean
at 35th

Prepare a statement of pros and cons of each alternative.

35th

Width of Half pavement

" " R-O-W

Gold - 31st to 35th

Street width?

R-O-W " ?

Base Cost = \$1,225,000

Table 1

1127

McLean Boulevard

ADDITIONAL COST ESTIMATE

DESIGN ALTERNATE	PEDESTRIAN OVERPASS	NOISE-SAFETY BARRIER WALL 6'	NOISE-SAFETY BARRIER WALL 9'	RIGHT-OF-WAY	TOTALS
A-1	\$100,000	\$401,040	-0-	\$215,000	\$1,941,040
A-1	\$100,000	-0-	\$571,008	\$215,000	\$2,111,008
A-2	-0-	\$391,138	-0-	\$215,000	\$1,831,138
A-2	-0-	-0-	\$556,909	\$215,000	\$1,996,909
B-1	\$100,000	\$150,081	-0-	\$1,350,000	\$2,825,081
B-1	\$100,000	-0-	\$213,688	\$1,350,000	\$2,888,688
B-2	-0-	\$140,179	-0-	\$1,350,000	\$2,715,179
B-2	-0-	-0-	\$199,589	\$1,350,000	\$2,774,589
C-1	\$100,000	-0-	-0-	\$2,300,000	\$3,625,000
C-2	-0-	-0-	-0-	\$2,300,000	\$3,525,000

2/23/78

WLS

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE May 31, 1979

Distribution
May 31, 1979
Page Two

TO Distribution

FROM Robert G. Finch, Deputy City Manager

SUBJECT McLean Boulevard Extension

Distribution:
Robert A. Lakin, Director of Planning
R. W. Bruggeman, Director of Public Works
John Decker, Director of Law
Dick Linn, City Engineer
Willard Stockwell, Chief Planner
Paul B. Graves, Traffic Engineer

On May 8, 1979, the City Commission placed a moratorium on the vacation of McLean Boulevard right-of-way for sixty days. Subsequently, the County Commission, on May 16, 1979, concurred in delaying vacation proceedings for the sixty day period to permit City Commission review of the project and the conduct of another public hearing.

On May 29, 1979, the City Commission made a site visit to the proposed McLean route and received an informational briefing by Planning and Public Works staff.

The Planning Department is requested to assume primary responsibility for preparing this matter for hearing before the City Commission on June 26, 1979, at 1:30 p.m. It is agreed that the following components will be included in the presentation and public hearing:

- (1) Planning will prepare a summary report on the project and circulate same to Public Works, Law and City Manager in draft form for review. The report will be provided to the Commissioners as early in advance of the hearing as possible. The content of the report was discussed during the May 30, 1979, staff meeting.
- (2) When the item is presented to the Commission:
 - (a) Denton will briefly review the content of the summary report.
 - (b) Linn will then briefly review the design alternatives.
 - (c) Denton will then review the Commission's alternative courses of action.
 - (d) Public Hearing.
 - (e) Commission action.

In the interest of brevity, (a), (b), and (c) should take no more than 30 minutes.

- (3) Linn will provide a list of affected property owners to Trall and the City Manager's Office will do a notification letter.

Because of the costs involved, it is not anticipated that Poe & Associates, the project consultants, will be requested to participate in the hearing.


Robert G. Finch
Deputy City Manager

RGF/tpd



THE CITY OF WICHITA
OFFICE OF THE CITY COMMISSION

DATE May 25, 1979

10
WCS
file

TO The Honorable Board of City Commissioners
FROM Connie J. Miller, City Commission Aide
SUBJECT Luncheon Tour - McLean Boulevard

A luncheon tour of the proposed McLean Boulevard extension has been planned for Tuesday, May 29, 1979.

Lunch will be served in the City Commission Conference Room at 12:00 noon followed by a short briefing by Robert Lakin, Director of Planning and Dick Linn, City Engineer.

At approximately 12:45 p.m. following the briefing, a tour is planned to visit the proposed site. Transportation will be provided. It is anticipated the tour will conclude at 1:30 p.m.

Please contact me if you cannot attend.

Connie

Connie J. Miller
City Commission Aide

CJM/gt

cc: Robert Finch, Deputy City Manager
Robert Lakin, Director of Planning
John Dekker, Director of Law
Dick Linn, City Engineer
Bill Stockwell, Chief Planner
Ray Bruggeman, Director of Public Works
Paul Graves, Traffic Engineer



HARRY W. SAUMS
ATTORNEY AT LAW
SUITE 730
FOURTH FINANCIAL CENTER
100 NORTH BROADWAY
WICHITA, KANSAS 67202

May 24, 1979

HARRY W. SAUMS
PATRICK L. DOUGHERTY



264-0336
AREA CODE 316

The Honorable Anthony F. Casado, Mayor,
The Honorable Robert G. Knight, Vice-Mayor,
The Honorable Robert C. Brown, Commissioner,
Of the City of Wichita, Kansas
City Hall, First Floor
455 N. Main
Wichita, Kasas 67202

Gentlemen,

As you know I represent fifteen property owners in the thirty three hundred block of Exchange Pl. who, along with a like number of residents of Gold Street and a group of their neighbors, are seeking the return of title to land abutting their property. That land was originally to be used for the extension of McLean Boulevard.

As we all know, several interested parties are developing land south of the present terminus of McLean. You are attempting to serve the interests of the people who are interested in this area. In doing so, please don't forget the interests of persons who have for many years, maintained a high class residential area of this city.

I beseech you to attempt to find an alternative to that extension.

I would appreciate very much if you would give me the opportunity to present in an informal manner some suggestions that I feel would be helpful. I would appreciate a call advising me as to when and where and how I can do this.

Thank you very much.

Very truly yours,

A handwritten signature in cursive script that reads "Harry W. Saums".

Harry W. Saums

HWS/drr

copies - Honorable Garry Porter, Commissioner
Honorable Connie Peters, Commissioner
Gene Denton, City Manager
Robert Lakin, City Planning Department

WICHITA-SEDGWICK COUNTY

DATE 5/23/79 ^{Read}

METROPOLITAN AREA PLANNING DEPARTMENT

TO William McKinley, Assistant Traffic Engineer
FROM Monroe L. Funk, Principal Planner, Advance Plans Division
SUBJECT TRAFFIC VOLUME COUNTS

This is a request for your Department to take traffic counts on Meridian, Seneca, Broadway and Hydraulic between Pawnee and the South City Limits.

We are attempting to assess the effect of the new Meridian Street Flood Control bridge on traffic flow patterns in the South Seneca-Broadway corridor. The County took counts on Meridian last week recording 7,017 vehicles per day between 47th and 55th, 4,038 between 55th & 63rd, and 4,307 south of 63rd (raw counts). The counts are being repeated this week to check their validity. The count between 47th & 55th represents a 242 percent increase over the value shown on the 1978 traffic flow map. *Recounted*

The McLean extension will again be reviewed by the City Commission in the near future and the counts in the Seneca-Broadway corridor may be useful in explaining traffic flows in the corridor.

I have heard that traffic engineering has discontinued the traffic counting program due to fuel shortages. We in planning hate to see this since traffic counts are the most important data collected in monitoring transportation system performance. Maybe it could be cut back some; but, in my opinion, it should not be totally eliminated.

Monroe Funk, P.E.
Principal Planner
Advance Plans Division

MF:rh

Wetter & Associates, Inc.

Advertising and Public Relations
(316) 267-4366

Sub

May 14, 1979

Mr. Robert A. Lakin
Director of Planning, City of Wichita
Wichita, Kansas

Dear Mr. Lakin

The July/August issue of Wichita Magazine, the official publication of the Wichita Area Chamber of Commerce, will address in its Executive Comment column the extension of McLean Boulevard.

We would much appreciate your comments on this proposal. Specifically, you might offer remarks on the extension's effects on incoming and outgoing traffic flow, on connections with other quadrants of the city, and on its aesthetic and recreational purposes. In addition, your comments on the timing of the proposal - why the extension of the boulevard is being considered now - would be very valuable to the column.

The magazine staff will provide whatever secretarial or editorial services you require. A personal interview, should that be more satisfactory for you, can be arranged at your convenience.

I will call your office soon to confirm your wishes. Thank you for your consideration.

Sincerely,

John E. Brown

John E. Brown
Staff Writer



*Referred due to Planning Policy statement
of BCC in relation to McLean*

Suite Two West
247 North Market
Wichita, Kansas 67202

WCSO 5/31/74



Staff Photo by Hesh Tessehardt

Deputy City Manager Bob Finch, left front, and City Commissioner Bob Knight inspect 'gravesite'

McLean Extension Is Protested

By CHRISTOPHER KILBOURNE
Staff Writer

Larry Wiggins pointed out a stake about 35 feet from his house.

"It's pretty close as you can see, gentlemen," he told the Wichita City Commissioners who had come to see the site of the proposed McLean Boulevard Extension Tuesday.

"We've got a very powerful area. If the road goes through, high school kids will be driving here late at night, squealing tires . . ."

Wiggins, who lives at 2217 Gold, said he was pleased to see the commissioners touring the site. "Today was the first time the commissioners have gotten out and looked at the area," he said. "They showed concern by talking to the people and looking at their property."

Wiggins was one of about 20 residents who demonstrated against the

project with signs, a coffin and a tombstone.

THE TOMESTONE road, "R.I.P. McLean extension 1935-1973. Neighborhood burial is waiting — City Hall will sign its death warrant."

The residents were protesting action taken by the city and county commissions that brought the proposed extension back to life.

After eight years of fighting against the extension, residents of the South McLean, Grid and Exchange area thought they had won their battle when the previous city commission voted to drop the McLean project from the city's master traffic plan. The proposed extension would have run from 29th south to MacArthur.

However, the new city commission voted May 8 to delay vesting the right-of-way for 60 days.

Mrs. Don Wiley, 2202 Gold, told the commissioners that the extension would raise noise levels and lower property values. "We would like to know as soon as possible what action is going to be taken," she said.

IN TELEPHONE interviews, other residents criticized the commissioners as well as the extension.

"It's a very dirty deal for the people around here," said Mrs. Mildred Schmitt, 3322 Gold. "We are given the memorandum. It's meetings and more meetings, and it's a dirty low-down trick. The commissioners aren't honest. They say they are going to do one thing, then do nothing."

Ralph Kimery, 3117 Gold, said the land should have been returned to the road, "as before the new commission ever discussed the extension. "We've fought it for eight years, and that is too much for a 1/4 mile stretch of extra-way going nowhere. I just wish they would settle it," Kimery said.

Mrs. Phyllis Biggerstaff, 2032 S. McLean, said the proposed road would run 24 feet from her back door. "We try to keep our homes up, but we don't even know why we do — we don't even know if we are going to have

homes. It's a mental strain. Citizens in a free country shouldn't have to do this."

MARVIN GATES, 3314 Exchange, said it would be difficult for residents to move out of the area and escape the uncertainty surrounding their property. "Home loans are very high, and at the moment, you can't sell a home around here anyway," he said.

"It makes you feel like sitting down

and crying and quitting," Gates said. "But you can't after fighting so long."

Before touring the McLean site, City Planning Director Robert Lakin and City Engineer Richard Lina reviewed the history of the project for the new commissioners. Lakin said the extension of McLean had been in the city's master traffic plan since 1935 before it was dropped at the request of the last commission.

no address on envelope either

ROUTE SLIP

(PLEASE CIRCLE DESTINATION)

- | | | |
|----------------------------------|-------------------------------|----------------------------|
| Administration | Community Facilities | Park Department |
| Budget | Building Services | Forestry |
| Contracts Admin. | Century II | Recreation |
| Controller | Community Arts | <u>Planning Department</u> |
| Data Processing | Omnisphere | Empl. & |
| Purchasing | Credit Union | Training Center |
| Print Shop | Emergency | Graphics |
| Stationery Stores | Communications | Job Teams |
| Ret. & Insurance | Fire Department | Police Department |
| Treasurer | Grievance Office | Motor Pool |
| Airport Authority | Health Department | Public Works |
| Art Museum | Housing & Economic | Administration |
| City Manager | Development | Engineering |
| C.P.O. | Adm. & Finance | Flood Control |
| City Clerk | Central Inspection | Maintenance |
| City Commission | Energy Resources | Traffic Engineering |
| Community Action | Industrial Development | Urban Renewal |
| Community Services | Local Housing Authority | Water Department |
| Com/Status of Women | Law Department | Accounting |
| Personnel | Library | Engineering |
| Personnel Training | M.T.A. | Filter Plant |
| Public Affairs | Municipal Court | Gas Utility |
| Civil Rights & E.E.O. | | Mains & Services |
| | | Water Pol. Control |

For: no address 55

For your information _____ For your comments _____

MESSAGE: *for Mr. Baker*
Bob Junk

Signed _____ Date 6/5

RECEIVED

To the City commission JUN 11 1979
I would like to ~~present~~ ^{ROUTE} comment
on the Article about ~~the~~ ^{the} Lean
Extension

Those poor folks are afraid
they will have to listen to
high school kids squawking tires
late at night. We live next to
the drag strip from Seneca to
Gold on 33rd st. So. We listen to
tires squawking day & night plus
Sundays also going to and
from South Hi.

Evenings you take your life
in your hands trying to go
to the grocery store last week
I was driving to the grocery
store up 33rd st. to Seneca when
2 tanagers started dragging side
by side and nearly hit my head
on needless to say I was shook

up.
It does very little good to call the police as they can't possibly patrol this area constantly. So let the extension go thru on McLean and let them people share some of our joy as I understand it would take a little bit away from us. We have listened to this for 22 yrs. with no hope for relief.

We also have all of the traffic going to South Hi Stadium. Most of these dragsters live beyond Gold so those people don't hear the noise. Let them share the noise with us.

We had the understanding when the stadium went in at South Hi. the traffic would be taken care of so far it goes directly in front of our home.

Thanks for listening to me and I'm sure there are many others next to 33rd St So. who have the same opinion.

From one who lives next to the Drag Strip on 33rd St. So. Between Seneca + Gold St.

CC-

W.S.
Smith

5-17-79

RECEIVED

MAY 18 1979

ROUTE

City Commission

Thank you for keeping alive the
extending McLean.

I think that the road is needed.

We live at 602 W. 31st South

31st is so busy & if McLean
was made in to a highway, this

would take some traffic off 31st south.

So much money has been spent to
study the project, if this land is given
back to the landowners, all of that will
be lost.

When we moved to 31st South, 30 years
ago, 31st was a country road, the city took
part of our front yard to widen the street,

it is no worse to take part of
back yards than it was to take our
front yard.

I voted for Mr Casals, because he
was the only one on the Commission
with the foresight to see the road
was needed. I also voted for Mr
Brown & Mr Knight, hoping they would
also see that the road was needed.

Thank You
Correct
Donna Rader
602 W 31st South

W. B. G. 5/17/71

McLean Plan Kept Alive by County Action

The fate of the McLean Boulevard extension once again is in the hands of the Wichita City Commission, because the Sedgwick County Commission voted 2-1 Wednesday, in effect, not to kill the project.

Homeowners in the area, who stand to regain property lost to right-of-way purchases for the extension, don't want the artery extended from 31st to 35th Street S. They had hoped the county commissioners would put the matter to rest by voting to return the right of way to its original owners.

The right of way had been in limbo since the City Commission decided earlier this year to drop the extension plans. To put an end to the matter, the County Commission would have had to agree to return the right of way to the 14 homeowners involved.

But before the paperwork wound its way back to the county courthouse, two new city commissioners — enough to change the majority — were elected and they decided they wanted to take another look at the McLean extension.

So the County Commission received a petition asking the county to vacate the right of way and heard from an assistant city attorney who asked them to do no such thing.

THE NEW CITY commissioners — Bob Brown and Bob Knight — wanted at least 60 more days before turning back the right of way, and County Commissioners Everett Patrick and Don Gragg agreed to table the matter until July 11.

Gragg said he was voting for the 60-day reprieve as a "courtesy" to the new city commissioners, while Patrick said he was swayed by the \$400,000 he said already had been spent on the project.

The homeowners affected live in County Commissioner Tom Scott's district, and he voted to give back the right of way immediately.

About 20 persons attended the County Commission meeting to urge killing the project, which has been planned for seven years.

In other action, the County Commission set \$1.50 as the new admission price to the Sedgwick County Zoo. The current price is \$1, and zoo director Ron Blakely had sought to increase it to \$1.75.

The commissioners called that amount inflationary and said it would discourage people from coming to the zoo. They urged Blakely to seek funding from the Board of Education and more support from the private Zoological Society for operating expenses.

Blakely, who said he was not surprised by the action, said the new price probably would take effect June 1. Children younger than 12 years will continue to be admitted free, he said.

McLean Project Surfaces Again

By CRAIG STOCK
Staff Writer

W Case 5/19/77

Unless Sedgwick County commissioners deny its request, the Wichita City Commission will reconsider the McLean Boulevard extension — a multimillion-dollar road project that the previous City Commission killed because of costs and neighborhood protests.

The City Commission voted 3-1, with Garry Porter opposed and Connie Peters absent, to ask the County Commission for a 60-day freeze on a request from the previous City Commission to vacate some right-of-way that was purchased for the road project.

If the County Commission grants the freeze, a public hearing on the matter will be conducted by city commissioners.

COUNTY COMMISSION approval is needed before ownership of the right-of-way land can go back to property owners along the proposed roadway. The request on the vacation will be heard by county commissioners May 16.

Representatives of neighborhood residents, who have fought the proposed roadway for several years, called the action to freeze the vaca-

tion misleading, deceptive and an injustice.

The action on the McLean extension right-of-way came on an agenda item marked "status report on vacated street right-of-way."

Newly elected Commissioner Bob Brown requested a status report on the vacated right-of-way, a 75-foot swath of land which previous commissioners had voted to give back to property owners along Gold and Exchange Place, from 31st Street South to 35th Street.

CITY STAFFERS prepared a report outlining the history of the project, a subject of controversy for eight years.

Then Brown moved to ask the County Commission to put a six-month freeze on the city's request to vacate the land. Mayor Tony Casado, a steadfast supporter of the McLean Boulevard extension, quickly seconded the motion. Casado was the sole member of the previous City Commission who favored the road project

and opposed vacating the right-of-way.

Brown said he wanted to keep open the city's option to get back the right-of-way for an extended McLean Boulevard.

"If this (roadway) can be used as a tool for controlled growth in this area, I don't want to lose it at this time," Brown said.

Porter argued that the road is not needed and would primarily benefit a few developers who want to have a wide, fast access road to apartment complexes they would like to build south of the single-family residences south of 31st Street.

CASADO SAID THAT the project, which would extend McLean Boulevard from 29th Street South to 45th Street South, "is a natural."

He said the road is needed to open up more of south Wichita for development and to relieve congestion of Broadway and Seneca, the main north-south roads in that part of south Wichita.

"So it does benefit one or two developers," Casado said. "That's immaterial. I think it's good for the majority of the citizens of Wichita."

Porter called the request to freeze

(See CITY, 3C, Col. 4)

May 9, 1979

McLean File

STATUS REPORT ON
VACATED STREET
RIGHT-OF-WAY--
MCLEAN BOULEVARD
FROM 31st STREET
SOUTH TO
MACARTHUR

Status Report on vacated street right-of-way--McLean Boulevard from 31st Street South to MacArthur, presented.

On April 24, 1979, Commissioner Robert Brown requested a report on the status of the vacated street right-of-way which had been acquired for the proposed McLean Boulevard, 31st Street South to MacArthur.

The Public Works Department has prepared a report outlining the chronological history of the project from its inception to the current time.

Comm. Brown

Commissioner Brown stated that he had had this placed on the agenda in order that the new commissioners could be updated on the status of vacating of McLean right-of-way.

John Dekker

City Attorney reviewed the history of the vacation of McLean and informed the Commission that the City has always vacated right-of-ways under K.S.A. 13-443, the City portion of State Statutes, for City use only; and K.S.A. 12-501, requiring that the County vacate it by City recommendation. He explained that under K.S.A. 13-443, the right-of-way is vacated and the property reverted to the adjacent property owners, but they never gain complete fee title to the property under that statute. They can use it and even, with zoning permits, build structures on it, but if the City ever wants to go back and take it for street right-of-way again, they can do so by paying the property owner for any structures they may have on it, and not have to buy the land over again. Under the K.S.A. 12-501, when the City presents it to the County Commissioners and recommends that it be vacated, the land reverts on fee title to the property owners that are adjacent, and if the City ever wants to go back and clear right-of-way for a street, they have to start all over again and buy the right-of-way complete.

John Dekker

Mr. Dekker explained that this was in the process that the City has vacated it, and under K.S.A. 13-443, and the County Commissioners have been petitioned to hear the vacation under 12-501 on May 16, 1979.

Motion--

Brown moved that the vacation of McLean Boulevard right-of-way be frozen in its present condition for a period of six months, in order that the new Commission might discuss the merits of extension of McLean right-of-way.

John Dekker

Mr. Dekker stated that he took it by that motion that he was to take steps necessary to hold the vacation of McLean in its present condition, and ask the County Commission to defer any consideration for six months.

Bill Shook

Bill Shook, CPO member, stated that he was a little amazed when he read the agenda, that the Commission was taking action in this manner. He felt that it merited a public hearing, at least, and that people be notified of the same. He stated that he was disappointed in the Commission's action and attempt to hide it on the commission agenda.

COMMISSIONERS PROCEEDINGS

7388

May 8, 1979

Harry Saums Harry Saums, attorney representing some of the residents adjacent to the right-of-way for the extension of McLean, protested the City Commissioners, considering this at this time and stated that he felt and was suspicious of the commissioners in the manner in which it was being handled.

Comm. Brown Commissioner Brown stated that he felt, as a new Commissioner, he had a right to know the status of actions taken by a previous Commission, and informed Mr. Shook and Mr. Saums that he had had many inquiries in regard to this, and he felt he was elected to represent the public, and he was getting this status in order to do that.

Commissioner Knight Commissioner Knight stated that he did not believe that he was locked in to any action taken by a previous Commission in this regard, but he did not want to do it in an improper manner.

Discussion Considerable discussion was had in regard to the length of time in Commissioner Brown's motion, and if a public hearing should be conducted by the Commission or by the Planning Commission.

John Dekker and Bob Lakin Casado moved an amendment to the motion that six months be reduced to 60 days.

City Attorney and Director of Planning both informed the Commission that the Public Hearing should be conducted by the City Commission before going to the Planning Commission with a recommendation as to whether to leave McLean out or to add it to the Overall Traffic Plan.

Amendment carried Amendment to the motion carried 3 to 1. Porter "no".

Motion carried Motion as amended carried 3 to 1. Porter "no".

City Commission recessed at 4:37 P.M. and reconvened at 4:55 P.M. with Vice Mayor Knight in the Chair. *Mayor Casado absent.

APPOINTMENT IS IN ORDER TO THE WICHITA MANPOWER AREA PLANNING COUNCIL Appointment is in order to the Wichita Manpower Area Planning Council. The vacancy is created by the resignation of Fred Meyer. Commissioner Peters will make the nomination.

Motion-- carried 3 Porter moved that the appointment be deferred for three weeks. Motion to 0.

APPOINTMENT IS IN ORDER TO THE COMMUNITY ACTION AGENCY Appointment is in order to the Community Action Agency. One unexpired term to September 1, 1981. This vacancy is created by the nonattendance of Connie Duvall. Commissioner Porter will make the nomination.

Motion-- carried 3 Porter moved that the appointment be deferred for two weeks. Motion to 0.

*Mayor Casado present and in the Chair.

Appointment pertaining to the Air Quality Advisory Subcommittee appeared on the agenda and by consensus was stricken.

OFF AGENDA ITEM Appointment to the Wichita Energy Commission.

Motion-- Casado moved that the rules be suspended and the matter of appointment to the Wichita Energy Commission be considered off the agenda. Motion carried 4 to 0.

Motion-- Porter moved that the Commission took up the matter of appointment of a Commissioner to the Wichita Energy Commission to fill the vacancy created by the expiration of the elected term of former Commissioner James M. Donnell.

Porter moved that Commissioner Knight be appointed to the Wichita Energy Commission and that Commissioner Brown be appointed as Alternate, for a term to expire December 31, 1979. Motion carried 4 to 0.

APPOINTMENTS ARE IN ORDER TO THE CONVENTION AND TOURISM COMMITTEE Appointments are in order to the Convention and Tourism Committee. Four expired terms--to April 30, 1983. The vacancies are created by the expired terms of:

City Will Reconsider McLean Extension; Fresh Protests Arise

★ From Page 1C

the project "another example of an end run" designed to fool opponents of the road.

Porter said that the way the matter came up will cause some citizens to distrust the City Commission.

"THIS IS NOT a good thing for this commission in the long run," Porter told the other commissioners.

The Rev. Bill Shook, a member of the Citizen Participation Organization and a foe of the road, said he objected to the matter being brought up on an agenda item that called only for a report on the right-of-way status.

Shook and Harry Saums, an attorney for some opponents of the road, told commissioners that the public had no way of knowing that a potential resurrection of the project would be voted on Tuesday.

They said they were at the City Commission meeting because they suspected such a move might be made.

"I regret the feeling I had of being suspicious," Shook said. "But I have to say you gentlemen have confirmed my suspicions."

SAUMS SAID THAT he also was suspicious of the status report requested by Brown.

"We were right," he said. "You're not asking for a status report. You're misleading my clients and you're deceiving them."

Saums said opponents of the roadway, because they weren't notified,

had been denied a chance to make their arguments Tuesday.

The request for a freeze by the County Commission "is a far cry from what you set out to do when you asked for a report," Saums told Brown.

Brown and Commissioner Bob Knight, who voted with him, said they resented the inference that they were involved in a deception.

They and Casado pointed out that another public hearing would be arranged so both opponents and proponents of the roadway can give their views.

BROWN, AFTER Saums said six months would be too long to keep the matter hanging over the heads of the neighborhood residents, amended his motion for a six-month freeze to a motion for a 60-day freeze.

Opponents of the road can still win their battle without another long series of public hearings if they can convince two of the three county commissioners to ignore the request for a freeze and to approve the request for the right-of-way vacation.

The people in the neighborhood who have fought the road live in the district of County Commission Chairman Tom Scott.

In other action, the commission:

- Decided to continue construction of a sidewalk from Belmont to Oliver on the north side of 21st Street. A 300-foot section remaining to be installed east of Belmont will be placed nearer the street to protect trees and shrubs.
- Sent to the Wichita Traffic Com-

mission a request for installation of left turn signals at Pawnee and Hydraulic, one of the most dangerous intersections in the city. The traffic commission turned down a similar bid a year ago.

● Appointed Ray Denton, 202 N. Terrace, and J.F. Mole, 534 N. Terrace, to the city's Convention and Tourism Committee. The appointments were made by Commissioner Bob Brown. Denton was the campaign coordinator for Commissioner Bob Knight in Knight's spring election campaign.

* County to Mull McLean Fate

The proposed McLean Boulevard extension south of 31st Street will either be finally buried by the Sedgwick County Commission this morning or be given a 60-day reprieve.

The plan to extend the roadway to 45th South has been fought by property owners in the area for several years. Some of the right-of-way has already been purchased from 14 homeowners along Exchange Place from 31st to 35th.

Before this spring's Wichita City

Commission elections, the commission voted to kill the plan and return the property to the owners.

It was an action requiring the concurrence of the County Commission, and that body will consider it this morning.

If commissioners agree to sell back the land, the project would almost certainly be beyond resurrection.

The County Commission meets at 9 a.m. on the third floor of the county courthouse.

City Votes to Return Land Along McLean

By FRANK GAROFALO
Staff Writer

Tossing aside claims of a half-million dollar waste of tax money, the Wichita City Commission voted Tuesday to return land to some property owners along the defunct McLean Boulevard extension.

The vote was 4-1, with Commissioner Tony Casado opposed.

The McLean extension from 31st to 45th South, a controversial issue for almost eight years, was killed by the City Commission late last year.

AT THE SAME TIME, the commissioners ordered the city to return some of the property purchased for right-of-way from 14 residents living along Exchange Place from 31st to 35th. They also ordered that right-of-way south of 35th be retained for pos-

sible drainage projects.

In order to deed the land back to the residents, both the city and the county commissions must approve vacating the properties. The request goes to the County Commission.

If the county commissioners refuse, the land cannot be legally deeded

back to the property owners. However, the city's legal staff has said the residents could still use it.

Harry Saums, attorney for the 14 property owners, said his clients received an average of \$400 a property, for a total of \$5,600.

BUT DAVE BAYOUTH, a member

of the Metropolitan Area Planning Commission and a staunch advocate of the road project, and Bob Cory, a former city commissioner, charged that the commissioners' decision to kill the project has cost taxpayers \$500,000.

In addition, Cory went to district

court Monday to try to stop the commission from enacting the ordinance vacating the right-of-way.

Judge Keith Anderson denied the request for a restraining order, ruling that the court could not restrain the commission before it had a chance to act.

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BUT DAVE BAYOUTH, a member



Readers' views

Save a neighborhood

I can't believe what I hear and read! The "McLean Extension" is on again, off again, on again, and now another commission gets to decide, whether "we" taxpayers on the "east side" of Gold, get to give the "west side" back the land they were paid for by the city.

This would be so they could park their boats and campers, plant gardens, let grow up in weeds, dump trash, park old cars — yes, even park tractors on.

I live in the 3300 block of Gold, on the "east" side. No one gave us any land, we paid for this 15x60, and paid the taxes on the street in front of it, and we can't even get out our driveway because of traffic coming up Gold and off Seneca, to get to McLean.

Ask the children at Sim Elementary and South High School how bad it is!

Why don't they ask us on the east side? If we want to give up our rights as a taxpayer and give land away that we could also use better — another street for instance — so we can use our own again.

Why should we pay, so they can play? I plead with the commission to

please see our side too. Give us that extension, so we can keep our neighborhood, too!

ILA CAMPBELL
Wichita

Editor's note: City commissioners voted last week to consider the McLean Boulevard extension at its meeting on Tuesday.

Bad Drivers

I have just moved here, from Denver, and never in my life have I seen drivers like those in Wichita.

During the 17 years I lived in Denver, I never saw as many accidents as I have seen in the short time I have lived here. The drivers are careless, rude and constantly cutting in and out of the lanes of traffic like it is a matter of life and death — usually they are making a mad dash to get to the next corner.

Wichita has a reputation of having "the worst drivers." What is the matter with people here?

JANELLE ROBERTSON
Wichita

independent newspaper published afternoons, Monday through Friday, and combined on Saturdays, Sundays and holidays with The Wichita Eagle, by the Wichita Eagle and Beacon Publishing Company, Inc., at 825 E. Douglas, Wichita, Kansas 67202.

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3/26/79

Resolutions

(89341 Published in the Daily Record Mar. 12, 1979)1T

A RESOLUTION DECLARING IT NECESSARY AND THE INTENTION OF THE GOVERNING BODY OF WICHITA, KANSAS, TO IMPROVE AND REIMPROVE MCLEAN FROM SOUTH LINE OF MACARTHUR TO 1000 FEET NORTH OF THE CENTERLINE OF 31ST STREET SOUTH AS A MAIN TRAFFICWAY DESCRIBING IN GENERAL TERMS THE CHARACTER OF THE IMPROVEMENT AND REIMPROVEMENT; DECLARING THE NEED TO EMPLOY HIGHWAY AND TRAFFIC ENGINEERING ASSISTANCE FOR THE PROPER PLANNING AND DEVELOPMENT OF MCLEAN THROUGHOUT ITS LENGTH AS DESIGNATED AND ESTABLISHED BY THE GOVERNING BODY AND PROVIDING THAT THE ENTIRE COST OF THE IMPROVEMENT AND REIMPROVEMENT SHALL BE PAID ONE HUNDRED PERCENT BY THE CITY OF WICHITA, KANSAS, AT LARGE OUT OF ANY FUND AVAILABLE FOR SUCH PURPOSES OR BY THE ISSUANCE OF GENERAL IMPROVEMENT BONDS.

BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

SECTION 1. That the Governing Body of the City of Wichita, Kansas, hereby declares it necessary and declares its intention of improving and reimproving McLean from south line of MacArthur to 1500 feet north of the centerline of 31st Street South, such portion of McLean having been declared a main trafficway by Ordinance No. 35-931, adopted February 20, 1978, and published in the official City paper February 23, 1978 and hereby declares the need for employing highway and traffic engineering assistance for the proper planning and development of said McLean throughout its length as designated and established by the Governing Body of the City of Wichita, Kansas, as a main trafficway.

SECTION 2. That the general character of the improvement and reimprovement of McLean as designated a main trafficway shall be the planning of a multi-lane roadway, and the acquisition of right of way by purchase or condemnation when necessary for any of such purposes. That the general character of the highway and traffic engineering assistance shall be the preparation of plans showing alignment, geometrics, right of way limits, utility adjustment, estimated and probable cost, and other critical features for a high type traffic facility.

SECTION 3. That the estimated cost of the improvement and reimprovement and the highway and traffic engineering assistance provided in Section 2 is \$125,000.00.

SECTION 4. That all of the local costs and expenses of the improvement and reimprovement and the highway and traffic engineering assistance as provided in Section 2; when ascertained, shall be borne by the City of Wichita at large.

SECTION 5. That the cost to be paid by the City of Wichita at large shall be all costs of the improvement and reimprovement authorized under the provisions of K.S.A. 12-585 et seq. and any amendments thereto, and all other costs properly attributable to such project and planning, and all such costs shall be paid by the City of Wichita, Kansas, at large from the general improvement fund, general revenue fund, internal improvement fund, or any other fund or funds available for such purpose or by the issuance of general improvement bonds.

SECTION 6. The resolution adopted by the Governing Body on December 14, 1978 and published in the official City Paper on December 20, 1978 is hereby repealed.

SECTION 7. That the City Clerk shall make proper publication of this resolution which shall be published for six (6) consecutive days in the official City paper, as required by law. If within thirty (30) days after the last publication of said resolution there shall be filed in the office of the City Clerk not later than five o'clock (5:00) P.M. on the last day a protest petition signed by qualified electors equal in number to not less than ten percent (10%) of the electors who voted at the last preceding city election, as shown by the poll books, an election shall be called and held within ninety (90) days after the last publication of the resolution. If no sufficient protest is filed within said thirty (30) days after the last publication of this resolution, the improvement shall be made.

ADOPTED at Wichita, Kansas this 6th day of March, 1979. CONNIE A. PETERS, MAYOR
ATTEST: (SEAL) DONALD C. GISICK, CITY CLERK

This resolution is for the purpose of re-conveying engineering costs only

W Eagle 1/5/79

Bayouth, Savina Fight to Revive Proposed Extension of McLean

By CRAIG STOCK
Staff Writer

Planning commissioners Dave Bayouth and Mike Savina don't give up easily.

The men, still angry about a City Commission decision to erase a proposed McLean Boulevard extension from Wichita's transportation plan, will seek financial and political support at a meeting at 8 a.m. Saturday of Home Owners Trust, a taxpayer group. The meeting is at HOT offices at Parklane Shopping Center, Lincoln and Oliver.

The multimillion-dollar extension was to have been from 29th to 45th streets south between Gold and Ex-

change, mostly along an abandoned railroad right-of-way.

The plan was killed late last year after consistent and strong opposition by area residents, who viewed it as an intrusion on the neighborhood.

THE PROJECT had been delayed for years because of its costs.

Along with their vote to wipe the project from the city's transportation plan, commissioners voted 4-1, with Tony Casado opposed, to return the right-of-way the city bought from property owners. That hasn't been done officially, but the wheels of the legal process to vacate the right-of-way are turning.

Bayouth and Savina want to stop

that, as well as to restore the project to the transportation plan.

"I think it's a criminal act to buy land for a project and then give it back to the people you bought it from," Savina said.

Bayouth said, "If the purpose of this was to stop growth in the city of Wichita, to prevent commerce, then deleting the McLean extension from the transportation plan was a good way to do it."

THE NEIGHBORHOOD opposition to the project should not kill it, Bayouth said, because it is needed to ensure the city's economic health.

"Somebody has to take the interests of the city at large at heart," he said.

McLean Blvd.

1-4-79

4:30 p.m.

Mr. Braynech requested and received for his use the following from our files (and City Engineer files):

1. Transcript of McLean public hearing held 10-8-75
2. Copy of final EIS statement marked MAPD.
3. MAPD OR file folder

Monroe L. Funt

THE CITY OF WICHITA

ATTACHMENT B

OFFICE OF Director of Public Works

DATE May 3, 1979

TO Robert G. Finch, Deputy City Manager

FROM R. W. Bruggeman, Director of Public Works

SUBJECT Status Report - Vacated Right-of-way -
McLean Boulevard, 31st Street South
to MacArthur Road

Attached is a status report on the vacated street right-of-way
for McLean Boulevard, between 31st Street South and MacArthur
Road.

Also attached are two copies of an aerial photo of this area showing
the vacated right-of-way.

If additional information is needed, please advise.

R. W. Bruggeman
R. W. Bruggeman
Director of Public Works

RWB:cgr

Attachments

RWB

STATUS OF
MCLEAN BOULEVARD PROJECT,
FROM 31st STREET SOUTH TO MACARTHUR ROAD

The improving of McLean Boulevard has been included in the planning and improvement program of the City for many years. Since 1955, the Master Plan and Transportation Plan designated the proposed alignment of the arterial street to follow Gold Street, from 31st Street South to 35th Street South, and extend from 35th Street South to MacArthur Road immediately adjacent to and east of the Midland Valley Railroad right-of-way. Addition plats between Watson Park and MacArthur Road provided right-of-way for an arterial street improvement. Gold Street was paved in 1958 to arterial standards between 31st Street South and Watson Park. McLean Boulevard was improved in 1964 south of Pawnee and connected to the Gold Street improvement constructed in 1958.

The section of Gold Street between the MacArthur Road and the north line of Consolidated Freightways Addition was included in the Capital Improvement Program in 1968.

The Midland Valley Railroad right-of-way was abandoned in 1969 south of 31st Street South. The availability of the railroad right-of-way offered the opportunity for a much more desirable location for the improving of the arterial street. The City proceeded to acquire the right-of-way for street and drainage purposes in 1969 and 1971. The section of railroad right-of-way north of 31st Street South has not been abandoned. The recommended alignment would relocate McLean Boulevard north of 31st Street South and eliminate the location of an arterial street in front of the houses. By agreement with the City, the railroad abandoned the right-of-way

from 31st Street South to Pawnee in 1973. The City reimbursed the railroad for relocation of their team track facilities.

The improving of McLean Boulevard, from MacArthur Road to 29th Street South, was included in the Capital Improvement Program in 1970 and was included in subsequent years until 1979. McLean Boulevard was included in the Urban Highway System for Wichita designated in 1971 by the Metropolitan Area Planning Commission, Traffic Commission, City Commission, County Commission, the Kansas Department of Transportation and the Federal Highway Administration. Designation on this system makes the project eligible for 70% funding by the Federal Highway Administration.

The City applied for assistance under the Federal-Aid Urban System for approval by the Federal Highway Administration of the project.

A detailed study and environmental assessment was conducted on the project corridor. A corridor public hearing was held on October 8, 1975 to determine the need for and location of the Federal-Aid improvement. The hearing was held to insure that an opportunity was afforded for participation and presenting views on alternate locations and the social, economic and environmental effects of the alternate locations.

At this hearing, statements were presented by the City Commission, Metropolitan Area Planning Commission and Traffic Commission for the approval of Alternate A to utilize the abandoned railroad right-of-way from MacArthur Road to approximately 29th Street South where it would connect to existing McLean Boulevard. The existing roadway north of 31st Street South would be terminated in a cul-de-sac at the south end of Watson Park, converting this section to a residential street.

After the corridor public hearing, the official transcript of the corridor public hearing, the final draft of the Environmental Impact Statement and other study

data were submitted to the Kansas Department of Transportation and Federal Highway Administration for review. On December 3, 1976 approval was received with authorization from the Federal Highway Administration to proceed with preliminary engineering which included the development of plans to the field check and design hearing stage.

After this approval, development of the project included the following actions which are chronologically listed:

- | | |
|-------------------|---|
| December 20, 1976 | Resolution published in paper requiring City Engineer to submit plans and specifications for McLean Boulevard extension. |
| February 16, 1977 | Traffic Commission approval of the recommended design of the McLean Boulevard extension, 29th Street South to MacArthur Road. |
| February 17, 1977 | Metropolitan Area Planning Commission approval of the recommended design of the McLean Boulevard extension, 29th Street South to MacArthur Road. |
| February 24, 1977 | McLean Boulevard extension design hearing. |
| March 1, 1977 | City Commission held a public hearing on the proposed extension of McLean Boulevard and approved the extension from 29th Street South to MacArthur Road for 1979 with the understanding of proper accommodation for the adjoining and adjacent property owners to be made even if it means the acquisition of houses on one side or the |

other, with appropriate noise barriers.

Project costs at this point include:

Right-of-way	\$183,221.95
Railroad relocation	16,750.00
Engineering costs	<u>78,267.00</u>
	\$278,238.95

October 5, 1977

Received appraisal report of cost estimate for right-of-way acquisition for McLean Boulevard extension, from 29th Street South to MacArthur Road.

April 17, 1978

Presentation and informal hearing on the proposed McLean Boulevard extension at Citizen Participation Area Council "C".

May 2, 1978

City Commission moved that the extension of McLean Boulevard be deleted from the Capital Improvement Program and the City Manager be instructed to return with alternate plans.

August 29, 1978

City Manager advised the Kansas Department of Transportation that the City Commission action on May 2, 1978 was to delete the extension of McLean Boulevard from the City's Capital Improvement Program and that the project should also be deleted from the State Federal-Aid Highway Program.

October 17, 1978

Joint meeting of the City Commission and the Metropolitan Area Planning Commission to discuss amendment to the Transportation Plan and consideration of additional alternatives. The City Commission reaffirmed its previous action to delete entirely the McLean Boulevard extension from 29th Street South. The City Commission deferred for two weeks only the question of possible retention of right-of-way for drainage purposes.

October 31, 1978

City Commission approved a motion to delete the McLean Boulevard extension from the Transportation Plan and formally vacate all abandoned railroad right-of-way previously acquired north of 35th Street South and retain the right-of-way south of 35th Street South for lessor uses or purposes and that vacation proceedings through the City and County be accomplished for the property north of 35th Street South.

March 27, 1979

V-0936 - City Commission approved a motion for the vacation of street right-of-way for McLean Boulevard between 31st Street South and 35th Street South and placed the ordinance on first reading.

Ordinance No. 36-032 vacating McLean Boulevard from 31st Street South to 35th Street South was approved by the City Commission on April 3, 1979 and was published on April 6, 1979. Since that date a hearing before the County Commission has been set for May 16, 1979 for the vacation of McLean Boulevard between 31st Street South and 35th Street South.

The right-of-way south of 35th Street South is to be studied for future requirements for drainage as authorized in City Commission action dated October 31, 1978. This determination will await a study scheduled in the 1979 - 1984 Capital Improvement Program for 1979 to study the South Seneca - Midland Valley drainage area.