

DR 84-14 - THE WEST BANK STUDY -  
Summary and Recommendations  
(MAPD)

DATE

COMMITTEE

M.A.P.C. Approved 8-23-84

~~R.C.C./P.C.C.~~ Continued 9-4-84

~~S.C.C.~~ Approved 9-25-84

# ACTION

COMMITTEE		DATE
M.A.P.C.	<u>Approved</u>	<u>8-23-84</u>
B.C.C./P.C.C.	<u>Continued</u>	<u>9-4-84</u>
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DR 84-14 - THE WEST BANK STUDY -  
Summary and Recommendations  
(MADP)

*Gilson*

**THE CITY OF WICHITA**

**OFFICE OF** Housing and Economic  
Development

**DATE** August 29, 1984

**TO** The Honorable Board of City Commissioners  
**THRU:** E. H. Denton, City Manager  
**FROM** Don E. Anderson, Director of Housing and Economic Development

**SUBJECT** West Bank Status Report

On August 14, 1984 the Board of City Commissioners received and filed a copy of the West Bank report and referred it to the Traffic Commission, the Metropolitan Area Planning Commission and the Board of Park Commissioners for comment. It was also requested that a full fiscal analysis be made of the impact of the West Bank on the City's financial planning. The West Bank item was to be returned to the City Commission for further review and discussion and public hearing on September 4.

Attached are the results of the discussions by the three boards. The City Commission will recall that the Economic Development Commission has previously unanimously recommended the conclusion of the consultant.

Staff has held several meetings to complete the assignment on the fiscal impact of the West Bank and met with the Capital Improvement Program Administrative Committee. It was concluded from these meetings that more time was needed to do a complete fiscal impact study of the West Bank. It would be impossible to have a complete analysis of this subject to the City Commission for its meeting of September 4.

Recommendation

In order that the City Commission can have all of the necessary information to make a final decision in this matter, and in view of the fact that there will not be a full Commission on September 11 or September 18, it is recommended that this subject be further deferred until September 25 before its final hearing before the City Commission.



Don E. Anderson, Director  
Housing and Economic Development

DEA/st  
Attachments

THE CITY OF WICHITA  
OFFICE OF Park Board

DATE August 27, 1984

TO Robert G. Finch, Deputy City Manager  
FROM Thomas P. Allen, Jr., Director

SUBJECT West Bank Study



Pursuant to your memorandum of August 15, 1984, the Board of Park Commissioners considered the subject matter at its meeting this date.

Following a brief summary of all phases of the study, which was presented by Mr. Warren Oblinger of Planning Development Services, the Board of Park Commissioners voted unanimously to support Alternative Plan No. 6.

*Thomas P. Allen, Jr.*  
Thomas P. Allen, Jr.  
Director

TPA/lrb  
cc: Don E. Anderson, Director, HED

AUG 29 1984

WICHITA-SEDGWICK COUNTY

August 28, 1984

METROPOLITAN AREA PLANNING DEPARTMENT

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

FROM: Robert A. Lakin, Director of Planning

SUBJECT: West Bank Proposal

The Metropolitan Area Planning Commission, at its regular meeting of August 23, 1984, was given a full presentation of the two development alternatives for the West Bank. Copies of Phase II of the study and my staff recommendations were furnished to the MAPC prior to the meeting.

After much discussion concerning the design alternatives, estimates of costs and traffic capabilities; and after hearing from Messrs. Bush, Grund and Pollack, the MAPC adopted the following motions:

MOTION: That the Planning Commission recommend to the governing body that Alternate 6 be adopted, and that before it goes into a final plan, that it be returned to MAPC for its approval; and that the old McLean Boulevard should remain or left up to the developer.  
Bayouth moved, Peters seconded.

SUBSTITUTE MOTION: That the Planning Commission recommend to the governing body that it adopt Alternate 6.  
Crockett moved, Gardner seconded and it carried with a vote of 6 in favor (Crockett, Gardner, Bayouth, Goebel, Moore and Peters) and 1 opposed (Wilson). Banzer and Chisholm were not present. Hansen was absent.

Following further discussion concerning the merits of leaving "old McLean" as a Parkway versus providing "additional land for river development", this additional motion was adopted:

Board of City Commissioners  
August 28, 1984  
Page 2

**MOTION:** That the Planning Commission recommend to the governing body that the design criteria include the elimination of "old" McLean Boulevard and that this be treated as a river project for the enhancement of the river development and for the City-at-large and not just the people who travel on McLean Boulevard. Wilson moved, Bayouth seconded and it carried with a vote of 4 in favor (Wilson, Bayouth, Moore and Peters) and 3 opposed (Crockett, Gardner and Goebel). Banzer and Chisholm were not present. Hansen was absent.

An extract of the MAPC minutes is attached for your information.



Robert A. Lakin  
Director of Planning

RAL:rme  
Attachments

cc: Don Anderson, Director, Housing & Economic Development  
Warren D. Oblinger, Planning Development Services, 727 N. Waco,  
67203  
Joel M. Pollack, Jim Smith Realty, Inc., 337 N. Waco, 67202  
Russell Brenner, Director of Administration  
Mike Lindebak, City Engineer

WICHITA TRAFFIC COMMISSION

MINUTES

August 15, 1984 Meeting

The Wichita Traffic Commission met on Wednesday, August 15, 1984, at 1:30 p.m. in the City Commission Meeting Room, First Floor of City Hall, 455 North Main, Wichita, Kansas.

President Colleen Johnston was in the chair and called the meeting to order. The following Commissioners were in attendance: Robert Cady, Maurice Coulson, Marvin Cox, Jr., Robert Edmiston, Sue Horn Estes, David Farnsworth, Michael Relihan and Skeets Winkler. Commissioner John Ziegelmeyer, Jr. was absent.

Staff members present included: David Stowe, Director of Operations and Maintenance; Bill McKinley, Traffic Engineer; Robert Lakin, Director of Planning; Mike Lindebak, City Engineer; Frank Smith and Joe Pajor of Industrial Development; and Joyce Blanchard, Recording Secretary.

\* \* \* \* \*

APPROVAL OF THE JUNE 20, 1984 TRAFFIC COMMISSION MINUTES

Motion by Commissioner Coulson, second by Commissioner Estes that the Minutes of the June 20, 1984 Traffic Commission be approved, as mailed, passed unanimously.

\* \* \* \* \*

WEST BANK DEVELOPMENT

Mr. Warren Oblinger, of Planning Development Services, Inc., requested to appear before the Traffic Commission to present their proposed concept of the West Bank Development project to the Traffic Commission with the desire that they make recommendations with regard to alignment of McLean Boulevard and traffic and access considerations before the proposed concept was presented to the City Commission at their September 4, 1984 City Commission meeting.

Bill McKinley, Traffic Engineer - explained that each Commissioner was presented with a copy of "The West Bank Summary and Recommendations", which had been prepared for the City of Wichita's Economic Development Commission by Planning Development Services, Inc. of Wichita, Kansas. He stated that after Mr. Oblinger was done with his summary of the report, there were several staff members in the audience that would be available for questions from the Traffic Commissioners. After the report was discussed by the Traffic Commissioners, he asked that they vote on one of the six alternatives that they thought would be best with regard to traffic matters. Their choice would be forwarded to the City Commission, and then the City Commission would discuss the project and the various alternatives at a public hearing to be held on September 4, 1984.

Warren Oblinger, Planning Development Services, Inc., - stated that his firm was assisted by two nationally recognized firms in Denver, Colorado; an economic consulting firm that helped in particular with market factors, and an urban

WICHITA TRAFFIC COMMISSION MINUTES  
August 15, 1984 Meeting

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Mr. Oblinger then reviewed the report entitled "The West Bank Summary and Recommendations" in detail, explaining that Alternative 2 would require major improvement of McLean Boulevard within its existing right-of-way, whereas Alternative 6 would retain the present McLean alignment, but only as a restricted river parkway providing improved aesthetics, and through traffic would be diverted to the west along existing Sycamore Street. He explained that his firm and a subcommittee had developed a statement of goals with regard to the river and what would be the best benefits to the west side of the City and how it would effect the public at large. He said they also wanted to try and eliminate it as a barrier between the downtown and the west side. He stated that they had studied the proposed project from an environmental viewpoint of what it would do to the face value of not only the west bank and its quality of development but how to also enhance the westside neighborhood which would include Central at the north, Kellogg to the south, Seneca on the west and Main to the east. Mr. Oblinger continued by reviewing the traffic problems and their possible solutions and the visual problem with the railroads in the core area. He said the various alternatives were developed with the Capital Improvement Program funds in mind in order to use the limited dollars to gain the most in return.

Mr. Oblinger had an in-depth discussion of the various designs and amenities, and explained the various illustrative site plans and how artists' conceptions detailed the proposed commercial and residential structures; and the planners of the site plan wanted to see what the highest possible density could be on the land. After giving a detailed review of each of the six alternatives, he explained the cost comparisons between Alternative 2 and Alternative 6 and then summarized the seven recommendations at the end of the report.

Commissioner Relihan - stated that earlier in Mr. Oblinger's presentation he had mentioned reducing the parking requirements in the area from the present 4 to 1 ratio to a 3 to 1 ratio. He asked Mr. Oblinger if he was anticipating that parking spots would appear somewhere else; he wanted to know his justification for the statement.

Mr. Oblinger - answered that it was a suggestion and it had to be approved, but the planners compared parking with other offices in the core area and they felt the parking could be reduced at McLean near Second Street because some of the parking lots he had observed were never more than two-thirds occupied. He said at the subject location they felt parking could be reduced based upon parking resources in that part of the city; some lots could be shared that are not used to a great extent during the day.

Commissioner Relihan - commented that the parking requirements would probably depend on the type of buildings constructed in the area; he was concerned that the City would just be extending the problems that currently exist in the down-

WICHITA TRAFFIC COMMISSION MINUTES  
August 15, 1984 Meeting

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Bill McKinley - stated that the City would be signalizing the intersections of the relocated McLean according to Alternate Six along the Sycamore alignment at First and Second, and Douglas, which is there currently, and at Maple at the realignment.

President Johnston - stated that she wished to restate the reason for the presentation today; she felt that the meeting was called for the purpose of looking at the overall plan and then the Traffic Commission should look at the specific designs of intersections, etc. and then it would come back to the Traffic Commission after it has been discussed by the City Commission at their public hearing on September 4, 1984.

Bill McKinley - stated that he hoped the Traffic Commission would pick the best alignment and send that recommendation to the City Commission and then in the near future Traffic Engineering could bring back detailed construction plans which they normally did on major intersections. He stated that at the present time these alternatives were just concepts.

Commissioner Estes - asked Mr. McKinley if he thought there would be a major impact on the intersection of Seneca and McLean.

Bill McKinley - replied that he thought that on all the proposed plans the intersection of Seneca and McLean would remain the same as originally proposed in the Capital Improvements Program for 1985.

Jerry Bush, 1574 North Charles, stated that as a citizen of Wichita he hoped that the Traffic Commissioners had received his letter setting out all of his concerns with regard to the project. He was basically concerned about residential neighborhoods suffering from noise and speeding motorists if homes were torn down to build the proposed trafficways; he felt that it would not be safe for the residents, and some of the proposed cul-de-sacs would make it difficult for residents to leave their homes.

President Johnston - was concerned about the traffic that would be moved away from the McLean/Maple intersection, and that the design in the sketches was not being presented from a traffic engineering design. She wondered how Mr. McKinley felt about the curves; could they be constructed so as to handle 35-miles-per-hour traffic more safely than Topeka and Emporia handles the 20-mile-per-hour traffic.

Bill McKinley - went to the slide screen in order to make his explanation clearer. He said that the south curves 400 foot radius curves and relocated McLean goes across Maple at about a 60 degree angle and that is similar to some of

WICHITA TRAFFIC COMMISSION MINUTES

August 15, 1984 Meeting

the crossings located at George Washington Boulevard or K-15, K-42, or Zoo Boulevard. The 400 foot radius without banking it at all would be a 30 mile per hour design, or 35 miles per hour if it was banked. There is some question, which would have to be worked out in the design stages as to whether we could totally bank the road all the way through the curves. We would not want it banked through the intersection.

Commissioner Cox - asked Mr. McKinley if the cost would be basically recovered through taxes levied after the development is finished; how will some of the street improvements be levied? Would they be levied on the project before it's put out for developers to purchase?

David Stowe, Director of Operations and Maintenance, stated that the City Commission would address any new capital improvement project, as they presently do, which is a combination of CO funding as well as special assessment funding. There has been some discussion about perhaps up-front money to provide some of the construction costs. This is in a concept mode and will be looked at by the City Commission later. He thought one thing that should be clarified was that of the numbers identified within the Capital Improvements Program for McLean Boulevard the entire number is not currently within the Capital Improvement Program. Ultimately, the City Commission would have to either increase that or adjust it somewhat to meet the total numbers involved for doing this project, or projects, if done over a period of years.

Commissioner Cox - addressed Mr. Stowe concerning the intersection of Douglas and Sycamore, and he wondered that if Sycamore were to be improved, would it be improved first and then have the developers purchase the property or will it be different this time - will we learn from our mistakes at Union Station?

David Stowe - stated that he did not have the answer, that the City Commission would ultimately have to answer the question.

Commissioner Estes - said that Mr. Oblinger had indicated that the cost for construction at McLean and Seneca is in the cost for the West Bank; she wondered if it was in the figures for the cost of construction at Maple and Seneca?

David Stowe - stated the particular bridge/intersection construction was included in the Capital Improvements Program and it was deferred until the West Bank realignment study was completed.

MOTION

Commissioner Winkler made a motion that the Traffic Commission endorse Alternative No. 6. Seconded by Commissioner Edmiston.

President Johnston - said she was still concerned about the design features, the angled intersection at Maple and McLean and what is called the connector. She also felt that the total cost should not be borne by the City at large of the special assessment of the construction costs. She wanted it on the record that the Traffic Commission needed to have another chance to discuss the specific designs of the project for approval and that the report not be lost in the confusion of going back and forth between the two commissions.

WICHITA TRAFFIC COMMISSION MINUTES  
August 15, 1984 Meeting

Commissioner Relihan - stated that the Traffic Commission was supposed to be looking at the project from a traffic standpoint, and if they started debating costs they would be fulfilling the City Commissioners' jobs. He was in favor of Alternative No. 6 primarily because it will move the traffic further away from the bridges in that area from Maple up to Second Street.

President Johnston - stated that in the past, on a great number of occasions, the Traffic Commissioners had taken into consideration the financing of projects, development costs, new plans, etc. and she did not feel that it was out of their province to stipulate that this project come back them so that they could discuss particular aspects of it after the public hearing before it got too far along, which was why she wanted this statement included in the record.

Commissioner Farnsworth - felt that on the whole, compared to other projects that have come before the Traffic Commission with regard to reconstructing intersections, he felt the estimates seemed lower than what they were accustomed to reading; they don't seem high enough.

Commissioner Estes - personally felt that the Traffic Commission really did not understand what it meant with regard to traffic in the subject area; she felt that it was easy to understand what the project was going to look like but she didn't think the Traffic Commission had the real feeling of what will happen to the traffic flow.

Commissioner Edmiston - commented that what was being lost sight of was that McLean Boulevard has to be dealt with, and approximately four or five years ago this project "sat" while everyone harped about whether they wanted to move it or not. He stated that McLean has been declared unsafe as it stands and it has to be rectified.

Bill McKinley - felt that for the project to be considered really workable it should not be built in segments because there is a great demand for north-south traffic on McLean. He hoped that the entire project could be completed within two or three years.

Commissioner Coulson - stated that their mission for the day was to choose and approve one concept, and while all the other questions were relevant and important, he felt that they could be addressed at some later date.

President Johnston - stated that she was unsure as to whether it was absolutely guaranteed that even if the Traffic Commission approved Alternative No. 6 concept and that's all we say, that it will not be construed by anyone that the City has our carte blanc approval to do whatever they wish and we totally approve the whole idea.

David Stowe - stated that he thought it appropriate from a traffic standpoint that the Traffic Commissioners consider all the alternatives and for them to think from a total traffic concept that the entire project from Seneca down to Kellogg has to be completed for it to be workable. He thought from a construction standpoint, it would not be built in one year; it would more likely take several years.

WICHITA TRAFFIC COMMISSION MINUTES  
August 15, 1984 Meeting

Bill McKinley - stated that the normal procedure is that anytime there are changes to arterial intersections that intersect, the Traffic Commission will review it when it comes to them in a public hearing. He didn't think anyone would bypass the Traffic Commission, but he could not guarantee it.

AMENDED MOTION

President Johnston made an amendment to the motion that the Traffic Commission is approving Alternative No. 6 only as a concept for improvement of traffic design; that the City commit itself to doing the entire project as a continuous project until its completion; and that it come back to the Traffic Commission so that they could vote on intersection design and any other recommendations they wished to make regarding the design and financing. Seconded by Commissioner Estes.

MOTION FAILED 6 TO 3. Commissioners Cox, Estes and Johnston in the affirmative.

ORIGINAL MOTION PASSED FIVE TO FOUR. Commissioners Cady, Cox, Estes and Johnston in the negative.

MOTION

President Johnston made a motion that whatever design alternative the City Commission finally approves as a concept for the West Bank development that it be presented to the Traffic Commission once again so that the Traffic Commission can approve it as to specifics in traffic design; that the City commit itself to doing the entire project as a continuous project until its completion; and that the Traffic Commission vote on intersection design and any other recommendations they wished to make regarding the design and financing. Seconded by Commissioner Estes.

MOTION PASSED UNANIMOUSLY.

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NOTIFICATION FOR ELECTION OF TRAFFIC COMMISSION OFFICERS

Bill McKinley -stated that the Commissioners needed to be prepared to select a new President, First Vice President and Second Vice Preident at their September meeting. He passed out to the Commissioners a report on the traffic volumes that were taken because of the closing of Central Avenue and its affect on traffic over Douglas, First and Second Streets and Murdock; basically the greatest impact has been on Murdock and First Street.

Commissioner Relihan - requested of Mr. McKinley that Traffic Engineering prepare something in connection with traffic patterns and recommendations they might give in conjunction with the new downtown parking garage that is going to be built.

There being no further business, the meeting adjoured.

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THE CITY OF WICHITA

OFFICE OF City Engineer

DATE August 24, 1984

Honorable Board of City Commissioners  
TO (Through E. H. Denton, City Manager)

FROM Mike Lindbak, City Engineer

SUBJECT Amended Petition to Pave Dougherty,  
from Central to 8th Street

A September 4, 1984 City Commission public hearing has been scheduled to consider the above-referenced petition. Signatures on the amended petition represent 52% of the land area in the improvement district.

The original petition was approved by the City Commission on May 23, 1978 and provided for the construction of concrete pavement at an estimated cost of \$150,000.

As there was insufficient right-of-way to construct the project, efforts were made to acquire the needed right-of-way by dedication. Most, but not all, of the necessary right-of-way was granted and the project was placed on hold for that reason.

Construction prices during the ensuing years increased dramatically, primarily due to energy costs and the development boom during the early 1980's.

The project is now estimated to cost \$246,000 (\$231,900 special assessments and \$14,100 general obligation). The estimated rate of assessment to individual properties in the improvement district is \$0.24 per square foot of ownership.

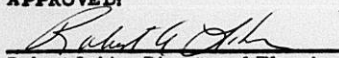
The remaining right-of-way has now been dedicated and property owners have submitted a new petition for asphalt pavement with updated cost estimates.

The recommended action is to approve the amended petition and instruct the City Attorney to prepare the necessary resolution.

  
Mike Lindbak  
City Engineer

MLhgr

APPROVED:

  
Robert Lakin, Director of Planning

WICHITA TRAFFIC COMMISSION  
MINUTES  
August 15, 1984 Meeting

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APPROVAL OF THE JUNE 20, 1984 TRAFFIC COMMISSION MINUTES

Motion by Commissioner Coulson, second by Commissioner Estes that the Minutes of the June 20, 1984 Traffic Commission be approved, as mailed, passed unanimously.

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WEST BANK DEVELOPMENT

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MOTION

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WICHITA TRAFFIC COMMISSION MINUTES  
August 15, 1984 Meeting

Commissioner Relihan - stated that the Traffic Commission was supposed to be looking at the project from a traffic standpoint, and if they started debating costs they would be fulfilling the City Commissioners' jobs. He was in favor of Alternative No. 6 primarily because it will move the traffic further away from the bridges in that area from Maple up to Second Street.

President Johnston - stated that in the past, on a great number of occasions, the Traffic Commissioners had taken into consideration the financing of projects, development costs, new plans, etc. and she did not feel that it was out of their province to stipulate that this project come back them so that they could discuss particular aspects of it after the public hearing before it got too far along, which was why she wanted this statement included in the record.

Commissioner Farnsworth - felt that on the whole, compared to other projects that have come before the Traffic Commission with regard to reconstructing intersections, he felt the estimates seemed lower than what they were accustomed to reading; they don't seem high enough.

Commissioner Estes - personally felt that the Traffic Commission really did not understand what it meant with regard to traffic in the subject area; she felt that it was easy to understand what the project was going to look like but she didn't think the Traffic Commission had the real feeling of what will happen to the traffic flow.

Commissioner Edmiston - commented that what was being lost sight of was that McLean Boulevard has to be dealt with, and approximately four or five years ago this project "sat" while everyone harped about whether they wanted to move it or not. He stated that McLean has been declared unsafe as it stands and it has to be rectified.

Bill McKinley - felt that for the project to be considered really workable it should not be built in segments because there is a great demand for north-south traffic on McLean. He hoped that the entire project could be completed within two or three years.

Commissioner Coulson - stated that their mission for the day was to choose and approve one concept, and while all the other questions were relevant and important, he felt that they could be addressed at some later date.

President Johnston - stated that she was unsure as to whether it was absolutely guaranteed that even if the Traffic Commission approved Alternative No. 6 concept and that's all we say, that it will not be construed by anyone that the City has our carte blanc approval to do whatever they wish and we totally approve the whole idea.

David Stowe - stated that he thought it appropriate from a traffic standpoint that the Traffic Commissioners consider all the alternatives and for them to think from a total traffic concept that the entire project from Seneca down to Kellogg has to be completed for it to be workable. He thought from a construction standpoint, it would not be built in one year; it would more likely take several years.

WICHITA TRAFFIC COMMISSION MINUTES  
August 15, 1984 Meeting

Bill McKinley - stated that the normal procedure is that anytime there are changes to arterial intersections that intesect, the Traffic Commission will review it when it comes to them in a public hearing. He didn't think anyone would bypass the Traffic Commission, but he could not guarantee it.

AMENDED MOTION

President Johnston made an amendment to the motion that the Traffic Commission is approving Alternative No. 6 only as a concept for improvement of traffic design; that the City commit itself to doing the entire project as a continuous project until its completion; and that it come back to the Traffic Commission so that they could vote on intersection design and any other recommendations they wished to make regarding the design and financing. Seconded by Commissioner Estes.

MOTION FAILED 6 TO 3. Commissioners Cox, Estes and Johnston in the affirmative.

ORIGINAL MOTION PASSED FIVE TO FOUR. Commissioners Cady, Cox, Estes and Johnston in the negative.

MOTION

President Johnston made a motion that whatever design alternative the City Commission finally approves as a concept for the West Bank development that it be presented to the Traffic Commission once again so that the Traffic Commission can approve it as to specifics in traffic design; that the City commit itself to doing the entire project as a continuous project until its completion; and that the Traffic Commission vote on intersection design and any other recommendations they wished to make regarding the design and financing. Seconded by Commissioner Estes.

MOTION PASSED UNANIMOUSLY.

\* \* \* \* \*

NOTIFICATION FOR ELECTION OF TRAFFIC COMMISSION OFFICERS

Bill McKinley -stated that the Commissioners needed to be prepared to select a new President, First Vice President and Second Vice Preident at their September meeting. He passed out to the Commissioners a report on the traffic volumes that were taken because of the closing of Central Avenue and its affect on traffic over Douglas, First and Second Streets and Murdock; basically the greatest impact has been on Murdock and First Street.

Commissioner Relihan - requested of Mr. McKinley that Traffic Engineering prepare something in connection with traffic patterns and recommendations they might give in conjunction with the new downtown parking garage that is going to be built.

There being no further business, the meeting adjoured.

\* \* \* \* \*

Map No. \_\_\_\_\_  
Sec. \_\_\_\_\_  
Twp. \_\_\_\_\_  
Range \_\_\_\_\_

DATA SHEET

DR - 84-14

Filed 10-4-84

APPLICATION REQUEST:

APPLICATION DATA:

1. Applicant: Metropolitan Area Planning Department  
Address Tenth Floor, City Hall, 455 N. Main, Wichita, 67204 Phone 268-4421
2. Agent: \_\_\_\_\_  
Address \_\_\_\_\_ Phone \_\_\_\_\_
3. General Location: \_\_\_\_\_
4. Proposed Use: \_\_\_\_\_

AREA DATA:

1. Acres: \_\_\_\_\_ ( \_\_\_\_\_ ft. by \_\_\_\_\_ ft.)
2. Adjoining Zoning: E \_\_\_\_\_ S \_\_\_\_\_ W \_\_\_\_\_ N \_\_\_\_\_
3. Land Use: East \_\_\_\_\_ South \_\_\_\_\_  
West \_\_\_\_\_ North \_\_\_\_\_
4. Sketch Plan Land Use is for: \_\_\_\_\_
5. Present Land Use is for: \_\_\_\_\_
6. Area (is) (is not) platted.

PHOTO DATA:

Taken by \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_

PICTURE SHEET

SECTION II

NOTE: The following item is scheduled for hearing at 10 a.m.

4. PUBLIC HEARING ON WEST BANK STUDY.

The hearing was continued from the meeting of September 4, 1984, to allow presentation of a fiscal impact study.

The City Commission employed Planning Development Services to prepare a comprehensive report on the development of the West Bank and the method by which the city would handle the McLean Boulevard alignment issue. Mr. Oblinger of Planning Development Services has completed his report, presented it to a number of boards, all of which have concurred with his recommendations, and is now prepared to present the final recommendations to the Board of City Commissioners.

The City Commission has also requested a financial analysis of the consultant's recommendations which will also be presented at this time. A copy of the financial analysis has been provided. The following procedure is suggested for consideration of the matter:

- 1) Presentation of project by consultant.
- 2) Presentation of financial analysis by administrative staff.
- 3) Comments from the public.

Options for action on this matter include:

- 1) Approve the consultant's recommendations.
- 2) Return the matter to the consultant and administrative staff for additional study to reduce the scope of the project.
- 3) Leave McLean on its present alignment, order the improvement of its intersections at Douglas, First Street and Seneca Streets as previously planned and offer the west bank properties for redevelopment proposals.
- 4) Make no roadway improvements and offer the west bank properties as now under city ownership for redevelopment proposals.

It is recommended that the consultant's recommendations be approved and the City Manager be instructed to prepare a plan within the CIP and budget for phasing the project in over a period of four to five years. At this time the Commission would be approving only the project concept with all aspects of the project to be returned for final Commission approval through the CIP and individual project initiation.

ACTION:

5-10  
Approve the project concept and the consultant's recommendations and instruct the City Manager to prepare a plan within the 1985-1990 CIP for the phased construction of the project.

5. REQUEST BY THE OWNER OF THE PROPERTY AT 1401 NORTH LORRAINE TO RECONSIDER THE ORDER TO REMOVE THE STRUCTURE.

On July 31, 1984, the Commission conducted a condemnation hearing on the structure at 1401 North Lorraine. No one appeared at the hearing to protest the condemnation and as a result the Commission adopted a resolution setting ten (10) as the number of days to begin demolition and ten (10) days to complete removal of the structure.

Upon being notified of the impending demolition, the owner of the property contacted Central Inspection advising that the person who was to appear at the condemnation hearing had failed to do so; however, the owner, who resides in San Leandro, California, has since made a series of calls to Central Inspection, has sent a telegram and a letter requesting the opportunity to repair the structure as opposed to its being removed. As a result, a hold was placed on awarding a bid for demolition of the structure.

THE CITY OF WICHITA

OFFICE OF Housing and Economic  
Development

DATE September 18, 1984

TO The Honorable Board of City Commissioners  
thru E. H. Denton, City Manager

FROM Don E. Anderson, Director of Housing and Economic Development

SUBJECT West Bank Report and Staff  
Financial Analysis

The Board of City Commissioners employed Planning Development Services to prepare a comprehensive report on the development of the West Bank and the method by which the City would handle the McLean issue. Mr. Oblinger of PDS has completed his report, presented it to a number of boards, all of which have concurred with his recommendations, and is now prepared to present the final recommendations to the Board of City Commissioners.

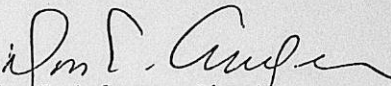
The City Commission has also requested a financial analysis of the recommendations of the consultant; and this information will be presented at this time. A copy of the financial analysis is attached. It is suggested that the City Commission allow the consultant time to provide his final recommendations on the West Bank, allow sufficient time for staff to make its presentation on the financial analysis of the West Bank, and then proceed with the public hearing on this subject.

Recommendation

It is recommended that the Board of City Commissioners approve the recommendations of the consultant and instruct the City Manager to develop the necessary plan to implement these recommendations through the Capital Improvement Program and annual budgetary process. It is understood that the City Commission is approving only in a conceptual manner the recommendations of the consultant and that all aspects of this program will be returned to the City Commission for approval either through the Capital Improvement Program or individual initiation process.

DEA:mg

Attachment

  
Don E. Anderson, Director  
Housing and Economic Development



**PDS**

**INCORPORATED**

**PLANNING DEVELOPMENT SERVICES, INC.**

THE WEST BANK STUDY

PRESENTATION BY: WARREN J. OBLINGER, PRESIDENT  
PLANNING DEVELOPMENT SERVICES, INC.

PRESENTED TO: WICHITA CITY COMMISSION  
SEPTEMBER 25, 1984

MR. MAYOR AND MEMBERS OF THE CITY COMMISSION, I AM PLEASED TO SUMMARIZE FOR YOU THE RESULTS OF PLANNING DEVELOPMENT SERVICES' INTENSIVE STUDY OF DEVELOPMENT POTENTIAL FOR THE WEST BANK PROPERTIES.

AT THE OUTSET, LET ME STATE THAT, AS PROFESSIONALS, THE CONSULTANT TEAM OF PDS, INC., HAMMER SILER GEORGE ASSOCIATES AND PROCESS ORIENTED DESIGN, INC. APPROACHED THIS STUDY AS OBJECTIVELY AS POSSIBLE, WITH NO PRE-CONCEIVED CONCEPTS. OUR PURPOSE WAS TO CAREFULLY CONSIDER ALL ELEMENTS AND FACTORS -- INCLUDING NATURAL ASSETS, PHYSICAL RESTRAINTS, COSTS, AND ATTITUDES OF THE PUBLIC -- AND TO RECOMMEND THE MOST FEASIBLE AND ECONOMICALLY VIABLE SOLUTION IN THE BEST INTERESTS OF ALL THE CITIZENS OF WICHITA, AND, AT THE LOWEST PUBLIC COST. IN CONDUCTING THIS STUDY, WE COORDINATED CLOSELY WITH CITY STAFF MEMBERS -- PARTICULARLY WITH THE DEPARTMENTS OF HOUSING AND ECONOMIC DEVELOPMENT AND METROPOLITAN PLANNING. THE ENGINEERING DIVISION SUPPLIED DESIGN AND COST ESTIMATES FOR STREET AND BRIDGE IMPROVEMENTS WITH SUPPLEMENTAL COSTS BY THE CONSULTANT FOR EXTENDING McLEAN SOUTH OF DOUGLAS TO INCLUDE THE MAPLE INTERSECTION. THE TRAFFIC DIVISION PROVIDED VEHICULAR ACCIDENT STATISTICS AND INTERSECTION GEOMETRICS. LAND ACQUISITION AND DISPOSITION VALUES WERE PROVIDED BY PROFESSIONAL APPRAISERS. WE HAD DIRECT INPUT FROM SEVERAL INTERESTED PRIVATE DEVELOPERS. MOST IMPORTANT, WE HAD MANY, MANY MEETINGS WITH INDIVIDUAL PRIVATE CITIZENS WHO EXPRESSED BOTH POSITIVE AND NEGATIVE CONCERNS. AS A RESULT OF PUBLICITY REGARDING POSSIBLE REALIGNMENT OF TRAFFIC, AT LEAST HALF OF THE AFFECTED PROPERTY OWNERS CONTACTED OUR OFFICE OR DISCUSSED THE REALIGN-

MENT WITH ME AT PUBLIC PRESENTATIONS. ALL, SEEMINGLY, MERELY DESIRED FURTHER CLARIFYING INFORMATION, AND ONLY ONE EXPRESSED A FEELING OF OPPOSITION TO THE NEW ALIGNMENT. THIS IS NOT TO SAY THAT NO MORE THAN ONE OWNER OF PROPERTY PROPOSED FOR ACQUISITION MAY BE OPPOSED -- JUST THAT, TO OUR KNOWLEDGE, SO FAR, ONLY ONE OWNER OUT OF 12 RESIDENTIAL PROPERTIES THAT MAY BE AFFECTED HAS EXPRESSED A NEGATIVE POSITION.

FROM THE START, IT WAS APPARENT THAT THERE WERE TWO PUBLIC INTEREST GROUPS CONCERNED WITH THE WEST BANK. THE FIRST WISHED TO RETAIN McLEAN, IN PLACE, AS AN ARTERIAL TRAFFIC FACILITY AND AS A SCENIC DRIVE. THE SECOND GROUP WANTED TO VACATE EXISTING McLEAN ALONG THE RIVER IN ORDER TO BRING THE WEST BANK DEVELOPMENT INTO DIRECT RIVER ACCESS, AND TO, THUS, MAXIMIZE UTILIZATION OF THIS IMPORTANT PHYSICAL ASSET FOR PUBLIC AND PRIVATE USE. I BELIEVE THAT PLANNING DEVELOPMENT SERVICES' FINAL RECOMMENDATION SUBSTANTIALLY SATISFIES BOTH OF THESE SEEMINGLY DIAMETRICALLY OPPOSED OBJECTIVES!

THE WEST BANK STUDY WAS COMPLETED IN TWO PHASES.

THE "PHASE I" REPORT ESTABLISHED A SET OF "GOALS" TO BE CONSIDERED IN EVALUATING ALTERNATIVES. THESE INCLUDED: ACCESS TO THE RIVER AND UTILIZATION OF THE RIVER AS A RESOURCE, ENVIRONMENTAL CONSIDERATIONS AND RELATIONSHIP OF THE WEST BANK TO DOWNTOWN, IMPACT ON WEST SIDE NEIGHBORHOOD WITHIN THE STUDY AREA, AND ESTIMATED IMPROVEMENT COSTS. A DETAILED SITE ANALYSIS WAS PRESENTED CONCERNING THE SITE ITSELF, THE RIVER, THE EXISTING RAILROAD AND STREET SYSTEM, EXISTING LAND USES AND PUBLIC UTILITIES.

IN STUDYING DEVELOPMENT ALTERNATIVES, IT WAS APPARENT THAT CERTAIN CONDITIONS WOULD APPLY TO ANY FUTURE DEVELOPMENT PLAN FOR THE WEST BANK. ANY

CONSIDERATION OF McLEAN IMPROVEMENT SHOULD SURELY INCLUDE THE ENTIRE CORRIDOR FROM KELLOGG TO SENECA. NOTE THAT THE CITY TRAFFIC ENGINEER REPORTED THE LAST ANNUAL VEHICULAR TRAFFIC ACCIDENT COUNT ON McLEAN AS INCLUDING: 36 AT MAPLE, 6TH HIGHEST IN WICHITA BY NUMBER, BUT FIRST ON RATIO OF ACCIDENTS PER VEHICLE BASIS; 28 AT DOUGLAS, 13TH IN OVERALL CITY RANK; 23 AT SECOND, 27TH IN OVERALL CITY RANK; AND 16 AT SENECA, 215TH IN RANK. PARADOXICALLY, THE SENECA INTERSECTION, WITH THE LOWEST ACCIDENT COUNT, IS THE ONLY ONE OF THE FOUR NOW INCLUDED IN THE CAPITAL IMPROVEMENTS PROGRAM. McLEAN IS ALREADY A 35 MILES PER HOUR TRAFFIC-WAY -- HARDLY A PARK BOULEVARD FOR PLEASURE DRIVING. IF UPGRADED AND IMPROVED AS A MAJOR ARTERIAL, IT BECOMES EVEN LESS SUITED FOR "SCENIC DRIVES". THE RIVER BRIDGES AT SENECA, FIRST/SECOND, DOUGLAS AND MAPLE/LEWIS PRESENT PARTICULARLY DIFFICULT PROBLEMS. THE PROXIMITY OF McLEAN TO THE BRIDGES WILL NOT ALLOW FOR ADEQUATE TURNING MOVEMENTS WITHOUT MAJOR NEW CONSTRUCTION. IF THE HISTORICAL AND ARCHITECTURAL SIGNIFICANCE OF THE DOUGLAS BRIDGE IS TO BE MAINTAINED THERE IS SIMPLY NO REAL SATISFACTORY SOLUTION TO AUTO AND PEDESTRIAN TRAFFIC AT THIS INTERSECTION. EXPANSION OF THE SENECA AND FIRST/SECOND STREET BRIDGES WILL BE NECESSARY TO ALLOW FOR TURNING MOVEMENTS. BECAUSE OF SPACE RESTRAINTS, WE ARE ADVISED THAT AN ENTIRELY NEW BRIDGE WOULD BE REQUIRED AT MAPLE/LEWIS. THESE EXTENSIVE ROADWAY AND BRIDGE IMPROVEMENTS APPLY ONLY IF McLEAN IS RETAINED IN PLACE.

AS A SECOND GENERAL CONSIDERATION, THERE IS A CLEAR NEED TO ELIMINATE EXISTING RAILROAD TRACKAGE FROM THE WEST BANK AREA. ALL DEVELOPMENT ALTERNATIVES PROPOSE AND RECOMMEND SUCH ACTION.

FINALLY, ELIMINATION OF THE RAILROAD SIGNIFICANTLY ENLARGES THE AREA AVAILABLE FOR DEVELOPMENT AND CREATES THE OPPORTUNITY FOR FURTHER ENLARGEMENT AND "SQUARING OFF" FOR AN IMPROVED SITE CONFIGURATION. ALL ALTERNATIVES PROPOSE AND RECOMMEND INCLUSION OF TWO ADDITIONAL CITY-OWNED PROPERTIES, NOW SEPARATED FROM THE WEST BANK SITE BY THE TRACKS, AND ACQUISITION OF TWO PRIVATELY OWNED PARCELS. THESE LATTER TWO ARE OWNED BY BELGER CARTAGE AND BY REEVES-WEIDEMAN. PRELIMINARY CONTACTS WITH THESE OWNERS INDICATE THEIR GENERAL WILLINGNESS TO COOPERATE WITH THE CITY IN THIS VENTURE -- ALTHOUGH, CERTAINLY, NO AGREEMENTS OF ANY KIND HAVE BEEN CONCLUDED.

WITH THIS BACKGROUND, THE "PHASE I" REPORT THEN PRESENTED SIX "ALTERNATIVE CONCEPT" PLANS FOR DEVELOPMENT OF THE WEST BANK:

- ALTERNATIVE 1 WOULD CONTINUE McLEAN IN ITS PRESENT LOCATION. IT PROVIDES NO ENVIRONMENTAL ENHANCEMENT WHATSOEVER BUT WOULD REQUIRE MAJOR CAPITAL IMPROVEMENT EXPENDITURES FOR McLEAN AS PREVIOUSLY DETAILED. THE DESIRABILITY AND VALUE OF THE WEST BANK PROPERTIES FOR REDEVELOPMENT WOULD BE SEVERELY RETARDED.
  
- ALTERNATIVE 2 WOULD ALSO CONTINUE McLEAN IN PLACE. HOWEVER, A "WATER ENVIRONMENT" IS INTRODUCED INTO THE WEST BANK SITE BY MEANS OF A LAGOON SYSTEM FED BY RIVER WATER INLETS PASSING UNDER BRIDGES TO BE BUILT ON McLEAN. THIS ALTERNATIVE PRESENTS THE SAME CAPITAL IMPROVEMENTS COST PROBLEM AS IN ALTERNATIVE 1 BUT DOES SOMEWHAT IMPROVE THE ENVIRONMENT AND MARKETABILITY OF THE WEST BANK LAND.

NOTE: SLIDES ●

- ALTERNATIVE 3 WOULD RELOCATE McLEAN WESTWARD TO THE EXISTING RAILROAD RIGHT-OF-WAY. WHILE GREATLY ENHANCING THE ENVIRONMENT OF THE WEST BANK, THIS ALIGNMENT WOULD RESTRICT VISUAL ACCESS TO THE RIVER FOR PLEASURE DRIVERS. THERE IS ALSO A SEVERE COST RESTRAINT SINCE THIS ALTERNATIVE, IN ORDER TO TAKE MAXIMUM ADVANTAGE FOR DEVELOPMENT, WOULD REQUIRE ADJUSTMENT OF AN EXISTING 36 INCH WATER MAIN NOW LOCATED WITHIN THE McLEAN RIGHT-OF-WAY. THIS RIGHT-OF-WAY WOULD ALSO BISECT THE WEST BANK DEVELOPMENT SITES AND SERVE AS A BARRIER TO IMPROVING THE NEIGHBORHOOD TO THE WEST.
  
- ALTERNATIVE 4 WOULD SHIFT McLEAN TO AN ALIGNMENT WHICH CURVES SOUTHEAST FROM SENECA TO THE FIRST/SECOND STREET BRIDGE. THIS WOULD CREATE A 90 DEGREE ANGLE INTERSECTION FOR McLEAN THRU-TRAFFIC AS WELL AS CREATE OTHER PROBLEM INTERSECTIONS. VERY COSTLY RIGHT-OF-WAY ACQUISITION WOULD BE REQUIRED BETWEEN SENECA AND SYCAMORE WITH AN INEFFECTIVE SOLUTION FOR TRAFFIC. THE McLEAN IMPROVEMENT COST PROBLEM FROM KELLOGG TO SECOND WOULD REMAIN.
  
- ALTERNATIVE 5 IS A VARIATION OF ALTERNATIVE 3. McLEAN WOULD BE RELOCATED WESTWARD TO THE EXISTING RAILROAD RIGHT-OF-WAY FROM SECOND STREET SOUTH AND TO EXISTING SYCAMORE NORTH OF SECOND. THE SAME COMMENTS AS FOR ALTERNATIVE 3 GENERALLY APPLY -- LOSS OF VISUAL ACCESS TO RIVER BY PLEASURE DRIVERS AND EXCESSIVE COST OF WATER MAIN ADJUSTMENT AS WELL AS BARRIER FOR DEVELOPMENT TO WEST -- BUT THE DEVELOPMENT SITES WOULD BE SOMEWHAT BETTER ORGANIZED THAN IN ALTERNATIVE 3.

● ALTERNATIVE 6 PRESENTS THE MOST SATISFACTORY SOLUTIONS AND OPPORTUNITIES TO SATISFY ALL OF THE STUDY OBJECTIVES. THE McLEAN TRAFFIC IS RELOCATED WESTWARD TO THE EXISTING SYCAMORE ALIGNMENT, BUT THE EXISTING McLEAN RIGHT-OF-WAY IS FULLY RETAINED AS A PARK DRIVE. THE BRIDGE AND LAGOON SYSTEM CAN ALSO BE UTILIZED IN THIS PLAN IF SO DESIRED. THIS ALTERNATIVE PROVIDES OPTIMUM SOLUTIONS FOR THE INTERSECTION PROBLEMS AT MAPLE, DOUGLAS AND SECOND. MAXIMUM ENVIRONMENTAL BENEFIT IS ENJOYED BY THE WEST BANK, AND THE DISPOSITION PARCELS HAVE GOOD CONFIGURATION FOR PROPOSED DEVELOPMENT AND ARE WELL ORGANIZED. THIS RESULTS IN GOOD MARKETABILITY AND TOP DISPOSITION VALUES. EXTENSION OF PRIVATE DEVELOPMENT INTO THE WEST SIDE AND INCLUSION OF THE WEST BANK INTO WICHITA'S DOWNTOWN WILL BE ENHANCED. ON THE NEGATIVE SIDE, SOME PRIVATE PROPERTY WILL HAVE TO BE ACQUIRED FOR NECESSARY RIGHT-OF-WAY.

AFTER PRESENTATION OF THE PHASE I REPORT TO THE ECONOMIC DEVELOPMENT COMMISSION, PLANNING DEVELOPMENT SERVICES WAS DIRECTED TO PREPARE ILLUSTRATIVE SITE PLANS FOR DEVELOPMENT OF

● ALTERNATIVE 2 AND

● ALTERNATIVE 6 AND TO PROVIDE DETAILED COMPARISON OF THESE TWO CONCEPTUAL PLANS. IT SHOULD BE NOTED IDENTICAL BUILDING FOOTPRINTS WERE ARBITRARILY USED IN EACH PLAN TO PROVIDE SIMILARITY IN COMPARABLES FOR EACH ALTERNATIVE. THE PHASE II REPORT, WHICH HAS BEEN PROVIDED TO EACH OF YOU, COMPLETES THE REQUIRED DATA.

THE PHASE I REPORT INCLUDED A PRELIMINARY MARKET ANALYSIS TOGETHER WITH ESTIMATED ACQUISITION COSTS AND DISPOSITION VALUES. IN THIS FIRST REPORT, COM-

PARATIVE COST ANALYSES WERE PRESENTED ON AN "ACCRUAL" BASIS. IN THE PHASE II REPORT SETTING OUT OUR FINAL SUMMARY AND RECOMMENDATIONS, COSTS WERE UPDATED AND PRESENTED ON A "CASH" BASIS. WHILE COST ACCRUAL CONSIDERATIONS ARE SURELY PERTINENT, THE "BOTTOM LINE" QUESTION FOR THE CITY COMMISSION MUST BE, "WHAT NEW CASH OUTLAY WILL BE REQUIRED?"

AS MAY BE NOTED IN THIS SLIDE, BOTH ALTERNATIVES WILL REQUIRE ALMOST EQUAL AMOUNTS TO COMPLETE PRE-DISPOSITION ACTIVITIES, BUT, DUE TO AESTHETIC AND DESIGN BENEFITS, AS WELL AS SITE AMENITIES, ALTERNATIVE 6 PRODUCES MUCH HIGHER DISPOSITION PROCEEDS. THUS, ALTERNATIVE 2 PRODUCES A NET OF PLUS \$903,387 WHEREAS ALTERNATIVE 6 PRODUCES \$1,560,481.

FOR THE McLEAN TRAFFIC CORRIDOR, ALTERNATIVE 2 REQUIRES A CAPITAL EXPENDITURE OF \$6,550,000 AS AGAINST \$6,030,000 FOR ALTERNATIVE 6.

IN REALITY, TWO PROJECTS ARE PRESENTED HERE: ONE FOR IMPROVED TRAFFIC, THE OTHER FOR LAND DEVELOPMENT. THE ONLY PROJECT INVOLVING A NET CAPITAL OUTLAY IS THE TRAFFIC CORRIDOR. THIS PUBLIC IMPROVEMENT IS INDEPENDENT OF THE WEST BANK LAND AND MERITS HIGH PRIORITY ON ITS OWN. LIKewise, UNDER ALTERNATIVE 2, THE WEST BANK REDEVELOPMENT COULD PROCEED INDEPENDENT OF IMPROVEMENT TO McLEAN. HOWEVER, OUR CONCLUSION IS THAT THE McLEAN/SYCAMORE ARTERIAL ALIGNMENT PRESENTED IN ALTERNATIVE 6 IS NOT ONLY THE BEST PLANNING AND ENGINEERING SOLUTION TO AN EXISTING TRAFFIC PROBLEM, BUT THE CAPITAL COST IS \$520,000 LESS THAN FOR IMPROVEMENTS REQUIRED TO ADEQUATELY IMPROVE McLEAN IN PLACE. AT THE SAME TIME, ALTERNATIVE 6 REDUCES WEST BANK SITE COST BY \$85,000 AND INCREASES ESTIMATED DISPOSITION VALUES BY \$572,000 FOR

A NET BOTTOM LINE DIFFERENCE OF PLUS \$657,000. ADDING THE COST SAVINGS FOR THE McLEAN/SYCAMORE ARTERIAL CORRIDOR RESULTS IN A TOTAL SAVINGS IN NET CAPITAL OUTLAY OF \$1,177,000 FOR ALTERNATIVE 6 OVER ALTERNATIVE 2.

IT IS CLEAR THAT ALTERNATIVE 6 PRESENTS OVERWHELMING MERIT IN COMPARISON WITH ALTERNATIVE 2 FROM EVERY CONSIDERATION -- TRAFFIC, ENVIRONMENT, RELATIONSHIP TO DOWNTOWN, COSTS AND OTHER FACTORS WHICH WERE EVALUATED. PLANNING DEVELOPMENT SERVICES THEREFORE RECOMMENDS THAT THE CITY COMMISSION TAKE FORMAL ACTION TO ADOPT ALTERNATIVE 6 AND INSTRUCT ITS STAFF AND CONSULTANTS TO PROCEED WITH ALL ACTIONS NECESSARY FOR FULL IMPLEMENTATION BY THE EARLIEST POSSIBLE DATE. SPECIFICALLY, WE SUGGEST THE FOLLOWING:

1. SECURE VACATION OR ABANDONMENT OF RIGHT-OF-WAY AND REMOVAL OF RAILROAD TRACKS NORTH OF MAINLINE TRACKS.
2. REVISE CAPITAL IMPROVEMENT PROGRAM TO PROVIDE PRIORITY FUNDING FOR McLEAN/SYCAMORE TRAFFIC CORRIDOR. PREPARE ENGINEERING AND FINAL COST ESTIMATES. COMMENCE REQUIRED RIGHT-OF-WAY ACQUISITION.
3. SECURE AGREEMENT TO ACQUIRE TWO REMAINING PRIVATELY OWNED PROPERTIES IN REDELINEATED WEST BANK DISPOSITION AREA.
4. INITIATE PLATTING AND REZONING OF WEST BANK AREA.

5. CONTINUING DEVELOPER INTERESTS SHOULD BE SOUGHT AND MAINTAINED. ONLY AFTER THE CITY HAS COMMITTED AND CAN GUARANTEE COMPLETION OF REQUIRED PUBLIC ACTIONS SHOULD FORMAL "INVITATIONS FOR PROPOSALS" FOR SALE OF WEST BANK PROPERTY BE INITIATED.
6. IN THE INTERIM, CLEAN UP AND SEED WEST BANK SITE TO ENHANCE MARKETABILITY. CONSIDER ERECTION OF APPROPRIATE WELL DESIGNED "FOR SALE" SIGN ON THE PROPERTY.
7. DIRECT STAFF TO PREPARE AND MAINTAIN A REASONABLE SCHEDULE FOR ACCOMPLISHMENT OF EVENTS HEREIN RECOMMENDED.

IN CLOSING, I MUST CALL TO YOUR ATTENTION THAT, FOR OVER 25 YEARS I HAVE BEEN INTIMATELY ASSOCIATED -- BOTH AS A CONSULTANT AND AS A CITIZEN OF WICHITA -- WITH VIRTUALLY EVERY STUDY AND MAJOR PROJECT UNDERTAKEN DURING THIS PERIOD, AND AFFECTING DOWNTOWN WICHITA. EXAMPLES ARE RIVER CORRIDOR STUDY, CENTER CITY/EAST DOUGLAS STUDY, AND WESTSIDE NEIGHBORHOOD STUDY, JUST TO NAME A FEW. I BELIEVE THAT THIS EXPERIENCE UNIQUELY QUALIFIES ME TO OFFER A FEW PERSONAL OBSERVATIONS:

IN LESS THAN 20 YEARS, THE VISIONARY AND FARSIGHTED POLICIES OF THE WICHITA CITY COMMISSION HAVE COMPLETELY TRANSFORMED THE DOWNTOWN RIVER AREA. FROM SANDBARS AND SCRUBBY/RUBBLE LINED RIVERBANKS, WE HAVE MOVED TO A DELIGHTFUL WATER-ORIENTED ENVIRONMENT WITH PUBLIC ACTIVITY AREAS AND MAGNIFICENT PUBLIC AND PRIVATE BUILDINGS. COULD WE EVEN HAVE A RIVER FESTIVAL OR AN ENJOYABLE WATER PROJECT FOR OTHER ACTIVITIES HAD THIS IMPROVEMENT NOT TAKEN PLACE?

TO ACCOMPLISH THIS, WICHITA HAS FORGED A PUBLIC/PRIVATE PARTNERSHIP WHEREBY INVESTORS HAVE BEEN ATTRACTED AND ENCOURAGED BY A PROGRESSIVE AND COOPERATIVE ATTITUDE ON THE PART OF THE CITY COMMISSION. EVEN IN THE FACE OF CURRENT FISCAL CONSTRAINTS, WE CANNOT AFFORD TO REVERT TO A NEGATIVE APPROACH TO PROBLEMS AND SOLUTIONS. WE HAVE MOMENTUM -- LET'S KEEP IT!

THE WEST BANK IS THE LAST LARGE LAND ASSEMBLAGE AVAILABLE FOR REDEVELOPMENT IN THE DOWNTOWN AREA. ITS DEVELOPMENT CAN BE THE CROWNING ACHIEVEMENT AND A FITTING CLIMAX TO PAST EFFORTS. I URGE YOU -- DO NOT GET BOGGED DOWN IN MINOR DETAILS -- KEEP YOUR SIGHTS HIGH -- IN CONSIDERING THIS PROJECT, LOOK BEYOND JUST THE WEST BANK -- LOOK TO ITS IMPACT ON DOWNTOWN, THE WEST SIDE, AND TO ALL OF WICHITA.

THE CONSULTING TEAM APPRECIATES THE OPPORTUNITY TO UNDERTAKE AND COMPLETE THIS IMPORTANT STUDY. EVERYONE INCLUDING CITY STAFF, BOARD REPRESENTATIVES AS WELL AS GENERAL CITIZENRY HAVE BEEN MOST COOPERATIVE.

THIS COMPLETES MY REPORT.

I'LL BE PLEASED TO RESPOND TO QUESTIONS.

September 17, 1984

WEST BANK REPORT  
Financial Analysis  
Questions/Answers

1. DEFINE THE CITY'S WEST BANK PROPERTY HOLDINGS, WHEN IT WAS ACQUIRED, AND THE COST.

Map A (see attached) indicates by color code a parcel breakdown of the approximately 14.0 acres of City-owned land which is the basic subject of the West Bank Report. The table below indicates the dates of acquisition and the costs.

ACQUISITION COST

	<u>Date</u>	<u>Cost</u>
Old City Materiel Yard (including old and new 2nd Street ROW)	Circa 1935	Unknown
Ackerman Site*	1965	\$ 65,000
Pepsi Site (3 parcels)	1981	1,243,000

\* Acquired as Interloop ROW

OTHER SITE COSTS

Interest on Bond Issue for <u>site purchase</u> of \$1,243,000 (10 year G.O. Bonds 12/81 - 12/92)	\$ 765,000
Pepsi Relocation Cost	525,000
Interest on Bond Issue for <u>relocation</u> (15 year G.O. Bonds 12/83 - 12/98)	425,437
Cost of site demolition & clearance (see below)	26,000
Cost for Appraisals and Consultants (see below) (Turner, Wilson, PDS)	75,000

RENTAL INCOME  
(thru 8/31/84)

Pepsi	\$ 185,507.74
Other Income	24,254.14
Subtotal	\$ 209,761.88
Less:	
Rental income used to reduce Bond Issue for site acquisition	(75,687.74)
Site demolition and clearance	(26,714.00)
Cost for Appraisals and Consultants (Turner, Wilson, PDS)	(75,000.00)
Currently Available	\$ 33,332.94*

\* Rental Income at this time is \$1500/mo.

UDAG INCOME

Loan Amount	\$ 456,000
Interest	152,608
Total UDAG Repayment to City	\$ 608,608*

\* Five year 12% loan; sixty equal payments of \$10,143.47; from 8/82 thru 7/87

Question No. 1

Map A

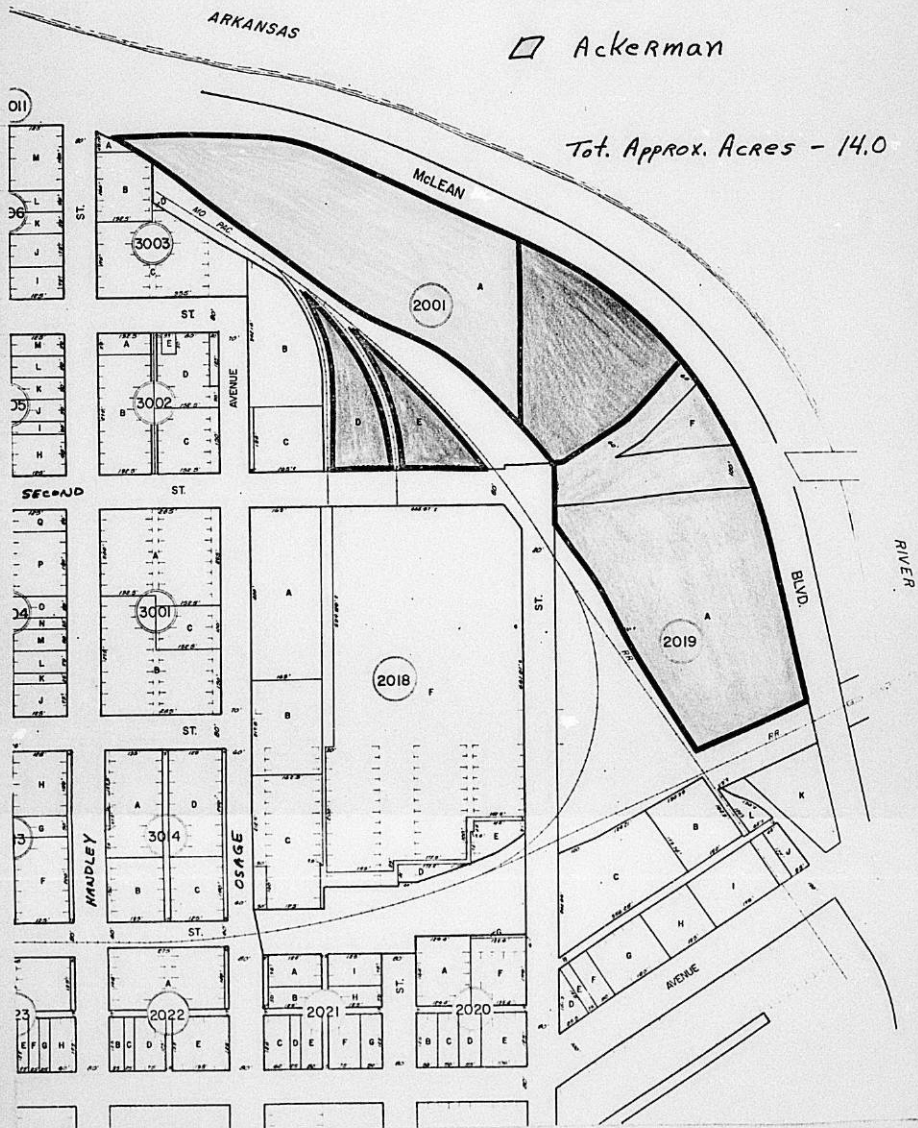
Legend

▨ Old City Material Yard

▨ Pepsi

□ Ackerman

Tot. Approx. Acres - 14.0

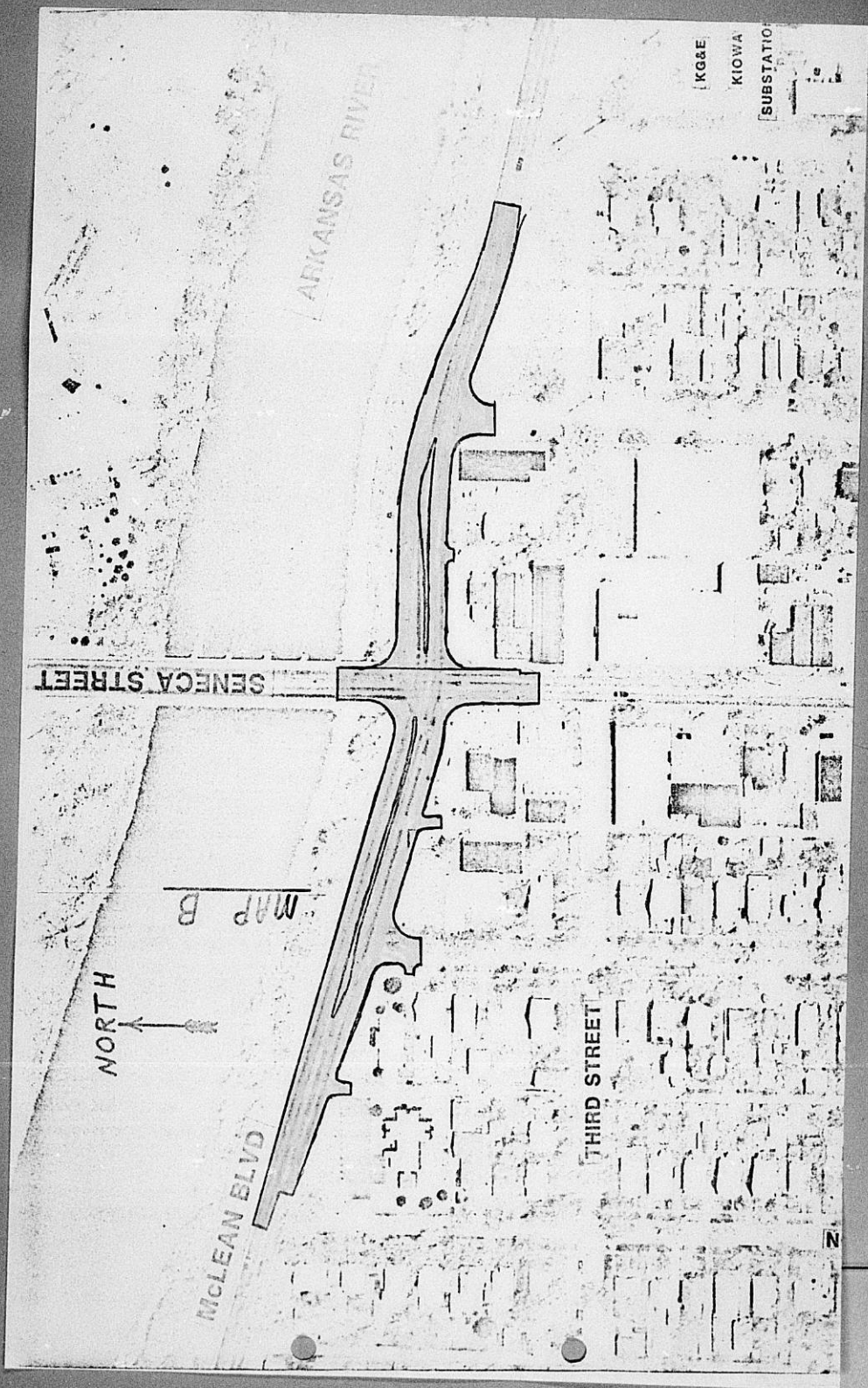


## 2. WHAT CAPITAL IMPROVEMENT PROJECTS HAD BEEN PLANNED FOR McLEAN BETWEEN SENECA AND DOUGLAS AND WHAT WERE THEIR ESTIMATED COST?

Maps B and C (see attached) show the Seneca and McLean and the Second/Douglas and McLean projects which were in the design stage at the time the Chamber of Commerce West Bank Committee asked the City Commission to allow them to review the total West Bank development concept.

The estimated costs of these two projects are indicated below. These estimates are not the figures that were being carried in the City's 82-87 CIP, but are rather updated estimates based on new calculations made by Wilson & Co. in the work they did for the Chamber West Bank Committee (these calculations were published 12/7/83 for the Chamber's 12/20/83 report to the Commission). Using the Wilson & Co. calculations, the City Engineer assisted PDS with the estimates shown here and contained in the PDS Phase I report.

<u>ORIGINAL PROJECT COST</u>	<u>Cost</u>
McLean-Seneca Intersection Improvements (as designed)	\$1,176,000
McLean-Douglas Thru Second Street Improvements (as designed)	777,000
Engineering, Legal, Administrative Costs	252,000
Contingency	<u>98,000</u>
TOTAL	\$2,303,000



SENECA STREET

ARKANSAS RIVER

KG&E  
KIOWA  
SUBSTATION

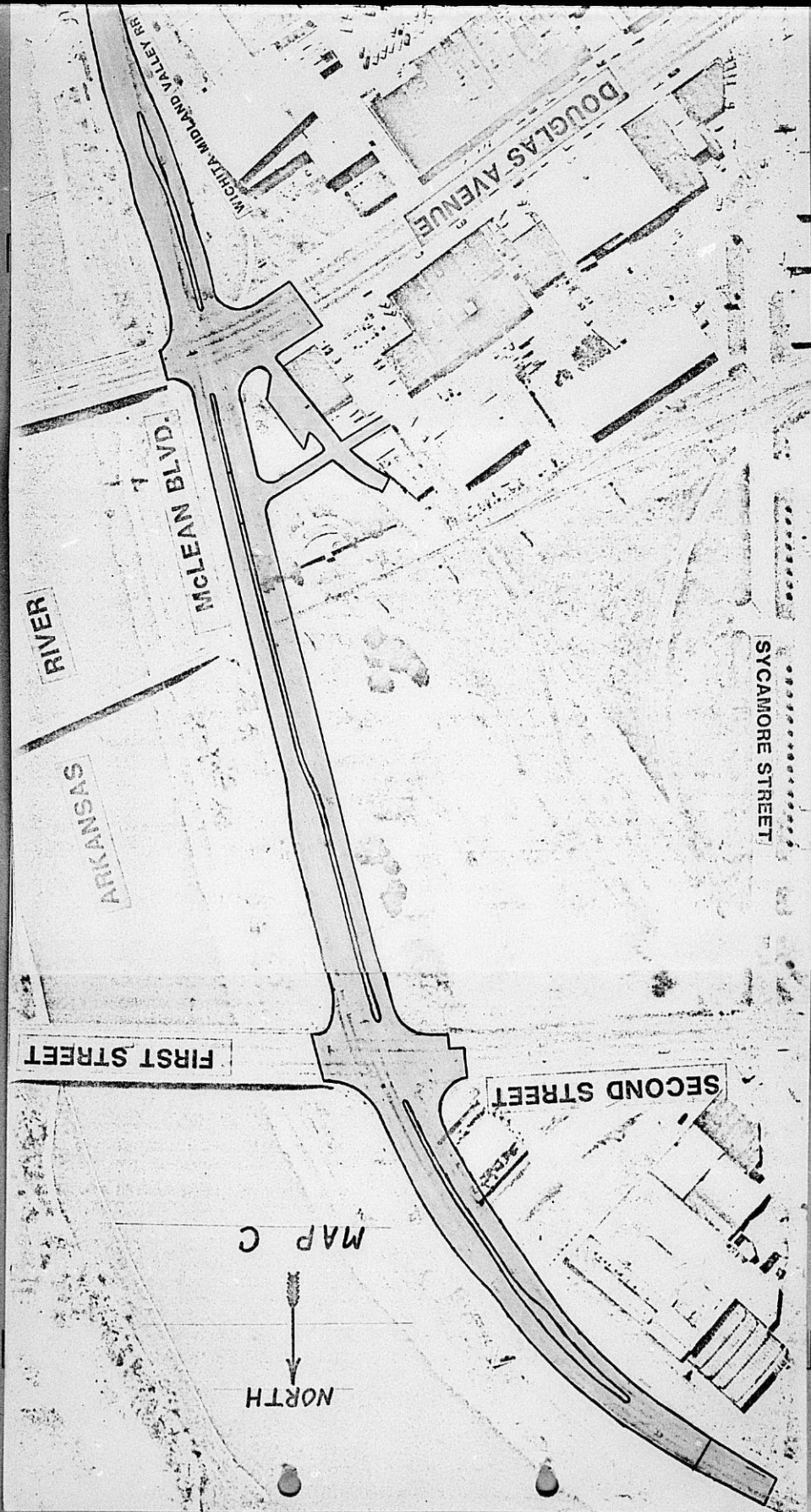
MAP B

NORTH

McLEAN BLVD

THIRD STREET

N



WICHITA MIDLAND VALLEY RR

DOUGLAS AVENUE

RIVER

MCLENNAN BLVD

ARKANSAS

SYCAMORE STREET

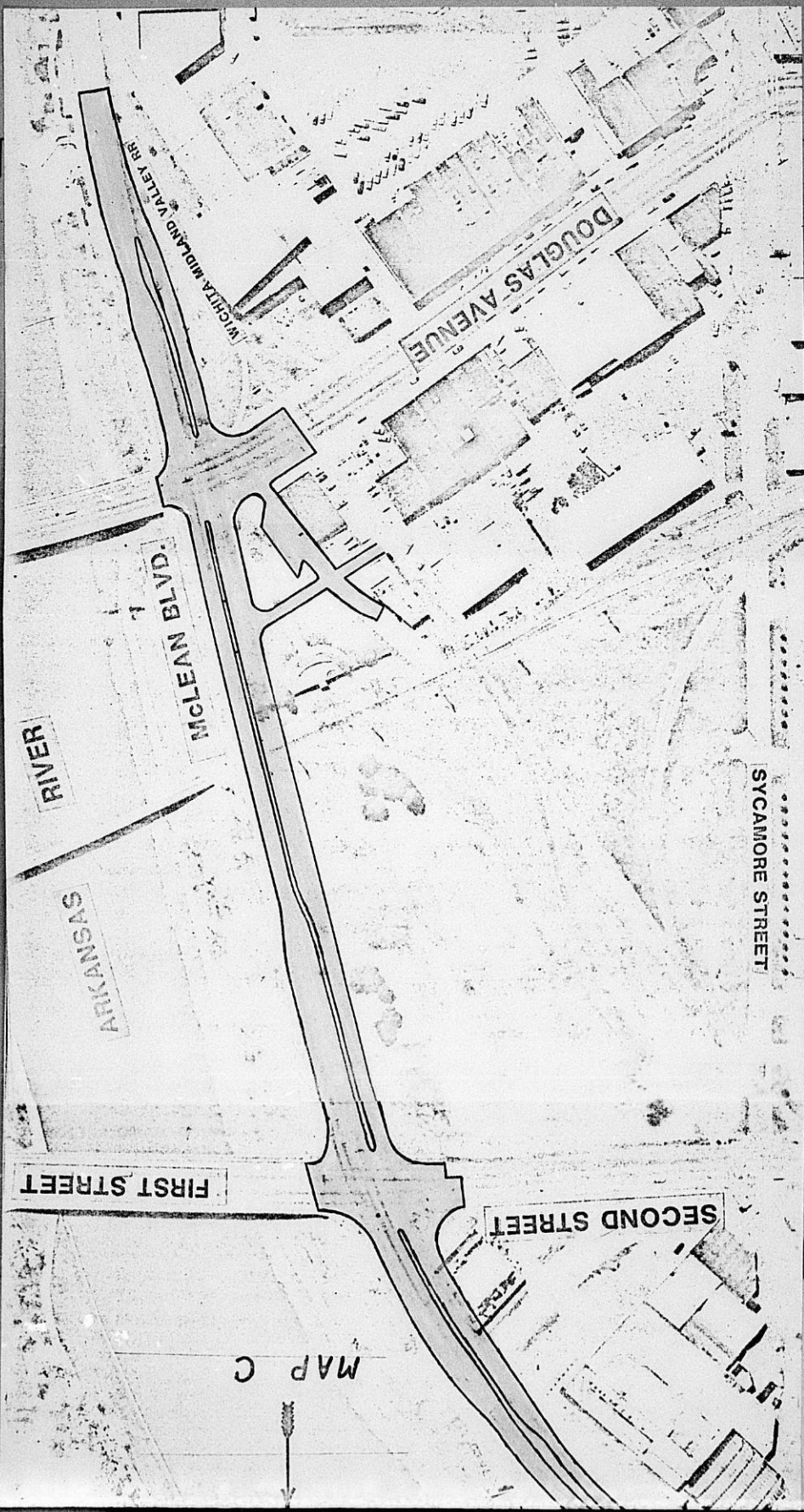
FIRST STREET

SECOND STREET

MAP C



NORTH



MAP C

## 3. EXPLAIN THE DIFFERENCE BETWEEN THE ORIGINAL ESTIMATED PROJECT COST AND THE ALTERNATE 2 COST CONTAINED IN THE CONSULTANT REPORT.

The consultant determined that in order to bring Alternate 2 up to the same design standard as Alternate 6 the following additions to the original projects would be needed:

Original Projects - Total		\$2,303,000
Add: 2nd Street Bridge (increase to 5 lanes)	\$ 375,000*	<del>400,000</del>
McLean between 2nd & Seneca (to 5 lanes)	<u>622,000*</u>	997,000
Project Subtotal - North of Douglas		\$3,300,000
Add: New Bridge at Lewis	\$2,500,000**	
McLean - Douglas to Maple (increase to 5 lanes and widen intersections)	<u>750,000**</u>	> out
Project Subtotal - South of Douglas		<u>\$3,250,000</u>
Alternate #2 Capital Improvement Construction Total		\$6,550,000
Add: Right-of-Way purchase for Seneca and McLean	\$ 50,000***	
Design of Seneca and McLean (assumes no change from original design)	<u>170,000***</u>	220,000
Total Alternate 2 McLean Construction Cost		\$6,770,000***

\*City Engineer estimates

\*\*PDS estimates

\*\*\*not included in PDS report

## 4. WHAT PORTION OF THE MCLEAN CONSTRUCTION COST AS ESTIMATED UNDER ALTERNATES 2 &amp; 6 COULD BE ASSESSED TO BENEFITTED PROPERTY?

Approximately \$337,000 under Alternate 2 and \$518,000 under Alternate 6 could be assessed to benefitted property.

Portions of each assessment are against city-owned land including:

West Bank Property  
Park Property  
Lawrence/Dumont Stadium

Attached are tables and maps showing very tentative benefit district boundaries and cost distributions including city portions broken down as above. Tentative assumptions are noted.

WEST BANK STUDY ALTERNATE #2			WEST BANK STUDY ALTERNATE #6		
	Estimate	SA Possibility		Estimate	SA Possibility
<u>Year 1</u>			<u>Year 1</u>		
Right-of-way purchases for Seneca & McLean Project (assumes no modification to existing plan)	\$ 50,000		Right-of-way purchases for Seneca & McLean Project (assumes no modification to existing plan)	\$ 50,000	
Current design costs	170,000		Current design costs	170,000	
<u>Year 2</u>			<u>Year 2</u>		
Bridge redecking (202 City share) (Seneca Street)	30,000		Bridge redecking (202 City share) (Seneca Street)	30,000	
Bridge modification (Seneca Street)	440,000		Bridge modification (Seneca Street)	440,000	
Construct McLean & Seneca Intersection	640,000	\$ 47,000	Construct McLean & Seneca Intersection	640,000	\$ 47,000
Design McLean, between Seneca & 2nd	40,000		Design remainder of McLean project	300,000	
Design proposed Lagoon access bridge	30,000	30,000	Right-of-way purchases for segment to Douglas	?	
Design 2nd Street bridge proposal	55,000		Design Lagoon access bridge	30,000	30,000
<u>Year 3</u>			<u>Year 3</u>		
Construct McLean, from Seneca to 550' south of Douglas	1,750,000	160,000**	Construct McLean, from Seneca to Douglas	1,800,000	229,000**
Bridge modification 1st/2nd Street Bridge	340,000		Purchase right-of-way south of Douglas to end of project	?	
Construct Lagoon access bridge	400,000*	400,000*	Construct Lagoon access bridge	315,000*	315,000*
Adjust water line	55,000*	55,000*	Water line adjustment	55,000*	55,000*
Design McLean south of Douglas	50,000*		<u>Year 4</u>		
<u>Year 4</u>			Construct McLean, from Douglas to end of project		
Construct McLean, from Douglas to Maple	700,000	130,000**		1,965,000	242,000**
<u>Year 5</u>			Sub-Total Street Assessments		
Construct Lewis - Maple Street Bridge	2,500,000*				\$ 518,000
Sub-Total Street Assessments		\$ 337,000	Sub-Total Lagoon Bridge Estimates		
Sub-Total Lagoon Bridge Estimates		485,000	Total		
Total		\$ 822,000			
			* PDS Estimates		
			** City-owned land included in improvement district		
			* PDS Estimates		
			** City-owned land included in improvement district		





## WEST BANK/FINANCIAL

September 17, 1984

Special Assessment  
Cost DistributionsALTERNATE #2

	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>		<u>Total</u>
			<u>McLean</u>	<u>Maple</u>	
West Bank Property	-0-	\$ 90,700	-0-	-0-	\$ 90,700
Lawrence/Dumont Stadium	-0-	-0-	\$ 49,900	\$ 35,200	\$ 85,100
City Property	-0-	\$ 7,300	-0-	-0-	\$ 7,300
Private Property	<u>\$ 47,000</u>	<u>62,000</u>	<u>30,100</u>	<u>14,800</u>	<u>\$153,900</u>
TOTAL	\$ 47,000	\$160,000	\$ 80,000	\$ 50,000	\$337,000

Special Assessment  
Cost DistributionsALTERNATE #6

	<u>Year 2</u>	<u>Year 3</u>	<u>Year 4</u>		<u>Total</u>
			<u>McLean</u>	<u>Maple</u>	
West Bank Property	-0-	\$ 81,300	-0-	-0-	\$ 81,300
Lawrence/Dumont Stadium	-0-	-0-	\$ 72,500	\$ 78,900	\$151,400
Park Property	-0-	-0-	-0-	-0-	-0-
Private Property	<u>\$ 47,000</u>	<u>147,700</u>	<u>43,200</u>	<u>47,400</u>	<u>\$285,300</u>
TOTAL	\$ 47,000	\$229,000	\$115,700	\$126,300	\$518,000

Assumptions:

1. Assessments to benefitting properties are based on average costs for an equivalent residential street. The cost used in this estimate is \$50.75 per front foot.
2. Assessments are computed by multiplying the equivalent front foot cost of \$50.75 by property frontage along both sides of proposed McLean Realignment and distributing those monies over the entire benefit district on a square foot basis.
3. Square footages of the proposed benefit district are estimates only.
4. The proposed benefit districts are established in general conformance to the established City practice of assessing one-half the distance to the next street.

WEST BANK/FINANCIAL

5. THE PDS REPORT CONTAINS THE BELOW INDICATED COST FOR ADDITIONAL LAND ACQUISITION, RAILROAD RELOCATION AND RECONSTRUCTION, AND RIGHT-OF-WAY - WHAT IS THE BASIS OF THE FIGURES?

	<u>Alt. 2</u>	<u>Alt. 6</u>
Required land acquisition to complete West Bank assemblage	\$ 798,000	\$ 798,000
Relocation of railroad switches including right-of-way	\$ 345,450	\$ 345,450
McLean right-of-way acquisition	\$ --	\$ 830,000

Total breakout of how these figures were arrived at is available but will need to be discussed in executive session.

It should be noted that time did not permit individual parcel appraisals and evaluations so these estimates could be low; however, the consultant feels they are more likely to be high.

In addition, certain property trades and easement reversions are possible which could substantially reduce these costs further.

6. WHAT WOULD BE A REALISTIC TIMETABLE FOR PHASING THE McLEAN BOULEVARD AND WEST BANK IMPROVEMENTS INDICATED UNDER ALTERNATE #2 AND UNDER ALTERNATE #6?

During an interdepartmental staff meeting held August 22, 1984, including department heads and staff of Housing and Economic Development, Planning and Administration, there was developed a proposed phasing of the project including expenses spanning a five-year period for Alternate #2 and spanning a four-year period for Alternate #6 beginning in 1985. A detailed breakdown is provided below:

ALTERNATE #2			ALTERNATE #6		
WEST BANK/McLEAN BOULEVARD COST PHASING			WEST BANK/McLEAN BOULEVARD COST PHASING		
	West Bank	McLean		West Bank	McLean
Year 1 1985	Current Design Costs ROW for Seneca & McLean Intersection Required Land to Complete West Bank Relocation of RR switches incl. ROW Consultant, zoning, platting, legal and administration	\$170,000 * 50,000 *	Year 1 1985	Current Design Costs ROW for Seneca & McLean Intersection Required Land to complete West Bank Relocation of RR switches including ROW Consultant, zoning, platting, legal and administration	\$170,000 * 50,000 * \$798,000 345,450 150,000 \$1,293,450
Year 2 1986	Seneca Street Bridge redecking Seneca Street Bridge modification Construct Seneca/McLean Intersection Design McLean/Seneca to 2nd Design 2nd St. Bridge	\$ 30,000 465,000 640,000 40,000 35,000 -0- \$1,210,000	Year 2 1986	Seneca Street Bridge redecking Seneca Street Bridge modification Construct McLean/Seneca Intersection Design McLean/Seneca to South of Maple ROW purchase for segment to Douglas Lagoon bridges Water line adjustment	\$ 30,000 465,000 640,000 300,000 393,000 \$315,000 35,000 \$370,000 \$1,700,000
Year 3 1987	Construct McLean/Seneca to 550' W. Douglas Bridge modification 1st/2nd Street Lagoon Bridges Adjust water lines Design McLean South of Douglas	\$1,250,000 340,000 \$400,000 35,000 50,000 \$455,000 \$2,140,000	Year 3 1987	Construct McLean/Seneca to Douglas Purchase ROW South of Douglas	\$1,800,000 \$65,000 -0- \$2,365,000
Year 4 1988	Construct McLean South of Douglas	-0- \$700,000	Year 4 1988	Construct McLean from Douglas South	-0- \$1,265,000
Year 5 1989	Construct Lewis & Maple Bridge	-0- \$2,500,000	Total Cost	\$1,663,450	\$6,250,000
Total Cost	\$1,748,450	\$6,270,000			

\* Not included in PDS Report

## 7. HOW COULD THE McLEAN BOULEVARD AND WEST BANK IMPROVEMENTS BE PAID FOR?

These activities could be paid for through a combination of special assessments, capital improvement projects and land sale proceeds. The magnitude of the land sale proceeds and special assessments on the total cost of the project is shown in the table below.

	<u>Alternate #2</u>	<u>Alternate #6</u>
West Bank Project Costs	\$1,748,450	\$1,663,450
McLean Project Costs	<u>6,770,000</u>	<u>6,250,000</u>
Total Alternate Cost	\$8,518,450	\$7,913,450
Less:		
Land Sale Proceeds	\$2,561,837	\$3,223,931
Special Assessments	<u>822,000*</u>	<u>918,000*</u>
Net Alternate Cost	\$5,134,613	\$3,771,519

\* Important Note: A significant portion of these special assessments are charged against the land being proposed for redevelopment. The Land Sale proceeds assumed no specials would be charged against these properties. This condition could significantly reduce the net effectiveness of the special assessments. See also Question #4.

8. WHAT IS A REALISTIC PROJECTION OF WHEN THE WEST BANK PROPERTY COULD BE SOLD AND WHEN WOULD THE MONEY BE AVAILABLE FROM THESE SALES?

Land sale proceeds amounts for each alternate were provided by the consultant in his Phase II report. It was assumed that these land sales would be completed by the end of 1988 and be available to help defray debt service beginning in 1989. It was further assumed that these monies would be available as a lump sum by the end of 1988 to be invested at 11% interest rate with the interest and principal being consumed in level payments over a period to correspond with the remaining debt service used to finance these improvements.

9. WHAT WOULD THE EFFECTS OF THE WEST BANK AND McLEAN BOULEVARD PROJECTS BE ON THE CIP MILL LEVY REQUIREMENT?\*

If all costs of both of the projects of each alternate were funded by CIP, the effect on the mill levy would be as follows:

	<u>Alternate #2</u>	<u>Alternate #6</u>
First year mill levy (year)	0.288 (1986)	0.335 (1986)
Maximum mill levy (year)	1.136 (1990)	1.074 (1989)
Average mill levy	0.826	0.819

If the land sale proceeds are invested at 11% interest and the interest and principal are applied in level amounts to reduce the debt service the mill levy CIP needs would be as follows:

	<u>Alternate #2</u>	<u>Alternate #6</u>
First year mill levy (year)	0.288 (1986)	0.335 (1986)
Maximum mill levy (year)	0.770 (1990)	0.930 (1988)
Average mill levy	0.554	0.489

The method of determining the effect of the land sale proceeds on the CIP mill levy requirement was as follows:

It was assumed that the land sale proceeds would be used to offset the debt service associated with this project. The total revenue used was as provided in PDS Phase II Report (\$2,651,837 for Alternate #2 and \$3,223,931 for Alternate #6.) It was assumed this money would be invested at 11% interest rate and used in level payments of principal and interest over a period to offset the debt service cost. This method generates equal cash inputs of \$362,000 per year and \$440,000 per year for Alternative #2 and Alternative #6 respectively over the remaining years of debt service on these projects. The payments were used first to completely offset the West Bank debt service with the remainder credited towards the McLean project debt service.

Important Note: The effects of funding part of the project through special assessments are not included in this analysis. See also Question #4.

\* See Appendix for debt service schedule and mills required by year. Appendix page 3 of 6 and 6 of 6 recap Alternate #2 and Alternate #6 respectively.

## 10. WHAT IS A REALISTIC PROJECTION OF WHEN WE COULD EXPECT DEVELOPMENT TO OCCUR ON THE SITE AND AT WHAT DOLLAR VALUE?

The consultant estimated the dollar value of the construction and the land involved in Alternate #2 and Alternate #6. He went further to estimate the assessed value for each project using a 14.3% assessment to value ratio. After considerable deliberation staff determined that in order to be unquestionably conservative the assessment to value ratio should be cut in half to 7.15%. A 7% figure therefore has been used throughout this study. For purposes of this analysis, it was assumed that one-third of the total assessed value, including land and improvements, would occur during 1989, one-third in 1990, and one-third in 1991. The resulting figures are summarized in the tables below.

Estimated Value of Site  
(Land & Improvements)

<u>Year</u>	<u>Alternate #2</u>	<u>Alternate #6</u>
1989	\$10,663,000	\$ 9,952,000
1990	32,326,000	19,905,000
1991	31,988,000	29,857,000

Assessed Value - Land & Improvements

<u>Year</u>	<u>Alternate #2</u>	<u>Alternate #6</u>
1989	\$ 762,000	\$ 711,500
1990	1,525,000	1,423,000
1991	2,287,000	2,134,500

11. WHAT WOULD BE A FAIR WAY OF PROJECTING THE OFFSETTING EFFECTS OF THE TAX BASE CREATED AS A RESULT OF THE DEVELOPMENT EXPECTED ON THIS PROPERTY?

Using the phasing of assessed value presented in response to Question #9, and using the assessed valuation estimated by PDS, as adjusted by staff, the following new tax revenues are expected to be generated.

NEW PROPERTY TAX GENERATED - DOLLARS

<u>Year</u>	<u>Alternate #2</u>		<u>Alternate #6</u>	
	<u>Total</u>	<u>City Only</u>	<u>Total</u>	<u>City Only</u>
1989	\$ 99,000	\$32,000	\$ 93,000	\$30,000
1990	197,000	64,000	186,000	59,532
1991	299,000	96,000	280,000	89,649

(and thereafter)

Using the estimated 1990 total assessed valuation\* the following mill levy equivalents are generated by West Bank properties:

NEW PROPERTY TAX GENERATED - MILL EQUIVALENT

<u>Year</u>	<u>Alternate #2</u>		<u>Alternate #6</u>	
	<u>Total</u>	<u>City Only</u>	<u>Total</u>	<u>City Only</u>
1989	0.030	0.010	0.029	0.009
1990	0.061	0.020	0.057	0.019
1991	0.092	0.030	0.086	0.028

(and thereafter)

\* As provided by City Budget Office (\$1,050,500,000)

APPENDIX  
SCHEDULE OF DEBT SERVICE  
and  
REQUIRED MILL LEVY

<u>Sheet</u>	<u>Page</u>
West Bank Alternate #2	1 of 6
McLean Boulevard Alternate #2	2 of 6
Total Alternate #2	3 of 6
West Bank Alternate #6	4 of 6
McLean Boulevard Alternate #6	5 of 6
Total Alternate #6	6 of 6

NOTE: All debt service and mill levy calculations were provided by the City Budget Office using a 1985 assessment valuation of \$951,500,000 for the 1986 budget. In all subsequent years a conservative 2% growth in assessment valuation was assumed.

West Bank Alternate #2

<u>Budget Year</u>	<u>New Debt Service \$(000's)</u>	<u>Land Sale Proceeds \$(000's)</u>	<u>Net Debt Service \$(000's)</u>	<u>Mills Needed (Net)</u>
1985	65	---	65	
1986	170	---	170	.186
1987	199	---	199	.213
1988	226	---	226	.237
1989	240	240	---	---
1990	232	232	---	---
1991	234	234	---	---
1992	225	225	---	---
1993	226	226	---	---
1994	236	236	---	---
1995	234	234	---	---
1996	221	221	---	---
1997	218	218	---	---
1998	234	234	---	---
1999	227	227	---	---
2000	219	219	---	---
2001	60	60	---	---
2002	55	55	---	---
2003	---	---	---	---
TOTAL	<u>\$3,521</u>	<u>\$2,861</u>	<u>\$660</u>	

McLean Boulevard Alternate #2

<u>Budget Year</u>	<u>New Debt Service</u> \$(000's)	<u>Land Sale Proceeds</u> \$(000's)	<u>Net Debt Service</u> \$(000's)	<u>Mills Needed (Net)</u>
1985	11	---	11	
1986	93	---	93	.102
1987	299	---	299	.320
1988	506	---	506	.532
1989	694	122	572	.590
1990	893	130	763	.770
1991	898	128	770	.762
1992	890	137	753	.731
1993	890	136	754	.717
1994	887	126	761	.710
1995	891	128	763	.698
1996	891	141	750	.672
1997	887	144	743	.653
1998	879	128	751	.648
1999	887	135	752	.635
2000	879	143	736	.610
2001	846	302	544	.442
2002	680	307	373	.297
2003	414	362	-52	.041
2004	319	362	(43)	(.033)
TOTAL	\$13,634	\$2,931	\$10,703	

Total Alternate #2

<u>Budget Year</u>	<u>New Debt Service \$(000's)</u>	<u>Mills Needed (Gross) \$(000's)</u>	<u>Land Sale Proceeds \$(000's)</u>	<u>Net Debt Service \$(000's)</u>	<u>Mills Needed</u>
1985	76	---	---	76	---
1986	263	.288	---	263	.288
1987	498	.533	---	498	.533
1988	732	.769	---	732	.769
1989	934	.963	362	572	.590
1990	1125	1.136	362	763	.770
1991	1132	1.121	362	770	.762
1992	1115	1.082	362	753	.731
1993	1116	1.062	362	754	.717
1994	1123	1.047	362	761	.710
1995	1125	1.029	362	763	.698
1996	1112	.997	362	750	.672
1997	1105	.971	362	743	.653
1998	1113	.960	362	751	.648
1999	1114	.941	362	752	.635
2000	1098	.910	362	736	.610
2001	906	.736	362	544	.442
2002	735	.585	362	373	.297
2003	414	.323	362	52	.041
2004	319	.244	362	(43)	(.033)
TOTAL	\$17,155		\$5,792	\$11,363	

West Bank Alternate #6

<u>Budget Year</u>	<u>New Debt Service \$(000's)</u>	<u>Land Sale Proceeds \$(000's)</u>	<u>Net Debt Service \$(000's)</u>	<u>Mills Needed (Net)</u>
1985	65	---	65	
1986	189	---	189	.207
1987	223	---	223	.239
1988	217	---	217	.228
1989	221	221	---	---
1990	224	224	---	---
1991	226	226	---	---
1992	217	217	---	---
1993	218	218	---	---
1994	218	218	---	---
1995	227	227	---	---
1996	214	214	---	---
1997	211	211	---	---
1998	217	217	---	---
1999	221	221	---	---
2000	213	213	---	---
2001	44	44	---	---
2002	---	---	---	---
2003	---	---	---	---
TOTAL	<u>\$3,365</u>	<u>\$2,671</u>	<u>\$694</u>	

McLean Boulevard Alternate #6

<u>Budget Year</u>	<u>New Debt Service \$(000's)</u>	<u>Land Sale Proceeds \$(000's)</u>	<u>Net Debt Service \$(000's)</u>	<u>Mills Needed (Net)</u>
1985	11	---	11	
1986	117	---	117	.128
1987	379	---	379	.406
1988	668	---	668	.702
1989	821	219	602	.620
1990	819	216	603	.609
1991	825	214	611	.605
1992	818	223	595	.578
1993	819	222	597	.568
1994	807	222	585	.546
1995	823	213	610	.558
1996	824	226	598	.536
1997	821	229	592	.520
1998	814	223	591	.510
1997	803	219	584	.493
2000	818	227	591	.490
2001	776	396	380	.309
2002	562	440	122	.097
2003	253	440	(187)	(.146)
TOTAL	<u>\$12,578</u>	<u>\$3,929</u>	<u>\$8,649</u>	

Total Alternate #6

<u>Budget Year</u>	<u>New Debt Service \$(000's)</u>	<u>Mills Needed (Gross) \$(000's)</u>	<u>Land Sale Proceeds \$(000's)</u>	<u>Net Debt Service \$(000's)</u>	<u>Mills Needed</u>
1985	76	---	---	76	---
1986	306	.355	---	306	.335
1987	602	.645	---	602	.645
1988	885	.930	---	885	.930
1989	1042	1.074	440	602	.620
1990	1043	1.053	440	603	.609
1991	1051	1.040	440	611	.605
1992	1035	1.005	440	595	.578
1993	1037	.987	440	597	.568
1994	1025	.956	440	585	.546
1995	1050	.960	440	610	.558
1996	1038	.931	440	598	.536
1997	1032	.907	440	592	.520
1998	1031	.889	440	591	.510
1999	1024	.865	440	584	.493
2000	1031	.854	440	591	.490
2001	820	.666	440	380	.309
2002	562	.448	440	122	.097
2003	253	.198	440	(187)	(.146)
TOTAL	\$15,943		\$6,600	\$9,343	

**THE CITY OF WICHITA**

**OFFICE OF** Housing and Economic  
Development

**DATE** September 18, 1984

**TO** The Honorable Board of City Commissioners  
**THROUGH:** E. H. Denton, City Manager  
**FROM** Don E. Anderson, Director of Housing and Economic Development

**SUBJECT** West Bank Report - Financial Analysis

The preparation of the attached report was coordinated by this department in cooperation with Planning, Administration, and Operations and Maintenance. Its contents have been reviewed by the CIP Committee.

The report attempts to address in as uncomplicated a manner as possible the financial aspects of the PDS study of the West Bank. In summary, our findings conclude that based on the following assumptions:

- a. Land sales completed by end of 1988 at values indicated by consultant
- b. West Bank activities (railroad reconstruction and lagoons) completed by 1987 under Alternate #2 and 1986 under Alternate #6
- c. McLean construction completed by 1989 under Alternate #2 and 1988 under Alternate #6
- d. development complete by 1991 at a total value estimated by the consultant to be \$32 million under Alternate #2 and \$30 million under Alternate #6,

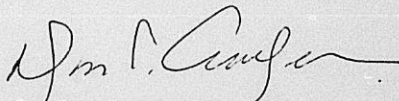
the net bottom line effects on the City's General Debt & Interest Fund would be as follows:

	<u>Alternate #2</u>	<u>Alternate #6</u>
First year mill levy (year)	0.288 (1986)	0.335 (1986)
Maximum mill levy (year)	0.770 (1990)	0.930 (1988)
Average mill levy	0.554	0.489

It should be kept in mind that in reviewing this analysis, as well as the PDS report, that the figures indicated are almost entirely comprised of estimates. CIP costs, land costs, anticipated dollar value of development, assessed valuations used in computing future mill levies, and scheduling dates are all "best effort" calculations but should in no way be considered final.

In a relative sense it is felt that the figures are of a quality sufficient to allow decisions to be made on the selection of a course of action to be pursued for the West Bank project.

As these actions are pursued, it will of course be necessary to further refine and update these estimates for your future consideration.



Don E. Anderson, Director  
Housing and Economic Development

DEA/NEH/st  
Attachments



WEST BANK  
Alternate 2

Existing	Purchase of Pepsi Plant	<u>\$ 1,767,862</u>	
Year 1	Current Design Costs	170,000	
1985	R/W for Seneca & McLean Intersection	50,000	
	Required Land to Complete West Bank	798,000	URA Bonds
	Relocation of RR switches incl. R/W	345,450	URA Bonds
	Consultant, zoning, platting, legal and administration	<u>150,000</u>	
		<u>\$ 1,513,450</u>	
Year 2	Bridge redecking	30,000	
1986	Bridge modification	465,000	
	Construct Seneca/McLean intersection	640,000	
	Design McLean/Seneca to 2nd	40,000	
	Design proposed lagoons	30,000	
	Design 2nd St. bridge	<u>35,000</u>	
		<u>\$ 1,240,000</u>	
Year 3	Construct McLean/Seneca to 550' S. Douglas	1,750,000	
1987	Bridge modification 1st/2nd Street	340,000	
	Lagoon bridges	400,000	
	Adjust water lines	55,000	
	Design McLean S. of Douglas	<u>50,000</u>	
		<u>\$ 2,595,000</u>	
Year 4	Construct McLean S. of Douglas	\$ 700,000	
1988			
Year 5	Construct Lewis & Maple Bridge	<u>\$ 2,500,000</u>	
1989			
Total Cost		\$10,316,312	
- Disposition Proceeds 1987/88		<u>2,651,837</u>	
Net Cost		\$ 7,664,475	

10,316  
 27  
 76  
 26  
5,000

	Alternate #2			Alternate #6		
	<u>Project</u>	<u>CIP</u>	<u>WEST BANK Required Financing Net Project</u>	<u>Project</u>	<u>CIP</u>	<u>Net Project</u>
1984	\$ 1,767,862	\$1,767,862	-0-	\$1,767,862	\$1,767,862	-0-
1985	1,513,450	50,000	\$1,463,450	1,513,450	50,000	\$1,463,450
1986	1,240,000	878,000	362,000	2,070,000	878,000	1,192,000
1987	2,595,000	-0-	2,595,000	2,365,000	-0-	2,595,000
1988	700,000	-0-	700,000	1,965,000	-0-	1,965,000
1989	2,500,000	-0-	2,500,000	-0-	-0-	-0-
	<u>\$10,316,312</u>	<u>\$2,695,862</u>	<u>\$7,620,450</u>	<u>\$9,681,312</u>	<u>\$2,695,862</u>	<u>\$6,985,450</u>

APPROVED (3-13-84)

1984-1989 CAPITAL IMPROVEMENT PROGRAM

Summary of Proposed General Obligation Expenditures  
(In Thousands)

	1984		1985		1986		1987		1988		1989		TOTAL	
	G.O.	OTHER	G.O.	OTHER	G.O.	OTHER	G.O.	OTHER	G.O.	OTHER	G.O.	OTHER	G.O.	OTHER
Expressways	\$ 1,150	\$ 1,850	\$ 500	\$ --	\$ 500	\$ --	\$ 500	\$ --	\$ 500	\$ --	\$ 500	\$ --	\$ 3,650	\$ 1,150
Arterials	5,438	11,354	9,332	14,457	5,566	11,188	9,532	12,621	10,430	14,768	9,983	15,397	50,281	79,785
Traffic Signals	1,042	1,800	1,012	1,800	903	900	470	900	400	900	320	900	4,147	7,200
Bridges	512	1,148	667	208	1,306	854	1,530	2,650	1,460	--	1,000	--	6,475	4,860
Drainage	1,882	1,570	3,703	3,603	1,815	2,835	1,793	1,293	402	1,002	421	1,221	10,016	11,524
Parks	472	100	765	--	600	500	775	--	775	--	715	--	4,102	600
Public Buildings	915	7,000	238	5,500	414	--	447	--	--	--	176	--	2,190	12,500
Misc.	250	--	250	--	250	--	250	--	250	--	250	--	1,500	
M.T.A.	--	--	180	731	--	30	--	--	--	--	--	--	180	761
<b>TOTAL</b>	<b>\$11,661</b>	<b>\$24,822</b>	<b>\$16,647</b>	<b>\$26,299</b>	<b>\$11,354</b>	<b>\$16,307</b>	<b>\$15,297</b>	<b>\$17,464</b>	<b>\$14,217</b>	<b>\$16,670</b>	<b>\$13,365</b>	<b>\$17,518</b>	<b>\$82,541</b>	<b>\$119,080</b>
Estimated Mill Levy Requirement for the General Debt and Interest Fund		42 #6	1,463		362 1,192		2,595 2,365		700 1,965		2,500			
Revised cuts:														
Using 5% A.V. (Rounded)			11,930		11,663		11,554		9,400		9,100			
Using 3.5% A.V. (Rounded)			9,500		9,400		9,700		9,700		9,500			

W/O #286

CITY OF WICHITA  
 CASH FLOW PROJECTION  
 WEST BANK - ALTERNATIVE #2

PREPARED AUGUST 27, 1984

YEAR	EXISTING DEBT SERVICE		PROPOSED BOND ISSUES					GROSS TOTAL	DEDUCTIONS	NET TOTAL
	SERIES 684	SERIES 698	JUNE 1985	JUNE 1986	JUNE 1987	JUNE 1988	JUNE 1989			
1984	240,468	66,793						307,261		307,261
1985	226,470	66,603						293,073		286,498
1986	212,472	66,231	198,979					477,682	6,575	355,707
1987	198,174	65,677	198,979	163,027	341,174			625,857	121,975	503,882
1988	184,477	64,941	198,979	163,027	341,174	92,032		952,597	121,975	830,622
1989	170,479	64,378	198,979	163,027	341,174	92,032	328,684	1,030,068	121,975	908,093
1990	156,481	63,596	198,979	163,027	341,174	92,032	328,684	1,343,973	121,975	1,221,998
1991	143,105	62,952	198,979	163,027	341,174	92,032	328,684	1,329,953	121,975	1,207,978
1992	129,194	62,407	198,979	163,027	341,174	92,032	328,684	1,315,497	121,975	1,193,522
1993		61,805	198,979	163,027	341,174	92,032	328,684	1,185,701	121,975	1,063,726
1994		61,345	198,979	163,027	341,174	92,032	328,684	1,185,241	121,975	1,063,266
1995		60,950	198,979	163,027	341,174	92,032	328,684	1,184,846	121,975	1,062,871
1996		60,477	198,979	163,027	341,174	92,032	328,684	1,184,373	121,975	1,062,398
1997			198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
1998			198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
1999			198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
2000			198,979	163,027	341,174	92,032	328,684	1,123,896	115,400	1,008,496
2001				163,027	341,174	92,032	328,684	724,917		724,917
2002					341,174	92,032	328,684	761,890		761,890
2003					341,174	92,032	328,684	420,716		420,716
2004							328,684	328,684		328,684
	1,661,320	828,153	2,984,685	2,445,405	5,117,610	1,380,480	4,930,260	19,347,913	1,829,625	17,518,288

NOTE: PROPOSED BOND ISSUES CALCULATED AT 10% FOR 15 YEARS

CITY OF WICHITA  
 CASH FLOW PROJECTION  
 WEST BANK - ALTERNATIVE #2

PREPARED AUGUST 27, 1984

PROPOSED BOND ISSUES

YEAR	JUNE 1985	JUNE 1986	JUNE 1987	JUNE 1988	JUNE 1989	GROSS TOTAL	DEDUCTIONS	NET TOTAL
1984						0		0
1985						0	6,575	(6,575)
1986	198,979					198,979	121,975	77,004
1987	198,979	163,027				362,006	121,975	240,031
1988	198,979	163,027	341,174			703,180	121,975	581,205
1989	198,979	163,027	341,174	92,032		795,212	121,975	673,237
1990	198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
1991	198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
1992	198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
1993	198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
1994	198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
1995	198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
1996	198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
1997	198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
1998	198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
1999	198,979	163,027	341,174	92,032	328,684	1,123,896	121,975	1,001,921
2000	198,979	163,027	341,174	92,032	328,684	1,123,896	115,400	1,008,496
2001		163,027	341,174	92,032	328,684	924,917		924,917
2002			341,174	92,032	328,684	761,890		761,890
2003				92,032	328,684	420,716		420,716
2004					328,684	328,684		328,684
	2,984,685	2,445,405	5,117,610	1,380,480	4,930,260	16,858,440	1,829,625	15,028,815

NOTE:

*Leave out Paper*

CITY OF WICHITA  
 CASH FLOW PROJECTION  
 WEST BANK - ALTERNATIVE #6

PREPARED AUGUST 27, 1984

YEAR	EXISTING DEBT SERVICE		PROPOSED BOND ISSUES				GROSS TOTAL	DEDUCTIONS	NET TOTAL
	SERIES 584	SERIES 698	JUNE 1985	JUNE 1986	JUNE 1987	JUNE 1988			
1984	240,468	66,793					307,261		307,261
1985	226,470	66,603					293,073	6,575	286,498
1986	212,472	66,231	198,979				477,682	121,975	355,707
1987	198,174	65,677	198,979	272,150			734,980	121,975	613,005
1988	184,477	64,941	198,979	272,150	310,935		1,031,481	121,975	909,506
1989	170,479	64,378	198,979	272,150	310,935	58,346	1,075,266	121,975	953,291
1990	156,481	63,596	198,979	272,150	310,935	58,346	1,060,487	121,975	938,512
1991	143,105	62,952	198,979	272,150	310,935	58,346	1,046,467	121,975	924,492
1992	129,194	62,407	198,979	272,150	310,935	58,346	1,032,011	121,975	910,036
1993		61,805	198,979	272,150	310,935	58,346	902,215	121,975	780,240
1994		61,345	198,979	272,150	310,935	58,346	901,755	121,975	779,780
1995		60,950	198,979	272,150	310,935	58,346	901,360	121,975	779,385
1996		60,477	198,979	272,150	310,935	58,346	900,887	121,975	778,912
1997			198,979	272,150	310,935	58,346	840,410	121,975	718,435
1998			198,979	272,150	310,935	58,346	840,410	121,975	718,435
1999			198,979	272,150	310,935	58,346	840,410	121,975	718,435
2000			198,979	272,150	310,935	58,346	840,410	115,400	725,010
2001				272,150	310,935	58,346	641,431		641,431
2002					310,935	58,346	369,281		369,281
2003						58,346	58,346		58,346
	1,661,320	828,153	2,984,685	4,082,250	4,664,025	875,190	15,095,623	1,829,625	13,265,998

NOTE: PROPOSED BOND ISSUES CALCULATED AT 10% FOR 15 YEARS

CITY OF WICHITA  
 CASH FLOW PROJECTION  
 WEST BANK - ALTERNATIVE #6

PREPARED AUGUST 27, 1984

PROPOSED BOND ISSUES

YEAR	JUNE 1985	JUNE 1986	JUNE 1987	JUNE 1988	GROSS TOTAL	DEDUCTIONS	NET TOTAL
1984					0		0
1985					0	6,575	(6,575)
1986	198,979				198,979	121,975	77,004
1987	198,979	272,150			471,129	121,975	349,154
1988	198,979	272,150	310,935		782,064	121,975	660,089
1989	198,979	272,150	310,935	58,346	840,410	121,975	718,435
1990	198,979	272,150	310,935	58,346	840,410	121,975	718,435
1991	198,979	272,150	310,935	58,346	840,410	121,975	718,435
1992	198,979	272,150	310,935	58,346	840,410	121,975	718,435
1993	198,979	272,150	310,935	58,346	840,410	121,975	718,435
1994	198,979	272,150	310,935	58,346	840,410	121,975	718,435
1995	198,979	272,150	310,935	58,346	840,410	121,975	718,435
1996	198,979	272,150	310,935	58,346	840,410	121,975	718,435
1997	198,979	272,150	310,935	58,346	840,410	121,975	718,435
1998	198,979	272,150	310,935	58,346	840,410	121,975	718,435
1999	198,979	272,150	310,935	58,346	840,410	121,975	718,435
2000	198,979	272,150	310,935	58,346	840,410	121,975	718,435
2001		272,150	310,935	58,346	840,410	115,400	725,010
2002		272,150	310,935	58,346	641,431		641,431
2003			310,935	58,346	369,281		369,281
					58,346		58,346
	2,984,685	4,082,250	4,664,025	875,190	12,606,150	1,829,625	10,776,525

NOTE:

*w/o Refin*

8/27/84  
MMPD

Wichita Capital Improvement Program \*

1985 Funding

(In Thousands)

	<u>GO</u>	<u>Spec Assess</u>	<u>Urban</u>	<u>Federal</u>	<u>Other</u>	<u>Total</u>
Expressways & Arterials	\$9,832	\$11,021	\$2,760	\$ 675	\$-----	\$24,288
Traffic Signal	1,012	-----	900	900	-----	2,812
Bridges	667	-----	48	160	-----	875
Drainage	4,053	3,477	-----	-----	125	7,655
Parks	765	-----	-----	-----	-----	765
Public Buildings	127	-----	-----	-----	5,500	5,627
Fire Dept.	111	-----	-----	-----	-----	111
**Miscellaneous	250	-----	-----	-----	-----	250
MTA	182	-----	-----	728	-----	910
TOTAL	\$16,999	\$14,498	\$3,708	\$2,463	\$5,625	\$43,293

\*Airport Authority, Water and Sewer Projects are not included in funding summary

\*\*Miscellaneous = Project ED-2

1985 Wichita CIP Project Funding

Project #	Description	Cost	CO	SA	U	F	Other
Wichita Road and Highway Projects: 1985							
AS- 1	Sidewalk Construction	\$ 200,000	\$ 200,000	\$	\$		
E- 14	Northeast Circumferential	500,000	500,000				
MS- 1A	29th St. W. Amidon to Arkansas	275,000	275,000				
MS- 49	Seneca/MacArthur Rd to 48th St	180,000	90,000	90,000			
MS- 52	Hydraulic/MacArthur Rd to 46th St.	110,000	55,000	55,000			
MS- 130	Tyler Rd. : AT&T RR to Maple	1,800,000	900,000	900,000			
MS- 199	47th St. S: I-235 to Arkansas River	75,000	75,000				
MS- 208	Rock Rd; Osie to Oak Knoll	1,800,000	225,000	225,000	1,350,000		
MS- 222	Hillside: Skinner to Bayley	1,500,000	1,183,000	317,000			
MS- 239	McLean Blvd at Seneca	50,000	50,000				
MS- 241	Central: Wichita to Mead	1,500,000	1,200,000	300,000			
MS- 254	13th St. N. at Oliver	808,000	133,000			675,000	
MS- 257	Harry: Eastmoor to Webb Road	1,800,000	225,000	225,000	1,350,000		
MS- 283	Ridge Rd: Denmark to 13th St. N.	80,000	10,000	10,000	60,000		
MS- 285	Rock Rd: 13th to 21st St. N.	1,150,000	800,000	350,000			
MS- 301	Rock Rd: 30th St. to 41st St. N.	2,165,000	1,082,500	1,082,500			
MS- 317	Railroad Crossings, Rubberized	250,000	250,000				
MS- 317A	Railroad Crossings, Surface	150,000	150,000				
MS- 320	Tyler Rd.: 13th St. N. to Jamesburg	970,000	735,000	235,000			
MS- 330	Curb & Gu Various Locations	120,000	120,000	120,000			
MS- 332	Residential Intersection Improvement	195,000	195,000				
MS- 340	21st St. N: I-135 to 200' W. of Grove	40,000	40,000				
MS- 341	21st St. N. 200' E. of Grove to Yale	40,000	40,000				
MS- 344	Central: Seneca Street Connector	25,000	25,000				
MS-	Resid & Coll St. Improvements	7,035,000	141,000	6,894,000			
MS- 279	Central; Crestline to Milstead	1,470,000	1,252,500	217,500			
SUBTOTAL		\$24,288,000	\$ 9,832,000	\$11,021,000	\$2,760,000	\$ 675,000	
Wichita Bridge Projects: 1985							
B- 60	Collector St. Bridges	100,000	100,000				
B- 80	Oliver over E. Fork Chisholm Cr.	15,000	15,000				
B- 81	Design Maize Rd. over Cowskin Creek	50,000	50,000				
B- 86	29th St. N. Over Little Arkansas River	120,000	120,000				
B- 91	11th St. N. Over Little Arkansas River	30,000	30,000				
B- 92	Elmwood Dr. Over Dry Creek	60,000	12,000		48,000		
B- 93	G.W. Blvd. Over Gypsum Creek	200,000	40,000			160,000	
B- 77	Central over Cowskin Creek	300,000	300,000				
SUBTOTAL		\$ 875,000	\$ 667,000	\$	\$ 48,000	\$ 160,000	

Project #	Description	Cost	GO	SA	U	F	Other
<b>Wichita Traffic Signal Projects: 1985</b>							
TE- 5	Traffic Control System	\$ 1,000,000	\$ 100,000		900,000	\$	
TE- 13	31st St. S. At West St.	70,000	70,000				
TE- 17	Various RR Crossings	1,000,000	100,000				
TE- 18	Various Update to Solid-state	95,000	95,000				900,000
TE- 20	Provide Walk-Dont Walk	280,000	280,000				
TE- 21	Various Update Schl Crossings	220,000	220,000				
TE- 22	21st St. N. at Rock Rd.	60,000	60,000				
TE- 24	Various St. Signs in 8 Square Mile Area	87,000	87,000				
<b>SUBTOTAL</b>		<b>\$ 2,812,000</b>	<b>\$ 1,012,000</b>		<b>\$ 900,000</b>	<b>\$ 900,000</b>	
<b>Metropolitan Transit Authority (MTA): 1985</b>							
MT- 16	Capital Replacement: Auto	10,125	2,125				
MT- 13	Rehabilitation of 12 Buses	900,000	180,000				8,000
<b>SUBTOTAL</b>		<b>\$ 910,125</b>	<b>\$ 182,125</b>				<b>\$ 728,000</b>
<b>Drainage</b>							
D- 48B	S.W. Industrial Park Drainage Imp	\$ 1,800,000	\$ 900,000	\$ 900,000			
D- 63	Extension of 3rd St. Storm Water to Central & St. Francis	250,000	250,000				
D- 89B	W. Kellogg Drainage - Tyler between Kellogg & Maple	530,000	265,000	265,000			
D- 97	Improvement on 47th South I-135 to Ark River	400,000	200,000	200,000			
D- 1	Storm Sewer Reconstruction Var Loc	100,000	100,000				
D- 5	Storm Water Sewers	900,000		900,000			
D- 83	Cym Creek - S. of Harry E. of Rock Rd.	250,000	250,000				
D- 87	Cyp Creek - Windsor to Pawnee	750,000	750,000				
D- 89C	Floyd Bailey Add Drainage	75,000	37,500	37,500			
D- 98	Storm Sewers, CPO "K"	500,000	250,000	250,000			
D- 102	Taft & Dugan	300,000	150,000	150,000			
D- 106	Westlink - Rolling Hills Tributary to Cowskin Creek	1,800,000	900,000	900,000			125,000 (CDBG)
<b>SUBTOTAL</b>		<b>\$ 7,655,000</b>	<b>\$ 4,053,000</b>	<b>\$ 3,477,000</b>			<b>\$ 125,000</b>

<u>Project #</u>	<u>Description</u>	<u>Cost</u>	<u>GO</u>	<u>SA</u>	<u>U</u>	<u>F</u>	<u>Other</u>
<b>Parks</b>							
P- 9	Cessna Park - Fence Ball Diamonds - Replace Backstops	\$ 60,000	\$ 60,000	\$	\$	\$	\$
P- 10	Chisholm Creek Park - Lights	115,000	115,000				
P- 51	Schell Park - Reconst. and Light Ball Diamonds	125,000	125,000				
P- 54	Sim Park Plant Conservatory	275,000	275,000				
P- 58	Watson Park - Reconst. Roads and Parking Area	175,000	175,000				
P- 71	Picnic Tables - Various Locations	15,000	15,000				
<b>SUBTOTAL</b>		\$ 765,000	\$ 765,000				
<b>Fire Department</b>							
FS- 33	Relocation of Station No. 4	\$ 53,500	\$ 53,500				
FS- 34	Relocation of Station No. 9	57,800	57,800				
<b>SUBTOTAL</b>		\$ 111,300	\$ 111,300				
<b>Public Buildings</b>							
FB- 58	Replace Stage Equipment - Century II	\$ 127,000	\$ 127,000				
FB- 27A	Skywalk	1,500,000					
FB- 54	Public Parking Garage - Convention Center	4,000,000					1,500,000 (GORB)
<b>SUBTOTAL</b>		\$ 5,627,000	\$ 127,000				4,000,000 (GORB)
<b>Miscellaneous</b>							
ED- 2	Capital Investment Funds	\$ 250,000	\$ 250,000				\$5,500,000
<b>SUBTOTAL</b>		\$ 250,000	\$ 250,000				
<b>TOTAL 1985 FUNDING (Rounded to nearest thousand)</b>		<u>Cost</u> \$43,293,000	<u>GO</u> \$16,999,000	<u>SA</u> \$14,498,000	<u>U</u> \$ 3,708,000	<u>F</u> \$2,463,000	<u>Other</u> \$5,625,000

Does not include Airport, Water and Sewer Projects

GO - General Obligation Bonds  
SA - Special Assessment General Obligation Bond  
U - Urban System  
F - Federal

8/27/84  
MHPD

Wichita Capital Improvement Program \*

1985 Funding

(In Thousands)

	<u>GO</u>	<u>Spec Assess</u>	<u>Urban</u>	<u>Federal</u>	<u>Other</u>	<u>Total</u>
Expressways & Arterials	\$9,832	\$11,021	\$2,760	\$ 675	\$-----	\$24,288
Traffic Signal	1,012	-----	900	900	-----	2,812
Bridges	667	-----	48	160	-----	875
Drainage	4,053	3,477	-----	-----	125	7,655
Parks	765	-----	-----	-----	-----	765
Public Buildings	127	-----	-----	-----	5,500	5,627
Fire Dept.	111	-----	-----	-----	-----	111
**Miscellaneous	250	-----	-----	-----	-----	250
MTA	182	-----	-----	728	-----	910
TOTAL	\$16,999	\$14,498	\$3,708	\$2,463	\$5,625	\$43,293

\*Airport Authority, Water and Sewer Projects are not included in funding summary

\*\*Miscellaneous = Project ED-2

1985 Wichita CIP Project Funding

Project #	Description	Cost	CO	SA	U	F	Other
Wichita Road and Highway Projects: 1985							
AS- 1	Sidewalk Construction	\$ 200,000	\$ 200,000	\$	\$		
E- 14	Northeast Circumferential	500,000	500,000				
MS- 1A	29th St. N. Amidon to Arkansas	275,000	275,000				
MS- 49	Seneca:MacArthur Rd to 48th St	180,000		90,000			
MS- 52	Hydraulic:MacArthur Rd to 46th St.	110,000		55,000			
MS- 130	Tyler Rd.: AT&T RR to Maple	1,800,000	900,000	900,000			
MS- 199	47th St. S: I-235 to Arkansas River	75,000	75,000				
MS- 208	Rock Rd: Osie to Oak Knoll	1,800,000	225,000	225,000	1,350,000		
MS- 222	Hillside; Skinner to Bayley	1,500,000	1,183,000	317,000			
MS- 239	McLean Blvd at Seneca	50,000		50,000			
MS- 241	Central; Wichita to Head	1,500,000	1,200,000	300,000			
MS- 254	13th St. N. at Oliver	808,000	133,000				
MS- 257	Harry; Eastmoor to Webb Road	1,800,000	225,000	225,000	1,350,000	675,000	
MS- 283	Ridge Rd: Denmark to 13th St. N.	80,000	10,000	10,000	60,000		
MS- 285	Rock Rd: 13th to 21st St. N.	1,150,000	800,000	350,000			
MS- 301	Rock Rd: 30th St. to 41st St. N.	2,165,000	1,082,500	1,082,500			
MS- 317	Railroad Crossings, Rubberized	250,000	250,000				
MS- 317A	Railroad Crossings, Surface	150,000	150,000				
MS- 320	Tyler Rd.: 13th St. N. to Jamesburg	970,000	735,000	235,000			
MS- 330	Curb & Gu Various Locations	120,000		120,000			
MS- 332	Residential Intersection Improvement	195,000	195,000				
MS- 340	21st St. N: I-135 to 200' W. of Grove	40,000	40,000				
MS- 341	21st St. N. 200' E. of Grove to Yale	40,000	40,000				
MS- 344	Central: Seneca Street Connector	25,000	25,000				
MS- 345	Resid & Coll St. Improvements	7,035,000	141,000	6,894,000			
MS- 279	Central:Crestline to Milstead	1,470,000	1,252,500	217,500			
SUBTOTAL		\$24,288,000	\$ 9,832,000	\$11,021,000	\$2,760,000	\$ 675,000	
Wichita Bridge Projects: 1985							
B- 60	Collector St. Bridges	100,000	100,000				
B- 80	Oliver over E. Fork Chisholm Cr.	15,000	15,000				
B- 81	Denign Maize Rd. over Cowskin Creek	50,000	50,000				
B- 86	29th St. N. Over Little Arkansas River	120,000	120,000				
B- 91	11th St. N. Over Little Arkansas River	30,000	30,000				
B- 92	Elmwood Dr. Over Dry Creek	60,000	12,000		48,000		
B- 93	G.W. Blvd. Over Gypsum Creek	200,000	40,000			160,000	
B- 77	Central over Cowskin Creek	300,000	300,000				
SUBTOTAL		\$ 875,000	\$ 667,000	\$	\$ 48,000	\$ 160,000	

Project #	Description	Cost	GO	SA	U	F	Other
<b>Wichita Traffic Signal Projects: 1985</b>							
TE- 5	Traffic Control System						
TE- 13	31st St. S. At West St.	\$ 1,000,000	\$ 100,000				
TE- 17	Various RR Crossings	70,000	70,000		900,000	\$	
TE- 18	Various Update to Solid-state	1,000,000	100,000				
TE- 20	Provide Walk-Dont Walk	95,000	95,000				900,000
TE- 21	Various Update Schl Crossings	280,000	280,000				
TE- 22	21st St. N. at Rock Rd.	220,000	220,000				
TE- 24	Various St. Signs in 8 Square Mile Area	60,000	60,000				
		87,000	87,000				
<b>SUBTOTAL</b>							
<b>Metropolitan Transit Authority (MTA): 1985</b>							
MT- 16	Capital Replacement: Auto						
MT- 13	Rehabilitation of 12 Buses	10,125	2,125				
		900,000	180,000				8,000
<b>SUBTOTAL</b>							720,000
<b>Drainage</b>							
		\$ 910,125	\$ 182,125				\$ 728,000
D- 48B	S.W. Industrial Park Drainage Imp						
D- 63	Extension of 3rd St. Storm Water to Central & St. Francis	\$ 1,800,000	\$ 900,000	\$ 900,000			
D- 89B	W. Kellogg Drainage - Tyler between Kellogg & Maple	250,000	250,000				
D- 97	Improvement on 47th South I-135 to Ark River	530,000	265,000				
D- 1	Storm Sewer Reconstruction Var Loc	400,000	200,000		265,000		
D- 5	Storm Water Sewers	100,000	100,000		200,000		
D- 81	Oym Creek - S. of Harry E. of Rock Rd.	900,000	250,000				
D- 87	Oym Creek - Windsor to Pawnee	250,000	250,000		900,000		
D- 89C	Floyd Bailey Add Drainage	750,000	750,000				
D- 98	Storm Sewers, CPO "K"	75,000	37,500				37,500
D- 102	Taft & Dugan	500,000	250,000				125,000
D- 106	Westlink - Rolling Hills Tributary to Cowskin Creek	300,000	150,000				150,000
		1,800,000	900,000	900,000			
<b>SUBTOTAL</b>		\$ 7,655,000	\$ 4,053,000	\$ 3,477,000			125,000 (CDBG)
							\$ 125,000

<u>Project #</u>	<u>Description</u>	<u>Cost</u>	<u>GO</u>	<u>SA</u>	<u>U</u>	<u>F</u>	<u>Other</u>
<b>Parks</b>							
P- 9	Cesena Park - Fence Ball Diamonds - Replace Backstops	\$ 60,000	\$ 60,000	\$	\$	\$	\$
P- 10	Chisholm Creek Park - Lights	115,000	115,000				
P- 51	Schell Park - Reconst. and Light Ball Diamonds	125,000	125,000				
P- 54	Sim Park Plant Conservatory	275,000	275,000				
P- 58	Watson Park - Reconst. Roads and Parking Area	175,000	175,000				
P- 71	Picnic Tables - Various Locations	15,000	15,000				
<b>SUBTOTAL</b>		<b>\$ 765,000</b>	<b>\$ 765,000</b>				
<b>Fire Department</b>							
FS- 33	Relocation of Station No. 4	\$ 53,500	\$ 53,500				
FS- 34	Relocation of Station No. 9	57,800	57,800				
<b>SUBTOTAL</b>		<b>\$ 111,300</b>	<b>\$ 111,300</b>				
<b>Public Buildings</b>							
PB- 58	Replace Stage Equipment - Century II	\$ 127,000	\$ 127,000				
PB- 27A	Skywalk	1,500,000					1,500,000 (GOB)
PB- 54	Public Parking Garage - Convention Center	4,000,000					4,000,000 (GOB)
<b>SUBTOTAL</b>		<b>\$ 5,627,000</b>	<b>\$ 127,000</b>				<b>\$5,500,000</b>
<b>Miscellaneous</b>							
ED- 2	Capital Investment Funds	\$ 250,000	\$ 250,000				
<b>SUBTOTAL</b>		<b>\$ 250,000</b>	<b>\$ 250,000</b>				
<b>TOTAL 1985 FUNDING (Rounded to nearest thousand)</b>		<b>\$43,293,000</b>	<b>\$16,999,000</b>	<b>\$14,498,000</b>	<b>\$ 3,708,000</b>	<b>\$2,463,000</b>	<b>\$5,625,000</b>

Does not include Airport, Water and Sewer Projects

GO - General Obligation Bonds

SA - Special Assessment General Obligation Bond

U - Urban System

F - Federal

2/27/84  
WHPD

Wichita Capital Improvement Program \*

1985 Funding

(In Thousands)

	<u>GO</u>	<u>Spec Assess</u>	<u>Urban</u>	<u>Federal</u>	<u>Other</u>	<u>Total</u>
Expressways & Arterials	\$9,832	\$11,021	\$2,760	\$ 675	\$-----	\$24,288
Traffic Signal	1,012	-----	900	900	-----	2,812
Bridges	667	-----	48	160	-----	875
Drainage	4,053	3,477	-----	-----	125	7,655
Parks	765	-----	-----	-----	-----	765
Public Buildings	127	-----	-----	-----	5,500	5,627
Fire Dept.	111	-----	-----	-----	-----	111
**Miscellaneous	250	-----	-----	-----	-----	250
MTA	182	-----	-----	728	-----	910
<b>TOTAL</b>	<b>\$16,999</b>	<b>\$14,498</b>	<b>\$3,708</b>	<b>\$2,463</b>	<b>\$5,625</b>	<b>\$43,293</b>

\*Airport Authority, Water and Sewer Projects are not included in funding summary

\*\*Miscellaneous = Project ED-2

1985 Wichita CIP Project Funding

Project #	Description	Cost	CO	SA	U	F	Other
Wichita Road and Highway Projects: 1985							
AS- 1	Sidewalk Construction	\$ 200,000	\$ 200,000	\$	\$		
E- 14	Northeast Circumferential	500,000	500,000				
MS- 1A	29th St. N. Amdon to Arkansas	275,000	275,000				
MS- 49	Seneca; MacArthur Rd to 48th St	180,000	90,000	90,000			
MS- 52	Hydraulic; MacArthur Rd to 46th St.	110,000	55,000	55,000			
MS- 130	Tyler Rd.: AT&ST RR to Maple	1,800,000	900,000	900,000			
MS- 199	47th St. S: I-235 to Arkansas River	75,000	75,000				
MS- 208	Rock Rd: Osie to Oak Knoll	1,800,000	225,000	225,000	1,350,000		
MS- 222	Hillside; Skinner to Bayley	1,500,000	1,183,000	317,000			
MS- 239	McLean Blvd at Seneca	50,000	50,000				
MS- 241	Central: Wichita to Head	1,500,000	1,200,000	300,000			
MS- 254	13th St. N. at Oliver	808,000	133,000			675,000	
MS- 257	Harry; Eastmoor to Webb Road	1,800,000	225,000	225,000	1,350,000		
MS- 283	Ridge Rd: Denmark to 13th St. N.	80,000	10,000	10,000	60,000		
MS- 285	Rock Rd: 13th to 21st St. N.	1,150,000	800,000	350,000			
MS- 301	Rock Rd: 30th St. to 41st St. N.	2,165,000	1,082,500	1,082,500			
MS- 317	Railroad Crossings, Rubberized	250,000	250,000				
MS- 317A	Railroad Crossings, Surface	150,000	150,000				
MS- 320	Tyler Rd.: 13th St. N. to Jamesburg	970,000	735,000	235,000			
MS- 330	Curb & Gu Various Locations	120,000		120,000			
MS- 332	Residential Intersection Improvement	195,000	195,000				
MS- 340	21st St. W: I-135 to 200' W. of Grove	40,000	40,000				
MS- 341	21st St. N. 200' E. of Grove to Yale	40,000	40,000				
MS- 344	Central: Seneca Street Connector	25,000	25,000				
MS-	Resid & Coll St. Improvements	7,035,000	141,000	6,894,000			
MS- 279	Central; Crestline to Milstead	1,470,000	1,252,500	217,500			
SUBTOTAL		\$24,288,000	\$ 9,832,000	\$11,021,000	\$2,760,000	\$ 675,000	
Wichita Bridge Projects: 1985							
B- 60	Collector St. Bridges	100,000	100,000				
B- 80	Oliver over E. Fork Chisholm Cr.	15,000	15,000				
B- 81	Design Maize Rd. over Cowskin Creek	50,000	50,000				
B- 86	29th St. N. Over Little Arkansas River	120,000	120,000				
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B- 92	Elmwood Dr. Over Dry Creek	60,000	12,000		48,000		
B- 93	G.W. Blvd. Over Gypsum Creek	200,000	40,000			160,000	
B- 77	Central over Cowskin Creek	300,000	300,000				
SUBTOTAL		\$ 875,000	\$ 667,000	\$	\$ 48,000	\$ 160,000	

Project #	Description	Cost	GO	SA	U	F	Other
Wichita Traffic Signal Projects: 1985							
TE- 5	Traffic Control System	\$ 1,000,000	\$ 100,000		900,000	\$	
TE- 13	31st St. S. At West St.	70,000	70,000				
TE- 17	Various RR Crossings	1,000,000	100,000				
TE- 18	Various Update to Solid-state	95,000	95,000				900,000
TE- 20	Provide Walk-Dont Walk	280,000	280,000				
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TE- 22	21st St. N. at Rock Rd.	60,000	60,000				
TE- 24	Various St. Signs in 8 Square Mile Area	87,000	87,000				
SUBTOTAL		\$ 2,812,000	\$ 1,012,000		\$ 900,000	\$ 900,000	
Metropolitan Transit Authority (MTA): 1985							
MT- 16	Capital Replacement: Auto	10,125	2,125				8,000
MT- 13	Rehabilitation of 12 Buses	900,000	180,000				720,000
SUBTOTAL		\$ 910,125	\$ 182,125				\$ 728,000
Drainage							
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D- 1	Storm Sewer Reconstruction Var Loc	100,000	100,000				
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D- 83	Gym Creek - S. of Harry E. of Rock Rd.	250,000	250,000				
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D- 98	Storm Sewers. CPO "g"	500,000	250,000		125,000		
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D- 106	Westlink - Rolling Hills Tributary to Cowskin Creek	1,800,000	900,000		900,000		(CDBG)
SUBTOTAL		\$ 7,655,000	\$ 4,053,000	\$ 3,477,000			\$ 125,000

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8/27/84  
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Wichita Capital Improvement Program \*

1985 Funding

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**Miscellaneous	250	-----	-----	-----	-----	250
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1985 Wichita CIP Project Funding

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MS- 301	Rock Rd: 30th St. to 41st St. N.	2,165,000	1,082,500	1,082,500			
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<b>SUBTOTAL</b>		<b>\$24,288,000</b>	<b>\$ 9,832,000</b>	<b>\$11,021,000</b>	<b>\$2,760,000</b>	<b>\$ 675,000</b>	
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<b>SUBTOTAL</b>		<b>\$ 875,000</b>	<b>\$ 667,000</b>	<b>\$</b>	<b>\$ 48,000</b>	<b>\$ 160,000</b>	

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TE- 13	31st St. S. At West St.	70,000	70,000				
TE- 17	Various RR Crossings	1,000,000	100,000				900,000
TE- 18	Various Update to Solid-state	95,000	95,000				
TE- 20	Provide Walk-Dont Walk	280,000	280,000				
TE- 21	Various Update Schl Crossings	220,000	220,000				
TE- 22	21st St. N. at Rock Rd.	60,000	60,000				
TE- 24	Various St. Signs in 8 Square Mile Area	87,000	87,000				
SUBTOTAL		\$ 2,812,000	\$ 1,012,000		\$ 900,000	\$ 900,000	
Metropolitan Transit Authority (MTA): 1985							
MT- 16	Capital Replacement: Auto	10,125	2,125				8,000
MT- 13	Rehabilitation of 12 Buses	900,000	180,000				720,000
SUBTOTAL		\$ 910,125	\$ 182,125				\$ 728,000
Drainage							
D- 48B	S.W. Industrial Park Drainage Imp	\$ 1,800,000	\$ 900,000	\$ 900,000			
D- 63	Extension of 3rd St. Storm Water to Central & St. Francis	250,000	250,000				
D- 89B	W. Kellogg Drainage - Tyler between Kellogg & Maple	530,000	265,000	265,000			
D- 97	Improvement on 47th South I-135 to Ark River	400,000	200,000	200,000			
D- 1	Storm Sewer Reconstruction Var Loc	100,000	100,000				
D- 5	Storm Water Sewers	900,000		900,000			
D- 83	Gym Creek - S. of Harry E. of Rock Rd.	250,000	250,000				
D- 87	Gyp Creek - Windsor to Pawnee	750,000	750,000				
D- 89C	Floyd Bailey Add Drainage	75,000	37,500	37,500			
D- 98	Storm Sewers, CPO "K"	500,000	250,000	125,000			125,000
D- 102	Taft & Dugan	300,000	150,000	150,000			
D- 106	Westlink - Rolling Hills Tributary to Cowskin Creek	1,800,000	900,000	900,000			
SUBTOTAL		\$ 7,655,000	\$ 4,053,000	\$ 3,477,000			\$ 125,000 (CDBG)

<u>Project #</u>	<u>Description</u>	<u>Cost</u>	<u>GO</u>	<u>SA</u>	<u>U</u>	<u>F</u>	<u>Other</u>
<b>Parks</b>							
P- 9	Cessna Park - Fence Ball Diamonds - Replace Backstops	\$ 60,000	\$ 60,000	\$	\$	\$	\$
P- 10	Chisholm Creek Park - Lights	115,000	115,000				
P- 51	Schell Park - Reconst. and Light Ball Diamonds	125,000	125,000				
P- 54	Sim Park Plant Conservatory	275,000	275,000				
P- 58	Watson Park - Reconst. Roads and Parking Area	175,000	175,000				
P- 71	Picnic Tables - Various Locations	15,000	15,000				
	<b>SUBTOTAL</b>	<b>\$ 765,000</b>	<b>\$ 765,000</b>				
<b>Fire Department</b>							
FS- 33	Relocation of Station No. 4	\$ 53,500	\$ 53,500				
FS- 34	Relocation of Station No. 9	57,800	57,800				
	<b>SUBTOTAL</b>	<b>\$ 111,300</b>	<b>\$ 111,300</b>				
<b>Public Buildings</b>							
PB- 58	Replace Stage Equipment - Century II	\$ 127,000	\$ 127,000				
PB- 27A	Skywalk	1,500,000					1,500,000 (GORB)
PB- 54	Public Parking Garage - Convention Center	4,000,000					4,000,000 (GORB)
	<b>SUBTOTAL</b>	<b>\$ 5,627,000</b>	<b>\$ 127,000</b>				<b>\$5,500,000</b>
<b>Miscellaneous</b>							
ED- 2	Capital Investment Funds	\$ 250,000	\$ 250,000				
	<b>SUBTOTAL</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>				
	<b>TOTAL 1985 FUNDING (Rounded to nearest thousand)</b>	<b>\$43,293,000</b>	<b>\$16,999,000</b>	<b>\$14,498,000</b>	<b>\$ 3,708,000</b>	<b>\$2,463,000</b>	<b>\$5,625,000</b>

Does not include Airport, Water and Sewer Projects

GO - General Obligation Bonds  
SA - Special Assessment General Obligation Bond  
U - Urban System  
F - Federal

THE CITY OF WICHITA  
OFFICE OF CITY MANAGER

DATE September 5, 1984

TO CIP Administrative Committee  
FROM Robert G. Finch, Deputy City Manager

SUBJECT CIP Committee Meeting on  
West Bank Study

There will be a meeting of the CIP Administrative Committee at 1:30 p.m.,  
Monday, September 17, 1984 in the City Manager's small conference room to  
review the financial impact of the West Bank Study.



Robert G. Finch  
Deputy City Manager

RGF:cmp

cc Russell L. Brenner, Director of Administration  
David Stowe, Director of Operations and Maintenance  
✓ Robert A. Lakin, Director of Planning  
Don E. Anderson, Director of Housing and Economic Development  
Glen Dockery, Research and Budget Officer  
John Wynkoop, Director of Water and Water Pollution Control  
Mike Lindebak, City Engineer

RECEIVED

SEP 6 1984

METROPOLITAN PLANNING

ROUTE

THE CITY OF WICHITA  
OFFICE OF City Engineer

DATE August 27, 1984

Don E. Anderson, Director of Housing and Economic Development  
TO Russell L. Brenner, Director of Administration

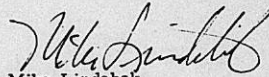
FROM Mike Lindebak, City Engineer

SUBJECT West Bank Study - Fiscal Impact Report

Attached are cost estimates for Options 2 and 6 for your use in preparing fiscal impact for the West Bank Study.

Cost distributions shown on the attachments were developed per our discussions on Wednesday, August 22.

Please advise if you have any questions regarding these cost estimates.

  
Mike Lindebak  
City Engineer

ML:gr

Attachments

cc: Bob Lakin, Director of Planning ✓

WEST BANK STUDY

OPTION 2

Year 1

Right-of-way purchases for Seneca and McLean Project (assumes no modification to existing plan)	\$ 50,000
Current design costs	170,000

Year 2

Bridge redecking (20% City share) (Seneca Street)	30,000
Bridge modification (Seneca Street)	495,000
Construct McLean and Seneca Intersection	640,000
Design McLean, between Seneca and 2nd	40,000
Design proposed lagoon access bridges	30,000
Design 2nd Street bridge proposal	35,000

Year 3

Construct McLean, from Seneca to 550' south of Douglas	1,750,000
Bridge modification 1st/2nd Street Bridge	340,000
Construct lagoon access bridges	400,000*
Adjust water line	55,000*
Design McLean south of Douglas	50,000*

Year 4

Construct McLean, from Douglas to Maple	700,000*
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Year 5

Construct Lewis - Maple Street Bridge	2,500,000*
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\*PDS Estimates

Prepared by  
Design Division - MAPD  
August 23, 1984

WEST BANK STUDY

OPTION 6

Year 1

Right-of-way purchases for Seneca and McLean Project (assumes no modification to existing plan.)	\$ 50,000
Current design costs	170,000

Year 2

Bridge redecking (20% City share) (Seneca Street)	30,000
Bridge modification (Seneca Street)	495,000
Construct McLean and Seneca Intersection	640,000
Design remainder of McLean project	300,000
Right-of-way purchases for segment to Douglas	?
Design lagoon access bridges	30,000

Year 3

Construct McLean, from Seneca to Douglas	1,800,000
Purchase right-of-way south of Douglas to end of project	?
Construct lagoon access bridges	315,000*
Water line adjustment	55,000*

Year 4

Construct McLean, from Douglas to end of project	1,965,000
--	-----------

\*PDS Estimates

Prepared by  
Design Division - MAPD  
August 23, 1984

**JERRY D. BUSCH**

1574 N. CHARLES  
WICHITA, KS 67203

316-943-6501

RECEIVED

AUG 22 1984

METROPOLITAN PLANNING

ROUTE  \_\_\_\_\_  
 \_\_\_\_\_

August 20, 1984

**TO: Metropolitan Area Planning Commission**

**RE: WEST BANK STUDY - ITEM 9 AUGUST 23 AGENDA**

As you may know, I have been a strong opponent of relocating McLean Boulevard away from its current river corridor. Not only based on it being a scenic drive, but also for its effectiveness for moving traffic.

McLean can be accessed from the east only at bridges and access on the west has been acquired and restricted over many years to achieve what we have now: a unique fast efficient arterial that moves east-west traffic much more effectively than any street except the Canal Route (only McLean didn't cost \$45 million and take 12 years to build).

Alternative 6 of the West Bank study is to provide a new arterial down Sycamore and make McLean a scenic parkway, thus providing the best of both worlds.

I was skeptical from the beginning but withheld comment for the "Detailed" Study of Phase 2 of the report.

Unfortunately the study which was required completed August 3, was not released to anyone until it was presented by the consultant at the Economic Development Commission meeting August 9, where Alternative 6 was endorsed with few questions. I feel they not only made informed public input impossible, but did not properly do their job when they did not even have a chance to read the report, prior to endorsing Alternative 6 and directing it to City Commission "as soon as possible". Unfortunately Phase 2 of the report did not have much new information as needed for an informed decision. The report strongly recommends Alternative 6, but details and concerns were mainly left for the Oral Presentation and Questions.

The Traffic Commission had a quickly called special meeting August 15 to look at the study before its anticipated date to the City Commission, at that time of August 21. (Now the Hearing before the City Commission is set for 10:30 A.M. September 4.)

For the first time at the Traffic Commission Meeting, a drawing of the proposed arterial routing was shown on an aerial photo showing how it might be handled with a number of streets (including Sycamore from the South) ending in cul de sacs.

From the drawing it can be seen where the arterial will be accessed by residential driveways as well as current and probably future businesses. It cuts out a significant portion of the Lawrence-Dumont parking lot which it crosses between the stadium and the National Baseball Congress Building, which will be isolated with a triangular piece of the parking area.

**West Bank Study**  
August 20, 1984  
Page 2

From there the arterial intersects Maple at around a 45 degree angle and takes a diagonal swath through 2 blocks of residences at which point it must cross the railroad track and rejoin McLean to get under the Kellogg underpass.

In view of the number of cars that run off lesser traveled curves, do you think the residents and homes adjacent to this 35 mph super-elevated double curve will be safe? Disrupted traffic patterns on other streets in the area should also be considered.

#### McLean Parkway

Verbally the consultant said the two outside lanes would be used for parking, and indeed will probably be needed for the development since the proposed high density housing calls for only 1.19 parking spaces per dwelling unit.

Consultant sketches show the development accessing a tree-lined McLean. In such an arrangement, you could not only not see the river through a row of parked cars, you wouldn't even dare look toward the river when having to watch for cars pulling into your driving lane from the curb and from driveways between trees and parked cars.

It seems to me good visual access would be lost and McLean would become more a park maintained access road to the development than a scenic drive.

If you see it as I do, Alternative 6 will seriously diminish our scenic drive and our ability to move traffic at perhaps a higher cost.

#### Financial Considerations

How do you pay \$830,000 for right-of-way and build an arterial and have the "bottom line" cost less than for not building it? In this case the consultant determined it would be necessary to build or improve the Maple/Lewis Bridge for \$2.5 million and do \$750,000 in improvements to McLean south of Douglas, if Alternative 6 were not adopted. Although these needs have not yet been documented in the six year city capital improvement program, their costs for a total of \$3.25 million were added to Alternative 2. When asked about the newly-discovered need for the new bridge, the consultant said it would be necessitated by the increased traffic generated by the Convention Hall.

In addition to Stadium Parking, and other land used by the proposed arterial, the land to be market is 1.03 acre less (20.73 vs. 21.76) for Alternative 6 than for Alternative 2 due to the property taken out for the arterial.

I think it is important to remember Alternative 6 requires about a \$7.7 million (about 8 mills property tax before interest expense) initial commitment from the city; and the final cost to taxpayers eventually being reduced to 1.5 million as projected, depends on successfully marketing the land at its estimated value. This includes the 13.52 acres now owned by the city plus that the city will acquire to assemble the 21.76 acres for the package they wish to market.

**West Bank Study**  
August 20, 1984  
Page 3

I would think it would be better to favor Alternative 2 with the following exceptions.

- 1.) Require access to the development from rear and side streets retaining the integrity of McLean.
- 2.) If in fact a new requirement for a \$2.5 bridge and \$750,000 of improvements are generated by the Convention Hall, pay for them with the Hotel/Motel Tax, and the bottom line to the taxpayer will be a net gain of \$528,387. If the land cannot be sold at as high a price without access to McLean, perhaps we can at least break even.

The argument that the time and money for the consultant study will be wasted if it is not followed is not valid because:

Engineering design studies were complete and ready for implementation of improvements to the bridges and intersections at Seneca, 2nd and Douglas before it was decided to study alternatives. The needed land has been already procured. These costs exceed the current study costs and will be wasted if Alternative 6 is adopted. Additional delay will be involved for design of a new arterial, where Alternative 2 is ready to go except for possible bridges for lagoons and that should be left up to the developers.

**THANK YOU FOR YOUR CONSIDERATION.**

  
Jerry D. Busch

pwm

enclosures

cc: LARIN

Friday, August 10, 1984

# Panel OKs West Bank Development

By Jim Cross  
Staff Writer

City taxpayers would pay \$7.7 million to pave the way for a downtown development project on the west bank of the Arkansas River, in a plan endorsed Thursday by a city advisory board.

Dubbed "The West Bank Study," architectural consultant Warren Oblinger's plan calls for part of McLean Boulevard to become a park road and a 13½-acre parcel of city property west of the river to be developed as a center for offices, apartments, and condominiums.

The plan, which is to be considered by the City Commission on Aug. 21, drew praise from business leaders and sharp criticism from citizen and neighborhood groups.

The city's Economic Development Commission voted unanimously Thursday to recommend that the city adopt Oblinger's plan, which includes spending \$1.7 million to upgrade the property before putting it up for sale to private developers.

ANOTHER \$6 million would go to building a four-lane road along the current route of Sycamore Street to divert traffic from McLean. Oblinger recommended McLean be changed because the heavy traffic separates the proposed development from the river and the downtown area east of the river.

Oblinger's report concludes that the plan is cheaper than an alternate proposal for developing the area that would leave McLean in place.

The report estimates that after the improvements are made the city property along the west side of McLean, north of the Douglas bridge, will sell for \$3.2 million — \$572,000 more than if McLean remains unchanged.

OBLINGER ALSO concluded that the plan will save the city from spending \$2.5 million to re-

● WEST BANK, 4B, Col. 1

## Advisory Board Approves West Bank Development

● WEST BANK, From 1B  
build the bridge over the river at Lewis.

"We feel the comparison boiled down to two significant cost factors," Oblinger said of the two proposals for developing the area. "One is the higher resale value and the other is the lower capital improvement costs, for a difference of about \$1.2 million."

Development commission members complimented Oblinger for his work on the project, but the plan drew some fire from citizens

who attended the meeting at City Hall Thursday morning.

"I'm reminded of the Union Depot fiasco where we spent money and spent money and got back maybe half of it when we sold it," said Floyd Rummery, 3208 W. Ninth. "We're assuming a developer is going to pay us what we're asking."

Roger Grund, executive director of Home Owners Tax, also spoke against the proposal, saying he doubted that changing McLean would prevent the city from

spending \$2.5 million on the bridge at Lewis.

"The only reason I can think of (for omitting the cost of the bridge) was to show a more favorable conclusion for that alternative," he said.

GRUND ALSO criticized Oblinger's conclusion that development of the property would yield an extra \$500,000 in property taxes. Grund said Oblinger based his figures on a tax assessment that was 14 percent of the property's market value, almost twice the city average.

316-662-1007  
604 W. 7th  
Hutchinson, Kansas 67501  
August 13, 1984

Mr. Roger Grund  
RE: "West Bank"  
Home Owners Trust  
949 Parklane  
Wichita, Kansas 67218

Dear Mr. Grund,

The proposed change in the status of McLean Boulevard could eventually cost the city of Wichita millions including both expenditures and reduced property taxes from downtown property.

Before the lack of funds forced me to leave the University of Kansas last year, I had spent two years researching Wichita's downtown and suburban shopping areas as a possible dissertation topic. In general I deal with social problems in terms of the systems involved. My graduate studies included courses in business, computers, history, political science, and urban planning.

The proposal to convert McLean into a parkway and divert traffic to an improved Sycamore can only be described as idiotic. The proposal ignores human behavior and the traffic needs of downtown Wichita. Supporters have managed to combine the two most popular, and unworkable, approaches to downtown redevelopment: the magic building approach and the super developer approach.

If McLean Parkway is directly connected to McLean Boulevard at both ends, motorists will continue to use the Parkway as a shortcut to get to or past the downtown area. To prevent them from doing so, the city will eventually have to close the Parkway at both ends and construct access roads connecting it to Sycamore. The city will have to patrol the Parkway during the day to prevent office workers from using the parking spaces.

The lack of adequate road connections to the suburbs played a major role in the decline of downtown Wichita as a major shopping center. Topeka and many other cities have interstate highways that come to within a few blocks of the downtown area. The only limited access roadways downtown Wichita has are Kellogg and McLean Boulevard. I-135 does not directly serve the downtown area.

These two streets allow customers to reach downtown stores by making fewer stops than they would have to make for traffic lights on other streets. Customers may also be able to drive at higher speeds thus further reducing the amount of time required to get to and from stores. Other businesses also benefit from such roads. For example, office workers may not require as much time to recover from their trip to work in the morning and thus give employers a greater return on labor costs.

Downtown redevelopment efforts traditionally have ignored logical evaluations of what will work in favor of proposals that sound good or look nice. Cities often ask architects who have no qualifications for evaluating the potential economic impact of projects to decide what actions to take. Architects in turn rely on magical beliefs and personal prejudices to decide what will work.

For example, they believe that construction of a "magic building" like Century II can somehow cause successful downtown redevelopment even though the number of vacant buildings in downtown Wichita increased during the decade after construction of Century II. Encouraging some big developer to construct a large project is somehow supposed to cause others to start projects. Supporters of this approach generally ignore the fact that the success of any business depends upon the interaction of supply and demand. Creating supply faster than the increase in demand leads to business failure not success.

Commercial development on the west bank can do nothing to help commercial development on the east bank. Buildings in the ~~two~~ areas will have to compete against each other for the same clients. The proposed changes in McLean would probably doom any significant retail development because customers would have too much trouble reaching the area. These changes would also reduce sales in existing downtown stores.

The claim that direct access to the river is necessary for the success of any residential development is false. The east bank doesn't really have anything worth looking at between Douglas and the point at which the Big and Little Arkansas meet. The presence of a major street between any residential development and the river will not deter people wishing to live near the river or change the amount they will pay to do so. Washington, D.C. has large apartment complexes that are separated from the Potomac by an arterial street.

I hope the above ideas will be of use to you. You have my permission to pass along this letter to member of the city commission or others whom you feel would be interested in its contents.

Sincerely,

*Kenneth B. Lucas*

Kenneth B. Lucas

JERRY D. BUSCH  
1574 N. CHARLES  
WICHITA, KANSAS 67203



Robert A. Lakin  
Metro Polltan Area Planning Dept.  
City Hall  
455 N. Main  
Wichita, Kansas 67202

DE 84-14

WICHITA-SEDGWICK COUNTY  
METROPOLITAN AREA PLANNING DEPARTMENT

August 28, 1984

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

FROM: Robert A. Lakin, Director of Planning

SUBJECT: West Bank Proposal

The Metropolitan Area Planning Commission, at its regular meeting of August 23, 1984, was given a full presentation of the two development alternatives for the West Bank. Copies of Phase II of the study and my staff recommendations were furnished to the MAPC prior to the meeting.

After much discussion concerning the design alternatives, estimates of costs and traffic capabilities; and after hearing from Messrs. Bush, Grund and Pollack, the MAPC adopted the following motions:

**MOTION:** That the Planning Commission recommend to the governing body that Alternate 6 be adopted, and that before it goes into a final plan, that it be returned to MAPC for its approval; and that the old McLean Boulevard should remain or left up to the developer. Bayouth moved, Peters seconded.

**SUBSTITUTE MOTION:** That the Planning Commission recommend to the governing body that it adopt Alternate 6. Crockett moved, Gardner seconded and it carried with a vote of 6 in favor (Crockett, Gardner, Bayouth, Goebel, Moore and Peters) and 1 opposed (Wilson). Banzer and Chisholm were not present. Hansen was absent.

Following further discussion concerning the merits of leaving "old McLean" as a Parkway versus providing "additional land for river development", this additional motion was adopted:

Board of City Commissioners  
August 28, 1984  
Page 2

**MOTION:** That the Planning Commission recommend to the governing body that the design criteria include the elimination of "old" McLean Boulevard and that this be treated as a river project for the enhancement of the river development and for the City-at-large and not just the people who travel on McLean Boulevard. Wilson moved, Bayouth seconded and it carried with a vote of 4 in favor (Wilson, Bayouth, Moore and Peters) and 3 opposed (Crockett, Gardner and Goebel). Banzer and Chisholm were not present. Hansen was absent.

An extract of the MAPC minutes is attached for your information.

  
Robert A. Lakin  
Director of Planning

RAL:rme  
Attachments

cc: Don Anderson, Director, Housing & Economic Development  
Warren D. Oblinger, Planning Development Services, 727 N. Waco,  
67203  
Joel M. Pollack, Jim Smith Realty, Inc., 337 N. Waco, 67202  
Russell Brenner, Director of Administration  
Mike Lindebak, City Engineer

EXCERPT FROM PLANNING COMMISSION MINUTES OF AUGUST 23, 1984

9. Discussion of West Bank Proposal.

LAKIN pointed out that the Commission had been sent material supplied by the staff by the Department of Economic Development concerning the consultant study that has been prepared on the West Bank. He said that the report was submitted to the City Commission, who have in turn, referred it to the Traffic Commission, the Park Board and this Commission for review and comment. It has gone to the Traffic Commission, and the Park Board is scheduled for next Monday. LAKIN said that he believed they are looking at a development proposal as it relates to changes of land use, and also relative to two separate alignment alternatives as to traffic handling on McLean. There are also other implications relative to cost and the feasibility of this whole project on which he has made no comment. LAKIN related that if this is an acceptable proposal it will be back to the MAPC in the form of capital improvements that are CIP projects.

LAKIN stated that his position relative to the transportation alternatives is that Alternative 6 provides a superior level of service relative to the traffic handling. Relative to the land use proposals, either of the alternates are proposing essentially the same land use, and both of them are acceptable.

WARREN OBLINGER, Planning Development Services, stated that they were selected for this project in association with two other consultants.

OBLINGER stated that the West Bank Study was a two-phase study. He mentioned that the Commission had been provided Phase II of the study. He said that they believed that they were able to approach this study as a consulting team with an open mind and without any preconceived ideas or any of the solution. He said that considering that Phase II does not specifically address some of the items in Phase I, he felt that it would be well that he run through the approach that they did on Phase I. OBLINGER pointing to the map, defined the study area as Central on the north, Kellogg on the south, Main Street on the east, and Seneca on the west. He said that this map illustrated some of the things that they garnered from looking at the historical information going back first to the 1923 master plan that was conducted for the City by the Bartholemew group in St. Louis, in which they recognized the river as a major physical resource for this community. He said that other studies that he would refer to would have been the 1972-73 Center City Plan. It recognized that there was a need for vehicular circulation in the downtown area following generally along the lines of First Street and Second, going to the west; Sycamore on the west; Maple/Lewis on the south; and generally including St. Francis and Emporia on the east side. The third study of many that they looked at that they felt was significant for this was the river corridor study that was done in 1967, and it suggested that there was an urban river in this city. He said that many improvements on the river have taken place, most of those being on the east bank as a result of that study. He said that this map also shows that there were some notes of outward growth. That includes the Old Town area where businesses and smaller interests have been improving on east Douglas. It also illustrates EPIC Center to the north, as well as the Century II area on the east bank. He said that it does not recognize Lawrence-Dumont Stadium is on the west bank, but they have illustrated that they think it is an important relationship that those two be looked at in terms of how they might be more closer related. To the north and west there is the West Bank site itself which is a 13.5 acre site.

OBLINGER said that in doing the study they developed a statement of goals and objectives for the study. First it related to the river and what is the benefit or how could they best relate to the West Bank site. What is the benefit to the public at large, not only of the site but of the river and all of the other elements they had to consider in

this study. What are the barriers and how could they reduce those barriers that are created by the river in terms of its relationship to the core area and other east bank development. He said that in addition they felt that improving the environment and enhancing it was an important goal, at least to improve the quality of the West Bank development and thereby the values of the development. Also included enhancement of the entire west side area. The third element, in terms of a goal, was what was the best solution for the existing traffic problems, as well as at the same time consider what are the future traffic problems that they might recognize in going through this study. He said that the improvements for McLean, no matter where McLean is to be, are going to be required no matter what they do on the west bank. He said that fourth would be the Capital Improvement Program and that considers what is the best use of the limited dollars that they have for improving the area and the West Bank site itself.

In going through the study they conducted a site analysis to determine existing conditions and landmarks. It also recognizes that Wichita has predominate winds and the weather conditions from certain directions in the winter from the northwest, and in the summer from the south. It shows that they have a railroad problem adjoining the site. It falls inbetween existing McLean Boulevard and the railroad tracks for switching movements north of the main line. There is also a snow dumping area, and it also shows some other uses. OBLINGER said that they also recognize in the site analysis that there are certain constraints. He pointed out some of the important ones, such as the railroad. It develops a barrier for any expansion and extension of improvements that might be taking place on the West Bank site itself. He said that they had visited with developers on numerous occasions that have expressed some interest in the site. They feel that the configuration of the site, as well as the railroad itself, presents some problems for future development of residential or other uses. It also illustrates that the bridges and traffic problems, in terms of the capabilities to move traffic, presented problems for turning movements and of getting the traffic into the City and out of the City in the evenings at peak hours.

The analysis also recognizes that there is a 36" water transmission line or main within the right-of-way of existing McLean. It is 4 to 5 feet below surface restricting any change of grade without a great deal of cost in moving or adjusting the water line in order to provide for development.

OBLINGER reviewed the alternates, 1 through 6 included in the Phase I report. All propose the same uses and same locations. In Alternate 2 they suggested that since there was an arterial between the development site and the river, that the river could be brought to the site by lagoons on the tracts in the retail-office areas, as well as in the medium or low density residential on the north by building small arch bridges, and the costs could be assumed by developer and City participation.

OBLINGER stated that Alternate 6 brings the arterial down to McLean to the Sycamore alignment. It follows the Sycamore alignment south to the corner of Lawrence-Dumont stadium and cuts across Maple at a 60 degree angle and follows through some substandard housing, as well as an industrial user in that area. He said that most of these people, especially the industrial user, have been very cooperative and were willing to discuss anything in terms of making it possible to relocate at this location for the connector for getting back to McLean from Sycamore.

OBLINGER said that after the public presentation on June 28, they were directed by the Economic Development Commission to look in detail at both Alternate 2 and 6. So Phase II was to basically look at three principal comparisons between the two alternates, traffic and access, design and amenities, and costs. He said their approach also was to provide maximum use of the land and to encourage future improvements in the neighborhood.

OBLINGER stated that the only change made in either one of the plans from the Phase I alternates to Phase II was the alignment of McLean. He pointed out the problems that they saw with McLean serving as an arterial within its present location. They have made the conclusion, as consultants, that the bridge at Maple and McLean is one of the highest accident intersections within the City. At the intersection of Douglas and McLean there is difficulty in negotiating that turn, and the fact that it is an historic bridge, it is not possible to do the things that they are proposing to do at Seneca and McLean on that bridge, and going back and reconstructing it to provide for those turning movements on the bridge which gets to be a very high cost. He said that they also know that at Second and McLean there is a difficult movement and it is congesting traffic at that location because much of that movement is turning movements, and that also will require a redesign or improvements on the bridge to make it possible to make that turn.

OBLINGER pointed out that Alternate 2 and 6 have suggested lagoons on the site with bridges that would support the water line rather than spending large sums of money that would be required to move the water line by either lowering it or moving it around the lagoon.

OBLINGER referred to the map showing the alignment from Seneca to Kellogg that they were proposing on Sycamore as the arterial to carry the major traffic while leaving McLean as a parkway. This will allow safer and less costly intersections at Second Street, Douglas and Maple.

OBLINGER mentioned the cost, pointing out that the Phase I study was an accrual system for cost. He also pointed out that allowances were made for future potential development value of the Lawrence-Dumont Stadium area, railroad right-of-way to be vacated and for two privately owned parcels required to complete assemblages to provide Disposition Parcels. He said that the total net cost to complete the West Bank for Alternate 2 was \$1,748,000, and Alternate 6 was \$1,673,000. The estimated Disposition proceeds would be \$2,651,000 on Alternate 2, and \$3,104,000 on Alternate 6. The net cash surplus from the West Bank, based on the plan, was \$903,000 on Alternate 2, and \$1,005,000 for Alternate 6.

BAYOUTH was concerned about the traffic, when the Convention Center and everything were completed, being dumped back on the intersection of Lewis (Maple) and McLean if old McLean was left as a Parkway.

OBLINGER said that they were suggesting that the turning movements be restricted at peak hours. That the speed be reduced to discourage it, as well as signage on the arterials to encourage them to stay on it to make those movements.

OBLINGER continued that Alternate 6 was the overwhelming choice. There is about one million difference in terms of the savings, and in addition to that, Alternate 6 does improve the traffic carrying capabilities for the arterial and the movements into the core area being safer, and it has better design methods making it a better relationship to the core area as well as to the river and tying in the downtown with West Bank.

OBLINGER said that their recommendations were to remove the railroad north of the main line and to construct a new switching arrangement for them. They are also recommending that on the Sycamore-McLean project right-of-way acquisition be undertaken as soon as the railroads could be negotiated with, and acquire the remaining two parcels of private ownerships that are suggested. To get the configuration which provides for a better development, they are suggesting that the City initiate platting and zoning at the earliest date after that. And only when the above is assured, to then invite proposals from private developers. He mentioned that the site should be planted to turf and grass, as well as provided with an informational sign that it is for sale.

OBLINGER stated that in recent years Wichita's core area has been greatly enhanced with mini-parks, open space and many other improvements. The City can now create a true urban river with improvements that would enhance the West Bank and west side values while contributing to public safety through improved traffic conditions.

CROCKETT asked what kind of cash revenue do they get off of the property that is currently estimated in the report to yield \$500,000 a year after this is completed.

OBLINGER stated that today the only tax revenue that would be coming from that property would be through private ownerships and anything that comes from the railroad. The rest of it is public ownership. The City owns two buildings on the west side of the railroad facing Second Street. He said that he has no idea what the present return was.

CROCKETT said that if he was reading the figures right, if Alternate 6 was adopted or a bottom line cash outlay of one-half million dollars, the City would be picking up approximately one-half million dollars in tax revenue. He asked if that was correct.

OBLINGER said that was correct.

CROCKETT said that what puzzles him was that if they were looking at a cost of a total package which includes traffic, regardless of what plan they adopt or whether they adopt any, it seems equally unrealistic to him to simply drop out the \$3,000,000 figure because if in fact they have to do something, and if in fact they acknowledge that there is going to be a price tag on it, then it would seem to him to be a greater distortion to ignore it.

GARDNER felt that the consideration of dealing with traffic on the present McLean corridor have been estimated in the vicinity of 2,900,000. Whether they have got it in the CIP this year or had it in there last year, they have talked about improvements in that vicinity dollar-wise, and if they are going to have Alternate 2 where they do some level of improvement of for McLean in its existing location, using a previously developed factor by the CIP, seems to him to be a realistic number.

CHISHOLM disagreed because the land that is currently owned there has some value and can be disposed of for some price without the Commission doing anything. He asked why were doing all this without looking at that also.

BAYOUTH remarked that he has sat on the bench many years and have watched the City of Wichita spend many dollars on revitalization of downtown Wichita. He felt that for once in their lives they must protect what they have already spent. He said that he hated to see this plan as much as the rest, but he has not seen anything or any developer that has come in and wants the property as it is. He felt that this would help the total area. He said that he does not agree with the total plan and does not agree that McLean should stay as a Parkway if it is going to be relocated. He said that he wanted government out and private enterprise to take it over and develop it. He wanted to see the City of Wichita out of the real estate business once and for all.

PETERS asked Oblinger how long was his estimates and figures good for.

OBLINGER said that they were good for the year.

PETERS asked if Oblinger was willing to stake his reputation on this plan of cost and acquisitions.

OBLINGER said yes.

PETERS asked if this all works out, what did Oblinger dream this would do for the downtown area.

OBLINGER said that one of their goals and objectives in this plan was to tie the west side and the west bank into the downtown area by improving access to it, not only by vehicle but by pedestrians and making it easier to cross Douglas. He added that what the Commission was trying to do today was to select the plan that makes the most sense based on not only dollars, but what it can do for the downtown, and what could it do for the river and the City of Wichita as a whole. He felt that the west side would be enhanced equally by this improvement.

WILSON stated that if Oblinger started out from scratch with this project with no restrictions, he did not believe this would be the plan that he would come up with. He said that to really develop this he probably would have closed McLean Boulevard. The traffic flow would be entirely different and the beauty of this project would be a tremendous thing where people could walk along the river, with shops and restaurants. He felt that with the great imagination that Oblinger has, he had to work under some tremendous hardships. WILSON said that there a tremendous amount of things that could be done for this city, but did not feel that either of the two alternates would do anything for it. They will just be spending a lot of money to take care of traffic.

WILSON further stated that the Commission had only two choices (whether it was Alternate 2 or 6) and apparently have no say on other alternatives.

OBLINGER responded that the only restriction that they were given was that they include in one of the alternates, McLean as it is presently aligned. They did that with Alternate 2. They had to look at it in terms of the river as a resource and they had to look at it in terms of how does it relate to downtown. How do they get people to the core area. He mentioned that he lived in the northwest part of the City and he does not use McLean, under its present condition, to come downtown on peak hours. He said that he would have left McLean as a parkway in the design without any restrictions. The reason is, in terms of national, as well as State norms, that what people really do in terms of their recreational activities and what is their interest. The highest activity in the State in the 60's was pleasure driving. That includes viewing and looking at scenery. He felt that it would be unfortunate for the community to eliminate the access that they can get to the river with a parkway instead of an arterial. He felt that it would enhance some of the very popular activities, such as the River Festival, and would enhance the downtown and make it more accessible. It will improve the river on the west side as it has been to a degree on the east side. OBLINGER felt that this has to be an urban river to succeed, otherwise they end up with nothing for the people.

BAYOUTH said that the key ingredient to revitalize the downtown area would be high density housing. He felt that Mid Town, who wanted to keep everything the same, hurt downtown Wichita. He said that this is the only plan that he has ever seen that would help the business people.

WILSON asked Oblinger if he had been approached by any developers.

OBLINGER said yes, unsolicited and numerous. As recently as last Saturday he had gotten a call from a national developer that had gotten a copy of Phase II and was very interested and wanted more copies to send to the home office in Maryland. He said a great deal of interest has been shown mostly in the residential. Mostly in the medium and some in terms of the high density. Limited interest has been shown in terms of retail/office. He said that was largely because after five in the downtown area, it is not active.

WILSON asked Oblinger if he was involved in the estimate of selling price of this property.

OBLINGER said the figures were developed and assigned by real estate appraisers in terms of the value of the properties for disposition.

PETERS wanted to know how much more would the project be worth if McLean was vacated.

OBLINGER stated not much unless they wanted to spend a lot of money to relocate the major water line. The cost could be as high as \$350 a foot.

JERRY BUSCH, 1574 North Charles, stated that he remembers when Urban Renewal wanted the lineal park that is now behind River Park and Villa Del Mar apartments, and it turned out that it not all that good for the public. He mentioned that on the diagonal where the arterial comes across, he did not feel that deserved great consideration, but felt that property rights should be respected and not taken by eminent domain. He said that he had talked to three women that lived in the area south of Maple and they feel badly about having to move and lose their house. One woman said that she had lived there for 20 years and had children. She felt like even if it didn't take her house, it would not be that safe for her children. He said that he lived just off of 15th and McLean where there is a gentle curve, and there were not many weekends that went by that they did have people going fast enough where he could hear tires squeal for three blocks straight, and most weekends somebody loses control on the curve, so he questions whether it was safe to leave houses right next to that curve. BUSCH stated that where it comes back in to McLean from the south there is a railroad track. In the Traffic Commission meeting someone asked McKinley if they thought they could make that intersection safe, and he said that he did not think so with the railroad right-of-way in. He felt that was a detail that needed to be addressed some time. BUSCH said that it was still difficult for him to see how this does not badly damage some of the traffic flows.

GARDNER said that Busch indicated that the likely safety of the curve on the proposed alignment from Sycamore across to McLean was probably going to be unsafe. He remarked that as a citizen who drives McLean and who feels a fairly deep level of resentment at what he considers to be a gross misrepresentation of an interest in the scenic drive as something in the public interest. He said that existing McLean at its present speed with its present design, construction and existing configuration is probably one of the most unsafe roads to drive if one wanted to enjoy the scenery that he knew of.

BUSCH commented on the taxes to be returned. He said that he felt the return to the City would not be the amount given assuming the 14.28 number in the report. BUSCH said that Wilson was correct in thinking that the average local amount returned would be much less. After they have their cost from the sale of the land, the money that they were getting back in tax money either would or would not cover the tax on the bonds that are supporting them.

ROGER GRUND, Executive Director of Homeowners Trust, stated that they have looked at Phase I and Phase II, digested the figures and have an Alternative 7 for the Commission's consideration. He said that on page 9 of the West Bank Summary recommendation, he noticed that the new Lewis-Maple bridge was included only on Alternative 2. It was also included on Alternatives 1, 3, 4 and 5. It was not included in Alternative 6. He said that has they listened to the presentations, more than once, they heard them talking about how important the Maple-Lewis bridge was to handle the ingress and egress from the new Convention Center addition to Century II. GRUND said that it seemed strange that the same situation will not exist if Alternative 6 is adopted by the City because they will still have the traffic moving east and west to reach an arterial that is going to take them north or south. GRUND

stated that their suggestion to the Commission was that the 2-1/2 million dollar figure belongs also in Alternative 6.

GRUND related that on page 12 regarding future assessed value. He said that they were using a figure of 14.3%, that was just not going to happen. If that was assessed at 14.3% a request or protest to that tax would be made and it would be reduced to approximately 8 percent. So that the 4-1/2 million dollar figure was not an accurate figure. GRUND said that Crockett had brought up a good question earlier asking how much taxes are currently generated from these properties that are included in this study. He said that they would come out with a different bottom line figure.

GRUND commented on the recommendations that the consultants were making. He said that this was to be a West Bank Development Study. He pointed out that on page 13, it says that the cost considerations discussed herein virtually all relate to solution of an existing and projected traffic problem. GRUND said that the traffic was not the problem. The 13.6 acres that the City owns is the problem.

GRUND pointed out that in recommendation number 5, it says that the consultant was aware that the City desires to secure redevelopment and return of the West Bank properties to the tax rolls by the earliest possible date. He said that the best possible way was to rezone the property and put the property up for bid to the highest bidder and let the private sector go in and develop it without the interference of the consultant or the City.

GRUND stated that he had talked to some of these potential developers and they are going to look for the City to put in the ponds, reflecting pools or whatever they can get them to put in, but that is not the City's roll. He said that instead of the City getting rid of the property they already own on the West Bank, they are going to buy up some more and shepherd a very expensive project.

BAYOUTH pointed out that if the City does what Grund says then they are not protecting the Convention Center, the sports complex, Century II and the downtown area. He said that the City has gone too far to get out.

GRUND stated that what he was saying was that there was an alternative besides Alternative 2 and 6 that this Commission should be looking at and minimize the expenditures in this particular area.

GRUND mentioned the drawings of the proposals, in particularly the tree-lined boulevard. He said that the costs for those trees are not included in this report. They show sketches of the parking area where one can pull off to the side, and those costs were not included in the report either.

GARDNER said that he could not help but to respond to one of Grund's suggestions which appear to be that the property be zoned or dealt with in that fashion and made available to developers. He said he got the impression that what Grund wanted to do was in the shortest time frame possible, conduct an auction, then it would be returned to the tax rolls because it would be purchased by developers. He asked Grund if he was comfortable with that approach dealing with that parcel of property.

GRUND said yes, he would be comfortable with it.

GARDNER said that he would have to respond to that too. The approach of giving the land away at a fire sale price seems to him to be a betrayal of the public trust.

GRUND stated that Gardner was making an assumption that it was going to go at rock bottom prices.

GARDNER said that he believed that if they put it up as is it would go for a lot less than it would go if they did some improvements or dealt with the rail issue, or some of the other issues that the consultant addressed.

GRUND did not feel that the recommendations made by the consultants were proper functions for a city.

GARDNER stated that he did not believe that the developer, as it states in the report, was being precluded the option of putting in the lagoons. It was his impression that it was not being provided by the City, but was being done by the developer.

GARDNER maintained that one of the most irresponsible things that they could do would be to conduct a fire sale on that piece of property which was an absolutely prime piece of property with great potential. He said that he could look at other pieces of property near the City Hall and south toward the core that have remained vacant for a very long time period and inventoried by people with capacity to bite off big pieces of land but were unwilling to proceed with development. That sort of process he finds objectionable.

JOEL POLLACK, Chairman of the Economic Development Commission, stated that it was their responsibility to handle this problem of how to deal with the development of this City owned land. He felt that this was one of the most difficult problems that the City Commission had to face in the past 5 to 7 years from almost every angle; a political problem; a problem of how to deal with property owned; a problem of how to deal with traffic and road alignments. He said that the EDC was were responsible to choose and select a consultant. They were responsible to work with that consultant and assist him in delivering his recommendations and studies back to the City Commission. He said that they spent an awful lot of time with him on this and they looked at a lot of recommendations. He said that if they had to start from scratch with no other preconceived solutions, they might have come up with something different, but he doubted it. What they did was try and come up with a solution which was compatible with all interest groups. He felt that they were all aware that there was a great deal of controversy over moving McLean or leaving McLean alone. POLLACK said that the consultants came up with both solutions which left McLean intact. POLLACK admitted that they do have a traffic problem on McLean, but what Alternate 6 tries to do is accommodate that with solutions that will improve and alleviate that traffic problem on McLean, and at the same time, provide the scenic atmosphere on McLean as it exists for those who like that scenic view of the river, and also be able to sell the property and maximize its value. He said that no one was saying that all of this money was going to be spent tomorrow. He said that they were looking at a four to five year program, and he felt that the spending was obviously conditioned upon the sale of the property at maximum prices. He personally felt that the prices in the report were conservative. POLLACK said that they had tried their best, scratched their heads to come up with the best answer on what to do on McLean Boulevard, as well as what to do with that property, which he agreed that it was choice, its prime, and it could be a tremendous asset. POLLACK said that they came up with Alternate 6 as their best answer which seems to not only overcome the negative issues, but provide some positive solutions. POLLACK stated that this has been circulated to the CPO Councils, and 11 out of 15 were in favor of Alternate 6. The Traffic Commission looked at this, and their final vote was in favor of Alternate 6, or essentially the recommendations of the consultant. POLLACK said that the Economic Development Commission recommended it and they worked very hard with it. He added that approximately 100 private citizens from all walks of life, including people who were involved with Jerry Busch's group, had an opportunity to work with Mr. Oblinger and talk with him about the West Bank. This included real estate developers, builders, bankers and other interested citizens from all walks of life. They all came up with the same answer. He said that they tried their best to come with, in an

imperfect world, in an imperfect place, maybe an imperfect solution, but the best one they could at the time, and he hoped that it received the Commission's positive recommendation as it had with the other groups.

CHISHOLM left the meeting. WILSON, as Vice Chairman, presided.

GOEBEL commented that when West Bank proposals were presented to the Planning Commission the first time several years ago, he was in favor of it at that time. There were no real close plans on it, but it was indicated to the Commission that they would move McLean to the west to separate the industrial and older homes, and leave a prime piece of ground along the river. He said that he agrees with Bayouth that by leaving the old McLean Boulevard in, they are losing the most prime piece of ground they have along the river. GOEBEL mentioned that after looking at page 7 of the report and then look at the percent of the developable ground, they are not getting enough density. He mentioned that they show 300 dwelling units on Alternate 6 in that many acres. He asked if that was all they really wanted in that area.

POLLACK said that the consultants felt that would be the highest and best use for the property in terms of what the market could absorb in the next 5 to 7 years.

GOEBEL said that then, in his estimation, they must be talking about very high priced units.

POLLACK yes, that was correct.

POLLACK explained that what they were trying to do was wrestle with not just a pure solution. He said that they looked at the cost of moving McLean totally, and that cost was extremely high opposed to this. What they are trying to do here was to at least create some harmony where they have little or no traffic on the existing McLean Boulevard so that those who are there can enjoy it almost as part of the environment as the development that they are creating. He said that as far as the density goes, the study that was done in terms of what the market could absorb on a number of units and price ranges, is the way they arrived at 300 dwelling units. He personally felt that the area could take some more units and higher density.

WILSON asked what projects would be built for the almost three million dollars indicated as being in the CIP.

POLLACK said that improvements would be made to Douglas and McLean to the extent that they could in terms of the existing alignment. Improvements would be made to Seneca and McLean to the extent that they could in terms of that configuration as well.

WILSON asked if they would do the Seneca Street bridge.

POLLACK said that the Seneca Street bridge is included.

BAYOUTH asked if this was a final design.

POLLACK said no, nothing is final or concrete. This is something that is conceptual to try and come up with the best answer.

PETERS said that it seemed strange to leave McLean in and give to whoever buys the property a roadway and a river. He stated that if one goes out and develop a piece of ground, you build a lake, you pay for it and then you are assessed for that road. It seemed to him that 1-1/2 million dollars was giving it away.

POLLACK explained that the disposition prices or proceeds were 3.2 million dollars under Alternate 6, and 2.65 million dollars under Alternate 2. He said that he felt the prices in the report were low.

The point is that no one has decided who's to pay this cost or how it was to be borne. These could be special assessments on whoever is going to develop the property.

PETERS felt that they were giving too much to start with.

BAYOUTH commented that if they want the public to be able to enjoy the river bank, then the City has to participate in it. He asked Oblinger why he designed the north portion and cut the best choice piece of property in half and not take it from Second Street, swing it on around and make that one parcel larger, come off of Second Street along McLean, cul-de-sac it, bring it the lagoons in without bridges, just little walk bridges.

OBLINGER stated that what happened was when interested developers started looking at Alternate 5, they said that they would prefer not to have private homes accessible from the river without some control. They wanted both privacy and security. He said that it could be changed.

MOTION: That the Planning Commission recommend to the governing body that Alternate 6 be adopted, and that before it goes into a final plan, that it be returned to MAPC for its approval; and that the old McLean Boulevard should remain or left up to the developer. Bayouth moved, Peters seconded.

CROCKETT did not feel that was the Commission's mission as he understood it. What he understood they were supposed to be doing for the last several hours was offering their opinion as between Alternative 2 and Alternative 6, and not designing additional alternatives. If the motion stands as made, he could not support it.

WILSON stated that the two alternatives that they have are 2 and 6 and neither one of them meet the design criteria that he would dream of for that portion of the City. He said that the Planning Commission had been denied the right to even look at the other alternatives. He said that he was not in favor of Alternatives 2 or 6.

SUBSTITUTE MOTION: That the Planning Commission recommend to the governing body that it adopt Alternate 6. Crockett moved, Gardner seconded and it carried with a vote of 6 in favor (Crockett, Gardner, Bayouth, Goebel, Moore and Peters) and 1 opposed (Wilson). Banzer and Chisholm were not present. Hansen was absent.

MOTION: That the Planning Commission recommend to the governing body that the design criteria include the elimination of "old" McLean Boulevard and that this be treated as a river project for the enhancement of the river development and for the City-at-large and not just the people who travel on McLean Boulevard. Wilson moved, Bayouth seconded and it carried with a vote of 4 in favor (Wilson, Bayouth, Moore and Peters) and 3 opposed (Crockett, Gardner and Goebel). Banzer and Chisholm were not present. Hansen was absent.

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RE: AGENDA ITEM NO. 9

WICHITA-SEDGWICK COUNTY

August 16, 1984

METROPOLITAN AREA PLANNING DEPARTMENT

TO: Metropolitan Area Planning Commission

FROM: Robert A. Lakin, Director

SUBJECT: West Bank Study

The consultants report on the West Bank was submitted to the Board of City Commission on August 14, 1984 and referred to the Traffic Commission, Park Board and MAPC for review and comment. Attached is material from Don Anderson as well as CPO comments. The Phase I report setting out alternatives other than 2 and 6 is a more lengthy document. Should anyone wish to review it, I have a single copy to loan any commissioner.

Mike Lindebak and I have worked with the consultant especially to ensure the workability of alternative 6 from a design standpoint and to provide cost estimates. It is our opinion that alternative 6 can be built as a safe and efficient roadway on the alignment shown.

As to the content of the report, I am supportive of the land use concepts shown in each alternative. Alternative 6 is a superior traffic solution primarily due to pulling the major turn movements away from the bridges. I have made no assessment at this time of the financial impact.

Support of the project should be conditioned on subsequent review of costs and phasing in the City's CIP to be prepared and submitted in late 1984.

  
Robert A. Lakin

RAL:sad

Attachment

cc: Warren D. Oblinger, Planning Development Services, 727 N. Iaco, 67203  
E. H. Denton, City Manager  
Mike Lindebak, Director, Engineering  
Don Anderson, Director, Economic Housing & Development

**THE CITY OF WICHITA**

**OFFICE OF CITY MANAGER**

**DATE** August 15, 1984

**TO** ✓ Robert A. Lakin, Director of Planning  
Tom Allen, Director of Parks

**FROM** Robert G. Finch, Deputy City Manager

**SUBJECT** West Bank Study

On August 14, 1984, the City Commission received and filed the West Bank study and set 10:30 a.m., Tuesday, September 4, 1984, for a hearing. The administrative staff is preparing a fiscal impact report that will be available to the City Commission on that date.

If you have not previously received a copy of the West Bank study, you should contact Don Anderson.

The City Commission also requested the review and comment of the Planning Commission, Traffic Commission and Park Board. Please bring this matter to the attention of your respective board(s). In order to provide the comments of the boards to the City Commission prior to the hearing, you should plan to submit them in writing to this office by August 30, 1984.



Robert G. Finch  
Deputy City Manager

RGF/tpd

cc: Don E. Anderson, Director of Housing and Economic Development  
Russell L. Brenner, Director of Administration  
Bill McKinley, Traffic Engineer

**RECEIVED**

AUG 15 1984

METROPOLITAN PLANNING  
ROUTE  \_\_\_\_\_  
 \_\_\_\_\_

**THE CITY OF WICHITA**

**OFFICE OF** Housing and Economic  
Development

**DATE** August 15, 1984

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

**FROM** Don E. Anderson, Director of Housing and Economic Development

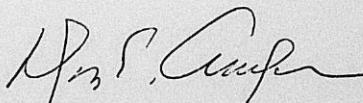
**SUBJECT** West Bank Report  
Presentation to MAPC

The purpose of this memo is to request inclusion of a presentation by Planning Development Services on their West Bank study at the MAPC regular meeting of August 27, 1984.

In their regular meeting of August 14, 1984, the City Commission received and filed the report from Planning Development Services on the West Bank and referred the report to the Metropolitan Area Planning Commission, the Board of Park Commissioners and the Traffic Commission for their input and recommendations by August 30, 1984.

At that same time the Commission set September 4, 1984 as a date to receive a briefing from Planning Development Services on the report and to hold a public hearing on the matter.

My purpose for requesting on your agenda of August 27, 1984, is therefore to allow the Planning Commission an opportunity to comment and recommend to the City Commission on this report. This department will be providing 13 copies of the West Bank: Summary and Recommendation as background material to the Planning Commission on this presentation.



Don E. Anderson, Director  
Housing and Economic Development

DEA/JTP/st

cc: E. H. Denton, City Manager  
Jack Galbraith, Chief Planner, Current Plans  
Nelson E. Hall, Industrial Development Officer

THE CITY OF WICHITA

OFFICE OF Citizen Rights & Services DATE August 9, 1984

TO Don Anderson, Director of Housing and Economic Development

FROM Annie K. Montgomery, CRS Director

SUBJECT CPO consideration of West  
Bank Development

During July, the 15 CPO Neighborhood Councils were provided the opportunity to review and comment upon alternatives 2 and 6 for development of the West Bank. Council members were provided the opportunity to meet with the consultant, Warren Oblinger, for a presentation on and discussion of West Bank Development alternatives at the July 14 CPO All Council meeting. Council members were also provided the introduction, background, goals, site analysis, alternatives concept plans 2 and 6, and recommendations/summary from the West Bank Study-Phase I.

On the basis of their consideration 11 of the 15 CPO Neighborhood Councils expressed at least qualified support for alternative 6 (Councils A,B,C,D,E,H,I,J, K,L, and O), one supported alternative 2 (N), and two Councils deferred action until the more detailed West Bank Study-Phase II can be reviewed.

Please find listed below a summary of the individual Councils' actions on the West Bank Development alternatives:

- A - Voted 4-1 to support alternative 6 but expressed concern that the development should be for restaurants, entertainment and parks, and not a residential area. They further recommended that the city maintain architectural control by establishing a board, composed of City officers and citizens, to review and approve all architectural designs.
- B - Endorsed alternative 6.
- C - Voted 6-0 to support alternative 6.
- D - Voted 7-1 to support alternative 6.
- E - Supported alternative 6.
- F - Voted unanimously to defer making a recommendation until the Phase II Study is available for consideration and recommended that the City Commission defer selection of an alternative until August 28th so all CPO Councils can make recommendations based on the final study.
- G - Voted 6-1 to recommend the City defer development of the West Bank until and when it can indicate to taxpayers what benefit the development will be to the community in terms of taxes generated on the property.
- H - Voted 5-0 to support alternative 6.

Anderson, Director of Housing & Economic  
Development  
West Bank Recommendations  
Page 2

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- J - Voted 7-1 to support alternative 6.
- K - Voted 5-0 to support option 6 and to further endorse Council "A's" recommendation that the City maintain architectural control by establishing a board composed of City officials and citizens to review and approve all architectural designs for the West Bank Development.
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- N - Supported alternative 2.
- O - Supported alternative 6 and also recommended there be no cut through on residential properties, that the curve align with Maple, and that the developer of the property be responsible for the cost of the 4 or 6 lane road.

Please provide the summary of Council recommendations and comments to the Economics Development Commission and City Commission for their consideration.

*Annie K. Montgomery*  
Annie K. Montgomery  
CRS Director

AKM:SJS:sm  
cc: Honorable Board of City Commissioners  
Economic Development Commission  
E.H. Denton, City Manager  
Robert G. Finch, Deputy City Manager  
Nelson E. Hall, Industrial Development Officer  
Warren D. Oblinger, PDS

RECEIVED

AUG 9 1984

METROPOLITAN PLANNING

ROUTE  \_\_\_\_\_  
 \_\_\_\_\_

RE: AGENDA ITEM NO. 9

WICHITA-SEDGWICK COUNTY  
METROPOLITAN AREA PLANNING DEPARTMENT

August 16, 1984

TO: Metropolitan Area Planning Commission  
FROM: Robert A. Lakin, Director  
SUBJECT: West Bank Study

2,925  
1040  
1885  
1400  
55  
2340

The consultants report on the West Bank was submitted to the Board of City Commission on August 14, 1984 and referred to the Traffic Commission, Park Board and MAPC for review and comment. Attached is material from Don Anderson as well as CPO comments. The Phase I report setting out alternatives other than 2 and 6 is a more lengthy document. Should anyone wish to review it, I have a single copy to loan any commissioner.

Mike Lindebak and I have worked with the consultant especially to ensure the workability of alternative 6 from a design standpoint and to provide cost estimates. It is our opinion that alternative 6 can be built as a safe and efficient roadway on the alignment shown.

As to the content of the report, I am supportive of the land use concepts shown in each alternative. Alternative 6 is a superior traffic solution primarily due to pulling the major turn movements away from the bridges. I have made no assessment at this time of the financial impact.

Support of the project should be conditioned on subsequent review of costs and phasing in the City's CIP to be prepared and submitted in late 1984.

*Robert A. Lakin*  
Robert A. Lakin

RAL:sad

Attachment

cc: Warren D. Oblinger, Planning Development Services, 727 N. Iaco, 67203  
E. H. Denton, City Manager  
Mike Lindebak, Director, Engineering  
Don Anderson, Director, Economic Housing & Development

RE: AGENDA ITEM NO. 9

WICHITA-SEDGWICK COUNTY  
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As to the content of the report, I am supportive of the land use concepts shown in each alternative. Alternative 6 is a superior traffic solution primarily due to pulling the major turn movements away from the bridges. I have made no assessment at this time of the financial impact.

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Robert A. Lakin

RAL:sad

Attachment

cc: Warren D. Oblinger, Planning Development Services, 727 N. Haco, 67203  
E. H. Denton, City Manager  
Mike Lindebak, Director, Engineering  
Don Anderson, Director, Economic Housing & Development

**THE CITY OF WICHITA**  
**OFFICE OF CITY MANAGER**

**DATE** August 15, 1984

**TO** ✓ Robert A. Lakin, Director of Planning  
Tom Allen, Director of Parks

**FROM** Robert G. Finch, Deputy City Manager

**SUBJECT** West Bank Study

On August 14, 1984, the City Commission received and filed the West Bank study and set 10:30 a.m., Tuesday, September 4, 1984, for a hearing. The administrative staff is preparing a fiscal impact report that will be available to the City Commission on that date.

If you have not previously received a copy of the West Bank study, you should contact Don Anderson.

The City Commission also requested the review and comment of the Planning Commission, Traffic Commission and Park Board. Please bring this matter to the attention of your respective board(s). In order to provide the comments of the boards to the City Commission prior to the hearing, you should plan to submit them in writing to this office by August 30, 1984.



Robert G. Finch  
Deputy City Manager

RGF/tpd

cc: Don E. Anderson, Director of Housing and Economic Development  
Russell L. Brenner, Director of Administration  
Bill McKinley, Traffic Engineer

**RECEIVED**

AUG 15 1984

METROPOLITAN PLANNING

ROUTE

**THE CITY OF WICHITA**

OFFICE OF Housing and Economic  
Development

DATE August 15, 1984

TO Robert A. Lakin, Director of Planning  
FROM Don E. Anderson, Director of Housing and Economic Development  
SUBJECT West Bank Report  
Presentation to MAPC

The purpose of this memo is to request inclusion of a presentation by Planning Development Services on their West Bank study at the MAPC regular meeting of August 27, 1984.

In their regular meeting of August 14, 1984, the City Commission received and filed the report from Planning Development Services on the West Bank and referred the report to the Metropolitan Area Planning Commission, the Board of Park Commissioners and the Traffic Commission for their input and recommendations by August 30, 1984.

At that same time the Commission set September 4, 1984 as a date to receive a briefing from Planning Development Services on the report and to hold a public hearing on the matter.

My purpose for requesting on your agenda of August 27, 1984, is therefore to allow the Planning Commission an opportunity to comment and recommend to the City Commission on this report. This department will be providing 13 copies of the West Bank: Summary and Recommendation as background material to the Planning Commission on this presentation.



Don E. Anderson, Director  
Housing and Economic Development

DEA/JTP/st

cc: E. H. Denton, City Manager  
Jack Galbraith, Chief Planner, Current Plans  
Nelson E. Hall, Industrial Development Officer

THE CITY OF WICHITA

OFFICE OF Citizen Rights & Services DATE August 9, 1984

TO Don Anderson, Director of Housing and Economic Development  
FROM Annie K. Montgomery, CRS Director

SUBJECT CPO consideration of West  
Bank Development

During July, the 15 CPO Neighborhood Councils were provided the opportunity to review and comment upon alternatives 2 and 6 for development of the West Bank. Council members were provided the opportunity to meet with the consultant, Warren Oblinger, for a presentation on and discussion of West Bank Development alternatives at the July 14 CPO All Council meeting. Council members were also provided the introduction, background, goals, site analysis, alternatives concept plans 2 and 6, and recommendations/summary from the West Bank Study-Phase I.

On the basis of their consideration 11 of the 15 CPO Neighborhood Councils expressed at least qualified support for alternative 6 (Councils A,B,C,D,E,H,I,J, K,L, and O), one supported alternative 2 (N), and two Councils deferred action until the more detailed West Bank Study-Phase II can be reviewed.

Please find listed below a summary of the individual Councils' actions on the West Bank Development alternatives:

- A - Voted 4-1 to support alternative 6 but expressed concern that the development should be for restaurants, entertainment and parks, and not a residential area. They further recommended that the city maintain architectural control by establishing a board, composed of City officers and citizens, to review and approve all architectural designs.
- B - Endorsed alternative 6.
- C - Voted 6-0 to support alternative 6.
- D - Voted 7-1 to support alternative 6.
- E - Supported alternative 6.
- F - Voted unanimously to defer making a recommendation until the Phase II Study is available for consideration and recommended that the City Commission defer selection of an alternative until August 28th so all CPO Councils can make recommendations based on the final study.
- G - Voted 6-1 to recommend the City defer development of the West Bank until and when it can indicate to taxpayers what benefit the development will be to the community in terms of taxes generated on the property.
- H - Voted 5-0 to support alternative 6.

- I - Voted 5-0 to support alternative 6 of the Development provided the relocation and widening of Sycamore Street, as an arterial, be done with City-at-large costs and no part thereof be charged to the improvement district. Council "I" also recommend the City of Wichita retain ownership in the West Bank area between the riverbank and the east curb line of existing McLean Boulevard.
- J - Voted 7-1 to support alternative 6.
- K - Voted 5-0 to support option 6 and to further endorse Council "A's" recommendation that the City maintain architectural control by establishing a board composed of City officials and citizens to review and approve all architectural designs for the West Bank Development.
- L - Voted 5-0 to endorse alternative 6 and to recommend that plans address appropriate access to and egress from the Lawrence Dumont Stadium parking lot.
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Please provide the summary of Council recommendations and comments to the Economics Development Commission and City Commission for their consideration.

*Annie K. Montgomery*  
Annie K. Montgomery  
CRS Director

AKM:SJS:sm

cc: Honorable Board of City Commissioners  
Economic Development Commission  
E.H. Denton, City Manager  
Robert G. Finch, Deputy City Manager  
Nelson E. Hall, Industrial Development Officer  
Warren D. Oblinger, PDS

RECEIVED

AUG 9 1984

METROPOLITAN PLANNING

ROUTE  \_\_\_\_\_  
 \_\_\_\_\_

THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE August 15, 1984

TO Russell L. Brenner, Director of Administration  
Don E. Anderson, Director of Housing and Economic Development

FROM Robert G. Finch, Deputy City Manager

SUBJECT West Bank Study

On August 14, 1984, the City Commission received and filed the West Bank study and, among other actions, directed that a fiscal impact report be returned in conjunction with other comments to be received at a hearing scheduled for 10:30 a.m., Tuesday, September 4, 1984.

You are asked to work together in the preparation of this report. It is my desire that the report be completed for review at a special meeting of the CIP Administrative Committee on Monday, August 27, 1984, at 1:30 p.m., in the City Manager's Office small conference room.



Robert G. Finch  
Deputy City Manager

RGF/tpd

cc: CIP Administrative Committee

RECEIVED

AUG 15 1984

METROPOLITAN PLANNING

ROUTE  \_\_\_\_\_  
 \_\_\_\_\_

**THE CITY OF WICHITA**

**OFFICE OF Housing and Economic  
Development**

**DATE August 10, 1984**

**TO DISTRIBUTION**

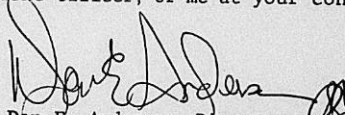
**FROM Don E. Anderson, Director of Housing and Economic Development**

**SUBJECT West Bank Study - Final Report**

Attached please find your copy of the report, "The West Bank: Summary and Recommendations." This is the report on Phase II of the West Bank Study recently completed by Planning Development Services (PDS). This report was presented to the Economic Development Commission by Mr. Oblinger of PDS at their regular meeting of August 9, 1984. At that time the EDC unanimously passed a motion supporting Alternative Plan No. 6 of the consultant and forwarding the report, with their recommendation, to the City Commission. The City Commission will be considering the report at their regular meeting of either August 14 or August 21, 1984.

Original color renderings and illustrative site plans are available in the Industrial Development Office on the 10th Floor should you wish to review them.

If you have any questions on the report, please feel free to contact Nelson Hall, Industrial Development Officer, or me at your convenience.

  
Don E. Anderson, Director  
Housing and Economic Development

DEA/st

Attachment

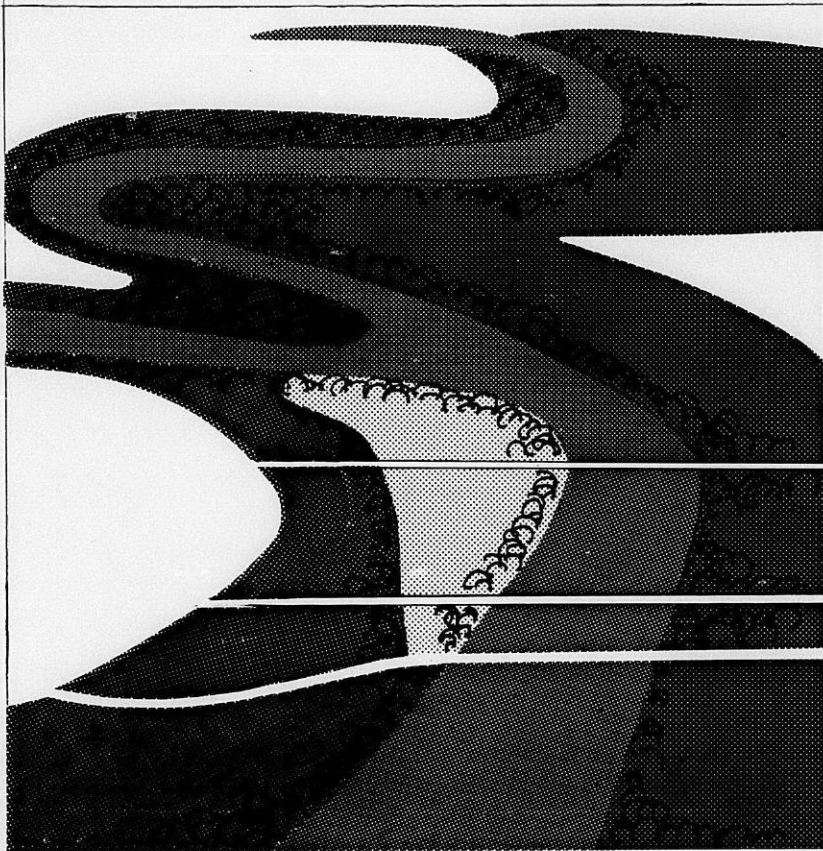
cc: E. H. Denton, City Manager  
Nelson E. Hall, Industrial Development Officer

**DISTRIBUTION:**

Robert G. Finch, Deputy City Manager  
John Dekker, Director of Law  
Russell Brenner, Director of Administration  
Robert A. Lakin, Director of Planning  
Tom Allen, Director of Parks  
John Wynkoop, Director of Water and Water Pollution Control  
David Stowe, Director of Operations and Maintenance  
Mike Lindebak, City Engineer  
Bill McKinley, Traffic Engineer  
Glen Dockery, Research & Budget Officer  
Wayne E. Isaac, Federal Aid Coordinator

*Public Hearing  
9/4*

Bob Laber



# THE WEST BANK

SUMMARY AND RECOMMENDATIONS

#### BACKGROUND

This Report comprises Phase II and completes THE WEST BANK Study. The Phase I Report included a statement of goals for West Bank development, a detailed evaluation of the site, six alternative concept plans, projection of market potential, capital improvement costs, and real estate costs and related factors. Also incorporated in the Phase I Report were concerns and questions expressed by interested developers and citizens of Wichita, together with preliminary recommendations of the consultant. Data contained in said Phase I Report is not repeated in this Report except where specifically pertinent and helpful in utilizing this volume.

Since completion of the Phase I Report, Alternative 6 McLean/Sycamore connector alignment south of Douglas has been adjusted to conform with recommendations of the City's Engineering Division of the Metropolitan Area Planning Department. Cost data has been amended accordingly. Likewise, all other statistical and cost data has been updated to reflect latest and best information available.

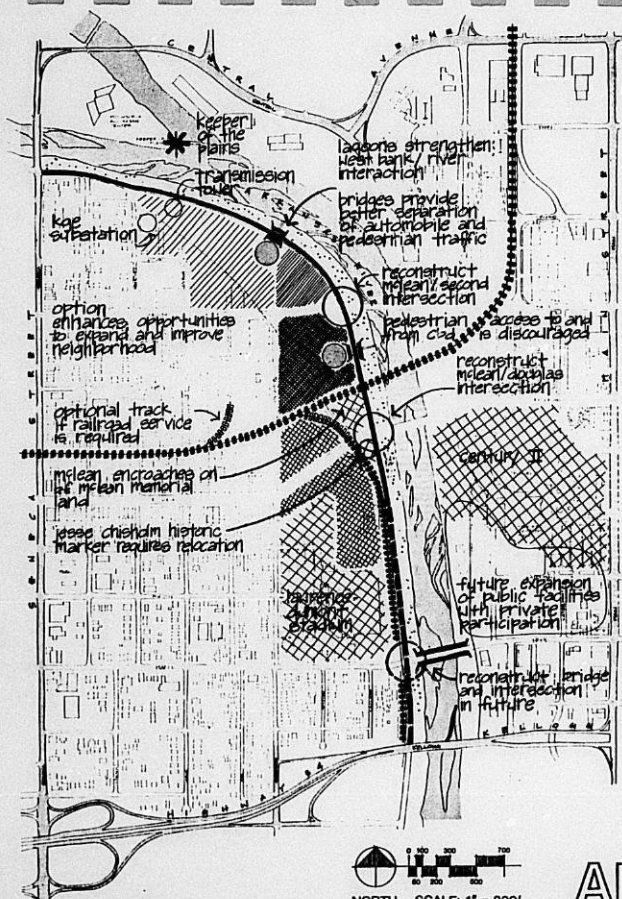
Following review and consideration of the Phase I Report, the Economic Development Commission of the City of Wichita directed that Alternative Concept Plans, 1, 3, 4 and 5 be eliminated and that the consultant limit final analysis and comparison to Concept Plans 2 and 6.

## ALTERNATIVE DEVELOPMENT PLANS












In the process of investigating potentials for West Bank development, eleven different land configurations were initially considered. Early informal meetings with City officials, Economic Development Commission Steering Committee and interested citizens allowed for refinement of such variations down to six alternatives. After presentation and review of the Phase I Report, the City's Economic Development Commission selected Alternatives 2 and 6 (see plans on pages 3 and 4) for detailed analysis and comparison. In brief, Alternative 2 would require major improvement of McLean Boulevard within its existing right-of-way. Alternative 6 would retain the present McLean alignment, but only as a restricted river parkway providing improved aesthetics -- through traffic would be diverted to the west along existing Sycamore Street. The impact of this single variation is extremely significant:

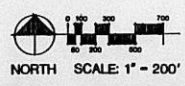
### Traffic and Access Considerations

Existing McLean Boulevard, from Kellogg on the south to Seneca on the north, is quite obviously in need of major capital improvements to meet current and projected traffic demands. The McLean/Maple intersection currently ranks high in number of vehicular accidents. Even with new construction, Alternative 2 requires primary vehicular access to West Bank development sites from the river frontage. As a result, McLean would have to accommodate the arterial traffic demands plus access/egress resulting from development. Alternative 2 would require very costly rebuilding of the intersections and bridges at Maple and 2nd. In consideration of its architectural and historic significance, the Douglas Avenue bridge cannot reasonably be improved to provide a satisfactory turning radius at the McLean intersection; under Alternative 2, this problem would remain unresolved. A new river bridge would almost certainly be required at Maple. Alternative 6 relocates all of these intersections well to the west, thus allowing for optimum turning radii without necessity of major bridge modifications or rebuilding.



### LEGEND

-  COMMERCIAL / OFFICE
-  HIGH DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  PUBLIC OWNERSHIP
-  PRIVATE OWNERSHIP
-  LINEAR PARK / PUBLIC OPEN SPACE
-  MOPAC MAIN LINE RAILROAD
-  PROPOSED RAILROAD SWITCHING TRACK
-  M'LEAN IMPROVEMENT
-  FUTURE M'LEAN IMPROVEMENT
-  LAGOON



## ALTERNATIVE 2

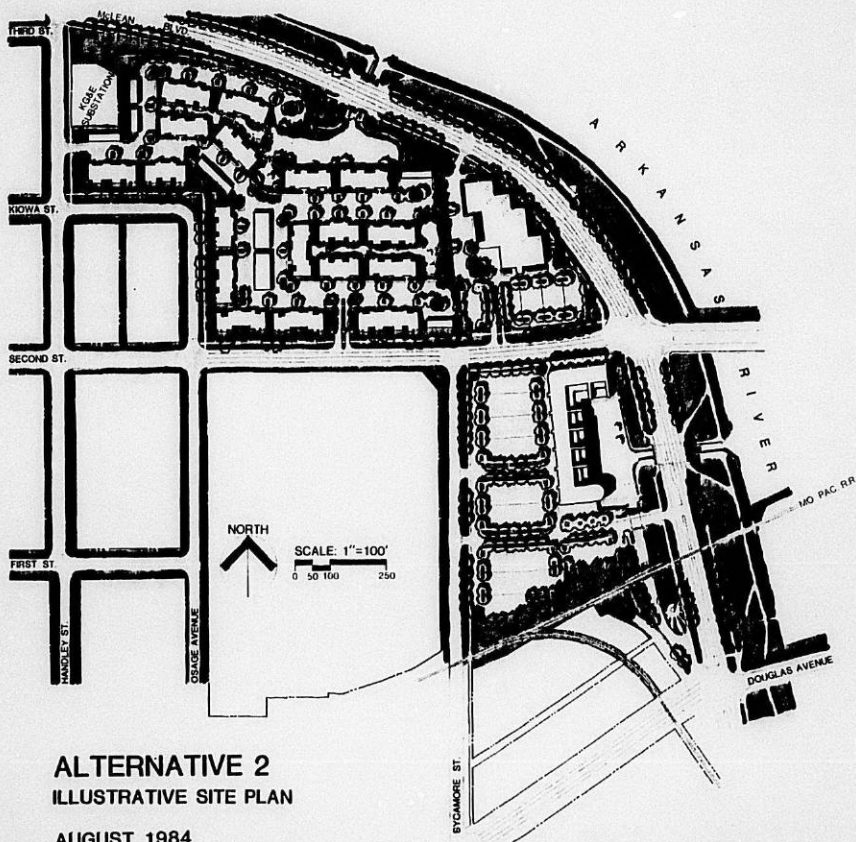


#### Design and Amenities

Quite obviously, a major traffic facility along the river constitutes a barrier as well as a significant negative environmental factor to the detriment of the West Bank development sites. Both Alternatives 2 and 6, however, provide that a "water environment" be brought into the development through a bridge and lagoon system. Both propose that lagoons be constructed within the development with pedestrian and water passage under two small arch bridges along McLean. This would permit pedestrian access to the river just above the water level. Under Alternative 2, a four-lane McLean plus adjacent sidewalks and medial would require a minimum width of 72 feet for both bridges. Under Alternative 6, one bridge would be 72 feet wide under the McLean arterial portion, but the other bridge under the McLean parkway, having only 2 moving lanes with walks, would need a bridge width of only 40 feet. This would reduce construction cost and improve site amenities along with pedestrian security.

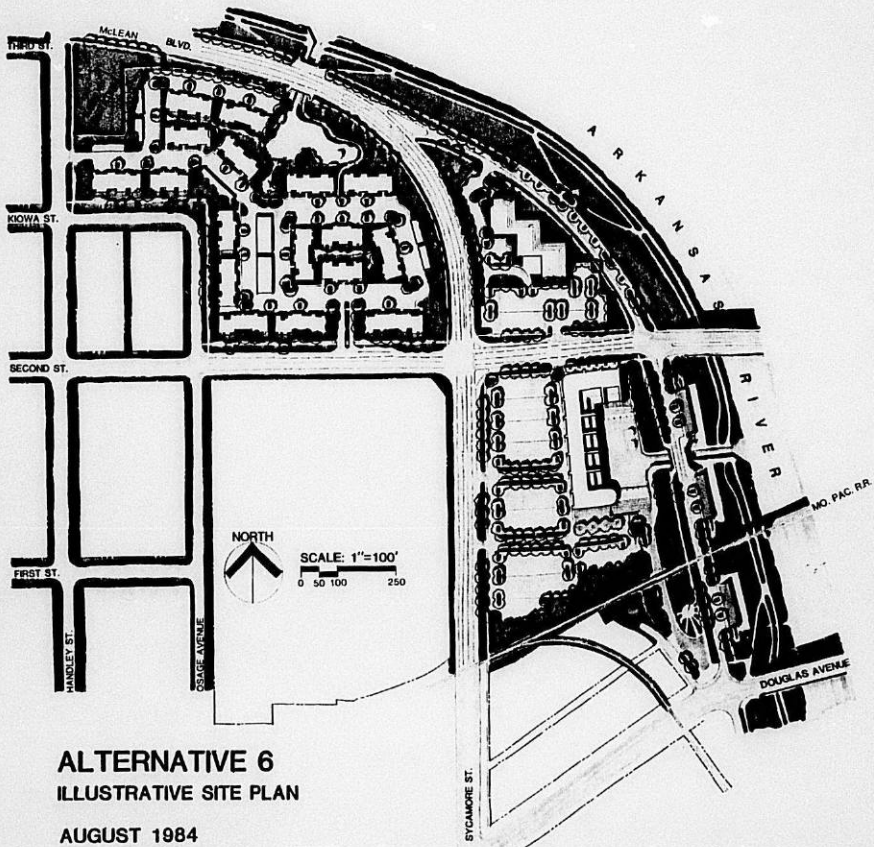
Alternative 6, with McLean as a river "parkway", would significantly enhance visual and pedestrian access from the West Bank to the river. Vehicular access to this area of the river would become available to the general citizenry.

Diverting traffic to Sycamore would shift and better accommodate vehicular access and parking on the West Bank site to a westerly orientation, thus allowing the development to further accent the river relationship and bringing the development into closer association with the east bank of the river and downtown. The westerly alignment in Alternative 6 will afford optimum traffic handling capability. In Alternative 2, access to the retail/office development site from the river side creates a difficult design problem in bringing both a water channel from the river and vehicular access from McLean at substantially differing elevations, from the same limited frontage between MOPAC mainline railroad and Second Street. Alternative 6 allows for a much improved development scheme by eliminating this design constriction. See Illustrative Site Plans, Alternatives 2 and 6, pages 6 and 7.



**ALTERNATIVE 2**  
**ILLUSTRATIVE SITE PLAN**

**AUGUST 1984**



The aesthetic and design superiority of Alternative 6 extends to the Lawrence-Dumont Stadium area as well as to Century II, the new Exhibition Hall and other potential future improvements. Alternative 6 brings the stadium area within a new outer circulation pattern which effectively incorporates the stadium and the West Bank into the downtown core area.

See Sketch Perspectives of possible development at pages 16, 17 and 18.

Cost Considerations

The Phase I Report presented cost and "net impact" data on an accrual basis. For instance, allowance was made for future potential development value of the Lawrence-Dumont Stadium area. For purposes of practical application, the following comparison summary is updated and simplified to reflect cash impact only. Important intangible and future cash values or net worth are surely afforded by the West Bank development, but the reality of cash requirements will certainly be the first consideration:

	<u>Alternative 2</u>	<u>Alternative 6</u>
Required Land Acquisition to complete West Bank Assemblage (1)	\$ 798,000	\$ 798,000
Relocation of RR Switches Incl. ROW	345,450	345,450
Lagoon Access Bridges	400,000	315,000
Water Line Adjustments (at Lagoon Bridges)	55,000	55,000
Allowance for Zoning, Platting, Legal, Administration, Consultant Studies, etc.	<u>150,000</u>	<u>150,000</u>
Total Cash Requirement to Complete West Bank Public Actions Precedent to Private Redevelopment	\$ 1,748,450	\$ 1,673,450
Estimated Disposition Proceeds(2)	<u>2,651,837</u>	<u>3,223,931</u>
Net Cash Surplus from West Bank	<u>\$ 903,387</u>	<u>\$ 1,550,481</u>

McLean Traffic Corridor:

Right of Way Acquisition	0	\$ 830,000
Project Originally Considered by City Commission Dec/1983 (Douglas to Seneca)	\$ 2,925,000 (3)	
Alteration of 2nd Street Bridge (Left Turn Bay and Other Improvements)	375,000 (4)	
Douglas to Maple Improvement	✓ 750,000 (5)	
New Lewis/Maple Bridge	✓ <u>2,500,000 (5)</u>	
Total Construction Cost, Maple to Seneca	<u>6,550,000</u>	<u>5,200,000 (4)</u>
Total for McLean Corridor	<u>\$ 6,550,000</u>	<u>\$ 6,030,000</u>

*4,050,000 →*

Potential Funding:

Prior Commitment for McLean (see above)	\$ 2,925,000 (3)	\$ 2,925,000 (3)
Net from West Bank (see above)	<u>903,387</u>	<u>1,550,481</u>
Potential Cash Available	\$ 3,828,387	\$ 4,475,481
Remaining Cash Requirement	<u>\$ 2,721,613</u>	<u>\$ 1,554,519</u>

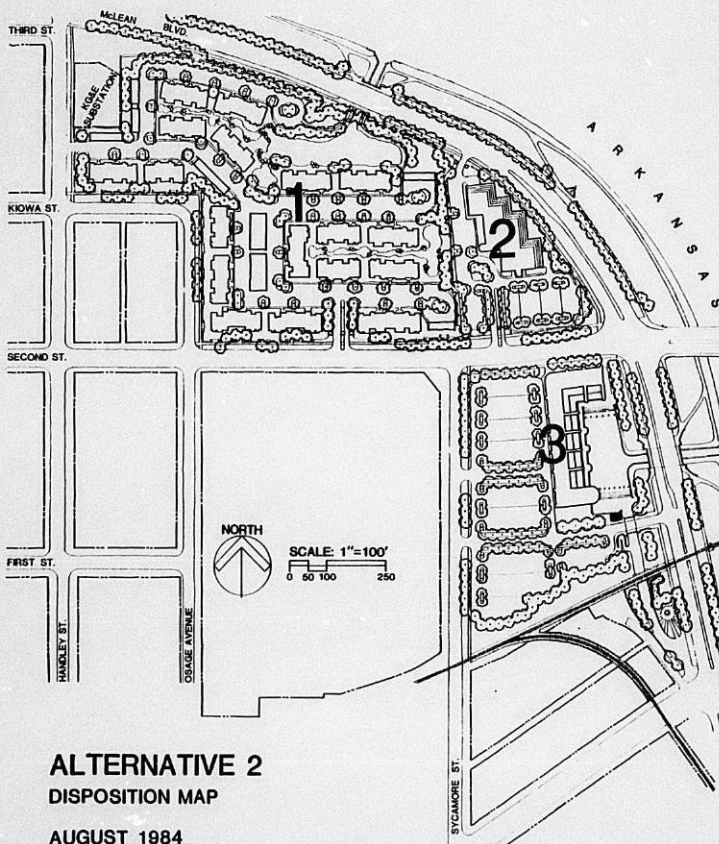
Notes:

- (1) Allowance for railroad ROW to be vacated and for two privately owned parcels required to complete assemblages to provide Disposition Parcels as indicated on "Disposition Maps" for Alternatives 2 & 6, pages 10 & 11. If proposed "trade-outs" can be completed as tentatively proposed, this cash cost may be substantially reduced -- or even eliminated.
- (2) The variation in Disposition Proceeds directly reflects the aesthetic and design benefits of Alternative 6 over Alternative 2 per consultant's real estate appraiser.
- (3) Engineering Division estimate based on adjustments in Wilson and Company construction documents for McLean improvements from Seneca to Douglas.
- (4) Estimate provided by City's Engineering Division.
- (5) Consultant estimate.

*2,500  
2,216,13*

*+ Accel/Lead  
+ add McLean  
net/total +  
reducing*

*not needed*



**1 MEDIUM DENSITY RESIDENTIAL**

AREA: 11.67 ACRES  
 DENSITY: 14.91 D.U. PER ACRE  
 DWELLING UNITS: 174 U.U.  
 FLOOR AREA: 280,768 S.F.  
 PARKING: 344 STANDARD SPACES  
 1.87 SPACES PER D.U.

**2 HIGH DENSITY RESIDENTIAL**

AREA: 2.99 ACRES  
 DENSITY: 39.78 D.U. PER ACRE  
 DWELLING UNITS: 119 D.U.  
 FLOOR AREA: 142,800 S.F. NET  
 146,840 S.F. GROSS  
 PARKING: 107 STANDARD SPACES  
 35 COMPACT SPACES  
 1.19 SPACES PER D.U.

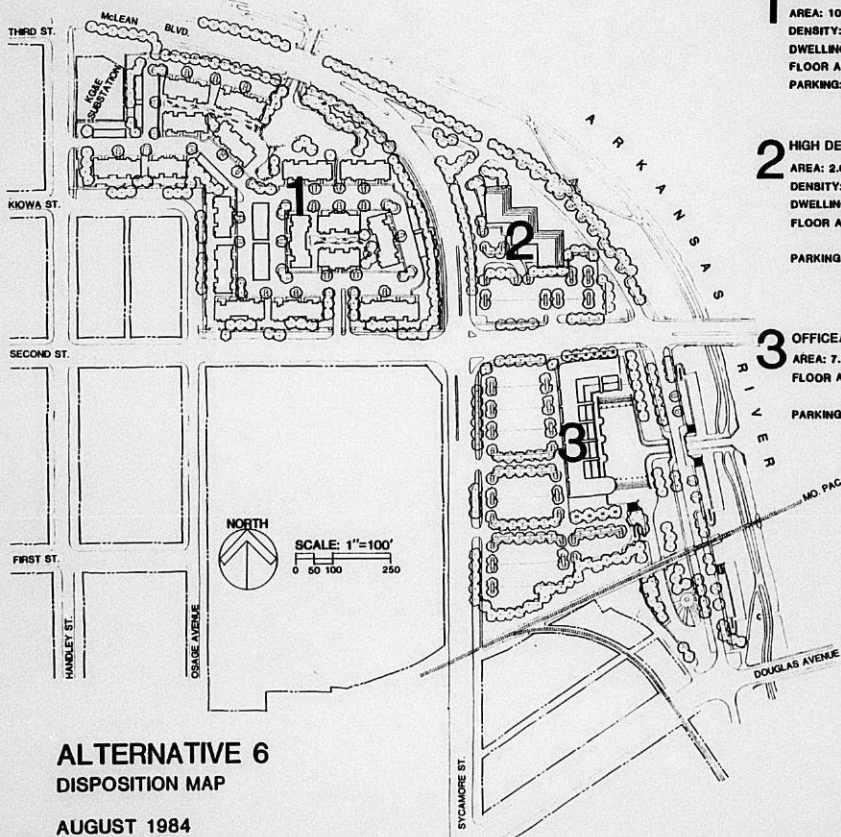
**3 OFFICE/COMMERCIAL**

AREA: 7.10 ACRES  
 FLOOR AREA: 120,884 S.F. NET  
 142,000 S.F. GROSS  
 PARKING: 293 STANDARD SPACES  
 97 COMPACT SPACES  
 3 SPACES PER 1000 S.F. NET

**ALTERNATIVE 2**

**DISPOSITION MAP**

**AUGUST 1984**



**ALTERNATIVE 6  
 DISPOSITION MAP**

AUGUST 1984

Ad Valorem Tax Income

Approximate total private development cost for the West Bank is projected as follows:

	<u>Alternative 2</u>	<u>Alternative 6</u>
Office & Commercial:		
142,000 sq. ft. @ \$70.00/s.f.	\$ 9,940,000	\$ 9,940,000
High Density Residential		
149,940 sq.ft. @ \$60.00/s.f.	\$ 8,966,400	
114,660 sq.ft. @ \$60.00/s.f.		\$ 6,879,600
Medium Density Residential		
260,756 sq.ft. @ \$40.00/s.f.	\$10,430,240	
245,337 sq.ft. @ \$40.00/s.f.		<u>\$ 9,813,480</u>
Total Construction Cost	\$29,336,640	\$26,633,080
Add Land Cost (Disposition Proceeds see above)	<u>\$ 2,651,837</u>	<u>\$ 3,223,931</u>
Total Development Cost	\$31,988,477	\$29,857,011
Future Assessed Value @ 14.3% per Kansas Government Journal, May 1984 (Kansas average)	\$ 4,574,352	\$ 4,269,552
Estimated Tax at 119.34 Mills (1983 Levy)	<u>\$ 545,903</u>	<u>\$ 509,528</u>

Other Considerations

As previously noted, this West Bank Phase II Report is in supplement to the Phase I Report. Please refer back to that document for detailed comparison of development alternatives, particularly with reference to initial specified "goals". The Phase I Report further reinforces the conclusions suggested herein.

## RECOMMENDATIONS

From a review of the foregoing, it is clear that Alternative 6 presents overwhelming merit in comparison with Alternative 2 from every consideration -- traffic, aesthetics, costs, and other factors which were evaluated. Attention is particularly drawn to "Cost Considerations". Note that the "bottom line" difference may be rounded off at one million two hundred thousand dollars (see page 9). More than one-half of this sum reflects the higher resale value of land and approximately one-half million is due to lower cost in constructing the McLean traffic corridor in Alternative 6.

*2 differ  
in including  
McLean St  
Douglas St*

While this study was oriented to potential marketing and development of the West Bank, it was inevitable that improvement of the McLean traffic corridor from Kellogg to Seneca would become a basic element for consideration. As a result, the cost considerations discussed herein virtually all relate to solution of an existing and projected traffic problem -- a problem requiring solution even without West Bank development. Nevertheless, solution of the traffic problem is a prerequisite to West Bank development. Likewise, elimination of existing railroad barriers in the West Bank site is essential. The consultant therefore recommends that the Wichita City Commission take formal action to adopt Alternative 6 and instruct the City staff and consultants to proceed with all actions necessary for full implementation by the earliest possible date. The following specific actions are deemed appropriate:

*CIP  
consultation*

1. Initiate and conclude negotiations with railroad officials for abandonment and relocation of switching trackage as indicated. Clear vacated railroad right-of-way north of mainline tracks and complete new construction as soon as possible.
2. Revise Capital Improvement Program to provide priority funding for required Sycamore improvements and Sycamore/McLean connector. Initiate preparation of construction documents and refine construction cost estimates. Begin right-of-way acquisition as soon as feasible.

3. Concurrent with the discussions with railroad officials, continue and conclude negotiation with owners to acquire remaining private property within the designated West Bank disposition areas. This entails only two ownership parcels.
4. Initiate and expedite platting and rezoning of the West Bank development area to accommodate new uses as indicated. Consideration might be given to utilization of a "Community Unit Plan" with parking requirements scaled down and tailored to the specific needs of this development. Typical parking requirements for office/retail would unnecessarily limit the area available for both development and green space. Approval of platting and rezoning should be conditional with final action taken just prior to conveyance to the selected re-developer(s).
5. The consultant is aware that the City desires to secure re-development and return of the West Bank properties to the tax rolls by the earliest possible date. There has been some suggestion that a suitable portion of the property, not dependent on new property acquisition or street improvements, be delineated and forthwith offered for redevelopment proposals. The consultant most strongly urges against any such precipitous action. Note particularly that the land disposition values herein are precisely predicated on the assumption that public improvements will be carried out and completed as proposed. It is extremely unlikely that a private developer would assume such a major development commitment without such assurance.

Accordingly, only after completion of said public requirements can be guaranteed should the City initiate formal "Invitation for Proposals". In the meantime, constant developer contact should be maintained and all responsible interested parties urged to come forward. The more this preliminary activity is

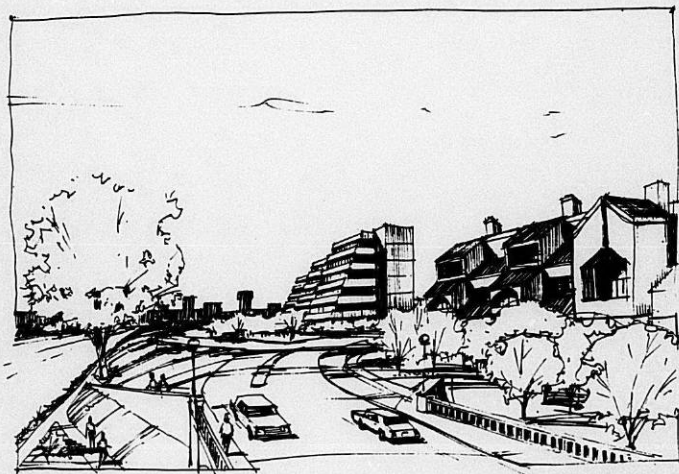
*Timing is more  
real cash flow  
concern!*

coordinated with a potentially real project, the more likelihood for successful completion of the project. At all times, the City's position should be one of maximum flexibility and cooperation. The City Commission should indicate its willingness to explore all available developer incentives including Revenue Bond financing and possible Urban Development Action Grant (UDAG) participation. Other incentives might include reconsideration of uses and densities in evaluation of a particular development proposal. Most important will be coordination of public activities in and near the West Bank area, particularly along the river and river parkway, to maximize public amenities and enhance the general desirability of the West Bank development.

6. During this time period prior to actual offering of the West Bank property "for sale", every effort should be made to raise and improve the general public perception of the property. Specifically, the property should be cleared of any extraneous materials -- there is currently some unsightly heavy construction machinery (possibly demolition equipment) parked on the site. It would be desirable to seed the property to grass. Consideration might be given to erecting an attractive informational sign advising interested persons as to future availability for development.
7. Direct City staff, in cooperation with consultants as appropriate, to prepare and present to the City Commission a realistic schedule for accomplishment of events set out herein. Such a schedule is an essential "first step" in securing and maintaining confidence of interested developers. It will surely be most helpful to the City.

## TYPICAL SKETCHES

PERSPECTIVE VIEWS ARE BASED ON ILLUSTRATIVE  
SITE PLANS AND ARE ONLY SUGGESTIVE OF TYPES  
OF DEVELOPMENT THAT WOULD BE APPROPRIATE.



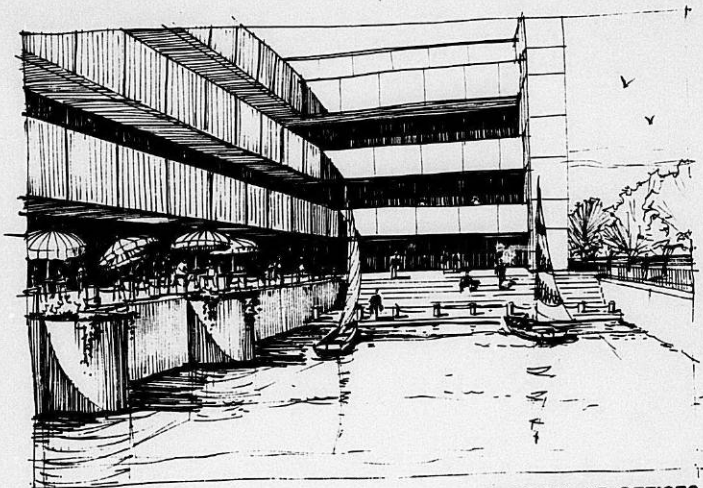
SOUTHEAST ALONG McLEAN



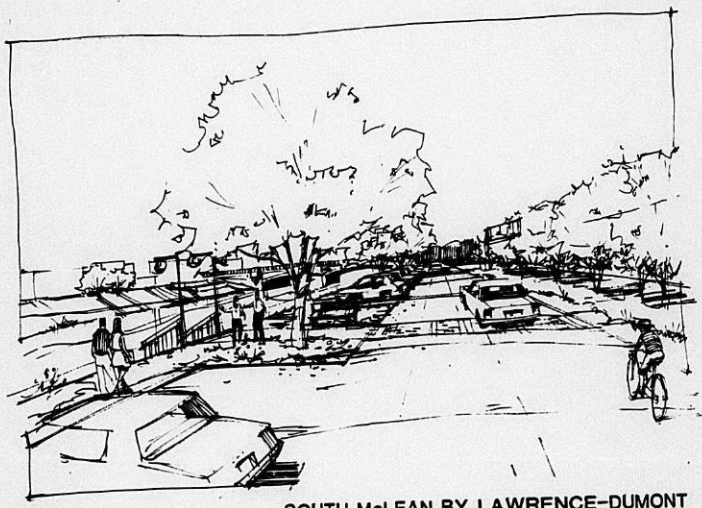
LAGOON IN CONDO AREA



EAST UNDER BRIDGE FROM LAGOON



LAGOON AT OFFICES



SOUTH McLEAN BY LAWRENCE-DUMONT