

PLAT OR S/D 62-4 MAPSHEET D-3

NAME *Womer's 6th Add'n*

LOCATION IN AN AREA N OF 17TH STREET AND E
OF SEDGWICK

ENGINEER *Clyde M. Baughman Co.*

OWNER *R.W. Womer & M.R. Greer*

APPLICATION FILED 2-5-62

SKETCH PLAT FILED 2-5-62

PRELIMINARY FILED 2-12-62

S/D ACTION 2-21-62 *Approve*

FINAL FILED 4-2-62

S/D ACTION 4-12-62 *Approve*

MAPS ACTION 4-19-62 *Defer 5-3-62 Approve*

BCC ACTION 6-12-62 *Deny 3-1*

RECORDED

REMARKS *See 5/12/63 18 Womer's 6th Add'n*
5-8-62 BCC Defer 1 wk. Taken as off agenda
item by BCC

6-29-62 Defer BCC

6-5-62 BCC Defer 1 wk

6-12-62 BCC Deny 3-1

S/D 62-4 - *Womer's 6th Add'n*

GENERALLY LOCATED IN AN AREA N OF 17TH
AND E OF SEDGWICK

SUBDIVISION PROGRESS SHEET

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

S/D No.: 62-4

NAME: Womer's 6th Add'n
GENERAL LOCATION: IN AN AREA NORTH OF 17TH STREET AND EAST OF SEDGWICK

OWNER: F.W. Womer & M. R. Greer PHONE: _____
ADDRESS: 434 Ohio
SUBDIVIDER: SAMP PHONE: _____
ADDRESS: _____
ENGINEER/SURVEYOR: Clude M. Raughman Co. PHONE: _____
ADDRESS: 2522 E. Central

*APPLICATION RECEIVED 2-5-62 FINAL PLAT RECEIVED 4-2-62
CONF. WITH APPLICANT 2-5-62 TRACING RECEIVED 4-2-62
SKETCH PLAT RECEIVED 2-5-62 FINAL PLAT REVIEWED 4-3-62
POSTED TO ATLAS 2-5-62 S/D REPORT #2 PREPARED 4-3-62
PRESENT ZONING AA *S/D COMM. ACTION 4-12-62 Approve
PROPOSED ZONING AA S/D REPORT #2 MARKED 4-12-62
SKETCH PLAT REVIEWED _____ DEPT. REPORT ON FINAL 4-12-62
LETTER OF INTENT _____ MARKED COPY SENT TO ENG. 4-12-62

PREL. PLAT RECEIVED 2-12-62 (1) B.C.C. ACTION 4-19-62 Approve
PREL. PLAT REVIEWED 2-13-62 (3) S/D REPORT #2 MARKED 4-20-62
S/D REPORT #1 PREPARED 2-13-62 (3) DEPT. REPORT ON FINAL 4-20-62
*S/D COMM. ACTION 2-21-62 Approve

S/D REPORT #1 MARKED 2-21-62 LETTER ON IRONS RECEIVED _____
DEPT. REPORT ON PREL. 2-23-62 TITLE OPINION RECEIVED _____
MARKED COPY SENT TO ENG. 2-23-62 TAXES OPINION RECEIVED _____
TITLE & TAXES REVIEWED _____
FINAL REVIEW _____

*LETTER TO B.C.C. 5-17-62
4-24-62
*B.C.C. ACTION 5-8-62 Deferral WK. X-

RECORDED _____
ANNEXED _____

COMMENTS:
4-19-62 referred for information on American bridge etc
5-3-62 approve subject to requirements recommended
5-9-62 the S/D permit
5-17-62 (3) Report marked & report written
5-29-62 * In regard to report about taking up for Deferral item
6-5-62 Weld steel, tapes, title letters.
6-12-62 Deferral WK
letter to 6-12-62
copy 351

See S/D 63-18 Womer's 6th Addition

Page
CITY MANAGER'S REPORT

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

S/D NUMBER: **62-4** NAME: **WOMER'S SIXTH ADDITION**
 APPLICATION FILED: **2-5-62** SKETCH FILED: **2-5-62**
 PRELIMINARY PLAT FILED: **2-12-62** APPROVED BY S/D: **2-21-62**
 FINAL PLAT FILED: **4-2-62** APPROVED BY S/D: **4-12-62**
 APPROVED BY METROPOLITAN AREA PLANNING COMMISSION: **5-3-62**

DESCRIPTION

GENERAL LOCATION: NORTH OF 17TH STREET AND EAST OF SEDGWICK

OWNER: **R. W. WOMER AND M. R. GREER**
 SURVEYOR OR ENGINEER: **CLYDE M. BAUGHMAN COMPANY**
 ADDRESS: **2522 EAST KELLOGG**

- | | |
|--|--|
| <p>1. GROSS ACREAGE OF PLAT <u>40.0</u></p> <p>2. NUMBER OF LOTS: <u>111</u>
 RESIDENTIAL <u>111</u>
 COMMERCIAL _____
 INDUSTRIAL _____
 OTHER _____
 TOTAL <u>111</u></p> <p>3. AVERAGE LOT FRONTAGE <u>80</u> FT.</p> <p>4. MINIMUM LOT FRONTAGE <u>60</u> FT.</p> <p>5. AVERAGE LOT AREA <u>9,000</u> SQ. FT.</p> <p>6. MINIMUM LOT AREA <u>8,000</u> SQ. FT.</p> | <p>7. LINEAL FEET OF NEW STREETS:
 (A) <u>60'</u> R/W <u>4,500</u> FT.
 (B) <u>30'</u> R/W <u>2,900</u> FT.
 (C) _____ R/W _____ FT.
 (D) _____ R/W _____ FT.
 TOTAL <u>7,400</u> FT.</p> <p>8. TOTAL AREA OF NEW STREETS:
 R/W <u>357,000</u> SQ. FT.</p> <p>9. EXISTING ZONING <u>"AA"</u></p> <p>10. LOT AREA REQUIRED BY ZONING <u>6,000</u> SQ. FT.</p> |
|--|--|

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

1. INTERIOR ANGLES ALONG THE SOUTHERN BOUNDARY OF RESERVE "A" SHALL BE SHOWN AS INDICATED ON THE MARKED COPY OF THE FINAL PLAT.
2. THE EASEMENTS 5 FEET ON EACH SIDE OF THE LOT LINE COMMON TO LOTS 8 AND 9, BLOCK 3, SHALL BE SHOWN.
3. THE UTILITY EASEMENT ALONG THE NORTH SIDE OF BLOCK 1 SHALL BE EXTENDED TO THE WEST AS SHOWN ON THE MARKED COPY OF THE FINAL PLAT.
4. THIS PLAT SHALL BE RECORDED WITHIN 30 DAYS AFTER APPROVAL BY THE BOARD OF CITY COMMISSIONERS.

VOTE OF PLANNING COMMISSION: **UNANIMOUS**

RESPECTFULLY SUBMITTED,

_____, SECRETARY

ACTION: TAKE SUCH ACTION AS THE COMMISSION DEEMS ADVISABLE.

SUBDIVISION REPORT

PAGE
CITY MANAGER'S REPORT

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

S/D NUMBER: 62-4 NAME: WOMER'S SIXTH ADDITION
APPLICATION FILED: 2-5-62 SKETCH FILED: 2-5-62
PRELIMINARY PLAT FILED: 2-12-62 APPROVED BY S/D: 2-21-62
FINAL PLAT FILED: 4-2-62 APPROVED BY S/D: 4-12-62
APPROVED BY METROPOLITAN AREA PLANNING COMMISSION: 5-3-62

DESCRIPTION

GENERAL LOCATION: NORTH OF 17TH STREET AND EAST OF SEDGWICK

OWNER: R. W. WOMER AND M. R. GREER
SURVEYOR OR ENGINEER: CLYDE M. BAUGHMAN COMPANY
ADDRESS: 2522 EAST KELLOGG

1. GROSS ACREAGE OF PLAT	40.0	7. LINEAL FEET OF NEW STREETS:
2. NUMBER OF LOTS:		(A) 60' R/W 4,500 FT.
RESIDENTIAL	111	(B) 30' R/W 2,900 FT.
COMMERCIAL		(C) R/W FT.
INDUSTRIAL		(D) TOTAL 7,400 FT.
OTHER		8. TOTAL AREA OF NEW STREETS:
TOTAL	111	R/W 357,000 sq. FT.
3. AVERAGE LOT FRONTAGE	80 FT.	9. EXISTING ZONING "AA"
4. MINIMUM LOT FRONTAGE	60 FT.	10. LOT AREA REQUIRED BY
5. AVERAGE LOT AREA	9,000 sq. FT.	ZONING 6,000 sq. FT.
6. MINIMUM LOT AREA	8,000 sq. FT.	

PLANNING COMMISSION RECOMMENDATION:

IT WAS MOVED AND SECONDED THAT THE PLANNING COMMISSION
RECOMMEND TO THE BOARD OF CITY COMMISSIONERS THAT THIS
PLAT BE APPROVED SUBJECT TO BEING RECORDED WITHIN 30
DAYS.

*See agenda
for comment
form*

VOTE OF PLANNING COMMISSION: UNANIMOUS

RESPECTFULLY SUBMITTED,

_____, SECRETARY

ACTION: TAKE SUCH ACTION AS THE COMMISSION DEEMS ADVISABLE.

WICHITA-SEDGWICK COUNTY

file

METROPOLITAN AREA PLANNING DEPARTMENT

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

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

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

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

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

ROBERT A. LAKIN
SENIOR PLANNER

RAL:BR

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

T. J. SCANLON, EXECUTIVE ASSISTANT MAY 4, 1962

JERROLD A. MOORE, ASSISTANT PLANNING DIRECTOR

TRAFFIC PROBLEMS IN THE AREA OF THE
MCLEAN-AMIDON BRIDGE AND 21ST STREET

AT ITS REGULAR MEETING ON MAY 3, 1962, THE METROPOLITAN
AREA PLANNING COMMISSION APPROVED WOMER'S SIXTH ADDITION
AND ADOPTED A POLICY STATEMENT WITH REGARD TO THE EXTEN-
SION OF MCLEAN BOULEVARD FROM AMIDON TO 21ST STREET.

I GAVE THE CITY MANAGER A COPY OF THE PLANNING COMMISSION
MOTIONS THIS MORNING AND ASKED HIM IF ADDITIONAL INFORMA-
TION ON THE MATTER WAS REQUIRED. HE INDICATED AT THAT
TIME THAT NO ADDITIONAL INFORMATION WAS NECESSARY.

JERROLD A. MOORE
ASSISTANT PLANNING DIRECTOR

JAM:BER

ATTACHMENT

CC: RALPH WULZ
B. SMITH

HARRIS - MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE CITY COMMISSION THE ADOPTION OF A POLICY THAT McLEAN FROM AMIDON TO 21ST STREET BE NOT CONSIDERED NECESSARY AS AN ARTERIAL STREET OR A RIVER BOULEVARD AS PART OF THE MASTER THOROFARE PLAN; AND, FURTHER, THAT THE RECOMMENDATIONS OF THE STAFF BE FORWARDED WITH PLANNING COMMISSION APPROVAL TO THE CITY COMMISSION, POINTING OUT THAT THE MAPS PREPARED AS PART OF THE STAFF STUDY SHOWING McLEAN AS A CONTINUOUS LOCAL TRAFFIC CIRCULATION STREET FROM MERIDIAN TO 21ST STREET ARE ILLUSTRATIVE ONLY, NOT A RECOMMENDATION THAT IT IS NECESSARY FOR LOCAL CIRCULATION IN THE AREA, AND THAT OTHER SOLUTIONS FOR LOCAL TRAFFIC CIRCULATION ARE POSSIBLE.
SECONDED BY JENNINGS. CARRIED UNANIMOUSLY (6 MEMBERS PRESENT - ALL VOTING EXCEPT CHAIRMAN)

JENNINGS - MOVED THAT WOMER'S 6TH ADDITION BE APPROVED SUBJECT TO THE FOUR STATED REQUIREMENTS IN THE SUBDIVISION COMMITTEE REPORT. WINSBY SECONDED AND IT CARRIED UNANIMOUSLY. (6 MEMBERS PRESENT - ALL VOTING EXCEPT THE CHAIRMAN)

CONDITIONS WERE:

1. INTERIOR ANGLES ALONG THE SOUTHERN BOUNDARY OF RESERVE "A" SHALL BE SHOWN AS INDICATED ON THE MARKED COPY OF THE FINAL PLAT.
2. THE EASEMENTS 5 FEET ON EACH SIDE OF THE LOT LINE COMMON TO LOTS 8 AND 9, BLOCK 3, SHALL BE SHOWN.
3. THE UTILITY EASEMENT ALONG THE NORTH SIDE OF BLOCK 1 SHALL BE EXTENDED TO THE WEST AS SHOWN ON THE MARKED COPY OF THE FINAL PLAT.
4. THIS PLAT SHALL BE RECORDED WITHIN 30 DAYS AFTER APPROVAL BY THE BOARD OF CITY COMMISSIONERS.

THE CITY OF WICHITA
OFFICE OF The City Manager


DATE May 2, 1962

TO Jerrold A. Moore, Assistant Planning Director
FROM T. J. Scanlon, Executive Assistant

SUBJECT Traffic Problems in the Area of
the McLean-Amidon Bridge
and 21st Street

The City Manager has suggested that copies of CC 265 be furnished to members of the Planning Commission, at the time you discussed the above matter. You will recall, that the City Commission deferred action on the report, the final plat of Womer's Fifth Addition and the vacation of a portion of Charles Street, for a period of one week. In view of the fact that the Planning Commission is to consider this general matter along with the final plat and Womer's Sixth Addition, he would appreciate your advice on how this matter should be presented next week.

The City Manager has also requested that you indicate to the Planning Commission their strong feeling that McLean Boulevard should be extended north and west of the McLean-Amidon Bridge, at least as a river side drive.


T. J. Scanlon
Executive Assistant

TJS:ct
cc:Ralph Wulz, Director of Public Works



MAY 4, 1962

CLYDE M. BAUGHMAN COMPANY
2522 EAST KELLOGG
WICHITA, KANSAS

DEAR MR. DOANE:

RE: WOMER'S 6TH ADDITION
S/D 62-4

AT ITS REGULAR MEETING ON MAY 3, 1962, THE METROPOLITAN AREA PLANNING COMMISSION APPROVED THE WOMER'S 6TH ADDITION SUBJECT TO THE RECOMMENDATIONS OF THE SUBDIVISION COMMITTEE OF THE METROPOLITAN AREA PLANNING COMMISSION.

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

1. COMPLIANCE WITH THE REQUIREMENTS OF THE METROPOLITAN AREA PLANNING COMMISSION.
2. SUBMISSION OF A FULLY COMPLETED AND SIGNED TRACING OF THE SUBDIVISION TO THE METROPOLITAN AREA PLANNING DEPARTMENT.
3. CERTIFICATION BY AN ATTORNEY THAT THE TITLE IS VESTED IN THE PLATTOR.
4. CERTIFICATION THAT ALL TAXES DUE AND PAYABLE HAVE BEEN PAID.
5. A CERTIFICATION THAT THE IRONS HAVE BEEN SET AS REQUIRED BY THE SUBDIVISION RULES AND REGULATIONS OF THE METROPOLITAN AREA PLANNING COMMISSION.

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

VERY TRULY YOURS,

ROBERT A. LAKIN
SENIOR PLANNER

RAL:CDM:BER
CC: R. W. WOMER, 434 OHIO
M. R. GREER, 434 OHIO

City Commission Communication

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

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

Proposed thorofare system for northwest Wichita

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

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

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

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

City of Wichita, Kansas

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-2

mation becomes available from the Metropolitan Transportation Study.

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

Expressways:

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

Arterials:

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

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-3

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

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

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

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

City of Wichita, Kansas

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC: 26 5-4

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

Other specific questions raised by the Commission concerned:

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

Alignment of the Amidon-McLean Bridge

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

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

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

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

City of Wichita, Kansas.

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-5

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

Amidon-McLean Bridge Right-of-Way

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

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

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

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

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

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-6

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

Traffic Circulation West and North of the McLean-Amidon Bridge

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

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

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

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

Extension of McLean West and North to 21st Street

The only reference to such a facility is contained in an addition to the 1964 Major Street Plan, as follows.

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-7

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

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

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

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

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

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

City of Wichita, Kansas

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-8

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

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

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

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

Womer's Fifth Addition and Vacation Case V-0166

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

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

City of Wichita, Kansas

City Commission Communication

Subject: McLean-Amidon Bridge Traffic Circulation
Plan

April 30, 1962
CC 265-10

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

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

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

Respectfully submitted,


Ralph Wulz
City Manager

RW:ct

City of Wichita, Kansas

TO: SUBDIVISION COMMITTEE
FROM: L. L. LITTLE, DIRECTOR OF PLANNING

SUBJECT: POLICY STATEMENT ON WOMERS 6TH
ADDITION RE MCLEAN BOULEVARD
NORTH OF 17TH STREET

APRIL 9, 1962

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

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

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

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

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

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

PAGE 2 - SUBDIVISION COMMITTEE
APRIL 9, 1962

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

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

L. L. LITTLE
DIRECTOR OF PLANNING

LLL:JAM:BER

APRIL 20, 1962

MR. R. W. WOMER
434 OHIO
WICHITA, KANSAS

DEAR MR. WOMER:

RE: S/D 62-4 - WOMER'S 6TH
ADDITION

AT ITS REGULAR MEETING ON APRIL 19, 1962, THE METROPOLITAN AREA PLANNING COMMISSION DEFERRED ACTION ON THIS SUBDIVISION IN ORDER THAT THE STAFF MIGHT BRING TO THE PLANNING COMMISSION ADDITIONAL INFORMATION ON THE ALIGNMENT OF THE AMIDON BRIDGE, THE ALIGNMENT OF McLEAN BOULEVARD BETWEEN 17TH STREET AND 21ST STREET AS PROPOSED BY THE CITY ENGINEER, AND THE INFLUENCE OF THE PROPOSED SUBDIVISION ON TRAFFIC CIRCULATION IN THE IMMEDIATE AREA.

THE PLANNING COMMISSION HAS DIRECTED THAT THIS MATTER BE PLACED ON THE AGENDA OF MAY 3, 1962, AT WHICH TIME THE STAFF IS TO HAVE AVAILABLE THE INFORMATION REQUESTED BY THE COMMISSION.

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

YOURS VERY TRULY,

ROBERT A. LAKIN
SENIOR PLANNER

RAL:CDM:BER

CC: CLYDE M. BAUGHMAN COMPANY
2522 EAST KELLOGG

APRIL 13, 1962

MR. FRED DOANE
CLYDE M. BAUGHMAN COMPANY
2522 EAST KELLOGG
WICHITA, KANSAS

SUBJECT: S/D62-4 - FINAL PLAT
WOMER'S 6TH ADDITION

DEAR MR. DOANE:

AT ITS REGULAR MEETING ON APRIL 12, 1962, THE SUBDIVISION COMMITTEE OF THE METROPOLITAN AREA PLANNING COMMISSION RECOMMENDED THAT THE METROPOLITAN AREA PLANNING COMMISSION APPROVE THE FINAL PLAT OF WOMER'S 6TH ADDITION SUBJECT TO THE FOLLOWING CONDITIONS:

1. INTERIOR ANGLES ALONG THE SOUTHERN BOUNDARY OF RESERVE "A" SHALL BE SHOWN AS INDICATED ON THE MARKED COPY OF THE FINAL PLAT.
2. THE EASEMENTS 5 FEET ON EACH SIDE OF THE LOT LINE COMMON TO LOTS 8 AND 9, BLOCK 3, SHALL BE SHOWN.
3. THE UTILITY EASEMENT ALONG THE NORTH SIDE OF BLOCK 1 SHALL BE EXTENDED TO THE WEST AS SHOWN ON THE MARKED COPY OF THE FINAL PLAT.
4. THIS PLAT SHALL BE RECORDED WITHIN 30 DAYS AFTER APPROVAL BY THE BOARD OF CITY COMMISSIONERS.

THE RECOMMENDATION OF THE SUBDIVISION COMMITTEE WILL BE FORWARDED TO THE METROPOLITAN AREA PLANNING COMMISSION AT ITS NEXT REGULAR MEETING ON APRIL 19, 1962.

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

SINCERELY YOURS,

JERROLD A. MOORE
ASSISTANT PLANNING DIRECTOR

JAM:CDM:BR

CC: WOMER INVESTMENT COMPANY

FINAL PLAT
SUBDIVISION REPORT

SUBDIVISION COMMITTEE
METROPOLITAN AREA
PLANNING COMMISSION

S/D No. 62-4 NAME WOMER'S SIXTH ADDITION
DATE APPLICATION REC'D 2-5-62 PRELIMINARY APPROVAL 2-21-62

DESCRIPTION

GENERAL LOCATION NORTH OF 17TH STREET, EAST OF SEDGWICK, SOUTHWEST
OF THE ARKANSAS RIVER
OWNER WOMER INVESTMENT COMPANY
SURVEYOR/ENGINEER CLYDE M. BAUGHMAN COMPANY
ADDRESS 2522 EAST KELLOGG

1. GROSS ACREAGE OF PLAT	<u>40.0</u>	7. LINEAL FEET OF NEW STREETS:	
2. NUMBER OF LOTS:		(A)	<u>60</u> R/W <u>4,500</u> FT.
RESIDENTIAL	<u>111</u>	(B)	<u>30</u> R/W <u>2,900</u> FT.
COMMERCIAL	<u> </u>	(C)	<u> </u> R/W <u> </u> FT.
INDUSTRIAL	<u> </u>	(D)	TOTAL <u>7,400</u> FT.
OTHER	<u> </u>	8. TOTAL AREA OF NEW STREET	
TOTAL	<u>111</u>	R/W	<u>357,000</u> SQ.FT.
3. AVERAGE LOT FRONTAGE	<u>80</u> FT.	9. EXISTING ZONING	<u>"AA"</u>
4. MINIMUM LOT FRONTAGE	<u>60</u> FT.	10. PROPOSED ZONING	<u>"AA"</u>
5. AVERAGE LOT AREA	<u>9,000</u> SQ.FT.	11. LOT AREA REQUIRED BY	
6. MINIMUM LOT AREA	<u>8,000</u> SQ.FT.	ZONING	<u>6,000</u> SQ.FT.

STAFF COMMENTS:

1. INTERIOR ANGLES ALONG THE SOUTHERLY BOUNDARY OF RESERVE "A" *are* ~~ARE DESIRABLE.~~ *to be shown as indicated on marked copy*
 2. THE EASEMENT 5 FEET ON EACH SIDE OF THE LOT LINE COMMON TO LOTS 8 AND 9, BLOCK 3 ~~HAS BEEN LEFT OFF.~~ *is to be shown*
 3. HOW WILL KANSAS GAS AND ELECTRIC GET INTO THE WEST END OF THE ~~UTILITY EASEMENT ALONG THE NORTHERLY SIDE OF BLOCK 4~~ *along the northern side of block 4* ~~TO RESERVE "A"??~~
 3. *The easement along the north side of marked copy block 1 is to be extended to west as shown on marked copy*
 4. *Record within 30 days after approval by BCC*
- SUBDIVISION COMMITTEE ACTION: 4-12-62 (DATE)
THE SUBDIVISION COMMITTEE RECOMMENDS:

*Recommend M A P C approve
subject to staff comment*

M. A. P. C. ACTION: 4-19-62 (DATE) *Deferred*
THE METROPOLITAN AREA PLANNING COMMISSION:

5-3-62

Approve

FEBRUARY 26, 1962

CLYDE M. BAUGHMAN COMPANY
2522 EAST KELLOGG
WICHITA, KANSAS

SUBJECT: S/D62-4 - WOMER'S
6TH ADDITION, PRELIMINARY
PLAT

GENTLEMEN:

AT ITS REGULAR MEETING ON FEBRUARY 21, 1962, THE SUBDIVISION COMMITTEE OF THE METROPOLITAN AREA PLANNING COMMISSION CONSIDERED THE PRELIMINARY PLAT OF WOMER'S 6TH ADDITION AND APPROVED IT FOR FINAL FORM SUBJECT TO:

1. THE REQUIREMENTS OF THE SUBDIVISION RULES AND REGULATIONS FOR A FINAL PLAT (SEE PAGES 4 AND 5).
2. CHANGING THE NAME OF CLARENCE STREET TO BELLA VISTA BETWEEN THE NORTH LINE OF 17TH STREET AND THE LOT LINE COMMON TO LOTS 16 AND 17 OF THE BLOCK ALONG THE NORTH SIDE OF THE PLAT.
3. NAMING THE CUL-DE-SAC SHOWN BETWEEN LOTS 18, 19 AND 20, OF THE BLOCK DESCRIBED UNDER ITEM 2, AS BELLA VISTA COURT.
4. ALL OF THE PROPERTY NORTH AND EAST OF THE NORTHERLY LINE OF THE BLOCK DESCRIBED IN ITEM 2 BEING LABELLED AS A "RESERVE". THIS RESERVE TO BE GRANTED IN FEE TO THE CITY FOR DRAINAGE, BANK MAINTENANCE, FLOOD CONTROL, AND RIVER BEAUTIFICATION PURPOSES ONLY.
5. THE RESERVE DESCRIBED IN ITEM 4 BEING EXTENDED TO THE SOUTH BOUNDARY OF THE PLAT.
6. THE GRANTING OF AN UTILITY EASEMENT ADJACENT TO THE REAR LOT LINES OF THE BLOCK DESCRIBED IN ITEM 2 IN LOTS 20 THROUGH 39 INCLUSIVE. THE DIMENSION BETWEEN THE SOUTH LINE OF THE AFOREMENTIONED EASEMENT AND THE STREET LINE OF BELLA VISTA IS TO BE GIVEN ON ALL LOTS. THIS UTILITY

okay

okay

okay

okay

FEBRUARY 26, 1962

okay

EASEMENT IS TO BE 25 FEET FROM THE REAR LOT LINE AT POINTS ON THE LOT LINE COMMON TO LOTS 20 AND 21, LOTS 28 AND 29, LOTS 30 AND 31, LOTS 32 AND 33, LOTS 34 AND 35, LOTS 36 AND 37, THE SOUTH LINE OF THE 10 FOOT UTILITY EASEMENT IN THE NORTH 10 FEET OF LOT 39, AND AT THE NORTH LINE OF 17TH STREET. THESE MEASUREMENTS ARE TO BE TAKEN SO THAT THEY ARE 25 FEET FROM THE REAR LOT LINE WHEN MEASURED ALONG A LINE WHICH WILL SUBTEND THE EXTERIOR ANGLE OF THE SOUTH SIDE OF THE UTILITY EASEMENT. AT THE WESTERLY END OF THIS UTILITY EASEMENT, THE EASEMENT WILL EXTEND 30 FEET INTO LOT 20 AND BE NOT LESS THAN 20 FEET FROM THE REAR LOT LINE OF LOT 20 WHEN MEASURED ALONG THE TANGENT AS PRODUCED FROM THE EAST OR AT RIGHT ANGLES TO THIS TANGENT TO THE REAR LOT LINE.

- okay*
7. THE GRANTING OF UTILITY EASEMENTS IN THE BLOCK BOUNDED BY SEDGWICK, MEADOWVALE, ST. CLAIR, BELLA VISTA, 17TH STREET AND THE ARKANSAS RIVER, 5 FEET ON EACH SIDE OF LOT LINES COMMON TO LOTS 2 AND 3, 11 AND 12, 15 AND 16, 30 AND 31, 36 AND 37; AND A 10 FOOT UTILITY EASEMENT IN THE NORTHERLY 10 FEET OF LOT 39; AND FURTHER, A 10 FOOT BY 25 FOOT EASEMENT BEING 5 FEET ON EACH SIDE OF THE LOT LINE COMMON TO LOTS 9 AND 10, AND BEING ADJACENT TO THE 16 FOOT EASEMENT ALONG THE REAR LOT LINE OF THE AFOREMENTIONED LOTS.

- okay*
8. THE GRANTING OF UTILITY EASEMENTS IN THE BLOCK BOUNDED BY ST. CLAIR, BELLA VISTA AND 18TH STREET 5 FEET ON EACH SIDE OF THE LOT LINES COMMON TO LOTS 3 AND 4, 7 AND 8, 11 AND 12, 15 AND 16, 18 AND 19, 24 AND 25; THE DELETION OF THE 10 FOOT UTILITY EASEMENT IN LOTS 6 AND 7 OF THE AFORE-DESCRIBED BLOCK.

- missing otherwise okay*
9. THE GRANTING OF UTILITY EASEMENTS IN THE BLOCK BOUNDED BY MEADOWVALE, ST. CLAIR, 18TH STREET, BELLA VISTA AND 17TH STREET, 5 FEET ON EACH SIDE OF THE LOT LINES COMMON TO LOTS 8 AND 9, 19 AND 20, 23 AND 24, 26 AND 27; AND A 10 X 25 FOOT ANCHOR EASEMENT IS TO BE PLACED IN LOTS 25 AND 26; THE REMAINDER OF THE EASEMENT AS SHOWN IS TO BE DELETED.

- okay*
10. THE GRANTING OF UTILITY EASEMENTS IN THE BLOCK BOUNDED BY SEDGWICK, MEADOWVALE, AND 17TH STREET, 5 FEET ON EACH SIDE OF THE LOT LINE COMMON TO LOTS 2 AND 3, AND A 10 X 25 FOOT ANCHOR EASEMENT 5 FEET ON EACH SIDE OF THE LOT LINE COMMON TO LOTS 13 AND 14 ADJACENT TO THE 16 FOOT EASEMENT ALONG THE REAR LOT LINE ARE TO BE GRANTED; AND THE DELETION OF THE UTILITY EASEMENT IN LOTS 4 AND 5.

FEBRUARY 26, 1962

- okay* 11. THE DIMENSION BETWEEN THE STREET LINE AND THE SOUTH LINE OF THE RESERVE TO BE GRANTED TO THE CITY FOR FLOOD CONTROL AND BANK MAINTENANCE PURPOSES BEING SHOWN AT EACH OF THE ANGLE POINTS OF THE TRAVERSE ALONG THE AFOREMENTIONED SOUTH BOUNDARY OF THE RESERVE.
- okay* 12. ALL BLOCKS BEING NUMBERED OR OTHERWISE IDENTIFIED AND ALL LOTS WITHIN THOSE BLOCKS BEING COMPLETELY DIMENSIONED WITH ANY ANGLES WHICH MAY BE DESIRABLE TO EASILY LOCATE REAR OR SIDE LOT LINES.
- okay* 13. SEDGWICK AND 17TH STREET ARE TO BE DIMENSIONED.
- okay* 14. THE GRANTING OF THE FEE TITLE TO THE CITY OF WICHITA FOR STREAM MAINTENANCE PURPOSES (BANK MAINTENANCE, FLOOD CONTROL, AND BANK BEAUTIFICATION) SHALL BE PLACED UPON THE FACE OF THE PLAT BY LABELLING THE RESERVE FOR DRAINAGE, BANK MAINTENANCE, AND BANK BEAUTIFICATION EASEMENT PURPOSES. THE PHRASING OF THIS PASSAGE SHOULD BE EXACT IN ORDER THAT ALL PARTIES CONCERNED MIGHT BE AWARE OF THEIR SEVERAL PRIVILEGES AND RESPONSIBILITIES.

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

THIS IS A CORRECTED LETTER SUPERSADING OUR LETTER TO YOU ON THIS SAME SUBJECT DATED FEBRUARY 23, 1962. WILL YOU PLEASE DESTROY THE PREVIOUS COPY OF THE LETTER AND USE THIS LETTER AS YOUR GUIDE FOR PREPARING THE FINAL PLAT.

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

SINCERELY YOURS,


ROBERT A. LAKIN,
SENIOR PLANNER

RAL:CDM:BR

ATTACHMENT

CC: WOMER INVESTMENT COMPANY
434 OHIO
WICHITA, KANSAS

Womers 6th Addn

McLean would not be carried through between Meridian and 17th? Traffic from west. Womer likes plat.

Ownership of property between the plat and the water line of the Arkansas River? Womer says that he understands that property goes to water line.

- ① Easement across lot is for sewer and would not damage the lot.
- ② Utility easement will go on back of lots abutting river. To be wide enough to provide for guy and anchor. Telephone and electrical to use this.
- ③ Bank easement is to have dimension between south edge and front of lot so as to properly define it.
- ④ Street name change: Bella Vista instead of
- ⑤ High bank to river to be dedicated, ~~in fee for~~ ~~bank easement~~. Womer made this as an offer.
- ⑥ Drainage ~~dedication~~ ~~to be granted~~, bank maintenance and reclamation.
- ⑦ Delete easements as shown in red on plat.

Approve for Dinal

PRELIMINARY PLAT
SUBDIVISION REPORT

SUBDIVISION COMMITTEE

S/D No. 62-4 NAME WOMER'S 6TH ADDITION
DATE APPLICATION REC'D 2-5-62 S/D COMMITTEE MEETING 2-21-62

DESCRIPTION

GENERAL LOCATION NORTH OF 17TH STREET, EAST OF SEDGWICK, SOUTH AND WEST OF THE ARKANSAS RIVER

OWNER R. W. WOMER AND M. R. GREER
SURVEYOR/ENGINEER CLYDE M. BAUGHMAN COMPANY
ADDRESS 2522 EAST KELLOGG PHONE MU 3-7431

1. GROSS ACREAGE OF PLAT <u>39.57</u>	7. LINEAL FEET OF NEW STREETS:
2. NUMBER OF LOTS:	(A) <u>60</u> R/W <u>4,500</u> FT.
RESIDENTIAL <u>111</u>	(B) <u>30</u> R/W <u>2,900</u> FT.
COMMERCIAL _____	(C) _____ R/W _____ FT.
INDUSTRIAL _____	(D) TOTAL <u>7,400</u> FT.
OTHER _____	8. TOTAL AREA OF NEW STREET
TOTAL <u>111</u>	R/W <u>357,000</u> SQ.FT.
3. AVERAGE LOT FRONTAGE <u>80</u> FT.	9. EXISTING ZONING <u>"AA"</u>
4. MINIMUM LOT FRONTAGE <u>60</u> FT.	10. PROPOSED ZONING <u>"AA"</u>
5. AVERAGE LOT AREA <u>9,000</u> SQ.FT.	11. LOT AREA REQUIRED BY
6. MINIMUM LOT AREA <u>8,000</u> SQ.FT.	ZONING <u>6,000</u> SQ.FT.

STAFF COMMENTS:

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

LOTS HAVE NOT BEEN FULLY DIMENSIONED AS REQUIRED.

ALL EXISTING UTILITIES IN AREA TO BE PLATTED AND IN AREAS IMMEDIATELY ADJACENT THERETO HAVE NOT BEEN SHOWN AS REQUIRED.

THE PLAT DOES NOT SHOW TOPOGRAPHY AS REQUIRED.

THE PORTION OF THE CUL-DE-SAC AT THE NORTH END OF SEDGWICK HAS A 45 FOOT RADIUS INSTEAD OF THE 50 FOOT RADIUS REQUIRED. THIS MAY BE WAIVED.)

ABUTTING STREETS (17TH STREET AND SEDGWICK) HAVE NOT BEEN COMPLETELY DIMENSIONED AS REQUIRED.

BLOCKS HAVE NOT BEEN NUMBERED OR OTHERWISE IDENTIFIED AS REQUIRED.

~~UTILITY EASEMENTS ACROSS LOTS 9 AND 10 ARE NOT DESIRABLE IN THE BLOCK BOUNDED BY 17TH, 18TH, CLARENCE AND MEADOWVALE.~~

* A UTILITY EASEMENT SHOULD BE GRANTED AT THE REAR OF THE LOTS BETWEEN THE ARKANSAS RIVER AND CLARENCE.

ADDITIONAL CURVE DATA ON STREETS SHOULD BE PROVIDED ON THE FINAL PLAT.

ALL EASEMENTS SHOULD BE DESIGNATED AS EITHER "UTILITY EASEMENT" OR "ANCHOR EASEMENT" EXCEPT FOR "BANK MAINTENANCE EASEMENT".

THE TYPE, WIDTH AND LOCATION OF THE "BANK MAINTENANCE" EASEMENT WILL BE REVIEWED BY THE FLOOD CONTROL SECTION, MAINTENANCE DIVISION, DEPARTMENT OF PUBLIC WORKS.

*ully 25' inside of flood control easement
See Davis.*

dimensioned from lots, rather than high bank.

*Include - area between easent line + bank line + 15' as fee
for drainage, flood control, beautification.*

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

S/D No. 62-4

APPLICATION FOR SUBDIVISION APPROVAL

NAME OF SUBDIVISION: Womer's Sixth Addition

GENERAL LOCATION: N. of 17th. 1 blk. E. of Meridan to Big Arkansas River.

NAME OF PROPERTY OWNER: R. W. Womer and M. R. Greer

ADDRESS: 431 Ohio PHONE: HO 148371

NAME OF SUBDIVIDER: Same PHONE: _____

ADDRESS: _____ PHONE: _____

NAME OF AGENT/SURVEYOR: Lawrence E. Wells, Architect. (C. E. Baughman, Surveyor)

ADDRESS: 1810 E. Thirteenth Street PHONE: FO 37162

DATE OF APPLICATION: February 12, 1962

SUBDIVISION INFORMATION:

1. GROSS ACREAGE OF PLAT Approx 10 A.

2. NUMBER OF LOTS:

RESIDENTIAL 111

COMMERCIAL 0

INDUSTRIAL 0

OTHER _____

TOTAL NUMBER OF LOTS 111

3. AVERAGE LOT FRONTAGE 80' FT.

4. MINIMUM LOT FRONTAGE 60' FT.

5. AVERAGE LOT AREA 9000 SQ. FT.

6. MINIMUM LOT AREA 8000 SQ. FT.

7. LINEAL FEET OF NEW STREETS:

A. 4500' R/W 60 FT.

B. 2900' R/W 30 FT.

C. _____ R/W _____ FT.

D. TOTAL 7,400 FT.

8. TOTAL AREA OF NEW STREET R/W:

357,000 SQ. FT.

9. EXISTING ZONING None AA

10. PROPOSED ZONING AA

11. PUBLIC WATER SUPPLY Yes (YES-NO), NAME _____

12. PUBLIC SANITARY SEWERS Yes (YES-NO), NAME _____

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

14. CITY OF WICHITA OR 3 MILE AREA: Yes

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

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

SIGNED: _____

BY: _____

AGENT/SURVEYOR: Lawrence E. Wells

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

S/D No. 62-4

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

APPLICATION FOR SUBDIVISION APPROVAL

NAME OF SUBDIVISION: Womer's Sixth Addition
GENERAL LOCATION: N. of 17th, 1 blk. E. of Meridan to Big Arkansas River.

NAME OF PROPERTY OWNER: R. W. Womer and M. R. Greer PHONE: HO 48371
ADDRESS: 434 Ohio
NAME OF SUBDIVIDER: Same PHONE: _____
ADDRESS: _____
NAME OF AGENT/SURVEYOR: Lawrence E. Wells, Architect. (C.E. Baughman, Surveyor) PHONE: HO 37162
ADDRESS: 1810 E. Thirteenth Street
DATE OF APPLICATION: February 12, 1962

SUBDIVISION INFORMATION:

- 1. GROSS ACREAGE OF PLAT Approx 40 A.
- 2. NUMBER OF LOTS: 111
 - RESIDENTIAL 0
 - COMMERCIAL 0
 - INDUSTRIAL _____
 - OTHER _____
- 3. AVERAGE LOT FRONTAGE 80' FT.
- 4. MINIMUM LOT FRONTAGE 60' FT.
- 5. AVERAGE LOT AREA 9000 SQ. FT.
- 6. MINIMUM LOT AREA 8000 SQ. FT.

- 7. LINEAL FEET OF NEW STREETS:
 - A. 4500' R/W 60 FT.
 - B. 2900' R/W 30 FT.
 - C. _____ R/W _____ FT.
 - D. TOTAL _____ FT.
- 8. TOTAL AREA OF NEW STREET R/W: _____ SQ. FT.
- 9. EXISTING ZONING None
- 10. PROPOSED ZONING AA

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

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

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

SIGNED: _____
BY: _____
AGENT/SURVEYOR: Lawrence E. Wells

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

AMENDED NOV. 1959

Womers 6th Addn

McLean would not be carried through between Meridian and 17th? traffic from west. Womer likes plat.

Ownership of property between the plat and the water line of the Arkansas River? Womer says that he understands that property goes to water line.

- ① Easement across lot is for sewer and would not damage the lot.
- ② Utility easement will go on back of lots abutting river. To be wide enough to provide for guy and anchor, telephone and electrical to use this.
- ③ Bank easement is to have dimension between south edge and front of lot so as to properly define it.
- ④ Street name change: Bella Vista instead of
- ⑤ High bank to river to be dedicated, ~~in fee for bank easement~~. Womer made this as an offer.
* Drainage ~~is to be granted~~ ^{dedicated}, bank maintenance and beautification.
- ⑥ Delete easements as shown in red on plat.

Approve for Dinal