

**District VI Advisory Board  
Minutes**  
[www.wichita.gov](http://www.wichita.gov)

**Monday  
December 6, 2010  
6:30 p.m.**

**Evergreen Recreation Center  
2700 N. Woodland  
Lounge Clubroom**

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The District VI Advisory Board meeting was held at 6:30 p.m. at the Evergreen Recreation Center Lounge Clubroom 2700 N. Woodland. District VI councilwoman led the meeting with eight (8) District Advisory Board members in attendance eight (8) city staff and seven (7) members of the public who signed in.

**Members Present**

Cathy Landwehr  
Charlie Claycomb  
Joel Weihe  
Pat Randleas  
Scott Dunakey  
Bob Aldrich  
John VanWalleghen  
Denise O'Leary-Siemer

**Members Absent**

Anita Mendoza

**Staff Present**

Terri Dozal, Neighborhood Assistant  
Lt. Everton, Fire  
Officer Schweithale, Patrol South  
Officer Douty, Patrol West  
Officer Sharp, Patrol North  
Jim Armour, Public Works  
Paul Gunzelman, Traffic Engineer  
Mike Jacobs, Public Works

**Council Member Miller** called the meeting to order at 6:31 p.m. welcoming everyone and asked DAB members to introduce themselves, give some background on where they live, what area they represent and tell how long they have been serving on DAB.

**Approval of Minutes**

Approval of Minutes for November 1 were approved as submitted (**Aldrich/Claycomb 8-0**)

**Approval of Agenda**

The agenda was approved as submitted (**Dunakey/VanWalleghen 8-0**)

**Public Agenda**

1. **Scheduled items:** None at this time
2. **Off-agenda items:** None at this time

\*\*\*\*\***Action:** Provide comments/take appropriate action.

**Staff Presentations**

3. **Fire Department Report**

*Lt. Patrick Everton* located at Fire Station #7, at 21<sup>st</sup> and Coolidge Streets reported for November there were a total of five fire losses in District 6. Two fires were accidental, two were set and one is undetermined. Of those fires you may have already known about the big one we had at 410 W. 21<sup>st</sup>. St. N. That was an accidental fire with a loss of \$80,000 on the structure, and \$30,000 in content. On the incendiaries it was very minor, so that's a good thing. *Everton* continued that a lot of times when those are set they also take lives. Some other information I was asked to give you was to explain the boot block system that we do. It is for the *Salvation Army* collections at this time of the year. We have moved it from the street corners to the shopping centers to collect money. I believe there are nine different shopping centers that we are using. We are hoping this will be very affective this way and will keep the fire fighters safer traffic wise. WPD can vouch for this. It's just pretty dangerous out there. The more we can keep our guys and gals off the street the better off we are. We're just hoping that we can still keep the influx of money for *Salvation Army* coming in. I believe that is all I have. If you have any specifics I can give you the addresses to the other District 6 fires we had. However, really they are pretty minor in comparison to the one I gave you. The other biggest one we had was on 2110 N. Fairview it had approximately \$10,000.00 damage. The one that was set was around \$1,000 so that's good.

**Miller** asked if there were any questions for the Lt. and there were none so **Miller** thanked the Lt. for coming.

\*\*\*\*\***Action:** Receive and file

#### 4. **Community Police Report**

**Patrol West:** *Officer Robyn Douty* reported she was filling in for *Officer Williams* tonight he couldn't make it as he was at another meeting. He gave me a few topics that are going on at the West side not necessarily just for the West side but probably for the whole city. *Douty* said usually around Christmas holidays we have an increase in auto thefts mostly due to the cold weather. Last week we teamed up with auto detectives from early morning shift, I think it was like five a.m. until eight or nine a.m. We went around to a lot of the Quik Trips and gas stations basically warning people about leaving their cars running while they run inside the store. Also, crooks look for people at home warming up their vehicles, those two areas the home and the gas stations. We're getting hit pretty hard with auto thefts from those areas. Also during Christmas holidays we get a lot of home break-ins due to Christmas presents and outdoor lights. Decorations are being stolen for some reason that's a hot item to have. As far as traffic issues go we didn't have any in the DAB 6 area. We didn't have any high accident intersections on the West side but I can give you a couple of the high accident intersections for the West side, they are Central and Maize, Kellogg and Seneca were tied for 1<sup>st</sup> with five accidents for Nov. Kellogg and Maize and Kellogg and Mid-Continent had four. Kellogg and Meridian, Kellogg and West St. had three basically the common denominator being Kellogg. Maybe not all the accidents were necessarily on Kellogg but under the over passes. Everyone has to take Kellogg at some point in their lives but just try to be careful. We're trying to do a lot of special assignments on Kellogg over Christmas. I think they had, I don't remember if it was 16 or 17 DUI'S within a week on Kellogg on their saturations. We're trying to hit it pretty hard, as people like to drink on the holidays. That's all I have for the West side unless somebody has questions.

There were no questions asked so **Miller** thanked the officer.

**Patrol South:** *Officer Schweithale* reporting for the Old Town area stated that last month I talked a little about the increase of larcenies, vehicles and some of the proactive steps that we are doing on special assignments and those types of things. As far as that goes I ran the crime stats this morning on the GEO crime and we had a huge decrease on larcenies obviously we had to arrest some suspects from last month. Also I did some intelligence work on some special assignments. This was hit really hard last month and it is showing. In fact on these maps where we have an increase in crime you'll see big red dots and if you don't have anything you won't see any color change. We actually have a blue dot which is the reverse; it's a reduction of the average. I don't know if the cold weather plays into that but we like to think that some things we are doing affected this as well. Also in Old Town there was an increase in aggravated assaults activity due to a large amount of people that were going to certain clubs in the area. With the amount of resources and officer's that we had, we had to pull from other areas to come and assist in closing Old Town. We are trying to get people to get to their cars safely and stop congregating around.

**Patrol North:** *Officer Sharp* reported he is the 48 Beat coordinator and we've been talking a lot about preventative measures. I thought I'd just throw out a couple of things we've been doing at Patrol North in the past 30 days. One of those is what you've seen on the news quite a bit, we're working special assignments for some banks that robbers were hitting all over the City. Obviously we now have a few people in custody and you probably have seen that on the news. Prior to that we apprehended another person as well and there is a couple of others that we are also looking at. At this time of the year things like that always increase. We're out there trying to track these guys down. We're trying to get them all in custody of course as soon as we do there will also be others to follow along, I'm sure. So I hope to see that decreasing real soon. I couldn't tell you exactly yet how much it has decreased since we've made those arrests. Other than that along 21<sup>st</sup> St. we've had several businesses that were broken into. Kind of a similar MO, the doors were pried open with some kind of pry tool and it's kind of odd that there was stuff taken that really wasn't of much value. One of them was some old aluminum cans, and odd ball things. It kind of makes you wonder who's doing that. We will keep an eye out and we might have to do a special assignment on that in the future. That's about all I have unless you have some questions for me.

Someone in the audience asks about graffiti on a concrete wall of the big ditch near 37th St. N. & Arkansas St. *Sharp* said he has never of heard of that and would have to take a look at it. Is it up there now? Someone said yes. *Sharp* said we'll take a look at that and obviously I've done a lot of graffiti monitoring but I've never heard of that one.

\*\*\*\*\* **Action:** Receive and file

## New Business

### 5. Floodway Crossing

*Jim Armour, P.E. City Engineer* – Co-Director of Public Works & Utilities presented an update for a transportation connection between I-235 and West 13<sup>th</sup> street across the Wichita Valley Center Floodway. *Armour* stated he appreciated the opportunity to come out tonight and present this project along with *Paul Gunzelman, Traffic Engineer* and *Mike Jacobs, P.E. Special Projects Engineer*. Both of these gentlemen have been involved with me in development of this project. I think you all know that there has been some traffic congestion problems related to the Zoo Blvd. & I-235 exit and I'm going to cover this tonight. In over the last 15 years there have been three different studies done in that corridor. The biggest issue is getting East/West traffic flow thru Wichita. With each study there have been improvements made by the city such as widening Zoo, widen 13<sup>th</sup> street and Central, and improving the intersection at Central and I-235. We've even worked with KDOT, when they've widened, we re-did the bridge over the Big-Ditch and stripped it to three lanes instead of the two. That's helped some as well. But we have almost exhausted every other plausible option to improve East/West traffic control flow across the floodway.

*Armour* continued saying there has been a lot of rapid growth on the West side of town. The third study shows the volume increase of traffic crossing is on a D level of service. The level of service in a traffic study ranks A B C D E F it's just like in grade school the F is the worst. The traffic was already was at that level and they predict by 2030 it would be beyond an F. It would be a complete gridlock. So again we've looked at different options and a lot of the same ones that we did the first time.

The 13<sup>th</sup> street ramps coming off of 235 were rejected early in the study process by KDOT and FHA so that option was taken off of the table and the rest of them were studied. Obviously the problem didn't go away as there is still congestion. We were fortunate to get enough pictures from the police helicopters showing the congestion in the afternoon rush hour and you can see how the traffic is backed up on to the shoulder of I-235 coming into Zoo. The double lane there is Zoo Blvd., then I-235 and across the middle of the screen horizontally is Zoo Blvd. and the floodway-bridge is over there on the left.

In '07 we started looking at this. We put out traffic counters, we borrowed some from KDOT, we borrowed some from the county we went out there in May put down 40 counters, did an in-depth tour-analysis. We also got a video camera I even borrowed my son's video camera and set it up on a tri-pod so that we could record all that we could to make sure that we had the right counts where people were going. When we did that we got the a.m. peak and p.m. peak times and what we found is that in the morning I think there's 2400 vehicles an hour going E. bound over that floodway crossing and 818 of them turned to go S. on I-235 and remember that 818 number that's in the peak hour in the morning and then in the afternoon we see the reverse.

We got 828 of them turning off of I-235 and going left to go across the flood-way bridge. And the 828 out of 2518 is 32.9% the other number in the morning is 33.2%. It's almost identical 33% 1 out of every 3 cars going across that flood-way Bridge in the morning and 1 out of every 3 cars going across directionally in the afternoon are coming off of I-235. Then if you add in the other ramps about 17% of them come from the other directional I-235 so a full 50% of the traffic going across that floodway bridge comes off of I-235 in the morning and again in the afternoon leading to this congestion.

I think the deal is if you're going to build a crossing across the floodway the solution is why not build it to connect the two points that carry the most traffic. That is traffic going to South bound on I-235 in the morning and traffic going West off I-235 in the afternoon. So we looked at this option why not build those ramps that could exit directly off of I-235 and connect into Windmill or 13<sup>th</sup> St. over on the other side of the floodway. We knew that option had been discarded by KDOT and FHWA so we had our work cut out for us. If we were going to get approval because we can't go out and build ramps off of I-235 without approval from the Federal Highway Administration in Washington D.C. to get approval so, and we had to start at KDOT level. So we did that and I met with Deb Miller showed her this concept she said that she would approve it if it would meet with requirements for the break and access. A break and access is a term used by FHWA to describe adding ramps off of an Inter-State. So we worked with a consultant and developed some plans that we thought were good we thought this here was most affordable provided the maximum benefit and it also would have the least impact on properties. So in 2008 we did that at the end of '08 and in '09 we had met with **Council Member Fearey** at the time and she supported that option because I think everybody could see that it would provide more relief especially at the 13<sup>th</sup> St. crossing directly over the bridge over the floodway. So in '09 the Council authorized the selection of a consultant to proceed with an official break and access study and in July that consultant was hired and started work.

*Mike Jacobs* who's been working with KDOT throughout this along with *Paul Gunzelman* said the break and access is really getting permission to make a connection onto the highway system and in this case since it is an Inter-State we have to get that permission from the Federal Highway Administration. *Jacobs* said this was important project to our citizens. This is a big deal in our community, and so we were trying to hit the ground running and almost instantly we ran into a problem with a Metropolitan Transportation Plan which creates a traffic model of the whole region that hadn't been updated for a number of years. FHWA told us that they would prefer if we would wait until the new model and plan were developed. And you know that getting the break and access from them would require them to give us an exception to two of their policies:

1. Spacing of inter-changes which this one would be shorter than what they would normally approve
2. A partial change it doesn't provide for every movement

And there policies are: We don't approve of any interchanges that don't provide all movements.

So we're going thru this process trying to do everything we can to give them a reason to say yes, because they have every reason to say no. And so we're kind of up against it to start with. One of the things you have to do is you have to address 8 points. Those 8 points essentially boil down that you have to prove there's no other possibility that will serve the need that you have. If there's anything else that you can do it's a no to the request.

So we started out, we studied 19 different options some of these were interchanges at other locations. Jim went through the early studies a lot of those were repeated. It was improvements to the local street network 1 of them #4 up here and I know that you can't read this was widening Kellogg further, creating more capacity at K-96.

Even #18 up which I know you can't read is Transportation System Management and what that is, is look at your community can you change your shift workers? Can you get people to drive at different times? Can you develop a different transit system? We had to look at all those options because as far as FHWA is concerned that's a viable option.

Once we had the 19 options we knew that was way too many so we narrowed it down to 7 options and we got them to agree we would drop it down to 7 and we tried to develop computer models for just those 7. By the time you have all the different permutations of those 7 models we ended up with 25 computer models that's a lot.

But again remember they have every reason to say no and we're trying to get them to say yes.

What these models do is they let you get vehicle miles traveled, vehicle hours, the que links, how much time it takes people to drive through the area, how much delay is in the road network. We did a lot of things besides just use models we were almost in daily contact with KDOT and FHWA. One of the things that we asked the City Council to do and they did approve was go ahead and start the design even though we don't have the break and access. The reasons for that is such a great need if we waited until the end, of course there's months that the public's not going to be able to use the facilities. So we were getting a start on it, we're taking a risk. But at the same time we continue on a parallel path working on this break and access study.

After the initial traffic modeling work KDOT again wanted more information they wanted to know the impact on the Kellogg & 235 interchange they're working on a design there. So we had to back up and provide that information and predict what the negative impacts would be on that interchange. FHWA required us to demonstrate that all these options here the triple lefts coming off the interchanges closing Westdale that those options don't serve the need. It's not just- we have a lot of good feel for what will work and what won't, it's that we actually have to prove it.

We produced that data and finally in October were able to submit the break and access request. The one that we thought had a good chance of being approved and in November KDOT did actually approve and forwarded it on to FHWA. I don't want you-let me back up remember we are also starting the design so we're at the same time we're beginning our design we've had some meetings with KDOT getting the basic road perimeters How tall is the bridge, how many lanes, what are the curbs, and how does it tie in on each end a lot of technical details trying to get that approved up front so we can go as quickly as we can.

In the mean time FHWA asked us for more data - some more crash data. They want more details about our traffic models how we developed and how they actually work with technical functions of those models. I don't want to make it sound like they are holding us back because they are really trying to work with us and to conduct this break and access study and

do it in a manner that they can approve it. Trying to eliminate all other options because they know that's what we ultimately have to do. We've had a lot of formal meetings with them but we're also like I said in contact with them almost constantly. We recognize that FHWA has to basically give us an exception to their policy but we think we've done a good job with this and we're hopeful. I'm expecting to hear something around the end of the year or 1<sup>st</sup> of next year, but they could be coming back asking for more information. I think we've given them everything they need and I'll answer any questions if you have any.

*Armour* said he wanted to thank Mike Jacobs and my staff for working on this. *Paul Gunzelman* put in a lot of effort on this early on helping develop this concept and get it going. I think that this is a great solution to a really complex congestion problem that the City of Wichita has. We've done everything possible in our power. We've taken it step by step all the way through the process to ensure success. I've found over the years you can't just go ask somebody they can we do this or the answer will probably be no! We started a little different route this time and we got some buy in from KDOT early on in the process and that was real helpful and they have supported us throughout this process and even though some of the local FHWA people in Kansas City had opposed it.

I am hopeful that we get approval for this and that we can construct I think a good solution to a congestion problem that has served the community for years and years. We just want to let you know that they are working hard on this. We hope they will give approval but it's that possibility that somebody says no. If I had an answer by December 24<sup>th</sup>, that would be the best Christmas I ever got!

**Aldrich** asked we've talked about the plan here a couple of times when I had the pleasure of serving on the Steering Committee for the 235, Central and Kellogg project. I do know that speaking for the Orchard Park Neighborhood Association they love us, because that means that there is not going to be a Bridge off of 13<sup>th</sup> St. to take out homes and other property. I do also know that the District V Council Representative is very supportive of this. The public hearings that you have had on this have yielded some good support on this too. Having said all of that I'm not going to be a stickler here, but we also discussed since your going to acquire some property by the church over there off of Hoover just N. of Robinson and to move the Hoover there a little bit that one of the biggest issues that we have in the Orchard Park area and we've talked about it is building in the paving part from 9<sup>th</sup> St. connection to the 13<sup>th</sup> St. as right now it's presently a dirt road. When you look at doing certain plans for the traffic up on 235 & ZOO, anytime you do something you always have something going on in someone's back yard too. In this particular case it happens to be in our back yard. One of our major concerns and issues is paving or the lack of paved roads in our area. In that particular portion of the district in the City we have more dirt roads than any other section within the City Limits. What this would do to pave is it would open the door down the road for the arterial connection between Hoover and Robinson which we had a bit of an issue with here a couple of months ago on a project.

**Aldrich** continued saying I also think it could open the door for Curtis from Robinson up to Hoover eventually down the road which is a major issue of mine and the neighborhood. So I guess to make a long story short here, my question is can that still be put on the table? You're still going to have to acquire property anyway to move Hoover again that's a perfect opportunity to get this done.

*Armour* responded we've looked at paving that and we thought well that dirt road and the dust keeps the country feel for that neighborhood and we're positive you wouldn't want to miss that. In all seriousness we did look at that and the policy is generally hey those streets have to be petitioned and accessed to the adjacent property owners however, in this case I believe that it's appropriate that the project would pay that connection on Hoover to 13<sup>th</sup>. Even though it's kind of a residential type neighborhood street and it's generally assessed I believe in this case it would be best if the project paid the cost to pave that.

**Aldrich** said he fully agreed with him. Who owns the property just to the west of the roadway? It's not owned by residential.

*Armour* said its one side but we have that issue in a number of places in town. In this case I think we can make a good argument that the project could pick up that cost, and I'll argue for that case. **Aldrich** said he would argue for that too.

**O'Leary-Siemer** asked if the bicycle path that is underneath there what will happen to that. How will that be resolved?

*Armour* said the bike path should not be affected through there as you know it's connected there from Westdale over there to the bridge and then it goes under the bridge on the south end and then across the bridge and should not be affected. Matter of fact it was-I think one of the options we were forced to look as was closing Westdale and you know we were adamantly opposed to that internally and we had to do a considerable amount of effort to turn that around. I don't think that served the interest of the citizenry of Wichita. The bike path will stay the same.

**Claycomb** said he avoids Zoo Blvd. as it is terrible. My daughter worked out there at one time and I had to pick up my granddaughter. I just hated going through there so anything that we can do to get the traffic settled we could easily use that new bridge. It would only make it better.

*Armour* said thanks and a lot of times it's often referred to as the floodway barrier. When we're arguing this point with FHWA I said well you know it's really the I-235 barrier because if it was only the floodway we would probably have another crossing or two across there. So, I don't know if that made too much headway but it made the point.

**VanWalleghe**n said I don't have a question but I do want to say that up in Benjamin Hills we're so ecstatic that this is taking the pressure off of the 25<sup>th</sup> St to the 29<sup>th</sup> street Bridge. The last thing in the world we wanted was all that traffic coming down 25<sup>th</sup> St. so we're very happy with this option.

*Armour* said thanks. It's not completely without impact but I think it really has the least impact of any of the options considered previously.

**Miller** asked if there were any other questions or comments. A couple of things that you didn't mention were that The Governor has written a letter of support to, Transportation. The Secretary has responded that he got the letter, and I think our federal delegation has also been alerted to the project that we're working on it. These gentlemen have left no stone unturned in terms of trying to get this break and access approved.

*Armour* said thanks for bringing that up **Councilmember Miller**. *Governor Parkinson* did write a really good letter of course I think Dale Goiter helped draft part of that but I think it was very supportive.

**Miller** thanked the group for the hours, and hours, and hours of work they have put into the project.

\*\*\*\*\***Action:** The District VI Advisory Board received and filed the information presented.

## 6. Traffic lights on 13<sup>th</sup>

*Paul Gunzelman*, Traffic Engineer presented that The Historic Midtown Citizens Association and residents in the immediate area requested to review the traffic signals on 13<sup>th</sup> Street at Main, Market, Topeka, Emporia, and St. Francis to see if they continued to meet warrants for stoplights and if not, consider removal. *Gunzelman* said they had obtained traffic counts at each intersection, reviewed crash data, and reviewed the intersection for sight obstructions. The intersections of 13<sup>th</sup> & Topeka, Emporia, and St. Francis no longer meet warrants for signalization. However, the building on the NE corner of 13<sup>th</sup> and St. Francis would be within the sight distance triangle if the traffic signals were to be removed and stop signs were to be installed. *Gunzelman* said based on the data collected, the City will flash the traffic signals at 13<sup>th</sup> & Topeka and 13<sup>th</sup> & Emporia for 30 days to determine effect on traffic, both local and commuter. Public comments received during this time will be noted. Public safety will also be monitored during this time. *Gunzelman* finished saying after the 30 day trial period, staff will evaluate data collected and determine if the traffic signals can be removed.

**Aldrich** asked if 30 days was enough or would he prefer 60 days for the study. I support taking those lights out because North-South traffic with flashers people don't pay attention to now. *Gunzelman* said he could go with larger signs and thirty days is what we have done in the past.

**Aldrich** asked when was the study done. *Gunzelman* responded while school was in session during the spring.

**Dunakey** asked how the 13<sup>th</sup> St. signals would impact other signals and could there be back up on 13<sup>th</sup>. *Gunzelman* said cars crossing signals at 13<sup>th</sup> and St. Francis and Broadway shouldn't have back up.

**Dunakey** asked why the rush for this project? **Miller** said this had been a citizen's formal request from one year ago and it's been a long time to get to this point. The results from the consultant are not for another 6 months.

**Miller** said this would be a trial period at present.

**Landwehr** said she didn't have a problem with a 30 day trial. It's better to get this taken care of as soon as possible due to speeding cars.

*Ellen Niedens 1415 N. Topeka and Ron Robertson 1425 N. Topeka* said this wouldn't work if we don't resolve the egress problems.

*Sharon Fearey 1323 N. Emporia* said there has never been any trouble at 13<sup>th</sup> and Emporia. Two-way streets shouldn't happen if you get on Topeka there is lots of traffic that gets you straight through. The stoplights we have now are past its time, they don't meet the needs anymore. The stop lights also cause our air quality to be poor due to cars sit backed up with their engines idling. I believe a trial of 30 or 60 days is good.

*Alan Fearey 1323 N. Emporia* said the emphasis here is to comply with the neighborhood plan. Car should use Broadway and 13th as arterials. Once people get used to it they will have no problem with it.

**Aldrich** asked if in 30 days would your department get all the info they need from the study. *Gunzelman* responded yes as long as we get info from the peak times.

**Aldrich** asked if any emergency vehicles would be affected. *Gunzelman* said they travel on Murdock.

**Dunakey** asked if they had looked at other design options for stop signs as you could possibly see an increase in traffic on Topeka off of 13<sup>th</sup>.

**Miller** said if anyone had concerns or issues could call her or *Paul* at 268-4393.

**Miller** announced there would be a meeting on Thursday Dec. 16<sup>th</sup> at 6:30p.m. in the Midtown Community Resource meeting room to discuss the next phase of the neighborhood plan and I encourage you to attend. **Miller** stated it has been proven that traffic moves slower on two-way streets.

**Landwehr** asked how the neighborhoods stop light changes were being publicized. *Gunzelman* said there would be a clear short message on message boards along 13<sup>th</sup>. *Gunzelman* also included he would come back in Feb. to DAB with the results from the study.

**Claycomb** said at 1<sup>st</sup> and Washington there was the need for a stop light.

*Gunzelman* finished saying he would possibly start the study on 12-15

**Miller** thanked *Gunzelman* for coming to speak on this topic.

\*\*\*\*\***Action:** The District VI Advisory Board received and filed the information presented.

## 7. **DER2009-08: Downtown Master Plan**

*Scott Knebel*, Planner reviewed the Downtown Master Plan for Wichita, a 20-year blueprint for the revitalization of downtown Wichita. *Knebel* said the plan took approximately 12 months to complete and involved input from thousands of community stakeholders. The end result is *Project Downtown: The Master Plan for Wichita, November 2010* that was unanimously adopted by the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC) on November 18, 2010 as an amendment to *The Wichita-Sedgwick County Comprehensive Plan*.

The plan identifies market demand for as much as \$500 million in private-sector capital investment over the next 15-20 years that would result in an estimated 1,500-1,600 new housing units, 125,000-175,000 square feet of retail space, 400,000-480,000 square feet of office space, and 350-475 hotel rooms. The plan also outlines 43 action steps for accomplishing this revitalization potential through efforts focused on creating unique downtown places, expanding transportation choices and enabling development. An estimated \$100 million in parking, streets, and parks/open space improvements are recommended to be made in conjunction with the private-sector revitalization projects.

In addition to being adopted by the MAPC by a 14-0 vote, the Plan has received unanimous endorsements from the Wichita Downtown Development Corporation, Visioneering Wichita, Wichita Metro Chamber of Commerce, Young Professionals of Wichita, Transit Advisory Board, Go Wichita, and Wichita Area Association of Realtors. Support of the

Plan also was indicated at presentations to the Historic Preservation Board, Park Board, Library Board, and Sedgwick County Association of Cities, Wichita Independent Neighborhoods, and Old Town Association. Only the Park Board had any members that expressed opposition to the Plan, and their opposition was based on the expense of the Plan and subsidies to developers rather than concerns with the park-related elements of the plan.

**Dunakey** stated he needed to abstain from voting as he is part of the consultant team for this project.

**Aldrich** said this was a great plan and a crown jewel for Wichita but he had concerns about financing. The City has already authorized dollars for this and more to be used later. How wise it that at this point and why not table the project till the economy turns around. *Knebel* said the money was coming from private not public investments.

**VanWalleghen** stated this was a great plan but it had something missing. You need a full service grocery store and I don't feel like anyone is addressing the pedestrian environment. *Knebel* said there are not sufficient residences to support a grocery store. We would need residential area twice the size of this plan to support a downtown grocery,

**Claycomb** said he has lived six years downtown with no grocery store and didn't feel it was an issue.

**Landwehr** said the Dillon's at 13<sup>th</sup> and Waco left us in the neighborhood so I don't know what store would go down there. It's possible a grocery store downtown would draw people from surrounding neighborhoods.

**O'Leary-Siemer** asked what about train traffic. *Knebel* said he didn't know if union station would support it.

**Weihe** asked if there was affordable housing down there. *Knebel* answered there is some affordable housing but not the kind most people want. It would be some federal housing but you could probably get low income tax credits.

**Miller** said there was to be mainly re-developing of these buildings and not much for low income level.

There were no public comments.

\*\*\*\*\***Action:** The District VI Advisory Board recommended that the City Council adopt *Project Downtown: The Master Plan for Wichita, November 2010* as an amendment to *The Wichita-Sedgwick County Comprehensive Plan*.  
(Claycomb/Landwehr 7-0 and 1 abstain Dunakey)

### Board Agenda

#### 8. Problem Properties

**Aldrich** said his previous complaint at Hoover had been taken care of and thanked the Councilmember for her help.

\*\*\*\*\***Action:** Receive and propose appropriate action.

#### 9. Neighborhood Reports

**Randleas** asked about a City system where she would have to sign for a complaint and have it notarized. She said she filed a complaint for OCI and had to have her signature notarized.

\*\*\*\*\***Action:** Receive and file.

### Update from Councilmember

- Opportunity Project at January DAB meeting. **Miller** said this is a new exciting pre-school for the neighborhood being built by money from *Gary Downing* with 20% coming from other grants. He hopes to have it built soon. The facility will have partnerships with USD 259 and other agencies. We found a new home for the boxing club. The area was selected because we have so many resources such as Grace Med., the Library, Head Start and the Recreation center. The plan has already been approved by the Park Board. This program will serve up to 200 kids a year.

**Announcements**

- Next DAB meeting will be on Monday, January 3, 2011

With no further business to discuss the meeting adjourned at 8:35 p.m.

**Guests**

Joe Bitner

Ron Robertson

Dick Siemer

Patty Stuever

Alan & Sharon Fearey

Nick Esterline

Respectfully Submitted,

Terri Dozal, Neighborhood Assistant