



North
Old Town
Public
Infrastructure
Assessment

January 2008



**North Old Town
Public Infrastructure Assessment**

Prepared By:

Advanced Plans Division
Wichita-Sedgwick County Metropolitan Area Planning Department

Under the Authority of:

Wichita City Manager

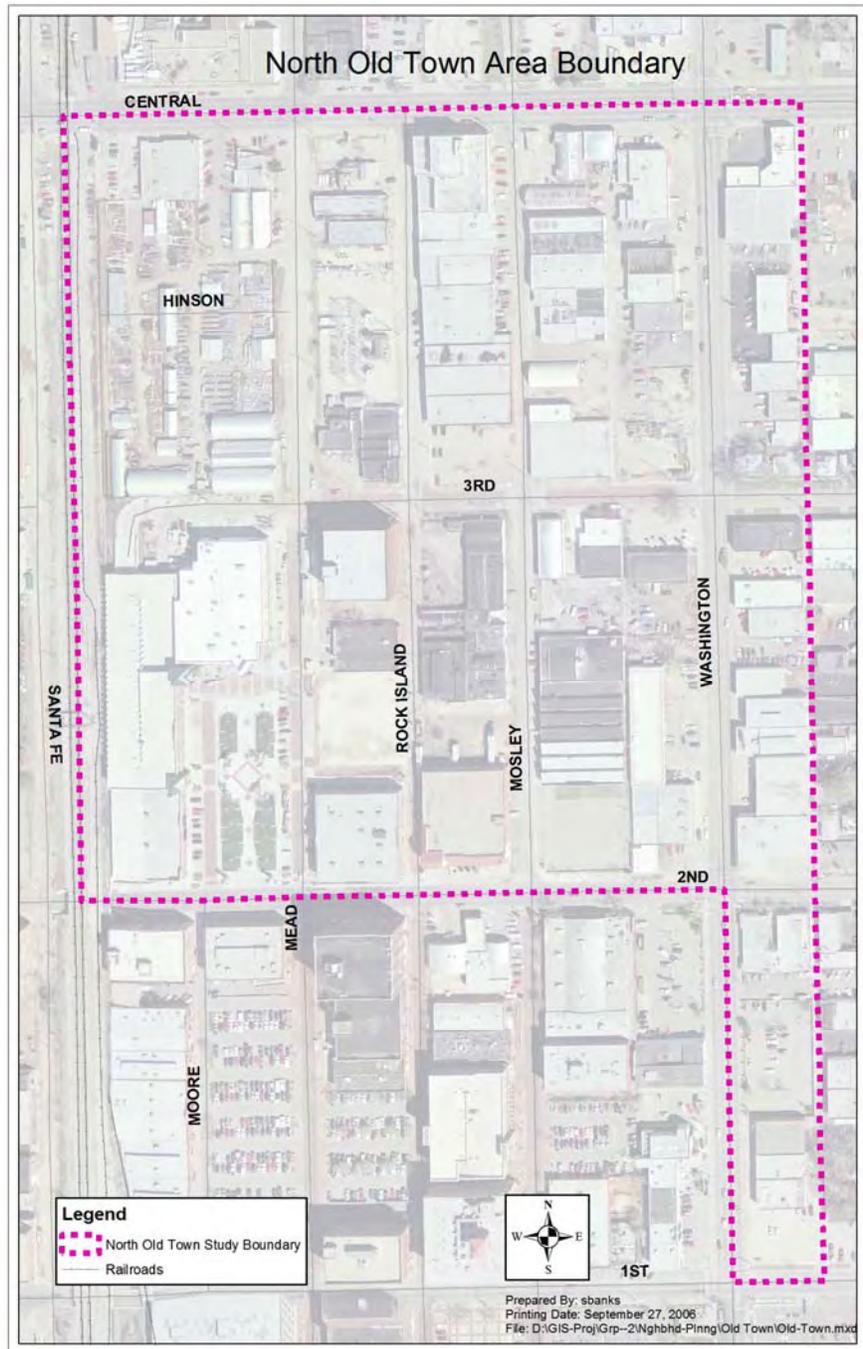
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Study Boundaries

The boundaries of this public infrastructure improvement study area are described as follows: the central rail corridor on the west; properties fronting the east side of Washington Street on the east (extending south to 1st Street); 2nd Street on the south and Central on the north. The study area boundaries encompass approximately 40 acres and are shown on the map below:



Planning Process

Oversight Committee

An Oversight Committee, consisting of City staff members, two Old Town Association members, four Central Area Development Group representatives and private sector representatives, were appointed by the City Manager to provide direction in the development of this assessment. The members of the Oversight Committee are listed below:

Jim Armour	City Engineer
John Belford	The Central Area Development Group
Allen Bell	Economic Development Administrator
Ryan Bendell	The Central Area Development Group
John Brewer	Old Town Association / Wilson Darnell Mann
David Burk	Old Town Association / Marketplace Properties
Terry Cassady	Development Assistance Director
Chuck Grauel	The Central Area Development Group
Jim Korroch	Marriott Courtyard
Scott Moore	Assistant City Manager
John Philbrick	Director of Property Management
John Schlegel	Director of the Metropolitan Area Planning Department
David Warren	Director of Water and Sewer
Ed Wolverton	Wichita Downtown Development Corporation
John Zakas	The Central Area Development Group

Wichita-Sedgwick County MAPD support staff:

Dave Barber	Advanced Plans Manager
Christy Rodriguez	Project Manager / Associate Planner
Scott Knebel	Principal Planner
Stephen Banks	Senior Planner
Scott Wadle	Associate Planner
Kathy Morgan	Senior Planner, Office of Historic Preservation

The Oversight Committee, as appointed by the City Manager, met once a month from September 2006 through February 2007 to review the condition of existing public infrastructure and other factors influencing redevelopment potential, and to develop improvement recommendations.

On March 7, 2007, all property owners within the study boundary were invited to attend a community stakeholder meeting, in which the assessment's recommendations that had been developed thus far, were presented. This meeting served its purpose, for it invited comments and input into the process from property owners and business owners throughout the North Old Town Area. City staff learned about the existence of the Central Area Development Group, a business association that had been inactive, but had intentions of reorganizing and becoming active again. Following the Community Stakeholder meeting, City Staff added four representatives from the Central Area Development Group to the Oversight Committee to ensure that this group's interests were represented as well.

Representatives from the Central Area Development Group requested City Staff to temporarily stop moving forward with this assessment and allow the Central Area Development Group some time to meet, get reorganized and to discuss the North Old Town Public Infrastructure Improvement Assessment internally and then hold another community stakeholder meeting to answer any questions. City staff agreed, and the Central Area Development Group met July 17, 2007, which was followed up with a second community stakeholder meeting on August 21, 2007.

The Central Area Development Group also played an important role in decisions pertaining to the 3rd Street Stormwater Drainage Improvement Project, for they were key in the Oversight Committee's recommendation to replace the brick on 3rd Street after drainage improvements are installed. They also represent the business owners of the North Old Town Area as opposed to the business owners of the Old Town Association--which often times have different viewpoints.

<u>Meeting Date</u>	<u>Discussion Topics:</u>
September 29, 2006 -	Overview of the Project's Purpose & Planning Process, Presentation of Evaluation Results
October 20, 2006 -	Observations about the North Old Town Area, Assessment of Future Redevelopment Possibilities
November 17, 2006 -	Rehabilitation Potential / Improvement Opportunities, Screening of Electric Substations in Downtown Areas, Potential Mix of Land Use, Type and Size of Buildings
December 15, 2006 -	Projected Land Use Distribution, Projected Parking Spaces Needed, and Projected Number of Units/Occupancy
January 19, 2007 -	Review and Prioritization of Recommendations
February 16, 2007 -	Review of Design Guidelines for Public Infrastructure Improvements & Cost Estimates on a Street-by-Street Basis
March 7, 2007 -	1st Community Stakeholder Meeting with survey
March 29, 2007 -	Central Area Development Group - Next Steps Meeting (Asked to allow time to get reorganized)
May 3 & 4, 2007 -	Mead Street Design meeting & 3rd St. Stormwater Drainage Improvement Project meeting
July 17, 2007 -	Central Area Development Group's internal meeting
August 21, 2007 -	2nd Community Stakeholder meeting
September 5, 2007 -	Dept. of Public Works meets with property owners regarding Mead St paving project and 3rd St Stormwater Drainage Improvement Project
December 7, 2007 -	Oversight Committee meeting – Review Draft Report
January 9, 2008 -	Oversight Committee meeting – Finalize Comments

Executive Summary

Background

The *Visioneering Wichita* initiative identified the strategy of “*making downtown a vibrant community and destination point for our residents, visitors and businesses.*” The Old Town District in east Downtown Wichita has emerged as a key element of this strategy. With the downtown Sedgwick County arena becoming a reality, the Old Town District has the potential for further redevelopment and expansion. In the last few years, the North Old Town area has experienced some changes including the development of the Old Town Square Addition, the Courtyard by Marriott, and Belford Electric among others. As different types of developments come into the area, different types of public infrastructure needs are identified. It has become apparent that the City may continue to be called upon by property owners within the North Old Town area for public infrastructure improvements and that the City should be better prepared to respond to these requests/needs.

The drainage improvement project scheduled for 3rd Street in the North Old Town area is an example of a public infrastructure improvement project that is in response to property owners' numerous reports of flooding over the last ten-plus years. The drainage system is undersized; and therefore, flooding has been a big issue for several years in the North Old Town area. Public infrastructure improvements take time to financially plan for, design, and implement. So, the City wants to be better prepared to plan for and respond to known public infrastructure needs, as well as, anticipated public infrastructure needs should redevelopment continue throughout the North Old Town area.

Process Outcomes

Although some property owners want the area to remain as it is, and are not interested in public infrastructure improvements (other than drainage and street lighting improvements); some other property owners want public infrastructure improvements and want to expand the character of Old Town into the North Old Town area. With the exception of drainage and street lighting improvements, no consensus has been reached as to any of these public infrastructure improvement concepts. With that being said, several outcomes have been achieved throughout this process:

- The Central Area Development Group recently reorganized and have become active again
- The Oversight Committee made a recommendation that the brick on 3rd Street be replaced after the stormwater drainage system is constructed.
- The Mead Street Paving Improvement project is currently being designed, and the Wichita City Council has approved funding to assist with a portion of its project cost.

Purpose

This assessment is meant to serve several purposes:

- 1) To provide information about the area to the Wichita City Council so that council members have the ability to make informed decisions regarding potential future public infrastructure improvements
- 2) To ensure that future public improvements are implemented in a coordinated and efficient manner.
- 3) To inform property owners regarding redevelopment possibilities.
- 4) To identify a series of potential public infrastructure improvements, as well as, implementation guidance should the decision be made that improvements are desired or necessary
- 5) To better prepare the City to support and facilitate the possibility of future redevelopment opportunities in the North Old Town Area.
- 6) To identify properties that may be eligible for individual listing on the National or Kansas Registers of Historic Places and identify potential funding sources should the property owners decide to redevelop or make public improvements

Based on community stakeholder and Oversight Committee feedback, this assessment evaluates the condition of existing public infrastructure, identifies potential needs, provides insight into the varying opinions of property owners, addresses factors influencing redevelopment potential and provides preliminary cost estimates so that the City of Wichita has the ability to make informed public infrastructure decisions in the North Old Town area, as necessary.

At this time, there is no funding scheduled to implement public improvements other than improvements listed as projects "In the Works." Future redevelopment will be property owner driven.

Section 1

Community Stakeholder Input Regarding Public Infrastructure Improvements

Based on community stakeholder input, there are three different sets of opinions as to what the future of this area should be both in regard to public infrastructure improvements, as well as, the overall character of the area. With regard to public infrastructure improvements, below are three different sets of opinions:

- 1) Some property owners desire the area to remain as it is, and are not interested in public infrastructure improvements other than drainage and street lighting improvements.
- 2) Some property owners that have already redeveloped their property are interested in figuring out how to make public improvements, but may not own 50% of the property along the block and/or cannot get 50% of the owners to sign the petition and therefore are not eligible to file a petition for such improvements. Under current City policy, these property owners may have to live under current conditions until more than 50% of the property owners agree to improvements or until the City deems it necessary to order-in the improvements.
- 3) Some property owners are interested in selling or redeveloping their property, but are not interested in incurring expenses to make any associated public infrastructure improvements.

These opinions reflect the needs of their property, based on the general concern for the condition of public infrastructure throughout the area negatively affecting their business, based on the level of personal financial commitment that would be necessary to implement the improvement, and/or based on a fear that property taxes would increase as a direct result of the improvement.

Outlook on Water, Sewer & Stormwater

Since water and sewer line replacement and drainage improvements are typically paid for through Capital Improvement Program funds and Stormwater Utility funds, the majority of property owners welcome these improvements. In fact, drainage issues were probably the property owners' number one concern pertaining to public infrastructure needs in this area. (Once the 3rd Street drainage project is complete, this should resolve the majority of the North Old Town drainage issues.)

There seems to be a general dissatisfaction of the City, especially with regard to projects that were implemented several years ago that may have had a negative impact on their property. Issues that have been brought out through this process include drainage issues that may have resulted from the Old Town Square development, as well as, parking issues. As a follow-up to these concerns, the Wichita Department of Public Works has met with the North Old Town property owners to explain the 3rd Street drainage project in detail and to answer their questions about the project.

Outlook on Street Improvements

Street improvements were another hot topic. Since street improvements are typically financed by a combination of City funds and special assessments, several property owners are concerned about how street improvements would be implemented and how this would financially impact them. Although street improvements are typically financed through special assessments, alternative methods of funding street improvements are outlined in Section 6, should property owners petition for street improvements or should the City deem the improvements necessary.

Outlook on Streetscaping Improvements

Property owners voiced support for additional lighting throughout the core area. No consensus was reached regarding the character of the area. Please see page 41 for additional details regarding this issue.

Other Property Owner Concerns

There's also a general fear amongst some property owners that the City will design projects without talking to the property owners throughout the design process. The North Old Town property owners are extremely interested in continuing communication between the City and the property owners to ensure that the design is a win-win situation--meeting the design needs for both the City and the property owners.

(Refer to page 41 to review varying opinions regarding the overall character of the Area.)

Section 2

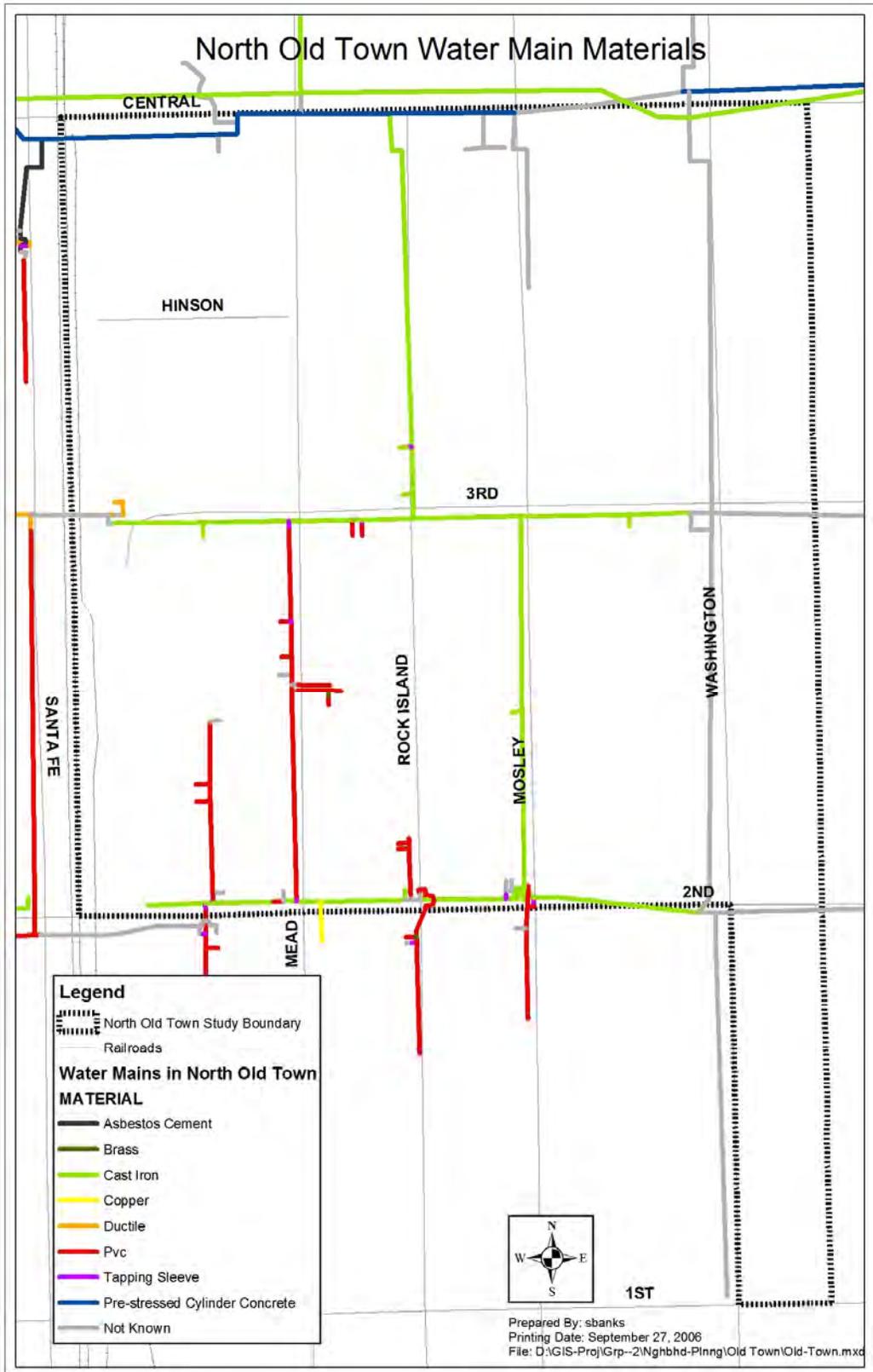
Evaluation of Conditions and Needs Assessment of Existing Public Infrastructure

2.1 Water and Sewer Lines

The water and sewer line size, material, and date of construction were inventoried throughout the North Old Town Area. The water mains that run along 3rd Street and Central, through the entire project area, are planned for replacement within the next two years. In addition, a water line along Washington, from 2nd Street to Central, and a water line on Rock Island, from 3rd Street to Central, have been identified as lines that need to be replaced in the future. The sewer lines that need to be replaced in the future run along 3rd Street, and north of 3rd Street along Mead and to the east of Mosley.

The maps on the following pages depict line size and line material. The majority of the water lines within the North Old Town Area are cast iron and PVC. The majority of the sewer lines within the study area are vitrified clay pipe and PVC.









Water and Sewer Line Needs Assessment

	Improvements Needed	Lead Responsibility	Estimated Timeframe
	a. *Continue with plans to replace the water mains that run along 3rd Street and Central, through the entire project area within two years	Water Utilities	In the Works
	b. Replace the water line along Washington, from 2nd to Central in conjunction with street improvements	Water Utilities	TBD
	c. Replace the water line on Rock Island, from 3rd Street to Central in conjunction with street improvements	Water Utilities	TBD
	d. *Replace the sewer line along 3rd Street	Water Utilities	In the Works
	e. **Replace the sewer line along Mead, north of 3rd Street.	Water Utilities	In the Works
	f. Replace the sewer line to the east of Mosley, north of 3rd Street.	Water Utilities	TBD
Participating Partners	Public Works Department		
Funding Sources	Capital Improvement Program		

(In the Works = Plans are moving forward; TBD = To Be Determined; Ongoing = As appropriate)

*The water and sewer line along 3rd Street will be replaced at the same time as the stormwater drainage project.

**Explore the advisability of burying electric lines and replacing the sewer line along Mead Street, north of 3rd Street, prior to any road improvements.

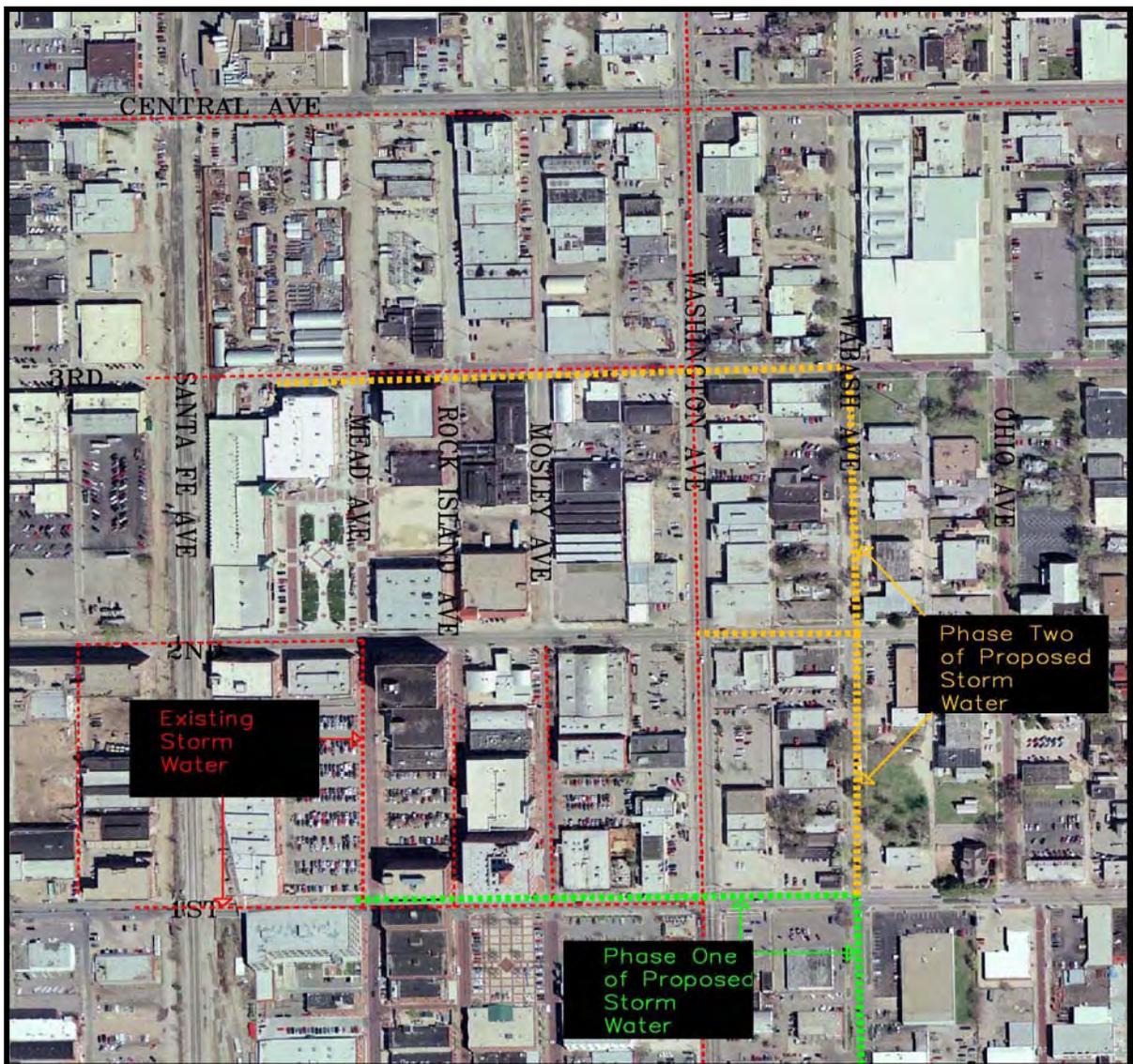
Redevelopment Implications: If further redevelopment occurs in the area, line replacement may become more critical. In addition, it is recommended that the 18" VCP sewer main that runs along Rock Island and the 24" VCP sewer main that runs along Mosley remain in place and should not be built upon.

Cost estimates are in Appendix A.

2.2 Stormwater Drainage

An 18" stormwater line enters the North Old Town Area from the east and runs along 3rd Street to Mead. In addition, a 33" stormwater line runs along Central from Washington to the Railroad. A 36" stormwater line extends from Mead to the Railroad on 2nd Street. There are also some miscellaneous 15" lines in 2nd Street that run south on Mosley and Washington. Between 2nd Street, 3rd Street and Central, there appears to be no stormwater sewer constructed that runs north and south, with the exception of a stormwater system that was constructed in the Old Town Square Addition. Overall these systems are all old and undersized for the drainage area.

Redevelopment Implications: Since the stormwater system is undersized for the drainage area, an adequate drainage system will need to be developed. A stormwater drainage improvement project has been scheduled for 2008, which will resolve the majority of the stormwater drainage issues in this area. Please review the stormwater drainage map below:



Stormwater Drainage Needs Assessment

	Improvements Needed	Lead Responsibility	Estimated Timeframe
	a. Continue with plans to make improvements to the stormwater drainage system along Wabash Avenue, 1st Street, 2nd Street, 3rd Street and Rock Island. (Phase I & II)	Public Works Department	In the Works
	b. Replace any remaining undersized stormwater drainage system as appropriate to adequately accommodate redevelopment opportunities.	Public Works Department	TBD
Participating Partners	NA		
Funding Sources	Capital Improvement Program (Stormwater Utility Fee)		

(In the Works = Plans are moving forward; TBD = To Be Determined; Ongoing = As appropriate)

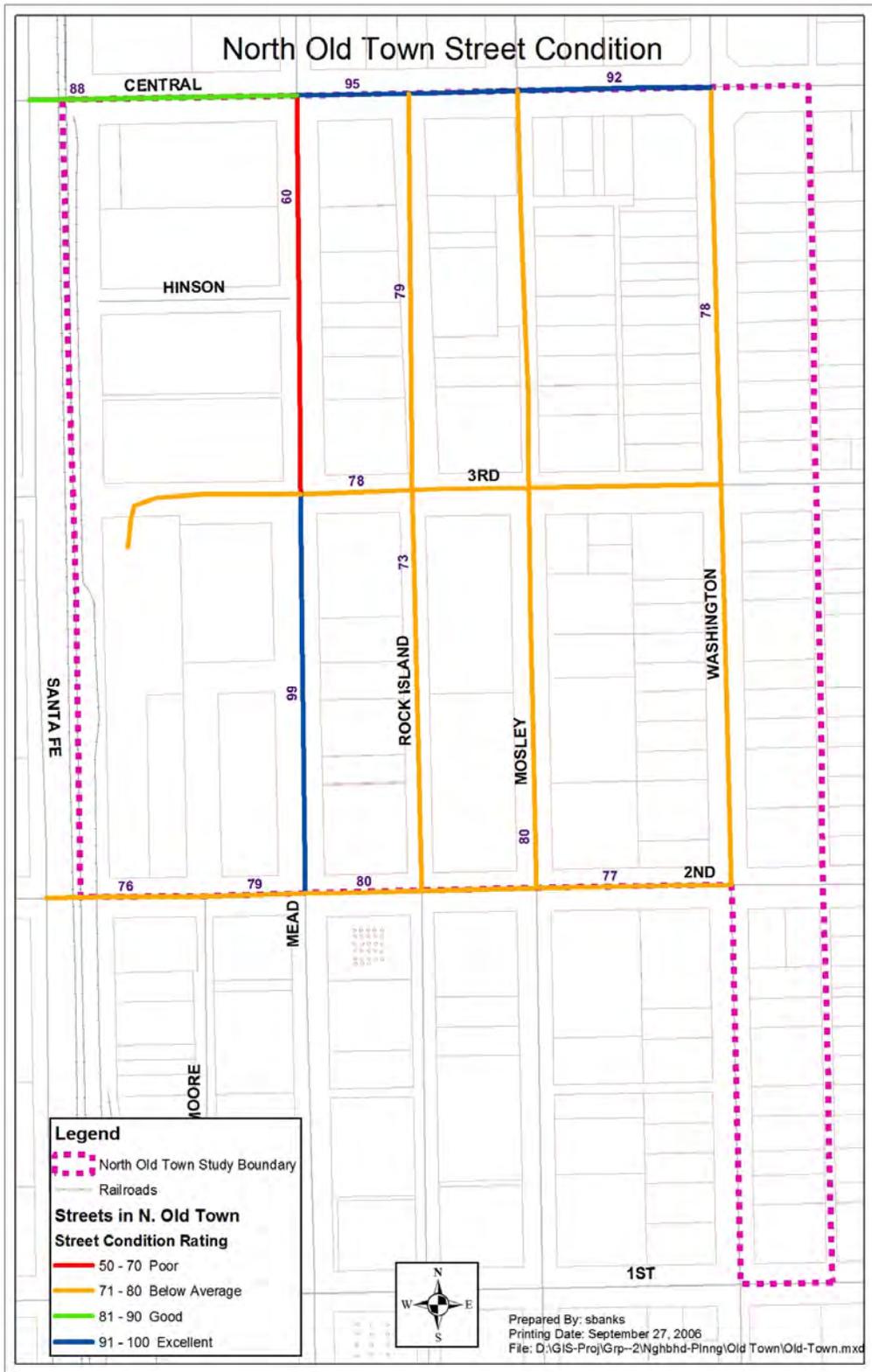
2.3 Streets

The streets throughout this study area vary in material and condition and were last inventoried by the Wichita Public Works Maintenance Division in the summer of 2005. The Pavement Condition Index (PCI) is a rating system of all concrete and asphalt streets that provides a basis for prioritizing street maintenance needs. Dirt streets are not rated using the PCI, so in August of 2006, City staff evaluated the dirt streets within the North Old Town Area and found that Mead, between 2nd Street and Central is in poor condition. Overall, the majority of the streets are "Below Average." The following pavement rating is used:

50-70 (red)	poor condition; maintenance work recommended
71-80 (yellow)	below average
81-90 (green)	good condition
91-100 (blue)	excellent condition

Location	Surface Type	Length, lf	Width, lf	PCI
Washington, Central to 3rd	Concrete	669	54	78
Washington, 3rd to 2nd St.	Concrete	673.6	54	78
Mosley, Central to 3rd	Concrete	668	20	80
Mosley, 3rd to 2nd	Concrete	674	22	80
Rock Island, Central to 3rd	Concrete	666.2	38	79
Rock Island, 3rd to 2nd	Brick	675	32	73
Mead, Central to 3rd	Dirt	670	42	NA
Mead, 3rd to 2nd	Brick	672	18	99
Santa Fe, 3rd to 2nd	Dirt	665.1	40	NA
Santa Fe, 3rd to 2nd	Dirt	676.2	26	NA
Central, Washington to Mosley	Asphalt	324.8	60	92
Central, Mosley to Rock Island	Asphalt	182.7	60	95
Central, Rock Island to Mead	Asphalt	187.5	60	95
Central, Mead to Santa Fe	Concrete	448.2	60	88
3rd St, Washington to Mosley	Brick	322.4	38	79
3rd St, Mosley to Rock Island	Brick	195.9	38	79
3rd St, Rock Island to Mead	Brick	187	38	78
3rd St, Mead to Moore	Concrete	165.8	38	78
2nd St, Washington to Mosley	Composite	326.7	39	77
2nd St, Mosley to Rock Island	Composite	192.2	39	73
2nd St, Rock Island to Mead	Composite	196.2	39	80
2nd St, Mead to Moore	Composite	168.5	39	79
2nd St, Moore to Start of bridge	Composite	37	32	81
2nd St. Bridge deck	Asphalt	70	30	72
2nd St, end of bridge to Santa Fe	Composite	158	36	80

Source: Wichita Public Works, Maintenance Division; March 16, 2006.



Streetscaping Needs Assessment

Potential Improvements	Lead Responsibility	Estimated Timeframe
a. Pave Mead Street.	Public Works Department	In the Works
b. Replace 3rd Street with brick in conjunction with the completion of stormwater drainage improvements.	Public Works Department	In the Works
c. Replace the north half of Rock Island and all of Mosley, between 2nd Street and 3rd Street, with brick or similar material as used in Old Town	Public Works Department	TBD
d. Replace Rock Island & Mosley, north of 3rd Street.	Public Works Department	TBD
e. Improve arterial streets that are "Below Average" condition to at least "Good" Condition, including 2nd Street and Washington Avenue	Public Works Department	TBD
f. *If it is determined that the North Old Town District should develop in the same style and designs as the established Old Town District, design guidelines for public improvements should be developed, and approved by the Design Council and the Wichita Historic Preservation Board	MAPD	TBD
g. Incorporate crosswalks as deemed appropriate as street improvements occur	Public Works Department	Ongoing
h. Install pedestrian streetlights every 75' along Mead, Rock Island, Mosley and 3rd Street, as needed, in order to provide an adequate and safe environment for pedestrians.	Public Works Department	TBD
i. Incorporate street lighting, public art, landscaping, benches or other rest areas, receptacles, and gateways as street and sidewalk improvements are designed and installed.	Public Works Department	Ongoing
j. Bring all existing sidewalks into compliance with the Americans with Disabilities Act (ADA).	Public Works Department	Ongoing
k. Remove or find an alternative location for any object obstructing the path of the sidewalk, where financially feasible.	Public Works Department	Ongoing
l. Install sidewalks in areas that currently have none so that sidewalks line both sides of the street in conjunction with street improvements and as redevelopment occurs	Public Works Department	Ongoing
Participating Partners	Central Area Development Group, Old Town Association, Surrounding Businesses, Area Residents, Historic Preservation Board, Wichita-Sedgwick County Metropolitan Area Planning Department	
Funding Sources	Capital Improvement Program, Tax Increment Financing Program, Special Assessments	

(In the Works = Plans are moving forward; TBD = To Be Determined; Ongoing = As appropriate)

Note: Street condition ratings can be viewed on the Street Condition Map on page 19. In addition, potential street section improvements are listed with cost estimates in Appendix A & B.

Redevelopment Implications: If improvements are desired or deemed necessary, then the condition of the streets should be brought up to at least "Good Condition" and should be designed to meet the needs of both the City and the adjacent property owners. In addition, all streets should be paved, and streetscaping should be incorporated into all streets.

As requested by the Department of Public Works, the North Old Town Oversight Committee met Friday, May 4, 2007 to discuss and make a recommendation as to whether the brick on 3rd Street should be replaced after the stormwater project is complete. Please see Appendix B for details regarding this discussion.

Pavement material was also discussed with regard to Mosley and Rock Island as well. No consensus has been reached as to the preferred pavement material. Kathy Morgan discussed the historic significance of brick on 3rd Street, and how this area is within the historic environs. Kathy recommended 3rd Street as a transitional street that helps blend the brick streets to the south with the concrete streets to the north of 3rd Street. She recommended that the brick be replaced in the driving lanes along 3rd Street with concrete parking areas. Kathy's recommendation was discussed as a possible option along 3rd Street. If it is determined that the North Old Town District should develop in the same style and design as the established Old Town District, then the brick streets may become more critical in preserving the character of the area. Again, no consensus has been reached with regard to the preferred pavement material for Mosley and Rock Island.

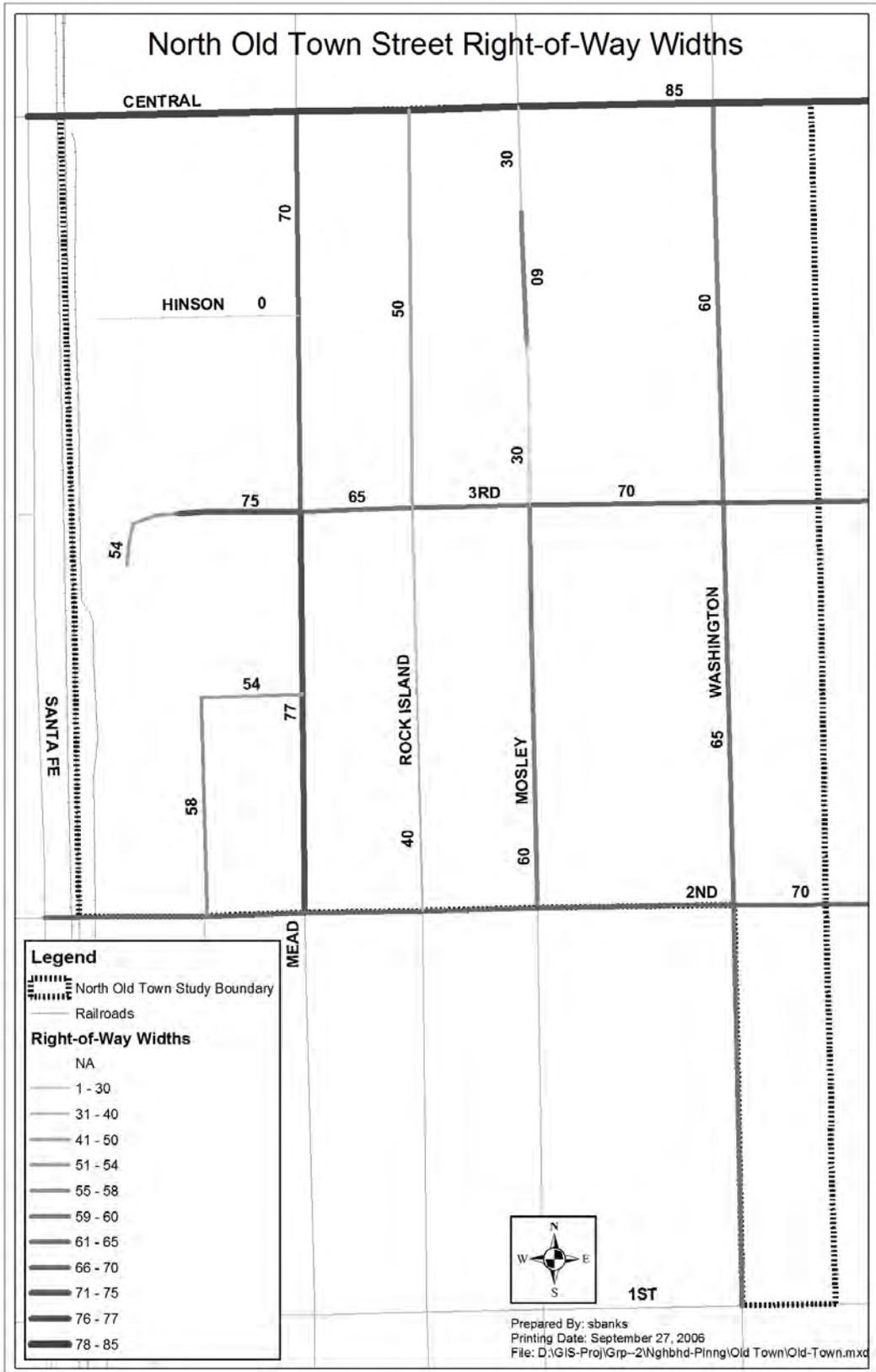
*In addition, if it is determined that the North Old Town District should develop in the same style and designs as the established Old Town District, then the visual appearance of the public streetscape infrastructure improvements will be an important element to tie the two areas together. Currently, the established Old Town District does not have specific design criteria for the public streetscape infrastructure that visually defines it as a distinct district separate from Downtown Wichita, Delano, or other districts within the City.

Should it be determined that it is important to distinguish the North Old Town and Old Town Districts as unique areas within the City of Wichita, then the City should develop design criteria to define the visual theme for the public improvements. Any design standards should be developed with the City's Design Council and the Wichita Historic Preservation Board. The review and approval of any City Capital Improvement Plan (CIP) or Industrial Revenue Bond (IRB) project in this area will be subject to the "City of Wichita Design Guidelines for Public Projects" and subject to the review and recommendation of the City's Design Council.

2.4 Street ROW

The right-of-way (ROW) width throughout the North Old Town Area varies from street to street. The arterial streets including 2nd Street, Central, and Washington range from 65' to 85'. Overall, since the North Old Town Area is one of the older sections of the City, the street right-of-way is a bit narrower than more recent developments throughout Wichita. The ROW within the inner core of North Old Town, including Rock Island, Mosley, and Mead, ranges from 30' to 70'. Please review the map on the next page to view the existing right-of-way within North Old Town.

Redevelopment Implications: If redevelopment occurs in the Area, the narrow ROW on some streets could potentially shape how the area is redeveloped. For example, narrow ROW limits the ability to expand street width, install ADA compliant sidewalks, and provide additional street parking options. As a result, creative redevelopment strategies, such as an overlay district, may need to be considered in order to provide the flexibility to create a parking district. Narrow ROW could also be a positive component of the North Old Town Area, for it typically slows down traffic and can provide an opportunity to provide a pedestrian friendly environment.



2.5 Sidewalks

Overall, there are very few areas within the North Old Town study boundary that have sidewalks that run the entire length of the block. This is probably due to the area's age and due to the type of business activities that have historically taken place in the area. Quite a few of the warehousing, storage and distribution businesses have loading docks, for which sidewalks were not practical. In fact, Mosley Street still has a visible railroad track that has been partially covered with concrete that runs down the center of the road, and serves today as a symbol of the area's original use.

In some areas, sidewalks may indeed exist, but have not been maintained, and therefore weeds, dirt, and other natural materials have since completely covered what could quite possibly be a sidewalk underneath. In other areas, the street runs from building to building with no apparent sidewalk present. Some areas have sidewalks that have had obstructions (such as signs, utility poles, building utility equipment, etc) placed in such a manner that prevents the sidewalk from being pedestrian friendly or ADA compliant.

The exception to this patchwork approach is the study area's outlying arterial streets such as Central, Washington and 2nd Street, for these streets have continuous sidewalks in various conditions and widths. The Old Town Square Addition is another exception, for the renovated area of North Old Town has new sidewalks that are in good condition and ADA compliant.

Another observation is that in the core, most sidewalks do not have grade separation, including Rock Island, Mosley, and part of Mead. Sidewalks along Central, 3rd Street, 2nd Street, Washington, and the Old Town Square Addition on the other hand do have grade separation. This development pattern is similar to the existing Old Town District, for the arterial streets have a curb and gutter system, while local streets do not have grade separation. Please see the next few maps of the location and condition of sidewalks within the North Old Town Area.

Sidewalk Needs Assessment

Sidewalk Location	Sidewalk Section	Existing Sidewalk Width
<i>East / West Sidewalks</i>		
*Central Ave. (S side)	From RR tracks east to Mead Street	4'
3rd Street (N side)	From Mead to the corner of Washington Ave.	NA
S. side is optional		5'
<i>North / South Sidewalks</i>		
Mead	From 3rd Street to Central Avenue	NA
*Rock Island (Both side)	From 3rd Street to Central Ave.	4'/5'/NA
Rock Island (Both sides)	North half of the block between 2nd & 3rd St.	NA
*Mosley (W side)	From 3rd Street to Central Avenue	NA
Mosley (Both sides)	From 2nd Street to 3rd St.	NA
*Washington Ave. (E & W side)	From 1st Street to Central	5'

*To be repaired and/or installed in conjunction with redevelopment

2.6 Street Lighting

Street lighting is adequate along Washington, Central, and within the Old Town Square Addition, but is quite sparse in the core of the study area. In fact, there are only two mid-block public street lights along Rock Island between 2nd Street and Central and only one mid-block public street light on Mosley between 3rd Street and Central. There are no public street lights on Mead between 3rd and Central or on Mosley between 2nd and 3rd Street.

Redevelopment Implications: If further redevelopment occurs in the core area, a comprehensive sidewalk and lighting improvement plan could be created and implemented in order to provide an adequate and safe environment for pedestrians throughout this area. Sidewalks would need to be installed in areas that currently have none and existing sidewalks should become ADA compliant. Additional lighting is needed in the core of the study area, including mid-block streetlights--possibly the same style lighting fixtures that currently exist throughout the Old Town District.

Property owners voiced their support to install additional street lighting throughout the core of the North Old Town Area. Again, no consensus has been reached regarding the character of the area. Please refer to page 41 for additional details pertaining to this issue. Please review the Sidewalk and Streetlights maps on the following pages.



North Old Town Sidewalk Width & Street Lights



2.7 Public Parking Availability and Capacity

Based on visual observation, parking availability and capacity is adequate in relationship to the current land use and level of activity in the area. A variety of parking options are available throughout the North Old Town Area including a public parking garage, public surface parking lots, on-street parking, and private surface lots.

The public parking garage, next to the Old Town Warren Theatre, has 500 parking stalls that handle the parking needs for the Old Town Square Addition and some overflow from other sections of the Old Town District. Based on visual observation, it is not at full capacity and therefore would be capable of serving other areas that could be redeveloped in the future. In addition to the parking garage, the Old Town Square Addition also has 132 surface/on-street parking stalls that provide front door parking to the retail and entertainment businesses surrounding the Square.

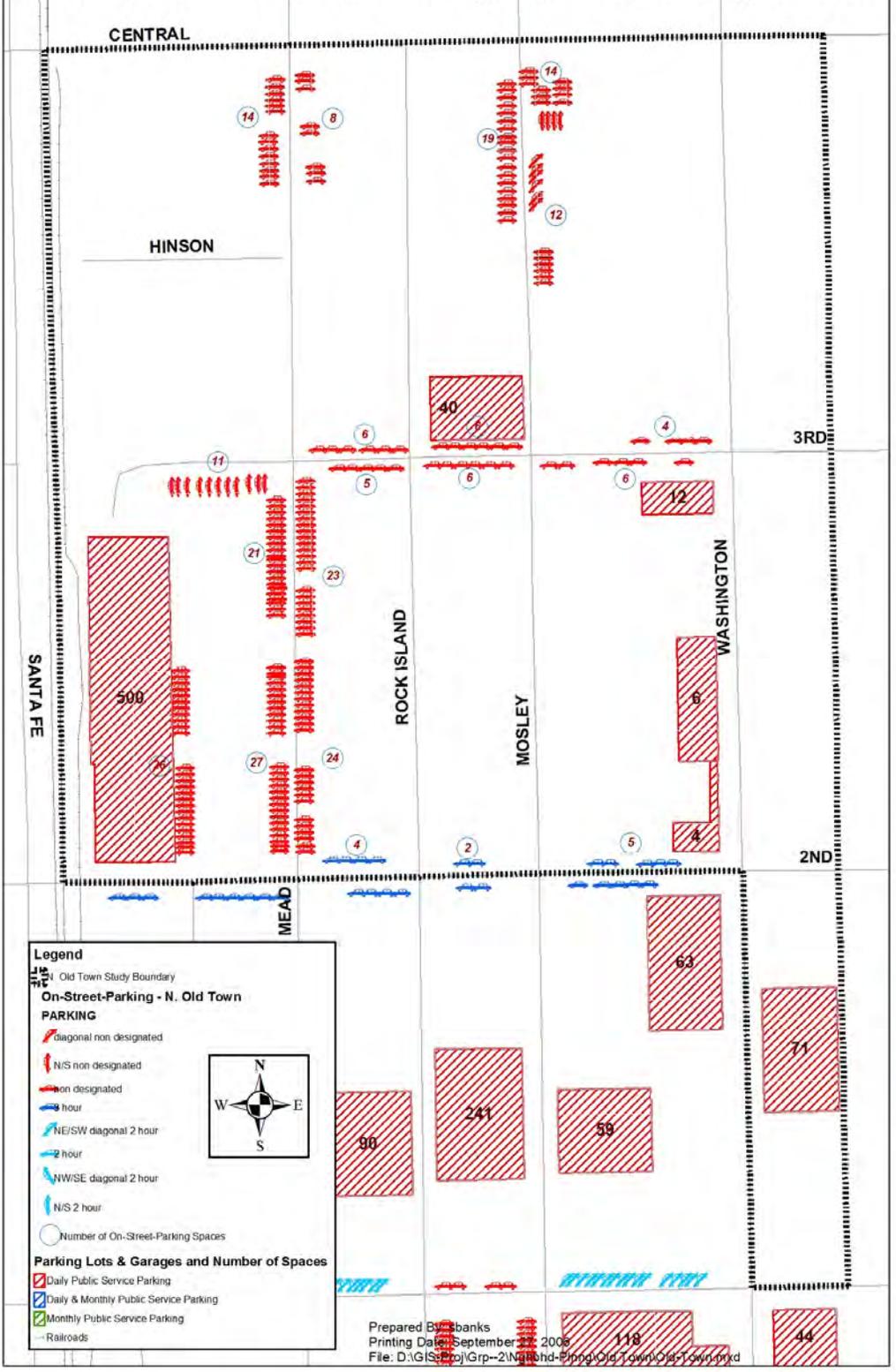
In areas outside the Old Town Square Addition, several businesses within the North Old Town Area provide parking for their clients via on-site surface lots, especially auto-related businesses and restaurants along Washington Avenue and Central. On-street parking is also available in most areas throughout the North Old Town Area. Parallel parking is available on 2nd Street, 3rd Streets and Washington. The parallel parking along Washington is not utilized very often due to high traffic volumes.

An additional 71-vehicle capacity public parking lot, on the east side of Washington, between 1st and 2nd Street, also serves overflow parking demands from the Old Town District and adjacent businesses.

Redevelopment Implications: Based on visual observation, the public parking garage is not at full capacity. If further redevelopment were to occur, depending on the type of redevelopment and as activity levels increase, a comprehensive parking strategy may need to be developed accordingly.

Please review the On-Street Parking and Parking Lots and Garages maps on the following pages.

North Old Town On-Street Parking, and Public Garages & Lots



Public Parking Needs Assessment

	Potential Improvements	Lead Responsibility	Timeframe
	a. *Provide shared public parking through an expansion of the existing Old Town parking district into the North Old Town Area.	City of Wichita	*TBD
	b. Maximize on-street parking in conjunction with street rehabilitation projects.	City of Wichita	Ongoing
Participating Partners	Central Area Development Group, Old Town Association		
Funding Sources	Capital Improvement Program, Tax Increment Financing, Parking District, Urban Redevelopment Authority		

(In theWorks = Plans are moving forward; TBD = To Be Determined; Ongoing = As appropriate)

*To be implemented as redevelopment occurs.

2.8 Mead Electric Substation and Overhead Power Lines

The Oversight Committee brainstormed about what could be done to reduce the negative impact that the Mead Electric Substation and overhead power lines may have on redevelopment potential throughout the North Old Town Area. Committee members then met with Westar representatives to discuss the City's options and to request preliminary cost estimates. It was determined that moving the substation to another location was not an option, but that Westar might entertain the idea of screening the substation to reduce its negative impact on surrounding properties. City staff researched how other communities screen substations in downtown areas, and collected pictures of screening examples from throughout the United States. These examples can be viewed in Appendix E. In addition, Westar developed some preliminary cost estimates for burying the overhead power lines throughout the North Old Town Area should it be determined that this is desired by property owners or deemed necessary. The cost estimates are provided in Appendix A.

Mead Electric Substation & Overhead Power Lines Needs Assessment

	Potential Improvements	Lead Responsibility	Timeframe
	a. *Work with Weststar to determine if burying the electric lines throughout the North Old Town area is feasible--coordinating efforts and timing as improvements are made to the substation and other streetscaping projects throughout the North Old Town area.	City of Wichita	TBD
	b. **Work with Weststar to provide screening on all sides of the Mead Electric Substation to reduce its negative impact on surrounding properties as redevelopment occurs.	City of Wichita	TBD
Participating Partners	Westar, Central Area Development Group, Old Town Association, local businesses, area residents, Sedgwick County		
Funding Sources	Capital Improvement Program, Tax Increment Financing		

(In theWorks = Plans are moving forward; TBD = To Be Determined; Ongoing = As appropriate)

*Cost estimates can be viewed in Appendix A.

**Examples of screening techniques are available in Appendix E.

Section 3

Evaluation of Factors Influencing Redevelopment Potential

3.1 Historic Significance & Implications of Historic Resources

Introduction

The most successful revitalization efforts in the country utilize historic rehabilitation as the core of their revitalization strategies. Preservation has intrinsic value in celebrating diverse cultural heritage and grounding us in our shared history and values. It has proven a valuable tool for economic development and environmental stewardship.

In determining redevelopment potential for the North Old Town Area, the historic significance of the area and historic structures were identified to gain a better understanding of how to plan for the area should further redevelopment occur. The City of Wichita received a Historic Preservation Fund grant from the Kansas State Historical Society in 2006 to assist with the completion of reconnaissance level surveys of the remaining area of downtown Wichita that had not been previously documented. Ms. Brenda Spencer was hired to conduct an inventory of approximately 360 properties in Wichita's Central Business District. Phase One of this assessment (Appendix C) corresponds with the boundaries of the North Old Town Public Infrastructure Assessment, which comprises of approximately 81 properties.

The findings of this assessment have helped answer the following questions: What is the historic significance of the area? Should the area become a district, have multiple property listings, or individual listings? Are there specific buildings that should be protected that if structural alterations were made would have detrimental impacts on the historic fabric of the area?

Historic Significance of the North Old Town Area

By the beginning of the twentieth century, Wichita was home to three major railroads, which positioned the town as an ideal location for the wholesale and jobber industry; the trade evolved and became a major component of Wichita's economy. Ms. Spencer compared the North Old Town Area to the Warehouse and Jobber District (located between Douglas Avenue and 2nd Street between the railroad tracks and Washington Avenue) due to its historic uses and geographic proximity.

Two structures within the North Old Town Area are directly affiliated with the Warehouse and Jobber District--the International Harvester Company building, constructed in 1910 as a warehouse and retail showroom (listed on the National Register and converted to loft apartments in 2004), and the Ranney Davis Wholesale Grocery Company, constructed in 1930 and in 2006 was converted into a new Courtyard by Marriott Hotel. In addition to these primary structures, there are numerous small commercial and warehouse structures that served smaller companies, including Wichita Fruit Wholesalers, Wichita Milk Producers, Jackson and Holder Farm Implements, the Stainless Cookware Co., and a rock wool company.

With the exception of the industries located on Santa Fe, across from the rail lines, most of the property maintained its residential function until at least the 1920s. Three single-family residences dating to c.1900 remain as a representative of the area's original function. Although these homes could potentially be contributing resources to a historic district, they are not likely eligible for individual listing on the state or national register.

In addition to the warehouses and residential properties, the North Old Town Area was also home to a number of foundries. Globe Iron Works was located on the east side of Santa Fe in 1897 and Wichita Bridge and Iron Co. located in the same block in 1903 (both now the site of the Old Town Parking Garage). By the mid-1920s, two additional foundries were located in the 300 block of N. Mosley--Service Foundry Company and Service Brass and Aluminum Foundry.

By the late 1920s forward, several prominent manufacturing companies located in the North Old Town Area included: the Wichita Towel and Linen Company, the General Baking Company, and the Bartlett Potato Chip/Food Products Co.

Secondary only to the warehouses and industrial/manufacturing uses, is the automotive-related businesses. In the period from 1920s to 1940s, there were approximately ten auto-related businesses housed in the area, including three filling stations and numerous auto repair businesses. Since the mid-1950s, the number of auto-related businesses in the North Old Town Area has doubled as redevelopment occurred along Washington Avenue.

Findings of the Assessment

Only 22 of the 81 properties in the survey area were constructed prior to 1940; 48% of the properties were built between 1940 and 1955, and 20 (25%) of the properties date to post-1955. In addition, architectural styles are not a defining characteristic of the properties within the North Old Town Area. The few exceptions include a Queen Anne residence, the Tudor Revival style Philips gas station, the Mission/Spanish Revival style gas station, the front offices of the Ranney Davis Grocery Store and a Moderne style commercial building. The vast majority of structures are characteristic of their function as warehouses or commercial and industrial businesses. Most are plain brick structures generally void of any detailing or ornament, which is typical of commercial and industrial buildings in which functionality and utility takes priority over style and ornament.

Of the 81 resources in the North Old Town Area, two buildings are already listed on the National and Kansas Registers of Historic Places (the International Harvester Building and the Keep Klean Building) and one property (the Phillips Petroleum Co. gas station and office) is listed on the Wichita Historic Register. In fact, the Keep Klean Building was recently listed on the National Register of Historic Places in February 2007 and was awarded a Heritage Award from the Historic Preservation Board on May 14, 2007. Another property was deemed to be potentially eligible for listing on the National Register--the Central Baking Company Building.

The report found twenty-one buildings that were potentially eligible as structures contributing to a National or State Historic District; however, 32% (a total of 26 of 81 resources) do not meet the minimum threshold of integrity for establishment of a historic district. Individual listing of the eligible properties on the National or Kansas Register of Historic Places is the recommended approach. This preliminary determination of eligibility is based on a survey of the building

exteriors only. A thorough analysis of the building interiors and former modifications will be necessary to pursue definitive determinations of eligibility for individual listing on the state or national registers. In summary, 9 of the 81 resources in the Phase One survey area are still potentially eligible for individual listing on the National or Kansas Registers of Historic Places (3-National and 6-Kansas). Ms. Spencer's Phase One-Wichita Central Business District Survey Summary Report can be found under Appendix C for further review. In addition, the maps on the following pages depict the location of buildings listed on the National and/or State Register of Historic Places, the historic environs boundary, and the properties that could potentially be eligible.

Redevelopment Implications: Nine properties within the North Old Town Area are potentially eligible for individual listing on the National or Kansas Registers of Historic Places. The sites should be thoroughly analyzed to pursue definitive determinations of eligibility for individual listing. If eligible for listing, property owners should consider applying for listing and take advantage of funding sources available for redevelopment or improvements.

Regulations for Federally Funded Projects

Any federally-funded projects will need to undergo a Section 106 Review to ensure that there are no negative impacts to any structures listed or eligible for listing on the National Register of Historic Places. The majority of the North Old Town Area is within the 500-foot historic environs surrounding all sites listed on the State or National register of historic places. State law requires a review of all proposed developments within the environs by the City's Historic Preservation Board to ensure that the proposed development design will not have a negative impact on any listed structures. More intense review of proposed designs are required for those structures located within the Old Town Overlay District.





Historic Preservation Needs Assessment

	Potential Improvements	Lead Responsibility	Timeframe
	a. Properties potentially eligible for listing on local, state, or the national registers of historic properties should be studied and property owners should consider applying for listing.	Potentially eligible property owners	Ongoing
	b. *Property owners of eligible properties should apply for funding from programs specifically tailored for historic properties.	Eligible property owners	Ongoing
	c. **Public and private improvements should be provided in a manner and style that will not have a negative impact on properties listed or eligible for listing on the local, state, or national registers of historic properties.	Public and private sector	Ongoing
Participating Partners	Central Area Development Group, Old Town Association, City of Wichita		
Funding Sources	Low interest loans, Historic Tax Credits, Facade Improvement Program, Low Income Housing Tax Credits, New Market Tax Credits		

(In the Works = Plans are moving forward; TBD = To Be Determined; Ongoing = As appropriate)

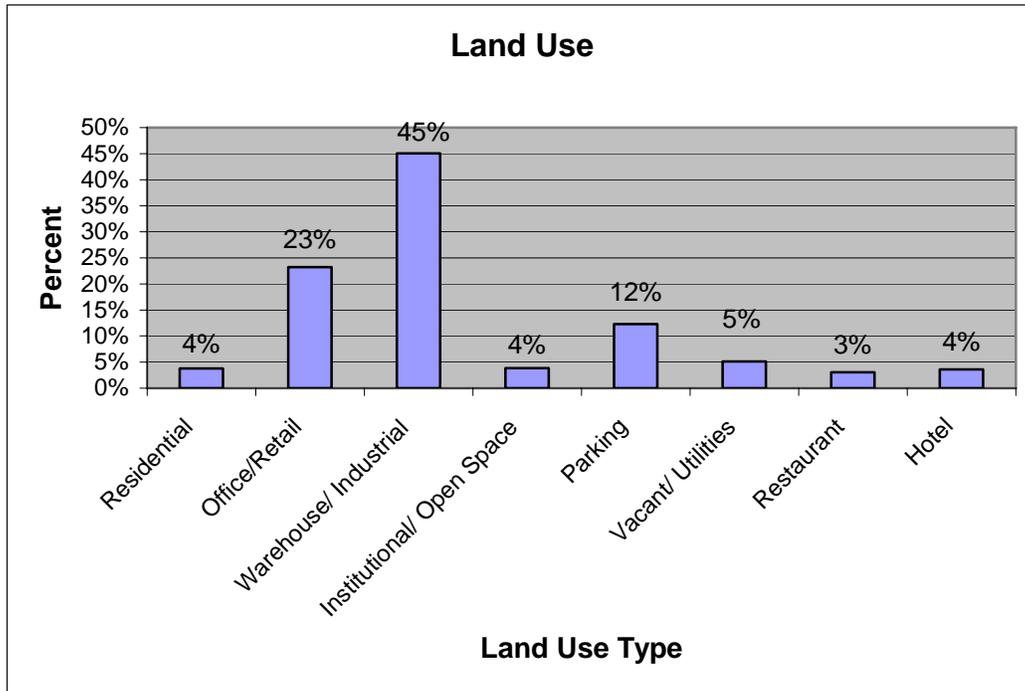
*A complete and up-to-date listing can be found on the City of Wichita Office of Historic Preservation webpage, www.wichita.gov.

**Processes to ensure that proposed improvements will not have a negative impact to historic or potentially historic properties include design guidelines, environs reviews, and Section 106 Reviews.

3.2 Land Use and Zoning

The land within the study boundaries is overall a true mix of uses, yet is still fairly representative of how the land has historically been used. In fact, the study area could be divided into two separate activity areas. One area, encompassing the Old Town Square Addition, is a recently renovated area that consists of the Old Town Warren Theater, an Old Town public parking garage, City Arts, the Old Town Square (splash park), retail shops, restaurants, and low and mid-rise residential loft apartments. Directly to the east of the Old Town Square Addition is the newly renovated Courtyard at Marriott Hotel.

The remaining area is primarily used as warehouse, distribution and storage, steel and other metal fabrication companies, and auto-related businesses. In fact, approximately 45% of the properties are warehouse and industrial uses. Below is a chart that shows the percentage of properties in a variety of land use categories. In addition, a Land Use map can be reviewed on the following page.



Source: Sedgwick County Appraiser's Office, Commercial Real Estate Division.

Existing Density of North Old Town

Use Type	Land Area	Floor Area	Floor Area Ratio
Residential	43,921	125,626	2.86
Office/Retail	270,388	180,968	0.67
Warehouse/ Industrial	524,465	307,936	0.59
Institutional/ Open Space	44,879	25,903	0.58
Parking	143,127	288,187	2.01
Vacant/ Utilities	59,470	59,470	1.00
Restaurant	35,737	5,854	0.16
Hotel	42,276	116,492	2.76
Total	1,164,263	1,110,436	0.95



Zoning Regulations

Most of the properties within the North Old Town Area are zoned “LI” Limited Industrial. The exception is the properties that front Washington between 1st and 2nd Streets, which were rezoned from “LI” Limited Industrial to “CBD” Central Business District in 2006 as part of an approximately 50-block rezoning initiative intended to spur mixed-use redevelopment east of downtown.

In addition, the “OT-O” Old Town Overlay district was created to permit a mixture of residential and commercial uses by providing for deviations from the underlying “LI” zoning district. The “OT-O” district also provides development standards intended to preserve the area’s special historic and architectural character and to spur mixed-use development. Such standards include design standards for buildings and signs and special parking regulations. Please see the Zoning Map below.



The “LI” Limited Industrial zoning district is intended primarily for manufacturing, warehousing, and other industrial uses. Therefore, the “LI” district does not permit residential uses, because residential uses are typically considered incompatible with industrial uses.

Redevelopment Implications:

Based on community stakeholder input, there are different opinions as to what the overall character of the area should be:

- 1) It has been expressed by some property owners that the look and feel of this area should not change. Some property owners view this area as a completely different area than the existing Old Town, and they want it to remain this way.
- 2) Other property owners have expressed that they would like to expand the look and feel of the existing Old Town to this North Old Town Area.

No consensus has been reached regarding this issue. Given these two different opinions, the first opinion would require no changes to the existing zoning regulations. However, expanding the look and feel of the existing Old Town into the North Old Town Area would likely require an overlay district or a change in base zoning.

A change to the base zoning district to a zoning district that permits mixed uses, as was done with the 50-block area east of downtown, would not permit the tailoring of building and sign design standards or the provision of special parking regulations to facilitate the expansion of the look and feel of Old Town.

Past expansions of the “OT-O” Old Town Overlay district have included the creation of special “subdistricts” to address unique differences between the expansion area and the original Old Town area. The historic resources survey for the North Old Town Area notes that architectural styles are not a defining characteristic of this area. Therefore, applying the same development standards to properties within this area could discourage minor modifications and routine upkeep of structures in the area. Instead, a subdistrict approach could be used that would require major exterior modifications of existing structures or new construction be required to adhere to the development standards of the “OT-O” district. The mixed-use and special parking regulations of the “OT-O” district could apply in this area to encourage mixed-use redevelopment of the area. “Proposed Revisions to Sec. III-4. of the Wichita-Sedgwick County Unified Zoning Code,” outlines the proposed changes to the “OT-O” Old Town Overlay district that could be applied to the North Old Town Area, and can be reviewed under Appendix D.

Summary: Zoning changes are necessary if it is determined that expanding the look and feel of the existing Old Town into the North Old Town Area is desirable.

If it is determined that expanding the character of Old Town into the North Old Town Area is desired:

	Potential Improvements	Lead Responsibility	Timeframe
	a. Modify the existing “OT-O” Old Town Overlay district to create a special subdistrict for the North Old Town Area. The special subdistrict should permit residential uses and include design standards for buildings and signs and special parking regulations.	Metropolitan Area Planning Department	TBD
	b. Encourage the redevelopment of the North Old Town area with similar land uses as found in the existing Old Town District through financial incentives.	Office of Economic Development	TBD
Participating Partners	Central Area Development Group & Old Town Association		
Funding Sources	Tax Increment Financing, Parking District, Historic Tax Credits, Façade Improvement Program, Urban Redevelopment Authority, Low Income Housing Tax Credits, New Market Tax Credits		

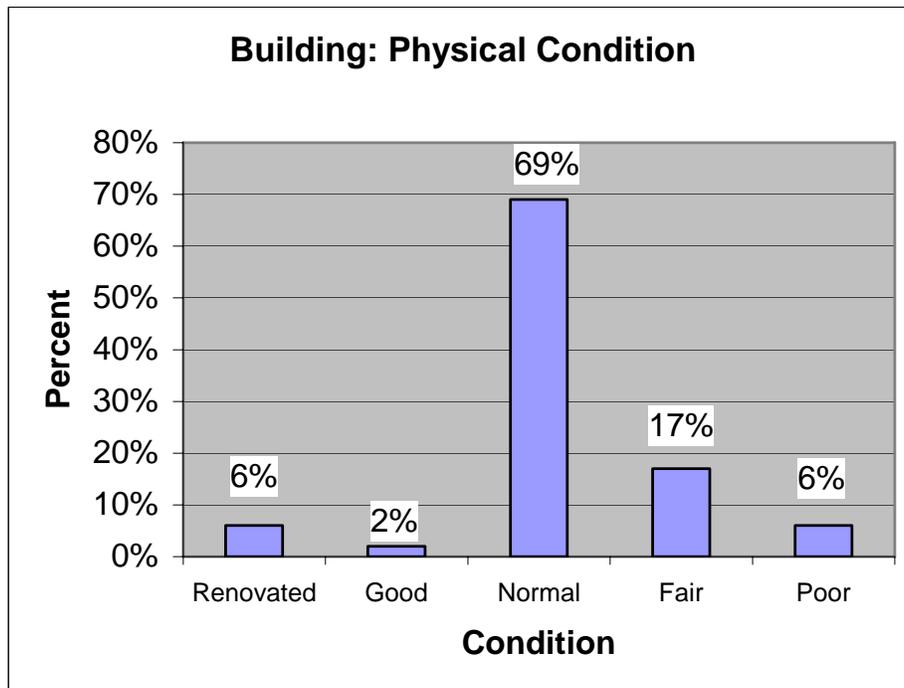
(In theWorks = Plans are moving forward; TBD = To Be Determined; Ongoing = As appropriate)

3.3 Building Conditions

The structural condition and functionality of existing buildings were evaluated based upon the County Appraiser's building condition data and field observations. This information is relative to what is typical for a structure of its age.

Physical Condition

Approximately 69% of the buildings within the North Old Town Area are considered to be in "Normal" condition. Approximately 17% of the buildings are considered to be in "Fair" condition. Three structures were rated in "Poor" condition, and may require substantial structural improvements. Approximately 6% of the buildings have been renovated. Only 2% of the buildings were found to be in "Good" condition.



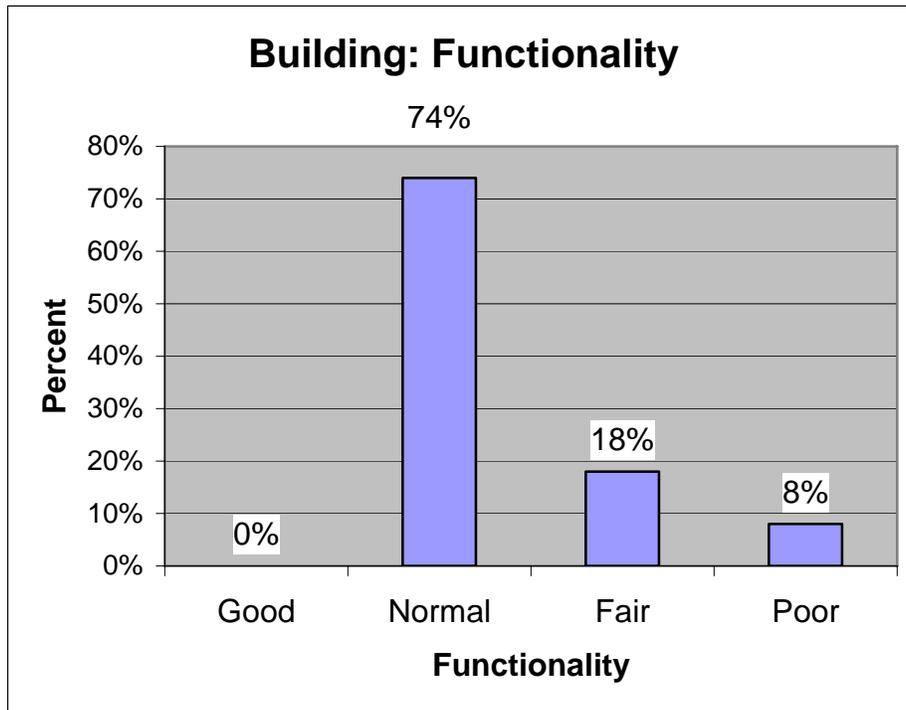
Source: Sedgwick County Appraiser's Office, Commercial Real Estate Division

Redevelopment Implications: The Appraiser's information suggests that the majority of structures in the North Old Town Area are structurally sound and will not require extensive structural improvements or demolition. All structures would need to be thoroughly inspected for more detailed information though.

Please note: The Assessor's data is usually collected from the exterior of the structure and is not meant to be comprehensive. The last Appraiser's survey of the entire North Old Town Area was conducted in 2000. The Appraiser's Office is currently conducting surveys to update their information.

Building Functionality

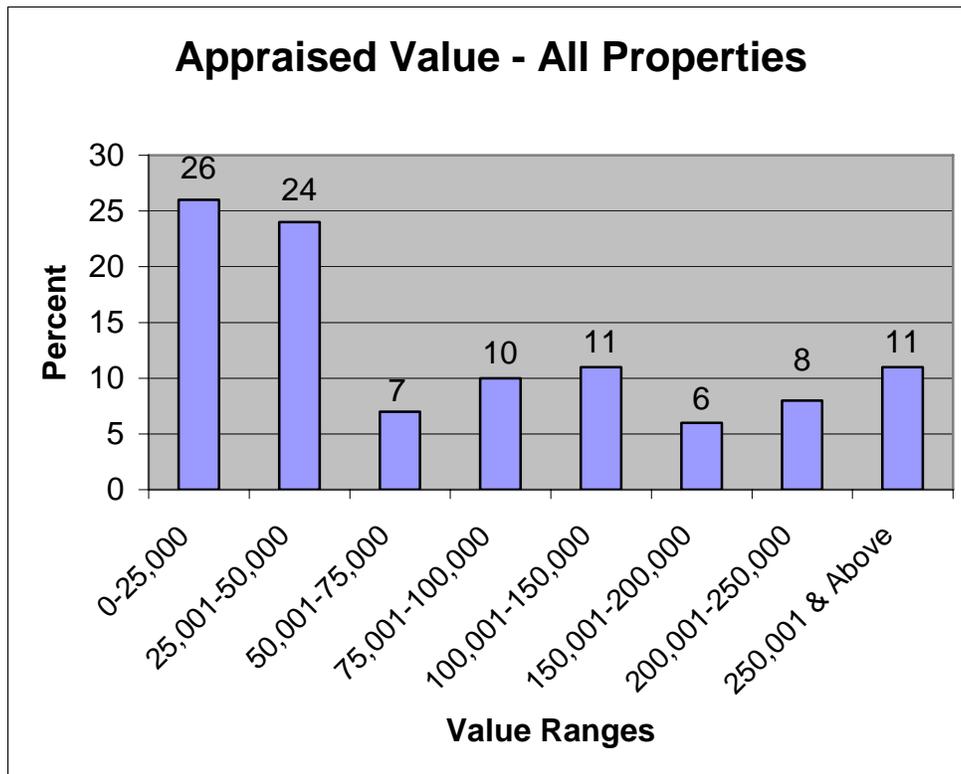
Building functionality was also evaluated, which refers to the building's utilities. Approximately 74% of the buildings are considered to have "Normal" functionality, while approximately 18% were ranked to have "Fair" functionality and 8% were ranked to have "Poor" functionality.



Source: Sedgwick County Appraiser's Office, Commercial Real Estate Division

3.4 Appraised Property Value

The total appraised value of property within the North Old Town Area is approximately \$41,186,360. Approximately 64% of the properties in the study area are appraised below \$100,000. The Old Town Square Addition has some of the most valuable property in the North Old Town Area, for once this area was redeveloped the value of the area skyrocketed. As a result of the market trends and redevelopment efforts in Old Town in general, the Marriott Courtyard Hotel is the most recent redevelopment project within the North Old Town Area, which is also one of the most valuable properties within the North Old Town Area to date.



Source: Sedgwick County Appraiser's Office, Commercial Real Estate Division.

Redevelopment Implications: Most appraised property values in the study area are very low. This may be attractive to potential developers, but a more critical factor will be the asking price of properties for sale. In addition, historic tax incentives and other tools that assist developers will be critical for redevelopment to occur.



3.5 Existing Vacant Parcels

As of December 2007, there are no vacant parcels in the North Old Town Area. One quite large vacant parcel between Rock Island and Mosley was recently converted into a surface parking lot for the Marriott Courtyard Hotel.

Redevelopment Implications: Currently only limited opportunity exists. The surface parking lot for the Marriott Courtyard Hotel could be an interim use given its parcel size. Due to the overall limited vacant properties, the redevelopment of existing buildings as opposed to new construction may be more likely.

3.6 Environmental Conditions

For nearly 100 years, warehouses and manufacturing facilities of the North Old Town Area housed a significant core of Wichita's vibrant industrial and commercial industries that at times may have utilized or produced products that are hazardous to humans and the environment. Fortunately, property owners and developers can take advantage of modern testing techniques and mitigation efforts to identify any potentially hazardous situations and to mediate them effectively. A Standard Phase I environmental testing procedure, including record searches and interviews with relevant stakeholders, is a very effective and important tool for identifying any potentially hazardous conditions associated with a site. A Standard Phase II, if warranted, will review the site for asbestos, lead, heavy metals, petroleum contamination and many other hazardous materials. The City's Environmental Services Department can assist with interpreting any reports or technical information that is uncovered.

The City of Wichita and Kansas Department of Environmental Health (KDHE) have collected a large amount of information on the environmental conditions associated with the North Old Town Area. Below is a brief summary of their findings. This information is not comprehensive. The City of Wichita Environmental Services Department should be contacted for more up-to-date or detailed information.

Groundwater

The North Old Town Area falls within the boundaries of the North Industrial Corridor (NIC) groundwater pollution area and parts of the Gilbert-Mosley Project groundwater pollution area. The inclusion of the North Old Town Area within the boundaries of the two project pollution areas does not indicate that groundwater contamination is found at all locations within the pollution remediation project areas. Inclusion in the pollution remediation project areas allows for various degrees of legal protection for those non-contributing property owners and helps to fund projects to remove or remediate the groundwater pollution found within the large NIC and Gilbert-Mosley Project areas. Those parties interested in obtaining a Certificate and Release for environmental liability protection for the groundwater pollution currently present can apply to the City of Wichita, Department of Environmental Services. Information for the application process can be obtained through the web site <http://www.wichita.gov/CityOffices/Environmental> Look under the web links for Gilbert and Mosley Site or NIC Site for the application form.

The City of Wichita Environmental Services Department has identified groundwater contamination in parts of the northwest corner of the North Old Town Area. The groundwater beneath the North Old Town Area is approximately 12 feet deep and moves to the south, southwest in this general area. Contamination plumes are migrating in the area, but current data shows the concentration levels to be below those known to cause vapor intrusions into structures.

It is important to note that there are no documented groundwater pollution source properties within the North Old Town Area, other than those typically associated with underground storage tanks (USTs) similar to many sites throughout the City. The City of Wichita and the Kansas Department of Health and Environment (KDHE) have either closed or are currently monitoring the several UST sites located within the North Old Town Area. Use of the groundwater for consumption, irrigation, and cooling or industrial purposes is restricted. All water wells are required to be permitted by the Department of Environmental Services prior to drilling of the water well. Some applications may be denied due to proximity to pollution or the potential impact to remediation activities.

Redevelopment Implications: Groundwater contamination plumes exist in the North Old Town Area, but the concentration levels are below those known to cause health hazards without direct exposure. The use of groundwater is severely restricted in the area and should not be conducted without consulting the City Department of Environmental Services. Property owners and developers should have their individual sites tested to ensure that no potentially harmful contamination exists on site, or to identify ways to effectively mitigate any existing pollution issues. All property owners should apply to the City of Wichita Environmental Services Department for a Certificate and Release form, which provides a degree of environmental liability protection.

Section 4

Evaluation of Pending Redevelopment Plans/Proposals

As of December 2007, there were no known pending redevelopment plans or proposals within the North Old Town Area.

The most recent redevelopment project within the North Old Town Area is the redevelopment of the Ranney Davis Wholesale Grocery Company, constructed in 1930, that was remodeled into a new Courtyard by Marriott Hotel. Other recent redevelopments include the International Harvester building and the Old Town Square Addition, which includes several residential units, restaurants, retail stores, office space, a public parking garage, and the Old Town Warren Theatre.

Section 5

Potential Redevelopment Scenarios

One of the public infrastructure improvements that the City has provided in Old Town is parking. However, there has been no overall assessment as to how much parking could be needed if potential redevelopment occurs. Therefore, this assessment analyzes the redevelopment potential of the North Old Town Area and identifies a range of parking improvements that may be necessary if property owners within the North Old Town Area decide to redevelop their property. The cost estimates for potentially needed parking improvements are in Appendix A.

5.1 Assessment of Future Redevelopment Possibilities

Based on current Old Town redevelopment patterns, the Committee felt that there is greater redevelopment potential in areas that are within close proximity to other recently redeveloped areas, such as the Old Town Square Addition and the Courtyard by Marriott of Old Town. In general, the further away from the recently redeveloped areas, the longer the anticipated timeframe for potential redevelopment.

5.2 Rehabilitation Potential & Improvement Opportunities

The Committee also identified structures with rehabilitation potential and properties with the potential opportunities for improvement including:

- Areas in which multiple adjoining or large parcels could be purchased and/or redeveloped--potentially with a large-scale development
- Areas that are vacant, currently used as outdoor storage areas or other under utilized areas that have infill development potential
- Areas in which screening of the site may be desirable
- Areas in which improvements could be made to the property--enhancing its visual appearance or providing a higher and perhaps a more economically beneficial use for the property

Then the Committee utilized this information to develop some redevelopment scenarios and associated parking requirements based on several factors including: building rehabilitation potential, total site redevelopment potential, density, and land use.

5.3 Qualitative Estimate of Potential & Likelihood of Redevelopment

Table A illustrates one scenario of potential redevelopment (Scenario A) in terms of existing building rehabilitation and total site redevelopment with new construction. Scenario A assumes that future redevelopment could occur at the same density as the redevelopment that occurred in existing Old Town. The distribution of uses among the various use types also is assumed to occur at the same mixture as existing Old Town. Two other redevelopment scenarios (Scenario B and C) assume that the redevelopment of North Old Town could occur at 75 percent and 50 percent, respectively, of the density of existing Old Town. Tables B and C illustrate the anticipated level of redevelopment for these scenarios. The percentage of total development occurring in each use type is the same for all three scenarios.

**Table A
Potential Redevelopment Scenario A
Same Density as Existing Old Town**

Use Type	Land Area	Floor Area	Floor Area Ratio	Parking Requirement
Residential	92,067	223,402	2.43	130
Office/Retail	135,205	164,703	1.22	549
Restaurant	40,985	37,866	0.92	316
Night Club	7,662	7,432	0.97	83
Hotel	34,661	110,914	3.20	137
Warehouse	86,635	77,204	0.89	77
Institutional	10,945	26,160	2.39	87
Parking	127,697	482,351	3.78	N/A
Total	535,857	1,130,030	2.11	1,378

**Table B
Potential Redevelopment Scenario B
75% of the Density of Existing Old Town**

Use Type	Land Area	Floor Area	Floor Area Ratio	Parking Requirement
Residential	84,465	167,551	1.98	97
Office/Retail	122,474	123,527	1.01	412
Restaurant	35,938	28,399	0.79	237
Night Club	7,662	5,574	0.73	62
Hotel	34,661	83,185	2.40	103
Warehouse	112,015	100,655	0.90	101
Institutional	10,945	19,620	1.79	65
Parking	127,697	376,727	2.95	N/A
Total	535,857	905,238	1.69	1,076

Table C
Potential Redevelopment Scenario C
50% of the Density of Existing Old Town

Use Type	Land Area	Floor Area	Floor Area Ratio	Parking Requirement
Residential	84,465	111,701	1.45	65
Office/Retail	122,474	82,351	0.75	275
Restaurant	35,938	18,933	0.61	158
Night Club	7,662	3,716	0.49	41
Hotel	34,661	55,457	1.60	69
Warehouse	112,015	124,106	0.90	124
Institutional	10,945	13,080	1.20	44
Parking	127,697	271,102	2.12	N/A
Total	535,857	680,446	1.27	775

The three scenarios differ by the density of development that is anticipated. Density of development is measured by floor area ratio, which is the square footage of building development divided by the land area upon which the buildings are located. A floor area ratio greater than one indicates that multiple story construction is anticipated.

The parking requirement is calculated using the regulations of the Unified Zoning Code for the OT-O, Old Town Overlay District. The parking requirements for this district are reduced from standard parking requirements by more than 20% in recognition that parking spaces will be shared by multiple uses that have differing hours of operation. A parking requirement reduction of 20% is in line with the average of 12 shared parking case studies for mixed-use developments contained in *Shared Parking, Second Edition*, published by the Urban Land Institute and the International Council of Shopping Centers in 2005.

Table D illustrates the potential timing of redevelopment as short-term (0-5 years), mid-term (6-10 years), and long term (10 years or longer). The numbers shown in Table D are the square footage of buildings anticipated to be remodeled and constructed.

Table D
Potential Timing of Redevelopment

Use Type	Scenario A			Scenario B			Scenario C		
	Short	Mid	Long	Short	Mid	Long	Short	Mid	Long
Residential	16,724	58,506	148,171	12,543	43,880	111,128	8,362	29,253	74,085
Office/Retail	28,009	35,152	101,542	21,007	26,364	76,157	14,004	17,576	50,771
Restaurant	11,104	5,707	21,055	8,328	4,280	15,791	5,552	2,853	10,528
Night Club	0	2,230	5,202	0	1,672	3,902	0	1,115	2,601
Hotel	0	33,274	77,640	0	24,956	58,230	0	16,637	38,820
Warehouse	38,218	3,705	35,281	52,177	3,634	44,844	66,136	3,562	54,407
Institutional	0	7,848	18,312	0	5,886	13,734	0	3,924	9,156
Parking	0	144,705	337,646	0	113,018	263,709	0	81,331	189,771
Total	94,055	291,127	744,849	94,045	223,689	587,494	94,055	156,251	430,140

The Oversight Committee identified an opportunity area for future off-street public parking. The area is located at the northwest corner of 2nd Street and Washington and is a similar size to the area used for the parking garage in Old Town Square. A parking structure containing approximately one-third to one-half of the parking spaces needed to support the potential redevelopment of North Old Town could be constructed in this area. The area is located such that the walking distance to newly redeveloped properties and existing Old Town development would be a few blocks or less. Additionally, the area is a gateway into the Old Town area, and ground floor commercial space in the parking structure combined with an entry monument could draw travelers to this area.

Section 6



Financing Redevelopment

Now that potential funding sources have been identified for each initiative, what is the difference between each funding type? What financing mechanisms did Old Town use? What financing mechanisms are appropriate for the North Old Town area?

Funding Mechanisms used in Old Town

Old Town has been redeveloped through significant private sector capital investment that has been supplemented by general fund public capital investment, public financing mechanisms targeted specifically to the Old Town area, and other public financial incentive programs.

Public capital investments in infrastructure and parking have been funded through the capital improvement program. Tax increment financing has been used to redirect property tax revenue generated from the increased value of properties in Old Town from the general fund to a special fund to be used only in Old Town. A parking district has been used to collect revenue from Old Town businesses that in-turn is used to provide free public parking in the area rather than requiring each individual property to provide on-site parking. Other financial incentive programs include special assessments, historic tax credits and the façade improvement program.

Potential Funding Mechanisms for North Old Town Area

Should the North Old Town Area continue to redevelop, decisions will need to be made regarding how to move forward. Both private and public sector capital investment will be critical to its success. Funding mechanisms that were used in the redevelopment of Old Town, among others, should be considered. The following is a summary of funding mechanisms that should be considered as a supplement to private investment efforts should redevelopment continue:

- **Capital Improvement Program** – The City of Wichita funds infrastructure improvements through a 10-year capital improvement program. The funding is “at-large” funding from general tax revenues collected citywide. Using the capital improvement program to fund infrastructure projects in North Old Town could be problematic, because funding from the capital improvement program is extremely competitive given its citywide focus. Therefore, projects from other areas of the city would need to be reprioritized in order to shift funding to a North Old Town project or additional “at-large” tax revenues would need to be added to the program.

- **Tax Increment Financing (TIF)** – Two tax increment financing districts were used to fund a portion of Old Town's infrastructure. Both of these tax increment financing districts have proven successful, because specific private investment projects were identified (prior to creating the district) that would generate sufficient increases in property valuation to fund the debt financing for the infrastructure projects. Tax increment financing in the North Old Town Area would only work if specific private investments were identified, as opposed to creating a TIF district and relying on speculative development to create the increased property valuation. One option would be to expand the Old Town Cinema TIF District, which currently covers the area between 2nd and 3rd streets.
- **Parking District** – Zoning regulations require that each business provide a specific number of parking spaces on the business property or nearby. In an area such as Old Town, this can be an impediment to private investment for two reasons. First, land is not readily available to be dedicated to parking since most properties are entirely or mostly developed with buildings. Second, Old Town is developed with a mixture of uses that often can share parking due to the differing hours for which businesses and residences need parking. Both circumstances make a parking district attractive for the provision of shared parking. A parking district is established to collect revenue from properties to fund shared public parking for all the businesses and residences in the district. The existing parking district for Old Town could potentially be expanded to include the North Old Town Area.
- **Special Assessments** – The City of Wichita also funds infrastructure improvements through tax revenues that are collected from the properties that directly benefit from the projects rather than from general tax revenues. The public infrastructure for many private investment projects are funded through special assessments; however, as with tax increment financing, special assessments work best for identified private investment projects rather than for speculative development. If special assessments are used for speculative development, the tax liability of the property benefiting from infrastructure improvements may be too high to attract private investment. Property owners may also object to special assessment financing of infrastructure improvements, as the improvements may be viewed by property owners as general maintenance or routine replacement of infrastructure that is typically funded with “at-large” revenues.
- **Historic Tax Credits** – Eligible historic properties can qualify for income tax credits equal to a portion of the private funds invested in their rehabilitation. The income tax credits typically are transferred to investors in exchange for capital to fund rehabilitation costs. The income tax credits encourage private investment in historic buildings and districts. The historic resources survey, in Appendix C, indicates that as many as 9 properties within the North Old Town Area could be designated as historic. Historic tax credits could be a powerful incentive for private investment in the rehabilitation of these properties.

- **Façade Improvement Program** – The program provides a low-interest loan to rehabilitate building facades in targeted areas. Up to 25 percent of the loan may be forgiven if the façade improvement is maintained. The lower than market-rate interest rate and potential loan subsidy provide a strong incentive for private investment in the rehabilitation of buildings.
- **Urban Redevelopment Authority** – A redevelopment authority is typically a non-profit agency that receives funding from a number of local, state, and federal government agencies, as well as, private foundations and donations in order to provide financial incentives to encourage private investment in redevelopment. A redevelopment authority also typically develops overall redevelopment plans for specific areas and uses its financial incentives to direct private investment towards accomplishing the goals identified through the planning processes. A redevelopment authority also typically serves as a clearinghouse for information regarding the redevelopment process and is capable of directing private investors towards numerous other financial incentives that may be available for a redevelopment project.
- **Low Income Housing Tax Credits** – Rental housing projects that set aside a certain percentage of housing units for low-income households can qualify for income tax credits. The income tax credits are typically transferred to investors in exchange for capital to fund the construction of rental housing.
- **New Market Tax Credits** – The program provides income tax credits to investors for a portion of their investment into an organization that provides loans, investments, and/or financial counseling in a low-income community. Like other tax credit programs, this program could be a powerful incentive for private investment in the North Old Town Area. However, the organization in which tax credit investments are made must be certified through a highly competitive program, which may make this program difficult to apply in the North Old Town Area. Perhaps an organization like a redevelopment authority could receive the necessary certification to participate in this program.
- **Tax Rebates** - Tax rebates are available to owners who make eligible improvements to properties located within the City of Wichita in designated Neighborhood Revitalization Areas, as identified in the City of Wichita’s Neighborhood Revitalization Plan (2007). The tax rebates vary in amount and length according to property type. In general, the tax rebates are as follows:
 - single family 95%, for five years, with no maximum building permit value.
 - multi-family 75%, for five years, with a maximum building permit value of \$500,000.
 - Commercial and Industrial, 75%, for five years, with a maximum building permit value of \$250,000
 - Historic properties, 95%, for five years, with no maximum building permit value.

For more information about the Neighborhood Revitalization Areas Tax Rebate program please refer to the 2004-2008 City of Wichita Consolidated Plan (2003), including the City of Wichita's Neighborhood Revitalization Plan (2007). Questions or applications about the Neighborhood Revitalization Areas Tax Rebate should be submitted to the City of Wichita Economic Development Office, 455 N. Main St., 13th Floor, Wichita, KS 67202; or by calling 316-268-4524.

<http://www.wichita.gov/CityOffices/CityManager/EconomicDevelopment/NRA/>

- **Transportation Development District** - A Transportation Development District is a defined geographic area in which an additional sales tax increment is collected, of which the proceeds are used to fund transportation and other redevelopment-related infrastructure improvements. A Transportation Development District could be created for the North Old Town Area, and the proceeds could be used to fund streetscaping and other infrastructure improvements.

There are a couple of drawbacks to a Transportation Development District. First, the businesses within the district charge a higher sales tax than other businesses in the community, which may cause some customers to not shop within the district, especially at businesses for which numerous alternatives exist in the community. Second, in order to generate sufficient revenue to fund infrastructure improvements, commitments from developers to redevelop properties within the North Old Town Area with businesses that generate a significant amount of taxable sales is needed for the Transportation Development District to be a viable infrastructure financing mechanism.

Section 7

Projected Timeline for Implementation of Improvements/Concepts

Improvement Concepts	Lead Responsibility	Page
In the Works		
Continue with plans to replace the water mains that run along 3rd Street and Central, through the entire project area within two years	Water Utilities	15
Replace the sewer line along 3rd Street	Water Utilities	15
Replace the sewer line along Mead, north of 3rd Street	Water Utilities	15
Continue with plans to make improvements to the stormwater drainage system along Wabash Avenue, 1st Street, 2nd Street, 3rd Street and Rock Island (Phase I & II)	Public Works Department	17
Pave Mead Street	Public Works Department	20
Replace 3rd Street with brick in conjunction with the completion of stormwater drainage improvements	Public Works Department	20

Improvement Concepts	Lead Responsibility	Page
To Be Determined		
Replace the water line along Washington, from 2nd to Central in conjunction with street improvements	Water Utilities	15
Replace the water line on Rock Island, from 3rd Street to Central in conjunction with street improvements	Water Utilities	15
Replace the sewer line to the east of Mosley, north of 3rd Street	Water Utilities	15
Replace any remaining undersized stormwater drainage system as appropriate to adequately accommodate redevelopment opportunities	Public Works Department	17
Replace the north half of Rock Island and all of Mosley, between 2nd Street and 3rd Street, with brick or similar material as used in Old Town	Public Works Department	20
Replace Rock Island & Mosley, north of 3rd Street	Public Works Department	20
Improve arterial streets that are "Below Average" condition to at least "Good" Condition, including 2nd Street and Washington Avenue	Public Works Department	20
Install pedestrian streetlights every 75' along Mead, Rock Island, Mosley and 3rd Street, as needed, in order to provide an adequate and safe environment for pedestrians	Public Works Department	20
If it is determined that the North Old Town District should develop in the same style and designs as the established Old Town District, design guidelines for public improvements should be developed, and approved by the Design Council and the Wichita Historic Preservation Board	MAPD	20

Improvement Concepts	Lead Responsibility	Page
To Be Determined (Continued)		
Provide shared public parking through an expansion of the existing Old Town parking district into the North Old Town Area	City of Wichita	30
Work with Weststar to determine if burying the electric lines throughout the North Old Town area is feasible--coordinating efforts and timing as improvements are made to the substation and other streetscaping projects throughout the North Old Town area	City of Wichita	31
Work with Westar to provide screening on all sides of the Mead Electric Substation to reduce its negative impact on surrounding properties as redevelopment occurs	City of Wichita	31
Modify the existing “OT-O” Old Town Overlay district to create a special subdistrict for the North Old Town Area. The special subdistrict should permit residential uses and include design standards for buildings and signs and special parking regulations	MAPD	42
Encourage the redevelopment of the North Old Town area with similar land uses as found in the existing Old Town District through financial incentives	Office of Economic Development	42

Improvement Concepts	Lead Responsibility	Page
Ongoing		
Incorporate crosswalks as deemed appropriate as street improvements occur	Public Works Department	20
Incorporate street lighting, public art, landscaping, benches or other rest areas, receptacles, and gateways, as street and sidewalk improvements are designed and installed	Public Works Department	20
Remove or find an alternative location for any object obstructing the path of the sidewalk, where financially feasible	Public Works Department	20
Install sidewalks in areas that currently have none so that sidewalks line both sides of the street in conjunction with street improvements and as redevelopment occurs	Public Works Department	20
Bring all existing sidewalks into compliance with the Americans with Disabilities Act (ADA)	Public Works Department	20
Maximize on-street parking in conjunction with street rehabilitation projects	Public Works Department	30
Properties potentially eligible for listing on local, state, or the national registers of historic properties should be studied and property owners should consider applying for listing	Potentially Eligible Property Owners	37
Property owners of eligible properties should apply for funding from programs specifically tailored for historic properties	Eligible Property Owners	37
Public and private improvements should be provided in a manner and style that will not have a negative impact on properties listed or eligible for listing on the local, state, or national registers of historic properties	Public and Private Sector	37

Appendix A

Area-Wide Preliminary Cost Estimates

Area-Wide Preliminary Cost Estimates

Water and Sewer Line Cost Estimates

Capital Costs: Total = \$634,000

Water Lines

a1. 3rd Street - Santa Fe to Washington Remove and Replace 1100 LF of 16" (Cast Iron to PVC or Ductile) @ 24" Ductile Iron line does not need replaced	\$110 LF =	\$121,000
a2. Central - Santa Fe to Washington 24" Prestressed Concrete Steel Cylinder pipe does not need replaced Remove and Replace 1300 LF of 20" (Cast Iron to Ductile) @	\$150 LF =	\$195,000
b. Washington - 2nd to Central Remove and Replace 1400 Lf of 8" Pipe @	\$80 LF =	\$112,000
c. Rock Island - 3rd Street to Central Remove and Replace 750 LF of 8" (Cast Iron to PVC)	\$80 LF =	\$60,000
Total		\$488,000

Sewer Lines

d. Along 3rd Street Remove and Replace 310 LF of 6" and 8" (VCP to PVC)	\$100 LF =	\$31,000
e. Along Mead, north of 3rd Street Remove and Replace 500 Lf of 8" (VCP to PVC)	\$100 LF =	\$50,000
f. East of Mosley, north of 3rd Street Remove and Replace 650 LF of 8" (VCP to PVC)	\$100 LF =	\$65,000
Total		\$146,000
 GRAND TOTAL		 \$634,000

Note: Prices do not include the replacement of new permanent pavement

O&M Costs: New or Replaced Sewer lines = 6.5 cents/foot per year (\$346 per mile) -
10,830' X 0.065 = **\$704/ year**

 New or Replaced Water lines = 3.3 cents/foot per year (\$173 per mile) -
15,124' X 0.033 = **\$500/ year**

Total O&M ~ \$1,200/ year

Stormwater Drainage Improvements

Capital Costs:

1. Funding has already been allocated to pay for the stormwater drainage system improvements as outlined in "Improvements Needed Item A." A map that shows these improvements can also be viewed on page 16.
2. Additional funds may be necessary to replace the remaining undersized stormwater drainage systems that are not included within the project in Item A, but the area will need to be re-evaluated after the completion of Phase I and Phase II to make this determination.

Operating Costs: Data not available

Street Improvement Cost Estimate

	Location	Quantity	Unit Price	Estimated Cost for Improvement
<i>Paving Needs</i>				
Mead Street	From 3rd Street to Central Avenue			Project is currently being designed - (pavement only \$237,000)
<i>North/South Streets - Resurfacing Needs</i>				
Rock Island	North Half of Rock Island from 2nd Street to 3rd Street	816 SY	\$150	Brick \$122,400
Rock Island	From 3rd Street to Central Avenue	1,640 SY	\$150	Brick \$246,000
Mosley	From 2nd Street to 3rd Street	1,680 SY	\$150	Brick \$252,000 Concrete \$134,400 Asphalt \$335,125
Mosley	From 3rd Street to Central Avenue	1,640 SY	\$150	Brick \$246,000
<i>East/West Streets - Resurfacing Needs</i>				
3rd Street	From Mead Street to Washington Avenue	1,864 SY	\$150	Brick or Similar Material \$279,600 (Will be paved after the Stormwater Phase II Project is complete)
Total				\$1,383,000

Capital Costs - It is estimated that brick pavement would cost approximately \$150/SY. Asphalt is a potential paving option for Mead Street, between 3rd Street and Central Avenue, until such time redevelopment occurs, which would cost approximately \$50/SY. In order to make improvements to all street segments listed above, more than \$1.3 M would be needed. Street and sidewalk improvements are most typically funded through special assessment districts created block-by-block, jointly funded (50/50) by the adjacent property owners and the City, in order to ensure that the streets and sidewalks are installed in a comprehensive and strategic manner.

Operating Costs: Data not available

Sidewalk Improvement Cost Estimate

Sidewalks that need the most improvement due to their condition or width or areas that currently do not have a sidewalk are listed as follows:

Sidewalk Location	Sidewalk Section	Existing Sidewalk Width	Proposed Width	Quantity	Estimated Cost to Install or Replace
<i>East / West Sidewalks</i>					
*Central Ave. (S side)	From RR tracks east to Mead Street	4'	5'	1,575 SF	\$7,088
3rd Street (N side)	From Mead to the corner of Washington Ave.	NA	10'	5,650 SF	\$16,950
S. side is optional		5'	10'	5,650 SF	\$25,425
<i>North / South Sidewalks</i>					
Mead	From 3rd Street to Central Avenue	NA	5'	3,050 SF	\$12,200
*Rock Island (Both side)	From 3rd Street to Central Ave.	4'/5'/NA	9'	11,070 SF	\$33,210
Rock Island (Both sides)	North half of the block between 2nd & 3rd St.	NA	8'	4,320 SF	\$12,960
*Mosley (W side)	From 3rd Street to Central Avenue	NA	6'	3,690 SF	\$11,070
Mosley (Both sides)	From 2nd Street to 3rd St.	NA	9'	11,250 SF	\$33,750
*Washington Ave. (E & W side)	From 1st Street to Central	5'	5'	18,800 SF	\$84,600
Total				65,055 SF	\$237,253

***To be repaired and/or installed in conjunction with redevelopment**

Capital Costs: The cost to repair sidewalks averages at \$4.50/ square foot. The cost to install new sidewalks is \$3.00/ square foot. It is estimated that at minimum approximately 65,055 square feet of sidewalk needs to be replaced/installed regardless of when the improvements are needed and regardless of how it is funded. The cost estimate to repair/install 65,055 square feet of sidewalk is approximately \$237,253. Again, street and sidewalk improvements should be funded through special assessment districts created block-by-block as redevelopment occurs, jointly funded (50/50) by the adjacent property owners and the City, in order to ensure that the streets and sidewalks are installed in a comprehensive and strategic manner.

In addition, in order to meet ADA requirements, wheelchair ramps will be necessary as well, which are estimated to cost approximately \$600 per ramp--two per corner.

Operating Costs: Data not available

Other Streetscaping Improvement Cost Estimates

The installation of public art, landscaping, benches or other rest areas, trash receptacle and gateway costs vary depending on the style and quantity desired.

	Unit Cost	Quantity Needed	Total Estimated Cost
Streetlight bases and wiring	\$3,000-\$4,000 / light	~45-50	~\$135,000-\$200,000
Public Art	Variable	Variable	Variable
*Landscaping	\$300-\$550 / tree \$1,050 ~ tree grate	100-115	~\$157,500-\$181,125
Crosswalk (paving brick)	~\$100 / SY	15-20	~\$40,000-\$45,000
*Benches or Other Rest Areas	\$1,200-\$2,000	30-40	~\$36,000-\$80,000
*Trash Receptacles	\$800-\$1,500	50-60	~\$40,000-\$90,000
Trash Enclosure	\$2,500-\$3,000	TBD - based on redevelopment needs	TBD
*Gateways	\$50,000-\$75,000	1-2 (2nd and Washington)	\$100,000- \$150,000

* Cost may vary due to the type and timeframe of each item purchased.

Operating Costs: Data not available

Mead Electric Substation Improvements

Potential Improvements
c. Work with Weststar to determine if burying the electric lines throughout the North Old Town area is feasible--coordinating efforts and timing as improvements are made to the substation and other streetscaping projects throughout the North Old Town area.
d. *Work with Westar to provide screening on all sides of the Mead Electric Substation to reduce its negative impact on surrounding properties as redevelopment occurs.

*Examples of screening techniques are available in Appendix E.

Capital Costs:

1. Burying the electric lines throughout the North Old Town area:

If it is determined that the overhead lines should be relocated underground, the City would need to provide an area for locating new equipment in the right-of-way or platted easement. The City would also be responsible for the trenching, conduit and any additional costs for upgrading to decorative poles.

The cost estimates provided do not include, the costs to obtain easements, the costs to relocate street lights, the costs to relocate transmission lines, or any work at the Mead Substation.

The estimates that Westar has provided are only rough estimates and are anticipated to change as development takes place. It is anticipated that costs will rise in 12-18 months due to increased cost for labor and materials. As development plans come forward, Westar will be glad to work-up a job to serve the new customer and provide actual costs associated to relocate our equipment.

Estimated Costs:

\$65,000 to relocate the line south of 3rd Street, between Washington and Mosley. This includes a small portion on 2nd.

\$15,000 for removal south of 3rd Street, on Rock Island and Mosley.

\$150,000 to relocate the line on 3rd Street, between Washington and Mead. The cost is very dependent on what laterals will be needed north and south, causing a need for pad mounted switch gear.

\$40,000 to relocate the line north of 3rd Street, between Washington and Mosley.

\$25,000 to relocate the lines just south of Central Avenue, on Mead and Rock Island.

The above costs include standard pad mounted equipment.

(A cost estimate for the overhead line on the south side of Central, between the railroad tracks and Mead Street was also not included, but an estimated cost can be created if needed.)

2. Screening the Mead Electric Substation can greatly vary in cost depending on the type of screening installed.

Operating Costs: Variable

Public Parking Improvements

	Potential Improvements
	c. *Provide shared public parking through an expansion of the existing Old Town parking district into the North Old Town Area.
	d. Maximize on-street parking in conjunction with street rehabilitation projects.
Participating Partners	Old Town Association
Funding Sources	Capital Improvement Program, Tax Increment Financing, Parking District, Urban Redevelopment Authority

*To be implemented as redevelopment occurs.

Capital Costs: \$17,500 per space for structured parking and \$5,000 per space for surface parking (includes land acquisition)

Assuming 75% of the parking is structured and 25% is surface total capital costs are:

<u>Scenario A</u>	<u>Scenario B</u>	<u>Scenario C</u>
\$19,815,000	\$15,467,500	\$11,137,500

Operating Costs: \$400 per year per space for “free” structured parking
 \$550 per year per space for “paid” structured parking
 \$100 per year per space for “free” surface parking
 \$250 per year per space for “paid” surface parking

Assuming “free” public parking of the same 75/25 split, annual operating costs are:

<u>Scenario A</u>	<u>Scenario B</u>	<u>Scenario C</u>
\$448,000	\$349,700	\$251,800

Appendix B

Street-by-Street Basis Preliminary Cost Estimates

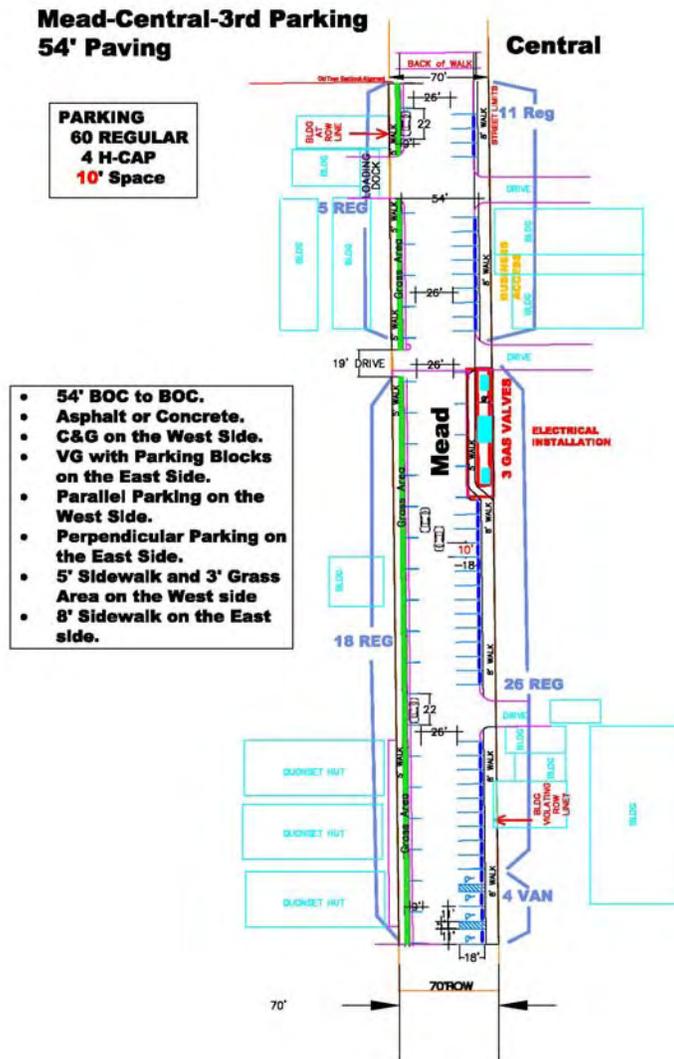
Street-by-Street Basis - (In the Works)

Mead Street, between 3rd Street and Central Avenue

Since Mead Street is the only unpaved street in downtown, City staff evaluated and developed preliminary cost estimates, which were then developed in more detail by the Department of Public Works. Mead Street is currently being designed. Although final estimates have not come in yet, the Council approved a budget of \$580,000. (City of Wichita's portion \$343,000 & Benefit District's portion \$237,000) The Department of Public Works will meet with the Mead Street and 3rd Street consultants by the end of December 2007 to discuss the coordination/timing of both projects and will meet with Mead Street property owners in January or February of 2008.

*Please note that a sewer line will be replaced as a part of this project.

Mead Street Improvement Concept Drawing is below:



3rd Street, between the Mead Street and Washington Avenue

The design for the 3rd Street stormwater drainage improvement project is currently being finalized and design work is projected to be complete by the end of December 2007. It will be let in January of 2008, and construction is projected to begin in the fall of 2008 with project completion in 2009.

3rd Street Pavement Material Discussion: Outcomes from the North Old Town Oversight Committee Meeting May 4, 2007

As requested by the Department of Public Works, the North Old Town Oversight Committee met Friday, May 4, 2007 to discuss and make a recommendation as to whether the brick on 3rd Street should be replaced after the stormwater project is complete. Christy Rodriguez distributed the community stakeholder survey results from the March meeting, which asked a series of questions pertaining to level of satisfaction regarding the quality/condition of public infrastructure, including the condition of streets in the North Old Town area. It also asked whether the character of the existing Old Town should be expanded throughout the North Old Town area, whether the brick streets are critical to the character of North Old Town, and other questions pertaining to cost and material preferences on a street-by-street basis.

Next Kathy Morgan discussed the historic significance of brick on 3rd Street, and how this area is within the historic environs. Kathy recommended that we use 3rd Street as a transitional street that helps blend the brick streets to the south with the concrete streets to the north of 3rd Street. She recommended that the brick be replaced in the driving lanes along 3rd Street with concrete parking areas. Kathy's recommendation was discussed as a possible option.

Property owners within North Old Town, whom also serve on the Committee, discussed several factors related to functionality, durability, noise, and appearance. The Committee then discussed the potential of using a stamped concrete that has a similar appearance as brick. John Belford of Belford Electric said that one of the factors that he looked into prior to purchasing his building was whether or not the brick would remain after the stormwater project was complete. John Belford was told by the City that the brick would remain. He feels that the brick is critical to the character of the area and prefers brick streets. The Committee reached consensus as follows:

The North Old Town Oversight Committee's Recommendations:

- 1) The driving lanes along 3rd Street should be replaced with brick, with concrete parking stalls (as space allows), after the completion of the stormwater project.
- 2) Public Works Department should report back to the Committee about the pros and cons of stamped concrete as an option--including information about its durability. Stamped concrete is the Committee's second choice, if brick is not deemed feasible as determined by the City Council.
- 3) The Public Works Department should request contractors to submit bids for both brick and stamped concrete.
- 4) The Public Works Department should continue to provide information and seek input from the Oversight Committee regarding the design of 3rd Street.
- 5) Mr. Aaron Henning with the Public Works Department will report the Committee's recommendations back to Jim Armour and Gary Janzen.

Below are some preliminary estimates:

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Extension</i>
*Brick Paving Replacement	1,864	SY	\$150.00	\$279,600
On-street Parking (18' head-in & 8' parallel)	2,027	SY	\$80.00	\$162,160
Sidewalks, 10' (N. Side)	5,650	SF	\$3.00	\$16,950
Sidewalks, 10' (S. Side - optional)	5,650	SF	\$4.50	\$25,425
Paving Brick (7 crosswalks)	203	SY	\$100.00	\$20,300
Wheelchair ramps	20	ea	\$600.00	\$12,000
Stormwater Drainage	650	LF	\$60.00	\$39,000
Pedestrian Level Streetlights	7	ea	\$4,000.00	\$28,000
Receptacles	7	ea	\$1,500.00	\$10,500
Landscaping (trees with grates)	20	ea	\$1,575.00	\$31,500
Benches	6	ea	\$2,000.00	\$12,000
Bike Rack	1	ea	\$1,000.00	<u>\$1,000</u>
Project Subtotal				\$638,435
Project Subtotal				\$638,435
Design, Inspection, Administration				<u>\$95,765</u>
Total				\$734,200

3RD STREETSCAPING IMPROVEMENTS PROJECT TOTAL = \$735,000

*Brick streets are preferred, but if this is deemed to be financially infeasible, then paving 3rd Street with asphalt is estimated to cost approximately \$150,000.

**Please note that this project should be implemented in conjunction with the Phase II Stormwater Drainage project, projected to begin in the fall of 2008. In addition, a water and sewer line should be replaced as well.

Street-by-Street Basis - (To Be Determined)

Mosley, between 2nd Street and 3rd Street

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Extension</i>
On-street Parking 18' (head-in)	1,260	SY	\$80.00	\$100,800
Concrete Sidewalks, 9' (Both sides)	11,250	SF	\$3.00	\$33,750
Paving Brick (2 crosswalks)	42	SY	\$100.00	\$4,200
Wheelchair ramps	6	ea	\$600.00	\$3,600
Storm Drainage	630	LF	\$60.00	\$37,800
Pedestrian Level Streetlights	8	ea	\$4,000.00	\$32,000
Receptacles	5	ea	\$1,500.00	\$7,500
Landscaping (trees with grates)	13	ea	\$1,575.00	\$20,475
Benches	5	ea	\$2,000.00	\$10,000
Bike Rack System	1	ea	\$1,000.00	<u>\$1,000</u>
Project Subtotal				\$251,125
 <u>Paving Options</u>				
Brick Paving (24')	1,680	SY	\$150.00	\$252,000
Project Subtotal				\$251,125
Design, Inspection, Administration				<u>\$75,469</u>
Total				\$578,594
Concrete	1,680	SY	\$80.00	\$134,400
Project Subtotal				\$251,125
Design, Inspection, Administration				<u>\$57,829</u>
Total				\$443,354
Asphalt	1,680	SY	\$50.00	\$335,125
Project Subtotal				\$251,125
Design, Inspection, Administration				<u>\$50,269</u>
Total				\$385,394

MOSLEY STREETSCAPING IMPROVEMENTS PROJECT TOTAL = \$385,394-\$578,594

Street-by-Street Basis - (To Be Determined)

Rock Island, between 2nd Street and 3rd Street

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Extension</i>
Brick Paving - (N. half of the block)	816	SY	\$150.00	\$122,400
On-street Parking	0	--	\$0	\$0
Concrete Sidewalks, 8' (N. half; both sides)	4,896	SF	\$3.00	\$14,688
Paving Brick (1 crosswalk - N. end.)	21	SY	\$100.00	\$2,100
Wheelchair ramps	2	ea	\$600.00	\$1,200
Pedestrian Level Streetlights (& wiring)	8	ea	\$4,000.00	\$32,000
Receptacles	5	ea	\$1,500.00	\$7,500
Landscaping (trees with grates)	13	ea	\$1,575.00	\$20,475
Benches	6	ea	\$2,000.00	\$12,000
Bike Rack System	1	ea	\$1,000.00	<u>\$1,000</u>
Project Subtotal				\$213,363
 Project Subtotal				 \$213,363
Design, Inspection, Administration				<u>\$32,000</u>
Total				\$245,363

ROCK ISLAND STREETSCAPING IMPROVEMENTS PROJECT TOTAL = \$246,000

Rock Island, between 3rd Street and Central Avenue

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Extension</i>
Brick Paving	1,640	SY	\$150.00	\$246,000
On-street Parking (8' parallel)	554	SY	\$80.00	\$44,280
Sidewalks, 9' (Both Sides)	11,070	SF	\$3.00	\$33,210
Paving Brick (2 crosswalks)	43	SY	\$100.00	\$4,320
Wheelchair ramps	4	ea	\$600.00	\$2,400
Stormwater Drainage	615	LF	\$60.00	\$36,900
Pedestrian Level Streetlights	7	ea	\$4,000.00	\$28,000
Receptacles	7	ea	\$1,500.00	\$10,500
Landscaping (trees with grates)	13	ea	\$1,575.00	\$20,475
Benches	6	ea	\$2,000.00	\$12,000
Bike Rack	1	ea	\$1,000.00	<u>\$1,000</u>
Project Subtotal				\$439,085
 Project Subtotal				 \$439,085
Design, Inspection, Administration				<u>\$65,863</u>
Total				\$504,948

ROCK ISLAND STREETSCAPING IMPROVEMENTS PROJECT TOTAL = \$505,000

Street-by-Street Basis - (To Be Determined)

*Mosley, between 3rd Street and Central Avenue

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Extension</i>
Brick Paving	1,640	SY	\$150.00	\$246,000
On-street Parking -none	0	SY	\$0.00	\$0.00
Sidewalks, 6' (One side)	3,690	SF	\$3.00	\$11,070
Paving Brick (2 crosswalks)	43	SY	\$100.00	\$4,320
Wheelchair ramps	4	ea	\$600.00	\$2,400
Stormwater Drainage	615	LF	\$60.00	\$36,900
Pedestrian Level Streetlights	4	ea	\$4,000.00	\$16,000
Receptacles	4	ea	\$1,500.00	\$6,000
Landscaping (trees with grates)	7	ea	\$1,575.00	\$11,025
Benches	4	ea	\$2,000.00	\$8,000
Bike Rack	1	ea	\$1,000.00	<u>\$1,000</u>
Project Subtotal				\$342,715
Project Subtotal				\$342,715
Design, Inspection, Administration				<u>\$51,407</u>
Total				\$394,122

MOSLEY STREETSCAPING IMPROVEMENTS PROJECT TOTAL = \$395,000

*This estimate is assuming that no additional ROW is obtained. With additional ROW, more amenities could be provided at an additional cost.

2nd Street, between Mead Street and Washington Avenue

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Extension</i>
Pedestrian Level Streetlights	4	ea	\$4,000.00	\$16,000
Receptacles	3	ea	\$1,500.00	\$4,500
Landscaping (trees with grates)	5	ea	\$1,575.00	\$7,875
Benches	3	ea	\$2,000.00	\$6,000
Bike Rack	1	ea	\$1,000.00	<u>\$1,000</u>
Project Subtotal				\$35,375
Project Subtotal				\$35,375
Design, Inspection, Administration				<u>\$5,306</u>
Total				\$40,681

2ND STREETSCAPING IMPROVEMENTS PROJECT TOTAL = \$41,000

Street-by-Street Basis - (To Be Determined)

Washington Avenue, between 1st Street and Central Avenue

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Extension</i>
Sidewalks, 5' (Both sides)	18,800	SF	\$4.50	\$84,600
Wheelchair ramps	24	ea	\$600.00	\$14,400
Receptacles	12	ea	\$1,500.00	\$18,000
Landscaping (trees with grates)	18	ea	\$1,575.00	\$28,350
Bike Rack	1	ea	\$1,000.00	<u>\$1,000</u>
Project Subtotal				\$146,350
Project Subtotal				\$146,350
Design, Inspection, Administration				<u>\$21,953</u>
Total				\$168,303

WASHINGTON STREETSCAPING IMPROVEMENTS PROJECT TOTAL = \$169,000

Central Avenue, from Railroad Tracks to Washington Avenue

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Extension</i>
Sidewalks, 5' (S. side from RR to Mead)	1,575	SF	\$4.50	\$7,088
Wheelchair Ramps	2	ea	\$600.00	\$1,200
Receptacles	3	ea	\$1,500.00	\$4,500
Landscaping (trees with grates)	5	ea	\$1,575.00	\$7,875
Bike Rack	1	ea	\$1,000.00	<u>\$1,000</u>
Project Subtotal				\$21,663
Project Subtotal				\$21,663
Design, Inspection, Administration				<u>\$3,245</u>
Total				\$24,908

CENTRAL STREETSCAPING IMPROVEMENTS PROJECT TOTAL = \$25,000

Appendix C

Historic Preservation Fund Survey Summary Report

PHASE ONE-WICHITA CENTRAL BUSINESS DISTRICT SURVEY SUMMARY REPORT

August 30, 2006

Brenda R. Spencer

The City of Wichita received Historic Preservation Fund grant monies from the Kansas State Historical Society in 2006 to assist with the completion of reconnaissance level surveys of the remaining area of downtown Wichita that had not been previously documented. The City contracted with Brenda Spencer in June of 2006 to conduct an inventory of approximately 360 properties in Wichita's Central Business District. This report summarizes the results of the first phase of the project comprised of 81 properties. The boundaries for this phase of the project were 2nd Street to Central Avenue between Santa Fe Avenue and Washington Avenue AND the east side of Washington Avenue between Douglas Avenue and 2nd Street.

There are two existing National Register Districts in proximity to the Central Business District Survey Area: The East Douglas Avenue Historic District [nomination prepared by Deon Wolfenbarger, 2003] located southwest of the survey area, and The Wichita Historic Warehouse and Jobbers District [nomination prepared by Dr. Pamela Kingsbury in 2003] encompassing the Old Town area also located south and west of the survey area. The East Douglas District encompasses downtown Wichita's prime commercial area and has little direct relationship to the resources in the survey area. The Warehouse and Jobbers District however, encompasses the area between Douglas Avenue and 2nd Street between the railroad tracks and Washington Avenue – adjacent to the survey area on the south.

By the beginning of the twentieth century, Wichita was home to three major railroads, which positioned the town as an ideal location for the wholesale and jobbers industry; the trade evolved and became a major component of Wichita's economy. The existing concentration of wholesale warehouses comprises the Historic Warehouse and Jobbers District. The survey area is related to the existing Historic Warehouse and Jobbers District by both its historic uses and its geographic proximity.

There are two primary structures in the survey area directly affiliated with the existing district – The International Harvester Co. building constructed in 1910 as a warehouse and retail showroom (listed on the National Register and converted to loft apartments in 2004), and the Ranney Davis Wholesale Grocery Co. constructed in 1930 and now being incorporated into the construction of a new Marriott Hotel. In addition to these primary structures, there are numerous small commercial and warehouse structures that served smaller companies including Wichita Fruit Wholesalers, Wichita Milk Producers, Jackson and Holder Farm Implements, the Stainless Cookware Co., and a rock wool company.

Although at first glance, it might seem appropriate to consider an expansion of the existing district, the Warehouse and Jobber District had few industrial and manufacturing companies – a significant distinction between the existing historic district and the survey area. Both areas encompass a variety of warehouse structures but the survey has a concentration of manufacturing companies and factories. Prominent manufacturers located in the survey area include: the Wichita Towel and Linen Company a local commercial laundry located in the Keep Klean System building (1929) at 802 E. 3rd, the General Baking Company (1928), located at 927 E. Central, and the Bartlett Potato Chip/Food Products Co. (1950) located at 430 N. Mosley.

Historically, the survey area was also home to a number of foundries. Globe Iron Works was located on the east side of Santa Fe in 1897 and Wichita Bridge and Iron Co., in the same block

in 1903 (both now the site of the Old Town Parking garage). Martin Metal Company was one of only four manufacturers located within the Warehouse and Jobbers District at 130-138 N. Mosley, but occupied additional structures in the survey area in the 300 block of N. Mosley. By the mid-1920s two additional foundries were located in the 300 block of N. Mosley - Service Foundry Company at 355 N. Mosley, and Service Brass and Aluminum Foundry, which is still in business today at 330 N. Mosley.

Secondary only to the warehouse and industrial/manufacturing uses in the survey area, is automotive-related businesses. In the period from the 1920s to the 1940s, there were approximately ten auto-related businesses housed in the area including three filling stations and numerous auto repair businesses. Since the mid-1950's the number of auto-related businesses in the area has doubled as development occurred along Washington Avenue.

As with most secondary commercial areas, the original use of the land in the survey area was primarily residential. With the exception of the early industries located on N. Santa Fe, across from the rail lines, most of the property within the survey area maintained its residential function until at least the 1920s. The area generally east of Mosley (between Douglas and Central) was still primarily residential on the 1935 Sandborn Map and with few exceptions; parcels on both sides of Washington Avenue (from Douglas to Central) were still residential on the 1950 Sandborn Map. Three single-family residences dating to c.1900 (at the south end of the block between Washington and Wabash, north of 3rd Street) remain in the survey area as a representative of the area's original residential function. Although these homes could potentially be contributing resources to a historic district, they are not likely eligible for individual listing on the state or national register.

The dates of construction of existing properties in the survey area are another clear distinction between the survey area and the historic district to the south. Only 22 of the 81 properties in the survey area were constructed prior to 1940; 48% of the properties were built between 1940 and 1955, and 20 (25%) of the properties date to post-1955. Commercial development along Washington Avenue, the eastern edge of the survey area, was slow to occur. Many of the existing commercial properties were likely built around 1960; the area was still predominantly residential on the 1950 Sandborn Map. Most of these properties are one-story concrete block warehouse and commercial structures with brick facades and have little or no ornamentation, similar to many of the 1920-1940 Commercial Style properties throughout the survey area. It is possible that some of these properties would be eligible for listing in the next five years however; precise dates of construction would have to be determined through a search of modern building records in order to confirm eligibility based on the fifty-year age threshold.

Architectural styles are not a defining characteristic of the properties within the survey area. The few exceptions include a residence with Queen Anne detailing at 401 N. Wabash, the Phillips gas station in the Tudor Revival style at 802 E. Central, a former gas station at 725 E. Central with Mission/Spanish Revival detailing (only the clay tile is extant/the facade is obscured by later additions), the front section/offices of the Ranney Davis Grocery Co. at 820 E. 2nd which is a classic representative of the Mission/Spanish Revival style, and a commercial building at 355 N. Washington that features a rounded corner characteristic of the Moderne style. The vast majority of structures in the survey area are characteristic of their function as warehouses or commercial and industrial businesses. Most are plain brick structures generally void of any detailing or ornament except minor use of stone sills or caps, and brick corbelling on the parapet. Depending on the date of construction, many of these simple brick structures are classified as Commercial Style, common throughout the Progressive Era (which can be argued to extend into the 1930s in Kansas). However, because a majority of the buildings in the survey

area date to post-1940, the majority of structures are not classified under a particular architectural style. This lack of architectural style and ornament is typical of commercial and industrial buildings in which functionality and utility takes priority over style and ornament. The buildings within the survey area are characteristic of their use and representative of the period in which they were constructed.

As mentioned above, the Old Town Parking Garage (2002) is located in the 300 block of N. Santa Fe, east of the railroad tracks. At least six new commercial developments have occurred in the past five years in the block between 2nd and 3rd Streets between Mosley and Santa Fe. Only two of these projects (Harvester Lofts in the International Harvester Co. Building, and the Marriott incorporating the Ranney Davis Grocery Building) involve existing historic buildings. The remaining development projects involved removal of former structures and new construction. The presence of these new structures in the block north of the Historic Warehouse and Jobbers District make it improbable to consider expansion of the existing historic district to incorporate contributing structures in the survey area.

Of the 81 resources in the Phase One Survey Area, one building is already listed on the National and Kansas Registers of Historic Places (the International Harvester Building) and one property (The Phillips Petroleum Co. gas station and office) is listed on the Wichita Historic Register. Two additional properties were deemed to be potentially eligible for listing on the National Register – The Keep Klean Building and Central Baking Company Building. Twenty-one properties were deemed to be potentially eligible as structures contributing to a National or State Historic District; however, 32% (a total of 26 of 81 resources) does not meet the minimum threshold of integrity for establishment of a historic district. Although a Multiple Property Listing for a Warehouse/ Manufacturing Property Type might be a remote consideration, the majority of building identified as potentially contributing to a district are common representatives of the property type with only a few being outstanding. It is doubtful that the existing resources would warrant development of a Multiple Property Nomination to the National Register.

Individual listing of the eligible properties on the National or Kansas Register of Historic Places is the recommended approach. The preliminary determination of eligibility was based on a survey of building exteriors only and a thorough analysis of the building interiors and former modifications will be necessary to pursue definitive determinations of eligibility for individual listing on the state or national registers. Six of the properties deemed potentially contributing to a district, could be eligible for listing on the Kansas Register of Historic Place (the integrity requirement is slightly less for the state register than it is for the National Register). In summary, 10 of the 81 resources in the Phase One survey area potentially eligible for individual listing on the National or Kansas Registers of Historic Places (4-National and 6-Kansas).

Following is a listing of properties within the survey area that are deemed to be potentially eligible for any type of listing on the state or national register and a map illustrating those properties. Survey forms are provided for each property in the survey area. Maps were provided by the City of Wichita.

Discover Historic Wichita-A listing of Wichita's Registered Landmarks and Districts, a pamphlet by the Wichita-Sedgwick County Metropolitan Planning Department.
 Maps were provided by the City of Wichita GIS Department.
 Miner, Craig. *Wichita-The Magic City*. Wichita-Sedgwick County Historical Museum Association, 1988.
 Research of Sandborn Maps, historic permit records and City Directories by City of Wichita Planning Department.
 Tihen Notes-Wichita State University Department of Special Collections-Dr. Edward N. Tihen's Notes from Wichita Newspapers, accessed on-line.
The Wichita Historic Warehouse and Jobbers District National Register Nomination by Dr. Pamela Kingsbury, 2003.

**PHASE ONE WICHITA CENTRAL BUSINESS DISTRICT SURVEY AREA
 PROPERTIES ELIGIBLE FOR LISTING ON STATE OR NATIONAL REGISTER**

<u>Survey #</u>	<u>Control #</u>	<u>Historic Name</u>	<u>Address</u>	<u>Date</u>	<u>Eligibility</u>
003	129069	Phillips Petroleum Co. Gas Station	805 E. Central	1927	NR
004	129069	Phillips Petroleum Co. Office	447 N. Rock Island	1931	NR
005	129070	Ebert Building	433 N. Rock Island	1920	District
007	129075	Keep Klean Building	802 E. 3rd	1929	NR
008	129065	Rock Wool Warehouse	432 N Rock Island	1930	District
009	129063	Central Baking Company	827 E. Central	1928	NR
012	118982	Commercial Building	907 E. Central	1940	District
013	118985-11986	Henrion Implement Co.	911 E. Central	1940	District
022	129061	Warehouse	437 N. Washington	1950	District
023	129057-129058	Gas Station/Auto Repair	919 E. Central	1935	KS R
030	120905	Residence	402 N. Washington	1900	District
031	120943	Residence	1016 E. 3rd	1900	District
032	120942	Residence	401 N. Wabash	1900	District
039	118954	International Harvester Co. Building	355 N. Rock Island	1910	Listed NR
045	118955	Service Foundry Co.	355 N. Mosley	1925	KS R
050	118955	Service Foundry Co.	355 N. Mosley	1925	KS R
051	118959	Martin Metal Manufacturing Co.	312 N. Mosley	1930	KS R
053	118960	Service Brass and Aluminum Foundry	330 N. Mosley	1926	KS R
054	118964	Warehouse	901 E. 3rd	1940	District
057	118965	Lewis Motors, Inc.	355 N. Washington	1940	KS R
065	120900	Stainless Steel Cookware Co.	330 N. Washington	1955	District
066	120901	Commercial Building	342 N. Washington	1955	District
067	120902	Morgan-Bulleigh Auto Supply	348 N. Washington	1940	District
078	121316	Moore Auto Electric Wholesale	130 N. Washington	1955	District
079	121317	Axel & Wheel Aligning Co.	126 N. Washington	1945	District
080	121438	Auto Repair/Filing Station	114 N. Washington	1945	District

Appendix D

Draft Potential Revisions to the Old Town Overlay District

4. OT-O, Old Town Overlay District

Purpose. The OT-O Old Town overlay district is intended to recognize the special location, architectural character and proposed land-use mix of the Old Town area within the City of Wichita by allowing appropriate deviations from the standards of the underlying base district. The design review provisions applicable within the OT-O are intended to preserve the area's special historic and architectural character and to protect private property values and public investments in and near the Old Town area, by ensuring that the exterior alterations to buildings and grounds are undertaken with sensitivity to the area's special character. The OT-O district is an overlay district; property within the district shall comply with the overlay district regulations of this section and the standards of the underlying district. In the case of conflict between the regulations in this section and those of the underlying zoning district, the regulations in this section shall prevail.

~~Two~~ Three special subdistricts of the OT-O district are recognized. ~~Both~~ Each of these subdistricts ~~are~~ is special in that they have unique differences from the remaining OT-O district; however, ~~both~~ each of the subdistricts ~~are~~ is consistent with the above stated purpose and intent of the OT-O. The first is the Theater subdistrict (OT-O/TH); this subdistrict is generally located between 2nd Street North and 3rd Street North, and between Rock Island Avenue and the BNSF Railroad tracks. Some design standards of the OT-O Theater subdistrict differ from those of the remaining OT-O, recognizing that all the buildings are new construction and that a multi-screen cinema is the anchor of a planned, high-energy, entertainment area.

The second special subdistrict is the Northeast End subdistrict (OT-O/NE), generally located north of 2nd Street North and east of Rock Island Avenue. The parking requirements for this subdistrict differ from the remaining, larger OT-O, recognizing more limited parking circumstances. Buildings in this subdistrict cover most of the lot area, with little land available for parking and no plans to develop public parking. Therefore it is appropriate to relax some parking standards in order to encourage redevelopment while preserving the existing buildings.

The third special subdistrict is the North Old Town Area subdistrict (OT-O/N). The boundaries of the OT-O/N subdistrict are the UP central rail corridor on the west; properties fronting the east side of Washington Street on the east (extending south to 1st Street); 2nd Street on the south and E. Central Street on the north, excluding those properties located with the OT-O/TH and OT-O/NE subdistricts. Buildings in the OT-O/N subdistrict do not have the same architectural character as buildings within the remainder of OT-O district; therefore, the design standards

of Sec. III-4.d.(2)(a) through Sec. III.4.d.(2)(c) shall apply only to lots within the OT-O/N subdistrict for new construction projects or when a remodeling/rehabilitation project entails a greater than 30% expansion of floor area, a project cost greater than 50% of the fair market value of the structure, or an alteration to the building exterior involving greater than 25% of the surface area of the building exterior.

Use regulations. The use regulations of the underlying zoning district shall control within the OT-O district, provided however, that all uses allowed as permitted and Conditional Uses within the residential zoning districts shall also be allowed as permitted or Conditional Uses, respectively, in the OT-O district; except that tattooing and body piercing facilities and any Sexually Oriented Business in the City shall not be allowed as a permitted or a Conditional Use.

Special parking regulations. The following special parking regulations shall apply within the OT-O district.

Residential. Parking for residential dwellings shall be provided at a minimum ratio of one space per dwelling unit.

Taverns and drinking establishments, clubs and restaurants.

Taverns and drinking establishments, clubs and restaurants that derive 50 percent or more of their gross income from food sales shall provide off-street parking at a minimum ratio of one space for every four occupants permitted.

Taverns and drinking establishments, clubs and restaurants that derive over 50 percent of their gross income from the sale of alcoholic or cereal malt beverages shall provide off-street parking at a minimum ratio of one space for every three occupants permitted.

Retail and office. Parking for retail and office uses shall be provided at a minimum ratio of one space per 300 square feet of floor area.

Theaters. Parking for theaters shall be provided at a minimum ratio of one space for every four seats.

Public assembly. Public assembly uses, except those that have parking requirements specified elsewhere in this regulation, shall provide the following minimum amounts of off-street parking:

Concentrated use assembly areas (e.g., auction rooms, auditoriums, lodge rooms, reviewing stands, etc. that typically do not have fixed seats, but if chairs are provided they are not accompanied by a table) - one parking space per 28 square feet of floor area used for public assembly.

Less concentrated use assembly areas that may have fixed seats and tables (e.g., bingo parlors, conference rooms, exhibit rooms, museums, galleries, etc.) - one parking space per 60 square feet of floor area used for public assembly.

Parking districts. When additional off-street parking is required to be provided for a new building or an addition or a change of use to all or a portion of a building, the requirements shall be waived if the property for which the parking is required is located within the boundaries of a parking district established by the Governing Body and if the property owner meets other requirements as established by resolution of the Governing Body.

Northeast End subdistrict. Special parking standards for the Northeast End subdistrict are as follows:

The requirements of Secs. IV-A.9.c and IV-A.9.d shall be waived for parking spaces shared or leased to meet the off-street requirements for a use if: such parking is available to the general public; is paved, dimensioned, and marked in accordance with the requirements of this Code and the City Engineer; is not needed to meet off-street parking requirements for other uses at the same time; and the lease is current and placed on file with the Office of Central Inspection.

The requirements of Sec. IV-A.10 shall also authorize off-street parking in a parking lot that is east of Washington Street with frontage on that street.

Design review standards and procedures.

Review procedures.

Applicability. Except as provided in Sec. III-4.a. for lots in the OT-O/N subdistrict and Secs. III-C.4.d(3) and III-C.4.d(4) for all lots in the OT-O district, no alterations to building exteriors, including painting, nor alterations to fences, grounds or temporary on-site signs may be made, and no permits involving alterations to building exteriors, or permits for signs, sidewalks, driveways or demolition shall be issued by the Office of Central Inspection for any structure or site located wholly or partially within the OT-O district until an application for such permit has been reviewed for compliance with the design standards of this section and approved by the Planning Director, with the concurrence of the Zoning Administrator.

Application. An application for a permit with the OT-O district shall be submitted in a form required by the Planning Director. A complete application should include, as necessary, to-scale drawings, elevations, sections, relevant plans of site and/or immediate environs if appropriate, and shall indicate materials and colors to be used, as conduct an adequate review of the application.

Action. After reviewing the completed application, the Planning Director with the concurrence of the Zoning Administrator shall approve, approve with conditions or modifications, or deny the request, in accordance with the design standards of this section. Any property owner in the OT-O may appeal the decision of the Director to the Board of Zoning Appeals.

Time limit on action. If within ten days from the date of receipt of a complete application by the Planning Director, no action has been taken on the application, the Office of Central Inspection may issue the necessary permits and the project may proceed. This time limit may be waived by mutual consent of the applicant and staff. It shall not apply if Historic Preservation Board review is required pursuant to Sec. III-C.4.d(1)(e).

Historic Preservation Board review. Projects involving Lots 2-18 of the 700 Block of East Douglas, East Wichita Addition, being included in the East Douglas Historic District (H 85-1), shall be reviewed by the Historic Preservation Board in accordance with these standards.

Design standards.

General.

- Alterations should be respectful of the character of one of Wichita's earliest commercial and warehousing districts whose architectural type and elements represent a style unique to the past. The Old Town Overlay District encompasses that section of Wichita that historically was its jobbing, wholesale and warehouse district, laid out on a gridiron street pattern. Red brick warehouse and commercial structures predominate, exemplifying the industrial and Italianate commercial architectural styles of the early Twentieth Century. Warehouse structures are trimmed in limestone, with mullioned windows, and commercial buildings have large, plate-glass windows. Roofs are generally flat and tarred, although some are trimmed with red or green clay tiles. Doors are of wood or metal, and are found both at grade and at loading-dock height. The buildings are no more than four and one-half stories in height, and have uniform setbacks.
- The height of all new buildings and building additions should be limited to the shorter of four and one-half stories or 50 feet.

- For each structure, the roofing materials visible from the street should be matching clay or synthetic tiles similar to clay in size, color and appearance, or of sheet metal, standing-seam or metal shingle construction; the exterior of the wall of each building should be finished in red or brown brick and trim of wood, metal, terra cotta or other glazed tile, glass block, limestone, or grey concrete.
- Mirrored glass windows for buildings should not be used.
- Metal windows and doors should be anodized or properly primed and enameled.
- Awnings or canopies should be made of metal or of cloth material.
- Walkway coverings should be of sheet metal, metal shingles or of standing-seam construction, or of canvas or cloth.
- Colors used in painting building exteriors should favor earth tones.
- Iron railings should be of utilitarian styling as represented in the district.
- Permanent fences should avoid wire materials whenever possible.

Standards for rehabilitation/remodeling.

- Facades should be retained.
- Existing windows and openings should be retained.
- Tile roofs and/or trim should be retained.
- Architectural features, such as enriched cornice window heads, enriched trim, cast-iron elements, should be retained.
- Additions to buildings should be compatible in appearance by coordinating style, materials, scale and detail with the original buildings in the district.
- All remodeling or rehabilitation of exteriors should ensure the visual integrity of the building, and be compatible with the overall architectural character of the district.
- Facades that have been hidden since original construction should be restored in conjunction with any facade rehabilitation work.

- Accessory buildings should generally be compatible with the other structures on the street and be subject to these guidelines.
- Routine maintenance, repairs or replacements of elements on portions of existing facades shall not require an applicant to bring the entire facade into compliance with these standards.
- Repainting of surfaces with colors that duplicate the existing colors shall be permitted.
- Existing doors and windows may be replaced with new products of design and/or materials similar to those which existed at the time of passage of this Code.

Standards for new construction.

- All building designs should be compatible with the major elements of the historical architecture within the district. Red brick buildings with limestone or grey concrete trim are encouraged.
- All buildings should be set back from the street uniformly to present a continuous facade line along the street, except that minor recesses or projections for entries, arcades and similar elements may be acceptable.
- Off-street parking should be screened along street frontages with landscaping and/or low brick walls and otherwise be designed in compliance with applicable landscaping regulations.
- Mechanical or electrical equipment and trash receptacles should be hidden or screened from street level view.

Signs. Signage within the OT-O district shall be subject to the provisions of the Sign Code of City of Wichita, as well as the following requirements.

General design standards.

- All signs, including interior and exterior window signs, must be approved as to design, colors, materials, placement, method of attachment, method of illumination (if applicable).
- No illuminated sign may contain flashing or moving elements or change its brightness, except as otherwise provided in this division.
- No sign should be illuminated by fluorescent or back-lighting. The use of indirect lighting is allowed.
- The use of plastic on the exterior of a sign is prohibited.
- The use of a fluorescent color on a sign is discouraged.
- The use of neon and/or incandescent bulbs is allowed.
- No sign nor part of a sign may move or rotate, with the exception of a wind device, the motion of which is not restricted.
- For buildings with multiple tenants, one sign for all tenants is encouraged.
- Window signs should be painted or gold-leafed directly on windows.
- The repainting of faded or "ghost signs" on brick exteriors is encouraged.
- Whenever possible, painted signs should be placed in bands within the space above or below windows.
- Letter forms should not be overly intricate nor of overtly modern styling. Suitable letter forms include, but are not limited to, the following: Helvetica, Helvetica Medium, Univers 55, Univers 65, Optima, Optima Semi-bold, Melior, Craw Clarendon, American Typewriter Medium.
- Logos and symbols may be incorporated into signage, but must otherwise conform to the criteria contained in these guidelines.
- Off-site advertising signs should be directional in nature, and shall be limited to advertising for enterprises within the district.

Building Signs.

- Building signs overhanging the public way are permitted, except that no sign should project more than eight feet from the vertical plane of the building.
- Building signs should be located so as not to dominate the building, and so as to emphasize architectural elements; such signs should not obscure architectural details or cover windows or moldings.
- No more than one temporary on-site sign may be displayed on a premise at any given time.
- Window signs and temporary on-site signs attached to or painted on a window may not cover more than 25 percent of the window surface area.

Pole and ground signs.

- No pole or ground sign should have an effective area greater than 32 square feet;
- No pole and ground sign should have a total height greater than 15 feet.
- Portable signs shall be limited to unlit A-frame signs, and shall require a minor street permit if in the street right-of-way, and shall not obstruct pedestrian traffic nor impede vehicular traffic.
- No portable sign may exceed a height of four feet and a total area of twelve square feet.
- No more than one portable sign may be displayed on a premise at any given time.

Canopy signs. All canopy signs shall be subject to the provisions of Chapter 23 (for awnings, canopies and marquees) of the Code of the City of Wichita, as well as the following requirements.

- No canopy sign should be lower than eight feet above walking grade; or
- No canopy sign should project vertically above the surface of the canopy or awning.

Exceptions and modifications.

Alterations that are not visible from public streets or alleys shall be exempt from the OT-O district design standards and review procedures.

The design standards in this section shall be modified or waived by the Planning Director, with the concurrence of the Superintendent of Central Inspection, to allow for alterations that are required in order to maintain the continued functional viability of existing uses, or in extraordinary situations of development characteristics, economic hardship, or other circumstances, provided that the purposes and intent of these Standards are maintained through such interpretation.

Emergency repairs. The Superintendent of Central Inspection may waive the standards and review procedures of this section in instances in which emergency repairs are required, provided that subsequent repairs comply with these Standards.

Conflicts with other Code provisions. No section of this Code shall be construed to compel alterations that will conflict with any health or safety codes, or prohibit any alterations that are required to bring buildings into compliance with the Building Code.

Appendix E

Screening Techniques of Downtown Electric Substations throughout the United States

Mead Electric Substation



Examples of Screening within Wichita



Examples of Screening Techniques of Downtown Electric Substations throughout the United States

Albuquerque, New Mexico



Seattle, Washington - Example #1



Seattle, Washington - Example #2



Washington DC



This station is "adorned" with pieces of buildings that had been located on Pennsylvania Avenue NW and were demolished in line with redevelopment by the Pennsylvania Avenue Development Corporation in the 1980s.

