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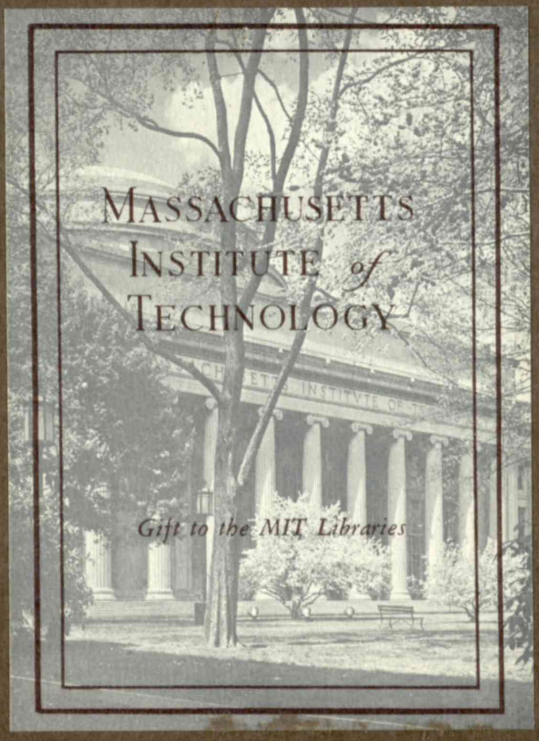
A COMPREHENSIVE CITY PLAN

for

WICHITA, KANSAS

CITY PLAN COMMISSION

1923


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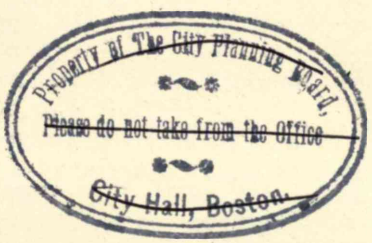
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A Comprehensive City Plan

for

WICHITA, KANSAS

The City Plan
Commission
1923



HARLAND BARTHOLOMEW,
City Plan Engineer,
St. Louis, Mo.

EARL O. MILLS,
L. D. TILTON,
Associates

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Bartholomew, Harland, consultant.

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HARLAND BARTHOLOMEW
CITY PLAN ENGINEER
COMPTON BUILDING
ST. LOUIS, MISSOURI

To the City Planning Commission,
Wichita, Kansas.

Gentlemen:

I am pleased to transmit herewith the final city plan report for Wichita. The city's manifold advantages--favorable location, splendid site, good railroad connections, abundant nearby resources and progressive population, constitute a convincing argument for a city plan. A static city needs no plan, a growing city profits most through its only avenue for the exercise of foresight, a city plan,

There is pleasure in making and presenting a plan for a growing city. The responsibilities in the case of Wichita have been fully understood. In its preparation, therefore, there has been earnest endeavor to ascertain the city's future physical requirements to the end that there may be economy of expenditures, prevention of waste and, incidently, an orderly, attractive and useful development throughout all the city's area.

The plan offered herewith has two fundamental objects, one to correct mistakes in the city of today, and the other to offer preventive formulas which will protect it from detrimental tendencies of growth. The physical structure of Wichita as it exists now is not the result of conscious design, and as a consequence is unsuited in certain particulars to the demands of the future. Henceforth growth by plan should take the place of haphazard piecemeal development. In the interest of economy alone a city plan is indispensable.

In offering this plan I would acknowledge gratefully the services of the members of the planning commission and others who have so generously assisted in its preparation. Each phase of the plan has been studied carefully and reported upon fully by a special committee. The commission has reviewed these reports and so harmonized them that the entire plan as it now stands represents the proposals and recommendations of the planning body. It is indeed a work of citizens of Wichita. The men of the planning commission have given much time and effort without compensation. They have performed a community service of no mean proportion.

I wish especially to acknowledge the valuable advice and many gratuitous services of Chairman Alton H. Smith, City Engineer P. L. Brockway, and Secretary Harrie S. Mueller. The Traction company and the railroads have most willingly furnished important statistical records. Mr. L. W. Clapp, President of the Park Board and former City Manager, has given much time and helpful advice in recreation matters. The transportation study was made by Wm. D. Hudson of St. Louis.

Respectfully submitted,

Harland Bartholomew,

Gift of Bartholomew City Planning Board

0509756

"WHEN we build let us think that we build forever. Let it not be for present delight nor for present use alone. Let it be such work as our descendents will thank us for, and let us think, as we lay stone on stone, that a time is to come when these stones will be held sacred because we have touched them, and that men will say as they look upon the labor and wrought substance of them: 'See! This our Fathers did for us.' "

—JOHN RUSKIN

The City Planning Commission

A Brief History *of the* City Planning Movement in Wichita

IN June of 1917, the Rotary Club of Wichita appointed the first City Planning Committee, which was instructed to study city planning and its effect on towns and cities, and report back to the Club on the advisability of setting about to secure a plan for Wichita. This Committee gathered a great deal of data on the subject and reported that a City Plan for Wichita would be highly desirable, and was absolutely necessary for the proper growth and development of the City. This report was accepted and a larger committee was appointed to find ways and means of procuring a City Plan for Wichita.

The work of this larger committee was delayed on account of the war, but in the fall of 1919, they again took up the work. It was decided that the task of securing a City Plan was more properly a function of the Board of Commerce than of the Rotary Club, so the matter was presented to that organization. At the regular membership meeting of the Board of Commerce for December 1919, Mr. Verne Wiley, of Hutchinson, Kansas, delivered the principal address of the evening on city planning. At this meeting a resolution was adopted calling for the appointment of a committee of seven on city planning, with power to act to secure a plan for Wichita. This Committee was composed of Walter P. Innes, Chairman; Richard Gray, Vice-Chairman; A. A. Hyde, Walter Vincent, Gifford Booth, W. E. Holmes and Harrie S. Mueller. This committee held numerous meetings and reached the conclusion that a plan should be secured for Wichita. To this end negotiations were opened with several men prominent in the field of city planning, which resulted in the retaining of Harland Bartholomew, of St. Louis, Missouri, as city planning consultant. The plan adopted to secure funds for the carrying on of the work was to get a sufficient number of men to underwrite the amount needed, Ten Thousand Dollars, with the understanding that every effort would be made to secure the legislation necessary for the municipality to take over the city planning work, and, in the event these laws were passed, that all money collected would be refunded. Practically the entire amount was underwritten in amounts of One Hundred Dollars, and Mr. Bartholomew was authorized to proceed with the studies preliminary to the plan. The money having been secured and the plan started, the next move was to secure the passage of an enabling act, by the State Legislature, so the municipality could continue city planning, and so that the plan when adopted by the city, could be enforced. Topeka, Hutchinson and Kansas City, Kansas were also doing city planning, and wanted similar legislation, so the efforts of all were combined and resulted in the passage by the 1921 Legislature of two bills; one, effective March 31, 1921, "Providing for the Establishment and Maintenance of City Planning Commissions in Cities of the First Class of over 20,000 population" (Chapter 99, Session Laws, 1921); and the other effective May 25, 1921, "Authorizing certain Cities of the First Class to Provide for the Establishment of Districts or Zones, and to Regulate the Uses of Property and the Construction of Buildings therein." (Chapter 100, Session Laws, 1921).

The City of Wichita took advantage of

the provisions of the first named law, and on April 6, 1921, Ordinance No. 7292 "Providing for the Establishment and Maintenance of a City Planning Commission in the City of Wichita" became effective. Mayor John L. Powell appointed the first City Planning Commission, which held its initial meeting for the purpose of organization on April 9, 1921. The members of the first commission were:

Paul L. Brockway	H. V. Wheeler
Walter P. Innes	Earle W. Evans
C. H. Smyth	A. G. McCormick
Alton H. Smith	Lorentz Schmidt
Frank L. Dunn	Harrie S. Mueller
C. M. Jackman	

This official commission took over the work and contracts of the Board of Commerce Committee and on May 25, 1921, received the first of the sectional reports from Mr. Bartholomew—"A Major Street System for Wichita." This was followed by the "Transit and Transportation Studies" in September, 1921; the first zoning studies in October, 1921; the Public Recreation Studies in December, 1921 and "Civic Art" in June, 1922. After three public hearings and two complete rewritings, the Zoning Ordinance was passed by the Board of City Commissioners and became effective on March 20, 1922. The first amendment to the ordinance was passed effective March 5, 1923. The first draft of the final report was received and accepted, subject to modifications on October 5, 1922.

In July, 1921, a budget of Eighteen Thousand Dollars was prepared and submitted to the Board of City Commissioners covering the expenses of the City Planning Commission for the years 1921-1922. This included the refund of the guarantee fund raised by the Board of Commerce Committee on City Planning. This budget was allowed in full. No further funds were allowed for 1923, but a sufficient balance was carried over from the previous year to continue the work of the Commission for 1923.

The terms of office of Earl W. Evans, Frank L. Dunn, Lorentz Schmidt and Harrie S. Mueller, expired in April, 1923, and Frank L. Carson, R. C. Clevenger and George Gardner were appointed in their places; Harrie S. Mueller, being reappointed.

In the two years since its original appointment, the commission has worked hard and long for the best interests of the City. The members of the Commission have given of their time and energy unselfishly without any idea of reward, except that of the knowledge of a civic duty well done.

The City Planning Commission of Wichia.

ALTON H. SMITH, *Chairman*
WALTER P. INNES, *Vice-Chairman*
HARRIE S. MUELLER, *Secretary*

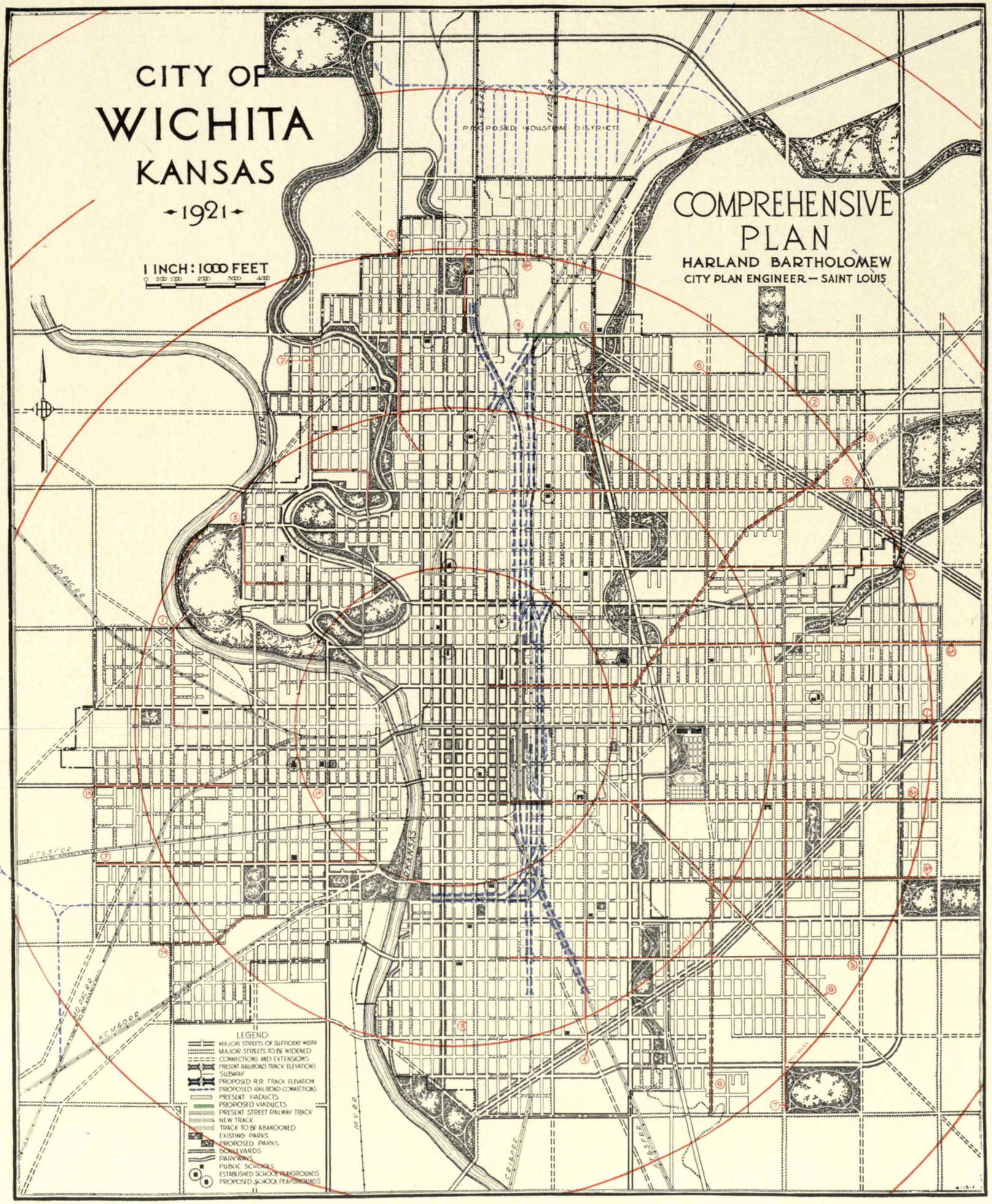

CITY OF
WICHITA
KANSAS
-1921-
COMPREHENSIVE
PLAN
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS
1 INCH : 1000 FEET
0 500 1000 2000 3000 4000
PROPOSED INDUSTRIAL DISTRICT
MO. PAC. R.R.
A.T. & S.F. R.R.
K.C.M. & O. R.R.
M.V. R.R.
C.R.I. & P. R.R.
ARKANSAS RIVER
LEGEND
MAJOR STREETS OF SUFFICIENT WIDTH
MAJOR STREETS TO BE WIDENED
CONNECTIONS AND EXTENSIONS
PRESENT RAILROAD TRACK ELEVATIONS
SUBWAY
PROPOSED R.R. TRACK ELEVATION
PROPOSED RAILROAD CONNECTIONS
PRESENT VIADUCTS
PROPOSED VIADUCTS
PRESENT STREET RAILWAY TRACK
NEW TRACK
TRACK TO BE ABANDONED
EXISTING PARKS
PROPOSED PARKS
BOULEVARDS
PARKWAYS
PUBLIC SCHOOLS
ESTABLISHED SCHOOL PLAYGROUNDS
PROPOSED SCHOOL PLAYGROUNDS

PLATE NO. 1

Accomplishments

SINCE this city plan report was first submitted in manuscript form, the city of Wichita has already undertaken several projects recommended therein. The accomplishments to date may be summarized as follows:

Zoning:

A zoning ordinance was prepared by the City Planning Commission and passed by the City Commission in March 1922, since which date it has been in force. The zoning ordinance includes use, area, setback, side yard and rear yard regulations.

Street Plan:

The opening of two major streets has been initiated along lines recommended by the City Planning Commission and as described in this report. Two other street openings outlined in the City Plan Commission's plan of park boulevards are also being provided for by the City Commission. No street openings or widenings either by condemnation or dedication are accepted by the City Commission without the approval of the City Planning Commission. In some instances, streets have been obtained wider than the owners desired in order to conform to the requirements of the Major Street Plan. Street jogs have been prevented by the donation of corners. Owners of unplatted tracts have modified a number of plats at the insistence of the City Planning Commission.

Parks and Play Grounds:

Arrangements are practically completed for the purchase and lease by the city of approximately 55 acres of land to be devoted to park purposes and community play field development.

The park board is also committed to the policy of acquiring various other parcels of land for recreational and neighborhood park development.

In accordance with recommendations of the City Planning Commission, the school board is rapidly acquiring larger play grounds around the older schools and in new locations a minimum of 5 acres for this purpose is being provided. In the matter of location of the schools themselves, the school board is proceeding in line with information and advice furnished by the City Planning Commission.

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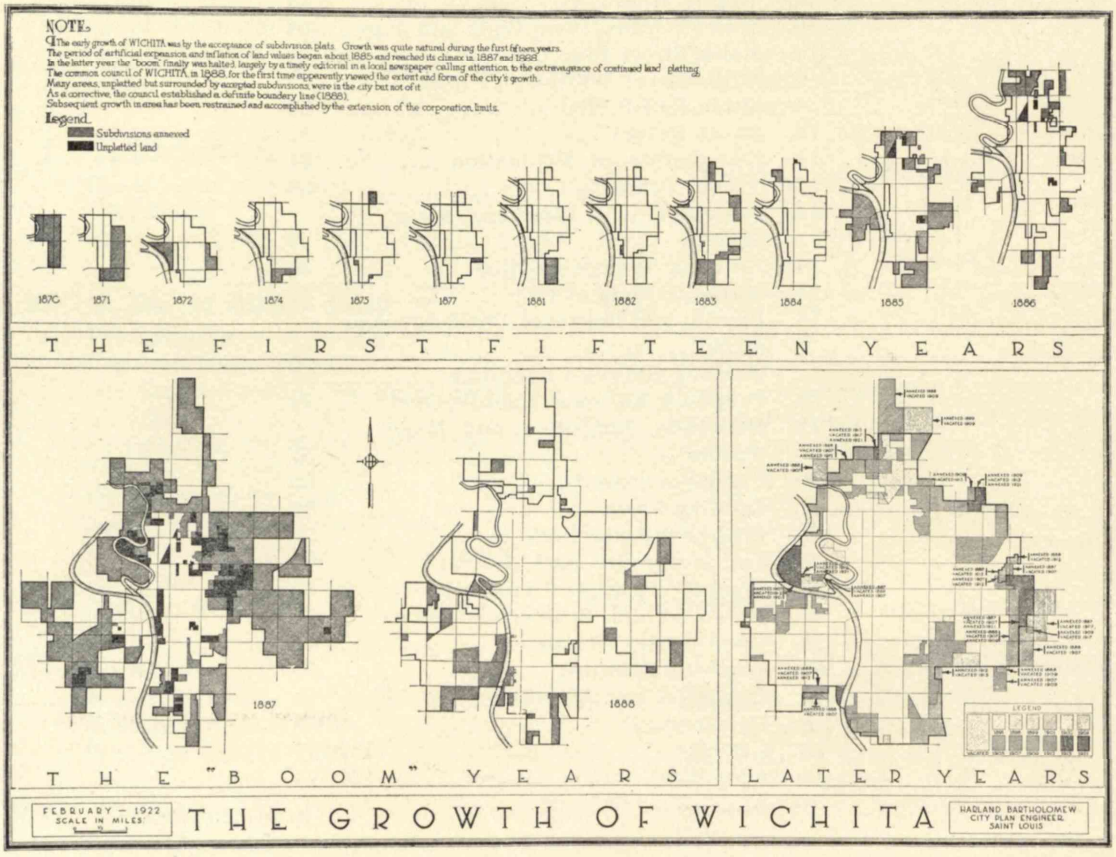

NOTE.
The early growth of WICHITA was by the acceptance of subdivision plats. Growth was quite natural during the first fifteen years.
The period of artificial expansion and inflation of land values began about 1885 and reached its climax in 1887 and 1888.
In the latter year the "boom" finally was halted, largely by a timely editorial in a local newspaper calling attention to the extravagance of continued land platting.
The common council of WICHITA, in 1888, for the first time apparently viewed the extent and form of the city's growth.
Many areas, unplatted but surrounded by accepted subdivisions, were in the city but not of it.
As a corrective, the council established a definite boundary line (1888).
Subsequent growth in area has been restrained and accomplished by the extension of the corporation limits.
Legend.
Subdivisions annexed
Unplatted land
1870
1871
1872
1874
1875
1877
1881
1882
1883
1884
1885
1886
THE FIRST FIFTEEN YEARS
1887
1888
THE "BOOM" YEARS
LEGEND
LATER YEARS
FEBRUARY - 1922
SCALE IN MILES
THE GROWTH OF WICHITA
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER
SAINT LOUIS

PLATE NO. 2

Introduction

IN a short fifty odd years the land on which Wichita stands, once virgin prairie, has been overlaid with a populous, busy city. This city growth, which has spread like a formation of crystals, is the product of human forces. Wichita was founded by men and has been built by them. In every detail it bears the mark of human hands.

The creative impulses which produced the present city have not yet been spent. Growth continues. Unexpected changes are constantly taking place in the character and aspect of the city. These changes, better than any other facts or records, reveal the impressiveness and rapidity of the city's expansion. A new industry comes and establishes itself in a district not previously used for such purposes; other factories follow and a new center of interest is created for hundreds of citizens. Open fields, once part of the vast expanse of prairie, are transformed by city growth; homes, streets, stores and the like become established features, accepted as a matter of course. Such manifestations of growth may be observed in any short period. They are the product of the cumulative energy that is constantly building up the city.

While this effort is collective in effect it is nevertheless individual in origin. Every street, every pavement, every carline, every railroad, every industry, store or home that is built comes into being not as a conscious contribution to the spreading city but as a means of satisfying the needs or desires of one person or a small group of persons. A great diversity of interests enter into the building of the city and a vast number of individuals participate, all increasing the complexity of city growth. Considering the great variety of city building forces at work, is it any wonder that duplication, haphazardness, waste and ugliness result?

The fundamental purpose of a city plan is to give intelligent direction to these forces. Wichita has come through the first half century of its existence without careful and constructive guidance. It has simply grown and spread. There has been no central agency to harmonize and co-ordinate activities affecting city growth. Continuance of this planless method will multiply the social and economic evils which follow a mounting population.

An effective city plan, obviously, is an immediate need. The Wichita plan is merely a tangible indication of the city's abiding interest in its own future welfare. The development of a more healthful, more orderly, more attractive city is its primary object. The observance of its principles and the execution of its provisions will soon prove its worth.

The Growth of Wichita

In the years immediately following the Civil War, Kansas was a land of opportunity. The federal government opened vast areas in the southern part of the state to homesteaders. Thousands moved hopefully westward to take up claims. Many sought a chance to start anew after the disasters of war. Others were impelled chiefly by the unquenchable desires of the pioneer. But all saw great promise in the unsettled plains. The menance of the Indian no longer existed. The unmeasured pastures, but recently abandoned by buffalo, invited cattle raising. The land was cleared ready for plow and hoe. It was free to those who

would settle upon it and uncover its resources.

Wichita was founded by a small group who left the migrating column of Kansas homeseekers in the sandy valley of the Arkansas. The party stopped at the site of the city for very simple and obvious reasons. The river could be forded here, and on the point of land between this stream and its smaller tributary, the Little Arkansas, was a grove of cottonwoods and willows. Here were water, shade and a safe river crossing, three factors of considerable influence in the origin of western communities.

Around the first group of shelter others were soon built and the nucleus of a town was formed.

The story of the first days of the settlement is fragmentary. It is officially recorded, however, that on March 25, 1870, William Greiffenstein and D. S. Munger both filed plats in the government land office at Augusta purporting to be the original "Town of Wichita." These men had been identified with the settlement from the first. Each had forseen the need of a community organization and each sought the leadership in developing it. A rivalry between them developed as a consequence, influencing the city in one way or another for many years. Their early differences regarding the "Town of Wichita" were soon composed, however, for in July of 1870 the two "original town" plats were joined and incorporated as Wichita.

The streets as first laid out were straight, the blocks all square. Main street was the axial thorofare of both sub-divisions, offset a trifle at Central Avenue because of the different lot depths adopted by Munger and Greiffenstein.

The direction of the streets was determined from section lines. In 1867 a corps of government land surveyors had passed over the former Indian Lands, laying out the territory for homesteaders. These early surveyors thus indirectly impressed upon Wichita one of its dominant physical characteristics. They were responsible for making Wichita a square city, with long straight streets running in true compass directions. The effect of this slavish copying of rigid North-South, East-West lines in the street layout has constantly influenced the development of the city.

Wichita began a pronounced growth almost immediately after it attained official recognition. Plate No. 2 shows the first incorporated town, Grieffenstein's and Munger's subdivisions, and subsequent additions. It will be observed that there was a fairly constant expansion of the city's area during the first ten years, from 1870 to 1880. The population record, Plate No. 3, reasserts this fact.

The significance of Wichita in the southwest was due to its position. It stood in the pathway of the vast horde of adventurers who were answering the call of the great plains. It gathered its early population from these moving bands. A record of the condition which contributed so much to Wichita's rise was made in 1888. In this year the Wichita Board of Trade published a booklet recounting the advantages of the youthful city. The extravagance of its language reflects the temper of the time.

> "In 1871 more than 800,000 head of cattle were driven in through the country. In 1872 Wichita was made a city of the second class, and from this date her wondrous works began. On the 16th of May the Wichita and Southwestern Railroad, a branch of the Atchison, Topeka and Santa Fe, was completed to this city from Newton, and Wichita became the headquarters in Kansas of the Texas cattle business. It was here the great herds from Texas centered, and here they obtained their first shipment by rail. Two million dollars exchanged

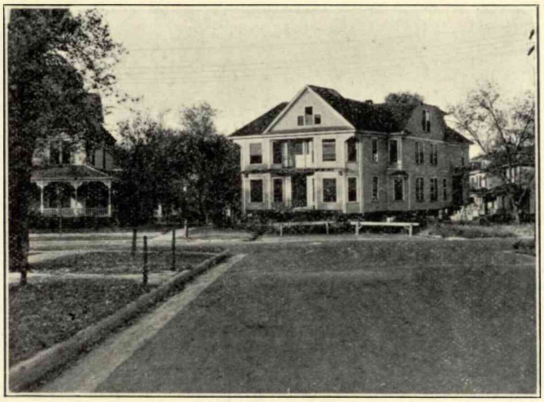
hands in the cattle traffic at Wichita that year. There were driven into Sedgwick County that year three hundred and fifty thousand head of Texas cattle, and thirty-five hundred carloads were shipped from here by rail during the same period."

The Boom

About 1885 the expanding frontier village of Wichita became hysterical over its "prospects." It was confidently believed, according to the Board of Trade booklet quoted above, that southern Kansas was "the cream of this remarkable state."

"Only about one-sixth of this great area of rich and fertile land is under cultivation. This great body of land, as rich as the plains of Belgium, yields as abundant harvest as ever responded to the husbandman's toil. The blue canopy above is as bright as ever graced a landscape. Our breezes laden with perfume of wild flowers and apple blossoms are as sweet as ever blew over Ceylon's isle. Our corn fields stretching mile on mile, which will, ere long, be keeping time in a sort of rythmic rhyme to those breezes, creates an enthusiasm within the bosoms of those who behold them and they are led to exclaim, 'What a glorious country.' "

There was a startling response to this popular "boosting" of Wichita and Kansas. People all over the nation began to talk about the young metropolis of the southwest. Many came from the east to see these widely-heralded wonders. Many stayed. Many more wanted to acquire property. Land was subdivided into lots and sold off instantly. As each sub-division was recorded it was "taken in" by the city, regardless of its size or condition. Plate No. 2 represents graphically the extent of the inflation.



CROWDED OUT. ONE OF THE EVIDENCES OF THE GROWTH OF THE COMMERCIAL DISTRICT.

Lots changed hands dozens of times per month and each transaction involved an increase in the price of the land. Only a small sum of earnest money, however, actually passed from hand to hand; the remainder of the price was in mortgage. By speculation scores of citizens became paper millionaires. In their hands they held mortgages representing staggering sums—property "values" that were utterly without foundation. Many owners of lots in Wichita never came out of the east to see their holdings. Others came but could not distinguish their purchases from the vast expanse of virgin prairie. Even beyond the limits of the present city, land was platted and sold. Titles to some of those lots, are still being "held" by absentee owners.

The furore of 1886 and 1887, however, could not go on indefinitely. There was one influential citizen who foresaw the consequences of its continuation. In 1887 Colonel M. M. Murdock, owner of the Eagle, wrote an editorial calling upon the citizens to halt further expansion. The effect of this editorial was electrical. The "boom" collapsed. The paper values of the raw, untouched prairie lots dropped over night. Men who were millionaires became penniless, the possessors of only a sheaf of worthless paper. Lots that had been purchased for $3,000, with

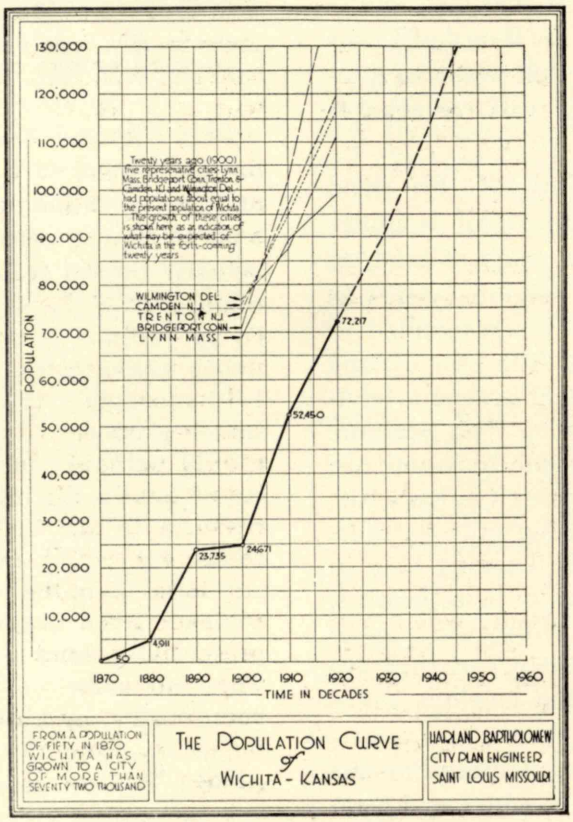

130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
POPULATION
Twenty years ago (1900) five representative cities Lynn Mass. Bridgeport Conn. Trenton & Camden N.J. and Wilmington Del. had populations about equal to the present population of Wichita. The growth of these cities is shown here as an indication of what may be expected of Wichita in the forth-coming twenty years
WILMINGTON DEL
CAMDEN N.J.
TRENTON N.J.
BRIDGEPORT CONN.
LYNN MASS.
72,217
52,450
24,671
23,739
4,911
50
1870
1880
1890
1900
1910
1920
1930
1940
1950
1960
TIME IN DECADES
FROM A POPULATION OF FIFTY IN 1870 WICHITA HAS GROWN TO A CITY OF MORE THAN SEVENTY TWO THOUSAND
THE POPULATION CURVE OF WICHITA - KANSAS
HARLAND BARTHOLOMEW CITY PLAN ENGINEER SAINT LOUIS MISSOURI

PLATE NO. 3

the expectation that they could be quickly resold for $5,000 became just "lots," with no purchaser in sight, and no measure for the computation of a fair value. Plate No. 2, previously referred to, pictures the period of inflation and subsequent growth. Many tracts subdivided in the heat of the "boom" days are today traceable only through statutes of the State of Kansas passed for the purpose of vacating them in the interest of public welfare.

After 1890 the young city settled down to the process of assimilation and sensible development. As may be seen by Plate No. 3, the rate of growth of population declined. In the feverish days many industries had been induced to locate in Wichita, at least one of which was expected to employ 2500 men. One by one the less sturdy of these enterprises disappeared. The city had overstepped itself.

The Present City

Wichita nevertheless was left with the structure of a prosperous city. Streets had been paved, street cars ran to all sections, the business thoroughfares were lined with two and three story brick buildings. Douglas Avenue, which was Greiffenstein's "main street" was in competition with the true Main Street. The former had an advantage in that it led directly to the ford. Its width was also an asset. The intention was to make it 100 feet wide, but, according to the story, the rope with which it was measured was wet. Cowboys, not versed in the niceties of modern surveying, flung this measure across the street and the 100 feet became 114. Today it is apparent that this width has had much to do with making Douglas Avenue the pride of the city.

The course of events in Wichita ran smoothly after the "boom" until the discovery of oil. This later stimulus to growth began to be felt about 1895. Though less spectacular, it was far more effective than any the city had experienced in the eighties. The city had gained in the meantime size and stability. Excitement, the familiar speculative flurries, extravagant dreams, to some extent again appeared. But the city found itself able to face all these manifestations of prosperity without hysteria. The oil "boom" brought a pronounced but nevertheless substantial growth. The frenzy of the first exploitation of Wichita expended itself in a day; oil and agriculture are building, more slowly perhaps a permanent and better city.

It is particularly fitting, therefore, now that the city has found itself, that plans should be made for the guidance of its future growth. It has gained powers and resources which challenge the most intelligent use. The management of the city today is in the hands of men trained by experience in their own affairs to place the proper value upon foresight and anticipatory planning. The same care and thought and interest which are needed to direct the expansion of a prosperous business are needed for the city. Wichita can become great only as men are willing to give time and effort to the study and solution of its problems of growth.

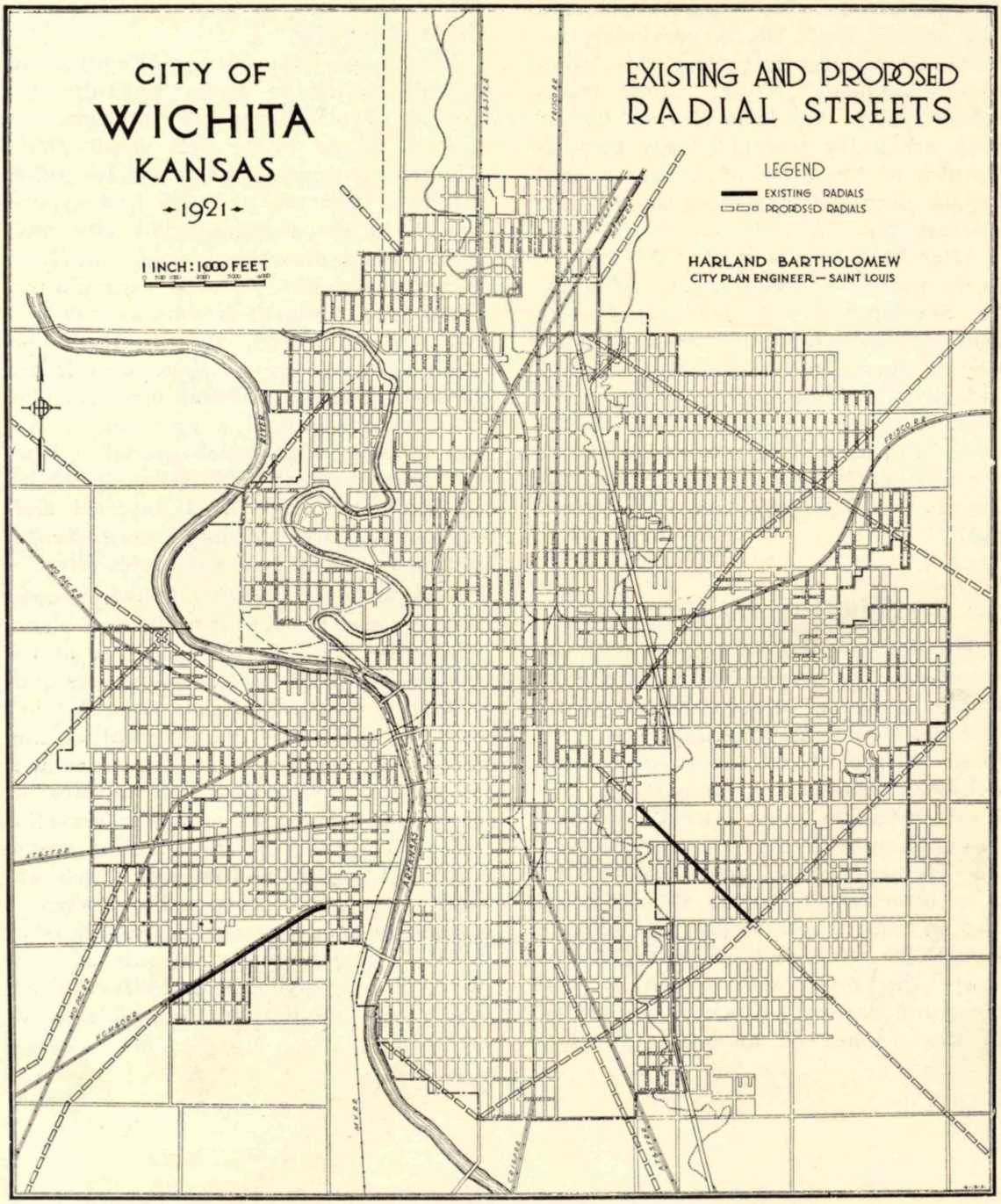

CITY OF
WICHITA
KANSAS
1921
1 INCH : 1000 FEET
EXISTING AND PROPOSED
RADIAL STREETS
LEGEND
EXISTING RADIALS
PROPOSED RADIALS
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS
ARKANSAS RIVER
FRISCO R.R.
MO. PAC. R.R.
A.T. & S.F. R.R.
M.K.&T. R.R.
ARKANSAS

PLATE NO. 4

A Major Street Plan

A three-fold object is sought in the formulation and adoption of a major street plan. First, the city's control over its future growth must be extended by broadening its power to direct the planning and improvement of streets. Second, the modern principle of the differentiation of streets must be clearly understood. Third, the major street principle should be consistently applied to the development of both old and new thorofares. The plan, therefore, is not merely a picture of a certain layout of streets; it is essentially a statement of principles and an application of those principles to local street problems. It is a complete program prepared to aid the city to develop a system of thorofares which will comfortably satisfy the requirements of present day street traffic and enable the city to grow with assurance of adequate arteries for heavy traffic.

IF the city of to day would be well organized, orderly and efficient, it must plan and control the development of its street layout. The street system of the city, like the framework of a great building, should be designed to support the finished structure. Strong members must be placed where strength is needed, secondary elements should be scientifically and economically distributed.

In the present day the load which a thriving city throws upon its street framework can be fairly definitely determined. It is possible to plan a scheme of streets which will meet the requirements of modern traffic. Old rule-of-thumb methods of laying out streets cannot longer be followed with safety.

The Composition of the Major Street Plan

The requirements of present day street traffic largely dictate the form of the Major Street System. Ease and freedom and speed in going from one district to another are pressing demands of modern vehicular movement. The principle elements of a major street system, therefore are the wide, direct arterial thoroughfares. These lead from residence districts to business center, and where the city is of such size as to warrant their development, should also connect home neighborhoods with factory districts and recreation grounds. A well planned city should show these primary major streets radiating from its center like the spokes of a wheel. From neighborhood commercial centers farther out, other major traffic ways of a similar sort should radiate, making possible direct inter-communication between these several outlying centers.

As a secondary part of a fully developed major street system there should be a rectangular framework of cross-town thoroughfares. These should occur at intervals of approximately half a mile over the entire area of the city. They need not be as wide as the radial major streets. Their width should be determined chiefly by their relative importance. But they should be direct and unbroken by jogs and offsets. Both types of major streets should have precedence in paying and general improvement programs.

The Execution of the Major Street Plan

In carrying out a Major Street Plan there are two fields of action. First, streets already laid out but belonging in the major street system must be developed to carry their proper share of the traffic load. Second, existing major streets must be extended into unplatted territory and new thoroughfares must be laid out wherever they are needed. Work in the field of old established streets must of necessity be remedial. The major street plan in this case becomes the basis of a program of reconstruction.

For the direction of the new major



THE EASTERN END OF (MURRAY) BRIDGE. A CUT-OFF HERE SHOULD GIVE THE BRIDGE BETTER CONNECTION WITH KELLOGG STREET.

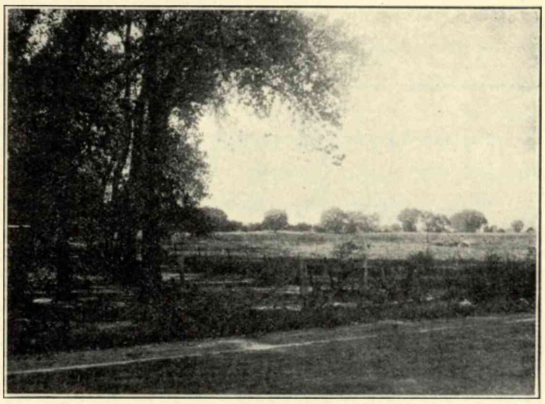
street development little is needed other than power to control street platting and a full understanding of the principles of major street design. No particular expense is involved in this phase of carrying out the city plan but in such preventive efforts are great possibilities of avoiding costly mistakes.

If Wichita is to commence the development of a system of functional traffic arteries, certain streets already laid out and improved will have to form the nucleus of this system. If they are deficient, as tested by present-day traffic standards, their reconstruction becomes an important item of the major street program. There is point, consequently, in making a critical examination of the streets over which Wichita's traffic must be expected to move in coming years.

Wichita's Present Streets

What are the defects of the existing streets of Wichita? From the standpoint of serviceability they are chiefly three; extreme rigidity of plan, unnecessary jogs or abrupt terminations, and improper allotment of width.

The founders of Wichita adopted the simple rectangular system of platting. The style thus set has been slavishly followed. Only two streets in Wichita, aside from the recently laid-out curved streets in College Hill, depart from the conventional compass direction. A southeast diagonal has been laid out and is partly in use from the intersection of Hydraulic Avenue and Kellogg Street to a point on Lincoln Avenue. Similarly a longer street running southwest has been platted parallel to the Orient Railroad in the extreme southwest corner of the city. In no other cases have concessions been made to modern traffic economy. The existing radials mentioned may be studied in their relationship to the remainder of the street system on Plate No. 4.



LOOKING NORTHWEST FROM THE EXTREME END OF SOUTH LAWRENCE. THE PROPOSED NEW SOUTH END PARK IS SHOWN ON THE LEFT

This same unvarying squareness of the city street plan is repeated on a larger scale in the highway system of the county. The influence of section lines upon country roads and the effect of the latter upon the city streets is apparent. The present importance of vehicular travel was obviously not foreseen. The mathematical lines of the early land surveyors rather than traffic determined the highway plan. No topographical features whatever except streams interrupt or change road lines. And at the streams, where the imaginary lines of the surveyors went on across, the roads stopped, unless bridges were put in.

Today, in many other states the standardized north-south, east-west system of highways, is being modified in the interest of traffic economy. Essential highways are being built to lead directly to their objectives. Wichita as a manufacturing and distributing point should be actually the "center" of a radiating system of highways. See Plate No. 5. The improvement of the highways around Wichita in their present rectangular plan is a waste of road building funds. Wichita's truck service into the county will be unnecessarily expensive if the roads over which trucks must operate are only approximately 75 per cent efficient in

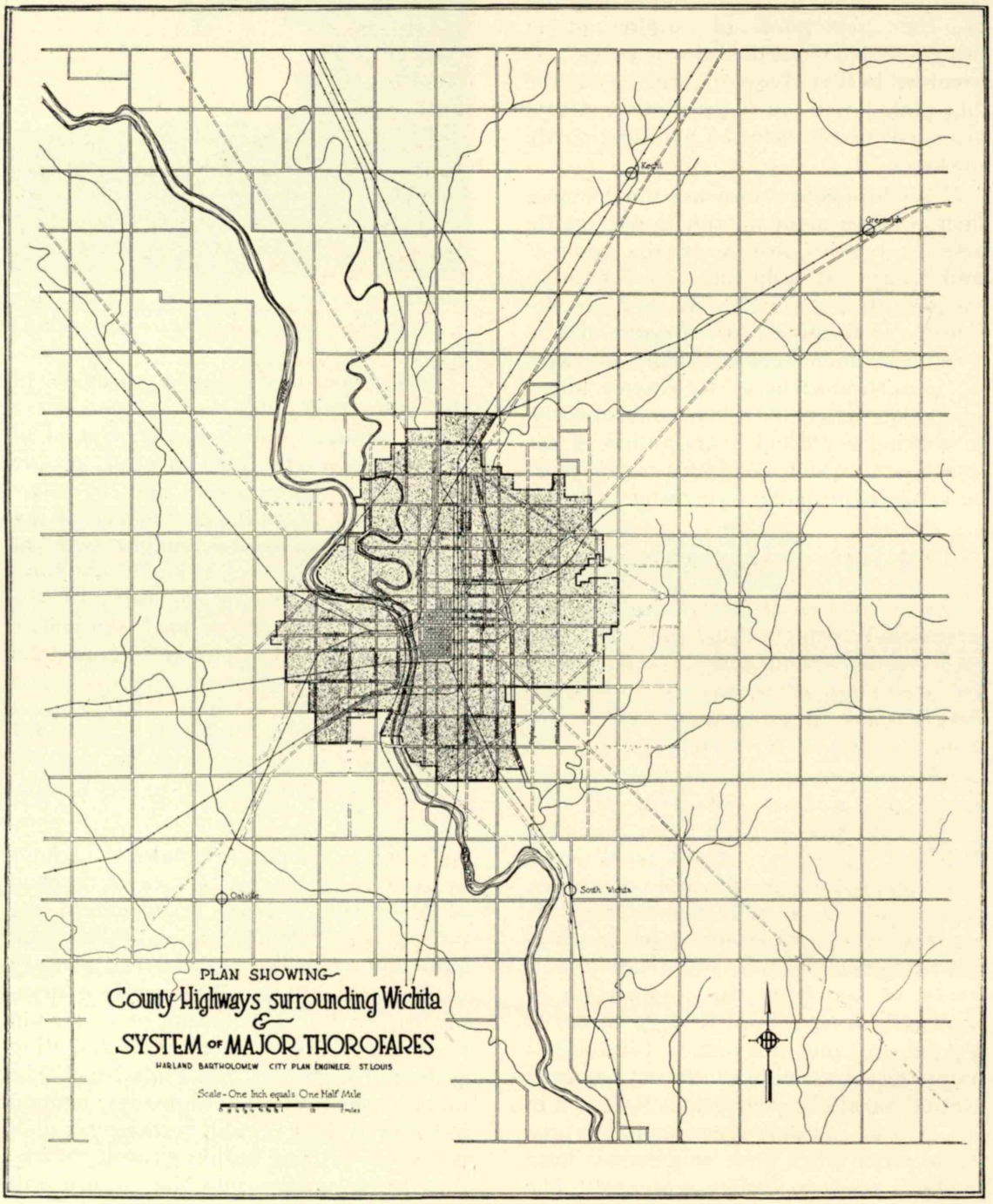

Kechi
Greenwich
Oatville
South Wichita
PLAN SHOWING
County Highways surrounding Wichita
&
SYSTEM OF MAJOR THOROFARES
HARLAND BARTHOLOMEW CITY PLAN ENGINEER ST. LOUIS
Scale - One Inch equals One Half Mile

PLATE NO. 5

point of directness. Improved highways today must meet traffic needs even if the roads of the pioneers have to be abandoned. Wichita should urge the construction of a functional system of trunk highways as a complement of its major street development program.

The resolution of the straight streets of Wichita into a system of major thoroughfares, however, has been made difficult by the lack of unified control over early land platting. The pioneer city builders adhered consistently to the simple rectangular system in street platting but lessened the value of their straight streets by allowing too many street jogs and abrupt terminations to develop. See Plate No. 6.

Most of these faults of the street layout may be explained by the fact that the men who subdivided the raw land into streets and building lots acted solely in their own interest. They platted to get the most from their land. Matters of accessibility, circulation and provision for the growth of the city were of secondary consideration.

The rights and privileges which the early developers of streets exercised and which resulted in the deficiencies just noted still operate. The detrimental effect of selfish land platting not only upon the city at large but very frequently upon the site-owner himself at a later date, indicate clearly the need of broader, more far-sighted direction in this important field.

Variations in the widths of streets in Wichita further prove the lack of guiding principles in previous street planning. Even on the streets laid out on section lines, where the most serious efforts seem to have been made to preserve continuity, the widths vary without apparent reason. The unsystematic distribution of wide and narrow streets is clearly shown in Plate No. 6.

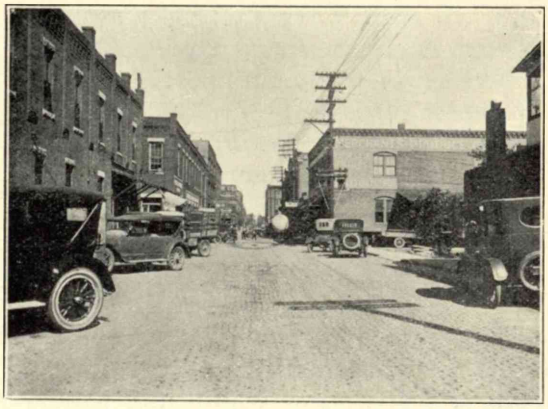
These conditions prevail in practically all parts of the city, on almost every street. If such changes of width occurred always on insignificant streets, the fact would be relatively unimportant. As the examples show, however, they come frequently on the thorofares, the most highly specialized streets of the city.

Viewed in the broad light of modern traffic requirements and the growing dependence of the city on its street traffic, therefore, the deficiencies of Wichita's present street system show the need of (1) a wider understanding of problems of traffic flow within and without the city; (2) the removal from private hands of absolute control over street planning; (3) more short-cut or radial traffic ways; (4) by-pass connections to distribute traffic through congested centers; (5) better bridge connections; (6) provisions for circumferential traffic movement; (7) a paving program based on traffic circulation and the major street plan.

Details of the Proposed System

Plate No. 6 shows the present distribution of streets sixty-six feet wide and over. By comparing this plan with the major street plan, Plate No. 7, it may be seen that street width in Wichita has not been apportioned with reference to the main thoroughfares. As a consequence it has been found necessary in preparing the major street plan to recommend the widening of a considerable proportion of the total length of the major streets.

This extensive widening program, however, is not so impracticable as it may appear. Fortunately most of the thoroughfares in the down-town district, where property values are highest and where widening would be unduly expensive are of adequate width. This is apparent by reference to the major street plan, Plate No. 7. The remaining major streets in the outlying districts, practically all of them sixty feet or under in width, are at the present time in such a



IN THE ORIGINAL PLANNING OF WICHITA, THE PRESENT USEFULNESS OF THIS STREET WAS NOT ANTICIPATED—IT WAS MADE JUST AS WIDE AS MANY OF THE QUIET RESIDENCE STREETS.

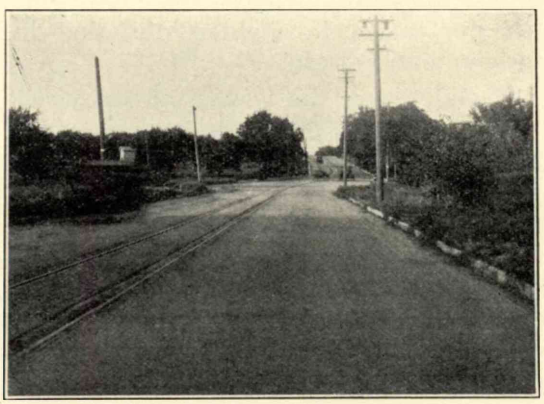
state of development that widening for future use may be undertaken without serious consequences to property. It is not to be supposed that the mere disignation of these streets as thoroughfares to be widened means that this work should be undertaken at once. By the establishment of setback lines, the city can prepare now for the acquisition of the additional land needed to make all the streets of the entire system wide enough for future traffic movement. See Plate No. 8.

However, important widenings may be in the development of the Wichita Major Street System, certain corrections and extensions are equally deserving of consideration. A survey of traffic circulation in Wichita reveals the need of many street improvements of varying magnitude.

Uneconomical trucking conditions in the vicinity of the freight houses suggest that Waterman Avenue should be carried under the elevated Union Station tracks. Heavy hauling which originates on either side of the tracks south of Douglas Avenue must now go north to Douglas and add itself to the congestion of that street or go several blocks out of its way to the south to cross the railroads on the Kellogg Street viaduct. The opening of Waterman Avenue for heavy through traffic is an improvement which Wichita must consider. Conditions surrounding this particular project are favorable to its early accomplishment. In the interest of traffic economy, fire protection, the relief of congestion on Douglas Avenue, the matter should receive immediate attention.

For traffic moving from the west side of the river to the east side and over the Kellogg Street viaduct, a short and inexpensive cut-off should be made just east of the Maple Street Bridge. This correction, together with the widening of Kellogg Street west of Lawrence Avenue, and the rounding of the corner at Wichita and Kellogg, would facilitate cross-town traffic movement over the new river bridge and the Kellogg Street viaduct.

In connection with the general circulation of traffic in and through the business section, Wichita could well undertake several additional projects to aid a better distribution of downtown traffic. Observers of development in the congested district have noted that Lawrence Avenue is growing in importance. Main Street, formerly the chief business street of the city, conversely is generally felt to be declining. In a word, there seems to be a distinguishable movement of the business center eastward. The tendency



CHARACTERISTIC OF THE INNUMERABLE JOGS IN WICHITA—HERE ON HILLSIDE AVENUE, A HEAVY-DUTY THOROFARE.

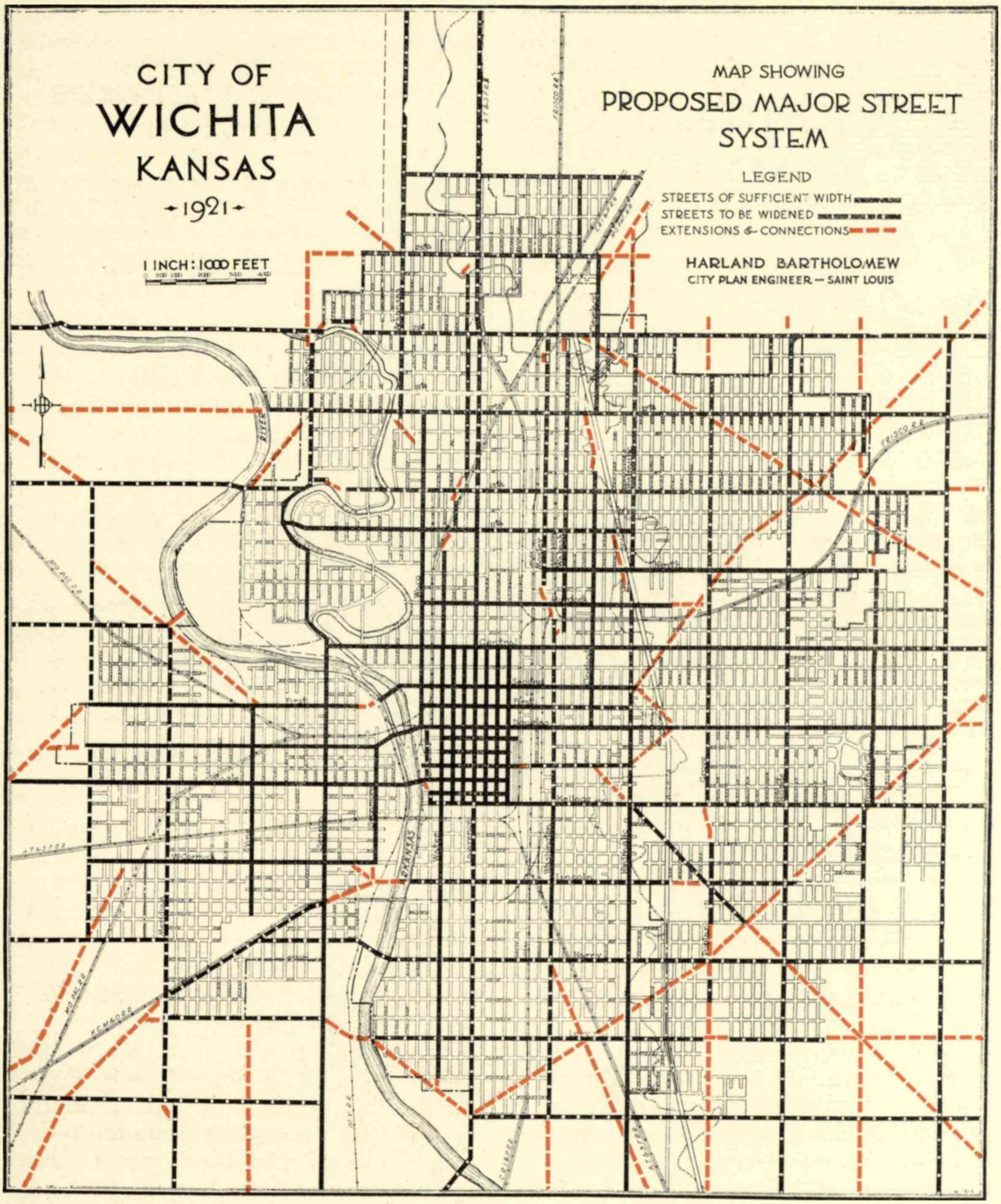

CITY OF
WICHITA
KANSAS
-1921-
1 INCH : 1000 FEET
MAP SHOWING
PROPOSED MAJOR STREET SYSTEM
LEGEND
STREETS OF SUFFICIENT WIDTH
STREETS TO BE WIDENED
EXTENSIONS & CONNECTIONS
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS
RIVER
KANSAS
FRISCO R.R.
ATCHISON
EDWARDS

PLATE NO. 6

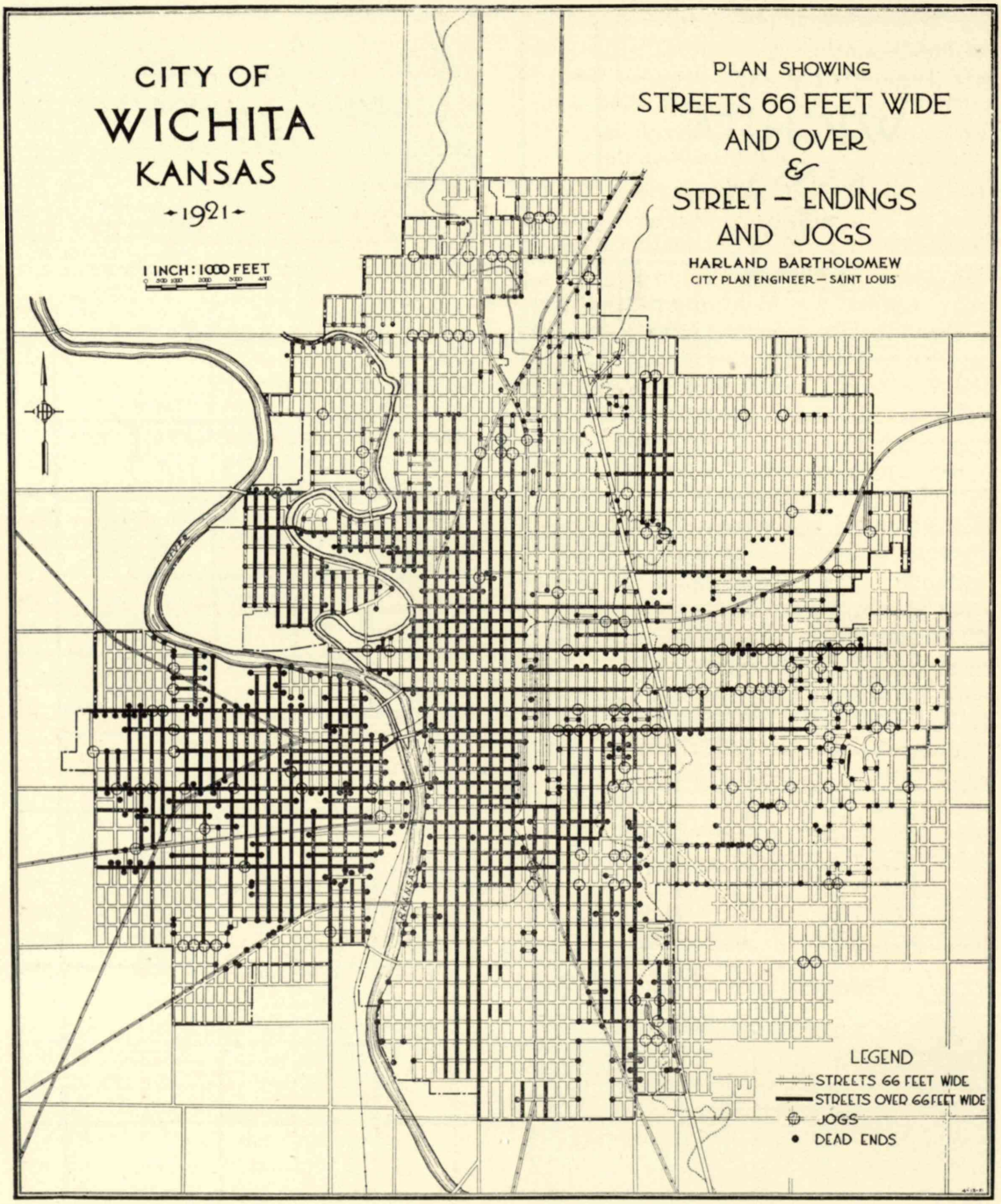

CITY OF
WICHITA
KANSAS
-1921-
1 INCH: 1000 FEET
PLAN SHOWING
STREETS 66 FEET WIDE
AND OVER
&
STREET - ENDINGS
AND JOGS
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER - SAINT LOUIS
LEGEND
STREETS 66 FEET WIDE
STREETS OVER 66 FEET WIDE
JOGS
DEAD ENDS

PLATE NO. 7

now manifest is not strange and inexplicable; it is the logical result of traffic concentration produced by the peculiarities in existing streets. Because of the fact that Lawrence Avenue is a trunk line highway there is strong justification for the growing importance of this street. Main street, Market and Water, because they are not included in any of the north and south through routes, and have no direct connection with important trunk line highways, are consequently lessening in importance.

To give Water, Main and Market direct and inviting connections with the Lawrence trunk line there is proposed a series of four minor improvements. On the north it is suggested that a by-pass connection be provided between North Market and Lawrence at Twenty-fourth Street. Again, to provide a further means of distributing traffic in this section, connections of Market with Main, and Main with Water are proposed.

Similarly, at the south it is proposed by a short diagonal major street to connect these three important business streets with South Lawrence just north of the bridge. The character of the topography in this section would make the development of a by-pass here easy. Incidentally the land for the connection mentioned may be acquired at the same time that land for a public park is also acquired. The splendid opportunity for the creation of a park in this neighborhood is well known. Reference to the major street plan, Plate No. 7, will show the general nature of all the north and south by-pass connections and illustrate how major street development may be co-ordinated with needed park improvements.

A similar device for the distribution of east and west traffic through the business district is suggested. Diagonal feeders from Douglas to Second and from Douglas to Waterman should be introduced in the sparsely developed region near the canal. Plates Nos. 7 and 15 indicate clearly the nature of these connections. Their service in relieving the congestion in the business section would increase as the city grows. A distribution of traffic downtown will not only obviate the necessity of expensive street widening but will also induce a wider and more orderly expansion of business interests. The relation between the improvements enumerated above and the county highway system should be studied by reference to Plate No. 5.

In a city which is growing as rapidly as Wichita there is need also for a connected series of traffic ways encircling the city; consequently several counter radial streets are introduced. All these could be incorporated in the street plan of the present city without great expense. If the development of these items of the major street plan should seem not feasible at present it may be possible to consider them in connection with a circulatory pleasure drive system, as joint boulevards and traffic ways. It is certain that in the larger city these cross connections will become more and more important. Consideration of them, therefore, should not be put aside because their usefulness is not apparent today.

Of greater importance to Wichita than any projects mentioned, however, is the construction of much needed diagonal or radial arteries serving the heart of the city. Wichita cannot go on indefinitely building a city with rectangular blocks.

The absence of diagonal thoroughfares has already marked the development of the city. Attention is called to the distribution of population, Plate No. 11, also to the map of vacant property, Plate No. 12. It may be seen that there is a pronounced tendency of the city to grow north and south, and east and west along streets that lead directly to the business center.

The sparsity of population and the undeveloped character of the quarter sections, while perhaps to some extent explainable by the absence of transit facilities, is in reality due to the distance of these sections from the business center. A person living at Ninth and Grove Streets, for instance, is held by the present street system 2.5 miles from the intersection of Douglas and Lawrence. The people of the College Hill district are the same distance away but they have the great advantage of living on much higher ground.

Radial or short-cut streets would release the tension of the quarters. They would serve as outlets, i. e. quick short-line connections between residence districts and downtown. Traffic would feed into them and again distribute in the central area. The residents of Fairmount and intermediate sections would be approximately 22% closer in traveling time to the downtown districts.

Plate No. 9 has been prepared to show theoretically the function and service of a radial street. The northeast quarter of the city now is developed wholly along rectangular lines. If this district were completely built up and one automobile started from each street corner toward the downtown district, these cars would travel a total of 752.7 miles in order to reach Second and Hydraulic. If a radial street terminating at this latter corner were available, the aggregate travel would be reduced to 617.8 miles, a saving of 18% merely within the present city limits. Farther out the radial would save an even larger proportion of the mileage.

This theoretical problem illustrates but one phase of the great economy of streets of this type. Translate the saving in distance into time saved, into lower fuel costs, into reduced wear and tear on vehicles and the construction of such a street can be justified by its obvious economies.

Furthermore, the absence of such a street is responsible for a vast area of low-value property in the city. This property, which will lie idle and unproductive for many years because of its inaccessibility, does not contribute its proper share of taxes to the City Treasury. High taxes elsewhere are required to carry it. An insignificant expenditure in building a "feeder" street would open up the section, increase its usefulness, build up values, and help the finances of the entire city. Transpose the property values which now prevail along Douglas Avenue to such a new radial street running toward Fairmount, compute the general increase over the whole region traversed and the project immediately proves itself a sterling investment.

No feature of the major street plan has greater significance for future Wichita than the radial streets. No arguments should be permitted to obscure the fact that some day, sooner or later, the city is going to have to have these economical short-cut thorofares in its street system. Will they then be put where they are needed most? Will they have to be cut through expensive, built-up property? The time to insert such arteries in the structure of the city clearly is today, while conditions are favorable. The expense in prospect may seem large but the benefits to be derived within a few years would completely justify the undertaking. The territory through which these streets would pass is as yet comparatively untouched by improvements. With the passage of each year changes take place which make projects of this sort less and less feasible. The major street system of Wichita will lack its most important structural elements if these radial thorofares are not developed.

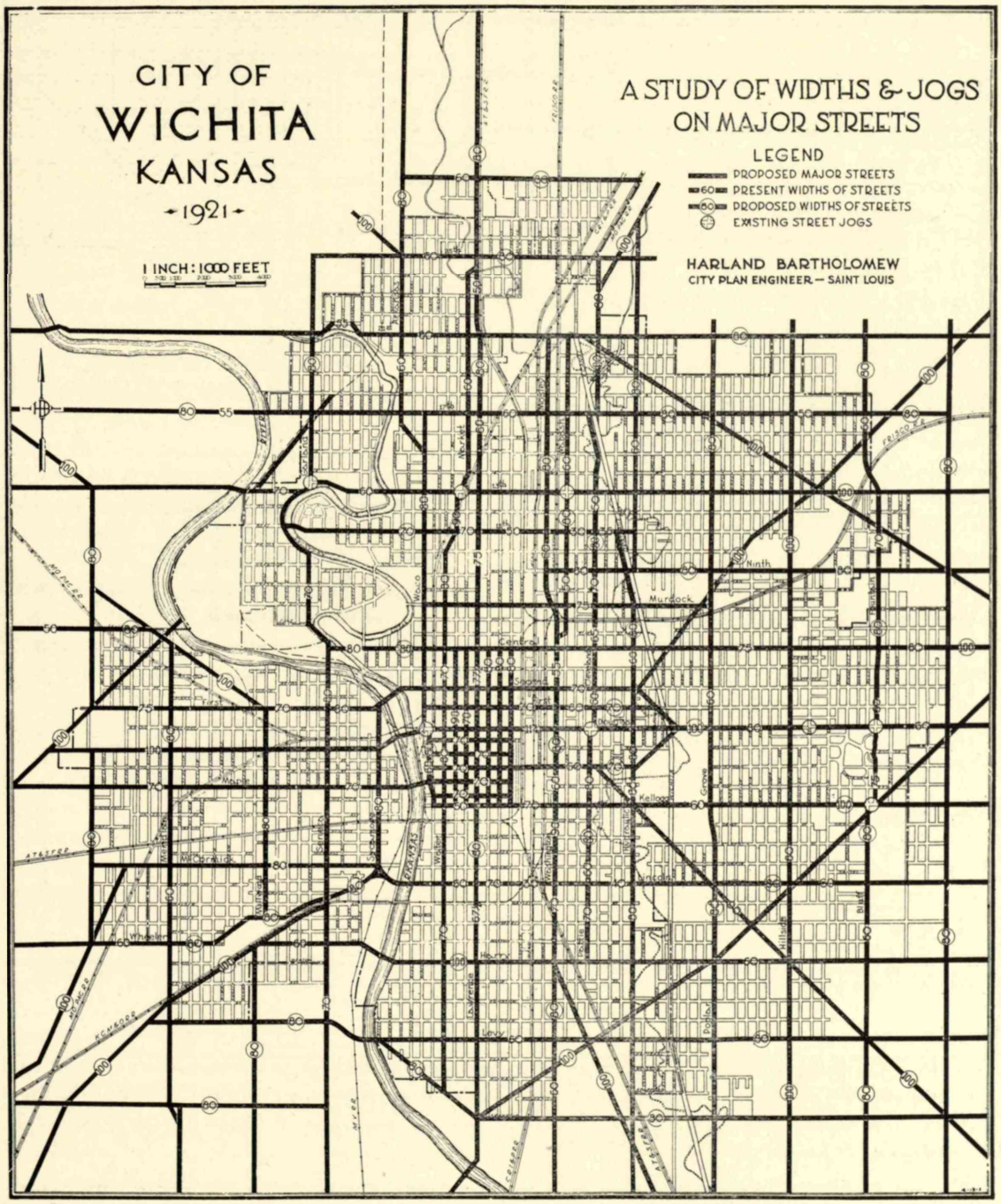

CITY OF
WICHITA
KANSAS
-1921-
1 INCH : 1000 FEET
A STUDY OF WIDTHS & JOGS
ON MAJOR STREETS
LEGEND
PROPOSED MAJOR STREETS
60 PRESENT WIDTHS OF STREETS
80 PROPOSED WIDTHS OF STREETS
EXISTING STREET JOGS
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS

PLATE NO. 8

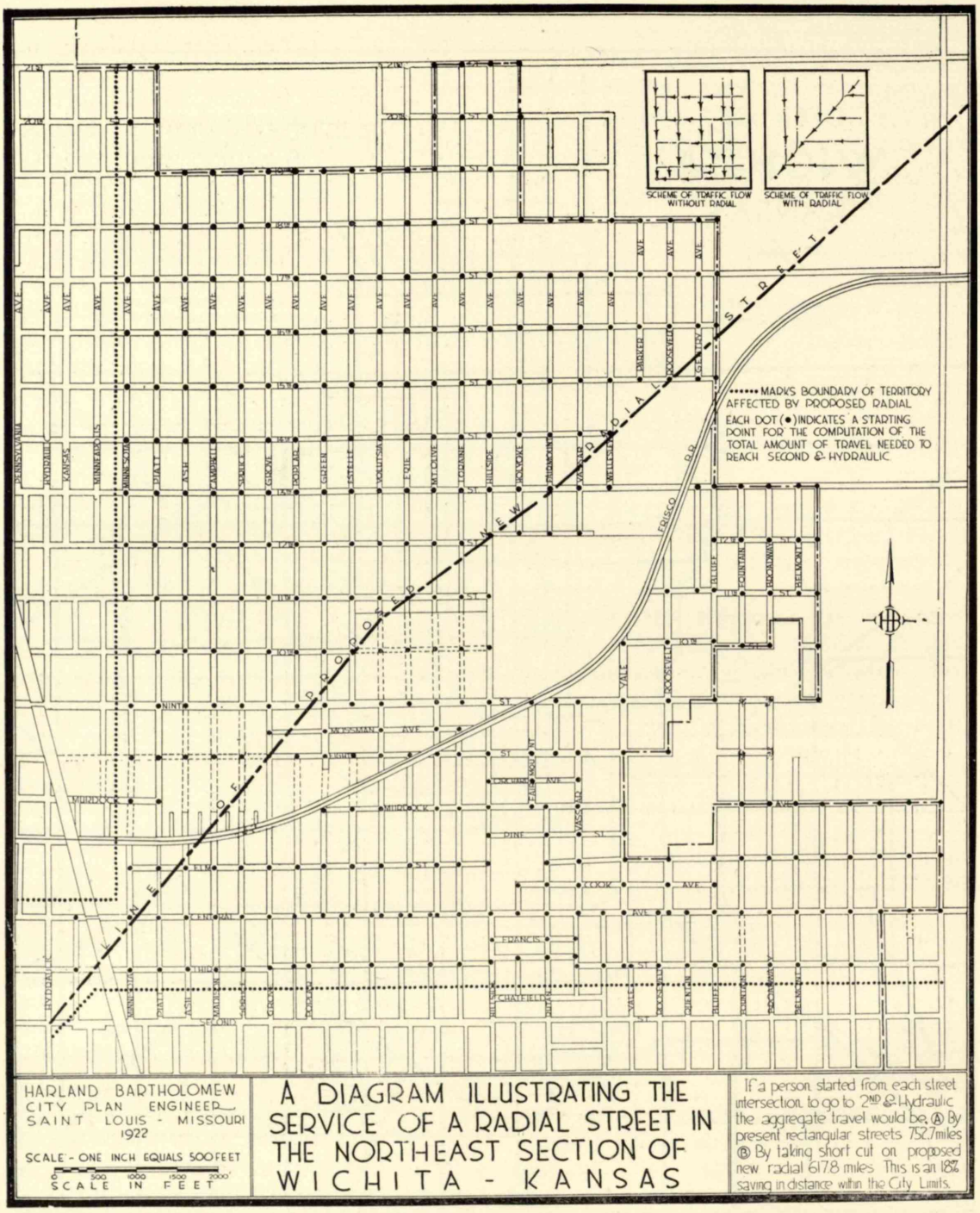

SCHEME OF TRAFFIC FLOW WITHOUT RADIAL
SCHEME OF TRAFFIC FLOW WITH RADIAL
PROPOSED NEW RADIAL STREET
LINE OF
•••••• MARKS BOUNDARY OF TERRITORY AFFECTED BY PROPOSED RADIAL
EACH DOT (•) INDICATES A STARTING POINT FOR THE COMPUTATION OF THE TOTAL AMOUNT OF TRAVEL NEEDED TO REACH SECOND & HYDRAULIC
FRISCO R.R.
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER
SAINT LOUIS - MISSOURI
1922
SCALE - ONE INCH EQUALS 500 FEET
0 500 1000 1500 2000'
SCALE IN FEET
A DIAGRAM ILLUSTRATING THE SERVICE OF A RADIAL STREET IN THE NORTHEAST SECTION OF WICHITA - KANSAS
If a person started from each street intersection to go to 2ND & Hydraulic the aggregate travel would be; (A) By present rectangular streets 752.7 miles (B) By taking short cut on proposed new radial 617.8 miles This is an 18% saving in distance within the City Limits.

PLATE NO. 9

Means of Developing the Major Street Plan

The major street plan proposes improvements in old streets and suggests new ones through both developed and undeveloped territory. Among the projects associated primarily with old streets may be mentioned, (1) the several cutoffs and connections, (2) extensions into unplatted territory, and (3) the proposed widenings. For the accomplishment of these several items it should be possible to secure much of the necessary land by dedication or voluntary agreement between present owners. Where this is obviously impossible the law of Kansas permits only one method of undertaking such work, by special assessment.

In the extension of old streets into unplatted territory and the development of new major streets under simliar circumstances lies opportunity for the greatest accomplishment at the least expense. The city must have a larger measure of control over the location of streets and the widths alloted to them; if it exercises this power of direction it can do a great deal to round out the major street plan. Work in this field is purely that of guidance, the prevention of mistakes, the direction of street growth is the interest of the entire community. The authority for this control is now available though not as broad as it should be. See Chapter IX and Appendix A.

In order to make proper use of this power of control over land platting the city should have its own set of rules governing the platting of land and the laying out and improving of streets preparatory to their dedication. A suggested set of such rules is found in Appendix B. The application of these rules should be at all times also in accord with the fundamental requirements of scientific street design. See Plate No. 10.

It would be of great benefit to Wichita, also if the principles of modern land subdivision were more widely understood by realtors. The constant recurrence of monotonous rectangular subdivision is evidence of either lack of orginality among them or the incompetence of professional subdivision planners or surveyors. There are many acres of rolling ground east of the city which should be developed with curved streets and irregular blocks. The application of the square system spoils both the usefulness and the beauty of such territory.

Radial streets need not produce sharp-angled intersections and worthless lots. The whole city does not have to be developed with the same pattern. With a major thorofare system in full operation it is not essential that the streets of one section all be parallel to those of another section at the opposite end of the city. Each district should have its own character, impressed upon it largely by the plan of its streets.

Program of Action

The city will derive the greatest value from the major street plan by reducing it to a definite program of action. There are many forms of action which may be taken in putting the major street plan to use.

(1) Exercise a wider authority over the control of land subdivision and street platting.

(2) Bring to the attention of county road building authorities the vital need of a county highway system that will more closely meet the needs of modern vehicular traffic.

(3) Consistently apply the major street principle and use the major street plan in all street improvement work.

(4) Popularize the idea of major trafficways and thereby secure a larger measure of public support for the various improvements needed to perfect the system.

STREET AND ROADWAY DESIGN

TRAFFIC REQUIREMENTS OF THE MODERN CITY DEMAND FOUR DISTINCT TYPES OF STREETS

1. HEAVY TRAFFIC, RADIAL OR ARTERIAL THOROUGHFARES.
2. SECONDARY CROSS TOWN THOROUGHFARES.
3. LOCAL OR MINOR STREETS.
4. PARKWAYS OR PLEASURE DRIVES.

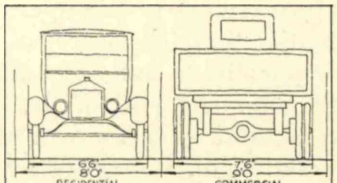
MAJOR STREETS, 1 AND 2 ABOVE, BECAUSE OF THE TRAFFIC WHICH SEEKS THEM, UNDERGO A TRANSFORMATION IN THE GROWTH OF THE CITY. WHEN FIRST LAID OUT THEY ARE USUALLY RESIDENTIAL, LATER OCCASIONALLY COMMERCIAL, AND FINALLY THOROUGHLY BUSINESS AND VERY IMPORTANT IN THE LIFE OF THE CITY. IN THIS LATTER STAGE, STREET WIDTH IS AN URGENT NECESSITY. BOTH ROADWAY AND SIDEWALK MUST BE COMMODIOUS. IT IS IMPORTANT THAT THE CITY SHOULD ANTICIPATE THIS NEED OF WIDTH WHEN SUCH OBVIOUSLY IMPORTANT STREETS ARE FIRST LAID OUT.

MINOR STREETS ARE NOT SO LIKELY TO UNDERGO TRANSFORMATION. WITH A ZONING PLAN AS A GUIDE SUCH STREETS CAN BE GIVEN WIDTHS BASED ON THEIR PROBABLE USE.

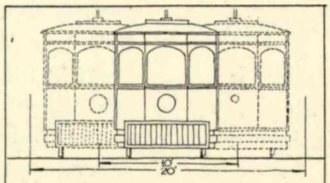
THE ESSENTIAL REQUIREMENT IS FOR THE CITY TO SECURE WIDE STREETS WHERE WIDE STREETS ARE NEEDED, AND TO DEVELOP ALL STREETS ACCORDING TO THEIR FUNCTION.

TEST THE STREETS OF EACH NEW SUBDIVISION BY THE FOLLOWING PRINCIPLES-

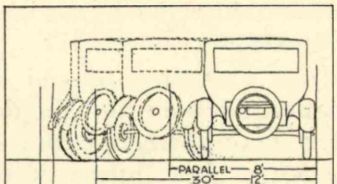
1. HAS MAJOR STREET PLAN BEEN RESPECTED.
2. DO STREETS CONFORM TO TOPOGRAPHY.
3. ARE WIDTHS OF STREETS APPORTIONED PROPERLY.
4. ARE ROADWAY AND SIDEWALK WIDTHS SUITED TO NORMAL DEMANDS.



FOR ECONOMY IN PAVING PLAN ROADWAY WIDTHS IN UNITS OF 8 AND 9 FEET FOR MOVING VEHICLES.

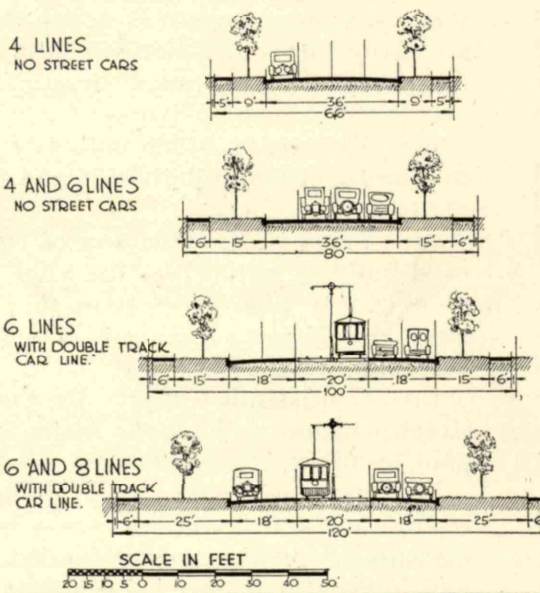


A SINGLE TRACK CAR LINE REQUIRES 10 FEET OF ROADWAY - A DOUBLE TRACK 20 FEET.



FOR PARKING ALLOW SPACE AS ABOVE - DRAW LINES ON PAVEMENT.

MAJOR STREET CROSS SECTIONS



A 66 FOOT STREET IS THE NARROWEST THAT WILL COMFORTABLY CARRY FOUR LINES OF TRAFFIC. IT IS READILY CONVERTIBLE INTO A LOCAL BUSINESS THOROUGHFARE. REMOVAL OF TREES & INCREASE OF ROADWAY WIDTH TO 48' WILL PERMIT TWO LINES OF PARKED VEHICLES AT 45° AND TWO MOVING LINES.

THE 80 FOOT STREET IS ECONOMICAL OF SPACE YET WIDE ENOUGH TO CARRY EITHER FOUR OR SIX LINES OF TRAFFIC INCLUDING STREET CAR. IN ALL NEW PLANNING CAR LINE STREETS SHOULD NOT BE LESS THAN 80 FEET WIDE.

THE 100 FOOT STREET IS A SPLENDID SIX LINE STREET CAR THOROUGHFARE IN RESIDENTIAL DISTRICTS. ITS WIDTH GIVES IT GREATER DIGNITY AND CHARACTER. FOR BUSINESS USE THE ROADWAY CAN BE INCREASED TO CARE FOR ANGULAR PARKING WITHOUT RESTRICTING SIDEWALK WIDTH.

THE 120 FOOT STREET IS A CONVERTIBLE SIX OR EIGHT LINE THOROUGHFARE IT HAS A BOULEVARD ASPECT IN RESIDENTIAL NEIGHBORHOODS AND MAY BECOME A BUSINESS STREET OF UNLIMITED USEFULLNESS.

HARLAND BARTHOLOMEW
CITY PLAN ENGINEER - ST. LOUIS.

PLATE NO. 10

The items enumerated above may be carried on simultaneously with physical improvement schemes and at practically no cost. Their inexpensive character, however, should not minimize their importance.

The particular features of the major street plan which involve expenditures naturally group themselves into three classes, as has been mentioned; (1) those which can be taken care of out of current revenues; (2) those which may be accomplished through the co-operative efforts of property owners or by local assessments; and (3) those which are of such magnitude as to require a bond issue. No attempt need be made at this time to enumerate or establish an order of precedence for the small improvements contemplated under (1) above. The widening of streets by co-operative effort or by local assessment is a detail of the major street plan which should receive special attention. Many of the major streets now but little used are destined to become increasingly important. These widenings should be instituted now by the establishment of setback lines, in order to aid in the determination of the width necessary on all thorofares comprehended by the major street system.

Projects which involve improvements in major streets already existing may be listed as follows:

I. The connection of Waterman Street under the railroad.

II. The preparation of plans and the mapping out of a campaign for the construction of the radial traffic-way leading to the Fairmount district and the northeast section of the city.

III. The construction of the by-pass connections through the business district in the following order:

(1) Those at the north, Lawrence to Market, Market to Main, Main to Water, Arkansas to Waco.

(2) The south connection of Lawrence with Water Street.

(3) The western connection of Second, Douglas, and Maple.

(4) The development of the eastern feeders as shown on the major street plan.

IV. The connection of Lincoln Street with McCormick across the river.

V. The improvement of the connection between First Street west of the river and Second Street east.

VI. The development of the two counter radials in the northeast and southeast sections.

VII. The carrying out of improvements of lesser importance as they are needed. This refers particularly to the miscellaneous connections and extensions that are needed to round out the major street system on the outskirts of the present city.

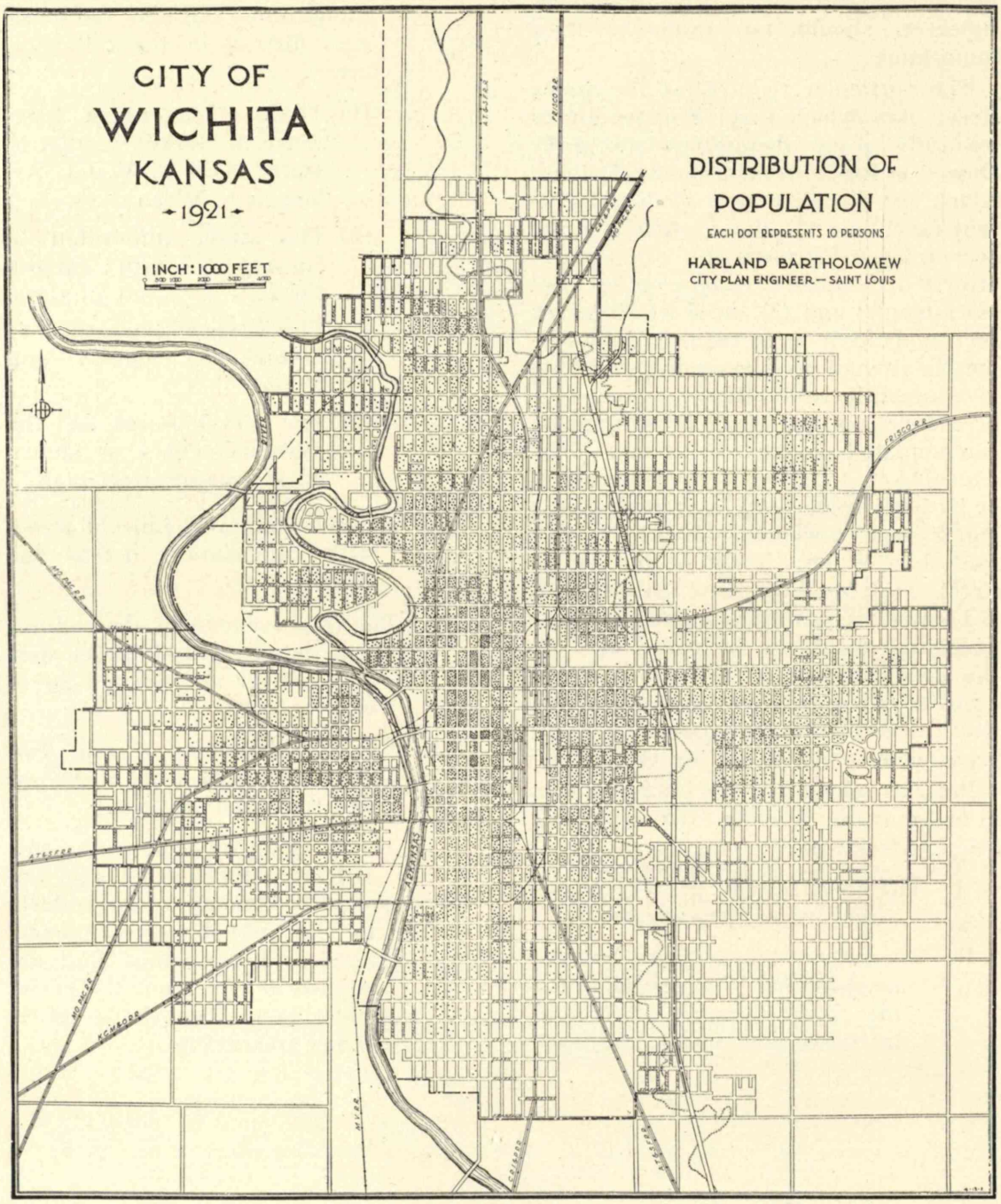

CITY OF
WICHITA
KANSAS
1921
1 INCH : 1000 FEET
DISTRIBUTION OF
POPULATION
EACH DOT REPRESENTS 10 PERSONS
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS

PLATE NO. 11

Transit

OF all forms of transportation the street railways bear the most intimate relation to the great masses of people. They have long served as the chief urban carriers. Being the most practical means of conveying people between home and places of work and amusement, they have naturally aided the rapid development and expansion of our cities. Without the service of transit lines it would have been practically impossible for most of our cities to expand to their present size. Hence any scheme for future city building must necessarily consider and provide for the development of a complete transit system.

Though the number of automobiles has increased tremendously within recent years, this has not lessened the usefulness of the transit system. The prophecy has been made that the automobile would seriously impair the usefulness of the street railway and eventually supplant it, but this forecast is not being substantiated by actual experience. The use of street railway facilities has persisted and there is no conclusive evidence at this time that they will not continue as the chief agency for urban travel for many years to come.

The street railway has many advantages as a public carrier. Service is rendered in large units. Transportation demands are met consequently with greater ease and less congestion, and more economically than by smaller automobiles. Admitting the many advantages of the latter as a means of transport, it is not yet possible to operate the automobile as economically as the street car.

Consequently it is reasonable to suppose that whatever improved methods of urban transportation are evolved through time and experience, they will undoubtedly be the outgrowth and development of the street railway systems. There are many inherent advantages in the present transit lines which must be recognized in any attempt to improve urban transportation. A maximum of safety, comfort and convenience at a minimum cost are all important factors which will influence the success or failure of any new form of urban transportation. So far there has come forth no proved method which can meet these common demands as satisfactorily and economically as the electrically propelled car on fixed tracks. Even if a more suitable form of transportation is evolved its adoption must obviously be gradual in order not to invite the great loss of a sudden scrapping of the present transit systems.

Transit Facilities and Major Streets

One factor which frequently lessens the efficiency and prevents the proper development of transit facilities is the lack of a well-distributed and co-ordinated system of main thorofares, sufficiently wide and so located as to provide easy operation and direct service. Having in mind the future improvements recommended in the major street plan and other phases of the Wichita Plan, a scheme for future expansion of transit facilities has been designed which should serve as a guide for many years. Once the transit system is fully co-ordinated with the major street system and other phases of the city plan, all future development can proceed with greater assurance. Future track construction may then go forward as part of a comprehensive and unified scheme.

Wichita's Transit Lines

Availability of street car service encourages development. Plate No. 13 shows the extent to which the transit lines have affected the distribution of population in Wichita. The city's growth has been influenced greatly by its transit service. More than ninety per cent of the population of Wichita lives within one quarter mile of a street car line. This distance is generally accepted as a reasonable walking distance and is used as a basis for determining the areas served by transit lines. Plate No. 13 also shows that practically all car lines east of the river have been extended in a north and south direction. While this arrangement will accommodate the city's present population, it does not permit of orderly extensions in the direction in which the city is growing. Undoubtedly most of the future development and expansion of Wichita will be eastward, and any comprehensive scheme for future transit facilities should anticipate this growth. A comprehensive transit plan should be adopted and adhered to which would permit of gradual and systematic extensions to the east as growth and traffic may warrant.

Proposed Transit Plan

In any practical and economical scheme of re-routings and extensions the present system should form the basis of the enlarged plan. Under the ultimate re-routing scheme, Plate No. 14, present tracks have been utilized almost entirely as they exist. Plate No. 16 shows how the present system has been used as a nucleus for the system recommended in the ultimate Plate No. 14. Where possible and practicable, all future track extensions have been shown on major streets. Though it may appear that an unusual amount of new track has been recommended, it must be borne in mind that the recommendations made on Plate No. 16 anticipate a development over a period of twenty-five years or more.

In arriving at the proposed re-routing, Plate No. 14, the present method of "Through routing" in the business district has been strictly adhered to. Through routing is not only desirable from a standpoint of service and economical operation but also as a means of relieving congestion on the streets. Under this plan of operation the looping of cars in the business district can practically be eliminated and consequently the transferring of passengers greatly reduced. At present there are but two lines which terminate in the business district, namely the Orient shops and College Hill lines. On Plate No. 14 these two lines have been linked with other lines and routed through the business district.

In order to make through routing advantageous, it is essential that traffic be well-balanced. In the proposed plans several lines have been united that should sooner or later balance well. After the law prohibiting motor bus operation on car line streets has been in effect for some time, and as other building developments occur, minor adjustments in the proposed re-routings may be made without necessarily affecting the general scheme of operation and track development as proposed in Plates No. 14 and 16.

It has also been the aim in the re-routing, to provide cross-town service without creating purely cross-town lines. It is often financially impossible to maintain cross-town lines in cities the size of Wichita, as the great majority of travel is to and from the central business district. The comparatively small volume of strictly cross-town riding may not justify immediate installation of separate cross-town lines. It should be possible, however, to reach different outlying areas in the city without having to ride

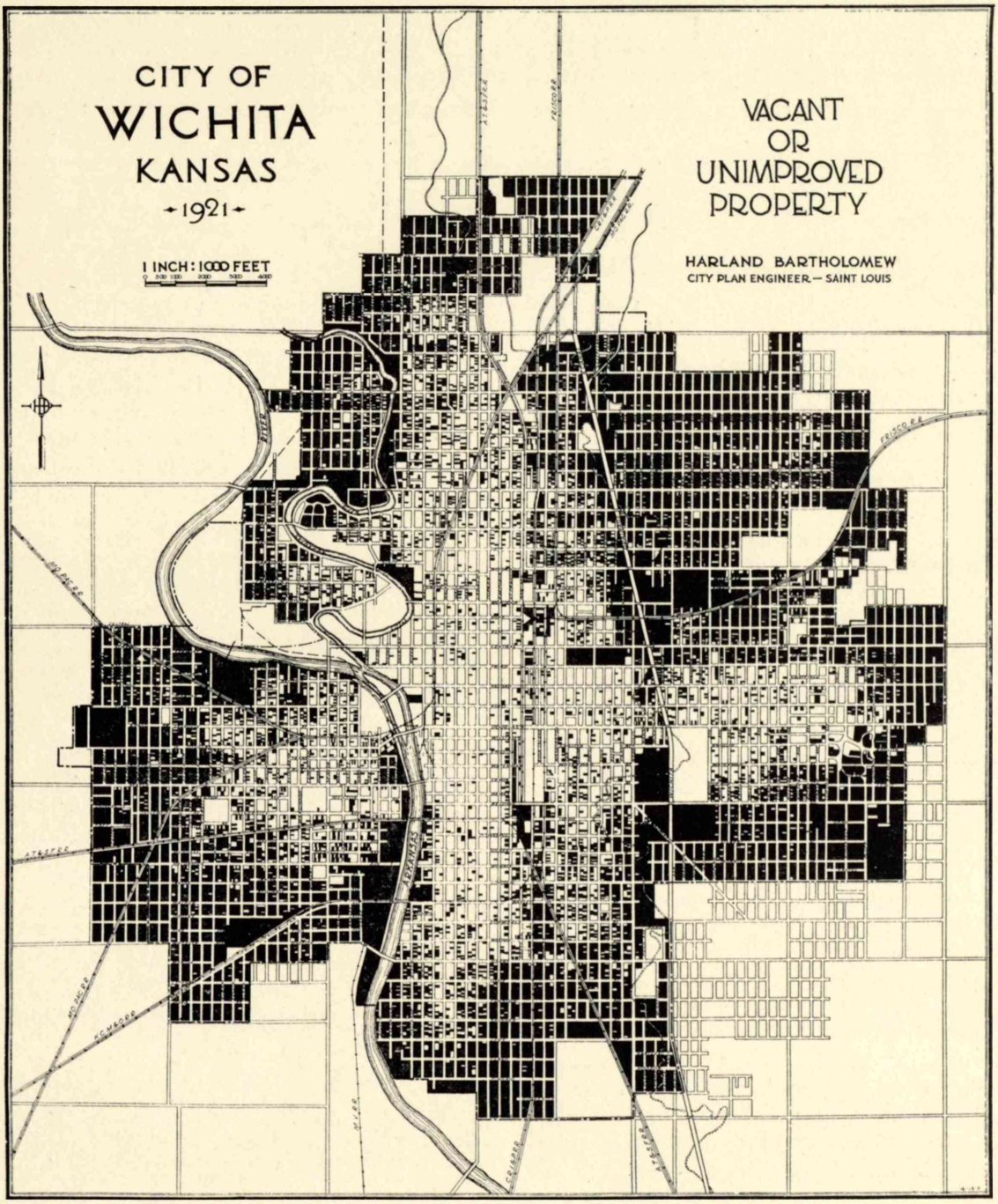

CITY OF
WICHITA
KANSAS
1921
1 INCH : 1000 FEET
VACANT
OR
UNIMPROVED
PROPERTY
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS

PLATE NO. 12

through the central part of town. The lack of such cross-town service is not only inconvenient for the riding public, but also adds greatly to the cost of railway operation. It necessitates carrying passengers considerably further than would be necessary if cross-town service were provided by means of transfer points beyond the business district. Under the Wichita re-routing plan the lines are allocated so that transfer points could be established somewhat distant from the business district, which would permit of cross-town travel in practically all directions.

The present routings and proposed re-routings are given below, as follows:

1. COLLEGE HILL (present).
On Douglas from Roosevelt to Market to First to Main to Douglas and return.

1. PROPOSED COLLEGE HILL—MT. CARMEL.
On Douglas from eastern city limits to Millwood to Cherokee to Meridian to Central and return.

1A. PROPOSED COLLEGE HILL—UNIVERSITY.
A branch of No. 1 to operate the same except south on Seneca to Maple to western city limits and return.

2. FAIRMOUNT-BITTING (present).
On Fairmount from 17th to 13th to Hillside to Douglas to Main to Central to Nims to Bitting and return.

2. PROPOSED FAIRMOUNT-BITTING.
Same as present routing except to be extended northward from 12th and Bitting to 14th to Garland to 20th as shown.

3. CLEVELAND-MOUNT CARMEL (present).
On Cleveland from 12th to Douglas to Millwood to Cherokee to Athenian and return.

3. PROPOSED CLEVELAND-WEST RIVERSIDE.
On Cleveland from 21st to Douglas to Main to Central to Nims to Franklin to Sim Park and north along boundary of Park to Parker Avenue.

4. PATTIE-WACO (present).
On Pattie from Zimmerly to Douglas to Main to 9th to Waco to 18th and return.

4. PROPOSED PATTIE-WACO
Same as present line except to be extended southward on Pattie to Levy and also extended westward on 18th to Arkansas to northern city limits.

5. EMPORIA-SOUTH RIVERSIDE (present)
On Emporia from Harry to Douglas to Main to Central to Nims to Franklin to Porter to Briggs and return.

5. PROPOSED EMPORIA-TOPEKA.
On 13th from eastern city limits to Topeka to William to Emporia to Harry to Bluff and return.

6. TOPEKA-UNIVERSITY (present).
On St. Francis from 17th to 14th to Topeka to Douglas to Seneca to Maple to Hiram to University and return.

6. PROPOSED NEW LINE.
On Grove from northern city limits to proposed northeast diagonal to 2nd to Topeka to William to Emporia to Kellogg to Broadway and thence southeast on Broadway and its proposed new southeast extension as shown on Plate No. 14.

6A. NORTH AND SOUTH BRANCHES OF NO. 6.
Northern branch to operate east on Central from Piatt, southern branch to operate east on Kellogg from Hydraulic.

7. ORIENT SHOPS (present).
On Douglas from Main to Osage to Dayton to Millwood to Walker and return.

7. ORIENT SHOPS AND PROPOSED NEW LINE.
On McCormick from western city limits to Osage to Douglas to Hillside to Levy and return.

7A. BRANCH LINE.
Operates same as No. 7 except to leave McCormick at Millwood, south on Millwood to Dooley to Wheeler to city limits.

8. STOCK YARDS-SOUTH MAIN (present).
On 21st from Rock Island Railroad to Market to 13th paralleling Missouri Pacific Railroad to Main to Levy and return.

8. PROPOSED STOCK YARDS-SOUTH MAIN.
Same as present line.

8A. Northern branch of No. 8 to operate northward on Market from 21st to 25th to Washington and return.

9. PROPOSED NEW LINE.
On proposed northeast diagonal from eastern city limit to 2nd to Topeka to William to Emporia to Kellogg to Broadway and thence southeast on Broadway and its proposed new extension as shown on Plate No. 14.

9A. NORTH AND SOUTH BRANCHES OF NO. 9.
Northern branch to operate east on 9th to eastern city limits. Southern branch to operate east on Lincoln from Broadway to eastern city limits.

Conclusion

No attempt has been made at this time to recommend the order in which the proposed extensions and re-routings should be made. Before this can be done it will be necessary for city and transit company to agree upon a program for gradual development, which will eventually lead to the final plan.

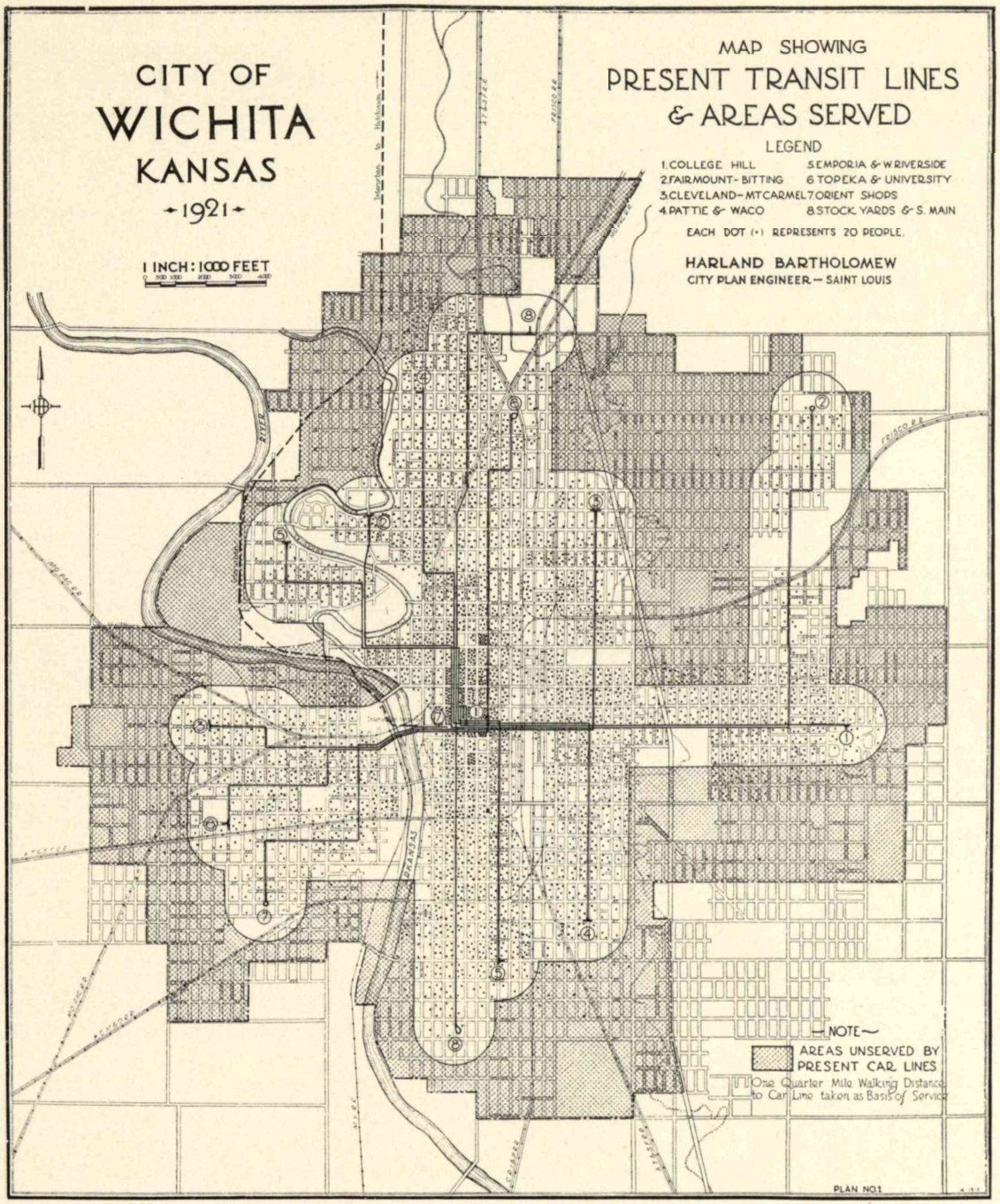

CITY OF
WICHITA
KANSAS
-1921-
1 INCH: 1000 FEET
MAP SHOWING
PRESENT TRANSIT LINES
& AREAS SERVED
LEGEND
1. COLLEGE HILL
2. FAIRMOUNT - BITTING
3. CLEVELAND - MT CARMEL
4. PATTIE & WACO
5. EMPORIA & W RIVERSIDE
6. TOPEKA & UNIVERSITY
7. ORIENT SHOPS
8. STOCK YARDS & S. MAIN
EACH DOT (•) REPRESENTS 20 PEOPLE.
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS
— NOTE —
AREAS UNSERVED BY PRESENT CAR LINES
One Quarter Mile Walking Distance to Car Line taken as Basis of Service
PLAN NO 1

PLATE NO. 13

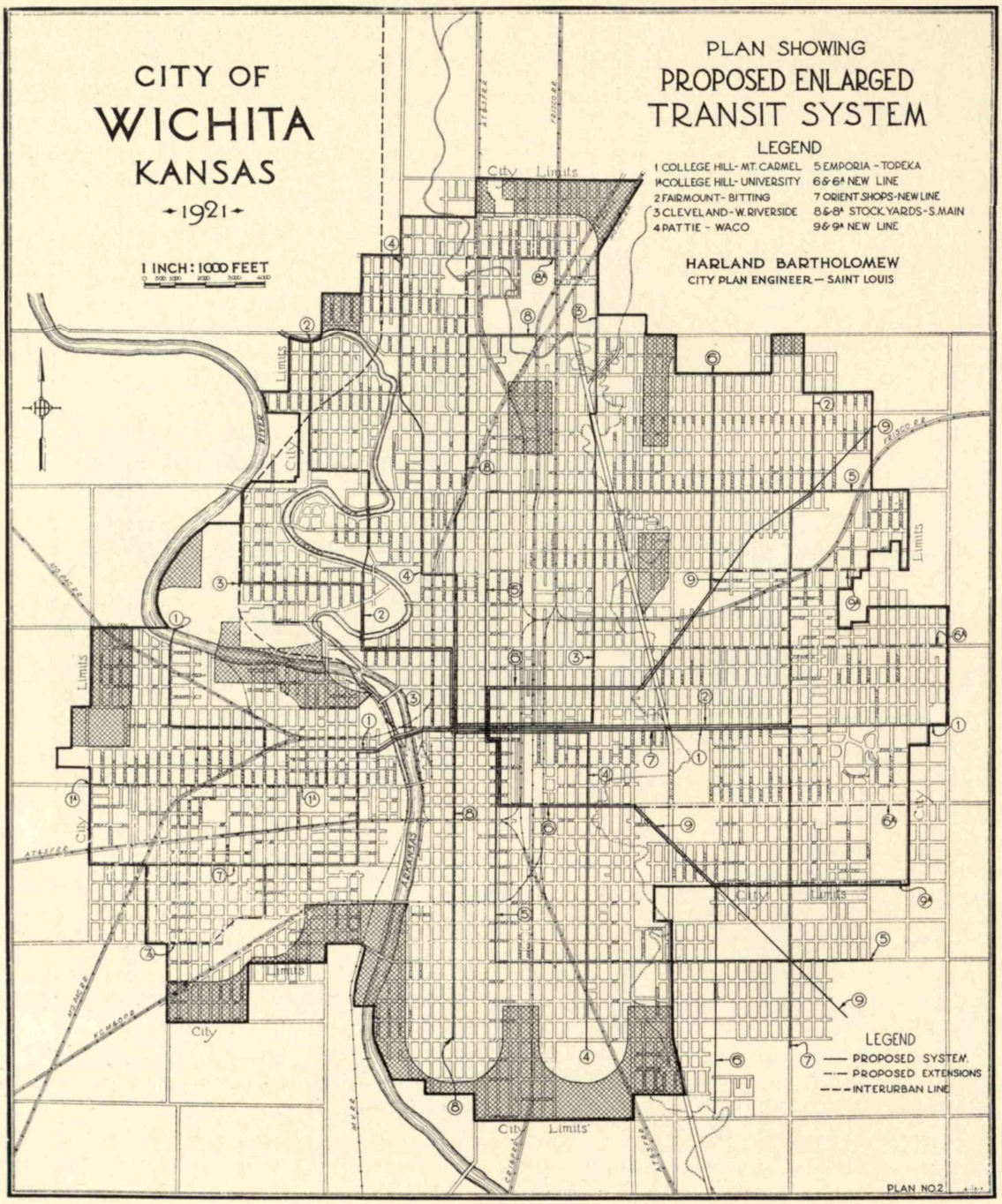

CITY OF
WICHITA
KANSAS
1921
1 INCH : 1000 FEET
PLAN SHOWING
PROPOSED ENLARGED
TRANSIT SYSTEM
LEGEND
1 COLLEGE HILL- MT. CARMEL
1A COLLEGE HILL- UNIVERSITY
2 FAIRMOUNT- BITTING
3 CLEVELAND- W. RIVERSIDE
4 PATTIE - WACO
5 EMPORIA - TOPEKA
6 & 6A NEW LINE
7 ORIENT SHOPS-NEW LINE
8 & 8A STOCK YARDS - S. MAIN
9 & 9A NEW LINE
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS
City Limits
LEGEND
PROPOSED SYSTEM
PROPOSED EXTENSIONS
INTERURBAN LINE
PLAN NO 2

PLATE NO. 14

Transportation

THE city of Wichita is a natural distributing center for merchandise consigned to south-central Kansas and Oklahoma. It is also an important producing or originating point for miscellaneous farm products, live stock and flour.

The development of the city itself, and of the railroads within the city, has reached that stage when it is necessary to plan their future growth so that each may expand along natural lines with the least hindrance and the greatest benefit to each other.

It is the purpose of this phase of the city plan to outline a program involving certain changes in the operating methods of the railroads within the city, revisions in the freight and passenger terminal facilities, a rearrangement of certain tracks, and the elimination of grade crossings by track elevation.

The object sought is to secure the quickest and most economical method of handling freight and passengers to and from the city, to provide for commercial, industrial, residential and railroad expansion along logical lines, and to relieve congestion on the city's streets.

Present Operating Methods

Wichita is served by seven railroads, six steam and one electric. Five enter the city from the north, as may be seen in Plate No. 19. All have freight and passenger terminals in the central portion of the city.

THE MISSOURI PACIFIC enters the city at Twenty-fifth Street and the northeast city limits, taps the industrial district in that section and reaches its passenger station and freight house in the vicinity of Douglas and Wichita streets. (Plate No. 17). It crosses the river near Douglas Avenue and about one-half mile west diverges into the Geneseo and the Hardtner Branches. Both of these latter are light traffic lines, having a combined movement of only eight trains each way daily.

The line is double track from Twenty-fifth Street to First Street, and single track with two sidings from the river to Hardtner Junction.

The freight classification yards, round house, repair shop, etc., are located just north of Twenty-fifth Street.

The yards consist of eleven tracks, having a combined capacity of about 375 cars. Little or no improvement has been made in these yards within the past ten years. Their present arrangement is poorly adapted to present requirements and their capacity is inadequate. There is ample space for expansion, however, and the location is good, except for the nearness of the Frisco crossing to the south.

Another yard consisting of five tracks, besides the two main line tracks, extends from Ninth Street to Twelfth Street; it is used for storage of cars and assembling of loads from local industries. It is broken at each intersecting street.

A small passenger coach yard is on the turn at First Street.

The freight house is located along Wichita Street, fronting on First Street. It is served by two tracks along the west side. It is of ample size for normal business, but there is no room for further expansion.

One inadequate team track, seven hundred feet long, is east of the house. Adjacent to it is an industry spur extending to Douglas Avenue. The principal industries served by this road and others are shown on Plate No. 19.

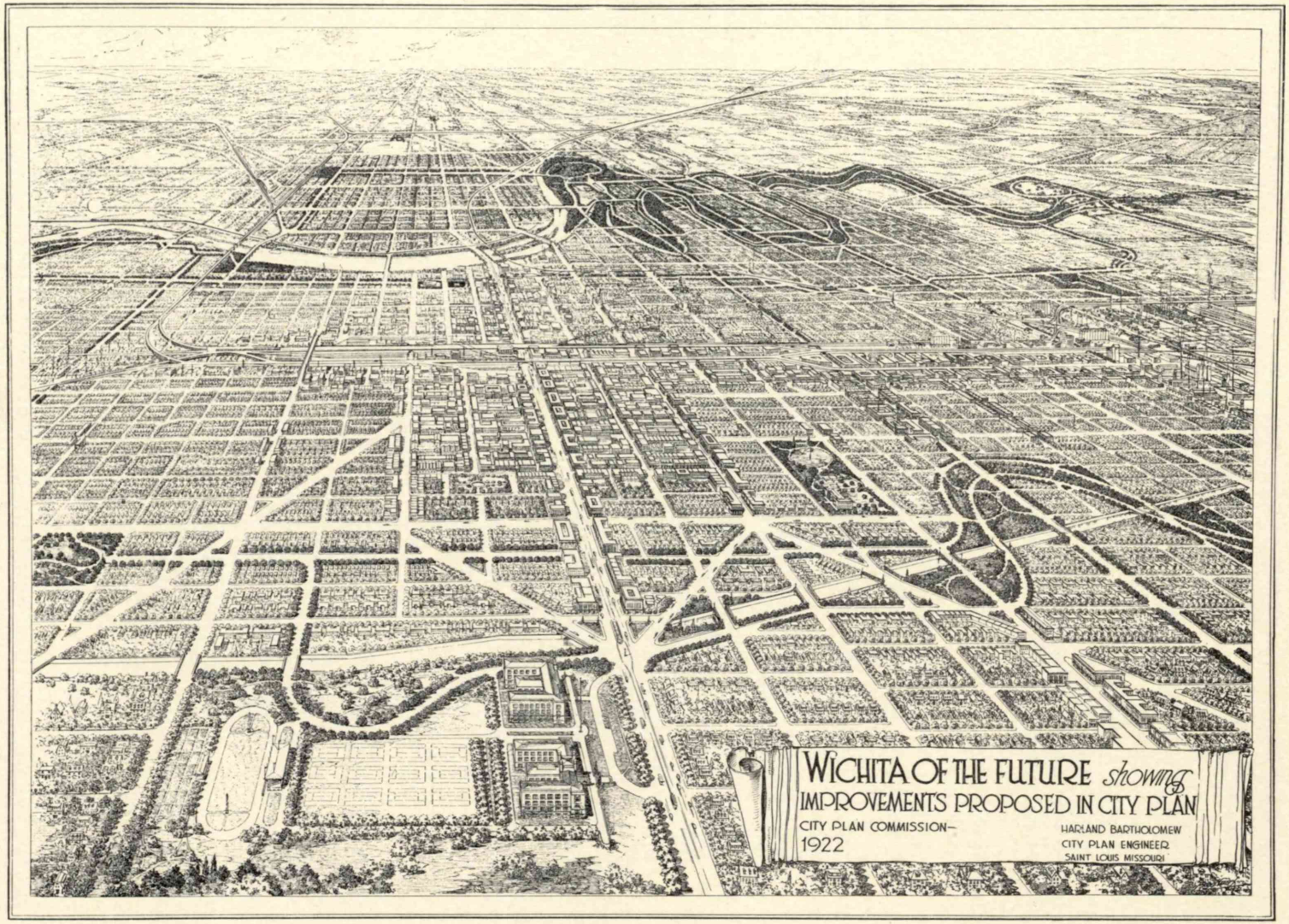

WICHITA OF THE FUTURE showing
IMPROVEMENTS PROPOSED IN CITY PLAN
CITY PLAN COMMISSION—
1922
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER
SAINT LOUIS MISSOURI

PLATE NO. 15

The passenger station at Douglas and Wichita Streets is of brick, rather old, but of ample capacity. It is served by three tracks of from 450 to 600 feet, effective length.

The entire terminal layout of the Missouri Pacific from Third Street to Douglas Avenue and west to the river is exceedingly cramped, and most unsatisfactory from an operating standpoint. Additional room is not available here except by closing intersecting streets and the purchase of expensive land.

Interchange is effected with the Frisco and Rock Island in the vicinity of Twenty-first Street, and with the Santa Fe at Eighteenth Street. Inter-change with the Midland Valley, the Orient, and the Arkansas Valley Interurban (Electric) takes place along the west bank of the river. The total inter-change amounts to from twenty to forty cars daily. Inter-change with the Orient is also at its crossing southwest of the city.

Wichita is practically a terminus for the Missouri Pacific, the heavy traffic being to and from eastern points. There are approximately five freight movements and three passenger train movements through the city, each way daily.

THE KANSAS CITY, MEXICO AND ORIENT RAILROAD entering the city from the southwest has Wichita for its northern terminus. It formerly traversed Bayley Avenue, turning north at Mosley Street to reach a freight terminal at Douglas near Washington Avenue. These facilities are now abandoned, and the track in Bayley Avenue is used only for switching movements.

The freight yards, shops and round house are located in the extreme southwest portion of the city. The facilities here are shared with the Midland Valley Railroad and are entirely adequate for both roads.

The passenger and freight depots, located on Douglas Avenue, immediately west of the river, are jointly used with the Midland Valley and are of sufficient size to accommodate present needs. Team track facilities are also ample.

The railroad occupies practically unsettled territory within the city and has no direct connection with industries. The train movement consists of three freight trains and one passenger train, each way daily. It is single track throughout.

THE MIDLAND VALLEY RAILROAD extends from Wichita to Fort Smith, Arkansas. Its track crosses Douglas Avenue, near the river and ends at a point about two hundred feet north of Douglas Avenue. It has direct connection with the Missouri Pacific Railroad, the Arkansas Valley Interurban, (Electric), and reaches a few industries north of Douglas Avenue. Freight and passenger depots, as before noted, are used jointly with the Orient, but owned by the Midland Valley.

The traffic over this road amounts to two freight and one passenger train, each way daily. It is a single track line within the city.

THE WICHITA UNION TERMINAL COMPANY is jointly controlled and used by the Santa Fe, Rock Island and Frisco Railroads. Its tracks and right of way extend from the north interlocking tower at Elm Street, to the south interlocking tower at Morris Street.

The north approach tracks are five in number, the west ones being used principally for freight movements. There are three south approach tracks.

There are five station tracks with three additional stub tracks for handling baggage and express. Two freight tracks are along the west side.

The abutments of subways over Douglas, First and Second Streets are constructed to accommodate, with but little change, two additional tracks, and the right-of-way is of sufficient width to care for these.

The platforms between each pair of tracks are reached by ramps from a corridor extending out on the level of the station floor.

The station facilities are well-arranged and of ample capacity to accommodate the other roads, for many years to come, especially if all freight movements were eliminated through the layout, and the two additional tracks added. The station is well-placed for accessibility. It was put into service about 1914.

At present there are about thirty-six passenger and twenty freight movements through the terminal daily, or a total of fifty-six. The amount of freight movement does not include the switching and short freight cuts, the elimination of which would further relieve congestion.

The terminal operates freely now, except during two or three periods of the day, when the passenger schedules are close.

The inauguration of this terminal, with the elimination of the crossings at Douglas, First and Second Streets was immensely beneficial to both the railroads and the city. The Frisco, however, was left at a considerable disadvantage, with their yards remaining south of Douglas Avenue and their only exit through the terminal.

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY passes through the city, Wichita being on the direct line from Kansas City to Oklahoma City and points south. A single track branch line terminating at Pratt, Kansas, extends westward occupying Orme Street as far as the Arkansas river.

The main line is double tracked throughout the city as far south as Boston Street.

Industries are numerous along the Santa Fe from Nineteenth Street south to Kellogg Street. See Plate No. 19. That portion south of Kellogg Street is a sparsely settled residence district. The Pratt Branch traverses a thickly settled residence district to the Arkansas River, beyond which is practically open country.

The main freight yards extend from Twenty-seventh Street northward, beyond the city limits. They have a capacity of about five hundred cars. Some expansion is needed, for which there is space available. Repair tracks, shops and round house are also located here.

There is also a yard extending from Indianapolis Street to Waterman Avenue, consisting of ten tracks, with a total capacity of about 400 cars. Previous to the organization of the Terminal Company this was the classification yard of the Santa Fe. It is now used for hold, storage, some classification and to assemble cars to and from local industries. It is of doubtful utility and might be dispensed with to a large extent by working these cars at the north yards.

The freight house and team tracks occupy the half block fronting on St. Francis Avenue, extending from William Street to Kellogg Street. There are three house tracks extending the full length of the building and a transfer platform between the outer two.

The team track capacity is large, there being three tracks adjacent to the house and from four to six available for this purpose between Waterman and Kellogg Streets. The Yard is equipped with a gantry crane.

This entire freight terminal is modern, efficient and the largest and best equipped of any in the city. It is well-located and easily accessible to teams and trucks.

The train movement over the Santa Fe main line consists of about five freight and eight passenger trains daily each way. That over the Pratt Branch of one freight and passenger train daily each way. With the exception of those over the Pratt Branch and extra freights, Santa Fe trains do not originate in Wichita.

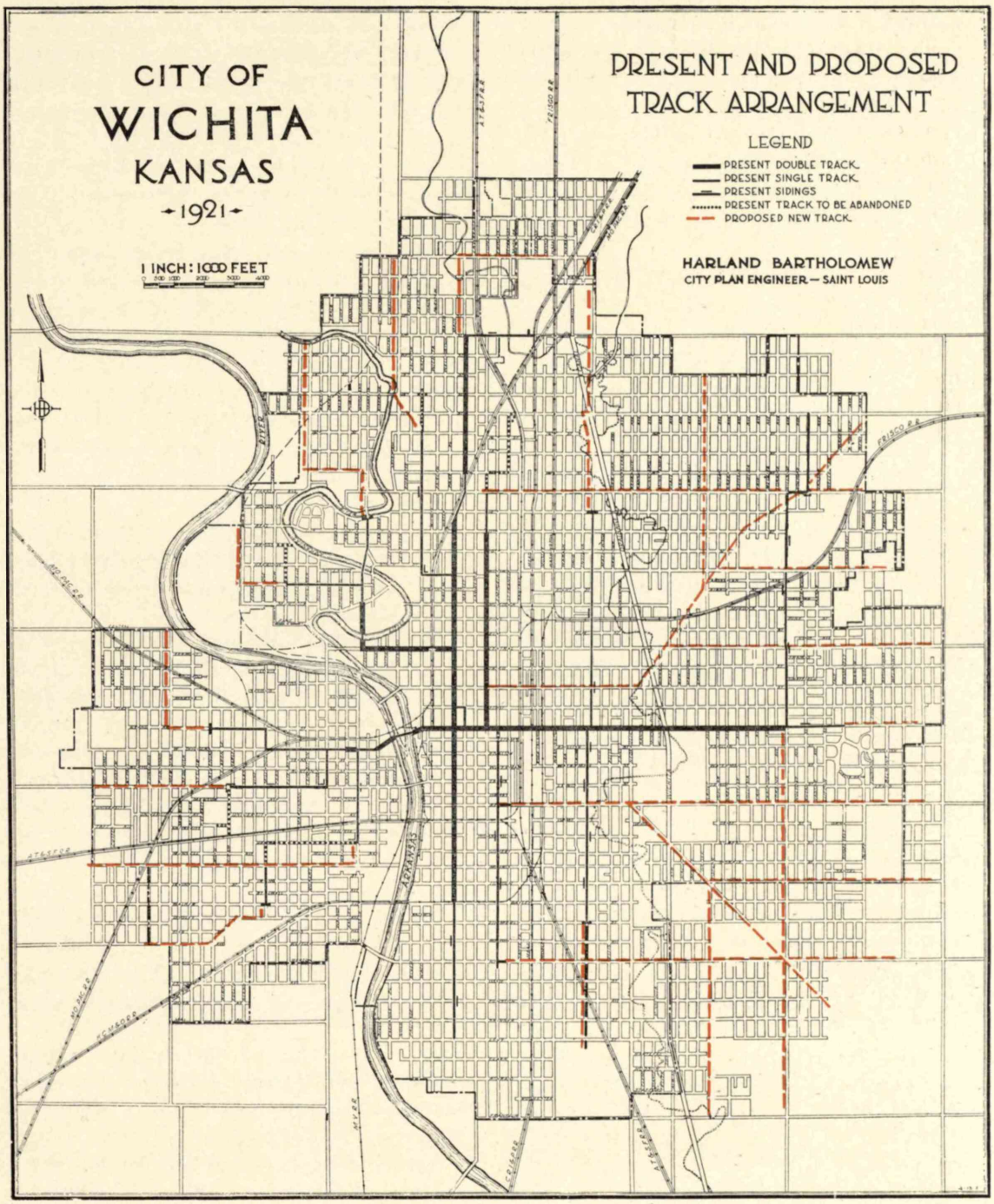

CITY OF
WICHITA
KANSAS
1921
1 INCH : 1000 FEET
PRESENT AND PROPOSED
TRACK ARRANGEMENT
LEGEND
PRESENT DOUBLE TRACK.
PRESENT SINGLE TRACK.
PRESENT SIDINGS
PRESENT TRACK TO BE ABANDONED
PROPOSED NEW TRACK.
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS

PLATE NO. 16

Interchange with the Frisco and Rock Island Roads is made in the vicinity of Gilbert Street, as is also that with the Midland Valley and the Orient.

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD enters Wichita at the northeasterly limits, and passes due southward through the city. It occupies Mead Avenue the entire distance. The main line joins the terminal at the North Tower and re-enters Mead Avenue at the South Tower.

Mead Avenue from Murdock Avenue to Twenty-first Street is without industries. This district is a rather thinly settled negro settlement. From Murdock Avenue to Third Street the property is practically vacant on both sides. From Third Street to Douglas Avenue are several industries and ware-houses served by the Rock Island tracks in Mead Avenue. These tracks now end at Douglas Avenue, which they formerly crossed at grade.

The main freight house and round house are located on the northeastern edge of the city and parallel the yards of the Missouri Pacific Railroad. The facilities here are inadequate in capacity, but so designed that extension is a simple matter. Property for this purpose is available.

The former yards, south of Douglas, consist of storage tracks, team tracks, assembly tracks for local shipments, and tracks for working the freight house. There is more space here than needed.

The freight house is located about 350 feet from Douglas Avenue and is opposite the Union Station. It is none too large now, but is of good type and there is room for expansion lengthwise.

The team tracks adjacent to and south of the house are of sufficient capacity for present needs.

Train movement over the Rock Island is made up of two freight and five passenger trains daily each way.

Interchange with the Frisco is made near Twenty-first street. That with other roads has been previously mentioned.

THE ST. LOUIS AND SAN FRANCISCO RAILROAD is a single track line entering the city from the east and extending northward to Ellsworth. Wichita is its virtual terminus, the heavy traffic being from Wichita eastward to Kansas City and St. Louis.

At North Tower this road enters the Terminal, passes through it and backs into its yards which extend from Indianapolis Street practically to Douglas Avenue.

The yards have a capacity of only about two hundred cars. Here are also located the round house, repair tracks, and other terminal facilities.

This yard is not only too small, but very inconveniently located, as all trains entering and leaving the city must back in and out of the yard and twice traverse the terminal.

That portion of the railroad occupying Washington Avenue from Murdock to Twenty-first Street is practically free from industries. From Murdock Avenue southward, the Frisco main line formerly occupied Mosley Avenue. The track is now cut at Douglas but still serves several industries located principally between Douglas Avenue and Second Street.

The freight house is located on Rock Island Avenue, about two hundred feet south of Douglas Avenue. There are two house tracks and one team track along the east side, and a team track 618 feet long just south of the house. These facilities are scarcely sufficient for present requirements, but there is considerable room for expansion.

Both the Rock Island and Frisco use a portion of their track north of Douglas Avenue in Mead and Mosley Avenues for team tracks, and for spotting produce cars.

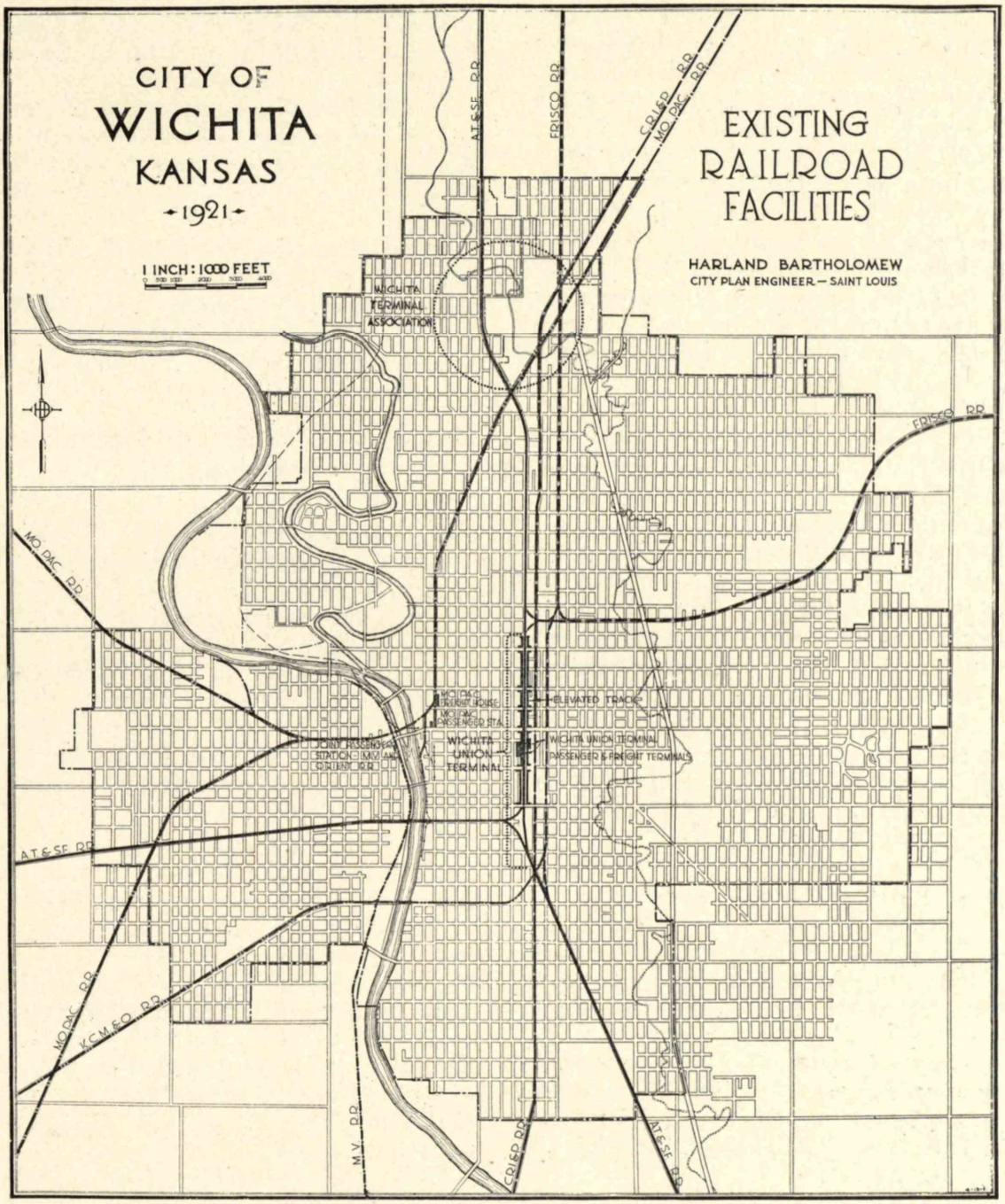

CITY OF
WICHITA
KANSAS
1921
1 INCH: 1000 FEET
EXISTING
RAILROAD
FACILITIES
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS
WICHITA TERMINAL ASSOCIATION
AT&SF RR
FRISCO RR
CRI&P RR
MO PAC RR
MO PAC FREIGHT HOUSE
MO PAC PASSENGER STA
ELEVATED TRACKS
WICHITA UNION TERMINAL PASSENGER & FREIGHT TERMINALS
FORMER PASSENGER STATION (MKT AND CRI&P RR)
WICHITA UNION TERMINAL
MO PAC RR
AT&SF RR
MOPAC RR
KCM&O RR
M-V RR
CRI&P RR
AT&SF RR
FRISCO RR

PLATE NO. 17

THE WICHITA TERMINAL ASSOCIATION was organized to facilitate the handling of cars to and from the industries located in the northern section of the city, from about Twelfth Street to the north city limits. The Association is made up of the Santa Fe, the Frisco, the Missouri Pacific, and the Rock Island Railroads. It possesses no right-of-way, but owns a considerable amount of track which touches the various industries and connects with each railroad of the Association.

Its switch engines are rented from the Rock Island. The Association employs its own operating forces, and its accounts are entirely independent of the other railroads.

The formation of this association was necessary on account of the indiscriminate way in which industries have located in this section of the city. It is manifestly impossible for each railroad to send its own switch engine to the tracks of the various industries without serious interference with each other's operations, on account of the intricate track layout which has grown up within the district.

Unfortunately it is the exception when an industry in this locality has sufficient track capacity. It is often impossible to spot enough cars to last a day's run, and it becomes necessary to switch cars in and out at irregular hours, resulting in more or less confusion.

The effectiveness of the terminal association would be increased if it were provided with a classification yard, with tracks accessible to each railroad. Cars could be handled directly to the classification yard, and worked from that yard by each railroad. A suitable location for such a yard is between the Frisco and the Santa Fe railroads, just north of the city limits.

In order that this and other industrial districts be developed to their fullest advantage control should be exercised over the manner in which industries and tracks are laid out. The principals which should govern the layout of a modern industrial district will be discussed later.

THE ARKANSAS VALLEY INTERURBAN RAILWAY COMPANY is a standard gauge electric line with terminals at Wichita, Newton and Hutchinson. It does considerable package freight business and some carload interchange with the railroads. The latter amounts to about five cars weekly, but is subject to increase if satisfactory through freight rates can be obtained.

The passenger station and freight house are located on Douglas Avenue near the river. Both are of modern type and convenient.

Proposed Changes in Operating Methods

The following program for rearranging transportation facilities in Wichita is a large one for a city of its size, but is of such a nature that it can be carried out gradually as the growth of the city demands.

It will obviously be advantageous to remove the freight traffic from the passenger terminal yards. It is practicable to do this, with the exception of that of the Santa Fe, which should be left in its present location.

It is proposed to use the present terminal layout and all tracks from 18th Street to Douglas Avenue, along Santa Fe Avenue, strictly for passenger service and Santa Fe through freight. Plate No. 18. For through freight of other roads there is proposed a separate elevated freight line to follow the Rock Island on Mead Avenue from Twenty-first Street south to Murdock, and thence south on Mosley to a junction with the Santa Fe at Bayley.

All freight traffic of the Frisco, Rock Island and Missouri Pacific can move over this elevated line, crossing all intersecting streets overhead, and descending to the present level under the viaduct

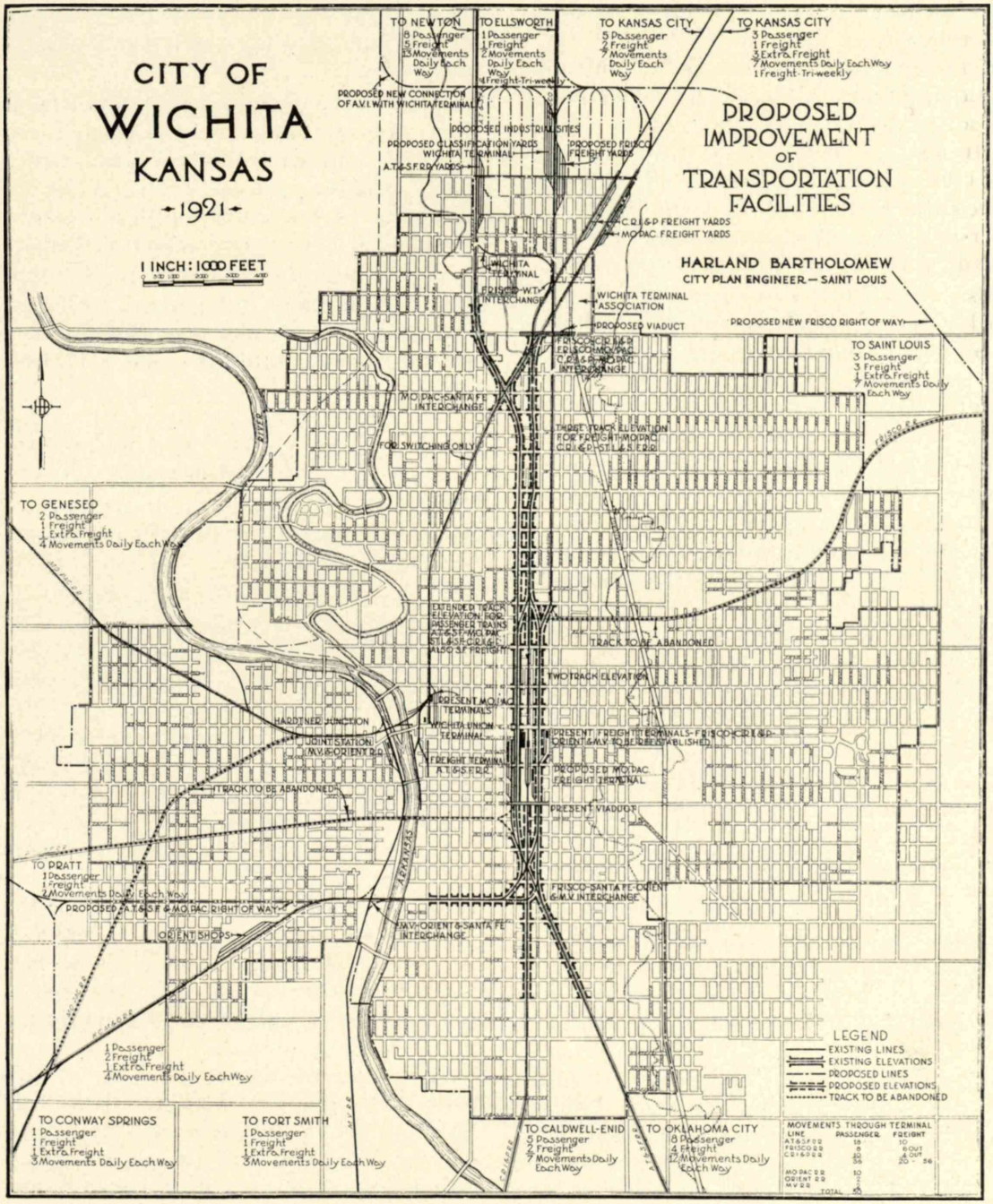

CITY OF
WICHITA
KANSAS
1921
1 INCH: 1000 FEET
PROPOSED IMPROVEMENT OF TRANSPORTATION FACILITIES
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS
TO NEWTON
8 Passenger
5 Freight
13 Movements Daily Each Way
TO ELLSWORTH
1 Passenger
1 Freight
2 Movements Daily Each Way
1 Freight-Tri-weekly
TO KANSAS CITY
5 Passenger
2 Freight
7 Movements Daily Each Way
TO KANSAS CITY
3 Passenger
1 Freight
3 Extra Freight
7 Movements Daily Each Way
1 Freight-Tri-weekly
PROPOSED NEW CONNECTION OF A.V.I. WITH WICHITA TERMINALS
PROPOSED INDUSTRIAL SITES
PROPOSED CLASSIFICATION YARDS WICHITA TERMINAL
PROPOSED FRISCO FREIGHT YARDS
A.T.&S.F. RR YARDS
C.R.I.&P. FREIGHT YARDS
MO.PAC. FREIGHT YARDS
WICHITA TERMINAL
FRISCO-W.T. INTERCHANGE
WICHITA TERMINAL ASSOCIATION
PROPOSED VIADUCT
PROPOSED NEW FRISCO RIGHT OF WAY
FRISCO-C.R.I.&P.
FRISCO-MO.PAC.
C.R.I.&P.-MO.PAC. INTERCHANGE
TO SAINT LOUIS
3 Passenger
3 Freight
1 Extra Freight
7 Movements Daily Each Way
MO.PAC.-SANTA FE INTERCHANGE
FOR SWITCHING ONLY
THIRD TRACK ELEVATION FOR FREIGHT-MO.PAC. C.R.I.&P.-ST.L.&S.F.R.R.
TO GENESEO
2 Passenger
1 Freight
1 Extra Freight
4 Movements Daily Each Way
EXTENDED TRACK ELEVATION FOR PASSENGER TRAINS A.T.&S.F.-MO.PAC. ST.L.&S.F.-C.R.I.&P. ALSO S.F. FREIGHT
TRACK TO BE ABANDONED
TWO TRACK ELEVATION
PRESENT MO.PAC. TERMINALS
WICHITA UNION TERMINAL
HARDTNER JUNCTION
JOINT STATION M.V.&ORIENT R.R.
FREIGHT TERMINAL A.T.&S.F.R.R.
PRESENT FREIGHT TERMINALS-FRISCO-C.R.I.&P.-ORIENT & M.V. TO BE ESTABLISHED
PROPOSED MO.PAC. FREIGHT TERMINAL
TRACK TO BE ABANDONED
PRESENT VIADUCT
TO PRATT
1 Passenger
1 Freight
2 Movements Daily Each Way
PROPOSED A.T.&S.F. & MO.PAC. RIGHT OF WAY
FRISCO-SANTA FE-ORIENT & M.V. INTERCHANGE
ORIENT SHOPS
M.V.-ORIENT & SANTA FE INTERCHANGE
1 Passenger
2 Freight
1 Extra Freight
4 Movements Daily Each Way
TO CONWAY SPRINGS
1 Passenger
1 Freight
1 Extra Freight
3 Movements Daily Each Way
TO FORT SMITH
1 Passenger
1 Freight
1 Extra Freight
3 Movements Daily Each Way
TO CALDWELL-ENID
5 Passenger
2 Freight
7 Movements Daily Each Way
TO OKLAHOMA CITY
8 Passenger
4 Freight
12 Movements Daily Each Way
LEGEND
EXISTING LINES
EXISTING ELEVATIONS
PROPOSED LINES
PROPOSED ELEVATIONS
TRACK TO BE ABANDONED
MOVEMENTS THROUGH TERMINAL
LINE
PASSENGER
FREIGHT
A.T.&S.F.D.D.
FRISCO D.D.
C.R.I.&P.D.D.
MO.PAC.D.D.
ORIENT D.D.
M.V.D.D.
TOTAL

PLATE NO. 18

at Kellogg Street. The elevated freight line should be double track throughout. Connection is to be made at Twenty-first Street for Missouri Pacific through freight.

The present Frisco yards, south of Douglas Avenue, should be relocated at some point in the vicinity of the north city limits. They would then be close to the principal industrial district and near the yards of other roads.

At Kellogg Street the passenger and freight trains of the Missouri Pacific, Santa Fe (Pratt Branch), Midland Valley and Orient Railroads would unite, the former passing by a double track elevated line over the main line tracks of the Rock Island and Santa Fe, at a point south of South Tower. This line would occupy Bayley Street and continue elevated as far as Wichita Street, dropping to grade just west of the river. A connection may easily be made with the Midland Valley west of the Arkansas River.

This line would then continue westward along Walker Street to a point west of the present city limits. Here one branch would turn southward to join the Conway Springs line of the Missouri Pacific and another would turn northward to connect with the Wichita and Western and eventually the Geneseo branch of the Missouri Pacific.

The development of these lines as shown in Plate No. 18, would permit the complete abandonment of the two diagonal Wichita and Western and Missouri Pacific tracks which cut up the residence districts of the West Side.

The present track of the Santa Fe, occupying Orme Street from the Terminal Yards westward to the Missouri Pacific crossing may be retained as a feeder for industries along the river north of Orme Street. This will permit the elimination of the Douglas Avenue crossing. The Missouri Pacific now is forced to retain this crossing because of its operating method.

That portion of the Missouri Pacific from the Eighteenth Street crossing to Hardtner Junction west of the Arkansas River, should be abandoned as a through traffic line, and used only for industrial switching.

The passenger and freight facilities of the Missouri Pacific at Douglas and Wichita should be eliminated, and a new location provided for a freight house and team tracks south of Douglas Avenue in the general terminal district.

It would be advantageous for the Midland Valley and the Orient Railroads jointly to re-establish a freight terminal on Douglas Avenue, just east of Mosley Avenue.

That portion of the Midland Valley, from its crossing with the Orient to its terminus, south of Douglas Avenue, should be left in place, at grade, to serve as an interchange track with the Arkansas Valley (electric).

Under present conditions, without considering track elevation, or the construction of a through, separate freight line, a number of the above suggestions could be carried out with minor changes. For example, by means of a connection at Eighteenth Street, Missouri Pacific passenger trains could now enter the Union Station. The arrangement would involve only an inconvenient back-up movement for the Geneseo and Hardtner Branch trains. It is possible to take the Geneseo trains over the Pratt Branch of the Santa Fe, through Orme Street, and connect at the crossing west of the city, but even this involves an awkward back up movement to enter upon the Pratt Branch from the terminal. A direct connection to the Pratt Branch from the terminal is not feasible except by practical abandonment of the intervening Santa Fe freight yards. All trains now using this branch, first head out on the main line, then back in on a wye connection to the branch.

Both the Midland Valley and Orient

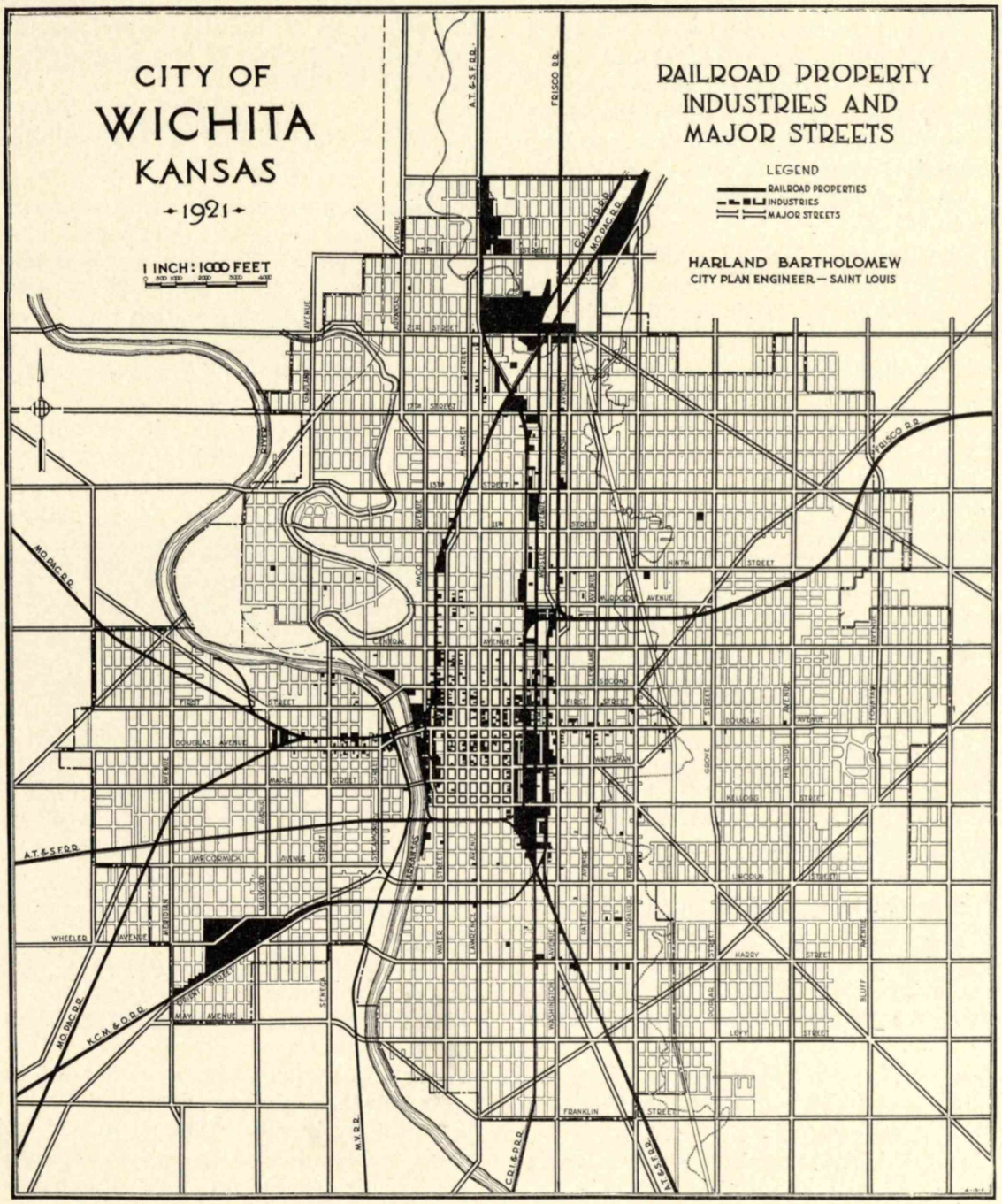

CITY OF
WICHITA
KANSAS
1921
1 INCH : 10000 FEET
RAILROAD PROPERTY
INDUSTRIES AND
MAJOR STREETS
LEGEND
RAILROAD PROPERTIES
INDUSTRIES
MAJOR STREETS
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS
A.T.&S.F.R.R.
FRISCO R.R.
MO.PAC.R.R.
K.C.M.&O.R.R.
W.V.R.R.
C.R.I.&P.R.R.
N.Y.C.R.R.
RIVER
DOUGLAS AVENUE
MAPLE STREET
WHEELER AVENUE
MAY AVENUE
FRANKLIN STREET
HARRY STREET
LOVY STREET

PLATE NO. 19

passenger trains could now enter Union Station without additional track changes.

The relocation of the Frisco freight yards, and the re-routing of their freight trains should be accomplished soon without reference to the other improvements. The Frisco more over should plan at an early date to remove their line running through the eastern section of the city to a location approximately as shown on Plate No. 18.

The construction of a classification yard for the Wichita Terminal Association, north of the city, is very desirable at this time.

Some improvement in handling interchange freight between the Santa Fe, Missouri Pacific, Rock Island and the Terminal Association could now be obtained by the construction of a belt or connecting line, making direct movement between the yards possible. Such a connection would also provide for an orderly development of future factory spurs as shown in Plate 18.

The matter of securing a first class industrial development is of considerable importance to Wichita. The larger industries, as may be seen in Plate No. 19 have established themselves generally along the central railroad group in the section north of Twenty-first Street. In the latter district the industrial development has been haphazard and disorderly due to the lack of a systematic general plan. Each interest has settled where it could get space and has called for the necessary railroad facilities. The railroads in meeting these requests have found themselves handicapped by lack of space and conflicting trackage. The result is an inefficient, uneconomical industrial section.

The Wichita Terminal Association is merely a union of railroads operating in this area for the purpose of simplifying and co-ordinating transportation efforts. The planning of physical properties of plants should be inaugurated for like purposes. The whole industrial section north of Wichita should be organized for better service. A general statement of the principles of industrial development will indicate the sort of planning needed in North Wichita.

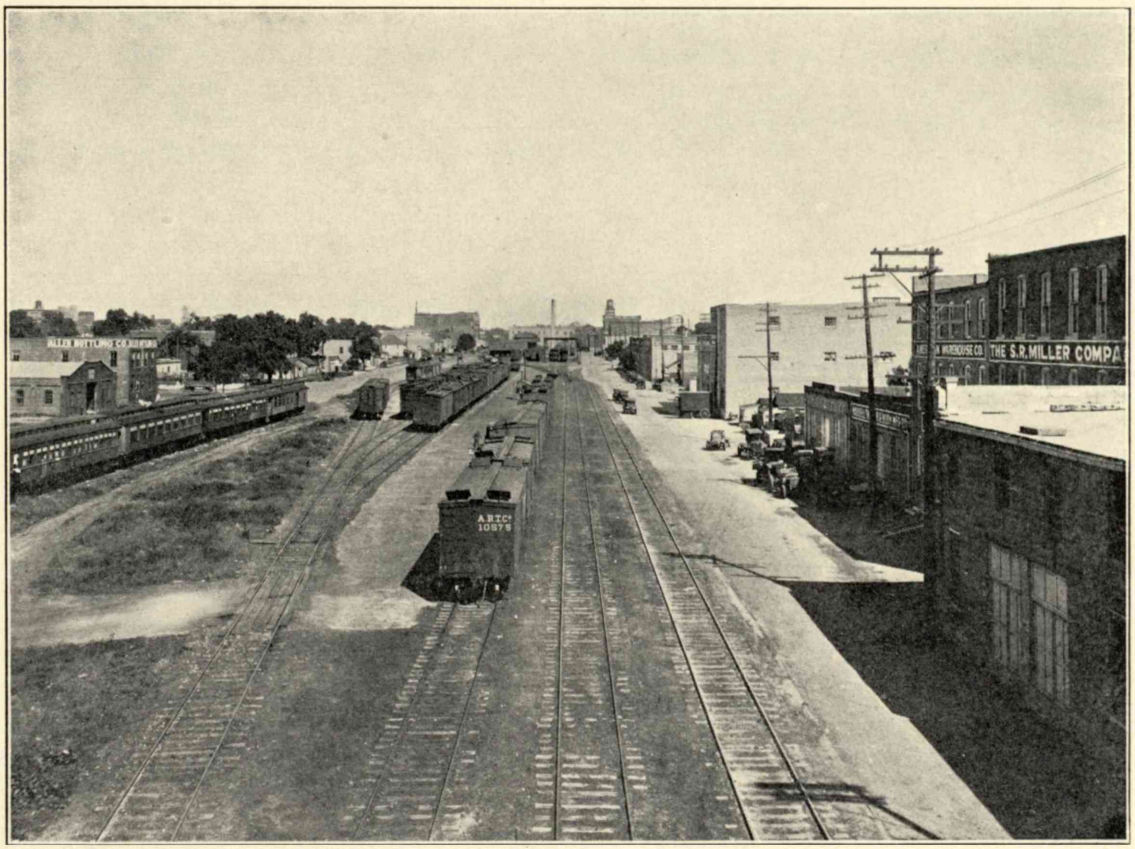
The Development of Industrial Districts

The vacant areas within and adjacent to a city and suitable for industrial development constitute one of its most important assets. They are really its sole guarantee against stagnation. It is of the utmost consequence, therefore, to make the most of such tracts of land by carefully planning the manner of and extent to which they may be utilized for factory and commercial purposes.

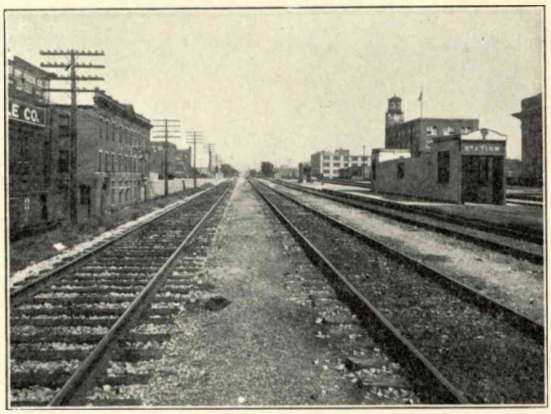
Considerations such as fire hazard, water supply, direction of prevailing winds and proximity of residential sections often determine what parts of a city shall be devoted to industrial purposes and the kind of an enterprise that will be tolerated there.

Under present conditions industries are usually established through the agency of the industrial commissioner of the railroads or of some civic body such as the Chamber of Commerce. Often the site is given gratis to the newcomer, and smaller cities even bid against one another for the privilege of having an additional enterprise within its gates.

Railroads almost invariably possess property within or near a city which they were compelled to purchase in addition to their actual needs, for the reason that it was as cheap to buy an entire lot as a portion through its middle, and it also occasionally happens that an owner refuses to sell unless his entire holdings are included in the purchase. Such lots are usually small, oddly shaped, and entirely unfit for railroad purposes. They do, however, offer advantages as industrial sites owing to their proximity to the



AN ORDERLY ARRANGEMENT FOR THE RECEIPT AND SHIPMENT OF FREIGHT.



THE GREAT RAILROAD HIGHWAY INTO WICHITA, OVER WHICH THE BULK OF FREIGHT AND PASSENGER TRAFFIC NOW FLOWS.

railroad and to the very favorable terms upon which such parcels can be leased or purchased.

The location of industries upon such tracts of land usually results in the gathering of a miscellaneous collection of buildings situated without regard to future requirements of their own or other possible industries in the vicinity. Switching tracks perhaps ample at the time of their construction soon become so limited in capacity that their operation is a continual source of annoyance and expense, with the result that some industries move to another locality, others take their place, and the operation is repeated.

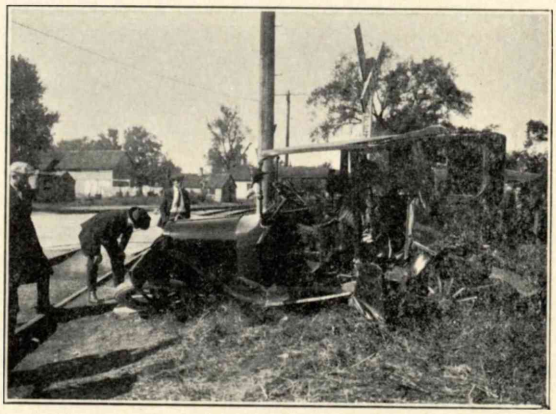
Inadequate switch tracks are a prolific source of congestion in terminals, as they necessitate too frequent service by the railroad. Every industry, wherever located, should have sufficient room to store enough cars to last at least a day's run, with some provision for additional trackage later.

So far as practicable, projects of a similar nature should be grouped together for the reason that their needs for transportation and other facilities are almost identical. For example, coal yards, lumber yards, building material supply stations, furniture factories, foundries, cotton compress, flour mills, and allied industries, each have a more or less common source of supply for their raw materials, and their finished products are usually shipped out in the same general direction.

It is evident that if each of these industries were located in their own general district the necessity for intraterminal switching would be reduced to a minimum and the work in the railroad's classification yards considerably lessened, owing to the simplified method of distribution required.

In a fast growing city it is not practicable to establish definitely located districts within which industries of a certain prescribed character will be permitted to locate, for the reason that a district suitable for a given enterprise today may totally change its character tomorrow and the business whose advent was formerly hailed with enthusiasm, characterized a nuisance. Then, too, practically all municipalities are so eager to add to their industrial development that little or no question is raised concerning the location of the new industries.

This rather natural disregard of anything like systematic planning sooner or later brings a city or parts of a city to a condition somewhat analogous to that of a garden that has been too closely



WHAT HAPPENS WHEN THE INTERESTS OF THE CITY ARE NOT PROPERLY LOOKED AFTER AT RAILROAD CROSSINGS.

planted; under such circumstances neither vegetables nor industries can flourish and a thinning out process becomes necessary.

Where a city has already developed along well established lines and there still remains within and near its boundaries vacant tracts of land, such as is the case with Wichita, it is entirely feasible to so control the use of such vacant areas that little or no congestion will occur and the maximum of benefits will result.

This calls for the enactment of well considered legislation and the exercise of a high degree of municipal patriotism.

It is especially desirable that the railroads be called upon for their advice and assistance in formulating any plan of industrial development, as the success of such a plan depends primarily upon their ability to serve a given area.

The following general rules for laying out and controlling the use of industrial areas are offered as applicable to Wichita:

1. Industries of like nature should be confined to the same district as far as possible.

2. Industrial districts should be made up of as large blocks or parcels of land as it is practicable to keep intact.

3. Industrial districts should be protected from the encroachment of residential development and the consequential restrictions pertaining thereto.

4. Streets through industrial areas should be wide and well paved, and so far as possible, free from through traffic or traffic not directly concerned with that area.

5. Sewer and water lines leading to an industrial district should be of ample size to meet the special requirements imposed.

6. A certain proportion of the area adjacent to an industrial district, within walking distance, should be reserved for the homes of the mass of the employees.

7. Adequate street car service should be provided.

8. Free access to the district by team and truck is essential.

9. Sufficient right-of-way for railroads serving district should be reserved so that their future growth will be unrestricted.

10. Each industry should have spurs and platform space to care for at least a day's run, with some additional room for future requirements.

11. The district should be accessible to all railroads on equal terms.

12. As requirements demand, common freight houses, receiving and loading platforms and team tracks should be provided in the districts by the railroads.

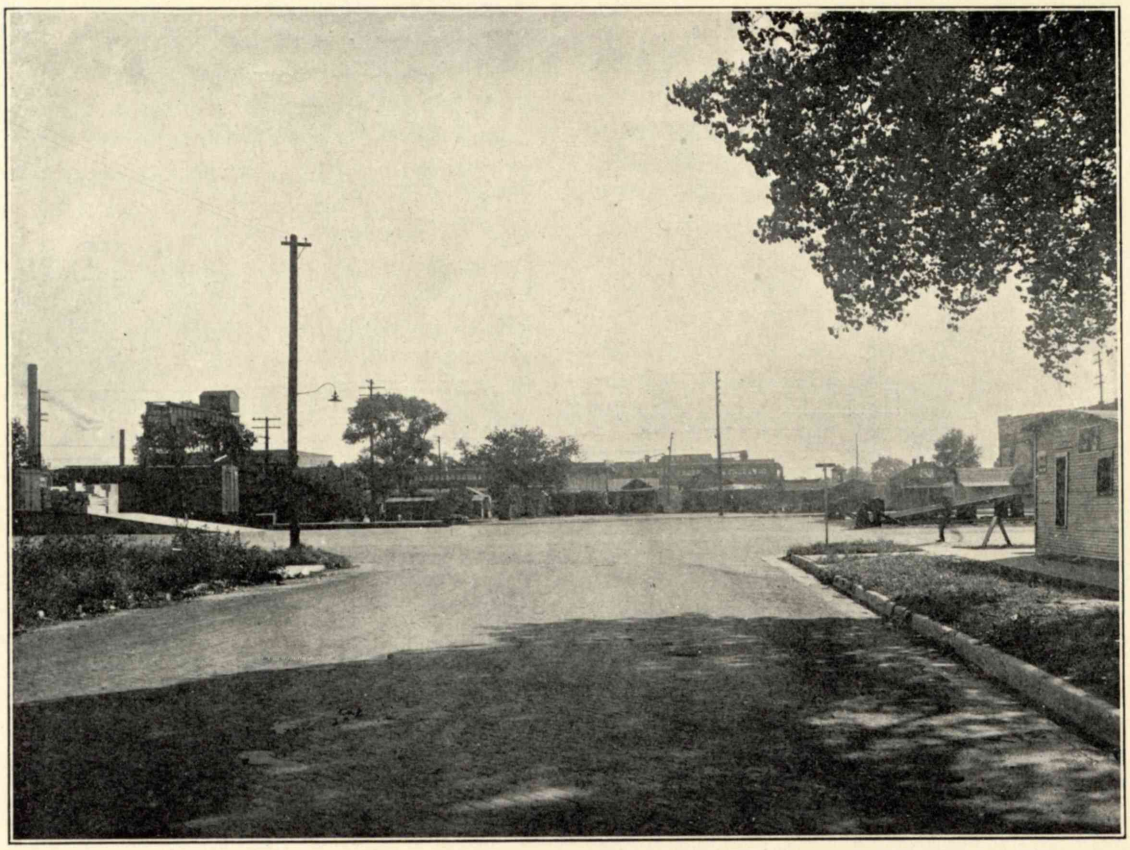
13. Particularly within crowded areas and on the more valuable ground, it is desirable to establish so called industrial terminals, which consist of large, fireproof, multiple story buildings, capable of housing a number of industries, all sharing in common the facilities provided.

In the actual laying out of an industrial district, too much care cannot be taken in the manner in which railroad transportation service is provided. The tendency is for each road to endeavor to serve the district independently with a view, of course, to securing as much as possible of the traffic for its own lines.

The inevitable result of such procedure is confusion and a wasteful interference in each others operations, greatly to the detriment of the shipper's, and hence the city's interests.

Altogether it seems that the most economical policy to adopt as well as the most efficient is to have one company, jointly owned or operated by all of the railroads to perform the entire switching service for the district. Close to the industrial district, freight yards of suitable size may be located, accessible to each of the roads, and out of which all cars destined to and from the district would be handled.

An essential feature is the establish-



WATERMAN AVENUE, SHOWING PROPOSED EXTENSION UNDER THE ELEVATED TRACKS, A PRIMARY MAJOR STREET IMPROVEMENT.

ment of small yards or sidings within or very near the district, to act as reservoirs for the temporary storage of loads and empties which have been collected for delivery to or received from nearby industries.

Streets should be sufficiently wide to accommodate railroad tracks, for switching only, as it is generally unavoidable that they be used for this purpose sooner or later.

By no means, however, should such tracks be used for through or main line traffic or in fact any other business that does not directly concern the industries within the immediate district.

Grade crossings may be minimized in number and importance by a careful study of the probable amount of cross traffic that may arise due to residential or other development on either side of a given area.

The exact location where separation of grades will be required should be fixed as soon as possible in order that buildings and other improvements in the vicinity may be planned to conform to the permanent lines and grades.

There is no question but that an industrial district planned and laid out in a logical, systematic manner, with some assurance that conditions therein will remain stable to a reasonable degree, will prove a great deal more attractive to capital than one which is practically certain to be later affected by a slovenly, haphazard development.

Grade Crossing Elimination

The grade crossings, generally speaking, are very well protected throughout Wichita. The railroad improvements outlined above would greatly improve conditions. The relocation of the Frisco would relieve both city and railroad of a series of crossings likely to become increasingly dangerous. The elevation of a freight line through the heart of the city would greatly simplify the crossing problem.

The first step in eliminating the crossings of the Santa Fe and Terminal tracks should begin at Ninth Street and extend southward as far as Waterman Street, including this street.

The elimination of the crossings from Twelfth to Eighteenth Streets, inclusive, should be undertaken as the next step.

The crossings of the Orient, from Santa Fe Street to the river, should be next eliminated, especially if the Missouri Pacific, Santa Fe, and the Midland Valley traffic is diverted over this line.

The Twenty-first Street crossing of the Santa Fe can be eliminated by elevation of tracks and depression of street, without serious damage to abutting property. There are no industries in the immediate vicinity of this street. The other crossings along Twenty-first Street should preferably be eliminated by a viaduct as the raising of the tracks would seriously complicate switching movements and yard operations.

The crossings of the Rock Island and Santa Fe from the South Tower, southward to Harry Street, should not require elimination for a long time to come, as this district is very thinly settled, there being practically open fields beyond Harry Street.

On the west side of the river, there are no crossings that cannot be left at grade for an indefinite time, if properly protected. This entire district is thinly settled, and its topography is such that it will probably not soon become an important residential or business district. However, such crossings as do occur on this side, may best be eliminated by track elevation and depression of the street.

In general, throughout the city the track elevation should be the minimum amount, and the street depression the maximum permitted by drainage conditions.

SUMMARY

In conclusion, the various improvements outlined may be described as follows:

Separation of freight and passenger traffic by routing freight of the Rock Island, Frisco, and Missouri Pacific over elevated tracks along Mead and Mosley Avenues.

Rerouting of the Santa Fe, Missouri Pacific, Orient, and Midland Valley freight and passenger traffic over the present right-of-way of the Orient line in Bayley Street, thus bringing all passenger trains into Union Station.

Relocation of Missouri Pacific freight terminal facilities in the vicinity of Waterman Avenue.

Relocation of the Frisco right-of-way and removal of yards.

Establishment of a classification yard for the Wichita Terminal Association.

Construction of a short connecting line for interchange purposes, between the Rock Island, Santa Fe, and the Missouri Pacific Railroads.

Elimination of through traffic along that portion of the Missouri Pacific from Eighteenth Street to Hardtner Junction, leaving all crossings at grade as at present.

Progressive elimination of grade crossings.

Recreation

A GROWING modern city cannot afford to overlook or underestimate the need of recreation facilities. Sewers, pavements, lights and the like are obvious necessities, but not more so than parks and pleasure grounds. Provision of space for public recreation is a fundamental municipal obligation, becoming more important as the city increases in size.

The conditions which make recreation and recreation grounds vital necessities are the direct result of urban growth. Growth means the absorption of space, a more intensive use of land, a concentration of interests, congestion. Vacant areas are one by one absorbed until eventually the city becomes solidly built up. In close-packed blocks live scores of families, the children eager to play, adults hungry for shade of trees and quite rest spaces. These normal human desires are thwarted or repressed in the city that has not left here and there an open space to be used for recreation.

The city pays for such neglect or short sightedness. People cannot live without water; city life would be intolerable without pavements, lighting, and sanitation. A populous city without parks or pleasure grounds would likewise suffer. Social standards would be low and the city would find its progress impeded by a prevalent dissatisfaction.

Recreation areas are the very soundest of civic investments. They promote health; they decrease crime; they add tremendously to the amenities of city life; they enhance property values, and they increase the desirability of the city as a home; they never wear out as sewers and pavements do; they grow in value and usefulness as the city grows. Cities with ample parks and playgrounds are always referred to as "progressive," and men select such cities for business or residence because of this characteristic. There is a competition in park building among the larger municipalities which often at enormous expense are now supplying these overlooked necessities. The small city that places parks and pleasure grounds at the bottom of its budget is not practicing economy. It is merely inviting oppressive tax burdens and burdensome indebtedness at a later date. If the city grows it will have to have public parks and open spaces, regardless of cost.

Reservation of Space

Authorities differ as to the exact percentage of its area that a well constructed city should use for public recreation, but it is generally considered that a city is reasonably well equipped with parks and playgrounds if it has at least one acre of such lands for each one hundred of its population. This will amount to about one-tenth of the area of a city of normal population density, the proportion found in Minneapolis, which has one of the most praiseworthy park systems in America.

But mere acreage is not enough; areas devoted to recreation should be distributed and systematically developed to render the maximum service. Wichita, with a population approaching 100,000 should have nearly 1000 acres of parks, playgrounds, and pleasure drives. It is obvious, however, that 1000 acres of park land if concentrated in outlying districts would not satisfy the recreational needs of the city. Statistically the city would show a park acreage con-

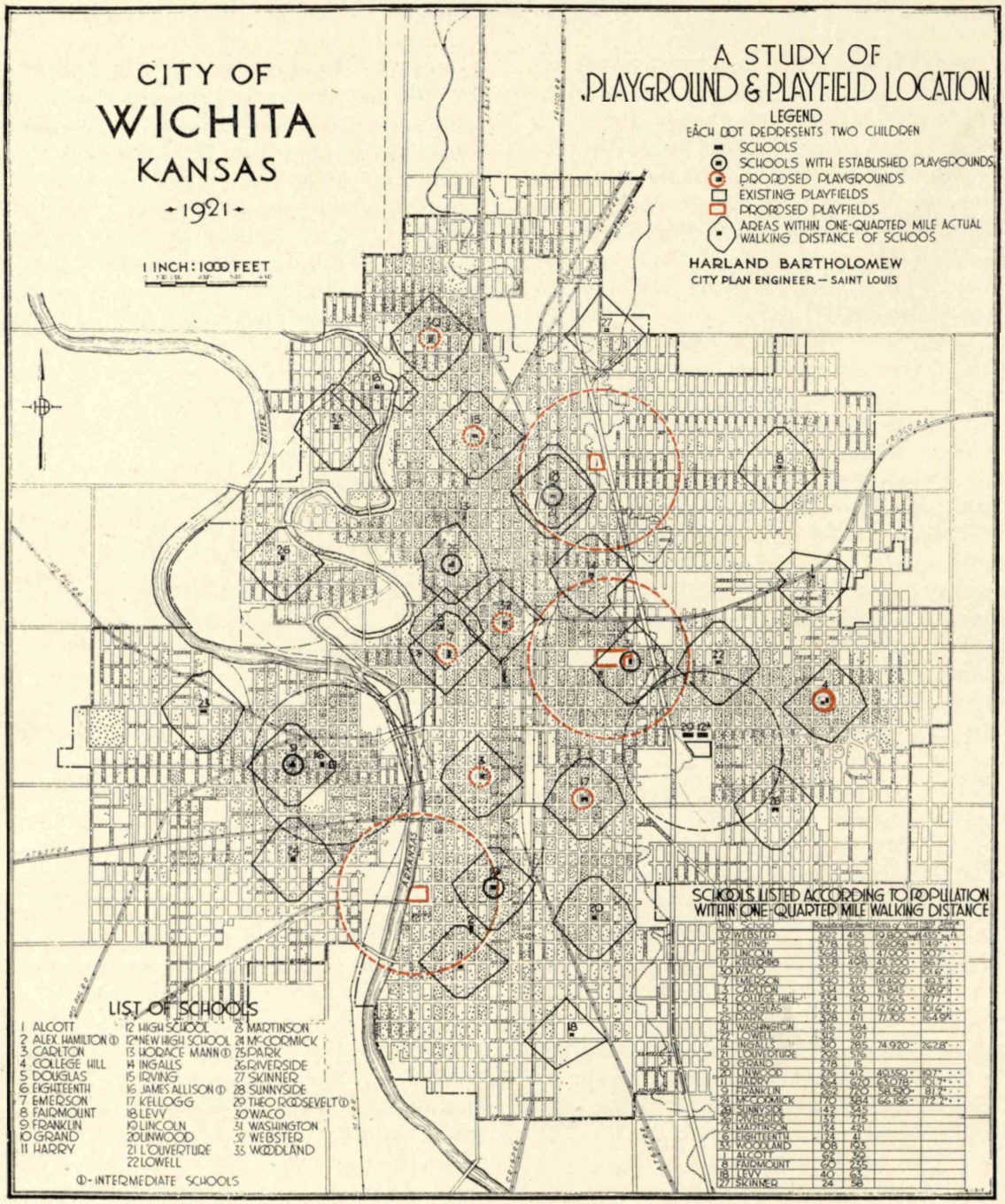

CITY OF
WICHITA
KANSAS
-1921-
1 INCH : 1000 FEET
A STUDY OF
PLAYGROUND & PLAYFIELD LOCATION
LEGEND
EACH DOT REPRESENTS TWO CHILDREN
SCHOOLS
SCHOOLS WITH ESTABLISHED PLAYGROUNDS
PROPOSED PLAYGROUNDS
EXISTING PLAYFIELDS
PROPOSED PLAYFIELDS
AREAS WITHIN ONE-QUARTER MILE ACTUAL WALKING DISTANCE OF SCHOOS
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS
LIST OF SCHOOLS
1 ALCOTT
2 ALEX. HAMILTON ①
3 CARLTON
4 COLLEGE HILL
5 DOUGLAS
6 EIGHTEENTH
7 EMERSON
8 FAIRMOUNT
9 FRANKLIN
10 GRAND
11 HARRY
12 HIGH SCHOOL
12a NEW HIGH SCHOOL
13 HORACE MANN ①
14 INGALLS
15 IRVING
16 JAMES ALLISON ①
17 KELLOGG
18 LEVY
19 LINCOLN
20 LINWOOD
21 L'OUVERTURE
22 LOWELL
23 MARTINSON
24 Mc CORMICK
25 PARK
26 RIVERSIDE
27 SKINNER
28 SUNNYSIDE
29 THEO ROOSEVELT ①
30 WACO
31 WASHINGTON
32 WEBSTER
33 WOODLAND
① - INTERMEDIATE SCHOOLS
SCHOOLS LISTED ACCORDING TO POPULATION WITHIN ONE-QUARTER MILE WALKING DISTANCE
32 WEBSTER 502 455 19.800 sq ft 455 sq ft
15 IRVING 478 601 69.056 - 149 - -
19 LINCOLN 368 516 47.005 - 007 - -
17 KELLOGG 356 498 44.100 - 186 - -
30 WACO 356 597 60.660 - 101.6 -
7 EMERSON 340 575 19.400 - 493 - -
3 CARLTON 331 455 6.845 - 580 - -
4 COLLEGE HILL 314 560 71.556 - 077 - -
5 DOUGLAS 282 724 7.600 - 101.6 - -
25 PARK 278 471 77.305 - 164.9 -
31 WASHINGTON 276 584
21 LOWELL 262 521
14 INGALLS 260 285 14.920 - 062.8 -
21 L'OUVERTURE 262 576
10 GRAND 278 15
33 LINWOOD 236 417 40.350 - 107 - -
11 HARRY 264 670 65.078 - 101.7 - -
9 FRANKLIN 262 720 58.520 - 81.7 - -
24 Mc CORMICK 170 584 66.156 - 172.7 - -
28 SUNNYSIDE 142 545
26 RIVERSIDE 137 775
23 MARTINSON 124 421
6 EIGHTEENTH 124 41
33 WOODLAND 108 193
1 ALCOTT 62 392
8 FAIRMOUNT 60 235
18 LEVY 40 65
27 SKINNER 24 58

PLATE NO. 20

forming to the established standard, but actually it might be observed that hundreds of children were without convenient play space and that many neighborhoods lacked the small parks which contribute so much to the attractiveness and livableness of the city. The properly constructed city will have about one acre out of every ten devoted to recreation and these areas will be placed where they will be of greatest usefulness to the people. It is with the disposition and the organization of these park playground areas into a system that the city plan is chiefly concerned.

Wichita's Present Parks

Before a plan for the proper placing of parks, playgrounds and similar facilities is outlined, Wichita's present facilities should be surveyed. In 1922 Wichita possessed twelve separate park tracts having a total of 436 acres.

	Name	Acreage
1.	Sim	183
2.	Riverside (South, Central, North)	160
3.	Linwood	33
4.	North Park	20
5.	McKinley	15
6.	Theis Park	10
7.	Glades	6
8.	Seneca Street	2⅝
9.	Henry	2½
10.	Hyde	1½
11.	Lincoln	1½
12.	Prospect	1⅓

Plate No. 21 shows the distribution of all recreation areas and the service areas of those which may be classed as neighborhood parks.

Sim Park and the Riverside Parks comprising 78 per cent of the total park acreage are located between the two rivers and near their junction. Because of the groves of trees which abound near the confluence of the two rivers and because of the attractive meanderings of the Little River these parks represent some of the most beautiful natural features in the City.

The Riverside Parks were acquired by the City years ago, they are close to the center of population, and are easily accessible.

Because of these characteristics the Riverside Parks and Sim Park have been developed as a sort of a Central Park system, and as the nucleus of a Parkway and Boulevard system.

As a consequence these two Parks show more extensive and more permanent improvement than other park areas.

Sim Park contains a nine-hole golf course and two miles of asphalt drive with concrete curb. The Riverside Parks contain practically all common park features, tennis courts, zoo, floral displays, concessions, concert pavillions and shelter houses, with roads and drives affording access to all sections. The Riverside Parks are easily reached by street car; Sim Park is rather less accessible.

Linwood Park, the third largest of Wichita's recreation areas, lies in the southeast section. It is thirty-three acres in extent, made up chiefly of wooded lands lying along the banks of old Chisholm Creek. The native trees and the lawns are very attractive but the park is not well improved. Cinder drives and walks have been introduced to reveal the park's beauties to motorists. An animal collection is also maintained here, but none of the park features are permanent or like those found in Sim and Riverside.

McKinley Park corresponds in general character to Linwood, although it has fewer improvements. It serves the negro population of north and northeast Wichita.

The remaining park areas of Wichita are for the most part small squares or triangles and remote tracts at present unused for park purposes. The small Lincoln, Henry and Hyde Parks are in



AN UNUSUAL FEATURE FOR A CITY IN A "DRY" CLIMATE.

well built-up neighborhoods. Lincoln has recently been transformed into a playground and apparatus has been installed in Hyde Park.

Wichita has no parks in the downtown district, none worthy of the name on the west side of the river, and none in the eastern section of the city, in the line of the most rapid growth.

Wichita has many areas classified as playgrounds. The Board of Education conducts organized play on a number of school grounds; the Park Board is installing tennis courts, pools and apparatus in several parks, notably the smaller ones.

Regular playground work is conducted at the Park, Franklin, Washington, Lincoln and L'Overture Schools, upon the grounds of these schools. For service to the school children who need playgrounds these schools are well selected. The unobstructed yard space available at these playgrounds, however, is insufficient for full playground work. The parcels of land upon which these schools were built were purchased with old standards in mind and as a consequence the areas have been outgrown.

No established playground work is conducted in any of the parks. Play ground apparatus is found in practically all of them but it is used only casually. The sections of the parks devoted to children are not designed for systematic playground work.

There are no community centers in Wichita. The general opinion is that community spirit is not strong enough to support such institutions. This apparent lack of community spirit is perhaps due to the absence of social facilities, meeting places, club rooms and similar community center equipment. The public schools have but slightly revealed their usefulness in this field.

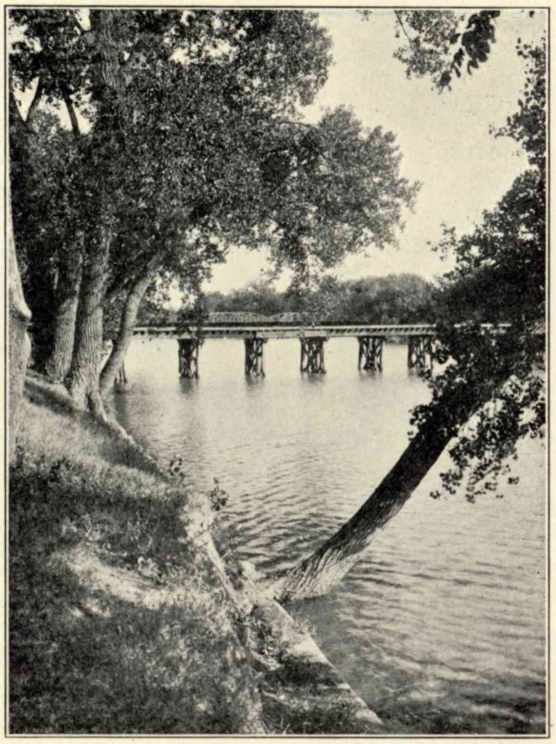
Of boulevards, parkways and distinctive pleasure drives Wichita has several sections, all in the Sim and Riverside districts. Murdock Avenue from Riverside Park to Sim Park is being developed as a boulevard. Along the banks of the Little River there are several lengths of informal drive. On none of these drives connecting the parks, however, is traffic restricted to pleasure vehicles. The lack of a co-ordinated system of major streets practically makes necessary the use of some of these drives for heavy hauling.

The policy of the Park Department has been to develop a central park system at the junction of the rivers, with a boulevard system along the banks of the Little River, and this central park system to be supplemented by neighborhood parks in various centers of population.

The considerations which influenced the development of a central park system near the junction of the rivers were: (1) Some of the finest features of natural beauty to be found in Wichita exist here, especially natural forest and shrubbery growth, and interesting topography. (2) This area is easily accessible, it is near the center of population, and not far from the business section. (3) The city has been in possession of the Riverside ground many years, and the Sim ground was donated. (4) Limited finances available for park development would rapidly develop these extensive grounds which already had so much of natural beauty and soon provide some recreational facilities. (5) This section of the City provides a desirable nucleus for a future parkway and boulevard system along Little River.

To supplement the central park system, it is the policy of the Park Department to provide accessible neighborhood parks and playgrounds especially for play and children's activities.

The following program has been drawn up in the hope that it will stimulate a development of recreation growth based upon needs.



WHEN IT BUILDS A PERMANENT BRIDGE THE STREETRA ILWAY COMPANY SHOULD CONTRIBUTE MORE TO THE BEAUTY OF RIVERSIDE.

A Recreational Development Program

One of the first duties of the city should be to bring the total park acreage up to standard. Four hundred thirty-six acres, 78 per cent of which is concentrated in one section, is not a recreation area suitable for a rapidly growing city which already has 100,000 population. Wichita covers 13,120 acres, yet has set aside only 3 per cent of this area as public play space. The future city will suffer from this neglect unless it is speedily corrected.

In the acquisition of new properties will come the opportunity to improve the distribution of recreation facilities. The large sections of the city which are now without convenient park facilities of any sort should be given consideration. Scores of new houses are being built in the eastern section each year but no play spaces are being reserved for those who will live in these houses. The whole recreation equipment of Wichita needs to be systematized and more scientifically disposed.

All future expenditures for recreation facilities in Wichita should be made with the one thought of developing areas for maximum service. Parks and play grounds, regardless of their cheapness or expensiveness, should not be built merely to give Wichita more advertising features or for similar superficial reasons. The number of tennis courts, baseball diamonds, small rest-parks, concert courts, floral displays and the like must be increased every year, according to a definite program.

Public recreation facilities should be planned and built progressively to answer the recreational needs of the population.

Community Centers

The community center in the modern city corresponds in a measure to the old New England town hall. It serves as the public gathering place for the neighborhood. In such a building the various social and recreational activities of the community may find accommodations. With local improvement societies growing in importance, parent-teacher organizations becoming more active, young people's societies seeking an outlet for their interests, the community center has come to hold an important place in the well-rounded recreational system.

Wichita ought to have a system of social centers. They need not be expensive or elaborate; provision of a definite meeting place, an institution around which neighborhood social and recreational interests may revolve is sufficient. Separate structures devoted wholly to community recreation are undoubtedly too ambitious for Wichita at present. It is only when a city has reached a certain size and has thoroughly sounded its community interests that it finds ability to support such specialized institutions. While the city is young, the public schools can be made to serve these recreational needs.

The system of school management which introduces here and there in the city an intermediate school makes it possible for the city to have splendid community centers at small cost. These buildings in general design are usually well adapted to social center activities. The auditorium may be used for meetings, for music and dramatics; the gymnasium and swimming pool prove attractive at all times to groups who can only indulge in recreation after the school children have gone home. By extending the usefulness of its school plant to the community, the School Board increases interest in civic affairs and satisfies the vital social need.

It is suggested, therefore, that the Board of Education recognize the need of community centers in the Wichita recreation system and assume responsibility for their development. This will involve

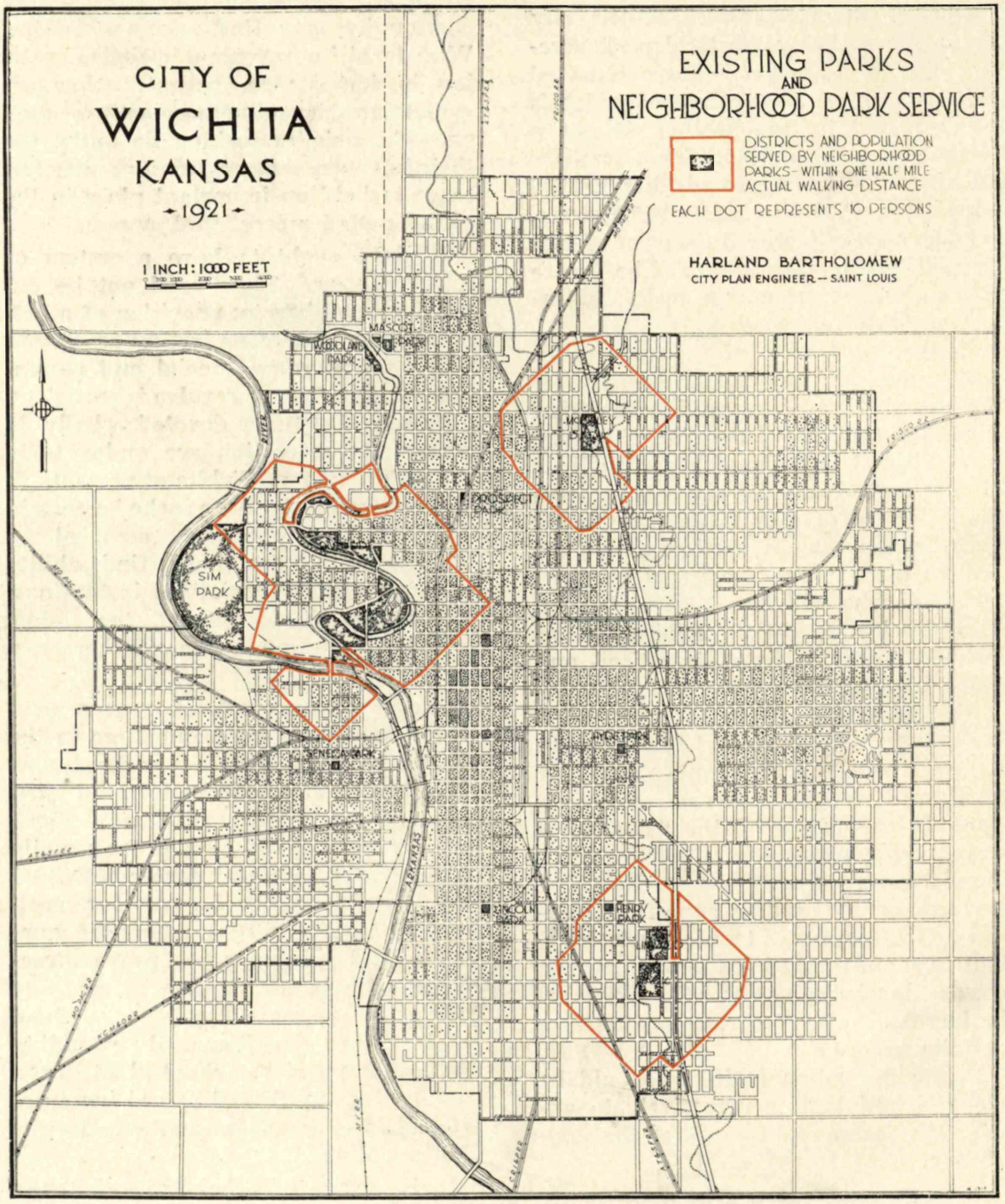

CITY OF
WICHITA
KANSAS
-1921-
1 INCH: 1000 FEET
EXISTING PARKS
AND
NEIGHBORHOOD PARK SERVICE
DISTRICTS AND POPULATION SERVED BY NEIGHBORHOOD PARKS- WITHIN ONE HALF MILE ACTUAL WALKING DISTANCE
EACH DOT REPRESENTS 10 PERSONS
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS
MASCOT PARK
WOODLAND PARK
McADAMS PARK
PROSPECT PARK
SIM PARK
SENECA PARK
HYDE PARK
LINCOLN PARK
HENRY PARK
ARKANSAS RIVER

PLATE NO. 21

1—An estimate of the serviceability of existing schools for social center purposes.

2—Adoption of a policy governing the use of those schools which are suitably equipped.

3—Planning future schools with this wider use in mind.

4—Arranging for a personnel to supervise and direct community activities.

In the case of community centers, while provision of facilities is a first essential, proper leadership is but slightly less important. The groups which would make use of a community center are now disorganized and largely inactive for want of proper shelter. Opening up of a common meeting place in each community would call these groups forth and suggest the development of organized recreational activities under competent direction. This direction could be supplied either from park or education departments.

Playgrounds

Progressive cities today are very responsive to what is generally known as "the playground movement." There is a growing appreciation of the subtle dangers to the community in thwarted and misdirected play of children. It is recognized that the growing city tends constantly to interfere with natural play impulses. Its chief repressive influence arises through the gradual appropriation of play space for other purposes. Unless the city deliberately sets aside certain convenient areas for play grounds it will eventually find the children of its thickly built-up sections literally "play starved." This is the condition which many great cities now have to endure or overcome. The playground movement has been stimulated and popularized by such experiences. It is a normal wish of foresighted cities, consequently, to prevent the absorbing tendencies of growth from depriving childhood of adequate outdoor play facilities.

Playgrounds are primarily intended for the use of children of elementary school age. Since the school is the center of the most important activity of the younger children, it would naturally become the logical location for the playground. Only within the past few years has this obvious fact been fully realized. Heretofore the initiative for the establishment of playgrounds has been primarily with park boards and city recreation or playground commissions. Playgrounds have been established in parks and occasionally by the acquisition of separate areas for strictly playground use. A larger policy in playground location and development is needed to supply the play needs of all of the city's children. The playgrounds located in parks and under the supervision of the park board are a desirable part of the city recreational system.

In order to meet the city's full requirements, a playground should eventually be established at every grade school. The land should be acquired by the Board of Education. Supervision and apparatus may be supplied either by the Park Board or the Board of Education, whichever is best equipped with funds and with personnel to render the most satisfactory supervision and service.

It is recommended that the schools listed below be established as playgrounds and the play space around them be enlarged to at least two full acres as property becomes available.

Existing Playgrounds

Lincoln
Park
Washington
L'Overture
Franklin



LINWOOD PARK, A RECREATION AREA OF CONSIDERABLE PROMISE, BUT LACKING FINISH.

Proposed New Playgrounds

(To serve school population as shown on Plate No. 20. These are arranged in the order in which they should be established.)

Webster	Emerson
Irving	Carleton
Kellogg	College Hill
Waco	

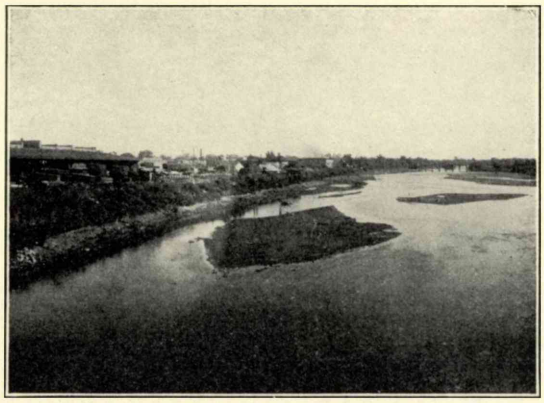
If property on the same block with the schools listed above is not available, areas across the street or nearby should be leased for playground purposes.

Wherever possible, however, the aim should be to reserve an entire block for school and playground; such an arrangement avoids the objections which are frequently raised against playgrounds.

All new purchases of land for public schools and playgrounds should be made according to the following formula:

Acquire sufficient space so that building of maximum size for district may be erected, landscape setting may be provided and after the utilization of this proportion of the area, a free playground having not less than 100 square feet per child (computed according to maximum anticipated enrollment) remains. In no case should schools be planned to have less than two full unobstructed acres of playground.

If the Board of Education of Wichita will but follow the principles enunciated above, the future city will enjoy adequate play spaces for children convenient to every district. The additional size and expansiveness of school grounds will make it easier for the Board to remove the restrictions which have hitherto prevented a free use of these areas. If the school grounds are of sufficient size and the building has been placed according to a studied landscape plan the crop of broken windows and vandalism should be greatly reduced. School grounds properly ought to be the neighborhood centers for all children's games and sports.



LOOKING SOUTH FROM THE DOUGLAS AVENUE BRIDGE—THE SHABBY EFFECT OF LOW WATER AND DUMPS ALONG THE BANK IS EVIDENT

Playfields

Playfields are areas devoted to the more active games and sports of young people. They need not be as numerous in the city as playgrounds, for the class which uses such facilities are not averse to walking. The effective radius of a playfield may be even more than a mile.

Playfields are usually equipped with tennis courts, baseball diamonds, football fields, and similar fields, and similar game areas. Open air swimming pools are frequently introduced in playfields. These units of the recreational system are often, but not necessarily, located near high or intermediate schools.

The Board of Education has already made provision for the development of a playfield of the highest type. In the purchase of the large school tract on East Douglas Avenue the needs of the future city were thoroughly considered. It may be several years before this land is developed so as to reveal its full usefulness, but the purchase merits the highest commendation. The citizens of the greater Wichita will appreciate this foresight. They will praise the civic spirit of the men who departed from precedent and bought a sixty acre tract for not only magnificent school buildings but adequate boys' and girls' playfields.

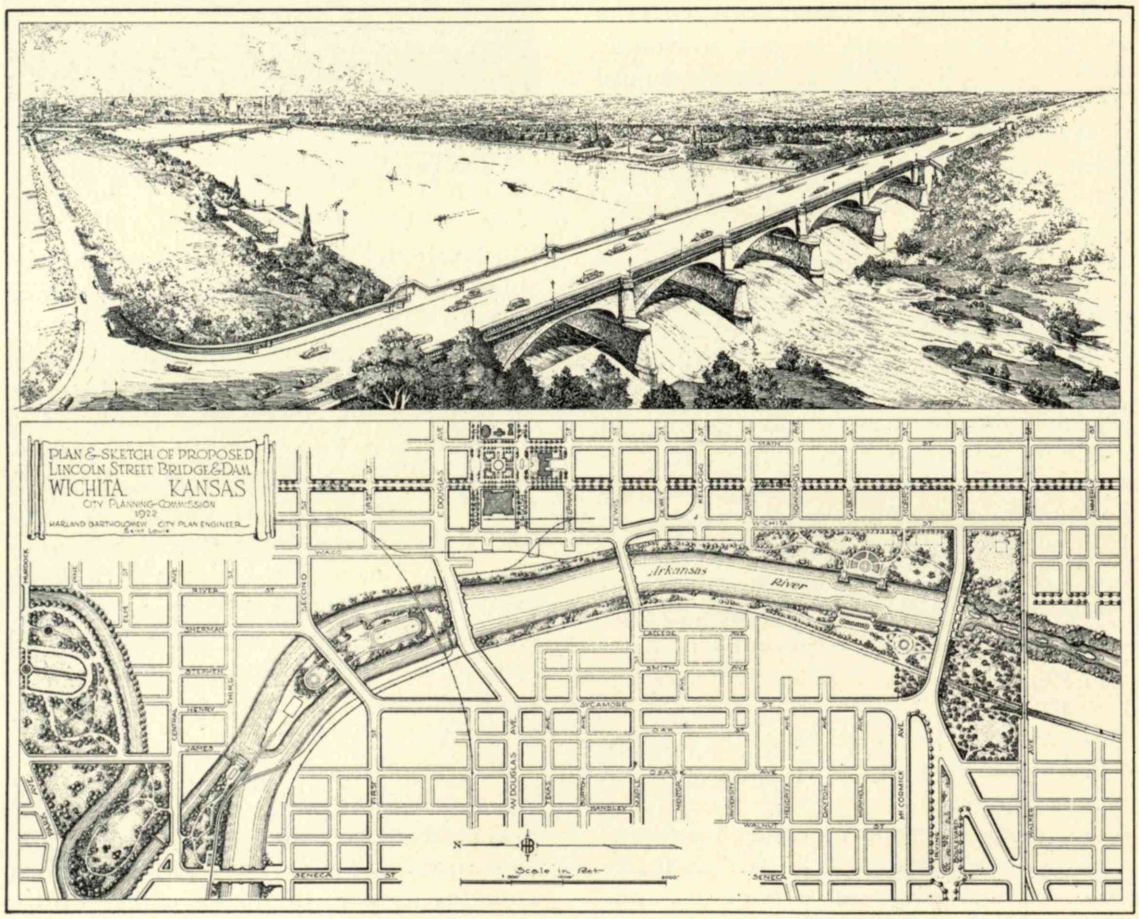

PLAN & SKETCH OF PROPOSED
LINCOLN STREET BRIDGE & DAM
WICHITA KANSAS
CITY PLANNING COMMISSION
1922
HARLAND BARTHOLOMEW CITY PLAN ENGINEER
ST. LOUIS
Arkansas River
N
Scale in Feet
SENECA
SENECA

PLATE NO. 22

It is manifest, however, that this one playfield, despite its central location, cannot serve the entire city. Similar fields should be accessible in other districts. Plate No. 20 shows the location of proposed additional playfields.

Seneca Park, opposite the James Allison Intermediate school, is now serving as a playfield even though it is too small. The correlation of this park and school is especially noteworthy. It represents the sort of co-operation between Park Board and School Board which should prevail elsewhere in the solution of Wichita's recreational problems.

There is a section of the old Mathewson pasture, adjacent to the Washington School, which ought to be reserved as a playfield. This area has remained undeveloped since the early days of Wichita. It is now surrounded by homes and serves this closely built up neighborhood as a commodious recreation field. The boys and girls, who have enjoyed their games on this historic pasture, will regret its transformation. The future city will suffer if a portion of it is not reserved for games and sports.

The Park Board would be justified in making the purchase. A first-class landscape plan for the use of this area as a combined playfield and small rest-park would prove a good investment.

In the northeast and south sections of the city, perhaps in conjunction with future intermediate schools, additional playfields should be developed. In no case should such areas comprise less than five acres, as this much space is required for baseball, football and the other games which playfields are designed to accommodate.

Small Parks

Under the general heading of "small parks" are classified those public grounds, which, because of their diminutive size, have limited recreational possibilities. These parks range in size generally from the single blocks frequently dedicated as parks in land platting to the fragments left at irregular street intersections. Practically every city has a number of such areas. Those in Wichita, like Henry, Lincoln, Prospect and Hyde Parks are shown on Plate No. 21.

There is apparent in Wichita a tendency to under-estimate the serviceability of these small parks. While their size does seriously restrict their usefulness for active recreation, they, nevertheless, are valuable features of the city. The very fact that they are open spaces makes them beneficial. They permit the freer entry of fresh air and sunlight into the closely-built-up city. If they are filled with trees and grass and flowers their value is increased. For the influences of these breathing spots on health and comfort, for the effect they have in creating favorable impressions among visitors, for their usefulness as settings for monuments and public buildings, the city should be willing to maintain parks of this type and encourage their development. Their distinct field of service should be recognized and not confused with playgrounds, neighborhood parks and the like. The call for more playgrounds should be answered by provision of real playgrounds where playgrounds are needed, not by the revision of the city's few small parks.

Neighborhood Parks

The Riverside Parks, oldest and Wichita's most notable recreation grounds, are properly classified as neighborhood parks. For some time they served as picnic grounds and woodland retreats for practically the entire population. While only 160 acres in extent, they nevertheless were the "large" park of the city. Their prominence and unique position brought to them the greater portion of park expenditures and as a consequence they now possess a characteristic intensive neighborhood park development.



ONE OF THE SMALL PARKS, A DELIGHTFUL REST AREA.

Wichita needs parks like these convenient to every section of the city. No other areas have like importance in a system of recreation facilities. Neighborhood parks need not be large—twenty acres is a moderate standard for size. Such an area can be so developed as to offer attractions to practically every citizen. The trees and lawns will afford relief from the monotony of apartments or the dismal prospect of unkempt back yards. Seats will invite the old folks and a sand pile will intrigue the youngsters. There will be walks offering a short cut to work, promenades around its circumference and a court or plaza for gatherings at times of public speakings or concerts. Flowers will be used in orderly patterns and possibly a fountain may be introduced to supply a series of pools and water gardens. There will be no drives; neighborhood parks are essentially for those who lack conveyances of their own and consequently find the more distant larger parks of little use in satisfying daily recreational needs. If the city can develop a system of these intimate recreation areas, spaced so that one such park at least will be within a half mile of every citizen, its recreational problem will be practically solved.

At present Wichita has two splendid neighborhood park areas, considerably less finished in appearance than the Riverside Parks. McKinley and Linwood Parks serve sections of the city that greatly need such facilities. As the neighborhoods around them develop they should receive more permanent improvements. Each of these parks should be built to render the maximum park service. Only by following first-class landscape development plans can the Park Board be sure it is equipping these parks for such service.

Plate No. 21 shows the areas of the city, and the population served by existing neighborhood parks. The large proportion of the city unserved is also shown. It is this deficiency which should be remedied while the city is young. Plate No. 23 shows a park scheme which places some sort of a neighborhood park within reach of practically every person in the present city.

The most favorable opportunity to create neighborhood parks in Wichita today appears along the old Chisholm creek. There are very few areas approximating twenty acres available in the districts which most seriously need parks of this type. But along the canal and the old creek bed are many tree covered parcels which now are practically unused. The conditions prevailing along canal and creek have held back the improvement of this property. It is for the most part very suitable for park uses. It is cheap. Its improvement for recreational purposes would react favorably upon other parcels nearby. By skillful purchases and carefully planned development the city can turn areas that are now liabilities into unquestioned assets. It can build up on cheap land a chain of neighborhood parks and parkways running north and south throughout the entire city. These will serve to a fair degree all neighborhood park needs of the central portion of the city.

The use of old Chisholm Creek and the banks of the Canal for parkways will relieve the city to a certain degree of a long existing eye-sore. There have been innumerable protests uttered by citizens of Wichita against the foulness and ugliness of the canal through the very heart of the city. It is admitted that the discharge of sanitary sewers into the canal is an abuse of its function. It was designed for surface drainage, to reclaim the territory along Chisholm Creek. In its present state it is merely an open sewer, so filled with filth and rubbish that its flow is sluggish and vile, giving forth nauseating odors to retard the proper development of adjacent

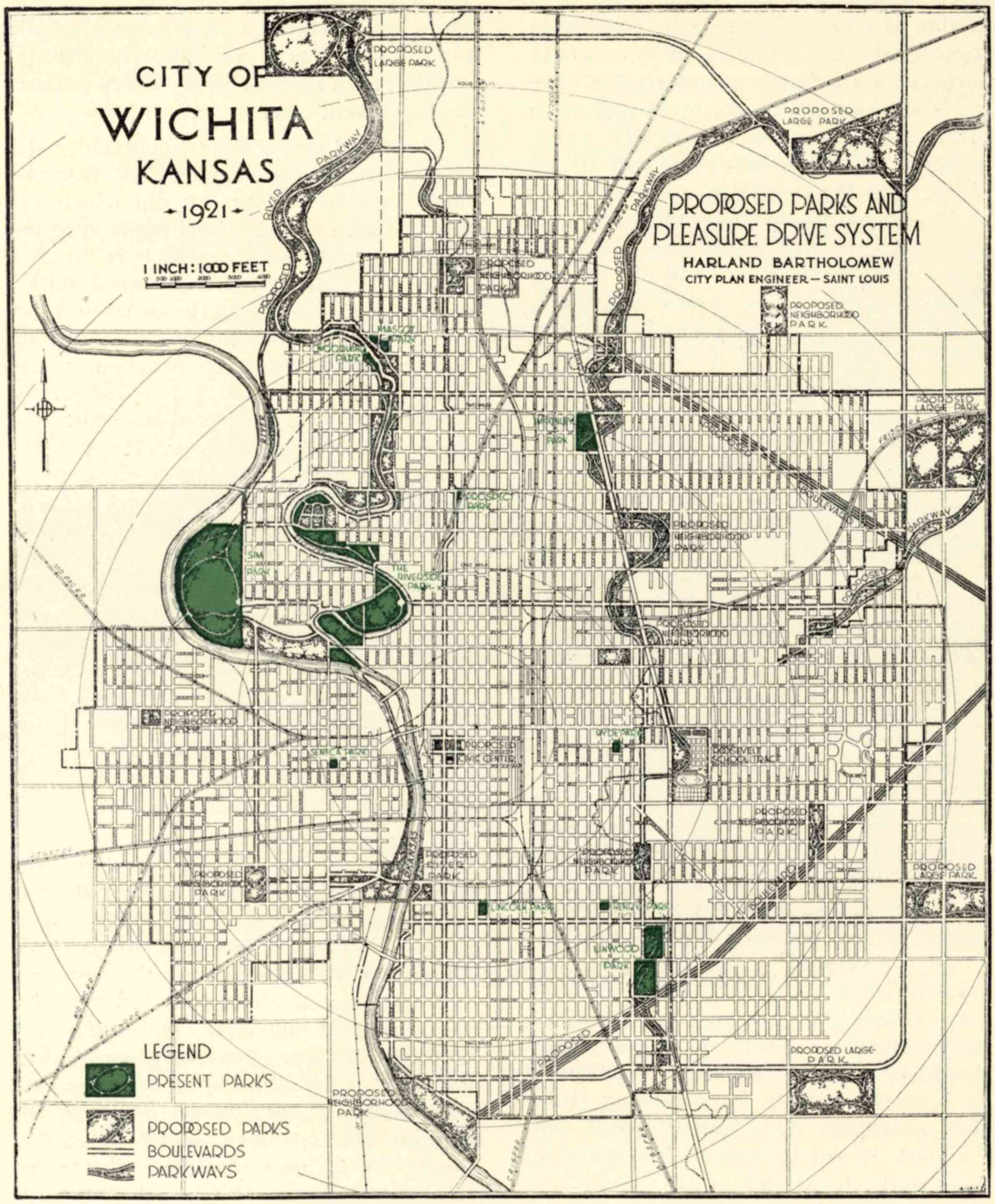

CITY OF
WICHITA
KANSAS
1921
1 INCH : 1000 FEET
PROPOSED PARKS AND PLEASURE DRIVE SYSTEM
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS
LEGEND
PRESENT PARKS
PROPOSED PARKS
BOULEVARDS
PARKWAYS

PLATE NO. 23

property. The insulation of this foul canal by a parkway treatment is merely a palliative device; the complete covering of the channel is the proper treatment for the canal so long as sanitary sewage must be dumped into it. This latter improvement will come in time, in which case the proposed parkways will become all the more valuable.

It must be noted, however, that the neighborhood parks proposed to complete Wichita's present system are not as satisfactorily located or as suitable in other respects as they might have been if park needs had been anticipated in the earlier days of the city. Belated park purchases are always likely to be expensive and unsatisfactory. The better policy is for the city to acquire land in advance of growth according to a definite policy. Briefly, for the protection of the future Wichita against further neglect of neighborhood park facilities the following program is recommended:

(1) The city should make it a point to secure, by gift or purchase, a twenty-acre neighborhood park for approximately each square mile of new land that is subdivided in or near the city.

(2) These neighborhood parks should be spaced so as to be accessible to the largest possible proportion of the population.

(3) Because of the nature of a large part of the land surrounding Wichita, the lack of trees, of topographic features which strongly suggest parks, it should be possible to preserve a fairly uniform distribution of these facilities.

(4) Wherever possible land likely to remain unimproved because of lowness, grades, soil conditions, etc., should be utilized for parks.

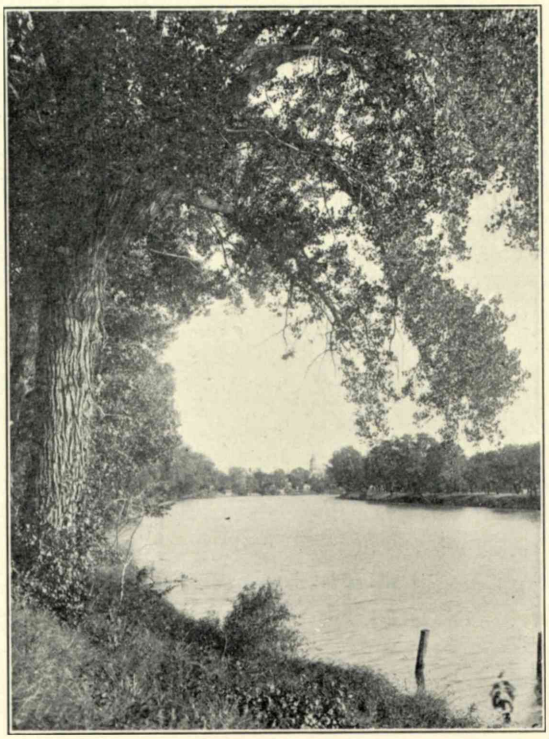
(5) It is possible to create beautiful and serviceable parks out of land which might otherwise be considered worthless. See Plate No. 22. It is better for the city to create parks and have them where they are needed than to center interest only on areas which nature has touched with park-like characteristics.

(6) Real estate promoters in Wichita ought to aid the extension of park facilities. In recent years the city has received very few donations of park lands from the men who ought to know how splendidly such facilities can be made to benefit real estate developments. Wichita's present park deficiency on the west side and in the college hill district and the lack of a breathing space in the downtown district are due in no small measure to the lack of generosity among those who have laid out the city. If Wichita wishes to grow greater it must have a wider distribution of parks and other features which add to the amenities of city life. It must buy these things if its citizens will not give them.

Large Parks

In Sim Park, the gift of Mr. and Mrs. Coler Sim in memory of their son, the city has the first unit of a system of large parks. This park possesses many of the characteristics which should distinguish these areas from other of the recreational system. It is large enough to give the visitor complete detachment from the artificial surrounding of the city. It offers the city dweller a bit of "uncivilized nature," a retreat wherein he may enjoy sights and sounds which his city has banished.

Every city needs to have a certain proportion of its park acreage in large, outlying naturalistic parks.



THE BEAUTY OF RIVERSIDE PARK.

Plate No. 23 shows the location of such areas proposed for Wichita. Practically all the sites noted are either natural park lands or are suitable for development as large recreational grounds. They are distributed around and for the most part outside the present city. The purchase of the more desirable of these areas by small annual payments would in a few years give Wichita a splendid series of these outlying park lands. Their improvement could wait until the resources of the city were larger.

Ultimately each of these areas should be known because of some dominant feature. In planning for their development one should be made the zoological park, another an arboretum and floral park, while others which have pronounced naturalistic character should be kept in this state. In the improvement of all these parks, however, it must be remembered that they are essentially natural parks and only so much of road and walk building should be indulged in as is necessary to make the areas accessible. Whatever buildings and features they have should be located according to a studied, purposeful landscape design. All the large outlying parks should, moreover, be accessible by distinctive pleasure drives, repeating in some form the characteristics of the parks themselves.

Pleasure Drives

Pleasure drives are no longer to be considered expensive luxuries in the city. The comfortable, smooth-riding automobile has become a pleasure giving device of great importance. Its use is constantly being extended. Definite routes over which these pleasure vehicles may move are urgent needs in the modern city. Wichita has not yet commenced to plan a system of first-class pleasure drives.

To be essentially what the name implies, pleasure drives must afford the user distinct pleasurable sensations. The views ahead and alongside ought to be of a higher order than those found on ordinary streets. Pavements should facilitate smooth, comfortable driving. These thorofares, moreover, should have width and continuity, both for traffic carrying purposes and for a dignified impressive appearance.

When pleasure drives are not planned beforehand and laid out as successive portions of the city are platted, the possibility of securing the characteristics noted is considerably lessened. Wichita has already had this experience. Murdock Avenue, to form an entrance to new Sim Park has only recently been designated a boulevard. Land has been purchased to give the street greater width. Trees have been planted. Steps are being taken to correct the disjointedness of the street and give it better connections with Riverside Park. Yet despite all these efforts the new boulevard will lack the dignity gained through a proper placement of homes. Land adjacent has been platted with no thought of Murdock "Boulevard" and as a consequence, the houses near the approach to the park turn their sides upon it.

If pleasure drives are anticipated in the platting of land they can be made practically to pay for themselves. Wichita at negligible cost should be able to encircle the present city with a chain of beautiful parkways and boulevards.

The formula is as follows:

(1) A continuous pleasure route should be laid out through territory at present unplatted or subject to replatting or modification.

(2) This route should be so located as to prove advantageous to the property through which it passes; the city's interest in the scheme as a whole can be adjusted to this requirement. Specifically the above means:

(a) Utilization of land which might prove of little value for home sites.



A VIEW OF LINWOOD PARK, SHOWING ITS NATURAL CHARACTERISTICS AND ITS "IMPROVEMENTS."

(b) Variation of width and direction, if need be, to permit platting of lots and streets so as to take advantage of drive system.

(c) Providing convenient access to larger parks.

(d) Wherever possible making pleasure drives serve more utilitarian purposes, also, such as providing quick approach to the city, etc.

(3) Out of civic interest, supported incidentally by proof of the influence of such a system upon their property, the realtors affected by the proposed pleasure drive route should be willing to incorporate their share of it in their platting.

Memphis, Tennessee has 19.35 miles of such drive, varying in width from 150 to 250 feet and containing over 200 acres, all secured either through platting or the acquisition for nominal prices of such improved property as stood in the way.

In accordance with the principles outlined above there has been prepared a plan for giving Wichita a system of modern pleasure drives. The details of this plan are fully shown in Plate No. 23.

Three distinct types of pleasure drives are proposed: the radial, dual purpose boulevard, the formal restricted boulevard and the informal parkway of varying width and direction. From a high point on East Central Avenue outside the present city limits two wide straight avenues are projected, one terminating in the proposed new park on South Lawrence Avenue, the other ending in a similar park area near 20th and Cleveland.

The usefulness of these boulevards cannot be questioned. They would serve every traffic purpose. They would place the section of Wichita likely to be intensively built up in direct connection with both northern and southern extremities. The square street plan of Wichita makes such radial arteries necessary for the accommodation of heavy traffic. These boulevards therefore, are designed for three roadways, the two outer being for mixed traffic and access to abutting property, the central one for pleasure vehicles only.

Developed as proposed, such streets would become either residence or business streets, in either case losing nothing as pleasure drivers. Their length and width and straightness would make them impressive. Two such boulevards, repeating in their splendid lines the great distances of the plains would give Wichita a touch of distinction. Visitors would remember these trafficways when high buildings, bill-boards and other advertising devices were forgotten. The land through which the radial boulevards are laid out is not yet so developed as to make it impossible to secure the necessary right of way. By replatting they could practically be made costless to the city.

Type of Boulevards

The types of boulevards recommended are listed below and are shown in section on Plate No. 24.

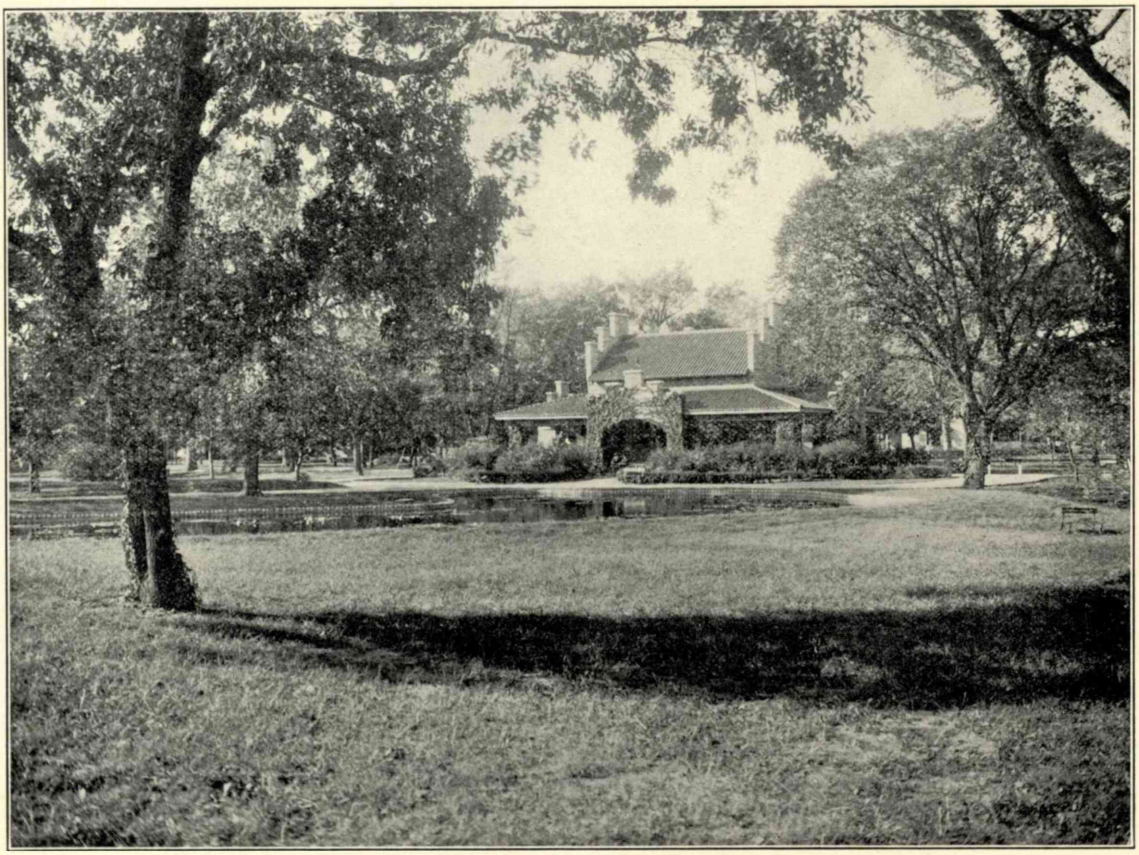
TYPES OF PLEASUREWAYS AND MINIMUM STANDARDS

Roadway in center—no street cars

The minimum should be a four-line vehicular roadway—36 feet.
Two rows of trees in each side parking—22 feet.
Building setback—30 feet.
Minimum width 80 feet.

Double Roadway—no street cars

The minimum can be two-line roadway each side, 20 and 20, total 40 feet.
Center parking not less than the total width of roadway—36 feet.
One row trees in each side parking—24 feet.
Minimum width 100 feet.
This type can be converted into a six-line thoroughfare by widening each two-line roadway 6 feet, the widening to be from the side parkings.



CIVIC ART IN RIVERSIDE PARK. THE PARK DEPARTMENT DEVELOPS SCENES LIKE THIS

A four-line roadway on each side of a center parking requires a minimum width of 150 feet.

Double Roadway—double car line

For cars, 20 feet.
Planting either side tracks, minimum 15 feet, total 30.
Three-line roadway each side 26 and 26, total 52 feet.
Double row trees in parking, total 28 feet.
Minimum width 130 feet.

Triple Roadway—vehicular

Center roadway 4 lines, 36 feet.
Double row trees each side, 80 feet.
Side roadways, 2 lines minimum 40 feet,
Side parking 44 feet.
Minimum over all width 200 feet.

These are in no sense invariable proposals. A closer study of existing conditions at the time of making detailed plans will doubtless suggest modification of proportions and general treatments. The fundamental principles to be followed in the design of formal boulevards may be summarized as follows:

Boulevards and parkways are to be created for a distinct purpose—*Pleasure.* This pleasure may come from living upon them or driving or walking on them. The pleasurable effect is to be secured by special treatment and attention to matters not usually considered in the development of ordinary streets.

(1) Pleasure drives should be wide—which means dignity, impressiveness, comfort.

(2) Traffic should be restricted—to preserve the street scene from incongruous, disturbing notes.

(3) Paving should especially contribute to the pleasure of using these thorofares.

(4) Private building development should be regulated—to secure unity and harmony.

(5) Planting should be of the highest type, for upon this one feature depends a considerable portion of the effectiveness of either formal or informal pleasure drives.

(6) Special care should be given the lawn areas and planting and proper maintenance of roadway should be assured.

(7) A generous building setback will add spaciousness to the pleasure drive and permit a wider planting of trees.

(8) Carlines if need be can be accommodated on streets of this type, but they should be planned for and isolated as much as possible in a wide central strip bordered by planting.

All these measures will contribute to the creation of a first-class pleasure drive system. Most of them cost little or nothing beyond the regulation costs of an ordinary street.

Old Streets as Boulevards

The old streets designated as pleasure drives are selected because of their fitness for this service. Those which can be widened, and the larger proportion of the total mileage is of this sort, should have setback lines established upon them immediately and should be planted uniformly with trees. The city should announce its intention of creating the pleasure drive system and enlist the support of property owners in transforming their particular street to conform to plans. Where widening is not feasible, the effort should be to stimulate the interest of the property owners and by tree planting, removal of poles and wires and signs, paving, maintenance, etc., give the street a distinctive character.

Parkways

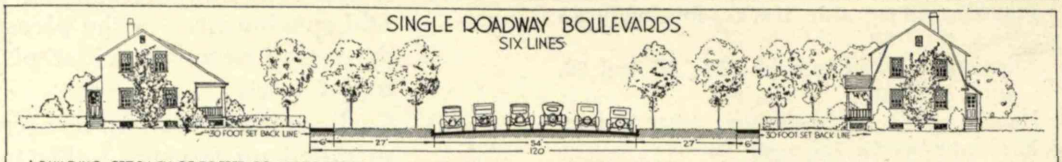
In developing a pleasure drive system for Wichita a distinction is made between boulevards and parkways. The former are straight, uniformly planted, formal thorofares; the latter, informal, irregular, meandering drives of varying width. Plate No. 24 clearly illustrates the two types of pleasure ways.

SCALE OF CROSS SECTIONS
0 5 0 5 10 15 20 25 30
ONE INCH EQUALS TEN FEET.
1922

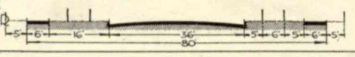
SUGGESTED CROSS SECTIONS OF PLEASURE DRIVES WICHITA – KANSAS

HARLAND BARTHOLOMEW
CITY PLAN ENGINEER
SAINT LOUIS MISSOURI

SINGLE ROADWAY BOULEVARDS
SIX LINES



A BUILDING SET BACK OF 30 FEET OR MORE ADDS GREATLY TO THE DIGNITY OF THE STREET- PROPER TREE PLANTING WILL GIVE IT CHARACTER.



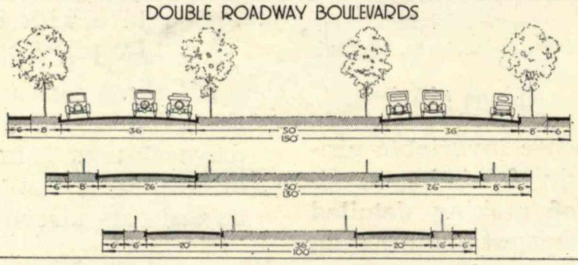
THE FOUR LINE BOULEVARD CAN BE REDUCED TO A MINIMUM OF 80 FEET IF NECESSARY BUT THIS WIDTH DOES NOT PROVIDE FOR A FIRST CLASS TREE PLANTING.

DOUBLE ROADWAY BOULEVARDS

EIGHT LINES

SIX LINES

FOUR LINES



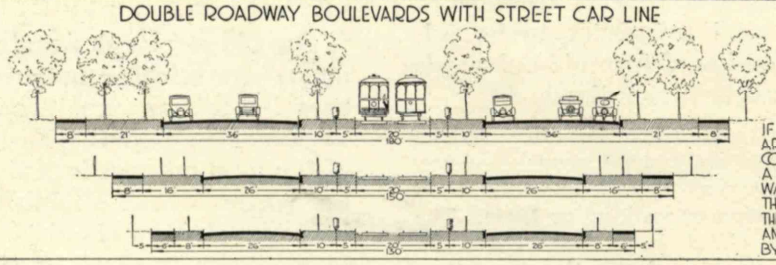
THE CENTER STRIP OF DOUBLE ROADWAY BOULEVARDS SHOULD BE GENEROUS. A THOROUGHFARE OF THIS TYPE SHOULD NOT BE LESS THAN 100 FEET WIDE.

DOUBLE ROADWAY BOULEVARDS WITH STREET CAR LINE

EIGHT LINES

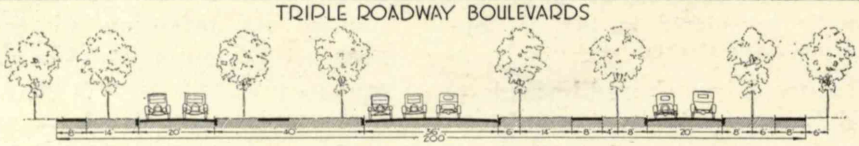
SIX LINES

SIX LINES

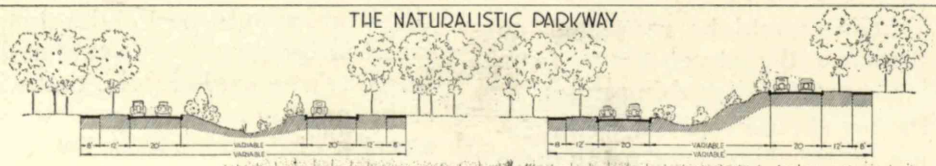


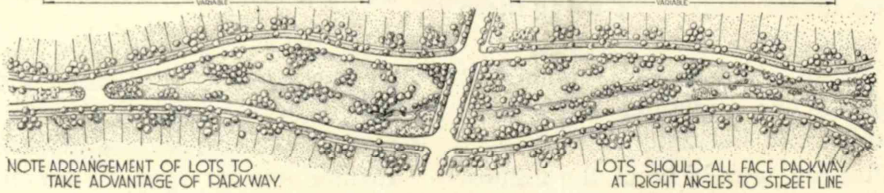
IF STREET CARS ARE TO BE ACCOMODATED ON A DOUBLE ROADWAY BOULEVARD, THEY SHOULD BE IN THE CENTER STRIP AND OBSCURED BY PLANTING.

TRIPLE ROADWAY BOULEVARDS



THE NATURALISTIC PARKWAY

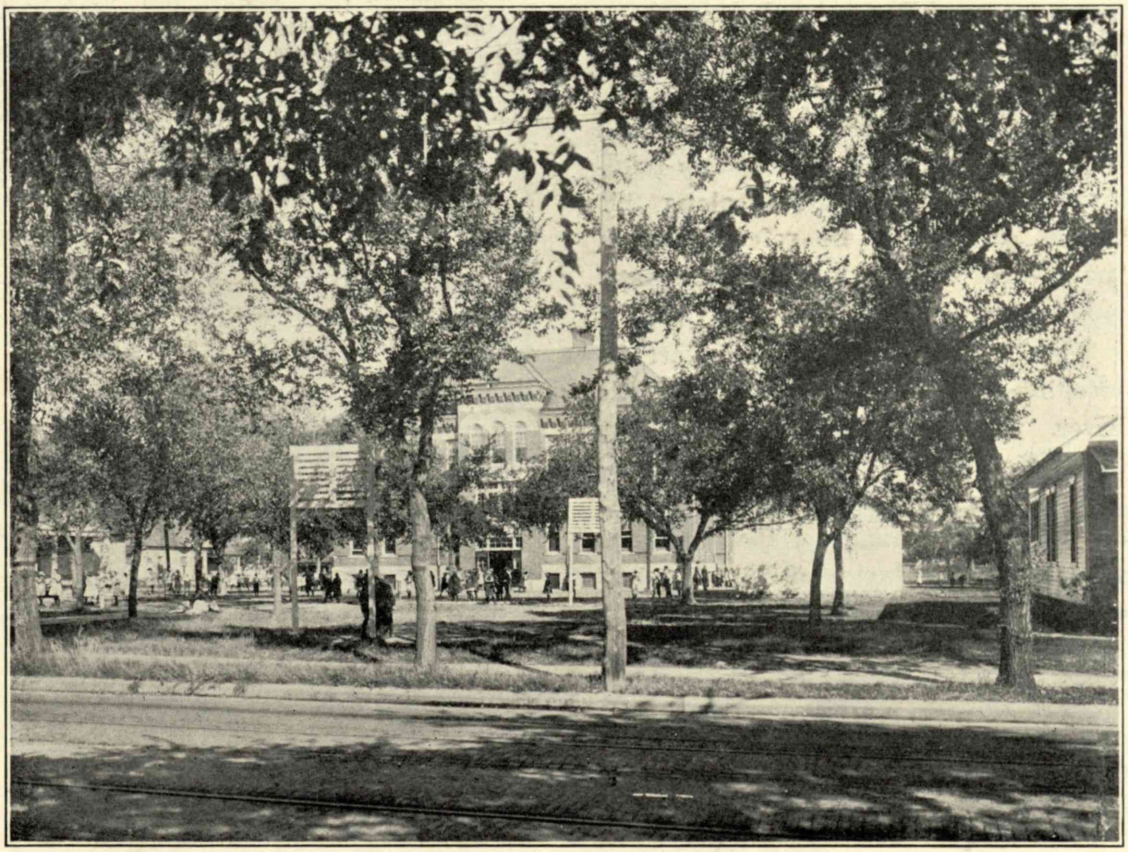




NOTE ARRANGEMENT OF LOTS TO TAKE ADVANTAGE OF PARKWAY.

LOTS SHOULD ALL FACE PARKWAY AT RIGHT ANGLES TO STREET LINE

PLATE NO. 24



THE GROUNDS OF ONE OF THE OLDER SCHOOLS.

Wichita's system of drives uniting the larger parks should be composed of varying length of both boulevards and parkways. Boulevards are adapted to fairly level, treeless terrain. Parkways should occupy valley, arroyos, hillside and river banks. Wherever topographic conditions permit, the formal boulevard should change in character and become a sort of rambling natural drive. The variation adds greatly to the interest of the drive system.

The banks of the Little River lend themselves splendidly to parkway treatment. The sinuous drives along this stream should not be referred to as "boulevard." A parkway development only is suitable through such territory.

The city already has made a start developing a drive system along the Little River. Much of the needed right-of-way has already been secured. This acquisition of property should continue. The control of both banks of the stream is vital: the actual laying of roadway may come at a later date.

Park Expansion and Development Since 1921

Since the material contained in this report was prepared Park activities have expanded and substantial improvements have been made.

The principal improvements are as follows:

South Riverside Park. A sand beach municipal swimming pool 256x286 feet, with bath houses have been built, also 6 hard surfaced tennis courts, and horse-shoe pitching grounds.

Sim Park. The 9-hole golf course described in this report has been enlarged to an 18-hole course.

Lincoln Park. Two hard surfaced tennis courts have been built.

Seneca Park. A swimming pool 100 x 30, bath houses, and two hard surfaced tennis courts have been constructed.

McKinley Park. A swimming pool and bath houses have been built.

North Riverside Park. A tract of approximately 25 acres known as Oak Park on which is some of the finest natural wooded growth remaining in this locality has been acquired.

A start was made during the summer 1923 on playground supervision at Seneca and Lincoln Parks.

Housing and Sanitation

THE modern city has been made healthful through higher standards of sanitation and housing. Insistence upon pure and adequate water supplies, upon the use of sewers, upon the collection and disposal of garbage and rubbish, upon provision of essential quantities of light and fresh air in dwellings, has made the concentration of people in cities possible.

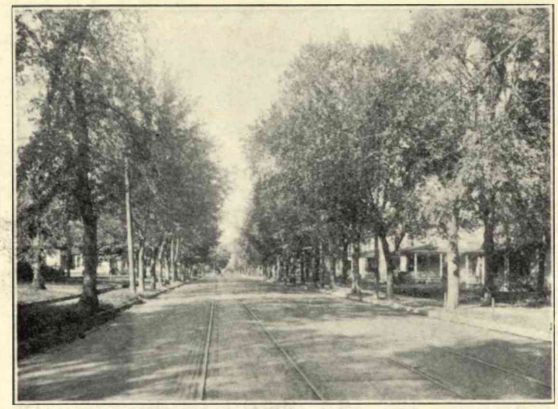
There is no chapter in the story of civic development more inspiring than that which records the city's rise out of the slime and filth of the middle ages. Today with its population mounting the modern city shows a constant diminution of its death rate. In its campaign for better living conditions it has faced the menace of increasing numbers, and despite congestion has won remarkable victories. The stench of open sewers is now rare; vermin are disappearing; plagues no longer decimate the population. It is difficult for the city dweller today to appreciate the full significance of his city's progress in the preservation of health and community well being.

But the final achievement has not yet been reached, bad housing still contributes too large a proportion of sickness and ill-health. Lack of modern sanitary equipment in the city still holds the death rate higher than it should be. Wichita, young as it is, has several distinct problems in this field.

The Housing Shortage

The house shortage undoubtedly has increased congestion. When circumstances force the doubling up of families the city is sure to suffer. A house that was built to accommodate one family cannot serve for two or three without becoming a menace to health. The case against over-crowding, produced largely by the house shortage of war times has been forcefully presented in a report to the Senate Committee on Reconstruction and Production. Dr. Royal S. Copeland, Commissioner of Health, New York City, speaking for the health commissioners of the United States says:

1. "In every city there is abnormal over-crowding. From 20 to 30 per cent of the population of the cities studied is thus affected.
2. These surveys show an average diminution of 80 per cent, in the normal volume of new buildings for residential purposes. This condition has continued for three years.
3. As a result of the abnormal overcrowding, thousands of families are forced into insanitary and dangerous quarters.
4. Overcrowding means close contact, and has resulted in a marked increase in the infant death rate. The relation of bad housing to child health is startling. Infant mortality is 50 per cent higher in districts where there is the greatest overcrowding.
5. Overcrowding has propagated and spread tuberculosis. This disease is at least twice as prevalent in overcrowded districts as in areas of normal housing.
6. All communicable diseases, especially those affecting the respiratory tract, are rapidly spread by overcrowding. Influenza and pneumonia are conspicuous examples of this evil. It is needless to mention the difficulty of con-



THE EFFECT OF TREES WHICH WERE PLANTED WHEN THE STREET WAS NEW.

trolling communicable diseases in the fact of overcrowding, because of the impossibility of maintaining quarantine or isolation."

In view of this condition there should be no withholding action that will facilitate house building and prevent congestion.

House building in practically every city is held back chiefly by financial obstacles. The land upon which homes may arise is usually available in quantity; there is no real shortage of either building materials or labor. But the costs of these necessities frequently retard building operations, particularly among men of moderate means. The house shortage of the city is made up principally of the smaller homes and accommodations for people who rent. To make it easier for the community to secure housing facilities of this sort, measures should be adopted to lessen the costs of building.

In this endeavor all phases of the city plan make a contribution not direct but nevertheless of considerable significance.

1. Good land subdivision lessens the costly wastes of useless streets and lots, prepares the way for economical utility layouts, and prevents the abuse of city space.

2. Street planning according to modern principles provides the city with economical traffic ways over which building materials and home builders may travel.

3. Transit development which keeps pace with city growth makes cheaper land more accessible and aids a more systematic and conservative upbuiiding of the city.

4. Railroad improvements which seek to eliminate losses and wasteful duplication have a direct bearing upon housing.

5. Proper distribution and development of parks and recreation grounds encourages an even, balanced expansion of the city.

6. Zoning greatly simplifies city development and indicates the proper use of land.

To supplement the encouragement which intelligent city planning lends to home building there are needed two measures of community protection:

(a) Greater power to stop the wastes of excessive land speculation—this may be secured in a measure by better control over land subdivision, by requiring all improvements — grading, sewers, etc., to be put in before land is placed on market. (See Land Subdivision Rules, Appendix B).

(b) Means of preventing or discouraging the useless development of land beyond a reasonable urban limit.

Wichita, as may be seen in Plate No. 12, has need of some such restraining measures as are proposed above. The area of the city today is 20.5 square miles of which approximately half is vacant property. Yet there are subdivisions being opened every year just outside the city limits. Neither the vacant area within the city nor these raw outer lands are being put to the most sensible economical use. The annual losses which the

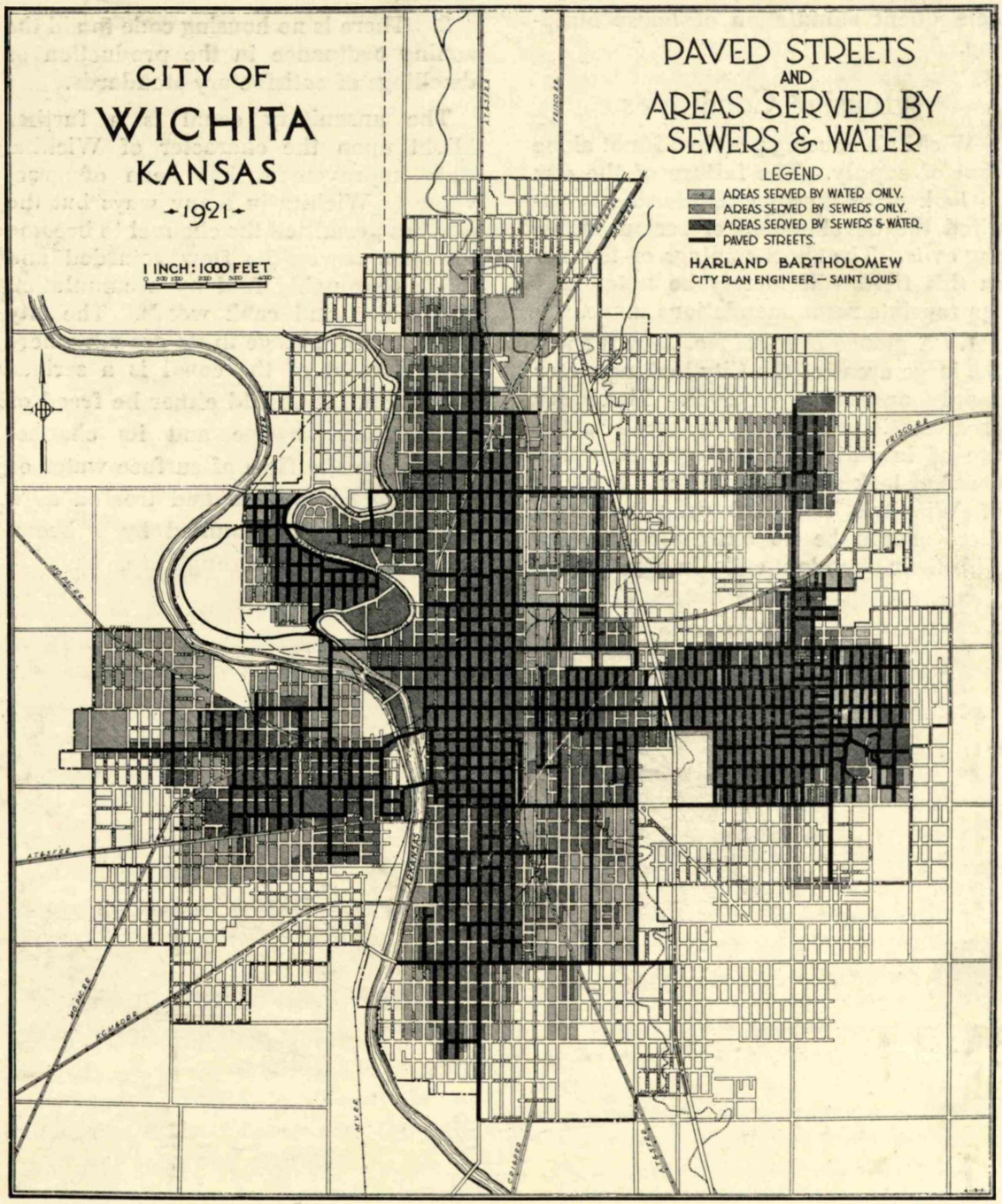

CITY OF
WICHITA
KANSAS
1921
1 INCH: 1000 FEET
PAVED STREETS
AND
AREAS SERVED BY
SEWERS & WATER
LEGEND
AREAS SERVED BY WATER ONLY.
AREAS SERVED BY SEWERS ONLY.
AREAS SERVED BY SEWERS & WATER.
PAVED STREETS.
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER — SAINT LOUIS
KANSAS
MYER

PLATE NO. 25

city sustains through unrestricted land speculation would contribute notably to the reduction of housing costs and the consequent stimulation of house building.

Housing Conditions

Wichita's housing problem is not alone that of supply. The failure of the city to look after housing standards has invited the development of serious housing evils. The short-comings of the city in this field will merely be noted and appropriate recommendations made.

1. A glance at Plate No. 25 will show the large areas of the City lacking water supply or sewers or both. There are great sections of Wichita forced to the use of insanitary house equipment because of lack of these utilities. In a city of Wichita's size and progressiveness there should be no antiquated privies, with their attendant evils, in any section.

2. The city has no building code which insures the production of safe houses.

3. There is no housing code to aid the zoning ordinance in the production of dwellings of satisfactory standards.

The unsanitary canal is a further blight upon the character of Wichita. This improvement has been of great value to Wichita in many ways but the city has permitted the channel to become an open sewer, its flow retarded and made thoroughly foul by accumulation of rubbish and rank weeds. The city has reached a stage in its growth where improvement of the canal is a serious obligation. It should either be freed of all sanitary sewage and its channel cleared for the flow of surface water or it should be covered and treated as a closed sewer, surmounted by a broad north and south thoroughfare.

Civic Art

COMMERCIAL or industrial supremacy will not alone make a city entirely worth living in. Neither can [illegible]mpletely inspire the citizen to love his city and to feel a pride in its well-being. Something else is needed. The city must not only be efficient in the sense that its streets are adequate, its car lines properly located and perfectly operated, its railroads so arranged as to give the maximum service with the minimum of interference; it must be wholly efficient. It must exhibit in some degree an interest in appearance. It must recognize the usefulness of features that possess more than a mere "bread and butter" significance. There is no surer measure of the cultural standing of a community than by its efforts to improve civic art. The city of fine sensibilities will constantly fight the encroachment of ugliness and conversely will demand the beautiful in school buildings, bridges, monuments and similar public structures.

In the building of a better city, it should not be forgotten that there is a distinct service rendered by objects that are attractive as well as useful. Civic pride in the greatest measure is invoked by beautiful parks, dignified avenues lined with splendid trees, cleanliness down town, trim light standards, orderly station grounds, well-designed school architecture properly displayed, and similar features. To develop the things that give tone and character to the city is constructive work of inestimable value. The natural tendency of the city is to become sordid and ugly; this tendency must be combated in every field. The following outline will indicate the opportunities before the city.

Street Trees

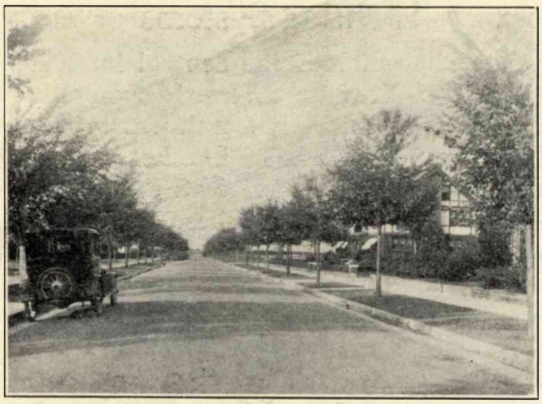
The climate of Wichita makes the planting of street trees extraordinarily important. There is no device which the city might adopt to improve its appearance that would have the value of a city-wide planting program. Streets and avenues bordered throughout with uniform species of trees, evenly spaced and well cared for, would add immeasurably to the character of the city. The trees would stimulate a higher degree of civic pride. They would enhance the value of property. They would unquestionably contribute to the health of the community. No opportunities should be overlooked by Wichita to insure the constant planting of permanent trees on all streets on which they will grow.

This need in Wichita has already been appreciated. The Park Board, with characteristic interest in the welfare of the city, has inaugurated a systematic forestry policy. The superintendent of parks is city forester. He has been at work for several years surveying the tree resources of the city and preparing a planting program. Practically all dangerous trees have been removed, thousands have been trimmed and new plantings have been encouraged in recently opened subdivisions. Under the direction of the Forestry Department the city is now ready to embark upon a thoroughgoing street tree planting program.

This program has been formulated with full regard for the principles of modern city forestry. It provides for (1)



THE LIGHTING SYSTEM DOWN TOWN ADDS A LOT TO THE CHARACTER OF THE CITY. THE SIGNS ARE DAMAGING TO THE SCENE.



THE ADVANTAGE OF UNIFORM TREE PLANTING IS SPLENDIDLY SHOWN HERE. EVERY STREET IN WICHITA COULD BE JUST AS WELL TREATED.

eventual removal of soft wooded, short-lived varieties, such as soft or silver maple, box elder, poplars and cottonwood; (2) planting of trees of permanent type, such as elm, pine, oak, hackberry, ash, linden and oriental plane; (3) plantings at uniform distances, never less than 30 feet and preferably 40; (4) use of trees of one species throughout the entire length of each street; (5) assumption of responsibility for the care of street trees by the city, not the individual property owner.

Poles and Wires

Second only to the planting of trees as a means of improving the appearance of streets is the removal of poles and wires. To a considerable extent this has already been done in Wichita. The city deserves commendation for early recognizing the ugliness of these utilities. Henceforth, it should be an accepted practice among real estate operators to allow no poles and wires to be run along newly laid out streets. The modern method is to place them on the rear lot lines or in alleys, and aside from occasional cases of necessity, there is no reason for their appearance elsewhere.

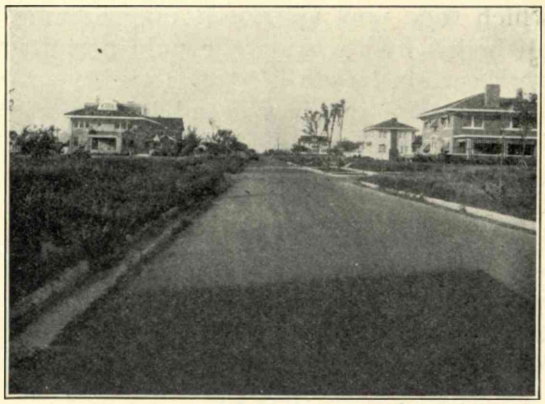
If the city is determined to eliminate the poles and wires from streets on which they now appear, it may accomplish this by revoking the pole permits on a certain length of streets each year. It is certain that if a broad tree planting program is undertaken, steps will have to be taken eventually to secure the removal of poles and wires. It is a well-known fact that trees and poles and wires are forever in conflict. The poles and wires can be placed elsewhere; the trees must remain on the streets.

Signs and Billboards

Signs and billboards, because of their coarse, flamboyant character, are utter destroyers of charm and attractiveness in cities. As a consequence, many cities are experimenting with every available device to restrict them, if not to eliminate them entirely, at least from residential districts.

The fight against billboards has been chiefly upon aesthetic grounds. They have, without conscience, invaded residential districts in which the owners of property have spent considerable sums improving their home yards and surroundings. The homes give character and dignity to the district which the billboards proceed to destroy. There should be some protection against this. The courts, however, have been heretofore very reluctant to admit the validity of the charges that have been brought against billboards by those who revolted against their ugliness. In court the man of finer sensibilities, having an interest in the appearance of his home neighborhood and his city, has been without caste. There seems to be a disposition on the part of the courts, however, to change this attitude. The right of a citizen to be protected against interests that by their ugliness damage the value of his property, to say nothing of his mental state, is gradually securing larger recognition.

There are two principal means by



COMPARE THIS PICTURE WITH THE PRECEDING. THE TWO STREETS ARE PARALLEL, JUST A BLOCK APART. ONE HAS BEEN UNIFORMLY PLANTED WITH WELL CHOSEN TREES, THIS HAS BEEN LEFT TO THE PROPERTY OWNERS.

which the city may control billboards. Zoning regulations, which define uses to which property can be put, will prevent further erection of billboards in districts primarily residential.

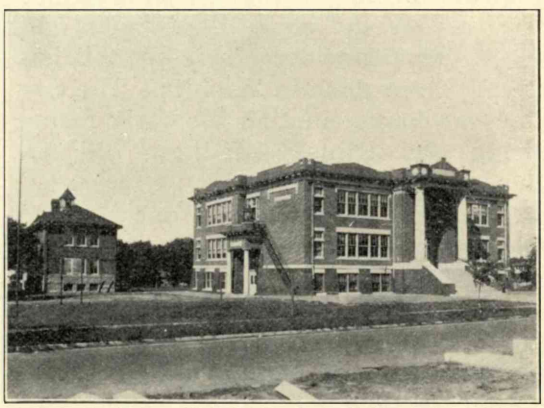
A recent court decision offers to cities another method of eliminating billboards. The United States Supreme Court in 1917, (Cusack vs. City of Chicago, 242 U. S. 526) affirmed the right of the city to legislate by ordinance against billboards in residential districts. The court in its decision in this case said that the city has the right to prohibit the erection of billboards in residential districts even though the consent of property owners was secured.

Measures of control, however, are not confined alone to regulatory ordinances. The right of the city to put a tax upon billboards depending upon their size, has been tried and found valid. It is frequently exercised in controlling the extent to which signs may project over the sidewalk on the business district. Wichita already has an ordinance regulating the size of these overhanging signs and it is needless to point out that by enforcing such an ordinance the appearance of the downtown districts has been greatly improved.

Lighting Systems

The character of the central business section of Wichita is considerably improved by the use of a uniform type of lighting standard. The bracket light on Douglas Avenue and Main Street is well suited to conditions on these two streets where street cars make the use of poles necessary. On other streets the bracket light is not needed and as a consequence, the single standard light is being introduced. It is noted, however, that variable forms of this light are being installed. On Lawrence Avenue south of Douglas is one type of standard and globe, and north of Douglas the merchants have demanded another type. It would be disastrous to the appearance of the business district if this haphazardness should continue. A standard commercial lighting system of good design should be selected and installed wherever needed on business streets.

The street lighting in the residential districts of Wichita is also open to improvement. Overhanging lamps of high candle power at corners is now an antique way of lighting the city. Lamps of permanent standards set along side the curb, with feed wires laid underground, is a much more modern method. Such a system of lighting, contributes mater-



A COMMENDABLE PUBLIC SCHOOL BUILDING WITH A LARGE YARD, BUT HAVING NO CLEAR DEMARKATION BETWEEN PLAY AREA AND SETTING FOR BUILDING.

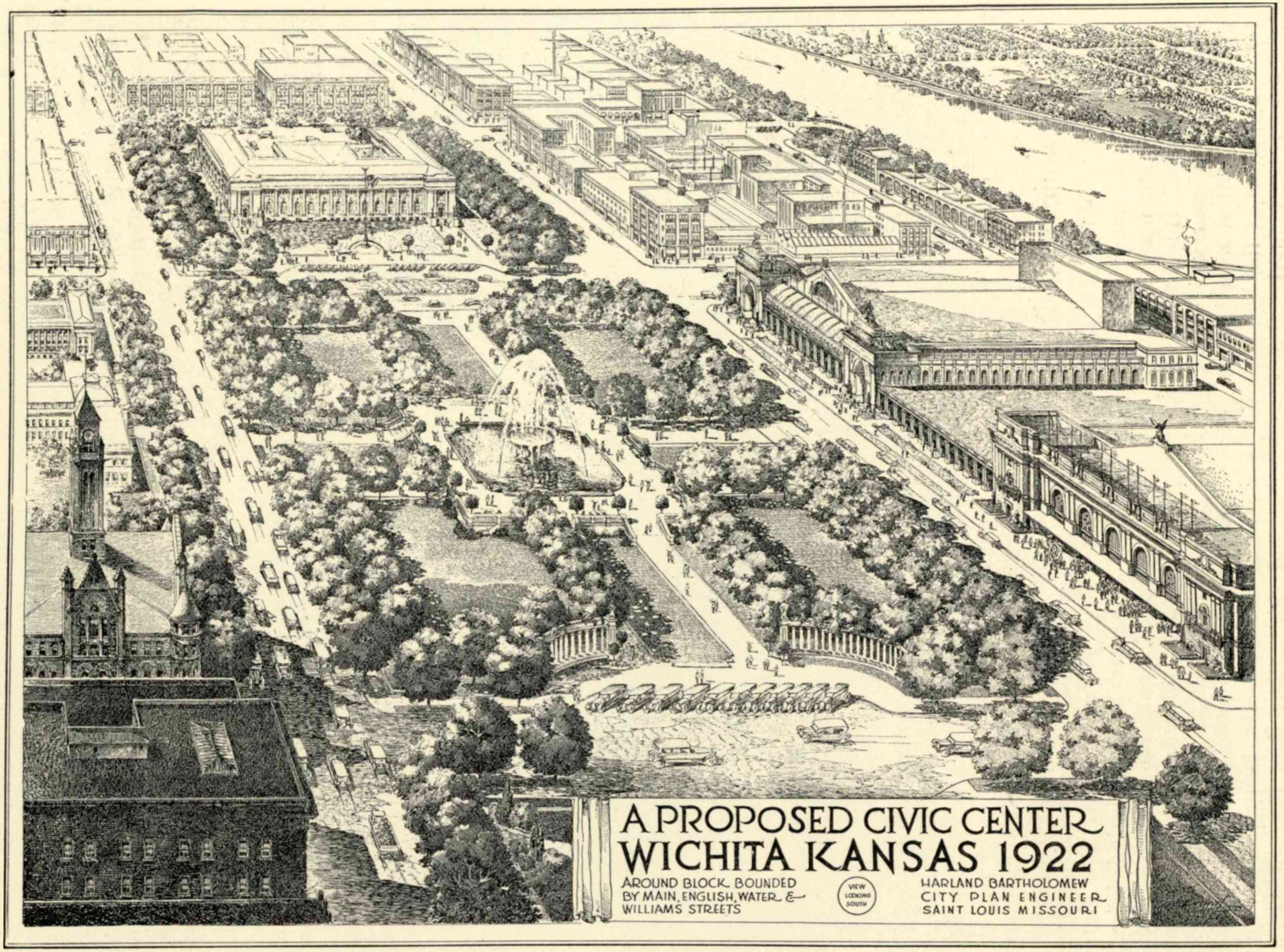

A PROPOSED CIVIC CENTER
WICHITA KANSAS 1922
AROUND BLOCK BOUNDED
BY MAIN, ENGLISH, WATER &
WILLIAMS STREETS
VIEW LOOKING SOUTH
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER
SAINT LOUIS MISSOURI

PLATE NO. 26

ially to the appearance and attractiveness of the city. The initial expense of such an installation is usually large, but the investment is permanent and one which will amply pay for itself in the course of time. Systems of this type have been found quite economical to operate.

Treatment of Streets

Wichita is fortunate in having an abundance of long, straight streets. The problem of designing these streets for the maximum usefulness and attractiveness is therefore worth consideration. On all but major streets wide pavements are unnecessary. When a single narrow roadway is laid out, the balance of the street width is divided equally on the sides. These side strips consequently offer opportunity for attractive improvement. They should be sown with grass seed as soon as the street is paved. Trees should be planted either in a single row down the center, shading alike roadway and sidewalk, or in a double row. In the double row planting care should be taken, however, to set the trees so that they will not interfere with the proper lighting of the street. If possible, too, a third row of trees on each side may be planted along property lines, thus producing an arch of trees over both roadway and sidewalk. By encouraging good tree planting, high-class paving, care of sidewalks and parkings, the city can become noted for its impressive streets.

Public Schools

The Board of Education of Wichita has followed quite consistently the policy of building extremely attractive new school buildings. This attractiveness of the buildings is generally considered a proper investment of school funds. The exterior treatment of the buildings does not contribute particularly to their usefulness as class-rooms, but there is undoubtedly a distinct educational value in good architecture. Children upon leaving the public school may choose to forget their teachers and the sort of instructions they received, but if the building itself is redeemed by beauty they cannot forget it. The avoidance of factory-like schools is an aim of every enlightened community.

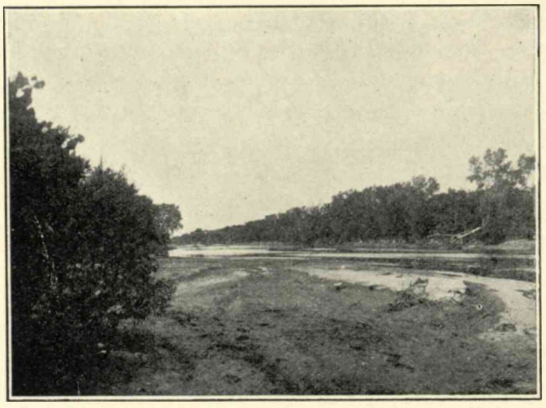
It might be pointed out, however, that an investment in architectural effect in Wichita has not always been met by a similar investment in settings for the buildings which will make their architectural merit more apparent. The School Board should not be content, once the plans for the building are completed, merely to authorize expenditures for desks, blackboards and similar interior equipment. It is just as necessary for them to spend a certain sum of money in a landscape plan for their grounds, which will differentiate between areas used for active play and those which are to contribute to the appearance of the property. Wichita's pride in its public schools should be expressed in neat and orderly school grounds as well as by buildings of distinction.

Street Intersections

The rectangular system of planning streets which has hitherto prevailed in Wichita, has offered little opportunity for the creation of attractive street intersections. The introduction of radials and diagonals, which is becoming more and more necessary, will afford opportunity for the creation of small triangles, circles, squares and the like. See Plate No. 15. It is sometimes popularly believed that diagonal streets are too wasteful of space to be considered in an economical city. If the small parcels of land which result from the creation of these diagonal streets are properly treated, the city should gain rather than lose. Wichita has no public monuments of any sort



THE CENTER BUSINESS SECTION OF WICHITA. THE UNIFORM HEIGHT OF THE NEWER OFFICE BUILDINGS ADDS GREATLY TO THE SOLIDITY AND IMPRESSIVELYNESS OF THE CITY.



THE LOWER RIVER, SHOWING ON THE RIGHT THE WOODS OF THE PROPOSED SOUTH END PARK.

The Civic Center

The visitor to Wichita is often better able to estimate the city's short-comings than residents themselves. No one, for instance, can spend a midsummer week-end in one of the downtown hotels without becoming thoroughly disgusted with the city because it has permitted hot buildings to fill every block in the congested section. There is no relief from the oppression of brick and stone walls. There is no open space within walking distance of the hotels, no small square with trees and fountains and birds wherein one may seek a breath of fresher air and rest on public property.

Once there was a microscopic park which might have been a small relief, but the public library was set in it. In earlier records there is mention also of a park block near the present court house, but this too has been absorbed. Wichita has no downtown recreation area whatever.

An opportunity to create one appears, however, in the proposal to erect a civic center. Wichita has four splendid public buildings already so placed as to lend themselves to a more harmonious and satisfactory grouping. City Hall and Library are now ranged along Main Street facing west, the Forum buildings face east on Water Street just a block and few places where such features might be put. Let the city adorn a few of these irregular shaped lots and it will scarcely miss their supposed utilitarian value.

The River

A survey of opportunities to improve Wichita's appearance would be incomplete without reference to the river. The Arkansas should be a scenic asset instead of a liability. Its present deplorable state is due partly to the river itself and partly to the despoilation of banks. The low water stage is anything but attractive, with rubbish and barren sand exposed and no surface for the reflection of bridges and distant views. To lessen interest in the river, dumps and shabby structures intrude themselves along the banks. The expenditure of municipal funds on graceful bridges is largely wasted if these features can have no better settings.

It is recommended, therefore, that a movable dam be thrown across the Arkansas to insure a permanent water stage through the central portion of the city. This dam might perhaps be made a part of a new bridge at Lincoln Street and the whole project coupled with the development of a waterside park in this section. Plate No. 22 is presented to show the possibilities of this proposal. With the Arkansas thus made much more useful a treatment of its banks would be in order. The city itself as part of its park development work could afford to plant willows and other hardy trees along the shores to hide objectionable structures. The effect of such a river and the splendid bridges which Wichita is building would be most apparent upon visitors. They would proclaim the beauties of the Peerless Princess where today they can only smile at her sorry river spectacle.

opposite. At the present time all these buildings must be seen "in passing;" there is no view of them except from side walks and street. The clearing of the intervening block between Main and Water south of William would at once set these four important buildings around an open center and give Wichita's business section a notable central feature.

The block proposed as the center park is at present not beyond reclamation for such purposes. Its acquisition, regardless of cost, would prove in later years to be one of Wichita's wisest moves. The public buildings already erected on either side of this park block, placed as if it were once intended to be cleared, would derive many advantages from the improved settings. Buildings would be better displayed, made more accessible, have freer entry of light and fresh air. The crowds marching to the Forum and pouring from its doors would have adequate sidewalks and roadways. Automobiles could be given generous parking space near by. Office buildings and stores in the neighborhood would participate in the beneficial effects of the trees and shrubs and lawns of such a civic center. The whole life of the downtown district would be favorably affected by the presence of this breathing space. The land in question would be worth infinitely more to Wichita as a green open area than as a business block of doubtful possibilities. Plate No. 26 will illustrate further this civic center proposal.

As an additional aid in realizing the center, the proposed new post office may be located in the group. It is suggested that the block bounded by English, Main, Waterman and Water be purchased for the new post office. The entire block may not be needed but should be reserved for future expansion. The building should face north on the open park, as may be seen in Plate No. 26. This location of the Post Office will make it readily accessible both for patrons and mail delivery. The mail trucks would be able to reach it directly over Waterman Street which is to be opened under the Union Station tracks. The building would be visible from Douglas Avenue and Main Street and would be approached through a dignified and pleasing public square. No other location which might be proposed for Wichita's post office would give the building such an advantageous setting. The city of Wichita is going to demand a large and impressive federal building; it cannot consistently do less than to offer such a building a site commensurate with its importance, a site which will permit a full display of its architectural merits.

The civic center scheme as shown in Plate No. 22 and 26 is incomplete without appropriate utilization of the remaining frontage, that along the north side of William Street. It is accordingly suggested that this half block be reserved for some public or semi-public structure which would satisfactorily round out the building group. An art museum, a Chamber of Commerce building, even an office building if planned properly, would be acceptable. The light and air privileges of the civic center could well be capitalized if need be by the utilization of this block for commercial purposes. The city could secure a civic center for almost nothing if a group of clever business men would buy both the block on Douglas Avenue between Main and Water and the park block using the former for a new office building with a commercial arcade running through from the park to Douglas Avenue and having a court on the civic center side. The permanent open space in front of such a U-shaped office building would make it always desirable, always a valuable piece of property.

It is clear that Wichita has not yet sounded the full possibilities of an at-

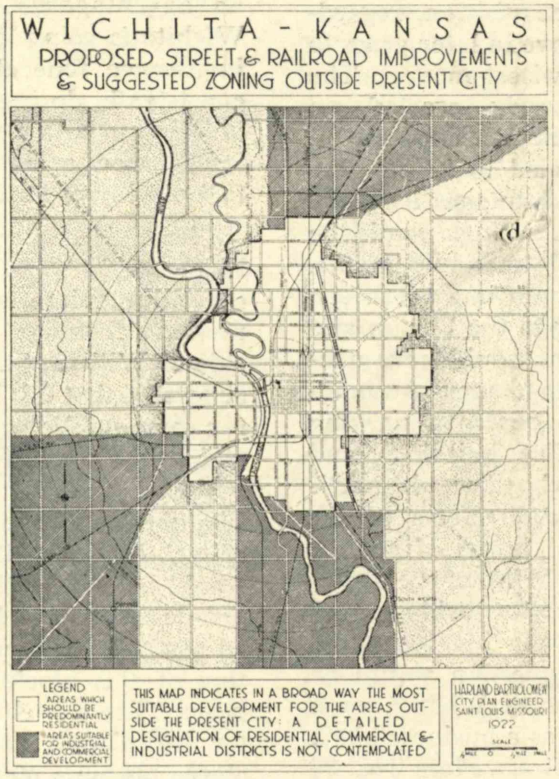

WICHITA - KANSAS
PROPOSED STREET & RAILROAD IMPROVEMENTS
& SUGGESTED ZONING OUTSIDE PRESENT CITY
LEGEND
AREAS WHICH SHOULD BE PREDOMINANTLY RESIDENTIAL
AREAS SUITABLE FOR INDUSTRIAL AND COMMERCIAL DEVELOPMENT
THIS MAP INDICATES IN A BROAD WAY THE MOST SUITABLE DEVELOPMENT FOR THE AREAS OUTSIDE THE PRESENT CITY: A DETAILED DESIGNATION OF RESIDENTIAL, COMMERCIAL & INDUSTRIAL DISTRICTS IS NOT CONTEMPLATED
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER
SAINT LOUIS MISSOURI
1922

PLATE NO. 27

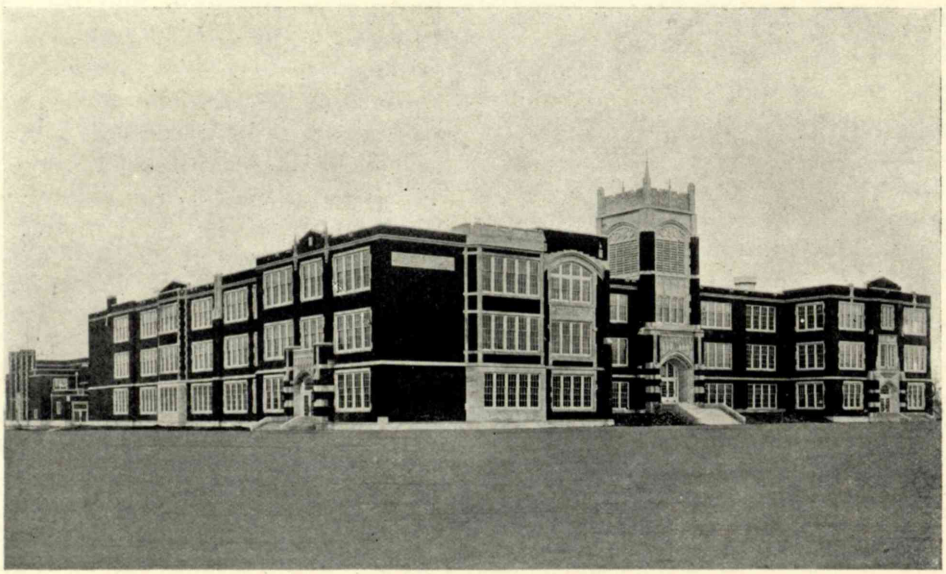
tractive civic development. The city has been prone to overlook the function of the beautiful, the appeal to the aesthetic senses in its growth. Growth has been too feverish; building has been too swift and careless to be either permanent or wholly satisfying to the better tastes.

It is apparent, however, that the era of shoddiness and cheapness is drawing to a close. The splendid new structures that are springing up downtown are evidence of a wider appreciation of the value of building for permanence and lasting satisfaction. There is a distinct obligation in Wichita to exercise greater interest in structures and works that give character and distinction to the city.

Wichita attracts and holds the trade of a vast population in Southern Kansas; the city owes something to these people which it can repay in no better way than by building a solid worth while civic structure, lacking nothing of either fitness or beauty. The display of tawdry shacks and tin front stores should end soon if Wichita is to become truly great. It is a disgrace to the city to have its beautiful school buildings on the Roosevelt tract mocked by such a motley array as faces them across Douglas Avenue. It is shameful that the foremost bridge of the city should have such crude and unfinished approaches. The vicinity of the splendid new Union Station is anything but pleasing to the eye and scarcely satisfies the requirements of traffic circulation. The unwholesome character of the canal has already been noted. It is of no particular use to list further Wichita's delinquencies in the matter of appearances. There is a large work to be done in this field. Wichita cannot be called a great city unless it is vitally concerned about ugliness and strives constantly to improve the character of its physical structure.



ASSETS OF THE CITY WHICH SHOULD BE BROUGHT INTO A CIVIC GROUP.



THE NEW WICHITA HIGH SCHOOL

Zoning

PRECEDING chapters have dealt with such subjects as major streets, the transit system, transporation and public recreation. Emphasis has been placed upon the desirability of planning these facilities in such a way that they may direct the manner in which the city may grow. Each of these several elements however, has to do with public property, and concerns only from twenty-five to forty per cent of the city's area. If there is to be marked control over the development of the whole city organism, to the end that there may be a genuine scientific method of development with resulting economy in the division of land space for various purposes, it is evident that there must be some control over private property.

Zoning is the name given to that element of city planning by which a measurable control is exercised over the character and volume of private property. In the planning of streets, transit and transportation, we may influence to some degree the manner of a city's growth, but this alone will not result in a sufficiently specific control to admit of scientific planning. There must be some means of determining the character and volume of buildings and improvements upon private property.

The problems created by the great growth of cities during the past twenty years has brought clearly to the attention of all how important is the need for definite regulation of private property. Deed restrictions are temporary and exert no marked influence on the ultimate development of property. They are often a handicap, for they are usually written without regard to the larger aspects of city growth. For many years it was doubtful as to whether there might be municipal regulation of private property, as cities controlled merely the establishment of those things that were clearly nuisances. Then came tenement house laws and building codes to insure safety from fire and to prevent structures which would be dangerous to the health of those who might live in them. Following came the zoning ordinance to prevent the abuses that one may now find in all large cities and which have contributed so much to the economic waste that these cities can no longer afford to forego the regulation essential to the unified development of the city. Zoning ordinances are not so much restrictions upon the use of property as regulations which prevent unwise and unreasonable developments. Zoning ordinances merely prevent abuses. They are drawn in accordance with a careful study of the city's growth and unless they are clearly oppressive and ignore the natural tendencies of expansion, the courts will not quickly set them aside.

The zoning ordinance of Wichita is based upon a careful study of facts. Existing types of development have been thoroughly surveyed. Tendencies of growth have been analyzed. Maps have been made showing existing uses of all property in the city, the areas of lots covered, the heights of buildings, and similar facts. These detailed records of existing conditions form the basis of the zone plan.

The zoning ordinance provided further for a reasonable city growth. Plate No. 28 illustrates existing industrial and commercial property and the areas designated for such interests. Opportunity for tremendous expansion is offered. The development of these activities of the city can proceed without restraint in

sections of the city where they belong. Topography, railroads, prevailing winds, transit lines, major streets, recreation grounds, have all been considered in determining the boundaries of industrial, commercial and residential districts.

Briefly the entire zone plan may be described as follows:

The ordinance provides, in general, for two types of districts, use districts and area districts. The use districts are five in number—two for residence, one for commercial, and two for industrial uses. The area districts are four in number, so arranged as to provide for the building area requirements of the various uses of property in each.

As may be seen by reference to the zoning maps, Plates No. 29 and 30, a large part of the city is designated for "A" Residence uses and subject to what are known as "A" area regulations. The portions of the city thus classified are in general best adapted to single family residential development. The "A" Residence District, therefore, provides for the use of property by only one and two family dwellings and certain inoffensive incidental structures, such as churches, libraries and schools. The area regulation which apply to this district require at least 3500 square feet of lot area per family. A rear yard of twenty feet is prescribed, side yards of not less than six feet each, and a building setback of not less than twenty feet on blocks where no buildings exist.

In general the "B" Residence District and the "B" Area District coincide and comprise chiefly areas surrounding the central portion of the city. In the "B" Residence District are permitted all uses of property admitted in the "A" Residence District and in addition multiple family dwellings, hotels, boarding houses, hospitals and the usual accessory buildings incidental to the above. The "B" Area District regulations prescribe a lot area of not less than 1160 square feet per family, a twenty-foot rear yard, five-foot side yard, and a building setback the same as the "A" district.

The "C" Commercial Districts are local business areas. They appear in all parts of the city, the more extensive ones being located along major streets embracing for the most part property which already has a commercial nature. Small local store group sites are indicated at the intersections of important traffic arteries. In all districts coming under this classification are permitted those commercial enterprises ordinarily required for the services of residential neighborhoods. The zone plan will encourage the grouping of small grocery, drug, and hardware stores at points where they may be easily reached and where they may thrive upon the flow of traffic on major streets. As may be seen by comparison of the use district and area district maps, most of the "C" Commercial Use Districts are covered by the "B" Area District regulations. Since these commercial interests are so closely related to residential districts, side yard and rear yard requirements and the setback regulations applying to residences should apply as well to these local store groups.

The "D" or Light Industrial District designated in the Wichita Zone plan embraces practically the whole central business section and the areas along the the railroad in the interior of the city. In this district property may be used for any of the ordinary inoffensive industrial purposes. In this light industrial district the more extensive commercial establishments may also locate and bring with them practically all industrial enterprises incidental to the conduct of wholesale or retail business. The "C" area regulations require a lot area of 580 square feet per famliy where property is used for residential purposes; a rear yard of ten feet is prescribed on corner lots and fifteen feet on interior lots; the side yard

and setback provisions applying to this district being the same as the "B" Area district.

The "E" or Heavy Industrial District is practically unrestricted as to the use of property. Any commercial or industrial interests may locate in the "E" district so long as they comply with the customary ordinances regulating nuisances. But two areas in Wichita are zoned for heavy industries, a comparatively small one being designated in the southwest section of the city and a much larger district being outlined around the present stock yards in the northern portion of the city. By restricting the central portion of the city to light industrial uses and by establishing a generous heavy industrial area north of the city, the residential districts of Wichita are protected from the smoke and fumes which would prove to be offensive if industrial growth were uncontrolled or such unrestricted districts located with less regard for prevailing winds.

The "D" Area District which comprises some forty blocks in and around the present central business district, is designed to permit the development of those commercial and industrial interests which require the use of a full lot. If property in this "D" Area District is used for residential purposes, the requirements of the "C" Area District must be observed.

In the determination of the various use districts of the zoning ordinance described above, certain existing uses of property not in conformity thereto were encountered. The ordinance recognizes these non-conforming uses and provides for their continuance during the normal life of the building. The ordinance is not retroactive in the sense that it seeks to eliminate these non-conforming uses immediately, but the expectation is that in the course of the development of the city they will sooner or later be displaced. To this end the ordinance provides (1) that any building occupied by a non-conforming use may be altered to the extent of not more than 50% of its structural value, and (2) that when any such building is destroyed by fire or other calamity, use of the property shall conform to the area and use requirements of the district in which it is located.

The zoning ordinance is one of the most important parts of the city plan. It is not a separate and distinct element but in its various details is closely coordinated with the various other elements of the city planning program. In effect it is scientific planning of private property uses; hence its basic aim is the prevention of waste. It stablizes property value and makes for permanence in residential districts, the ultimate effect of which will be contentment and more satisfactory home life. The zone plan assures adequate open spaces and prevents congestion in residential districts, becoming as a consequence a great aid in the advancement of public health. It permits a definite determination of traffic flow, and keeps residential streets free from traffic hazards. It affords a means of computing population requirements of utilities, and makes possible the economical design of sewer and water facilities. It serves, therefore, as a measure of economy, a means of cutting the cost of municipal development. The greatest service of the Wichita zoning ordinance, however, will be the direction of an appropriate and orderly new city growth. Like types of structures will be encouraged in districts determined according to their fitness. Existing buildings and uses of property will continue but new buildings must be built on locations set aside for them, all sufficiently large and otherwise suited for full and free expansion.

Legal and Financial Matters Affecting the City Plan

A PRACTICAL plan for directing the growth and improvement of Wichita has been outlined. This plan is of little value unless it can be executed. Its usefulness to the city, therefore, is dependent upon the ability of the city to carry out the program which it offers. The task of securing adequate legal power is not by any means of lesser importance than the other phases of the general city planning program.

Authority and Responsibility

The fundamental law of Kansas which authorizes Wichita to have a city planning commission and a city plan, carries with it a general power to direct the future growth of the city. This planning law makes it a duty of the city planning commission, created under the authority of the act, to plan the whole or any portion of the municipality and any land outside which, in the opinion of the commission, bears relation to its growth and development. The power to plan the city, however, as conferred by the statute in question, is granted chiefly to provide the elected officials with a more studied and far sighted scheme for the direction of the city's growth. It is the duty of the advisory plan commission to make plans for the growth of Wichita and alter them as occasion demands. The commission presents its findings to the city commissioners for their consideration and action. The responsibility for the actual execution of the city plan, consequently, does not rest with the planning commission.

Control of Street Planning

The city planning act, however, does give to the City Planning Commission one specific and important power. "All plans, plats or replats of lands laid out in building lots, and the streets, alleys, or other portions of the same intended to be dedicated to public use—shall be submitted to the city planning commission for their consideration and their recommendation and shall then be submitted to the mayor and council or board of commissioners of such city for their official consideration and action." The act furthermore provides that no subdivision plan shall be accepted by the recorder of deeds until it has been submitted to the city planning commission for review and by this body submitted to the city commissioners for final approval.

This clause of the city planning law diffuses none of the powers heretofore held by the elective officers of the city, but it gives to a responsible and far sighted commission the right to review plans for the laying out of streets and building lots destined to have a vital bearing upon the future of the city. There is no suggestion of adding to the normal operating expenses of the city in the granting of this power of review. By anticipatory planning and by the economical regulation of growth the city plan commission may save Wichita a great deal in future development costs.

In order to be properly equipped, however, to pass upon the subdivision plans which hereafter will be submitted to it for approval, the city planning com-

mission will need an established set of rules or regulations by which it may judge these plans. A suggestive set of such rules is shown in Appendix A.

The law referred to above only gives to the planning commission authority to pass upon subdivision plans lying within or along the boundaries of the city. Important as this grant is, its limitations prevent the city planning commission from properly guiding the growth of the city. There is no power to bring the platters of land outside the city limits within the scope of the city plan. The city planning act specifically prescribes the making of general plans outside the city, in any territory that bears relation to the municipality, but it restricts the power of the city to enforce this plan. The authority of the plan commission is confined to territory within the city limits or adjacent thereto.

Such a restriction of the field of the city plan manifestly weakens its influence. It is frequently the layout of streets and alleys in territory outside the city that, in the course of time, upon being absorbed by the growing municipality, cause the most serious trouble. Laws have been enacted in other states to enable the city planning bodies of cities to extend their regulatory powers over a considerable area outside the actual corporate limits. Such power should be given the city planning commission of Wichita. It is recommended accordingly that one of the first steps of the planning commission should be to secure an amendment to the city planning law giving authority to pass upon all land platting within five miles of the city. Such a law could well be proposed as a substitute for Section 5 of the city planning law hereinbefore referred to. A typical form for the amendment is included in Appendix D.

The further carrying out of the city plan, is in general well provided for in the Kansas municipal code. The improvement of streets, such as grading, paving, the laying of sidewalks and similar work is authorized and the method of planning and paying for such improvement work is described in detail. Laws are also abundant and ample for the widening, opening and extension of streets and the designation of special assessment districts for the distribution of the cost of such improvements.

In connection with the improvement projects of the character noted above, however, there are several omissions from the statutory law and at least one change which should receive attention. The latter reference is to the law, affecting cities of the first class over 25,000 which makes it necessary for the mayor and council or commission to wait for the petition of property owners before a street may be paved. The effect of this law is to handicap the city in carrying out a broad improvement program on its major streets. This law could well be changed to provide that these streets or thorofares, as indicated on an approved major street plan, are exempted from the provisions of this act. Precedent for such an exemption is found in Section 1233 General Statutes 1915, which gives the mayor and council of cities less than 25,000 power to pave any street by resolution provided a majority of resident owners *do not* protest.

The omissions of the Kansas Law, with respect to the development of a major street plan, have to do with the establishment of building lines and excess condemnation. Regarding the latter provision it may be said that if Wichita ever expects to carry forward an economical program of street construction, it will need the power of excess condemnation. This power is secured through an amendment to the constitution authorizing cities to take land by condemnation in excess of actual needs. The benefits of such a constitutional grant are not generally appreciated, chiefly because of the

fact that city planning work of a character involving the exercise of condemnation has not been common in Kansas. If authority to condemn in excess, however, is needed in Wichita or elsewhere in the state, Wichita should lend its support to the enactment of the necessary amendment. With this power available the city may carry forward important street opening projects with the least disturbance to property values and a minimum loss to the city. See Appendix E.

A second important omission from the statutory law relates to the widening of streets. Cities have no power to establish setback lines, to which buildings must conform, on streets that are later to be widened. In as much as Wichita is yet a comparatively small city the need of such power as this is perhaps more urgent than any other. There are certain streets in the city which are now narrow and which, because of their location and importance, will eventually need widening. In anticipation of the time when a wider street will be demanded, the city should be enabled now to require of the property owners along this street that they anticipate the future widening by setting their buildings back according to a prescribed line. Authority to establish set-back lines is an anticipatory power and because of that fact is vital in planning the future city.

It should be noted here, however, that the development of a serviceable setback law has proved to be one of the most difficult of the legal problems associated with city planning. Wisconsin and Connecticut have laws of this type; the former is incorporated in the appendix. See Appendix "F."

The actual taking of private property for street purposes, either with or without the use of the setback line, is an exercise of the power of eminent domain. Property is taken for public use and compensation is required. The necessary land is purchased or condemned as circumstances warrant. The statutes of Kansas are quite specific as to the methods to be followed in fixing the values of property and the conduct of condemnation proceedings. The law is not explicit, however, as to methods of compensation and distribution of assessments for benefit where there is a lapse of time between the taking of easements for building lines and final taking of possession for street purposes.

In connection with the widening of streets and the methods of distributing the cost, the most satisfactory and economical method of accomplishing such a project in a district already built up is by voluntary action of the property owners. A law authorizing the city to establish setback lines is especially helpful in providing for co-operation in street widening. Application of this method in detail is as follows: The property owners of the street to be widened voluntarily agree that a certain number of years hence, in view of similar agreements on the part of all other property owners of the street, each owner will donate or sell for a nominal consideration for street purposes a narrow strip off the front of his lot. If this area which the property owner consents to release to the city in order that the street may be widened happens to have a building upon it, the owner agrees that, by the end of a definite period, he will have moved his building back to the new line without further compensation from the city or any claim against it. In other words, he agrees to give the city the land required for the wider street. Such co-operation considerably lowers the expense to the city and frequently makes such widenings possible where they might otherwise be impossible.

The method of street widening described above is merely a special form of community co-operation applied to city planning projects. If it is impossi-

ble to secure the voluntary action of property owners the city may proceed to widen the street by establishing setback lines and condemning the property either at once or after the establishment of setback lines.

Railroad and Transit Problems

In connection with the rectification of the relationship between railroads and the city, Wichita already has considerable statutory power. Section 1110 of the General Statutes of Kansas gives to cities the power "to require all railway companies to erect viaducts over or channels under their tracks at the crossings of streets." The act referred to, furthermore, outlines in considerable detail the method of carrying out crossing separations undertaken pursuant to the order of the city.

The solution of the railroad problems of Wichita, however, depends upon more than the mere elimination of isolated grade crossings. There is proposed a general scheme of railroad operation through the city and incidental track elevation which clearly calls for voluntary agreement between the city and the railroads rather than compulsory action. While there is no specific law in Kansas authorizing such an agreement and prescribing the apportionment of the expense of railroad improvements of the character contemplated in the city plan, it is safe to assume that Wichita under its general municipal power to improve streets, station grounds and similar features may enter into the sort of agreement necessary to accomplish the objects in view.

Wichita has already ample statutory authority. Under Section 1109 General Statutes of Kansas 1915, cities of the first-class have "power to regulate the construction and passage of railways and street railways through the streets, alleys, and public grounds of the city." The specific application of this power comes through the granting of franchises, a municipal function fully covered by the statutory law. Supplementing this ability to direct the placing of tracks the city has also power to exercise control over the operation of cars. By the proper exercise of its franchise-granting ability, and its power to direct operation of lines, the city may guide the development of a transit system capable of serving the city economically and efficiently.

Park Development

The State of Kansas has freely recognized the importance and usefulness of public parks in cities and has provided a very thorough fundamental law covering this subject. Special legislation affecting cities of the first class over 50,000 has even gone so far as to say that they are not only authorized but "required to have and maintain a system of public parks, parkways and boulevards." This act further makes it clear that it shall be the duty of the Commissioners of such cities both to devise and adopt a system of public parks, parkways and boulevards for the use of the city and its inhabitants and to select and designate lands to be used, acquired and appropriated for such purposes. This act clearly indicates the attitude of the state toward this important phase of modern city building.

It is regrettable, however, that the state has fixed the tax levy for park purposes at a figure considerably below that which is needed for proper park development and maintenance. The city of Wichita has a park income of only $53,000, an amount barely sufficient for maintenance of properties already owned. It is obvious that a proper development of public parks and recreational grounds, such as has been proposed in a previous chapter, cannot be undertaken on such a restricted budget. Support should be given the Board of Park Commissioners at once in their efforts to secure an increase in the park income. Statistics show that the cities which have a real

interest in their parks are very willing to pay approximately one dollar per person per year for these advantages. Wichita can well afford to pay more.

Civic Art

With respect to the city's appearance, there is considerable freedom in the law of Kansas. Under Section 1491 the city has the power "to regulate the construction and location of bill-boards, signs and other appliances on their streets and property adjacent thereto." By similar grant of power the city may regulate the planting and protection of shade trees in the streets, and when ten or more citizens residing on any street shall petition for them, the city may plant street trees and levy special assessments on benefiting property to pay for them. Through the power which the city has to grant rights-of-way for the erection of telegraph, telephone or electric light poles and wires along the streets and to require cables or wires to be placed underground, it may carry out any reasonable plan which may be devised to improve the appearance of the city through the regulation of these utilities. By the authority of Section 1525 the city has the additional power to control street obstructions, overhead signs and similar building appurtenances which may destroy the appearance and usefulness of the public street. The references which have just been made to specific statutory powers clearly show that Wichita has at its command considerable legal authority to adopt such measures as may seem expedient to improve the general appearance of the city.

Zoning

The power to adopt a zoning ordinance is derived from a recent law authorizing cities to establish districts in which the use of property is regulated. The nature of the authority which is granted under this law is described in detail in a preceding chapter. Zoning is a valid exercise of the police power of the state which should be available to all cities alike for the protection of public health, safety and general welfare. The limitations of the exercise of the police power have to be expressly defined, however, and this has recently been done in Kansas through the passage of an act "Authorizing cities of the first class having a population exceeding 20,000 of the State of Kansas to provide for the establishment of districts or zones, and to regulate the uses of property and the construction of buildings therein." The Wichita zoning ordinance has been prepared in conformity with this act.

It should be noted here, however, that the Kansas zoning law is defective. It carries no provision for limitation of building heights and as a consequence forces the adoption of incomplete zoning ordinances. The Wichita ordinance suffers from this restrictive statute. (See Chapter VIII.)

The zoning plan of Wichita, however, while it will provide the city with a more orderly development, will not alone direct the building of structures that will conform to the highest standards of sanitation and safety. To supplement the zoning plan there should be a building code designed to produce safe buildings through the regulation of materials and construction. There should also be a housing code designed to insure to Wichita the production of buildings, especially those in which people will live, that will provide the occupants with a certain essential quantity of light and fresh air and sanitary equipment of satisfactory standard. The building code, the housing code and the zoning plan should be co-ordinated, and in their application should supplement one another, to the end that the production of buildings in Wichita may be regulated in the interest of the general welfare.

Need of Home Rule

It is apparent from an examination of the whole legal equipment of Wichita, especially that which relates to city planning, that the ability of the city to make progress in building a better and more orderly structure is circumscribed by a too great dependence upon the legislative assembly of the state. The municipal code of Kansas has become so intricate that it is difficult to discover the statutory authority applicable to cities of Wichita's size. Wichita, as well as all other cities of Kansas, should enjoy the freedom of action derived from charters of their own making.

Under the present circumstances it is necessary for Wichita to secure authority from the legislature, which meets only once every two years, to do certain work that will result in great benefit to its citizens and thereby to the state at large. This is in accord with our form of government for the state is in the sovereign political unit and to it is entrusted the care and protection of the welfare of its citizens. Because of this responsibility which each state must feel for those who live within its boundaries, there has grown up the common practice of delegating to municipal corporations item by item such powers as the municipality desires. The constitution of the State of Kansas permits of no other method of granting authority to cities. The Kansas constitution, however, was adopted in 1859 and since that time the conception of state government has changed considerably and cities have come to need such a complex code that a more modern interpretation of constitutional powers is needed.

More progressive states now, as a consequence of the constantly enlarging activities of cities and the corresponding inability of state legislative bodies to satisfy all the demands of the separate municipalities, have amended their old constitutions or adopted new ones which provide for municipal home rule. A home rule clause of a state constitution is merely an indication on the part of the state of its greater confidence in the ability of its cities to manage their own affairs. The state prescribes a general field of action for cities and so long as cities adopt charters consistent with this broad outline of authority the state has no particular interest in their purely local affairs.

The advantage of a broad home rule charter to Wichita would be very clearly shown in city planning work. At present the city must ask for and receive authority from the state for every new step which it wishes to take in planning the future city. Now, while the city is operating under a general municipal code and some particular action or improvement is called into question in the courts, authority for such action or improvement has to be found in the express language of some provision of the code, and the presumptions are against the city; that is, the courts adhere to the doctrine that statutes dealing with the powers of the city must be strictly construed. Under the home rule charter, on the other hand the city would have all the power not expressly withheld by the state constitution, and the presumption consequently would always be in favor of the city. While the extent of municipal action under home rule charters is still not clearly defined, it is safe to say that Wichita would be much more free from litigation, or unsuccessful litigation, and would have greater leeway both in the character of its activities and the financing of its projects and could proceed with more certainty and facility to carry out the improvement and development it desired if it possessed home rule powers.

APPENDICES

APPENDIX "A"

CHAPTER 99

Providing for the establishment and maintenance of city planning commissions in cities of the first class of over 20,000 population.

Senate Bill No. 20

AN ACT to provide for the establishment and maintenance of City Planning Commissions in cities of the first class having a population of more than 20,000 and relating thereto.

Be it enacted by the legislature of the State of Kansas:

SECTION 1. The mayor and council or board of commissioners in cities of the first class having a population of more than 20,000 in the State of Kansas may by ordinance create a city planning commission for such city.

SECTION 2. Such city planning commission shall consist of not less than seven or more than fifteen members, all of whom shall be taxpayers and residents of such city, to be appointed by the mayor and with the consent of the council or board of commissioners. The members of the commission first appointed shall serve respectively for terms of one year, two years and three years, divided equally or as near equal as possible between these terms as one, two and three years each. Vacancies shall be filled by appointment for the unexpired term only. Members of the commission shall serve without compensation for their service.

SECTION 3. The members of the city planning commission shall meet at least once a month at such times and place as they may fix by resolution. They shall select one of their number as chairman and one as vice chairman who shall serve one year and until their successor has been selected. Special meetings may be called at any time by the chairman. A majority of the commission shall constitute a quorum for the transaction of business. The commission shall cause a proper record to be kept of its proceedings.

SECTION 4. The powers and duties of the commission shall be to make plans and maps of the whole or any portion of such municipality, and of any land outside of the municipality, which in the opinion of the commission bears relation to the planning of the municipality, and to make changes in such plans or maps when it deems same advisable. Such maps or plans, shall show the commission's recommendations for new streets, alleys, ways, viaducts, bridges, subways, parkways, parks, playgrounds, or any other public ground or public improvements; and the removal, relocation, widening or extension of such public works then existing with a view to the systematic planning of the municipality, the commission may make recommendations to the mayor and council or board of commissioners, concerning the location of streets, transportation and communication facilities, public buildings and grounds. Whenever the commission shall have made and agreed upon a plan for the development of the municipality or any portion thereof, such plan or plans shall be submitted to the mayor and council or board of commissioners for their consideration and action.

SECTION 5. All plans, plats, or replats of lands laid out in building lots, and the streets, alleys or other portions of the same intended to be dedicated to public use, or for the use of purchasers or owners of lots fronting thereon or adjacent thereto and located within the city limits of a city of the first class, having a population of more than 20,000 or any addition adjoining and connecting with such city, shall be submitted to the city planning commission for their consideration and their recommendation shall then be submitted to the mayor and council or board of commissioners of such city for their official consideration and action. And no such plat or replat shall be filed with the register of deeds as provided by law until such plat or replat shall have endorsed upon it the fact that it has first been submitted to the city planning commission and by the city planning commission to the mayor and council or board of commissioners of such city and by such mayor and council or board of commissioners duly approved.

SECTION 6. On or before the first Monday in August of each year the said city planning commission shall submit to the mayor and council or board of commissioners of such city its budget of expenditures for the ensu-

ing fiscal year, itemizing the expenses and amounts and the purpose. The city commission shall thereupon consider said budget and make such allowances to the said city planning commission as it shall deem proper and shall add the same to the general budget of such city: PROVIDED, That for the expenses of such city planning commission for the year 1921 the mayor and council or board of commissioners may appropriate the balance of any funds of such city not necessary for the purpose appropriated without thereby being deemed in violation of any provisions of the law relating to the city budget.

SECTION 7. This act shall take effect and be in force from and after its publication in the official state paper.

Approved March 18, 1921.

Published in official state paper March 31, 1921.

APPENDIX "B"

PROPOSED REGULATIONS COVERING THE SUBDIVISION OF LAND WICHITA, KANSAS.

1. *Preliminary Plan*:

In seeking to subdivide land into building lots and to dedicate streets, alleys or other lands for public use, the owner shall submit two copies of a preliminary sketch plan to the City Plan Commission, which plan shall first be approved by the City Plan Commission before submission of final plan. The preliminary plan shall be drawn to a scale of not less than 100 feet to the inch and shall show:

(a) The location of property lines, buildings, water courses and other existing features.

(b) The proposed location and width of existing streets, alleys, lots and building lines, and similar facts regarding property immediately adjacent.

(c) The title under which the proposed subdivision is to be recorded with the name of the allotter.

(d) The names of all adjoining subdivisions.

(e) The location of existing sewers and water mains.

(f) The commission may require a contour map, showing contour intervals of not less than three (3) feet.

The approval of the preliminary plan does not constitute an acceptance of the subdivision.

2. *Final Plan*:

Two copies of the final plan shall be submitted to the City Plan Commission. This final plan shall be made from an accurate survey drawn on a sheet 8 in. x 11 in. or a multiple thereof.

3. *The Final Plan Shall Show*:

(a) The boundaries of the property; the lines of all proposed streets and alleys and any other portions intended to be dedicated for the public use. It shall also show the boundary lines of all adjoining property, the lines of adjacent streets and alleys, with their names.

(b) All dimensions and locations of all monuments shall be shown and marked. Permanent monuments of galvanized iron pipe not less than one (1) inch in diameter and thirty (30) inches in length shall be provided at all street corners. All lot lines shall be shown and lots numbered with their dimensions given. Building lines shall be shown and determined by measurements. Street names shall be given and the points of the compass shall be shown.

(c) All dimensions shall be given in feet and decimals of a foot.

4. *Acre Subdivisions*:

Where the parcel is subdivided into larger tracts than building lots, such parcels shall be divided so as to allow for the opening of major streets and the ultimate extension of adjacent minor streets.

5. *Rules for Street Widths, Etc.*

(a) The widths for major streets shall conform to the widths designated on the major street plan.

(b) The minimum width for a minor street shall be fifty (50) feet except in cases where the topography or special conditions make a street of less width more economical.

(c) Alleys, where shown, shall have a minimum width of fourteen (14) feet, with a five-foot cut-off at all right-angle corners of intersecting alleys.

(d) Where alleys are not provided, easements of not less than four (4) feet in width shall be provided on each side of all rear lot lines and side lines where necessary, for poles, wires, conduits, storm and sanitary sewers, gas, water and heat mains. Easements of greater width may be required along lines or across lots where necessary for the extension of main sewers and similar utilities.

(e) The minimum dimensions for lots of the usual rectangular shape shall be forty (40) feet for width and one hundred twenty (120) feet for depth. Where lots are of irregular shape the City Plan Commission may vary this requirement, but no lot shall have an area of less than forty-eight hundred (4800) square feet. In all rectangular lots and so far as possible for all other lots, the side lines shall be at right angles to the street on which the lot faces and reversed frontage at street intersections shall be avoided where possible. Lots with double frontage shall likewise be avoided.

(f) Corner lots shall have extra width, sufficient to permit the maintenance of building lines on side streets. In normal cases this would be not less than the amount of the established building line on the side plus the irreducible buildable width as determined by the zoning ordinance.

(g) No block shall be longer than nine hundred (900) feet between street lines. Blocks over six hundred fifty (650) feet in length shall have one cross alley not less than fourteen (14) feet in width situated near the center of the block.

(h) In new subdivisions at a distance from property already platted the block widths shall be established at approximately two hundred and fifty (250) feet.

6. *Relation to Adjoining Street System*:

Subdivisions of land shall not be done in such a manner that it may have the effect of debarring the owner of adjacent property from proper access to streets and alleys. Provision shall be made for the continuation of the adjoining minor streets at intervals of not more than nine hundred (900) feet and also for the opening of main thorofares in accordance with the major street plan. The extensions of minor streets shall conform in width to the existing streets of which they are a continuation, unless otherwise acceptable to the City Plan Commission. The widths of major streets shall be in accordance with the major street plan.

7. *Grading of Streets*:

A grading plan shall be prepared and submitted to the City Plan Commission with the final plan and the grades approved by the City Engineer before the final approval of the plat.

8. *Building Lines*:

Building lines shall be shown on all lots intended for residential use of any character, and they shall not be less than required by the zoning ordinance.

9. *Parks, School Sites, Etc.*:

In subdividing property due consideration should be given to the dedication of suitable property for sites for schools, parks and playgrounds.

Such provision should be indicated on the preliminary plan in order that it may be determined when and in what manner such parks and playgrounds will be received for dedication by the city.

10. *Improvements*:

In accepting plats the City Plan Commission will expect and urge the subdivider to carry forward a complete program of improvements, including grading, paving, sidewalk construction, sewerage, water supply and tree planting.

APPENDIX "C"

ORDINANCE No. 7583.

An Ordinance Dividing the City of Wichita, Kansas, into Zones or Districts and Regulating and Restricting the Location of Trades and Industries, and the Location, Erection, Alternation and Repair of Buildings Designed for Specific Uses; and the Uses of Land Within Each of Such Districts or Zones, and Relating Thereto, Prescribing a Penalty for the Violation of Its Terms and Repealing All Ordinances Inconsistent With Its Terms.

Be It Ordained by the Board of Commissioners of the City of Wichita, Kansas:

SECTION 1. *Definitions*:

That for the purpose of this ordinance, certain terms and words are hereby defined, as follows:

Words used in the present tense include the future; words in the singular number include the plural; words in the plural include the singular number; the word "building" includes the word "structure"; the word "shall" is mandatory and not directory. Any words not specifically defined herein shall be construed and defined in the building code.

ACCESSORY BUILDING: A subordinate building or portion of main building located in and occupying not more than thirty (30) per cent of the rear yard of the main building, its use being incidental to that of the main building, and not exceeding twelve (12) feet in height.

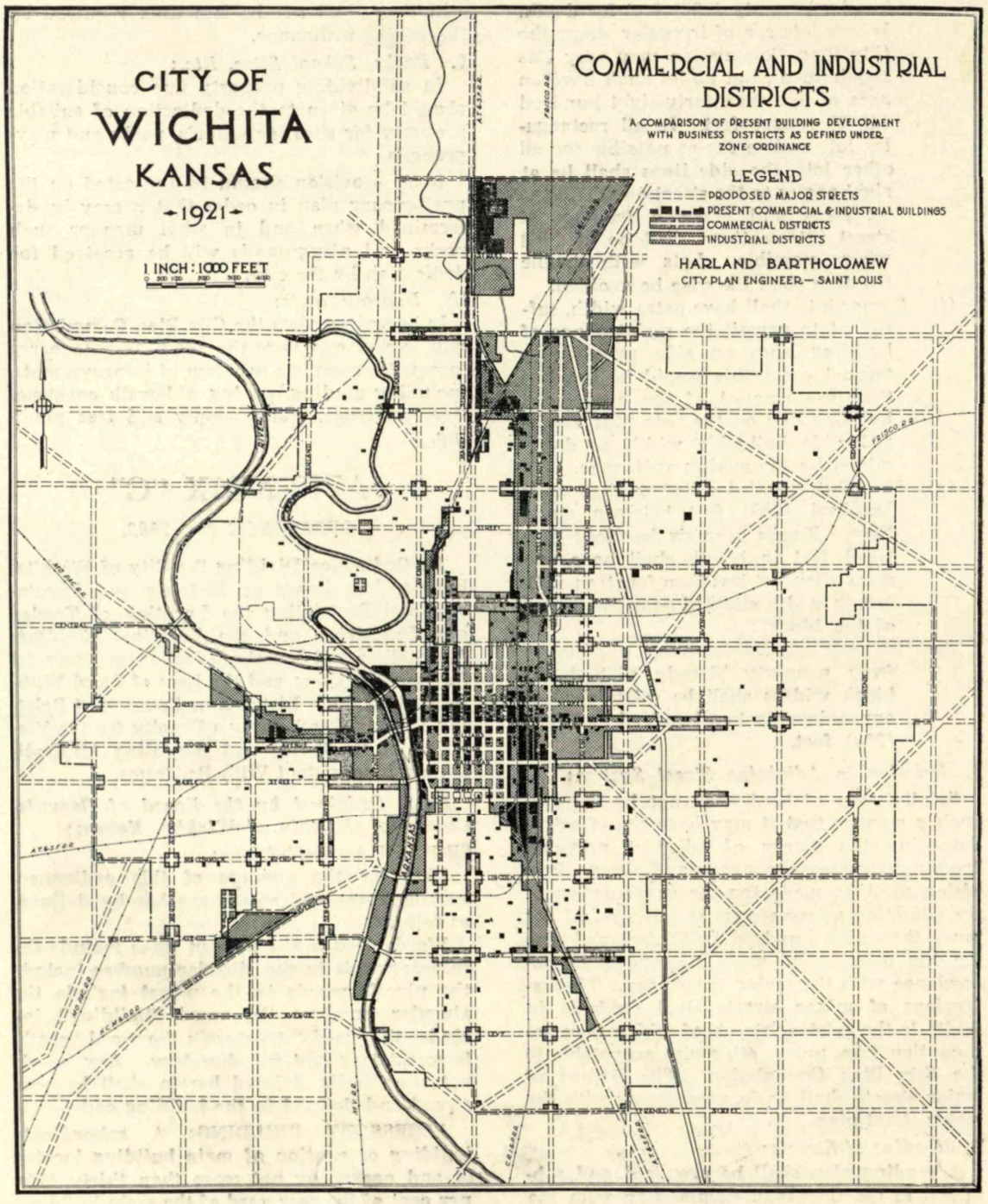

CITY OF
WICHITA
KANSAS
-1921-
1 INCH : 1000 FEET
COMMERCIAL AND INDUSTRIAL DISTRICTS
A COMPARISON OF PRESENT BUILDING DEVELOPMENT WITH BUSINESS DISTRICTS AS DEFINED UNDER ZONE ORDINANCE
LEGEND
PROPOSED MAJOR STREETS
PRESENT COMMERCIAL & INDUSTRIAL BUILDINGS
COMMERCIAL DISTRICTS
INDUSTRIAL DISTRICTS
HARLAND BARTHOLOMEW
CITY PLAN ENGINEER— SAINT LOUIS
RIVER
ARKANSAS
CENTRAL
MAY AVENUE
AT&SFRR
FRISCO R.R.
MO PAC R.R.

PLATE NO. 28

ALLEY: A public thorofare not over twenty twenty (20) feet wide.

APARTMENT: A household unit in a tenement or apartment house, designed, used or suitable for occupancy for one or more persons.

APARTMENT HOUSE: A building or portion thereof designed, used, or intended to be used as a residence for three (3) or more families living in separate apartments.

APARTMENT HOTEL: An apartment hotel is an apartment house in which are provided dining room accommodations for the joint use of the apartment house tenants only.

BASEMENT: A story partly underground, which if not occupied for living purposes by other than the janitor or his family, shall not be included as a story.

BOARDING HOUSE: A boarding house is a building or place wherein table board is provided to five (5) or more individuals pursuant to previous arrangement and not to anyone who may apply.

BUILDING: A structure having a roof supported by columns or walls for the shelter, support or enclosure of persons, animals or chattels; and when separated by division walls from the ground up, and without openings, each portion of such building shall be deemed a separate building except as provided in Section 15, "Area Exceptions."

CELLAR: See Basement.

COMMUNITY GARAGE: A series of private garages of capacity of not more than one automobile each, located jointly on a common lot and having no public shop or service in connection therewith, with a total capacity for not more than five (5) automobiles. Community garages may exceed a five (5) automobile capacity, provided a lot whereon such community garages are located shall contain one thousand (1000) square feet for each automobile stored.

CURB LEVEL: The curb level is the level of the established curb in front of the building measured at the center of such front, Where no curb has been established the city engineer shall establish such level or its equivalent for the purpose of these regulations.

DEPTH OF REAR YARD: The mean horizontal distance, between the rear line of the building and the center line of the alley, where an alley exists, otherwise the rear lot line.

DEPTH OF LOT: The mean horizontal distance between the front and rear lot lines.

DISTRICT: A section of the City of Wichita for which the regulations governing the area or the use of building are the same.

GROUP HOUSE: A group of not more than four (4) attached dwellings erected simultaneously and each dwelling having accommodations for one (1) family only.

HOTEL: A hotel is a building in which lodging is provided with or without meals, and open to transient guests in contra-distinction to boarding or lodging houses which are herein specifically defined.

LODGING HOUSE: A lodging house is a building or place providing lodgings to individuals pursuant to previous arrangement and not to anyone who may apply.

LOT: Land occupied or to be occupied by a building and accessory buildings and including such open spaces as are required under this ordinance, and having its principal frontage upon a public street or officially approved place.

LOT, CORNER:
LOT, TRIANGULAR: A lot fronting on two (2) or more streets at their junction, said streets forming with each other an angle of forty-five (45) degrees or more, is a corner lot. When the angle formed by the intersecting streets is less than forty-five (45) degrees, such a lot shall be known as a triangular lot. For the purpose of determining the percentage of lot occupancy, corner and triangular lots shall be assumed to have an area of not greater than five thousand (5000) square feet and a frontage not greater than one hundred (100) feet on either of the intersecting streets.

LOT, INTERIOR: A lot other than a corner lot or triangular lot.

LOT, THROUGH: An interior lot having frontage on two streets.

LOT, LINES: The lines bounding a lot as defined herein:

NON-CONFORMING USE: A building or premises occupied by a use that does not conform with the regulations of the use district in which it is situated.

ONE-FAMILY DWELLING: A detached building having accommodations for and occupied by one family.

PLACE: An open, unoccupied space dedicated to purposes of access for abutting property.

PRIVATE GARAGE: A garage with a capacity for not more than four (4) steam or motor-driven vehicles, of which not more than one (1) may be a commercial motor vehicle of not more than two (2) tons capacity.

PUBLIC GARAGE: Any premises used for housing or care of more than four (4) steam or motor-driven vehicles, or where any such vehicles are equipped for operation, repaired,

or kept for remuneration, hire or sale; not including exhibition or show rooms for model cars.

PRIVATE STABLE: A stable with a capacity for not more than four (4) horses.

PUBLIC STABLE: A stable with a capacity for more than four (4) horses.

REAR YARD: An open, unoccupied space (exclusive of accessory buildings) on the same lot with a building, between the rear line of the building and the rear line of the lot, for the full width of the lot.

ROW HOUSE: A row of attached dwellings erected simultaneously and each dwelling having accommodations for one (1) family only.

SETBACK: The minimum horizontal distance between the front line of the building (excluding steps and open porches) and the front line of the lot.

SIDE YARD: An open, unoccupied space on the same lot with a building between the building and the side line of the lot extending through from the front lot line to the rear yard.

STREET: A public thorofare more than twenty (20) feet wide.

STRUCTURAL ALTERATIONS: Any change in the supporting members of a building, such as bearing walls or excepting such alterations as may be partitions, columns, beams or girders, required for the safety of the building.

TENEMENT HOUSE: See Apartment House.

TERRACE: A natural or artificial earthen embankment between a building and its street front. The "height of terrace" shall be the difference in elevation between the average curb level and the average elevation of the terrace at the building wall.

TWO-FAMILY DWELLING: A building used or intended to be used as a dwelling by not more than two (2) families.

SECTION 2. *Use District Regulations.*

(This Section amended March 5, 1923).

That for the purpose of regulating and restricting the location of trades and industries and the location, erection, alteration, and repairs of buildings erected or altered for specific uses, and the uses of land within such specified districts, the City of Wichita is hereby divided into "USE DISTRICTS," of which there shall be five (5), known as:

"A" Residence District.
"B" Residence District.
"C" Commercial District.
"D" Light Industrial District.
"E" Heavy Industrial District

The City of Wichita is hereby divided into five (5) aforesaid districts and the boundaries of such districts are shown upon the map attached hereto and made a part of this ordinance, being designated as "AMENDED USE DISTRICT MAP," and said map and all the notations, references, and other things shown thereon shall be as much a part of this ordinance as if the matters and things set forth by said map were all fully described herein.

(See Amended Use District Map.)

And except as hereinafter provided, no building shall be erected or altered, nor shall any building or premises be used for any purpose other than is permitted in the Amended Use District in which such building or premises is located.

SECTION 3. "A" *Residence District.*

That in the "A" Residence District, as defined by Section Two hereof, no building or premises shall be used, and no building shall be hereafter erected or altered, unless otherwise provided in this ordinance, except for one or more of the following uses:

1. One Family Dwellings.
2. Two Family Dwellings.
3. Churches and Temples.
4. Libraries.
5. Farming and Truck Gardening.
6. Schools and Colleges.

7. Accessory buildings incidental to the above uses and located on the same lot (not involving the conduct of a retail business) including one (1) private garage, private stable or community garage when located not less than fifty (50) feet from the front lot line or in a fire-proof compartment as a part of the main building, and including also home occupations engaged in by the occupants of a dwelling not involving the conduct of a retail business on the premises, and including the office of a physician, surgeon, dentists, musician or artist when situated in the same dwelling used by such physician, surgeon, dentist, musician or artist as his or her private dwelling.

SECTION 4. *"B" Residence District.*

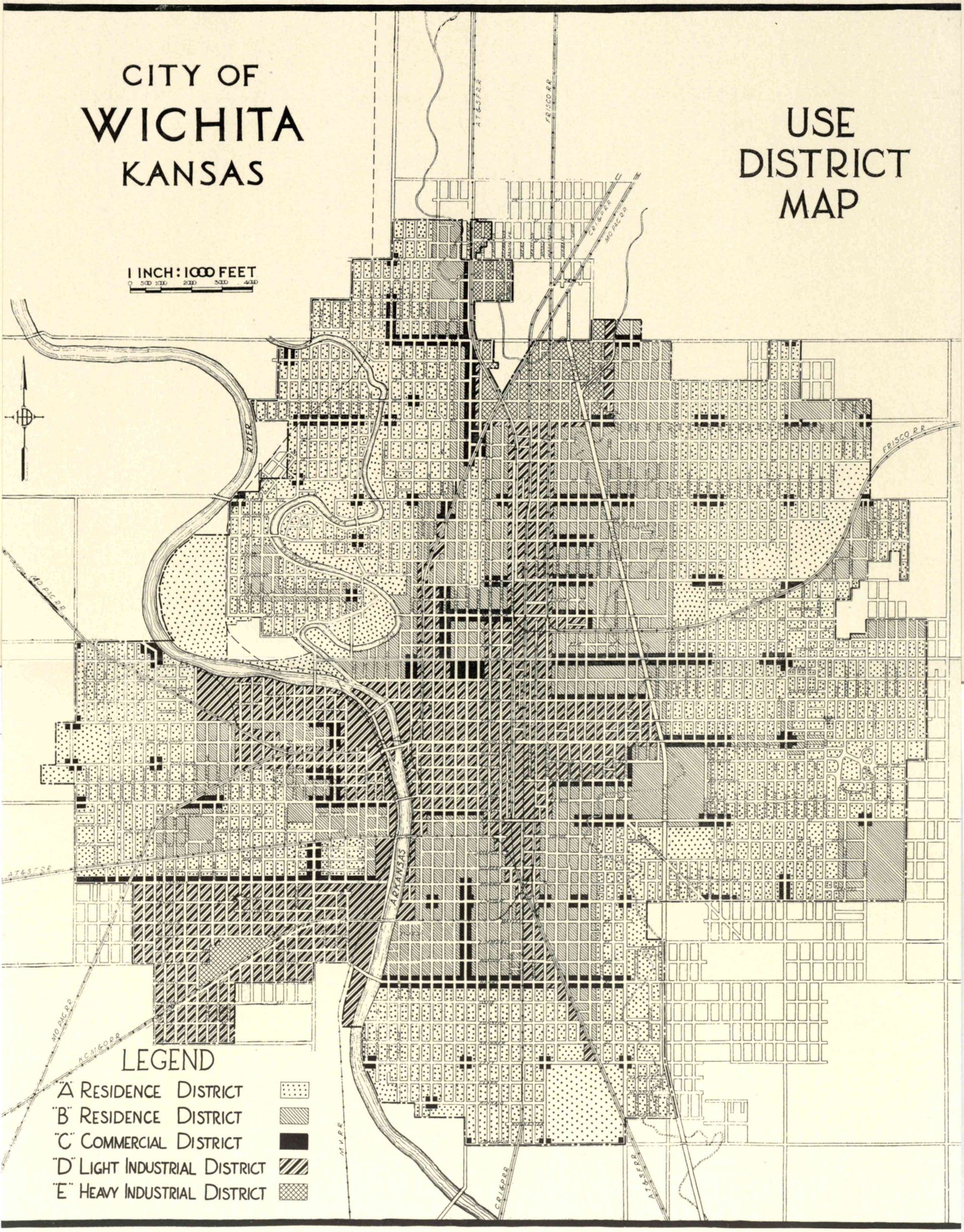
That in the "B" Residence District, as defined in the terms of Section Two, of this ordinance, no building or premises shall be used and no building shall be hereafter erected or

CITY OF WICHITA KANSAS

USE DISTRICT MAP

1 INCH : 1000 FEET

0 500 1000 2000 3000 4000



LEGEND

"A" RESIDENCE DISTRICT

"B" RESIDENCE DISTRICT

"C" COMMERCIAL DISTRICT

"D" LIGHT INDUSTRIAL DISTRICT

"E" HEAVY INDUSTRIAL DISTRICT

PLATE NO. 29

altered unless otherwise provided in this ordinance, except for one or more of the following uses:

1. Any use permitted in the "A" Residence District.
2. Apartment Houses.
3. Group Houses.
4. Row Houses.
5. Hotels.
6. Private Clubs and Fraternity Houses.
7. Boarding and Lodging Houses.
8. Boat Houses.
9. Hospitals.
10. Nurseries and Greenhouses.
11. Institutions of a philanthropic or eleemosynary nature.
12. Accessory buildings incidental to the above uses and located on the same lot, not involving the conduct of a retail business.

SECTION 5. *"C" Commercial District.*

That in the "C" Commercial District as defined by Section Two of this ordinance, all buildings and premises except as otherwise provided in this ordinance, may be used for any use permitted in the "B" Residence District or for any other use except the following:

1. Bakery (employing more than five (5) persons).
2. Blacksmithing or horseshoeing shop.
3. Bottling works.
4. Building material storage yard.
5. Carting, express, hauling or storage yard.
6. Contractor's plant or storage yard (except during construction of any building within three hundred (300) feet).
7. Coal, coke and wood yard.
8. Cooperage works.
9. Dyeing and cleaning works (employing more than five (5) persons.
10. Ice plant or storage houses of more than five (5) tons capacity.
11. Laundry (employing more than five (5) persons).
12. Livery stable.
13. Lumber yard.
14. Machine shop (employing more than five (5) persons).
15. Milk distributing stations.
16. Stone yard or monumental works.
17. Storage warehouse.
18. All uses excluded from the "D" Light Industrial District.
19. Any kind of manufacture or treatment other than the manufacture or treatment of products clearly incidental to the conduct of a retail business conducted on the premises.
20. A public garage may be established or erected in a commercial district if, when the permit is issued, there are on file with the Building Inspector, the written consents of the owners of seventy-five (75) per cent of all the property within a radius of two hundred (200) feet of the proposed establishment, PROVIDED, that this provision shall not apply to an automobile show or sales room for model cars wherein less than one-half the floor space is used for the repair or storage of automobiles which is incidental to the sales department, PROVIDED further, that no public garage shall have an entrance or exit for motor vehicles within two hundred (200) feet of an entrance or exit of a public or private school, playground, public library, church, hospital, children's or old people's home.

SECTION 6. *"D" Light Industrial District.*
(This section amended March 5, 1923.)

That in the "D" Light Industrial District, as defined and fixed by the terms of Section Two, hereof, all buildings and premises except as otherwise provided in this ordinance may be used for any use permitted in the "C" Commercial District or for any other use except the following:

1. Abattoirs.
2. Acetylene gas manufacture.
3. Acid manufacture.
4. Ammonia, bleaching powder or chlorine manufacture.
5. Arsenal.
6. Asphalt manufacture, refining or paving mixing plants.
7. Blast furnaces.
8. Boiler works.
9. Brick, tile or terra cotta manufacture.
10. Candle manufacture.
11. Celluloid manufacture.
12. Coke ovens.
13. Crematory.
14. Creosote treatment or manufacture.
15. Disinfectants manufacture.
16. Distillation of bones, coal or wood.
17. Dyestuff manufacture.
18. Exterminator and insect poison manufacture.
19. Emery cloth and sand paper manufacture.
20. Fat rendering.
21. Fertilizer manufacture.
22. Fish smoking and curing.
23. Forge plant.
24. Gas (illuminating or heating) manufacture.
25. Glue, size or gelatine manufacture.

26. Gunpowder manufacture or storage.
27. Fireworks or explosive manufacture or storage.
28. Incineration or reduction of garbage, dead animals, offal, or refuse.
29. Iron, steel, brass or copper mills.
30. Lamp black manufacture.
31. Mills, alfalfa.
32. Oilcloth or linoleum manufacture.
33. Preparation or treatment of oiled rubber or leather goods in their raw state.
34. Ore reduction.
35. Paint, oil, shellac, turpentine or varnish manufacture.
36. Paper and pulp manufacture.
37. Petroleum refining or storage.
38. Plating works.
39. Potash works.
40. Printing ink manufacture.
41. Pryoxlin manufacture.
42. Quarry.
43. Round-house.
44. Rock crusher.
45. Rolling mill.
46. Rubber or gutta percha manufacture or treatment.
47. Salt works.
48. Sauerkraut manufacture.
49. Sausage manufacture.
50. Shoe blacking manufacture.
51. Smelters.
52. Soap manufacture.
53. Soda and compound manufacture.
54. Stockyards.
55. Storage or baling of scrap paper, iron, bottles, rags, or junk.
56. Stove polish manufacture.
57. Sulphuric, nitric, or hydrochloric acid manufacture.
58. Tallow, grease or lard manufacture or refining.
59. Tanning, curing or storage of leather rawhides or skins.
60. Tar, distillation, manufacture or paving mixing plants.
61. Tar roofing or waterproofing manufacture.
62. Tobacco (chewing) manufacture or treatment.
63. Vinegar manufacture.
64. Wool pulling or scouring.
65. Yeast plant.
66. And in general those uses which have been declared a nuisance in any court of record, or which may be obnoxious or offensive by reason of the emission of odor, dust, smoke, gas or noise; Provided, however, nothing herein shall be construed to prohibit the erection or maintenance of any industrial use permitted by this section which shall have not more than twenty-five per cent of the floor area devoted to a prohibited use which is clearly and customarily incidental to the primary use.

SECTION 7. *"E" Heavy Industrial District.*

That in the "E" Heavy Industrial District as defined and fixed by the terms of Section Two hereof, buildings and premises may be used for any purpose whatsoever, provided the provisions of the present or hereafter adopted ordinance of the City of Wichita regulating the location or maintenance of nuisances, are complied with.

SECTION 8. *Use District Exceptions.*

That this ordinance shall not apply to existing structures nor to the existing use of any building, but shall apply to any alteration of a building to provide for its use for a purpose, or in any manner different from the use to which it was put before alteration, provided that this ordinance shall not be construed to prevent the restoration of a building damaged not more than fifty (50) per cent of the assessed valuation by fire, explosion, act of God or the public enemy, or prevent the continuance of the use of such building, or part thereof, as such use existed at the time of such damage, nor shall the same be construed to prevent a change of such existing use under higher classification as herein provided.

And no building which has been damaged as above provided to the extent of more than fifty (50) per cent of its assessed valuation shall be re-built or repaired except in conformity with the regulation contained in this ordinance.

When the boundary line of any use district divides a lot in single ownership at the time of the adoption of this ordinance, nothing herein shall be construed to prevent the extension of the use existing in either portion of such parcel of ground for a distance of not greater than twenty-five (25) feet.

The Board of City Commissioners may authorize in a residence district, for a period of not more than two (2) years from the date of such permit a temporary building for commerce or industry incidental to the residential development, PROVIDED, however, that such permit shall not be renewed.

A structure or premises may be erected or used in any location by a public service corporation or for public utility purposes which the Board of City Commissioners deems reasonably necessary for the public convenience and welfare.

The Board of City Commissioners may grant a permit for the enlargement of existing buildings or erection on the same lot or plot of ground of additional building for a trade, business, or industry located in a district restricted against its use, where such enlargement or expansion of such trade, business or industry will not be detrimental to or tend to alter the character of the neighborhood.

SECTION 9. *Area District Regulations.*
(This Section Amended March 5, 1923.)

That in order to regulate and determine the area of yards and other open spaces surrounding buildings which may hereafter be erected or altered, the City of Wichita is hereby divided into districts of which there shall be four (4) known as:

"A" Area District.
"B" Area District.
"C" Area District.
"D" Area District

The City of Wichita is hereby divided into four (4) districts aforesaid and the boundaries of such districts are shown upon the map attached hereto and made a part of this ordinance, being designated as the "AMENDED AREA DISTRICT MAP". And said map and all the notations, references, and other things shown thereon shall be as much a part of this ordinance as if the matters and things set forth by said map were all fully described herein.

(See Amended Area District Map).

No new building shall be erected, nor shall any existing building be altered, enlarged, or rebuilt, nor shall any open spaces surrounding any building be encroached upon or reduced in any manner, except in conformity with the regulations hereby established for the district in which such building is located.

SECTION 10. *"A" Area District.*

In the "A" Area District, the minimum dimensions of yards and the minimum lot area per family shall be as follows.

REAR YARD: There shall be a rear yard having a depth of not less than twenty (20) feet. See Section 15.

SIDE YARD: There shall be a side yard on each side of the lot not less than six (6) feet in width, PROVIDED, however, that on a lot of record at the time of the adoption of this ordinance, having a width of less than forty (40) feet and held under a distinct ownership from adjacent lots, the width of each side yard shall not be less than three feet. See Section 15.

SETBACK: Where eighty (80) per cent of all the buildings fronting on one side of a street between two intersecting streets have observed a minimum setback line from the street line, no building hereafter erected or altered shall project beyond the setback line so established, PROVIDED, however, no building shall be required to set back a distance greater than forty (40) feet from the street line in complying with this regulation, and PROVIDED, further, that this regulation shall not be interpreted as to reduce the buildable width of a corner lot facing an intersecting street, of record at the time of the adoption of this ordinance, to less than thirty (30) feet. Where there are no buildings on one side of a street between two intersecting streets, there shall be a minimum setback of at least twenty (20) feet.

LOT AREA PER FAMILY: In the "A" Area District no dwelling shall be hereafter erected or altered to accommodate or make provision for more than one family on each three thousand five hundred (3500) square feet of lot area, PROVIDED, however, this regulation shall not prohibit the erection of a building on a lot of record at the time of the adoption of this ordinance, held under a distinct ownership from adjacent lots.

SECTION 11. *"B" Area District.*

In the "B" Area District, the minimum dimensions of yards and the minimum lot area per family shall be as follows:

REAR YARD: There shall be a rear yard having a depth of not less than twenty (20) feet. See section 15.

SIDE YARD: There shall be a side yard on each side of the lot of not less than five (5) feet. See Section 15.

SETBACK: Where eighty (80) per cent of all the buildings fronting on one side of a street between two intersecting streets have observed a minimum setback line from the street line, no building hereafter erected or altered shall project beyond the setback line so established, PROVIDED, however, no building shall be required to set back a distance greater than forty (40) feet from the street line in complying with this regulation, and PROVIDED, further, that this regulation shall not be interpreted so as to reduce the buildable width of a corner lot facing an intersecting street, of record at the time of the adoption of this ordinance, to less than thirty feet. Where there are no buildings on one side of a street between two intersecting streets, there shall be a minimum setback of at least twenty (20) feet.

LOT AREA PER FAMILY: Every building hereafter erected or altered shall provide a lot area of not less than one thousand one hundred sixty (1160) square feet per family.

SECTION 12. *"C" Area District.*

In the "C" Area District the minimum dimensions of yards and the minimum lot area per family in buildings used for dwelling purposes shall be as follows:

REAR YARD: There shall be a rear yard of not less than ten (10) feet on corner lots and not less than fifteen (15) feet on interior lots.

SIDE YARD: Buildings used for residential purposes shall have a side yard on each side of the lot of not less than five (5) feet. In commercial or industrial districts, a side yard, if provided, shall be not less than five (5) feet.

SETBACK: In a residential use district where eighty (80) per cent of all the buildings fronting on one side of the street between two intersecting streets have observed a minimum setback line from the street line, no building hereafter erected or altered shall project beyond the setback line so established, PROVIDED, however, no building shall be required to set back a distance greater than forty (40) feet from the street line in complying with this regulation, and PROVIDED, further, that this regulation shall not be interpreted as to reduce the buildable width of a corner lot facing an intersecting street, of record at the time of the adoption of this ordinance, to less than thirty (30) feet. Where there are no buildings on one side of a street, between two intersecting streets, there shall be a minimum setback of at least twenty (20) feet.

LOT AREA PER FAMILY: In the "C" Area District every building hereafter erected or altered shall provide a lot area of not less than five hundred and eighty (580) square feet per family.

SECTION 13. "D" *Area District.*

(This Section Amended March 5, 1923.)

In the "D" Area District, buildings may occupy the entire area of lots when used entirely for commercial and industrial purposes. All buildings or parts of buildings used for residential purposes shall comply with the area regulations in "C" Area District, except that such buildings used for residential purposes hereafter erected or altered shall provide a lot area of not less than two hundred fifty (250) square feet per family.

SECTION 14. *Area District Exceptions.*

(This Section Amended March 5, 1923.)

That the foregoing requirements in the area districts shall be subject to the following exceptions and regulations:

First: For the purpose of the area regulations, a semi-detached dwelling, group house, or row house in the "B" Residence District may be considered as one building and occupying one lot.

Second: For the purpose of the area regulations, a commercial building in the "A" and "B" Area District, the Board of Commissioners may waive the requirements for side and rear yards, but if a side yard is provided it shall have the minimum width required PROVIDED, however, that where one hundred (100) per cent of the front feet in any block is zoned "Commercial" ("C") use, the setback requirements may be waived by the Board of City Commissioners for commercial buildings.

Third: In computing the depth of a rear yard or the width of a side yard for any building where such yard opens into an alley or street, one-half (½) of such alley or street may be assumed to be a portion of the yard.

Fourth: Every part of a required yard shall be open from the lowest point to the sky unobstructed, except for the ordinary projection of sky-line above the bottom of such yard, and except for the projection of sills, belt courses, cornices and ornamental features.

Fifth: Open or lattice enclosed fire escapes, fire-proof outside stairways and balconies opening into fire towers, projections of chimneys and flues, may be permitted by the Building Inspector where same is so placed as to not obstruct the light and ventilation.

Sixth: That the Board of Commissioners of the City of Wichita may, by resolution, waive the "AREA" Regulations relating to rear yards and any regulation herein prescribed requiring a setback of more than thirty (30) feet for the purpose of permitting the erection of temples and churches.

Seventh: Hotels in the "C" and "D" Area Districts are excepted from the lot area per family regulations, otherwise applicable under the terms of this ordinance.

SECTION 15. *Certificate of Occupancy and Compliance.*

The existing character of the use and occupancy of premises shall not be changed nor shall any building, the use of which is proposed to be altered or changed, be hereafter erected or altered, until a certificate shall have been issued by the Building Inspector, stating that the proposed use of such building or premises complies with all of the building

CITY OF WICHITA KANSAS

AREA DISTRICT MAP

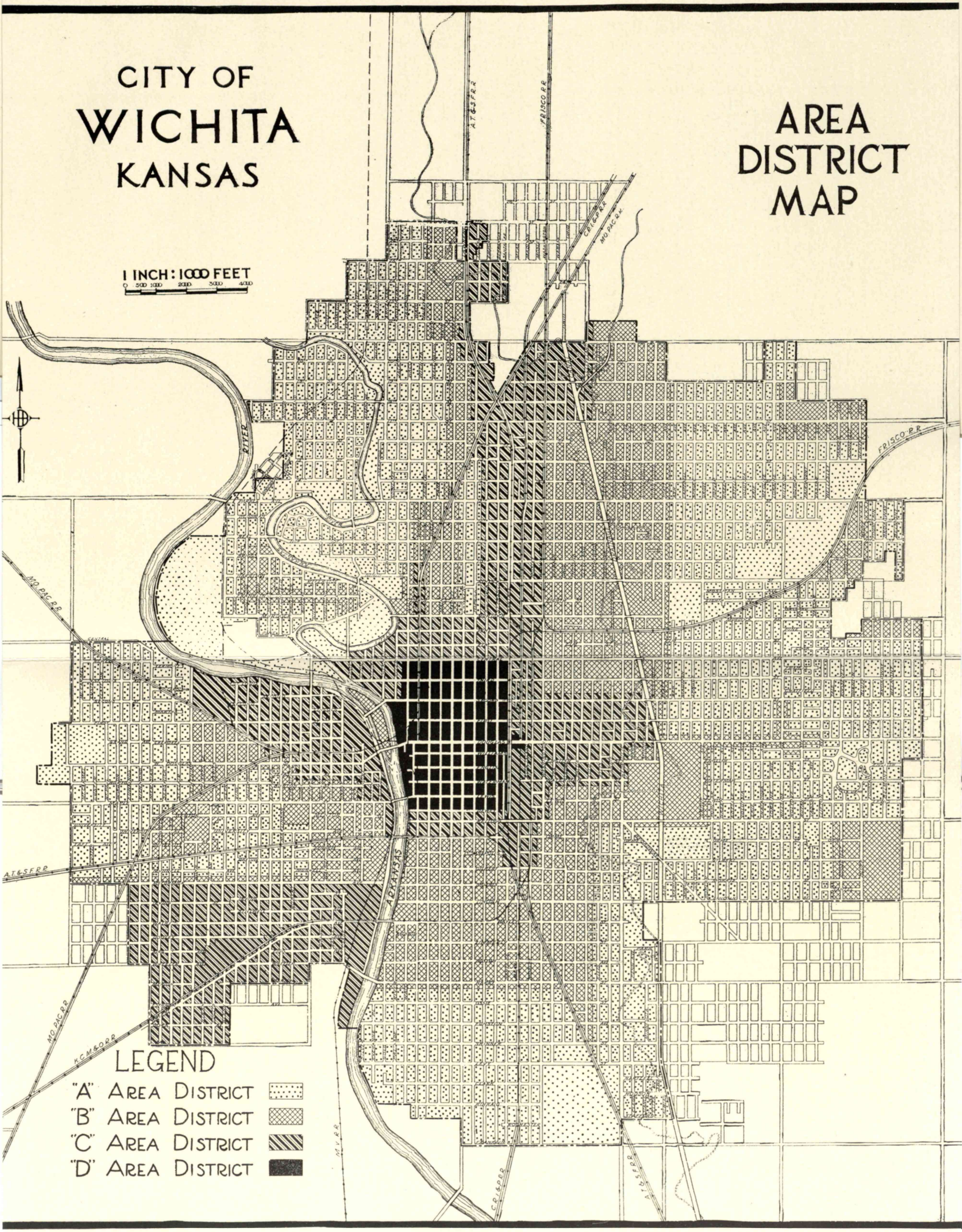


PLATE NO. 30

and health ordinances of the City of Wichita and with the provisions of this ordinance.

Certificates of occupancy and compliance shall be applied for coincident with the application for a building permit and shall be issued within ten (10) days after the erection or alteration of such buildings shall have been completed, in conformity with the provisions of these regulations. A record of all certificates shall be kept on file in the office of the Building Inspector and copies shall be furnished, on request, to any person having a proprietary or tenancy interest in the building affected. No fee shall be charged for an original certificate applied for coincident with the application for a building permit: for all other certificates or for copies of any original certificate there shall be a charge of one (1) dollar for each copy thereof.

No permit for excavation for or the erection of any building shall be issued before the application has been made for a certificate of occupancy and compliance. No building or premises may be occupied until such certificate shall have been issued.

SECTION 16. *Plats.*

All applications for building permits shall be accompanied by a plat in duplicate drawn to scale, showing the actual dimensions of the lot to be built upon, the size of the building to be erected, and such other information as may be necessary to provide for the enforcement of these regulations. A careful record of such applications and plats shall be kept in the office of the Building Inspector. At the time application is made for the building permit the lot corners of the lot to be built upon must be established on the ground to the satisfaction of the Building Inspector. No yard or other open space provided about any building for the purpose of complying with the provisions of these regulations shall again be used as a yard or other open space for another building.

SECTION 17. *Interpretation and Purpose.*

In the interpreting and the applying the provisions of this ordinance, they shall be held to be the minimum requirements for the promotion of the public safety, health, convenience, comfort, prosperity, general welfare, and the preservation of personal and property rights. It is not intended by this ordinance to interfere with or abrogate or annul any ordinance, rules, regulations, or permits previously adopted or issued, and not in conflict with any of the provisions of this ordinance or which shall be adopted or issued, pursuant to law relating to the use of buildings or premises, nor is it intended by this ordinance to interfere with or abrogate or annul any easements, covenants, or other agreements between parties, provided, however, that where this ordinance imposes a greater restriction upon the use of buildings or premises or requires larger open spaces than one imposed or required by such ordinance, rules, regulations, or permits, or by easements, covenants, or agreements, the provisions of this ordinance shall control.

The area and use of all buildings now under construction and which were actually under construction in pursuance to a lawful building permit, prior to the date of the first reading of this ordinance, or under a building permit issued by the Building Inspector previous to the date of adoption of this ordinance, shall be unaffected by the provisions of this ordinance, provided, however, (1) that any such building may be altered to the extent of not more than fifty (50) per cent of its structural value, and (2) that any such building destroyed by fire or other calamity, or for any reason whatsoever reconstructed or re-erected shall conform to the area and use restrictions for the district in which such building is located, as shown on the maps accompanying and made a part of this ordinance, or those maps duly amended.

SECTION 18. *Violation: Penalty.*

Any person, firm or corporation who shall violate, neglect, or refuse to comply with or who shall maintain, use or construct any building or premises in violation of any of the provisions of this ordinance shall upon due conviction, be fined in any sum not exceeding five hundred (500) dollars for each offense and each day that a violation is permitted, caused or continued to exist shall constitute a separate offense, and in addition to the above penalty such actions at law or suits in equity may be maintained by the City of Wichita or any interested persons, as may be authorized by law.

SECTION 19. *Boundaries of Districts.*

Where uncertainty exists with respect to the boundaries of the various districts as shown on the maps accompanying and made a part of this ordinance, the following rules shall apply:

(a) The district boundaries are either streets or alleys unless otherwise shown and where the designation on the maps accompanying and made a part of this ordinance indicating the various districts and approximately bounded by street or alley line said street or alley shall be construed to be the boundary of such district.

(b) Where the district boundaries are not otherwise indicated and where the property has or may hereafter be divided into blocks and lots and district boundries shall be construed to be lot lines and where the designations on the maps accompanying and made a part of this ordinance indicating the various districts and approximately bounded by lot lines, said lot lines shall be construed to be the boundary of such district, unless said boundaries are otherwise indicated on the maps.

(c) In unsubdivided property, the district boundary line on the maps accompanying and made a part of this ordinance shall be determined by use of the scale contained on such maps.

SECTION 20. *Validity.*

Should any section, clause, or provision of this ordinance be declared by any court of competent jurisdiction to be invalid, the same shall not affect the validity of the ordinance as a whole or any part thereof, other than the part so declared to be invalid.

SECTION 21. *Changes and Amendments.*

The Board of Commissioners may, from time to time, amend, supplement or change the boundaries or regulations contained, prescribed, and set forth in this ordinance; provided such proposed change first be submitted to the City Planning Commission for its recommendation and report, and PROVIDED, further, that not less than thirty (30) days' notice of such proposed change shall first be published in the official city paper of the City of Wichita, and a hearing be granted to any person interested at a time or place specified in said notice. If, however, a protest against such amendment, supplement, or change be presented, duly signed and acknowledged by the owners of twenty (20) per cent or more of any frontage proposed to be altered, or by the owners of twenty (20) per cent of the frontage immediately in the rear thereof, or by the owners of twenty (20) per cent of the frontage directly opposite a frontage proposed to be altered, such amendment shall not be passed except by at least four-fifths (4-5) of the Board of Commissioners.

SECTION 22. *Confliction Provisions Repealed.*

All ordinances or parts of ordinances in conflict with any of the provisions of this ordinance are hereby repealed.

SECTION 23. *When Effective.*

This ordinance shall be effective from and after its passage, and due publication once in the official city paper, according to law.

Adopted the 14th day of March, 1922.

WALLACE C. KEMP, Mayor.

Attest: H. D. Lester,
City Clerk and Ex-Officio Secretary to the Board of City Commissioners of the City of Wichita, Kansas.

APPENDIX "D"

Proposed Changes in Section 5, Kansas City Planning Act, (Chapter 99, Laws 1921) to Give the City Planning Commission Authority to Regulate Land Subdivision Within the City or Three Miles Outside.

SECTION 5. All plans, plats or replats of lands laid out in building lots, and the streets, alleys or other portions of the same intended to be dedicated to public use, or for the use of purchasers or owners of lots fronting thereon or adjacent thereto and located within the city limits of a city of the first class, having a population of more than 20,000 or *within three miles thereof* shall be submitted to the city planning commission for their consideration and their recommendation shall then be submitted to the mayor and council or board of commissioners of such city for their official consideration and action. And no such plat or replat shall be filed with the register of deeds as provided by law until such plat or replat shall have endorsed upon it the fact that it has been submitted to the city planning commission and by the city planning commission to the mayor and council or board of commissioners of such city and by such mayor and council or board of commissioners duly approved.

APPENDIX "E"

PROPOSED CONSTITUTIONAL AMENDMENT GRANTING POWER OF EXCESS CONDEMNATION

Submitting to the Qualified Voters of the State of Kansas an Amendment to the Constitution Thereof Granting to the State, Municipal Corporations and other Political Subdivisions of the State the Power of Excess Condemnation.

SECTION 1. Providing for excess condemnation by the State, municipal corporations and other political subdivisions of the State. Be it resolved by the House, the Senate concurring therein: At the general election to be held on an Amendment to the Constitution of Kansas shall be submitted to the qualified voters of the state the following words:

Whenever the state, a municipal corporation or any political subdivision of the state authorized by law to take private property for public use, shall appropriate or condemn any private property for any public use whatsoever, or when the state, a municipal corporation or any political subdivision of the state authorized by law to take private property for public use, in furtherance of such public use, shall provide for any public work or improvements which shall damage or benefit private property, the state, municipal corporation or any political subdivision of the state authorized to take private property for public use, may provide for the appropriation in fee by the state, municipal corporation or any other political subdivision of private property or any easement or use therein in excess of that actually required for such specific purpose, under such conditions as shall be prescribed by the legislature or general laws of the state or as prescribed by the charter and ordinance provisions of any such municipal corporation operating under special charter, and such excess property or right therein so acquired by the state, municipal corporation or other political subdivision, may be sold, leased or otherwise disposed of by it under such terms and conditions as may be prescribed by the laws of the state and the charter and ordinance provisions of any municipality, corporation or other political subdivision, and this right of the state, municipal corporation, or other political subdivisions to acquire and sell such excess property is hereby declared to be a public use, provided, however, that any such excess shall be condemned and compensation therefor ascertained in the same proceedings, and in the same manner as near as may be, as the private property, easement or use actually needed, as aforesaid; and provided, further, that the value of such excess property shall be paid for by the state, municipal corporation or other political subdivision, as the case may be.

APPENDIX "F"

PROPOSED BUILDING LINE LAW

AN ACT to authorize the establishment of building lines on streets in cities of the first class and to provide the manner which damages and benefits may be determined and paid.

SECTION 1. *Be It Enacted,* by the Legislalature of the State of Kansas: that the word "STREETS," as used in this Act, shall mean public highway, esplanade, boulevard, parkway, square, or street or any part or side of any of the same, within the limits of any city of the first class.

SECTION 2. *Be It Further Enacted,* that it shall be lawful for any city of the first class to provide by ordinance, for the establishment of building lines on any street. Such building lines shall be established by the same procedure as that now, or which may hereafter be provided by law in such city, town or municipality, for the acquiring of land for the opening, widening or improving of streets. After the establishment of any such lines, no new building or other structure shall be erected, and no existing building reconstructed, or repaired to the extent of more than 75 per cent of its value, and no building or other structure shall be re-erected within said lines so established.

SECTION 3. *Be It Further Enacted,* that whenever and wherever a building line shall be established as aforesaid, all structures extending within such building line shall be required to conform to the line so established within a period of not more than twenty-five (25) years from time of establishing said lines, such time to be provided in the ordinance providing for the establishment of such lines. At the expiration of the time limit in which structures are so required to conform to the new building lines or line so established, the proper municipal authorities shall proceed in the manner then provided by law, relating to condemnation proceedings by such municipalities, to determine the damages sustained by the removal of such structures then within the building line or lines, and may in the same proceeding acquire the land within the building lines, or any part thereof, as a street, conformable to the laws then existing and as to eminent domain and condemnation proceedings.

SECTION 4. *Be It Further Enacted,* that any payment for the real estate, improvements, and easements to be taken and acquired for the establishment of such building lines as are herein provided, and of the damages sustained by reason of the establishment of such lines, benefits shall be assessed and collected in the same manner as provided by law in proceedings in any such city for the acquiring of land for the opening, widening, or improvement of streets.

SECTION 5. *Be It Further Enacted,* that on the establishment of any building line,

such action shall be construed as an improvement of the street on which such line is established and the cost thereof may be apportioned according to any special assessment plan of improving streets, alleys, or highways as may be in force at the time of the establishment of such line. All provisions of any assessment law, providing for the widening, opening or improvement of streets in any municipality within the class herein designated, may be applied in the establishment of such building lines, and the proper municipal authorities may, by ordinance, carry into effect the provisions of any such act.

SECTION 6. *Be It Further Enacted,* that this act shall not limit nor abridge any power now or hereafter conferred by law on any of the cities of the first class to establish building lines or take any property of any interest therein by eminent domain.

SECTION 7. *Be It Further Enacted,* That this act shall take effect from and after its passage, the public welfare requiring it.

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