

D-0762 - Builders, Inc., et al
Re-Dedicate Bleckley Street,
between Boston and Battin

POSTED
4-15-77
JA

ACTION

S/D COMMITTEE Approved DATE 4-21-77

M.A.P.C. Approved 4-28-77

B.C.C./B.C.C. Took case forward 5-10-77
action - Did not
accept deduction
Closed

MAP No. 5846
 SEC. No. 25
 TWP. No. 27S
 RANGE 1E

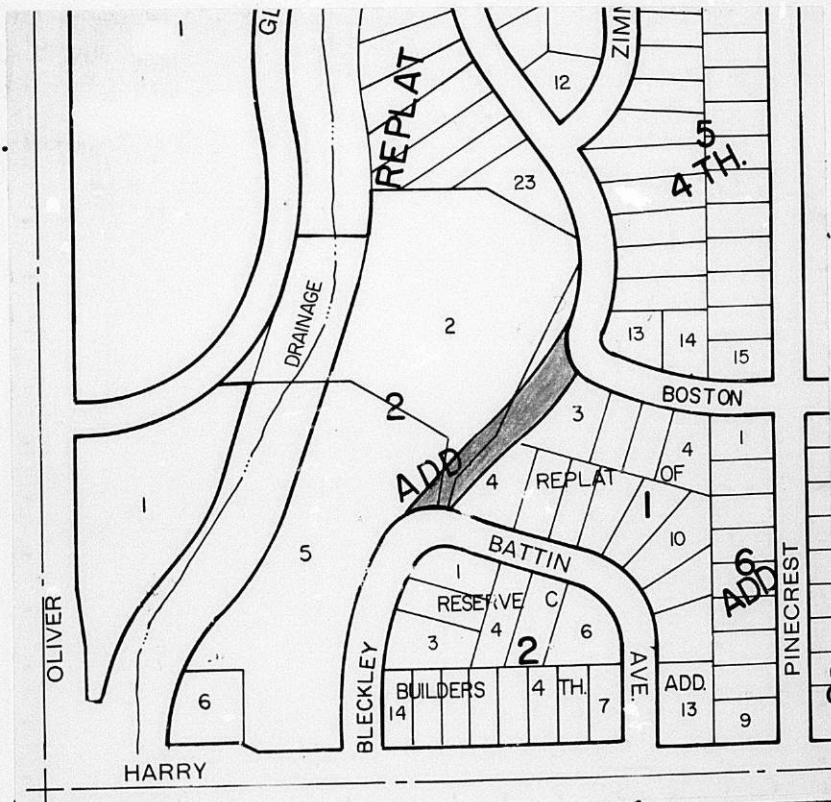
DEDICATION REPORT AND PROGRESS
 CASE No. D - 0762

I. OFFER TO DEDICATE: Re-Dedication of Bleckley Street
 GENERALLY LOCATED: Between Boston and Battin Ave.

LEGALLY DESCRIBED AS:

DEDICATED BY: Builders, Inc., et al
 AGENT: _____
 ADDRESS: _____ PHONE _____
 PURPOSE OF DEDICATION: _____

II.



III. FILED 4-14-77 B.C.C. ACTION 5-10-77 *100% on further action*
 POSTED TO ATLAS
 S/D COMM. ACTION 4-21-77 *approved* PLACED ON RECORD
 CITY CLERK'S NO. _____
 M.A.P.C. ACTION 4-28-77 *approved*

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

DATE April 29, 1977

Item 7
2:00 P.m.

01-05-map
06 amend
03-01 CUP
01-7-12-Bldg

TO Board of City Commissioners
FROM Jack H. Galbraith, Chief Planner
SUBJECT D-0762 - Rededication of Bleckley Street between
Boston and Battin Avenue

Builders, Inc., owners of the adjoining property have submitted a rededication of street right-of-way for that portion of Bleckley Street between Boston and Battin which was vacated as a condition of the approval of DP-60 Parklane Shopping Center C.U.P., zone case Z-1585, "B" to "LC" and S/D 74-19, final plat of Parklane Addition.

On January 29, 1974, the Board of City Commissioners approved a zone change request for "LC" Light Commercial zoning on a tract of land east of Glendale and north of Harry for a proposed David's Store and approved a commercial C.U.P. which included all of Parklane Shopping Center and the David's Store site. In the approval of these cases, the major issue to be resolved was traffic circulation and congestion on both the shopping center and David's Store site. One of the conditions of the approval of the cases to alleviate the traffic problem, was to require the vacation of Bleckley Street between Boston and Battin so as to prevent commercial traffic going to and from the David's Store, from driving through the residential area to the north and east. Since a great deal of concern to the zone change was the potential of commercial traffic using the streets in the residential area, the vacation of Bleckley to prevent this from occurring was one of the key points to approval of the zone change and C.U.P. Another requirement of the zone change and C.U.P. approval was the platting of the property. The plat, Parklane Addition, was recorded on September 19, 1974.

The plat vacated the portion of Bleckley Street as required in the zone case and C.U.P. approval and, as a condition of the plat approval, the applicant petitioned for the closing of the curb openings at either end of the segment of Bleckley to be vacated as part of the street intersection reconstruction at the Bleckley-Boston and Bleckley-Battin intersections.

In December of 1975, after the David's Store was in operation, an application was submitted requesting the vacation of the balance of Bleckley north and south of the already vacated portion of said street, and as well the vacation of Battin, Boston, Zimmerly and Bayley streets. This would have eliminated virtually all public streets in the area. This application was subsequently deferred indefinitely and to date has

never been further considered. Throughout all of the foregoing proceedings, the vacated portion of Bleckley has remained physically open and in use by both commercial and residential traffic in the area. Most recently, the City Traffic Commission considered a request from handicapped citizens in the area to discuss the Bleckley vacation. The Traffic Commission recommended that the vacated portion of Bleckley be immediately barricaded and physically closed at either end as required by the plat approval in 1974.

Agents for the property owner were advised by the Planning Staff that the usual procedure to eliminate a condition of approval on a C.U.P. is through an amendment to the C.U.P. by means of a public hearing. We have also advised that should this rededication be acceptable to the Planning Commission and City Commission, as long as they are fully aware as to what the dedication accomplishes, that appropriate notations can be made to the official copies of the C.U.P. indicating that the condition regarding the vacation and closing of the portion of Bleckley has been eliminated.

The Subdivision Committee considered this dedication on April 21, 1977, and recommended that the dedication be accepted so that the street will remain open subject to the following conditions:

- A. That the firelane entrance at the northeast corner of the David's site be chained.
- B. That favorable consideration be given to removing the on street parking from the west side of Bleckley from Harry Street to Battin.
- C. That the City Engineering Division be reimbursed for engineering costs involved in the plans for closing of the Bleckley intersections with Battin and Boston, or that said costs be added to the costs of the project for widening Bleckley.


The Planning Commission in considering this matter at its meeting of April 28, 1977, took the following action:

MOTION: Bayouth moved, Hennessy seconded that the dedication be accepted subject to the three conditions as recommended by the Subdivision Committee. Motion carried by a vote of five in favor (Bayouth, Bell, Goebel, Greider, Hennessy) and one opposed (Barrier). Savina abstained. Kamen and Taylor were absent. Porter resigned.

Memorandum to the Board of City Commissioners
4/29/77 Page 3

Consideration of this matter is on your agenda for May 10, 1977.

APPROVED:


Jack H. Galbraith, Chief Planner


Robert A. Lakin, Director of Planning

cc: E. H. Denton, City Manager
John Dekker, Director of Law
Bud Leu, Manager, Parklane Shopping Center
Lawrence E. Wells, Architect, 254 Laura, Suite 205, 67211
Floyd Baird, Builders, Inc., 1000 Parklane 67218
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Bill Mohr, Chairman of Traffic Commission
Paul Graves, Traffic Engineer

JHG:ew

PARK LANE

AVE.

4TH

PART

BUILDERS

REPLAT OF PART OF BUILDERS

BUILDERS

5TH

GLENDALE

RIGHT

WAY

BLECKLEY

BAYLEY ST.

ZIMMERLY

ST.

DRAINAGE

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14

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BOSTON

ADD

BATTIN

RESERVE C

4TH

AVE.

ADD

ADD

CLIVER

HARRY

BLECKLEY

BUILDERS

4TH

7

PINECREST

SOUTHEAST

18

ADD

ADD

13

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THE CITY OF WICHITA
OFFICE OF CITY TRAFFIC ENGINEER

DATE May 6, 1977



TO Bill Mohr, Chairman, Wichita Traffic Commission
FROM Paul B. Graves, City Traffic Engineer

SUBJECT Proposed Rededication of Bleckley
Street Between Boston and Battin

This is to advise the Traffic Commission that at next Tuesday's Board of City Commissioners meeting, May 10, 1977, a proposal will be discussed concerning the possible rededication of Bleckley Street (Davids).

You will recall that the Traffic Commission has spent considerable time discussing the many problems related to the fact that Bleckley Street was still open to the general public even though the street had been vacated and that those problems were associated with both pedestrian and vehicular traffic movement. Considerable attention to the problem was magnified by the Urban Residential Center by Mr. Michael E. Smith, Administrator, illustrating the problems encountered by residents and users of his center in gaining access to and from the residential units in and around the general area.

The Traffic Commission at its meeting of February 16, 1977, following discussion, forwarded the following information to the Board of City Commissioners:

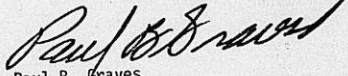
"Continuation of Discussion on Request for Signalized Crossing on Bleckley, North of Harry - Discussion of this request continued from the January 19 Traffic Commission meeting. Commissioner King moved: THE TRAFFIC COMMISSION DIRECT THE CITY TO CLOSE BLECKLEY IMMEDIATELY. The motion was seconded and passed unanimously. Commissioner Marsh moved: THE CITY REQUIRE THE SIDEWALKS TO BE CONSTRUCTED ON BLECKLEY IN ACCORDANCE WITH THE C.U.P. AGREEMENT IMMEDIATELY AS A MATTER OF SAFETY. The motion was seconded. Commissioner King made an amendment to the motion: THAT SIDEWALKS BE CONSTRUCTED IN CONJUNCTION WITH AWARDING OF CONTRACTS IN MARCH OF 1977 AS OUTLINED IN THE CITY ENGINEER'S MEMO OF FEBRUARY 16, 1977, SAID MEMO TO BE CORRECTED TO INCLUDE THE SIDEWALK PROVISION. The amendment was seconded and passed unanimously. Com. Kimmel made an amendment: WE DIRECT THIS ACTION TO THE CITY COMMISSION, CITY ENGINEER, AND CITY MANAGER TO HAVE IT BE ACCOMPLISHED AS EXPEDITIOUSLY AS POSSIBLE. The amendment was seconded and passed unanimously. A vote was taken on the motion and amendments and passed unanimously."

May 6, 1977

"Regarding sidewalk construction in conjunction with the Davids development, Commissioner King said the thing that bothered him was that the builder is not required to comply with the C.U.P., which is based partly on safety, until someone complains. There is no time limit. No provisos even though it was required in order to get the variance on light commercial to build the Davids store to begin with. He did not understand putting in the part that brings you income but not putting in the part that provides the safety for the people you are jeopardizing because of your income producing property. He said he did not think that was right."

The Board of City Commissioners at their meeting of March 22, 1977 approved that recommendation 5 to 0.

Since the proposed rededication of Bleckley Street appears to be in direct conflict with the recommendation by the Traffic Commission (and subsequent approval by the City Commission), I thought it would be in the best interests of all concerned for the undersigned to bring this matter to your attention so you may have an opportunity to appear at the Board of City Commissioners meeting next Tuesday. This matter is on their agenda to begin at approximately 2 p.m.



Paul B. Graves
City Traffic Engineer

PBG/dw

cc: E. H. Denton, City Manager
R. W. Bruggeman, Director of Public Works
Robert Lakin, Director of Planning
Mike E. Smith, Administrator, Urban Residential Center
Members of the Traffic Commission
Members of the City Commission

Lakin

HELP KEEP BLECKLEY STREET OPEN!

Two years ago, action was initiated to close Bleckley Street between Boston and Battin Streets (directly behind David's Department Store). This action was APPROVED and action is now pending to remove that section of Bleckley.

We have appealed to stop this action and have won the approval of the Metropolitan Planning Commission on April 28, 1977, by a vote of 5 to 1.

The action now goes to the City Commissioners on Tuesday, May 10, 1977, at 2:00 P.M. at the City Commissioner's Hearing Room, City Hall, Main and Central, Wichita.

Help keep Bleckley a through street! Come on Tuesday to City Hall to show your support of this appeal . . . it is the only chance you will have to show your support.

If you can't come in person, please show your support to keep Bleckley Street open by signing the attached form and give it to your representative or friend who is going. We think this is important to you and the community. Don't you?

→ *Yes definitely*
BUILDERS, INC.

Note:

If anything at all must be done, I would suggest that they remove parking on one side of the street ^{from Harry St.} RESIDENT/MERCHANT SUPPORT to DAVIDS..that would help a good deal.....
TO KEEP BLECKLEY STREET OPEN

I fully support the efforts to rededicate Bleckley Street. It provides easy access for my shopping, travel and business needs and ^{especially to business} insures easy access for police and fire protection.

5/7/77
(date)

Mrs. Jm. Wickman
(name)
1705 S Bleckley Dr
(address)
Wichita KS 67218

April 29, 1977

P 1
5 5
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Builders 7
.....
12

Board of City Commissioners
Jack H. Galbraith, Chief Planner

D-0762 - Rededication of Bleckley Street between Boston and Battin Avenue

Parklane Add.
1974

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P 3
S 1
CUP
Traffic 7
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1974

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The plat vacated the portion of Bleckley Street as required in the zone case and C.U.P. approval and, as a condition of the plat approval, the applicant petitioned for the closing of the curb openings at either end of the segment of Bleckley to be vacated as part of the street intersection reconstruction at the Bleckley-Boston and Bleckley-Battin intersections.

1975

Vacated Street
In December of 1975, after the David's Store was in operation, an application was submitted requesting the vacation of the balance of Bleckley north and south of the already vacated portion of said street, and as well the vacation of Battin, Boston, Zimmerly and Bayley streets. This would have eliminated virtually all public streets in the area. This application was subsequently deferred indefinitely and to date has

Memorandum to the Board of City Commissioners
4/29/77 Page 2

never been further considered. Throughout all of the foregoing proceedings, the vacated portion of Bleckley has remained physically open and in use by both commercial and residential traffic in the area. Most recently, the City Traffic Commission considered a request from handicapped citizens in the area to discuss the Bleckley vacation. The Traffic Commission recommended that the vacated portion of Bleckley be immediately barricaded and physically closed at either end as required by the plat approval in 1974.

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The Subdivision Committee considered this dedication on April 21, 1977, and recommended that the dedication be accepted so that the street will remain open subject to the following conditions:

- Five fire entrance
- A. That the firelane entrance at the northeast corner of the David's site be chained.
 - B. That favorable consideration be given to removing the on street parking from the west side of Bleckley from Harry Street to Battin.
 - C. That the City Engineering Division be reimbursed for engineering costs involved in the plans for closing of the Bleckley intersections with Battin and Boston, or that said costs be added to the costs of the project for widening Bleckley.

The Planning Commission in considering this matter at its meeting of April 28, 1977, took the following action:

MOTION: Bayouth moved, Hennessy seconded that the dedication be accepted subject to the three conditions as recommended by the Subdivision Committee. Motion carried by a vote of five in favor (Bayouth, Bell, Goebel, Greider, Hennessy) and one opposed (Barrier). Savina abstained. Kamen and Taylor were absent. Porter resigned.

5-1

Award of the Bid contract for closing the street is on the clerk's agenda today

Memorandum to the Board of City Commissioners
4/29/77 Page 3

Consideration of this matter is on your agenda for May 10, 1977.

APPROVED:

Jack H. Galbraith, Chief Planner

Robert A. Lakin, Director of Planning

cc: E. H. Denton, City Manager
John Dekker, Director of Law
2 Bud Leu, Manager, Parklane Shopping Center
3 Lawrence E. Wells, Architect, 254 Laura, Suite 205, 67211
1 Floyd Baird, Builders, Inc., 1000 Parklane 67218
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Bill Mohr, Chairman of Traffic Commission
Paul Graves, Traffic Engineer

JHG:ew

May 4, 1977

Mr. Floyd Baird
Builders, Inc.
1000 Parklane
Wichita, Kansas 67218

Re: D-0762 - Rededication of
Bleckley Street between
Boston and Battin Avenue

Dear Mr. Baird:

On this date, the Manager's Office contacted me and advised that they were setting a special time at 2:00 p.m. on the Agenda of the City Commission for May 10, 1977 to consider the above matter. This meeting is held in the City Commission Meeting Room, First Floor, City Hall, 455 North Main.

If you have any questions on the scheduling of this item, please call.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:el

cc: Bud Leu, Manager, Parklane Shopping Center, 67218
Lawrence E. Wells, Architect, 254 Laura, Suite 205, 67211

MAPC CASE NO. D-0762 Dedication of street right-of-way

Dedicated by: Builders, Inc.

Generally located between Boston and Battin in an area east of Oliver

This dedication is given for the following reason: To reopen Bleckley between Boston and Battin.

ACTION: Accept the dedication and instruct the City Clerk to file with the Register of Deeds.

BILL RECORDING FEE TO: Builders, Inc.

April 29, 1977

Board of City Commissioners

Jack H. Galbraith, Chief Planner

D-0762 - Rededication of Bleckley Street between
Boston and Battin Avenue

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Memorandum to the Board of City Commissioners
4/29/77 Page 2

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Memorandum to the Board of City Commissioners
4/29/77 Page 3

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APPROVED:

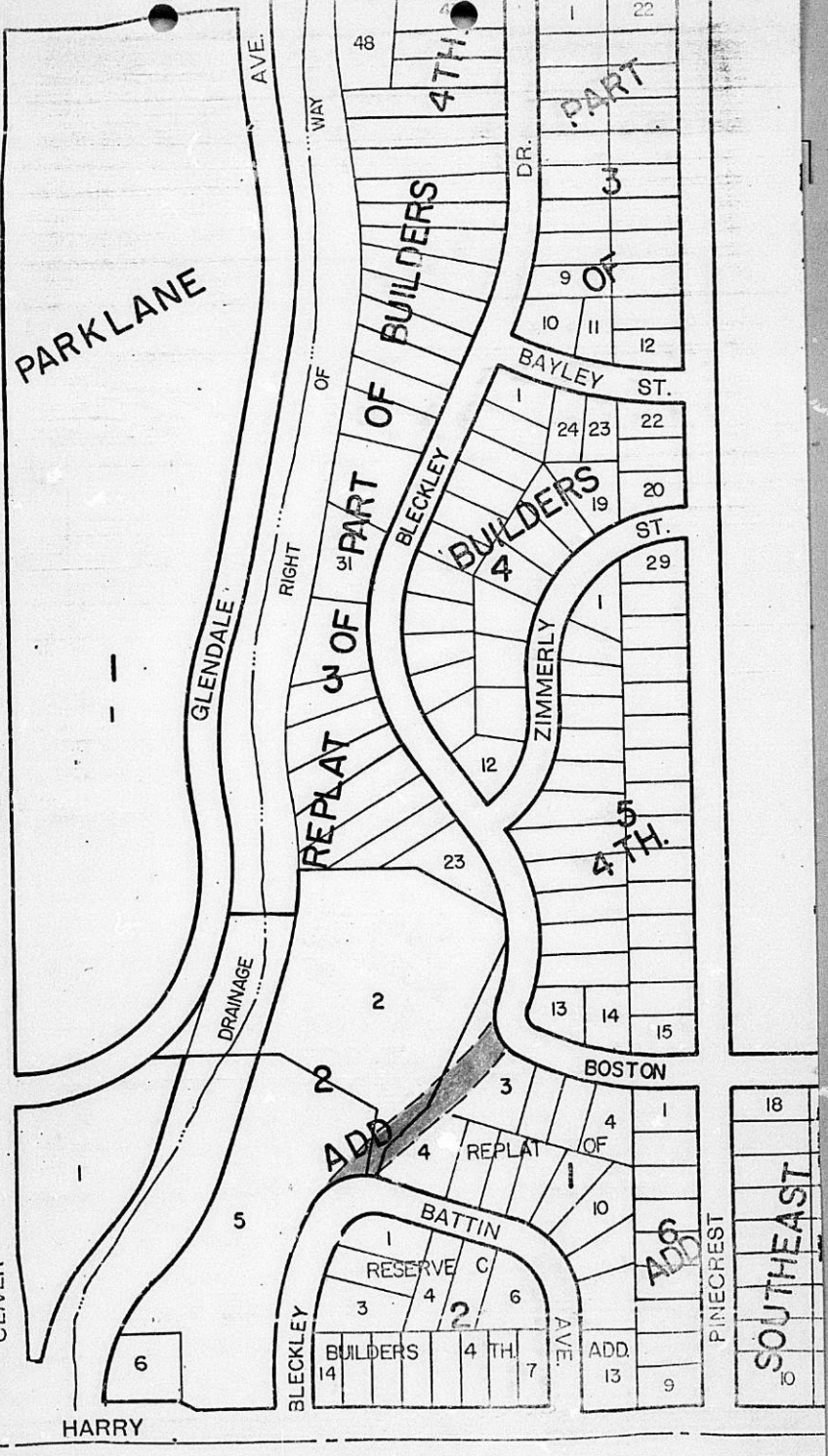
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Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Bill Mohr, Chairman of Traffic Commission
Paul Graves, Traffic Engineer

JHG:ew

LINCOLN



April 22, 1977

Metropolitan Area Planning Commission

Jack H. Galbraith, Chief Planner

D-0762 - Rededication of Bleckley Street between
Boston and Battin Avenue.

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MAPC

April 22, 1977

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The street rededication for the vacated portion of Bleckley was considered by the Subdivision Committee on April 21, 1977. Agents for the property owner were advised by the Planning Staff that the usual procedure to eliminate a condition of approval on a C.U.P. is through an amendment to the C.U.P. by means of a public hearing. We have also advised that should this rededication be acceptable to the Planning Commission and City Commission, as long as they are fully aware as to what the dedication accomplishes, that appropriate notations can be made to the official copies of the C.U.P. indicating that the condition regarding the vacation and closing of the portion of Bleckley has been eliminated.

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Jack H. Galbraith
Chief Planner

JHG:rme

cc: Lawrence E. Wells, Architect, 254 Laura, Suite 205, 67211
Floyd Baird, Builders, Inc., 1000 Parklane, 67218
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Bill Mohr, Chairman of Traffic Commission
Paul Graves, Traffic Engineer

April 15, 1977

The Subdivision Committee and Utility Advisory
Committee
Jack H. Galbraith, Chief Planner

Rededication of Bleckley Street between Boston
and Battin Avenue.

Builders, Inc., owners of the adjoining property have submitted a rededication of street right-of-way for that portion of Bleckley Street between Boston and Battin which was vacated as a condition of the approval of DP-60 Parklane Shopping Center C.U.P., zone case Z-1585, "B" to "LC" and S/D 74-19, final plat of Parklane Addition.

On January 29, 1974, the Board of City Commissioners approved a zone change request for "LC" Light Commercial zoning on a tract of land east of Glendale and north of Harry for a proposed Davids Store and approved a commercial C.U.P. which included all of Parklane Shopping Center and the Davids Store site. In the approval of these cases, the major issue to be resolved was traffic circulation and congestion on both the shopping center and Davids Store site. One of the conditions of the approval of the cases to alleviate the traffic problem, was to require the vacation of Bleckley Street between Boston and Battin so as to prevent commercial traffic going to and from the Davids Store, from driving through the residential area to the north and east. Since a great deal of concern to the zone change was the potential of commercial traffic using the streets in the residential area, the vacation of Bleckley to prevent this from occurring was one of the key points to approval of the zone change and C.U.P. Another requirement of the zone change and C.U.P. approval was the platting of the property. The plat, Parklane Addition, was recorded on September 19, 1974.

The plat vacated the portion of Bleckley Street as required in the zone case and C.U.P. approval and, as a condition of the plat approval, the applicant petitioned for the closing of the curb openings at either end of the segment of Bleckley to be vacated as part of the street intersection reconstruction at the Bleckley-Boston and Bleckley-Battin intersections.

In December of 1975, after the Davids Store was in operation, an application was submitted requesting the vacation of the balance of Bleckley north and south of the already vacated portion of said street, and as well the vacation of Battin, Boston, Zimmerly and Bayley streets. This would have eliminated virtually all public streets in the area. This application was

April 15, 1977

Page 2

subsequently deferred indefinitely and to date has never been further considered. Throughout all of the foregoing proceedings, the vacated portion of Bleckley has remained physically open and in use by both commercial and residential traffic in the area. Most recently, the City Traffic Commission considered a request from handicapped citizens in the area to discuss the Bleckley vacation. The Traffic Commission recommended that the vacated portion of Bleckley be immediately barricaded and physically closed at either end as required by the plat approval in 1974.

The street rededication for the vacated portion of Bleckley will be on the agenda for consideration by the Subdivision Committee on April 21, 1977. Agents for the property owner have been advised by the Planning Staff that the usual procedure to eliminate a condition of approval on a C.U.P. is through an amendment to the C.U.P. by means of a public hearing. We have also advised that should this rededication be acceptable to the Planning Commission and City Commission, as long as they are fully aware as to what the dedication accomplishes, that appropriate notations can be made to the official copies of the C.U.P. indicating that the condition regarding the vacation and closing of the portion of Bleckley has been eliminated.

If you have any questions concerning the intent or the proceedings on this matter prior to the Subdivision Committee meeting, please call.

Jack H. Galbraith
Chief Planner

JHG:CLN:rme

cc: Lawrence E. Wells, Architect, 254 Laura, Suite 205, 67211
Floyd Baird, Builders, Inc., 1000 Parklane, 67218

LAWRENCE E. WELLS

Architect

254 LAURA, SUITE 205
WICHITA, KANSAS 67211
PHONE (316) 262-3649

March 31, 1977

Mr. Jack Galbraith, Chief Planner
Metropolitan Area Planning Commission
455 North Main
Wichita, Kansas 67202

Dear Mr. Galbraith:

Attached to this letter is a Dedication which provides for the rededication of that portion of Bleckley Drive between Battin and Boston previously vacated.

I have been coordinating with the Engineering Department, and have this date delivered Paving Petitions to the City Clerk's Office to complete all the accel-decel lanes, widening of Bleckley from Battin to Harry, and all major entrance construction work that you and I have discussed previously.

If additional information is needed at this time, please let me know. Thank you for your help and cooperation.

Sincerely,

Lawrence E. Wells

Lawrence E. Wells, Architect
for Builders, Inc.

LEW/lew

Attachment - Dedication

cc: Mr. Floyd Baird
Builders, Inc.

OWNERSHIP LIST

Lot	Block	Addition	Property Owner
2	2	Parklane Addition	Builders Inc., 1000 Parklane 67218
3	2	Same	Same
4	2	Same	Same
5	2	Same	Same

The Security Abstract and Title Company, Inc., hereby certifies the foregoing to be a true and correct list of property owners of the previously described lots as shown by the records on file in the Office of the Register of Deeds of Sedgwick County, Kansas, on this 29th day of March, 1977 at 7:00 o'clock A.M.

THE SECURITY ABSTRACT & TITLE COMPANY, INC.

By

Coast John Pyron
Vice President

Order No. 248656
wh

25
275
16

D-0762

KNOW ALL MEN BY THESE PRESENTS:

That for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable considerations, the receipt of which is hereby acknowledged, the undersigned, BUILDERS, INC, A KANSAS CORPORATION

being the owner of the following described real estate in Sedgwick County, Kansas, to wit:

Part of Lots 2-3-4 and 5, Block 2, Parklane Addition, Wichita, Kansas, being the 60 foot utility easement and described as follows: Commencing at the northeasterly corner of said Lot 3; thence northwesterly along the northerly line of said Lot 3, 49.18 feet for a place of beginning; thence continuing along said northerly line being a curve to the right having a radius of 106.54 feet, a distance of 105.87 feet to the P.C. of a curve; thence southerly along a curve to the right having a radius of 289.92 feet, a distance of 148.54 feet to the point of tangency of said curve; thence southwesterly along tangent of said curve and parallel with northwesterly line of said Lot 4, 214.83 feet to the P.C. of a curve to the left having a radius of 537.47 feet; thence along said curve 124.66 feet to the northwesterly line of Bleckley Drive; thence northeasterly along Bleckley Drive and Battin Avenue, 97.21 feet; thence northeasterly along a curve to the right having a radius of 477.47 feet a distance of 39.03 feet to the point of tangency of said curve; thence northeasterly along tangent of said curve and parallel with the northwesterly line of said Lot 4, 214.83 feet to the P.C. of a curve to the left having a radius of 349.92 feet; thence northerly along said curve, 88.99 feet to the place of beginning.

do es hereby dedicate the above described real estate to the public for street purposes.

Executed this 29th day of MARCH 19 77.

BUILDERS, INC.

By Floyd M. Baird
FLOYD M. BAIRD
Executive Vice President

STATE OF KANSAS)
SEDGWICK COUNTY) ss

BE IT REMEMBERED, that on this 29th day of MARCH,
came FLOYD M. BAIRD, EXECUTIVE VICE PRESIDENT
of BUILDERS, INC, A KANSAS CORPORATION

to me personally known to be the same person who executed the foregoing instrument and duly acknowledged the execution of the same, AS THE ACT AND DEED OF SAID CORPORATION AND IN THE CAPACITY AFORESAID

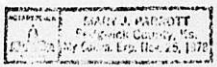
IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal, the day and year last above written.

Submitted to the Wichita-Sedgwick County Metropolitan Area Planning Commission and the Board of Commissioners of the City of Wichita, Kansas, and approved by said Board of Commissioners of the City of Wichita, Kansas,

Mary-O Barrett
Notary Public

My Commission Expires: _____

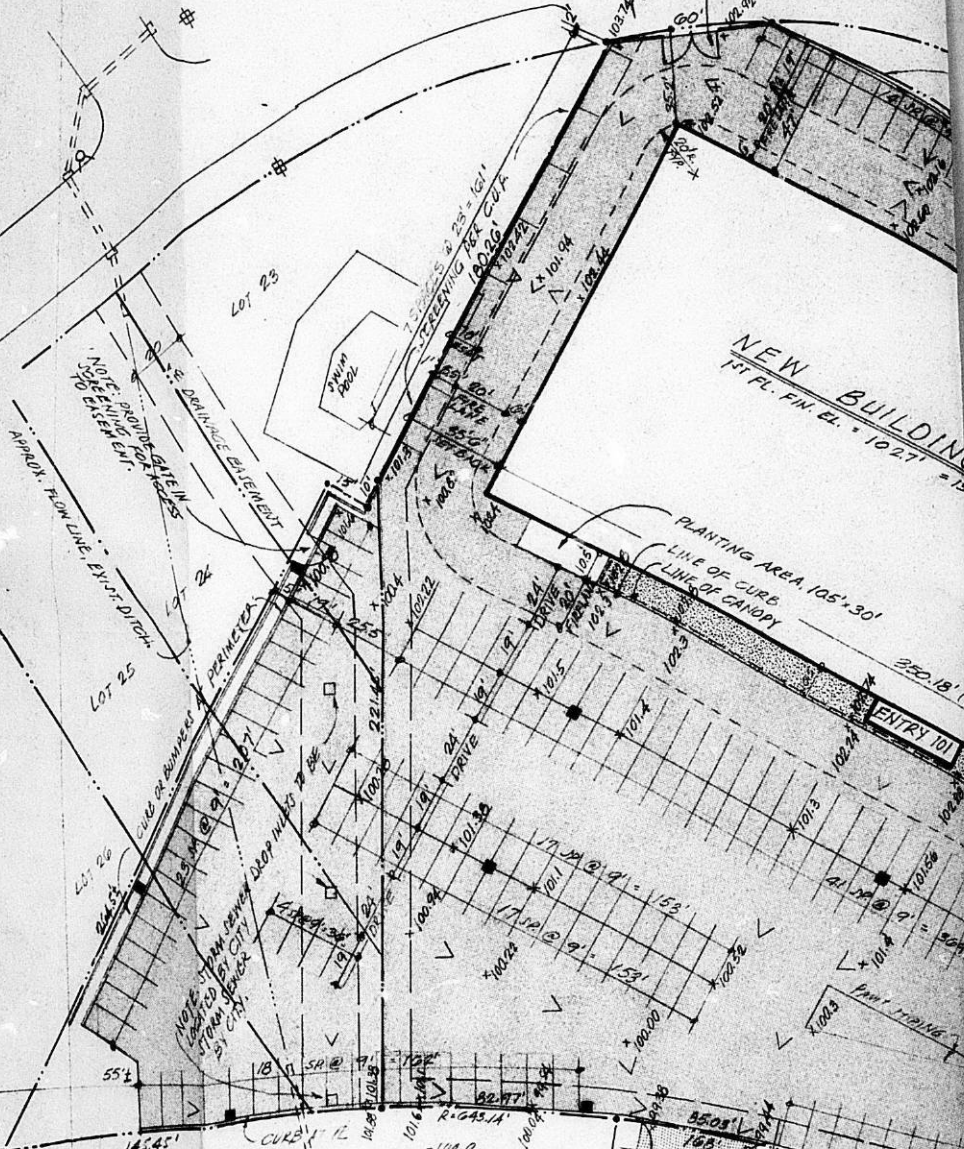
this _____
City Clerk

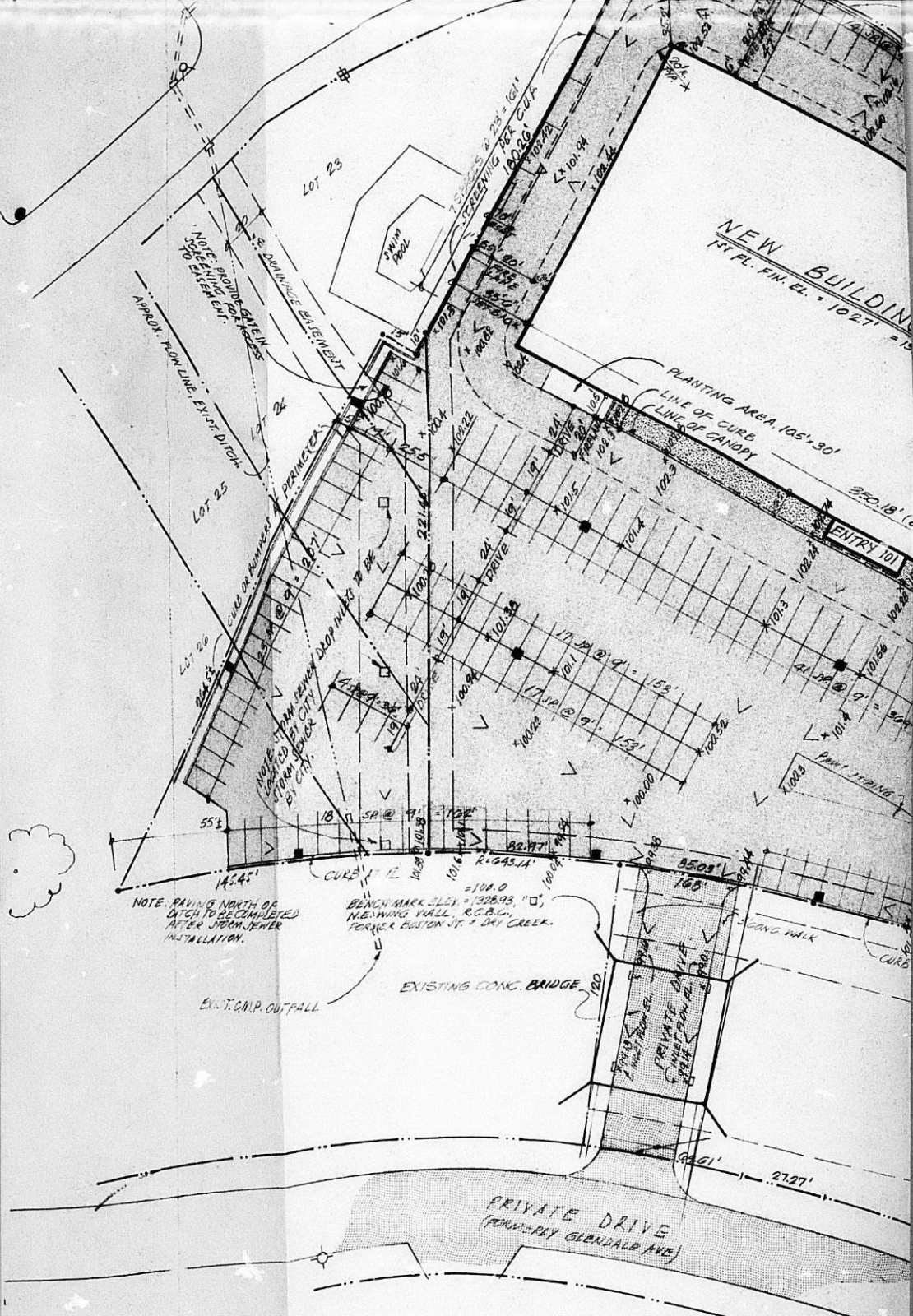


BLECKLEY DRIVE

20' W GATE IN SCREEN WALL FOR FIRE DRIFT ACCESS, PRO LIGHT CHAIN & PADLOCK

NEW BUILDING
1ST FL. FIN. EL. = 102.7' = 15'





FUTURE REALIGNMENT OF STREET INTERSECTION BY CITY, PER CITY.

EXISTING STREET PAVING, TO BE REMOVED BY CITY

FUTURE SIDEWALK BY CITY.

EXISTING PAVEMENT TO REMAIN

EXIST. PAVEMENT TO REMAIN

TEMPORARY CONC. RAMP BY CURB, RETAIN CUTTER TO CATCH BATH.

FUTURE SIDEWALK BY CITY

BATTIN AVENUE

FUTURE HWY 300 W. CENTER

FUTURE BY

REMOVE FIRE ALARM BELL AND RE-ALIGNMENT OF BELL W/ APPROXIMATE

BLE

DRAINAGE EASEMENT

NOTES:

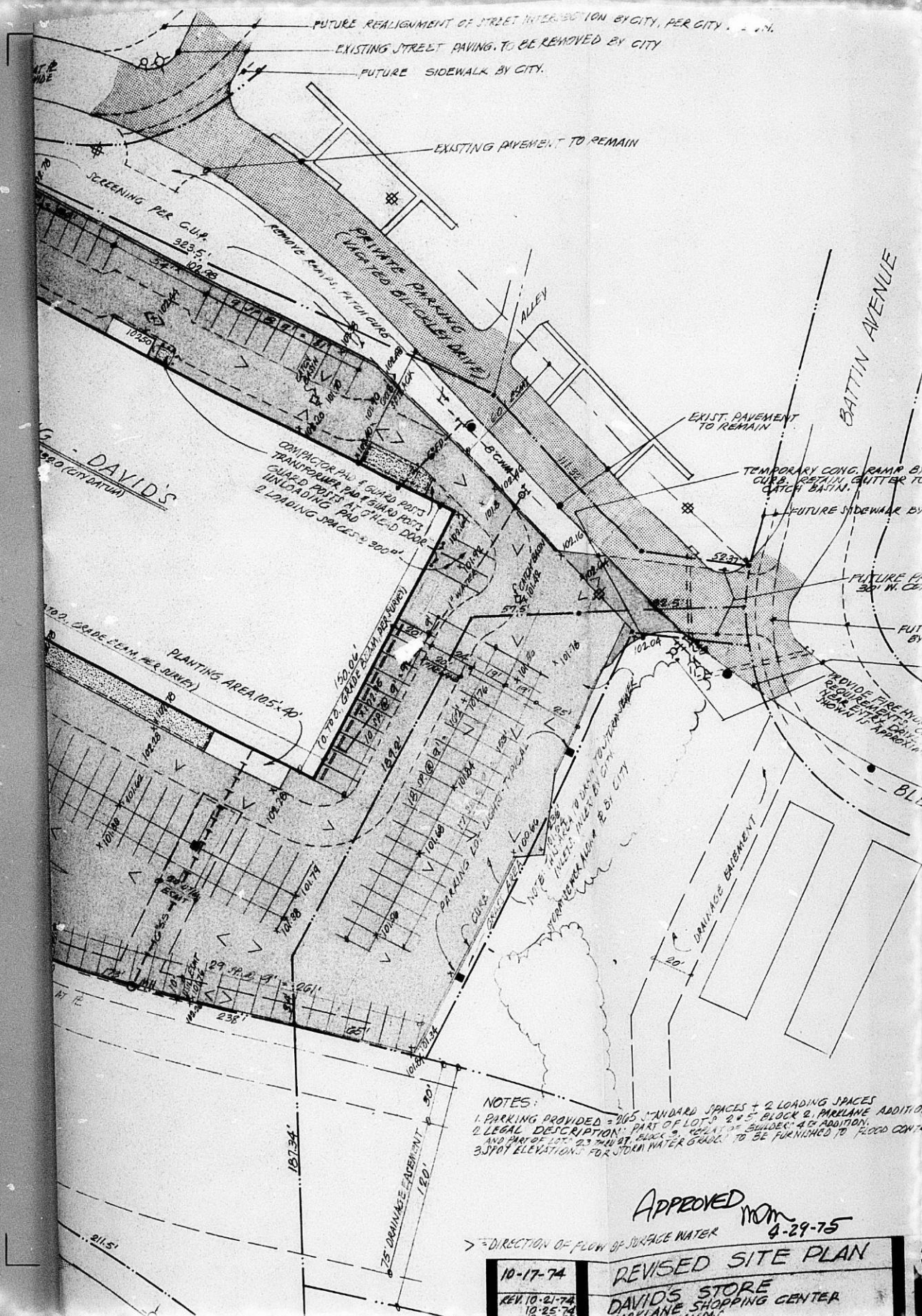
1. PARKING PROVIDED = 205 STANDARD SPACES + 2 LOADING SPACES
2. LEGAL DESCRIPTION: PART OF LOTS 2 & 5, BLOCK 2, PARKLANE ADDITION AND PART OF LOT 23, BLOCK 2, "BLADES" 4TH ADDITION.
3. SPOT ELEVATIONS FOR STORM WATER GROUND TO BE FURNISHED TO FLOOD CONTROL

APPROVED *mom* 4-29-75

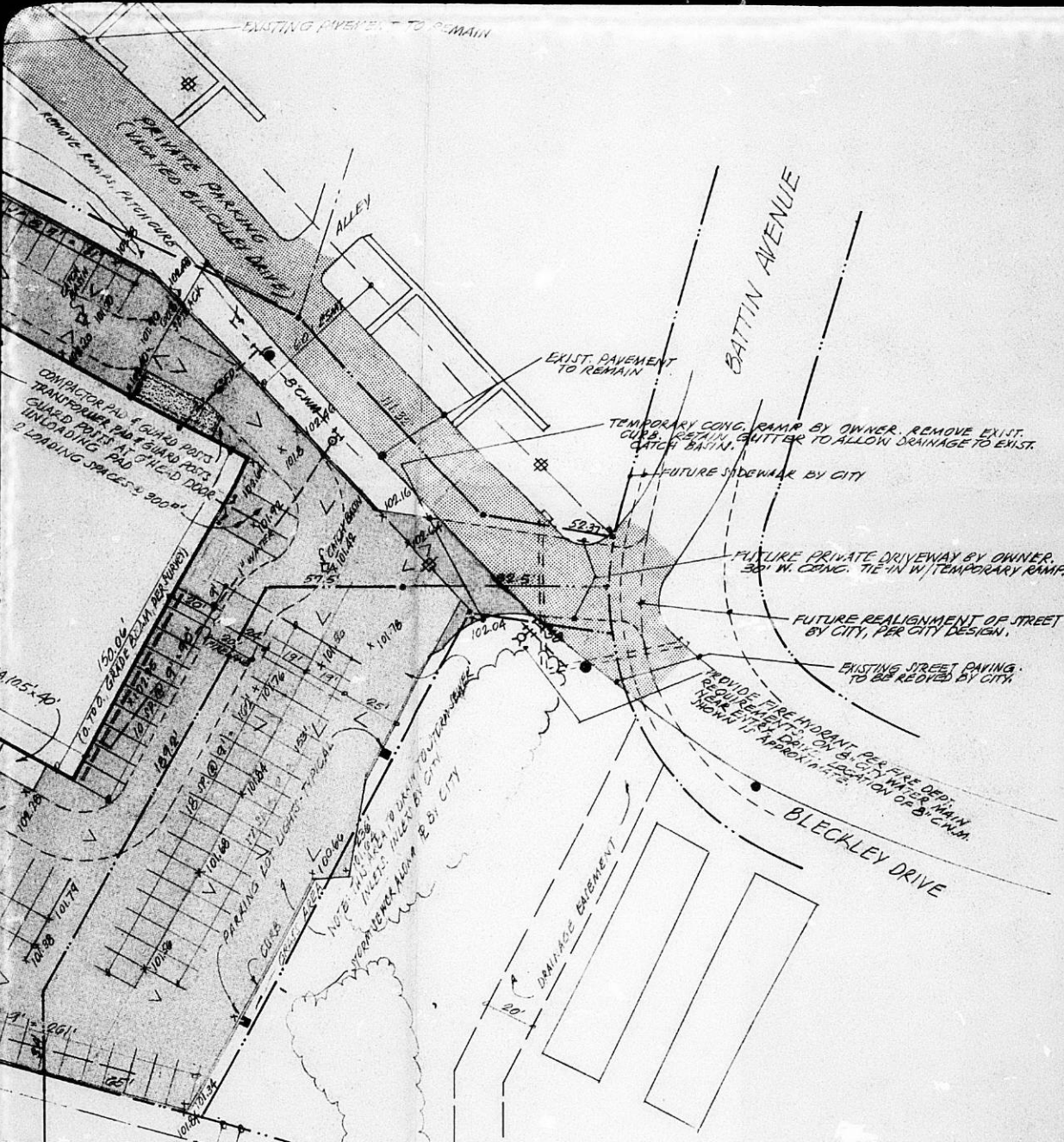
> = DIRECTION OF FLOW OF SURFACE WATER

10-17-74
 REV. 10-21-74
 10-25-74
 10-28-74
 10-29-74

REVISED SITE PLAN
 DAVIDS STORE
 PARKLANE SHOPPING CENTER
 WILMINGTON, KANSAS



EXISTING PAVEMENT TO REMAIN



NOTES:

1. PARKING PROVIDED = 265 STANDARD SPACES + 2 LOADING SPACES
2. LEGAL DESCRIPTION: PART OF LOT 3, 2 & 5, BLOCK 2, PARKLANE ADDITION, WICHITA, KS AND PART OF LOTS 23 AND 27, BLOCK 3, REGENT ST. BUILDING # 4 & 5 ADDITION.
3. SPOT ELEVATIONS FOR STORM WATER GRAD TO BE FURNISHED TO FLOOD CONTROL & CENTRAL

APPROVED *mom* 4-29-75

> DIRECTION OF FLOW OF SURFACE WATER



10-17-74	REVISED SITE PLAN
REV. 10-21-74	DAVID'S STORE
10-25-74	PARKLANE SHOPPING CENTER
10-26-74	WICHITA, KANSAS
10-29-74	
3-4-75	
3-12-75	ELDON B. SWENSSON A.I.A. ARCHITECT
4-28-75	Box 18382 / Wichita, Kansas 67218 / (316) 685-0661



J.H. #1

Traffic Commission Minutes

February 16, 1977



The Wichita Traffic Commission met at 9:30 a.m. in the City Commission meeting room on the first floor of City Hall.

Commissioners present for the morning session were Joyce Focht, Kevin Kimmel, Wayne King (thru part of morning session) Mary Kopietz, Joan Marsh, Floyd Keith and Bill Mohr (thru part of morning session). Those present in the afternoon were all of the above and Nancy Collins and George Stevens.

Also present were Paul Graves, City Traffic Engineer, Bill McKinley, Assistant Traffic Engineer, Paul Taylor, Assistant Traffic Engineer, Allen Eichacker and Sonny Seal, Engineering Aides and Diane Walker and Gerri Lynde, Secretaries.

* * * * *

APPROVAL OF MINUTES OF JANUARY 19, 1977

Approval of the minutes was deferred until the March meeting because the commissioners had not had a chance to review the minutes prior to the meeting.

* * * * *

OPEN MEETINGS - EXECUTIVE SESSIONS

A memo from John Dekker, Director of Law, regarding open meetings and executive sessions was reviewed. Mrs. Marsh moved: TO RECEIVE AND FILE THE MEMO REGARDING OPEN MEETINGS. The motion was seconded and all were in favor.

* * * * *

DISCUSSION OF MASS TRANSIT

Elmer Karstensen, Interim Director of the MTA, was present to discuss mass transit along with Randy Castleberry, Administrative Assistant, Bruce Curfman and Mike Lindebeck from Metropolitan Planning Department.

Mr. Karstensen passed out a revised schedule for MTA buses and a document entitled "Accelerated Transit Development Plan."

Mr. Karstensen reviewed this document.

Mr. Karstensen discussed the possibility of express service on east and west Kellogg. He said they would probably have to develop their own parking lots at far east and far west locations. People could then park their cars and ride into town. They would probably have to have intermittent stops along the way.

Right now if you are operating a standard size automobile, it is costing you, in city driving, 30¢ a mile to operate. That is counting the gasoline, your depreciation and everything that goes into it but that doesn't include the cost of parking. If you live at Rock Road and Kellogg, it would cost you \$4.50 a day to drive. If you take a bus, it would cost you 50¢ a day and you could pocket the other \$4.00.

Commissioner Kimmel said the only disadvantage to increased ridership of the buses is even though you are saving the individual some money, you are cutting out some other potential benefit centers for the town. For example, the maintenance, the selling of the gasoline and the taxes that are associated with it. Maybe what we need to do is market this thing to people who are going to be using it, who ordinarily do not drive a car, so we can improve the economy. Mr. Karstensen said he agreed. He is more concerned that possibly these transit system improvements are going to be needed because we are going to start driving up to a gas pump again and they are going to say "sorry folks, we don't have any at any price". The cold weather this winter has had refineries having to divert the process for #2 diesel fuel to heating purposes meant they were not producing the gasoline which should be available this summer for vacations and it might get pretty tight this summer though I think it would be a temporary type thing.

One survey taken in the newspaper requested additional service in evenings and on Sunday. Whether or not we would have the ridership to justify this I am not sure. The evening service possibly so. We have our own on-bus survey going at the present time and we are getting good response to the fact that people are wanting evening service and are liking our new routes. These routes were designed to have bus service available within one-quarter of a mile for 90% of the citizens.

Additional buses have been ordered but it looks like it will be 18 - 24 months before they could be delivered.

There was discussion on the use of mini-buses. There are problems associated with their use. They are not able to stand up to use on the street. Their brakes cannot stand up to continual stopping to load and unload passengers.

Mr. Karstensen said he would hope the Transit Authority and Traffic Commission can work together in the development of a system that would provide the best possible means of transit for everyone in Wichita. He said he would be happy to work with the Traffic Commission as much as possible.

Mrs. Kapietz asked if MTA had considered the concept of transit centers at satellite locations in terms of maybe providing and coordinating this with east Douglas and east Central people who need parking lots badly. This could jointly provide parking lots for them and provide transit centers for people to wait for the buses.

Chairman Mohr thanked Mr. Karstensen for his presentation and said he thought it was one of the best presentations the Traffic Commission has heard in a long time regarding what is planned for the Transit Authority.

Commissioner Kimmel asked what effect increasing or decreasing the fare for riding the bus affects ridership. Mr. Karstensen didn't know right off hand but he does have the data developed nationally on this. One of the things coming

up is "ride and shop" where various businesses can purchase tokens from MTA and can present them to their customers. Another idea is making Saturday family day and letting the family ride for a certain fare -- pay the fare once and ride all day.

Mrs. Kopietz asked if he saw any merit in the Traffic Commission and MTA working in greater cooperation. Mr. Karstensen said he did and said one thing they possibly needed to look at was the development of a total transit system.

The meeting was recessed briefly until 10:30 a.m.

* * * * *

CONTINUATION OF DISCUSSION ON REQUEST FOR SIGNALIZED CROSSING ON BLECKLEY
NORTH OF HARRY

Mrs. Focht asked Mr. Lakin, Director of Planning, to begin by reviewing the requirements of the Community Unit Plan and just give general background information that might be helpful.

Mr. Lakin showed the CUP (on a slide) that was approved by the Planning Commission and City Commission in late 1973 and early 1974. He explained what a CUP was. It is the overlay established on an existing zoning district or one which is granted in the light commercial or commercial districts. You need the basic zoning district there first, that is a major land use decision that was made at the same time as the CUP. The CUP itself does some things the basic zoning district underneath does not. The light commercial zoning is what the basic district is underlying this at that location. It was approved subject to a number of things, the more important was that it be replatted and by the change of platting from those residential lots where the four-plexes were originally located into one large commercial lot and at that time the platting process itself consumed what was discussed in the CUP which would be the vacation of Bleckley between Battin and Boston. The plat itself did a number of other things, it guaranteed the improvement of Harry Street by adding accel/decel lanes, guaranteed accel/decel lanes over on Oliver and showed the improvement on Lincoln. When we approve a plat, (Planning Commission), we have guarantees that all this will be done. Our first series of guarantees happened to be a letter of credit, money held in a bank guaranteeing that this would be done. That has been replaced by petitions with the City. So now the City holds petitions for these improvements and at the discretion of the City Engineer and City Commission to go ahead and order them in, those improvements will be made.

As to the particular CUP, I think all the conditions have generally been complied with with the exception that (1) the various construction projects have not yet been placed under contract or built yet, but we do have the guarantees that places the applicant in compliance and the City in a hold position. The City has been asked by letter from the applicant to hold up further design and construction on this as he evaluated some future plans for this area, and (2) I think they are generally minor in the CUP there was to be total access control from Boston north to the north line of the CUP on Bleckley. There is a fire lane entrance and we agree that a fire lane entrance is required and by administrative interpretation

it was our understanding that the fire lane entrance would be closed to traffic-- a chain or gate which could be broken by the Fire Department upon need -- but not generally to be opened for traffic purposes.

Since the approval of both the plat and CUP, the owners of this property have brought to the City a petition to vacate Glendale, that has been done and has been approved and again subject to some additional guarantees for major entrance construction done on the Oliver side and some modification on Lincoln. I think that generally covers the proceedings.

Mrs. Kopietz asked if there was a time limitation on CUP's. Mr. Lakin said there wasn't. Mrs. Kopietz asked if it wasn't usual to have the CUP requirements completed at the time construction of improvements on the property was completed. Mr. Lakin said it would be normal City policy that those physical improvements such as accel/decel lanes were required because of anticipated demand problems that would be generated by the new development so, yes, it is generally the city's policy that those things should come together roughly at the same time.

Mr. Graves read into the record a memo from R. W. Linn, City Engineer, regarding street improvements - Parklane Addition (memo dated February 16, 1977).

Mrs. Marsh said nothing was said about the vacation of Bleckley and making a curve around so people can come out on Battin. Mr. Graves said Bleckley has already been vacated. The problem is it still looks to be a public street and traffic is still utilizing it.

Traffic counts were taken on Bleckley north of Boston recently. These were 24 hour counts and there were 908 vehicles. On Bleckley south of Boston, 1160 vehicles were recorded (this is the portion that has been vacated). At the time the street is actually barricaded or reconstructed to prevent traffic, then we are going to dissipate around 1100 vehicles traveling north and south on Bleckley which should greatly reduce conflicts between persons crossing and cars.

Mr. Graves said there is a requirement of sidewalks to be constructed on both sides of Bleckley from Harry to Battin. This is another part of the problem, the lack of sidewalks for people to walk on or people in wheelchairs to get where they are going. This is tied to the location of a pedestrian type crossing. You must have a way for people to get to the crossing. A ramp would logically have to be constructed to get people down to street level. You have to locate this crossing at a place where all the people would use it to cross.

(Commissioner Wayne King joined the meeting.)

Mike Smith, Executive Director of United Cerebral Palsy, said their original request was aimed toward protecting the clients of their residential center as they crossed Bleckley and that is still their concern. He stated they had no quarrel with Builders, Inc.

Mr. Floyd M. Baird, Executive Vice President of Builders, Inc., said the CUP really will have no effect on this particular situation. If the CUP were completed and all the plans that were made were in effect, the situation would be no different than it is today.

THE CITY OF WICHITA
OFFICE OF ENGINEERING

DATE February 16, 1977



TO Paul Graves, Traffic Engineer

FROM R.W. Linn, City Engineer

SUBJECT Street Improvements -
Parklane Addition

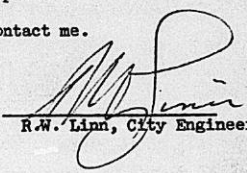
Several street improvements were required in connection with the C.U.P. and platting of Parklane Addition. The improvements were guaranteed by a Letter of Credit which was later replaced with petitions for the improvements. Listed below are the projects as petitioned:

- (1) BLECKLEY STREET, from Harry Street to the east line of Lot 4, Block 2, Parklane Addition; and Reconstruction of the Intersection of Bleckley and Boston Street.
- (2) Accl-decel Lane on the north side of Harry Street @ Bleckley.
- (3) Decel Lane on the south side of Lincoln Street @ Glendale Avenue.
- (4) Decel Lane on the east side of Oliver Street, from Harry to Glendale Avenue.
- (5) Accl-decel Lane on the east side of Oliver, from 1090 ft. south of the north line of Lot 1, Block 1, Parklane Addition to 540 ft. south of the north line of Lot 1. (Main entrance to Parklane on Oliver)

The construction plans and specifications are completed on the Bleckley Street and Harry Street projects. These projects will be advertised for bids in March, 1977 with construction anticipated in late spring or early summer.

The Engineering Division Staff is working with Parklane representatives on the Oliver and Lincoln improvements. These projects require modification due to the vacation of Glendale Street and separate guarantees for entrance modifications approved after the Parklane C.U.P. and replat.

If additional information is necessary, please contact me.


R.W. Linn, City Engineer

RWL:gd
CC: R.W. Bruggeman, Director of Public Works

Mr. Baird said they had done several things. In order to relieve a little of the crowding on Bleckley, they are striping their interior parking areas and bays. This had not been done for some time. Mr. Baird said when the construction starts, he doesn't know how people will get across Bleckley. He said he understands that United Cerebral Palsy has plans and funding for a new residential area on North Oliver and he anticipates them relocating in 18 months to two years. As units become available on the west side of Bleckley, they can move the cerebral palsy people into them if they wish.

Mr. Baird passed out copies of the zoning ordinances pertaining to the CUP and a chart as to what provisions of the CUP are and what the status is.

Mrs. Marsh said Mr. Baird had said nothing about the sidewalks that were required and those are very essential for these crippled people. Mr. Baird said what he handed out was a brief summary.

Commissioner Keith asked what Mr. Baird's recommendation to solve the cerebral palsy situation was now, today. Mr. Baird said he supported their request which is primarily what he is here to do because the forum for changes in the CUP is the Planning Commission and City Commission so we are really not in the right forum. The Traffic Commission and Traffic Division, he was sure, made their input to this CUP when it was originally filed. The CUP is a plan. It has no particular time limit. The advantage of a CUP is that you can develop in an orderly manner a large area. He said that subject to whatever ordinances and rules and policies of the city, that temporary marked crosswalks, warning signs, that sort of thing, they support that and cooperate with it. He did not think a signalized crossing was called for.

Mrs. Focht asked what about the street vacation that has occurred. It is no longer a street but is used as one. Mrs. Focht asked what his plans were. Mr. Baird said they were working on that plan. There is a great deal of question in his mind that you really accomplish much by vacating Bleckley. The way Bleckley is designed there, it is obviously an access to Davids store.

Mrs. Focht said that in receiving approval of the CUP, was that part of what Builders agreed to do -- vacate Bleckley. Mr. Baird said that was agreed to.

Mrs. Marsh said it seems there should be some barricade because Bleckley is a thru street from Lincoln to Harry and can be used as such now and creates quite a bit of extra traffic. If it were actually vacated so it couldn't be used, then you would eliminate some of that. She thought that and the sidewalks are very essential and Mr. Baird had said nothing about when he was going to do those. Mr. Baird said he wasn't addressing himself to any time table because they weren't prepared to do that. He said they were studying that and they would do that within the time frame they feel is appropriate and the City will agree with. Mr. Baird said he didn't agree that the barricading of Bleckley in the vacated area would help a thing.

Mr. Baird said it was his understanding that Bleckley was barricaded but the barricades were stolen (twice) and it was done by residents in the area that wanted to get thru. All you could do at this time by blocking Bleckley is pour a lot of traffic thru Davids. One of the best places in the world to get killed or injured is in a parking lot where people are using it as a thru street.

Traffic Commission Minutes
February 16, 1977
Page 6

Commissioner Kimmel asked if Mr. Baird was saying there is no time limit specified in the agreement between his organization and the City of Wichita in the granting of the CUP for these improvements. Mr. Baird said if there was one, he wasn't aware of it.

Commissioner Kimmel asked if there were any sidewalks in the area where the cerebral palsy people reside. Mr. Baird said there were no sidewalks on Bleckley. Commissioner Kimmel asked if there were any proposed under the CUP and what was the intention of Builders in vacating the portion of Bleckley south of Boston and north of Battin, was it intended to become a non thru street or was it intended to still retain all the existing traffic carrying capabilities. Mr. Baird said he believed from looking at the plat the street portion to be vacated was actually to be closed. It was then to be available for use for parking by Davids, expansion, etc. It just becomes part of the total property. Mrs. Focht said the characteristic could be changed from a street so that if there wouldn't be any need for barricades they could be taken down and it could just stop being a street; it could be resurfaced and made into whatever. Mr. Baird said that was correct.

Commissioner Kimmel said his question was that if it was the original intention to delete this portion of Bleckley as a thoroughfare, then why isn't a more permanent solution being actively sought by the recipient of the CUP. Mr. Baird said that was what he was trying to say in his letter asking for a deferral. They are reviewing the whole plan now; the CUP is a plan and subject for application for amendment.

Commissioner Marsh asked if he (Mr. Baird) had considered a permanent barricade that couldn't be stolen, like a cul-de-sac. Mr. Baird said he would be glad to take that under consideration.

(Chairman Mohr left at 11:15)

Bob Lakin said that sidewalks were a condition of plat approval. These sidewalks that were required were to be constructed adjacent to the east side of Oliver, south side of Glendale, the north side of Harry and both sides of Bleckley and Boston. Mr. Lakin said he had talked to Dick Linn and it was an oversight on his part that this wasn't included in his memo of February 16, 1977 which was read into the minutes earlier. They are guaranteed by petition we will construct the sidewalks on Bleckley and Harry at the time they get out of there on the street construction. They follow on project. Mr. Lakin said as far as he knew, the projects were going to bid in March with construction to begin in spring or early summer.

Commissioner Kimmel asked Mr. Lakin if Mr. Baird had filed an amendment for an increase of time allocation to complete the requirements. Mr. Lakin said they had not filed anything with them. They did talk to Mr. Galbraith and said they were going to have some new plans for them to look at. Mr. Baird said they were in the process of preparing plans. Mr. Lakin said they were willing to talk with them. If someone comes in to dedicate Bleckley back to the City then until we resolve that issue, I think we would be foolish to let the contract and tear it up. If they are coming with that as a plan, I suppose it is going to defer action on the sidewalks.

Traffic Commission Minutes
February 16, 1977
Page 7

Mr. Graves said that Mr. Baird had made a statement earlier about the Cerebral Palsy Foundation building a new facility and he would like to have Mr. Smith elaborate on that.

Mike Smith of the Cerebral Palsy Foundation said they have a Section 202 HUD funding reservation and are in the final stages of preparing their application and anticipate construction starting in mid summer on their new facility. It should probably take 18 months for construction. It is possible they would be leaving Builders apartments but they are not committed at this time to do that. It is possible they may stay in the area but it hasn't been decided yet.

Commissioner Keith asked what Mr. Smith suggestion would be. Mr. Smith said their biggest problems were coming from north/south traffic on Bleckley. The other problem is with the east opening to Davids. All of the people that have been nearly hit have been nearly hit by people exiting from Davids.

Mr. Graves responded saying that if Bleckley which is vacated is barricaded off to prevent any travel thru that area, this knocks out 1,000 cars a day traveling on Bleckley. At the time that curb is realigned at the intersection of Battin and Bleckley, a new driveway approach will have to be constructed into the Davids facility. The reconstructed driveway will not be a straight shot because you are going into a new intersection and you are on the curve and we are going to try to get that driveway located where it doesn't come right in at the intersection.

Sidewalks are a necessity to keep pedestrians out of the street and to get them to a location where they can cross. To put in a crosswalk, you would need to remove parking so pedestrians and motorists can have a better view and last time we discussed this, Mr. Smith said it would create problems for them because they do not have sufficient off-street parking and their employees are parking along the street, so this would complicate the problem of a parking shortage.

Mrs. Marsh made the motion that we do nothing until sidewalk and street construction is accomplished and then we review the situation. Mrs. Focht seconded the motion.

Commissioner King asked what would happen if you barricaded the intersection of Battin and Bleckley to the north of Davids entrance. Mr. Graves said we would have to do some further vacation of Battin east of Bleckley some way in order to close that off. Actually if sidewalks were built on both sides of Bleckley from Harry to Boston, those people coming out of the institute could go up the sidewalk system then there would be no need for them to cross anything in the way of traffic flow except that driveway connection into the Davids parking lot. Then the only other problem you would have would be the people that reside between Harry and Battin on the east side of Bleckley. Mrs. Kapietz said the thing that bothered her was that this would not provide any interim relief.

Commissioner King said the thing that bothers him the most about the discussion is that the builder is not required to comply with the CUP which is based partly on safety until such time as somebody hollars. No time limit. The sidewalks will be discussed sometime down the road. No provisos even though it was required in order to get the variance on light commercial to build the Davids store to begin with. I don't understand if you put in the part that brings you income but you don't put in the part that provides the safety for the people you are jeopardizing because of your income producing property. I don't think that is correct.

Mrs. Marsh amended her motion: on the assumption that street construction will be done immediately as the City Engineer plans. Mrs. Focht seconded the amendment.

The vote was called for on the motion as amended. It failed 4 - 2. Those opposed were Commissioners King, Kopietz, Focht and Kimmel. Marsh and Keith were in favor.

Commissioner King moved: THE TRAFFIC COMMISSION DIRECT THE CITY TO CLOSE BLECKLEY IMMEDIATELY. The motion was seconded by Commissioner Keith and passed unanimously.

Commissioner Marsh made a motion: THE CITY REQUIRE THE SIDEWALKS TO BE CONSTRUCTED ON BLECKLEY IN ACCORDANCE WITH THE C.U.P. AGREEMENT IMMEDIATELY AS A MATTER OF SAFETY. Commissioner King seconded the motion.

Commissioner Kimmel asked Mr. Lakin what were the time limits on the CUP to get these improvements done that allowed them to go ahead and build their shopping center, etc. Mr. Lakin said there was no specific time limit and Mr. Kimmel asked why not. Mr. Lakin said in the normal course of events, it does come out pretty much with it all getting done at the same time. The CUP is made subject to platting so they can't get a building permit until we have the plat done, recorded and all the guarantees that were made a condition thereof. The plat was done, we have all the guarantees and we could go out and build that any day that we could get the plans done and let a contract. It is by our own action or inaction that it is not done and in the field. We don't put on a date. We do in the platting procedure say those improvements shall be made within two years. Our cash guarantees are for two years unless extended, they extended them by substituting for the cash guarantee the petitions, so when the city accepted those petitions, the City Commission and the Department of Public Works in bringing those really removed an immediate time constraint and said at the City Engineer's judgement as to when the improvement is needed. If you want them done now, I would imagine you would direct a request to the City Commission or City Manager instructing them to proceed.

Commissioner King made an amendment to the motion: THAT SIDEWALKS BE CONSTRUCTED IN CONJUNCTION WITH AWARDING OF CONTRACTS IN MARCH OF 1977 AS OUTLINED IN THE CITY ENGINEER'S MEMO OF FEBRUARY 16, 1977 SAID MEMO TO BE CORRECTED TO INCLUDE THE SIDEWALK PROVISION. The amendment was seconded and all were in favor.

Commissioner Kimmel made an amendment: WE DIRECT THIS ACTION TO THE CITY COMMISSION, CITY ENGINEER AND CITY MANAGER TO HAVE IT BE ACCOMPLISHED AS EXPEDITIOUSLY AS POSSIBLE. The amendment was seconded and passed unanimously.

A vote was taken on the total motion as amended:

THE CITY REQUIRE THE SIDEWALKS TO BE CONSTRUCTED ON BLECKLEY IN ACCORDANCE WITH THE C.U.P. AGREEMENT AND THAT SIDEWALKS BE CONSTRUCTED IN CONJUNCTION WITH AWARDING OF CONTRACTS IN MARCH OF 1977 AS OUTLINED IN THE CITY ENGINEER'S MEMO OF FEBRUARY 16, 1977 SAID MEMO TO BE CORRECTED TO INCLUDE THE SIDEWALK PROVISION. WE DIRECT THIS ACTION TO THE CITY COMMISSION, CITY ENGINEER AND CITY MANAGER TO HAVE IT BE ACCOMPLISHED AS EXPEDITIOUSLY AS POSSIBLE. The motion passed unanimously.

There was discussion and Mrs. Kopietz said she would like to have the possibility of a crosswalk policy pertaining to the handicapped studied.

* * * * *

PETITION TO RESTRICT PARKING ON LONGFORD LANE

A petition was received requesting no parking from 8 a.m. to 12 noon on the 500 and 600 blocks of Longford Lane. This request is related to the use of the 500 and 600 blocks by Kapaun-Mt. Carmel students for parking.

Mrs. Focht said if there was no one in the audience who objected to this request, she would entertain a motion approving the petition.

Mrs. Marsh made a motion: THE PARKING ON THE 500 AND 600 BLOCKS OF LONGFORD LANE BE RESTRICTED BY USE OF SIGNS SAYING NO PARKING 8 AM TO 12 NOON, SCHOOL DAYS ONLY. The motion was seconded.

Mr. Graves said these requests for parking restrictions around schools keep coming up and he would like to suggest to the Traffic Commission "is there a better solution to the problem." We continue to post signs in residential areas prohibiting parking because of this same problem - vehicles being driven to high schools.

There was discussion about parking requirements around high schools. Some schools meet and exceed the parking requirements but this still does not prevent on-street parking around the school.

A vote was taken on the motion and all were in favor.

Mr. Graves said that Bob Feldner, Superintendent of Central Inspection, was present and maybe he could tell the commission what some of the proposed changes were in relation to parking requirements. Mr. Feldner said he did not recall the exact requirements in the proposed zoning ordinance but it does increase the number of parking spaces per pupils enrolled in high schools. He thinks presently 1 space per 10 pupils is required and it will be changed to 1 in 5. He did agree that there should be some consideration made for a long range solution. When you post no parking signs it only moves the problem to another area. The parking restrictions also pose problems for the residents.

Mrs. Marsh said part of the problem is the City Commission keeps allowing waivers on the parking policy. She thought the Traffic Commission should put the idea to the City Commission that they should adhere to the regulations and maybe do something about tightening up the regulations.

Commissioner King said he recommended setting up a committee to review the existing ordinances and the way they are written and bringing it back to this commission. Mrs. Kopietz suggested studying the nature of the grandfather clause and what constitutes new construction.

Mrs. Focht requested that Mr. Graves and Mr. McKinley and the Traffic Engineering Division staff talk with Mr. Mohr about setting up a committee to discuss off-street parking requirements, the grandfather clause, what constitutes new construction, etc. and bring this back at a later meeting.

* * * * *

(Meeting adjourned for lunch to reconvene at 1:15 p.m.)

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Commissioners present for the afternoon session included George Stevens, Floyd Keith, Joan Marsh, Mary Kopietz, Joyce Focht, Kevin Kimmel and Nancy Collins.

REMOVAL OF PARKING FROM WASHINGTON - MOSLEY, CENTRAL TO 18TH STREET

This public hearing will consider the proposal to eliminate all on-street parking from Washington-Mosley from 18th to Central for the movement of four lanes of traffic in conjunction with the Major Street Parking Policy.

Babola Hines, 1058 North Mosley, stated they would like to continue the parking on Mosley because there are many people who do not have driveways or anyplace else to park. In reply to a question from the Commission, she stated there was no reason they couldn't park on 10th Street.

Myrtle Branch, 1031 North Mosley, stated Eunice's Diner was at the corner of 10th and Mosley and there was more room to park on Mosley rather than on 10th Street. The off-street parking is not sufficient. The apartment house does not have a driveway or any parking facilities. Commissioner Kimmel questioned the off-street parking requirements at the apartment building not being in compliance with the Code.

In answer to a question from the residents, 1st Vice Chairman Focht explained the City Commission has to approve this action and if they do, parking removal could go into effect within 30 days (placement of signs).

Commissioner Keith moved: THAT THERE BE NO PARKING ON WASHINGTON FROM CENTRAL TO MURDOCK AND ON MOSLEY FROM MURDOCK TO 18TH STREET WITH THE NO PARKING RESTRICTION ENFORCED 24 HOURS A DAY. Motion seconded by Marsh. Motion carried with one dissenting vote, George Stevens, who felt "There are more factors to look at besides moving traffic up and down the street. There are times where I feel that businesses are being greatly hampered; people who have been living in homes for a number of years on a certain street are discovering they will not be able to have access to their homes. I don't feel that we should just make a total blanket policy on any particular thing, but we need exceptions to every rule we make."

Commissioner Kimmel stated their motion was in conformance with the Major Street Parking Policy and urged adoption. Commissioner Focht added that this item would appear before the City Commission in about three weeks at which time the citizens could appear before them.

* * * * *

EXTENSION OF McLEAN BLVD. FROM 29th STREET SOUTH TO MacARTHUR ROAD

First Vice-Chairman Focht stated the Traffic Commission had approved the location of the extension of McLean Blvd; today we are looking at the design phase. We will approve or uphold a particular decision. There will be a public hearing on design phase next Thursday, February 24 at 1:30.

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Dick Linn, City Engineer, gave an overview of the history of the project, stating Alternate A was approved in October which is the railroad alignment. He then introduced Mr. Stallard with the Kansas Department of Transportation who gave a noise analysis evaluation presentation.

Mr. Stallard stated they conducted noise surveys on forecasted noise and found it to be slightly above the standards set out by the various federal agencies involved with noise. He discussed two abatement possibilities: fan wall barriers and solid barriers which reduce exterior noise but increase interior (drivers) noise.

Ted Turley with Poe and Associates, consulting engineers hired by the City, also gave a presentation, stating the McLean Blvd. extension was part of the Transportation Plan and is eligible for federal funding (70% paid by the Federal Highway Administration). Mr. Turley suggested restricting truck traffic during peak hours as an alternative to noise abatement.

(Wayne King again joined the Commission.)

Commissioner Kimmel asked whether prohibition of truck traffic was a viable alternative when it is an important connecting link. Dick Linn replied that the "Do Nothing" alternative was also viable; however, the prospect and aesthetics of barriers did not appeal to him and felt denial of truck traffic was more viable.

Larry Wiggins, 3217 Gold, spoke for residents in his neighborhood, saying the southwestern part of Wichita does not have a very good image. They felt the major problems of this area were the sand pits and South High; they had heard that Ritchie Construction was proposing to build apartments in the area. The residents were opposed to the barriers and to the sound level. He felt the homes needed to be purchased and his position was to "do nothing".

Commissioner Kimmel said he thinks if we are going to build the road, then we should build it right. If it requires that we take one or two row of homes to provide the proper facility and move traffic and alleviate tremendous traffic problems in this quadrant of the city then let's spend the extra money to buy these homes and do the job right. Dick Linn said the design hearing is an input hearing not a decision making type process but all of the statements, facts presented, go into the decision making process. All of the alternates will be considered and we'll try to do it, but there are several ways to do it right.

Mr. Daniel H. Ramirez of 3104 Exchange said his lot is the smallest lot in the whole neighborhood - 60 x 129. If you take 10' off of it he will have no yard left. He said he wanted the City to either buy his property and take the whole thing or do nothing.

Cleta Robinson of 3103 South Gold said she lives on the corner of 31st and Gold at the signal light. She wanted to ask about the noise level. Mr. Stallard said the intersection there has the worst noise level and would continue to do so if McLean is continued on. She wanted to know if that was correct. Mr. Stallard said it was. If it is built, the main noise will be from the truck traffic on 31st and Gold unless you eliminate the trucks. If it is not built, the noise level probably won't be as high; all you will have is the noise on 31st. Ms. Robinson said they just moved in in September and didn't know about the proposed extension of McLean. She said she couldn't put up with a boulevard behind her house and taking half of her backyard. They bought the house because it had a fenced backyard. She and her husband are very opposed to the extension.

Morgan Gates, 3314 Exchange Place, said he was dead set against having a road in his backyard. If they have to put the road in and take part of his backyard, he would rather they take all his property. Putting a road in won't leave him much backyard. If they put a road in and they don't build the wall, he won't have any privacy, if they do build the wall, he won't be able to see out or grow anything because the sun will burn it up. If the city intends to build the road down there, his attorney will see what the city will give for his property.

Burt Schmidt, 3532 Gold, spoke against taking any of his property for building the road. Mr. McKinley said the plans we have seen do not indicate any right-of-way taking from Mr. Schmidt's property.

JoAnn Wiggins, 3217 Gold, said they feel putting a road of this magnitude in will destroy their home. They will be putting in an arterial where there is no road at all currently. She said before we start putting in a new road, couldn't existing roads be fixed; couldn't they repair and update Broadway and Seneca instead. Mrs. Wiggins also said instead of taking a portion of her property, she would rather the city take the whole thing.

Commissioner Kimmel said in answer to her question about improving Seneca and Broadway, these can only be improved to a certain point. There is only a certain capacity this type of road system can handle. Extending McLean would take some of the traffic off of Seneca and Broadway and make them safer.

Mrs. George Price of 3338 Exchange Place, said if you lose 33rd, that is going to increase traffic on Exchange and they will have a busy street behind their house and in front of their house. They would have neither a front yard or a back yard. If you have to put the road in, then take a row of houses so they won't be a blight area.

Ina Calvert, President of the Elementary PTA Council, said she does not live in the neighborhood but some area residents asked her to bring to your attention an article which appeared in Redbook magazine in October of 1975 entitled "One Child Dead, 17 Injured, Some Seriously." This concerned an elementary school that was parallel to a state highway in New York. A car ran out of control, crashed through a chain link fence and onto the playground killing one child and injuring 17. She was wondering if any consideration had been given to Sim playground as it is parallel to the new proposed roadway. Mr. Graves said he didn't know of any special provision to keep cars from leaving the travelway. Dick Linn said the proposed design at this location is with standard curb and gutters with 12' lanes, clearance of right-of-way and a chain link fence. We are also talking about an arterial street with 35 - 40 mile speed limit. Mrs. Focht said that article referred to a highway, a higher speed roadway. We have a number of elementary school playgrounds along arterial streets in the city.

Ms. Calvert wanted to know if some planning could be done in that direction - to guarantee that cars won't leave the roadway and go out of control.

Mrs. Focht said that the design hearing held next week, February 24, is to get all statements and comments from the public and Ms. Calvert should re-state her request at that time. The comments received at the hearing will be forwarded to the federal government and also those comments received within 12 days of the hearing.

Commissioner King moved: THAT THE TRAFFIC COMMISSION MAKE NO RECOMMENDATION. Com. Keith seconded the motion. The vote was four in favor (Marsh, Kopietz, Focht and Kimmel) and four against (George Stevens, Keith, Collins and King).

Discussion followed.

Mrs. Marsh said that what the commission has heard is that the people would rather have a sound barrier of extra land taken rather than have an artificial sound barrier like a wall.

Mr. Graves said the city has been building an arterial street system for 20 - 40 years based upon a plan that has been updated and changed from time to time. There is no difference, in his opinion, of McLean Blvd., than Seneca or 13th. Those are all arterials and they have been built according to a plan and we haven't had any particular problems with noise or noise barriers. This road (McLean) is a little bit better because we have access control. Children can cross over it rather than at grade. This will go to the back of homes rather than in front of them like 13th does.

Mrs. Collins said the real difference is that with most of the arterials, the road was there first and houses were built and these people have houses there with no street. She said she has heard everybody come up here and say they do not want this at all. She said she could understand why they don't want it. In her part of town, they have worked hard to keep a neighborhood. She personally would have to vote for the alternate of "do nothing."

Discussion followed on an appropriate motion.

Commissioner King moved: THE TRAFFIC COMMISSION APPROVES THE GEOMETRICS OF THE RECOMMENDED DESIGN, AS PRESENTED TODAY, FOR THE EXTENSION OF MC LEAN BLVD. The motion was seconded by Mrs. Kopietz. All were in favor except Nancy Collins.

Mrs. Marsh moved: THE TRAFFIC COMMISSION RECOMMENDS THE ACQUISITION OF RIGHT OF WAY AS AN ACCEPTABLE METHOD OF NOISE ABATEMENT. The motion was seconded.

Commissioner Keith added as an amendment to the motion: Along with the acquisition of property, we recommend prohibition of truck traffic north of I-235. The amendment was seconded. The vote on the amendment was, in favor: Keith, Collins, and Kimmel; against: Focht, Marsh, Kopietz and George Stevens.

The vote on the original motion made by Mrs. Marsh was unanimous, all were in favor.

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(Commissioner Kimmel left prior to this item)

SCHOOL SPEED LIMITS AND TRAFFIC SIGNALS

This item was discussed at the January 19, 1977 Traffic Commission meeting. Members of the staff and Traffic Commission met to formulate a list of alternatives to be considered by the Administrative Committee for Traffic Safety Coordination. Paul Taylor reviewed actions and recommendations by the committee of traffic commissioners that met on January 26, 1977.

Mr. Taylor reviewed things discussed - pros and cons of the variable message signs, (if we go to these, this is more than 3 times the cost of what we spend on intersection signalization in a year), standard school speed limits, RAG signals at crosswalks and increasing police available for school zone enforcement.

Commissioner Collins asked the criteria for designating a crosswalk. Mr. Taylor said counts of the number of children crossing are taken, we determine available gaps between cars on the street to see if enough gap time between vehicles exists for children to cross safely, speed on the street is considered, sidewalks, whether they are present or not, and sight obstructions - these are all taken into consideration and assigned a number, a point value.

There was discussion on the RAG signals.

Pam Grimes of 2208 Hiram, president of Woodman PTA, said they have a situation where there is a junior high school right next to their elementary school. They do have a RAG signal and she is concerned that if the 20 mile zone is done away with they will have traffic coming through at 35 mph. They are in favor of the variable message sign so people would know they are supposed to slow down. Commissioner King said people run school zones and he said are we telling children this is a protected area and cars should slow down so the children are not as careful as they should be. He questioned if it was a major arterial maybe we are better off having the RAG signal and stopping traffic completely and telling a child to beware and don't cross unless the light is green and traffic has stopped.

Commissioner Collins said maybe we should add as an alternate retaining the 20 mph zone and also having the variable message signs. Mrs. Grimes said that was what they wanted.

Sylvia Ward, 647 South Terrace, of the Wichita Council Secondary Schools PTA, said their council was definitely in favor of keeping the 20 mph zone all around the school regardless of whether or not there are lights.

Ina Calvert, 2928 Euclid, president of the council, said she felt the 20 mph speed zone was good preventive medicine.

Commissioner Collins said she thought they had another alternative, which is leaving the 20 mph zone around the schools and using the variable message sign with the RAG signal on arterial streets.

Commissioner Keith asked if we had to replace the flashing yellow lights with the RAG signals. Mr. Taylor said the federal government has said all traffic signals in the country have to be standard signals - red, yellow, green. They will allow any type of flashing yellow light in advance to warn of a school zone. It has to be a light that warns and not a part of the traffic signal itself.

Rosie Greenmeyer of 744 South Terrace, first vice president of the Wichita Elementary PTA Council and a member of the Jefferson PTA, said their school is on the corner of Oliver and Orme. At their PTA meeting last Tuesday they had at least 100 people present and they took a vote on the removal of the 20 mph zone. Oliver by their school is 30 mph and people frequently travel 40 mph. They are really worried about the safety of their children if the 20 mph zone were taken away.

The alternatives presented were discussed and several changes were made in material to be presented to the Administrative Committee for Traffic Safety Coordination and CPO Council.

Discussion followed on using the variable message sign.

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PROPOSED ORDINANCE REGARDING OFF-STREET PARKING FACILITIES OWNED AND MAINTAINED BY THE CITY

Bill McKinley, Assistant Traffic Engineer, reviewed the proposed ordinance. Traffic Engineering Division has talked with the president of Dubuque Packing and he is in favor of the ordinance.

Commissioner Keith made the motion: WE ADOPT AN ORDINANCE UNDER SECTION 11.52.100 OF THE CODE OF THE CITY OF WICHITA PERTAINING TO PARKING LOTS OWNED AND MAINTAINED BY THE CITY OF WICHITA AT 1411 EAST 21ST AND ON THE NORTHEAST CORNER OF 21ST AND MARKET. Mrs. Marsh seconded the motion and it passed unanimously.

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RESIDENTIAL STREET PARKING POLICY

Bill McKinley reviewed the proposed policy and said the purpose of this policy is to give some guidelines to use for a petition to be valid for parking prohibition or restriction on a residential street.

Mrs. Focht suggested several changes. She suggested the first line of the policy be changed to exclude "the prohibition or restriction". In the first line of section "A", she suggested that it be changed to read "Parking prohibition, parking restriction, or parking reinstatement will be considered..."

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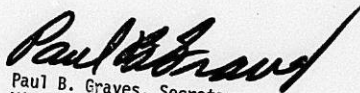
Mrs. Kapietz moved: WE ADOPT THIS AS AMENDED. The motion was seconded and passed unanimously.

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ANNUAL REPORT

Mrs. Focht suggested commissioners take the summary of their accomplishments home and read them. If they had any changes to make, they were to call the Traffic Engineering office prior to March 1. If they did not call, it would be assumed they agreed with the summary.

The meeting was adjourned at approximately 6 p.m.



Paul B. Graves, Secretary
Wichita Traffic Commission