

DP-71 (FILE# 2)
TOWNE WEST SQUARE SHOPPING CENTER
South side of Maple in
an area between I-235
and Tracy

READS
REDROPE

FILE POCKET
No. 1516C

HASTINGS, MN - LOS ANGELES
LOGAN, OH - McREGOR, TX U. S. A.

DP-71 - Town L.S. 20. ASB 100
FILE #2 - South side of Maple in
an area between I-255 & Tracy.

ACTION

DATE

COMMITTEE _____

M.A.P.C. 6-10-76

B.C.C./B. CO. C. _____

June 29, 1977

Mr. James R. Schaefer
Attorney at Law
800 Brown Building
Wichita, Kansas 67202

Re: Z-1700 - "AA" & "E" to "LC";
DP-71 Towne West Square
community unit plan; and
S/D 77-24 Towne West Square
Addition.

Dear Mr. Schaefer:

As you will recall, the above referenced zone case and community unit plan were approved by the Board of City Commissioners on July 15, 1975 subject to the platting of the property within two years or the cases be considered denied and closed. The deadline for recording the plat of Towne West Square Addition is July 15, 1977. Since many of the conditions of plat approval are still incomplete, it will be impossible to record the plat by that date.

If you wish to request an extension of time to complete the plat, please address your letter to Mr. E. R. Denton, City Manager, and send a copy to Jack Galbraith of this office. If we can be of assistance to you in this matter, please call.

Sincerely,

Louise Olivarez
Planning Analyst

LO:rme

cc: Towne West Mall Co., and Myrtle A. Rogers
1712 N. Meridian
Indianapolis, Indiana 46202
Campbell and Castle Engineers
P. O. Box 1835 67201

THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE March 4, 1977



TO Ray W. Bruggeman, Director of Public Works

FROM E. H. Denton, City Manager

SUBJECT Kellogg & West Street Project -
Towne West Square CUP DP-71

You received a copy of Robert Lakin's March 2, 1977, memorandum concerning the above subject.

As indicated in Mr. Lakin's memorandum, the State Department of Transportation has reserved \$443,000 for the improvement project under the State Safety Project funds and now requires a formal request from the City.

The Department of Public Works is now assigned responsibility for this program. Please proceed to prepare the necessary preliminary plans for the Kellogg and West Street project to be considered for State funding. Also, you will note that final allocation of funds is contingent upon safety benefits to the location. It will therefore be necessary to have the traffic and accident data to substantiate the safety project prepared for submission as soon as possible.

A handwritten signature in dark ink, appearing to be "E. H. Denton".

E. H. Denton
City Manager

EHD/sy

cc: Robert A. Lakin, Director of Planning
Dick Linn, City Engineer
Paul Graves, Traffic Engineer
Jack Galbraith, Chief Planner-Community Development

THE CITY OF WICHITA

OFFICE OF CITY MANAGER

DATE March 4, 1977



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E. H. Denton
City Manager

EHD/sw

cc: Robert A. Lakin, Director of Planning
Dick Linn, City Engineer
Paul Graves, Traffic Engineer
Jack Galbraith, Chief Planner-Community Development

DP-71 CUP file

3/2/77

E. H. Denton, City Manager

Robert A. Lakin, Director of Planning

DP-71 - Towne West Square CUP - Kellogg & West

Attached is a letter from Ogan approving the preliminary design for the changes to Kellogg and West that were indicated as being needed in association with the Towne West development. On August 2, 1976, we requested approval from the State, including a preliminary commitment of \$443,260, under the State Safety Project moneys.

Ogan has now acknowledged that they are reserving that amount of money and are requesting that the City make a formal request for the consideration of funding together with the traffic and accident data needed to substantiate this as a safety project. Since this is now moving from a planning level project to the actual construction and design phase and application of federal funds under the Safety Act, I would request that you assign this to the Department of Public Works to pursue as an improvement project. There will be considerable work ahead on this and may well necessitate the hiring of a consultant engineer to prepare the preliminary plans and to follow through on this project. However, I would imagine that Bruggeman and Linn will be preparing recommendations for you as to the next steps in proceeding on this project.

The applicant has submitted a preliminary plat on February 25 and will be bringing in an amendment to the Community Unit Plan for modifications which we requested in the original hearing as well as to make some additional modifications on behalf of their client. Based on what I know at this stage, it will not have any direct or indirect benefit on the U. S. 54-Kellogg proposals, design or funding levels.

Robert A. Lakin, Director of Planning

Attachments

Copy ltr Ogan to RAL 2-24-77

Copy ltr RAL to Ogan 8-2-76

cc w/attachments:

Ray Bruggeman, Director of Public Works

Dick Linn, City Engineer

Paul Graves, City Traffic Engineer

Jack Galbraith, Chief Planner

RAL:ew



KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612

O. D. TURNER, Secretary of Transportation

ROBERT F. BENNETT, Governor



February 24, 1977

1776 1976

Mr. Robert A. Lakin
Director of Planning
Metropolitan Area Planning Department
City Hall
455 North Main Street
Wichita, Kansas 67202



Dear Mr. Lakin:

After considerable review of the preliminary design for the improvement of Kellogg (US-54) to accommodate the expected traffic generated by the Towne West development, we are in general agreement with the design as submitted. As your plans are developed to their final stage, we would appreciate the opportunity to review them with you. Please keep us informed of your progress in the development of your plans and schedule for construction.

We are also now in a position to consider the financing of the portion of the project which encompasses the intersection of Kellogg and West Street. High Hazard Location safety funds in the amount of \$443,000.00 are being reserved for use in the improvement based upon the estimate which you forwarded previously. Final allocation of these funds is contingent upon FHWA approval of the improvement based upon the safety benefits to the location.

We would suggest that the traffic and accident data to substantiate the safety project be worked up as soon as possible. This data, plans and a request for consideration of funding under the safety program should be submitted for review by our Urban Highways Department and the FHWA.

We trust that the information provided here will allow you to proceed with finalization of the Towne West subdivision. If you need additional information, please let me know.

Yours very truly,

W. H. Ogan, P.E.
State Transportation Engineer

WHO:lmh

cc: F. J. Reid, Engineer of Urban Highways



KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612

O. D. TURNER, Secretary of Transportation

ROBERT F. BENNETT, Governor

Feb 2-1598



February 24, 1977

1776 1976

Mr. Robert A. Lakin
Director of Planning
Metropolitan Area Planning Department
City Hall
455 North Main Street
Wichita, Kansas 67202



Dear Mr. Lakin:

After considerable review of the preliminary design for the improvement of Kellogg (US-54) to accommodate the expected traffic generated by the Towne West development, we are in general agreement with the design as submitted. As your plans are developed to their final stage, we would appreciate the opportunity to review them with you. Please keep us informed of your progress in the development of your plans and schedule for construction.

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Yours very truly,

W. H. Ogan, P.E.
State Transportation Engineer

WHO:lmh

cc: F. J. Reid, Engineer of Urban Highways

*Sub
File*

January 20, 1977

Mr. James R. Schaefer, Attorney
800 Brown Building
Wichita, Kansas 67202

Re: Towne West

Dear Jim:

It has been some time now since I have heard anything relative to the Towne West project. I am aware that your engineers have been in and have begun the process of developing the plat. However, there are a couple of other things that seem to be hung up at the moment. One, we have not received any response from the State relative to the design of U. S. 54 which we sent to them. Similarly, we have received no response from them relative to the firm amount that they are willing to participate in as to the funding of the West/Kellogg intersection.

I sent them a letter asking when they were going to act on this, but have not received a response back. I did talk, however, to Bill Ogan, on another matter a few weeks ago, and inquired as to what was happening at the State level on this. His indication was that the State had it up to the Feds for review, but that the State would not be responding to me on it until you as developers had completed whatever negotiations need to be completed on the maintenance facility.

If we are going to get this thing to design and get people working on it, we are going to need to move on this in the next couple of months in order to meet the projected opening dates that you talked about in 1978.

Would you please let me know what your understandings are as to the status of the project and whether or not you will be able to resolve your issues with the State, so that we can get something moving on the West/Kellogg project.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:ber

*Shubert
F. A. M.
Towne West
CUT*

November 4, 1976

Mr. William Ogan
State Transportation Engineer
Kansas Department of Transportation
State Office Building
Topeka, Kansas 66612

Re: U. S. 54 and West Street
(Towne West)

Dear Bill:

Sometime ago we sent you prints of proposed geometrics for revisions of the West Street/U. S. 54 intersection area. I have not heard anything on this for sometime and our Towne West people are now beginning the platting process. I would expect that we will receive a preliminary plat for the area within the next three or four weeks. At that time, it will be necessary for us to begin to discuss arrangements for right-of-way acquisitions and improvements for the total project, including West and Kellogg.

Would you please advise me as to the status of review of this project? I would hope that we might have your specific recommendations and approval on this before we proceed much further in the platting process.

Sincerely,

RAL
Robert A. Lakin
Director of Planning

RAL:ber

THE CITY OF WICHITA
OFFICE OF CITY TRAFFIC ENGINEER

DATE August 5, 1976



TO E. H. Denton, City Manager
FROM Paul B. Graves, City Traffic Engineer

SUBJECT Towne West - U. S. 54 Median



In response to your memo of July 27, 1976 with regard to possible non-mountable medians in the vicinity of Town and Country Motel, we must give you a short review of the history of this project.

Access to U. S. 54 from West Street to I-235 was a primary concern as we discussed the proposed Towne West Shopping Center. In the very early stages, it was agreed by all parties concerned, and this included even the developer, that eventually the segment of Kellogg from West Street to I-235 would have to be designed to freeway standards; in other words, no at-grade intersections. The scheduling of freeway construction funds negated any possibility of early financing for this segment of Kellogg. All parties agreed that an interim plan was necessary which could both accommodate U. S. 54 Highway traffic and the anticipated traffic to the shopping center. Due to the forecasted high volume of traffic and speed of the roadway, every attempt was made to make this segment conform to expressway standards.

The Kansas Department of Transportation and the City of Wichita were particularly interested in the weaving section which occurs between the west shopping center entrance and the ramp at I-235 for westbound Kellogg traffic wishing to go north on I-235. A capacity analysis of this section was conducted to determine the required length and the level of service which could be accommodated based upon three through lanes on Kellogg plus an additional acceleration/deceleration lane between the ramp termini. The analysis of this weaving section indicated it will operate at level of service C for the design year 1985. In this particular case, it is necessary to have a minimum length of 500 feet between the entrance of the west shopping center to Kellogg and the exit of Kellogg to I-235.

Today, there is only slightly over 500 feet in this area. Therefore, any additional introduction of traffic in this critical weaving section would result in undue delay, severe congestion and a potential accident area. The traffic engineer for the developer agreed with the City's capacity analysis for this weaving section and also the State confirmed our analysis.

In conclusion, there is no other alternative or recommendation which could be considered in the best public interest for any additional medial break. To accommodate traffic directly into the Town and Country Motel would be to create a serious accident location.

Paul B. Graves
City Traffic Engineer

PBG:WGM/g1
cc:R. W. Bruggeman
Robert Lakin ✓

August 2, 1976

Mr. W. H. Ogan
State Transportation Engineer
State Office Building
Topeka, Kansas 66612

Re: Towne West Square

Dear Mr. Ogan:

The Board of City Commissioners has approved the zoning for the Towne West Square Shopping Center to be located in the general area between I-235, West Street, U. S. 54 (Kellogg), and Maple. Included in the approval is the proposed improvement of Kellogg and other streets, including West, Tracy, Taft and Maple. The preliminary design and proposed geometrics for all streets are being sent to you under separate cover. For your use in evaluating the designs, copies of the Traffic Study (June 1976), by Paul Graves, is enclosed.

Now that the City Commission has concurred in these geometrics, will you and your staff please review them and forward a set to the FHWA for their concurrence as to general design. At such time as we have your approvals, the City Engineer will initiate the improvements. This will, of course, have to be tied to your approval of the proposed funding for the West-Kellogg intersection project.

In connection with the intersection project, this letter may be considered a formal preliminary request for initiation of the project. This project has been reviewed by our Public Works Department. What we believe should be considered as the limits of the project are outlined in red on the geometric sheets for those streets. The preliminary estimates for this improvement are as follows:

| | |
|--------------------|---------------|
| Construction Costs | \$ 487,382.00 |
| Right-of-way | 5,129.00 |
| | <hr/> |
| | \$ 492,511.00 |

Page 2 - Mr. W. H. Ogan
August 2, 1976

Based on 90-10 financing, this would establish the City share as \$49,251.00, the State at \$443,260.00. The balance of the U. S. 54 improvement, as well as all other streets, is being borne by the City and developer. Any questions you have on project limits or cost estimate, please contact Dick Linn (316) 268-4669. Any additional data needed concerning traffic analysis, please call Paul Graves (316) 268-4446.

If a conference is needed relative to overall design review or the initiation of the intersection project, please advise. As soon as you have a response on design approval, please advise so that we may go ahead with subdivision design and approval with the developer.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:ber

Attachment

cc: E. H. Denton, City Manager
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Paul Graves, City Traffic Engineer

July 27, 1976

Robert A. Lakin, Director of Planning

Jack Galbraith, Chief Planner

Towne West

In the reconsideration of the Towne West CUP on this date, the revised proposal as presented by James Schaefer and the City Manager, was considered and the action of the City Commission was to accept the funding proposal as presented by the Towne West developer, subject to State funding anticipated in the amount of \$443,000, and further subject to the accuracy of the street improvement cost estimates as prepared by the developer. The motion carried unanimously, with Shanahan being absent.

An amendment to that motion (also carrying unanimously), was submitted by Stevens to request a report from the Traffic Engineer to see if it is possible to eliminate a portion of the medial in front of the motel without affecting traffic.

Jack Galbraith
Chief Planner

JHG:ber

July 22, 1976

E. H. Denton, City Manager

Robert A. Lakin, Director of Planning

Towne West

I have contacted Bill Ogan, State Highway Engineer, relative to design alternates that would relate to the Town and Country Motel. He is of the same opinion as I am, that given two major entrances as currently proposed to Towne West from Kellogg, that there is no physical way to provide direct access from the main slab to the service road and the Town and Country Motel. To me this means either another answer in terms of alternate access and/or a financial arrangement between parties concerned must be found to answer the problem.

Relative to the degree of participation in the project for Kellogg and West, the State is unable at this time to comment further other than their original letter (\$286,000), until they receive new and revised information. I still have not received this material from the developer.

Robert A. Lakin
Director of Planning

RAL:ber

cc: Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Paul Graves, City Traffic Engineer

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

REFERENCE: ITEM 4 CM
AGENDA FOR: JUL 27 1976

DATE July 22, 1976



TO The Honorable Board of City Commissioners

FROM E. H. Denton, City Manager

SUBJECT Towne West

The developers of the proposed Towne West shopping center have submitted the attached letter providing a funding proposal for the street improvements in connection with the Towne West development. Also attached for the information of the Commission is a copy of the excerpt Commission Meeting minutes for June 29, 1976, pertaining to the previous Commission action on funding of Towne West traffic improvements.

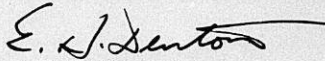
As indicated in the Towne West letter, the developer, Mel Simon, proposes to contribute a maximum of \$1,400,000 to the street improvements as a "sum certain for the extent of his costs." The developer does request, however, that any cost savings which may result from a positive disparity between cost estimates and actual cost of construction be divided between the City and the developer on a ratio of total developer cost to the total cost of all improvements.

Concerning the request of the City Commission that the developer make some arrangement with the Town and Country Motel operator relative to access to the motel, the developer has agreed to work out any arrangement with the motel operator to provide direct access from the shopping center site and off Kellogg which is satisfactory to City and State Highway Engineers and which does not have the effect of destroying the main shopping center accesses to and from Kellogg.

The administrative staff is of the opinion that this proposal substantially meets the guidelines set by the City Commission on June 29, 1976. It is recommended that the Commission accept the proposal subject to the following conditions:

- (1) Favorable action by the State to approve the total funding participation projected at \$443,000 and
- (2) Accuracy of the cost estimates for street improvements as prepared by the developer.

Should exceptions arise to either of the conditions, the project will be resubmitted to the Commission for determination of final authority to proceed with the projects.


E. H. Denton
City Manager

EHD:tmp - Attachments
cc: Robert A. Lakin, Director of Planning ✓

HOLMES, MELLOR, SCHAEFER & COMPTON
ATTORNEYS AT LAW

R. L. HOLMES (1880 - 1958)
W. E. HOLMES (1887 - 1958)
JOHN J. DARRAH (1910 - 1973)

RICHARD W. HOLMES
PHILIP MELLOR
JAMES R. SCHAEFER
GEORGE R. COMPTON
ANDREW P. MILLER

800 BROWN BUILDING
WICHITA, KANSAS 67202
TELEPHONE (316) 282-4403

WILBUR H. JONES
COUNSEL

July 21, 1976

| | |
|-------------------------------------|-----------------------------|
| OFFICE OF CITY MANAGER | |
| <input type="checkbox"/> EHD | <input type="checkbox"/> EK |
| <input type="checkbox"/> RGF | <input type="checkbox"/> RT |
| JUL 21 1976 | |
| <input type="checkbox"/> COPIES TO: | _____ |
| <input type="checkbox"/> FILE | _____ |

Mr. E. H. Denton
City Manager
City Building
455 North Main
Wichita, Kansas 67202

Re: Towne West Shopping Center

Dear Mr. Denton:

At the regular City Commission Meeting of June 29, 1976, the City Commission considered the matter of the traffic geometric requirements relative to the Towne West project, and the allocation of the costs relative thereto. The City Commission, by unanimous vote, moved that the project proceed and directed cost allocations associated with the improvements, based upon the developer's estimates as follows:

| | |
|---|-------------------------|
| City of Wichita (including right of way costs) | \$ 583,617.00 |
| Assessments to other property owners | 98,907.00 |
| Developer costs | 1,368,437.00 |
| | 2,050,961.00 |

There was further discussion at that meeting, prior to the action of the Commission, relative to the availability of Federal and/or State funds to help defray the costs of the Kellogg and West Street segment of the projected street improvements. The estimated participation by the Federal and/or State was approximately \$443,000.00. The action of the Commission was to apply such funds to the developer's costs and thus reduce its participation to the \$1,368,437.00 figure.

The original motion was amended to provide that the developer also make some arrangement with the Town and Country Motel operator relative to access to the motel.

In order to proceed with the project, the developer is of the opinion that he must have approval of the Commission for a

HOLMES, MELLOR, SCHAEFER & COMPTON

Mr. E. H. Denton
July 21, 1976
Page -2-

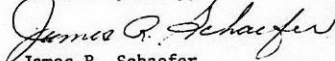
sum certain for the extent of his costs. This is required by him in order to enable him to obtain financing of the overall project. Mr. Melvin Simon has stated that he feels he is in substantial compliance with the wishes of the Commission based on the estimates, and that in order to establish a maximum cost allocation, he will contribute the total sum of \$1,400,000.00 towards street improvements as previously outlined to the Commission. This is approximately \$32,000.00 in excess of the estimated costs to the developer as directed by the City Commission, based upon 90 percent participation of the cost of the full Kellogg and West Streets intersection.

Any savings, over and above the cost estimates, we feel, should be divided between the City and developer on a ratio of the total developer cost to the total cost of all improvements.

With regard to the Town and Country Motel, the developer is agreeable to any access off Kellogg which is approved by the City and State which will not destroy the main Kellogg accesses to the center, and further, is agreeable to granting access to the motel from the center property at any point or points which the motel operator feels will benefit him so long as, again, such access will not interfere with the shopping center accesses. This offer has been tendered to the motel operator.

To the end of proceeding with the finalization of the Towne West project, including the platting of the site, we would respectfully request that this matter be presented to the Wichita City Commission at their regular meeting of July 27, 1976.

Yours very truly,



James R. Schaefer
of HOLMES, MELLOR, SCHAEFER & COMPTON

JRS/je

COMMISSIONERS PROCEEDINGS

3490

June 29, 1976

| | |
|------------------------------------|--|
| | <p>responses of emergency vehicles, such as ambulances and tow trucks, in monitoring police and fire broadcasts to seek to provide service in the event of accidents resulting in multiple responses and confusion. The Department of Law has prepared an ordinance regulating the responses of certain emergency vehicles to police and fire emergency calls. Copies of the ordinance and memoranda outlining the scope of the ordinance and documentation supporting the need for the ordinance have been provided to the Commission.</p> <p>City Manager recommended that the ordinance be adopted.</p> |
| Fred Linde | <p>Fred Linde, Grievance Officer, reviewed the board's recommendations and answered questions by the Commission.</p> |
| Ronald Badger | <p>Ronald Badger, Attorney representing Auto Inn Wrecker Service, spoke concerning Item Number 4 above and expressed opposition to the proposed ordinance change as he felt such changes would be detrimental to the tow-in companies and would be discriminatory.</p> |
| Motion-- --carried | <p>Donnell moved that Mr. Badger be granted 1 additional minute for his presentation. Motion carried 4 to 0.</p> |
| Ray Hodge Jim Woods | <p>Ray Hodge, Attorney representing Red Ball Wrecker Company and Jim Woods, owner, both spoke in favor of adoption of the ordinance changes proposed and noted that other wrecker companies are soliciting business at accident scenes.</p> |
| John Dekker | <p>John Dekker, Director of Law, explained the proposed provisions to the ordinance and their applicability.</p> |
| Motion-- | <p>Peters moved that the staff reports be received and filed; the City Attorney be instructed to prepare an ordinance concerning illegal dump sites; and the emergency vehicle ordinance be placed on first reading and also to amend Section 3.49.040 of the proposed ordinance by inserting additional wording so as to read "no person shall solicit in any manner business at or near the scene of an accident or collision".</p> |
| Mayor Donnell | <p>Mayor Donnell expressed dissatisfaction with the entire ordinance, but spoke specifically against Section 3.49.050.</p> |
| Amendment-- | <p>Donnell moved that the motion be amended and that Section 3.49.050 be deleted from the ordinance.</p> |
| Ronald Badger | <p>Mr. Badger requested that the matter be deferred to allow them to make suggestions regarding the ordinance and also to speak to the merits of the matter.</p> |
| Substitute motion-- --carried | <p>The Commission also discussed the possibility of eliminating the contract for tow-in service and throwing it open to all.</p> <p>Donnell moved a substitute motion that item 4 be referred back to the Grievance Board for a hearing and reconsideration of this item. Motion carried 4 to 0.</p> |
| Motion-- --carried | <p>Peters moved that the staff reports be received and filed and the City Attorney be instructed to prepare an ordinance concerning illegal dump sites. Motion carried 4 to 0.</p> |
| Motion-- --carried | <p>Donnell moved that the rules be suspended to consider a matter off the agenda. Motion carried 4 to 0.</p> |
| Motion-- --carried | <p>Donnell moved that the Commission recess into executive session to be held during the noon hour concerning industrial prospects. Motion carried 4 to 0.</p> |
| LUNCH RECESS | <p>Commission recessed for lunch at 12:05 p.m. and reconvened at 1:33 p.m. with Mayor Donnell in the Chair. Commissioners Casado, Peters, Shanahan, present. Commissioner Stevens, absent.</p> |
| TOWNE WEST SQUARE TRAFFIC STUDY | <p>Towne West Square Traffic Study, presented.</p> <p>NOTE: Hearing on this item was set for 1:30 p.m.</p> |

June 29, 1976

At the meeting of May 11, 1976, the City Commission received and filed a joint MAPC - Traffic Commission report on traffic in the vicinity of the proposed Towne West Shopping Center. At that time the Commission requested that a report be provided which would reflect the anticipated street system in the area for a period of 10-15 years with and without the proposed Towne West development along with costs for projected improvements for the area. The Commission indicated that a policy statement regarding cost of improvements necessitated by major developments could result from this study.

Two reports have been prepared for review by the Commission. The Traffic Engineering Division has submitted a general overall review of the impact of the proposed Towne West Shopping Center forecast through 1985. Estimated cost of the street improvements for the area is \$2,493,961. A second report detailing Planning Commission consideration of the street improvement plan has also been provided to the Commission.

The Planning Commission has approved the proposed geometrics of the various street improvements, except that mountable medians are recommended to be used to the greatest extent possible on the improvement of Tracy. The Planning Commission further moved to recommend financing of the proposed improvements as follows:

| | |
|----------------------|------------------|
| City of Wichita | \$ 500,000 |
| Special Assessments | 98,907 |
| Towne West Developer | <u>1,811,437</u> |
| | \$2,410,344 |

Right-of-way (\$83,617) was not included in the motion of the Planning Commission. Any Federal/State monies which become available would be used to reduce the City's and developer's share of the cost.

As of preparation of this agenda, the State has not yet advised the City as to the amount of funds it would be willing to contribute to this project.

The Commission has also been provided with a copy of the revised analysis of the Towne West Square Shopping Center prepared by the Arthur Roberts Consulting Firm.

Recommendation

The Director of Planning recommended that in order for this project to proceed, the City Commission give tentative approval to the street improvement design and to the recommended funding. City Manager concurred.

Robert Lakin

Robert Lakin, Director of Planning, presented the general site plan and preliminary geometrics for the proposed street improvements and intersection treatments on Kellogg, West Street, Maple Street and the major entrances to Towne West and in the vicinity of this project. He stated that a proposal was received from the State regarding the improvement of West Street and Kellogg intersection for funding a portion of the cost, but he anticipated that when the detailed plans were finished it could be as much as \$443,000. During the discussion of the cost relative to the City regarding the planned development, it was pointed out that the Maple Street Bridge nor the drainage was included.

| | |
|-----------------------|--|
| Dick Linn | Dick Linn, City Engineer, stated that the consultant's estimated cost for the West Street-Kellogg intersection seemed reasonable, however, it could vary when construction plans are developed. |
| Ferd Evans | Ferd Evans, representing Westport Drive-In Theatre, spoke concerning the cost to his client, which they felt would be deleterious to their business. |
| Harry Pollock | Harry Pollock, representing Town and Country Lodge and Restaurant, spoke concerning the problem of access to the motel from Kellogg, and he maintained that the proposed geometrics would not be profitable for their business. He felt the developer should be willing to compensate the motel in the event this does damage their business. |
| Motion-- --carried | Casado moved that Mr. Pollock be granted an addition 3 minutes for his presentation. Motion carried 4 to 0. |
| Bill Goebel | Bill Goebel, Star Lumber Company, spoke in favor of the proposed development. |
| Tom Borniger | Tom Borniger, representing the lessor of the property on which the K-Mart Store is located, reiterated their objection to assessments against their property for street improvements. |
| James Schaefer | James Schaefer, Attorney representing the developer of Towne West Square, spoke in support of the street design and geometrics presented. |
| Motion-- --carried | Donnell moved that Mr. Schaefer be granted an additional 20 minutes for his presentation. Motion carried 4 to 0. |
| James Schaefer | Mr. Schaefer reviewed the history of the project and presented their cost estimates of off-site street improvements and stated that Towne West was willing to assume \$1,100,000 of those costs. |
| Motion-- --carried | Donnell moved that Mr. Schaefer be granted an additional 10 minutes following a 10 minute recess. Motion carried 4 to 3. |
| RECESS | Commission recessed at 3:25 p.m. and reconvened at 3:45 p.m. |
| James Schaefer | Mr. Schaefer contended that street improvements and drains were necessary for this general area to aid the existing development and future development, which will increase the tax base and will in turn benefit the entire City of Wichita. |
| Motion-- --carried | Casado moved that Mr. Schaefer be granted an additional 10 minutes for his presentation. Motion carried 4 to 0. |
| James Schaefer | Mr. Schaefer stated that the proposed development would benefit the City in jobs because of the increased retail outlets. He requested the Commission's favorable consideration of the proposed street geometrics. |
| Paul Graves | Paul Graves, Traffic Engineer, reviewed with the Commission the projected vehicular traffic volume which will occur on Kellogg due to the proposed development. |
| B. J. Kingdon | B. J. Kingdon, representing Towne West, also spoke regarding their traffic projection. |
| Mike Weigand | Mike Weigand spoke in support of the center development and stated that they do not rely entirely on local trade for business generation, but anticipate this center competing with a center to be built in Oklahoma City, as well as competing with Denver, Omaha, Tulsa and Kansas City. |
| Carl Wettig | Carl Wettig, representing W.M.C.C., requested that an early decision be made so that his client would know what to expect. |
| Comm. Casado | Commissioner Casado stated that he could not at this time support the proposed geometrics unless the developer can make some changes to provide better access to those businesses which might be hurt economically. |
| Bill McKinley | Bill McKinley, Assistant Traffic Engineer, answered questions by the Commission as to the traffic projected for the streets providing access to the shopping center site. |
| Discussion | Discussion was had regarding the City's legal debt margin and the City Manager stated that the 8% legal limit for 1976 is \$879,000 and then goes to \$4,527,000 in 1977 and continues to escalate dramatically thereafter. It was indicated by the Commission that the debt margin for this year would limit the City's participation in the improvement costs. |

Motion--

Donnell moved that the project proceed, that the Commission give tentative approval to the street improvement design and to the funding recommended by WAPC with the following exceptions, that the City of Wichita pick up the right-of-way costs (\$83,617), and that any state funds received be applied to reduce the cost to the developer (estimated to be \$443,000), resulting in the funding to be as follows:

| | |
|---------------------|------------|
| City at large | \$ 583,617 |
| Special Assessments | 98,507 |
| Developer | 1,368,437 |

Amendment--

--carried

Casado moved an amendment to the motion that it also be subject to something satisfactory to both parties being worked out by the Town and Country Lodge and the developer regarding access. Amendment carried 4 to 0.

--motion as amended carried

Motion, as amended, carried 4 to 0.

RECESS

Commission recessed at 5:50 p.m. and reconvened at 6:45 p.m.

*Commissioner Shanahan, absent.

CPO RECOMMENDATION RE DROP BOX FOR PAYING CITY BILLS

Citizen Participation Organization Recommendation Relating to a Drop Box for Paying City Bills, presented.

City Manager

City Manager stated that the CPO has withdrawn their request.

Motion to strike--
--carried

Donnell moved that the item be stricken from the agenda. Motion carried 3 to 0.

USD 259 SPEDY WORKSITE CONTRACT

USD 259 SPEDY Worksite Contract, presented.

On May 25, 1976, the City Commission approved a standard format Summer Program for Economically Disadvantaged Youth (SPEDY) Worksite Contract between the City and Wichita's non-profit employers for the placement of the City's "economically disadvantaged youth in summer employment". Subsequently, USD No. 259 requested revisions in the SPEDY worksite contract. As a result, the City's Law Department and USD 259's legal staff negotiated a revised contract incorporating the following changes:

- (1) The wording, "authorized by the City" has been removed from Section 3.
- (2) The wording, "that the City and Delivery Agent agree that it is the objective of this contract to provide work experience for SPEDY eligible youth" has been removed from Section 4 and placed in the preamble.
- (3) Section 5 has been amended to incorporate the SPEDY payroll procedure issued by the Manpower Coordination Center.

Recommendation

The School Board approved the revised SPEDY worksite contract for execution on June 21, 1976. The Director of Economic Development recommended the approval of such contract. City Manager concurred.

*Commissioner Shanahan, present.

Motion--

--Carried

Peters moved that the revised SPEDY worksite contract be approved for execution by USD No. 259 and the Mayor be authorized to execute on behalf of the City. Motion carried 4 to 0.

REPORT ON PAYMENT OF SCHEDD MEMBERSHIP FEE

Report on Payment of South Central Kansas Economic Development District (SCHEDD) Membership Fee, presented.

At the meeting of June 8, 1976, the City Commission approved payment

WICHITA-SEDGWICK COUNTY

DATE 4/16/76

METROPOLITAN AREA PLANNING DEPARTMENT

ATTACHMENT A

TO Towne West File
FROM Mike Lindebak, Principal Planner, Advance Plans Division
SUBJECT TOWNE WEST/US 54 FREEWAY COST ESTIMATE

To improve Kellogg between I-235 and West Street to freeway standards will require modification of the existing I-235 interchange and the construction of an interchange at West Street. The Kansas Department of Transportation currently is conducting a freeway location study for Kellogg from I-235 to Topeka. Preliminary cost estimates have been prepared for modification of the I-235 interchange, construction of an interchange at West Street and construction of mainline Kellogg. The cost estimates are as follows:

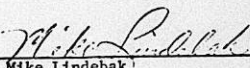
• I-235 Interchange Modification (includes mainline of Kellogg from Hoover to Tracy)--
\$6,000,000

West Street Interchange (includes mainline of Kellogg from Tracy to 2500 feet east
of West Street) - \$7,000,000

If a fly over off ramp accommodating east to north turning movements at Tracy could be constructed, it is estimated to cost \$1,400,000. This would require construction of an additional east bound lane in the Kellogg median west of Tracy that would ramp and bridge the westbound Kellogg traffic. In addition, westbound on and off ramps have been included in this estimate.

The Tracy interchange cost figures were developed without preliminary construction drawing. Geometrics, grades and right of way requirements may make this alternate infeasible.

For talking purposes, roughly \$15,000,000 would be required to develop Kellogg to freeway standards at this time. Ultimate right of way costs for the West Street interchange could inflate these costs greatly. A motel and a potato chip factory must be removed, therefore without actual appraisals there is more uncertainty associated with this project than most.


Mike Lindebak
Principal Planner
Advance Plans Division

MEL:rh

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

July 13, 1976

TO Files
FROM Robert A. Lakin, Director of Planning
SUBJECT DP-71 - Towne West

I met with Eugene Denton, City Manager; Bob Finch, and the Simon interests, including Mel Simon, Rubels, Mike Weigand, and B. J. Kingdon, to discuss where the Towne West project stands as of July 12, 1976. It appears that there is still a difference of between \$268,437 as a low to a high of \$338,438 between the \$1,100,000 offered by the Simon interests and the \$1,801,437 established by the City Commission, less federal contributions.

The Simon interests indicated they would like to get back in front of the City Commission to consider at least three issues, and perhaps four, relative to the Towne West project. These issues are as follows:

1. Access to the Town and Country Motel - They feel that they were left in a very untenable position in trying to satisfy the City Commission's requirement to provide "satisfactory access."
2. To report on their limits as to their ability to finance the projects. There was an indication that if the matter could be resolved quickly, perhaps another \$100,000 could be made available from the Simon interests.
3. That the opened portion of the financing in the City Commission's motion be established, at least on the part of the developer that the dollars are fixed and not opened.
4. The possibility of deferring improvements of Maple until later after the project is open in order to reduce the front end demand on money to the developer.

The City Manager did offer the use of special assessment financing, which would assist the cash flow problem. Simon replied that his financiers would not enter into final loan commitments with outstanding special assessments on the project and thus this perhaps would not provide him an answer. He was going to check back with his financiers to see if there were any possibilities of using the special assessments.

Page 2 - Files
July 13, 1976

It was also determined that as quickly as Law-Kingdon could furnish new cover sheet drawings, another set of geometrics involving Kellogg and West Street, and a detailed breakdown on costs, that we would submit these to the State, asking for: (1) a determination as to the amount that they would participate in relative to the "intersection" of Kellogg and West, and (2) request their acceptance of the general geometrics for the Kellogg project, including review and approval by the FHWA.



Robert A. Lakin
Director of Planning

RAL:ber

cc: E. H. Denton, City Manager
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Paul Graves, City Traffic Engineer

July 13, 1976

Files

Robert A. Lakin, Director of Planning

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Robert A. Lakin
Director of Planning

RAL:ber

cc: E. H. Denton, City Manager
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Paul Graves, City Traffic Engineer

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

June 21, 1976

TO Robert Finch, City Manager (Interim)
FROM Robert A. Lakin, Director of Planning
SUBJECT Towne West Square - Traffic
Plans and Financing

History

Since the City Commission approved for Towne West the changes in zoning and Community Unit Plan, subject to platting (working out traffic and drainage problems), considerable effort by the developer and City staffs has been made to arrive at workable solutions. Traffic Engineering reports have been submitted to the Traffic Commission and Metropolitan Area Planning Commission at their March 17 joint public hearing. As a result of that hearing, the Traffic Commission recommended U. S. 54 be developed as a freeway. The Metropolitan Area Planning Commission asked that further effort be made to resolve several design issues that surfaced at the March 17, 1976 public hearing, while in general approving the concept of the proposed traffic improvements submitted to them at that meeting, plus asking for information on financing.

As detailed in the staff report (contained in the June 10, 1976, Planning Commission minutes), Wulz and staff met with the State concerning freeway status, as well as State participation in any upgrading of existing U. S. 54.

At a public hearing on June 10, 1976, the Metropolitan Area Planning Commission considered both design and financing of street improvements needed for the Towne West project.

MAPC Action

Several issues were discussed at length by the Planning Commission. They were -

- 1) Impact of special assessments on Taft, Florence to Tracy;
- 2) Access to the Town and Country Motel;
- 3) Financing, the developer's share vs. City at large financing.

The minutes contain a detail description of these issues. Attachments to the staff report (Freeway cost estimates; Texas U-Turns), are reproduced as attachments to this memo.

Page 2 - Robert Finch, City Manager (Interim)
June 21, 1976

The Planning Commission, in several motions (see minutes), approved the proposed geometrics of the various improvements (see attachments), except that mountable medials are recommended to be used to the greatest extent possible on the improvement of Tracy. They have also recommended that financing be as follows:

| | |
|---------------------|------------------|
| City of Wichita | \$ 500,000 |
| Special Assessments | 98,907 |
| Developer | <u>1,811,437</u> |
| | \$2,410,344 |

Right-of-way (\$83,617 est.), was not included in the motion. Also, any Federal/State monies which become available would be used to reduce the developer's and City's share of costs. The State has been asked to officially respond by June 22, to what degree they will participate in the improvement of U. S. 54.

A comparison of the alternate financing proposals is attached for informational purposes.

Requested Action

In order to proceed in the preparation of the plat for Towne West, it would be helpful to know in what manner the street improvements are to be financed and to what design they are to be built. Therefore, it is requested that the Board of City Commissioners give tentative approval (final approval would be at plat approval and/or project initiation), to both the financing and design of the following street improvements.

| | | |
|-----------|---|---|
| U. S. 54 | - | area east of West to I-235 |
| Maple | - | I-235 to an area east of West Street |
| West St. | - | Area south of McCormick to north of Maple |
| Taft | - | West to Florence |
| Taft | - | Florence to Tracy |
| Tracy | - | Maple to Taft |
| Tracy | - | Taft to Kellogg |
| R/W Costs | - | |


Robert A. Lakin
Director of Planning

RAL:ber

Attachments: Minutes - MAPC 6-10-76 (Excerpt of Towne West)
Memo to Robert A. Lakin - re Freeway Estimates
Memo to Robert A. Lakin - Texas U-Turns
Site Map and key to projects
Comparative Cost Allocation - Street Improvements
Geometrics/Towne West Street Improvements

Page 3 - Robert Finch, City Manager (Interim)
June 21, 1976

cc: James R. Schaefer, Attorney, 800 Brown Building 67202
Harry Pollock, c/o Grey Dresie, Attorney, 435 N. Main 67202
Tom Borniger, Attorney, 830 1st Nat'l Bank Bldg. 67202
Ferd Evans, Attorney, 200 West Douglas 67202
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Paul Graves, City Traffic Engineer
Don Anderson, Director of Administration
Glen Dockery, Budget and Research Director

WICHITA-SEDGWICK COUNTY

Jack
DATE

METROPOLITAN AREA PLANNING DEPARTMENT

June 4, 1976

TO Wichita-Sedgwick County Metropolitan
Area Planning Commission
FROM Robert A. Lakin, Director of Planning

SUBJECT Towne West Square

Project Review

Over a period of four meetings last year, the Planning Commission considered a zone change request and associated Community Unit Plan on the proposed Towne West Square Shopping Center, generally located between Kellogg and Maple in an area between Taft Street and I-235. The Planning Commission approved the zone change and CUP on June 26, 1975 and the City Commission concurred on July 15, 1975, subject to platting, with solution of drainage problems and provision of adequate street improvements to serve the proposed center.

A series of public meetings has been held regarding the drainage problems in the large area from approximately 300 feet south of Maple down to the I-235 bypass south of 31st Street South, known as the Southwest Industrial Park Storm Drainage Improvement Project. The large drainage problem area has been divided into three subareas (A, B, and C) of which Area "A", bounded by Kellogg, Maple, I-235 and West Street, contains the Towne West Square property. On February 10, 1976, the Board of City Commissioners approved proposed drainage solutions for Areas "A" and "C" and instructed City staff to submit a revised drainage grant application to the Economic Development Administration to secure federal funding for a portion of the drainage improvement costs. Based upon that policy decision, it is assumed that the drainage problems associated with the proposed center have been resolved.

On March 17, 1976, the Metropolitan Area Planning Commission and the Traffic Commission conducted a joint meeting to determine the traffic improvements necessary to accommodate the proposed center. The action of the MAPC was to concur in the general traffic proposals as submitted, provided, however, that additional revisions and corrections on the method and manner of circulation around the Town and Country Motel and the final design and method of payment for construction of Tracy adjacent to K-Mart. The Traffic Commission approved the plans in concept, with further consideration given to designing Kellogg to meet freeway standards, elimination of street terminations north of Maple, and to negotiate objections raised during the hearing from business concerns to the mutual satisfaction of all involved.

March 17 issues

Basically, the issues raised during the meeting of March 17, 1976, were as follows:

- 1) Development of Kellogg as a freeway at this time.
- 2) Use of the Texas U-turn concept on Kellogg or perhaps an overhead ramp.
- 3) Transition areas or merging lanes on Kellogg, Maple, and West Street.
- 4) Necessity for a third northbound lane on Tracy adjacent to Kellogg and resolution of who pays for such a lane.
- 5) Solution of access problems to the Town and Country Motel.
- 6) Right-of-way needs for Tracy which would involve the structure of the Precision Pattern Company at 607 South Tracy.
- 7) Right-of-way needs - cost estimates.
- 8) Construction cost estimates and funding obligations.

Since March 17, 1976, the following work has been done regarding these problems:

- 1) Kellogg as a Freeway - Preliminary estimates of the improvement of Kellogg to freeway standards from I-235 to West Street have been prepared, including modification of the Kellogg/I-235 interchange, construction of an interchange at Kellogg and West Street and construction of mainline Kellogg. Approximately \$15,000,000 (see attachment A), would be needed for the project at this time, however, ultimate right-of-way costs for the West Street interchange could greatly inflate that figure, but without actual appraisal, only a rough estimate may be given.

On April 14, 1976, Ralph Wulz, Dick Linn, Bill Stockwell and myself met with the Kansas Secretary of Transportation, Jack Turner, Bill Ogan, and John McNeal. They indicated that there was no State funding available to assist in freeway construction of that segment of Kellogg. We then asked for assistance to upgrade the facility to high level arterial standards. Two possibilities discussed for partial assistance on the West Street/Kellogg intersection were a signalization demonstration project or a high accident intersection assistance grant (under Section 209). Further investigation revealed that the project would probably not qualify for the signalization demonstration project funding, however, a letter from John McNeal on May 13, 1976, indicated that Section 209 Safety Project Funds may be available in July or October, and

requested that the City draw up preliminary cost estimates and sketches on the project. Although the development of this section of Kellogg to freeway standards is not feasible at this time (assuming all local cost), it may be possible to get some State assistance on improvement of Kellogg to permit greater capacity.

- 2) Use of the Texas U-turn Concept or an overhead ramp - Preliminary investigation by our staff and that of the Traffic Engineer estimate that an overhead ramp to provide direct left turns from eastbound traffic into the center would cost approximately \$1,400,000 and would require the construction of an additional eastbound lane in the Kellogg median west of Tracy. The travel distance for a Texas U-turn¹ would conflict with the ramp locations at I-235 and Kellogg, and would have to be located some place east of Tracy, thereby requiring eastbound traffic on Kellogg to proceed by the site and turn around to go back to the site by way of the frontage road system on the north and south sides of Kellogg. Either type of improvement would require expenditures and right-of-way needs far in excess of those presently estimated for the improvements for the Towne West site. Although capacity could be increased by the use of either the ramp or Texas U-turn, the costs at this time would be prohibitive without State aid (see attachment B.)
- 3) Transition areas on Kellogg, Maple and West Street - At the suggestion of the Traffic Engineer, the proposed sketches for the traffic improvements have been modified to provide longer transition areas for the merging of lanes on Maple east of West Street, Kellogg east, and West Street south of Kellogg. These problems have been solved. (See revised geometrics, the Law-Kingdon Company.)
- 4) Third northbound lane on Tracy north of Kellogg - The sketches for Tracy Street Section have been modified to eliminate the third northbound lane on Tracy, which was primarily to serve the K-Mart site. The lane was eliminated (Sketch 4 on geometric sheets), after representatives of K-Mart informed us by letter that they had no need or desire for such a lane as long as they can have an additional curb cut at the location of the medial break on Tracy south of Taft. Traffic Engineering concurs with the geometrics as drawn, providing for a transition lane at the south end of Tracy.

¹
A grade separation design whereby there would be no signalization at Kellogg and Tracy with eastbound traffic on Kellogg exiting at Tracy and making a sharp left turn into a tunnel or grade separation under Kellogg to flow into the center by means of another left turn onto the frontage road.

- 5) Solution of access problems to the Town and Country Motel - At the March 17, 1976 meeting, the owner of the Town and Country Motel protested that access to the motel would be so restricted as to ruin his business. The developers of Towne West were encouraged to meet with representatives of the Town and Country and attempt to work out an equitable solution. It is our understanding that three such meetings have occurred and that the developer has provided an alternate access proposal (see attachment C). However, agreement has not been reached regarding this matter and representatives of both the developer and the Town and Country Motel will be available to present their position for improvement of motel access.
- 6) Right of way needs for Tracy which would eliminate parking for Precision Pattern Company - At the March 17, 1976 meeting, the owner of Precision Pattern Company protested the additional right-of-way necessary for Tracy because of the loss of six off-street parking spaces adjacent to Tracy. It was suggested that perhaps if the third lane adjacent to K-Mart could be eliminated, then the entire Tracy right-of-way could be shifted east and not require so much off the Precision Pattern Company property. At this time, the consultant for the developer of Towne West has modified the sketch to show the location of Precision Pattern and negotiations are still underway to resolve the problem. Earlier proposals involved acquisition of building, but the revised design now misses the building.

In addition to geometric changes necessitated by problems identified at the March 17, 1976 meeting, the consultant for the developer has also modified sketch number 5 on the geometric sheets to reduce the right-of-way required for two lanes on Maple east of West Street from 50 feet to 40 feet in an attempt to avoid significant acquisition costs of the marine shop located at the southeast corner of Maple and West. The City Engineer has concurred in the amount of right-of-way now needed which has been reduced.

- 7) Right-of-way Cost Estimates - Some 25 parcels (or part thereof), have been identified as needed to construct the street improvements previously proposed to the MAPC and Traffic Commission. These do not include the lands owned by the Kansas Highway Commission, which must be acquired in order to build the Kellogg entrances. It is assumed that these will be acquired by the developer and included (as needed), as dedicated right-of-way in the plat.

Estimates of costs for right-of-way have been prepared for the developer by an M/A appraiser. The amount of right-of-way to be acquired is the minimum needed for the projects. As such, it does not reflect in all instances the desired or normal right-of-way standard. As lands are platted or as additional improvements are made in the future, additional right-of-way will be needed.

Eight tracts are needed on Maple for an estimated cost of \$20,085.50. Taft and Tracy have three tracts at a cost of \$14,910.79. West Street has fourteen tracts for an estimated cost of \$48,621.08. Total estimated acquisition cost is estimated at \$83,617.37.

It is recommended that costs for right-of-way be distributed in the same proportion as may be arrived at for assigning costs for construction of any given street.

- 8) Construction Costs and Funding Allocation - Revised construction costs have been submitted by the developer (see attachment E), based on an evaluation of estimates proposed by the Law Company and a commercial road builder. These estimates are as April 16, 1976 and do include revised geometrics agreed to by the Department of Public Works since the March 17 public hearing. Total costs for construction is estimated to be as follows:

| | |
|--------------|--------------|
| U. S. 54 | \$ 1,092,483 |
| Maple Street | 570,826 |
| West Street | 301,134 |
| Tracy Street | 340,542 |
| Taft | 105,359 |

\$ 2,410,344

With right-of-way the
total is: \$ 2,493,961

The principles for distribution of these costs have been discussed with the developer by city staff on several occasions. The MAPC should make its recommendation, which will be forwarded to the Board of City Commissioners for specific determination. This will be done before commencing the preparation of the "plat" for Towne West.

In the early stages of the development proposals, I have suggested one funding formula which was to:

1. Assess to adjacent property the equivalent of a regular street where there is now none or where it is substandard (i.e., Tracy, Taft to Maple).
2. City of Wichita participate in the Kellogg/West Street intersection improvement (50-50?).
3. The developer assuming all other costs (assume that the City of Wichita would not otherwise make the improvements at this time or within the near future; 5-10 years).
4. Obtain whatever federal/State financing as may be available for Kellogg.

Based on these assumptions, costs would be distributed approximately as follows:#

| | | |
|------------------|----|-----------|
| City at Large | \$ | 202,705 |
| Benefit District | | 98,907 |
| Developer | | 2,108,732 |

#Does not include right-of-way.

At a meeting held on March 31, then City Manager Wulz agreed to recommend a funding formula as follows:

Maple Street - All developer cost except south half of intersection of Tracy and Maple, plus signalization at Maple and West which would be City.

Tracy - Maple to Taft - Assess 20 1/2 feet along east side to a benefit district. The remaining 20 1/2 feet plus channelization would be the developers.

Tracy - Taft to Kellogg - Assess 5 feet to east (K-Mart) plus 5 feet to benefit district to West (including Towne West and Precision Pattern). The developer would pay the balance of channelization and transition lane.

Taft - West to Florence - Assess 5 feet to north and assess 5 feet to south. Balance of cost to developer.

Taft - Tracy to Florence - Assess 20 1/2 feet to north and 20 1/2 feet to south, with balance to developer. Intersection of Taft and Florence would be developer cost. Signalization at Taft/Tracy if installed would be developer cost. The east half of the Taft/Tracy intersection would be City of Wichita.

West Street - Entire length (except the Kellogg intersection) would be split 50% City at large, 50% developer. Signals at West and Taft would be city at large.

U. S. 54 - Attempt to get the State to participate to the degree possible. Subsequent meeting by Wulz and State officials indicate a possible contribution as to "safety" improvements at the West and Kellogg intersection. The amount is unknown at this time but will not be what could be considered significant in terms of the one million dollar Kellogg improvement cost.

Assuming no federal/State monies, Wulz agreed that the City should pay for the transition improvements east of West Street on Kellogg, the signals at Kellogg and West, the intersection construction costs at Kellogg and West, and the south half of Kellogg and Tracy intersection. The balance would be the developer's cost.

Page 7 - Metropolitan Area Planning Commission
June 4, 1976

Based on the Wulz recommendation, the costs would be allocated as follows#

| | |
|-----------|--------------------|
| \$ 98,907 | Special Assessment |
| 681,479 | City at large* |
| 1,629,958 | Developer* |

#Does not include right-of-way
*(minus state/Federal contribution, if any)

The developers have submitted an alternate proposal on June 3. This suggests a similar proposal to the Wulz suggestion, but with the State assuming a far larger share of U. S. 54 improvement than we have yet been able to obtain confirmation on. Although these may (or they may not be) realistic figures, for the purposes of evaluating the project, I don't believe for initial allocation purposes, the State funds should be counted on.

The developer has submitted these figures based on the premise that he is willing to provide a total of not to exceed 1.1 million towards street improvements. Backing this off from the 2.5 million total cost and following the essential lines of Wulz's suggestion on other streets, this results in the State (or if they will not, the city) funding 775 thousand of the U. S. 54 improvements. In summary, the developer is suggesting the following:

| | |
|--------------|--------------------|
| \$ 98,907 | Special Assessment |
| 506,032 | City at large |
| 775,203 | State/Federal |
| 1,030,202 | Developer |
| <hr/> | |
| \$ 2,410,344 | |

Action Required

The Board of City Commissioners, after reviewing the minutes of the MAPC/TC of March 17, 1976, requested that the street/cost issues be brought before them at an early date for the review and input. The City Manager has tentatively set June 22 for this item. Inasmuch as the Planning Commission has been working on this also precedent to a plat being processed, I believed it important to have the MAPC's more definitive position on the street improvement projects to submit to the Board of City Commissioners when they consider the matter. The action on March 17 was general and directive in nature. At this time, it would be appropriate to take action which, if concurred in by the Board of City Commissioners, would be the basis of submitting the plat. A motion or motions addressing the following issues would be appropriate:

A. Kellogg

- 1) Design
 - a. West Street intersection
 - b. Tracy intersection south of Kellogg
 - c. Young/Anna intersection north of Kellogg (Town and Country issue)
- 2) Cost allocations

B. West Street

- 1) Design
- 2) Cost

C. Maple Street

- 1) Design
- 2) Cost

D. Taft Street

- 1) Design
- 2) Cost

E. Tracy

- 1) Design
- 2) Cost

F. Status of Streets north of Maple (any design modification from existing status)

- 1) Elder
- 2) Young
- 3) Anna
- 4) Tracy.



Robert A. Lakin
Director of Planning

RAL:ber

ESTIMATE OF OFF-SITE STREET IMPROVEMENT

TOWNE WEST SQUARE
WICHITA, KANSAS

APRIL 16, 1976

| Items | Off-Site Improvements |
|---|--------------------------|
| Kellogg Avenue (Highway 54): | |
| Transition east of West Street | \$ 59,654 |
| Kellogg & West Intersection | 315,703 |
| Kellogg - West to Tracy Street | 203,843 |
| Kellogg & Tracy Intersection | 87,681 |
| Kellogg - from Tracy to I-235 | 425,602 |
| Subtotal | \$1,092,483 |
| Maple Street: | |
| Transition east of West Street | \$ 31,972 |
| Maple & West Street Intersection | 79,056 |
| Maple - from West Street to Tracy Street | 110,912 |
| Maple & Tracy Intersection | 52,724 |
| Maple - from Tracy Street to I-235 | 296,162 |
| Subtotal | \$ 570,826 |
| West Street: | |
| Transition north of Maple Street | \$ 26,962 |
| West Street - from Maple to Taft Street | 120,012 |
| West & Taft Intersection | 3,555 |
| West Street - from Taft Street to Kellogg Avenue | 135,657 |
| Transition south of Kellogg Avenue | 14,948 |
| Subtotal | \$ 301,134 |
| Tracy Street: | |
| Tracy Street from Maple to Taft Street (67 ft.) | \$ 160,628 |
| Note: Tracy Street from Maple to Taft Street - 40 ft. wide: \$89,241 | |
| Tracy & Taft Street Intersection | 55,027 |
| Tracy Street - from Taft Street to Kellogg Avenue | 124,887 |
| Subtotal | \$ 340,542 |
| Taft Street: | |
| Taft Street - from West Street to Florence Street | \$ 41,288 |
| Taft & Florence Street Intersection | 2,283 |
| Taft Street - from Florence Street to Tracy Street (49 ft.) | 61,788 |
| Note: Taft Street - from Florence Street to Tracy Street - 40 ft. wide: \$54,287 | |
| Subtotal | \$ 105,359 |
| GRAND TOTAL | \$2,410,344 |

ATTACHMENT "D"

L-K 52076

2 15 1

June 4, 1976

Wichita-Sedgwick County Metropolitan
Area Planning Commission
Robert A. Lakin, Director of Planning

Towne West Square

Project Review

Over a period of four meetings last year, the Planning Commission considered a zone change request and associated Community Unit Plan on the proposed Towne West Square Shopping Center, generally located between Kellogg and Maple in an area between Taft Street and I-235. The Planning Commission approved the zone change and CUP on June 26, 1975 and the City Commission concurred on July 15, 1975, subject to platting, with solution of drainage problems and provision of adequate street improvements to serve the proposed center.

A series of public meetings has been held regarding the drainage problems in the large area from approximately 300 feet south of Maple down to the I-235 bypass south of 31st Street South, known as the Southwest Industrial Park Storm Drainage Improvement Project. The large drainage problem area has been divided into three subareas (A, B, and C) of which Area "A", bounded by Kellogg, Maple, I-235 and West Street, contains the Towne West Square property. On February 10, 1976, the Board of City Commissioners approved proposed drainage solutions for Areas "A" and "C" and instructed City staff to submit a revised drainage grant application to the Economic Development Administration to secure federal funding for a portion of the drainage improvement costs. Based upon that policy decision, it is assumed that the drainage problems associated with the proposed center have been resolved.

On March 17, 1976, the Metropolitan Area Planning Commission and the Traffic Commission conducted a joint meeting to determine the traffic improvements necessary to accommodate the proposed center. The action of the MAPC was to concur in the general traffic proposals as submitted, provided, however, that additional revisions and corrections on the method and manner of circulation around the Town and Country Motel and the final design and method of payment for construction of Tracy adjacent to K-Mart. The Traffic Commission approved the plans in concept, with further consideration given to designating Kellogg to meet freeway standards, elimination of street terminations north of Maple, and to negotiate objections raised during the hearing from business concerns to the mutual satisfaction of all involved.

March 17 issues

Basically, the issues raised during the meeting of March 17, 1976, were as follows:

- 1) Development of Kellogg as a freeway at this time.
- 2) Use of the Texas U-turn concept on Kellogg or perhaps an overhead ramp.
- 3) Transition areas or merging lanes on Kellogg, Maple, and West Street.
- 4) Necessity for a third northbound lane on Tracy adjacent to Kellogg and resolution of who pays for such a lane.
- 5) Solution of access problems to the Town and Country Motel.
- 6) Right-of-way needs for Tracy which would involve the structure of the Precision Pattern Company at 607 South Tracy.
- 7) Right-of-way needs - cost estimates.
- 8) Construction cost estimates and funding obligations.

Since March 17, 1976, the following work has been done regarding these problems:

- 1) Kellogg as a Freeway - Preliminary estimates of the improvement of Kellogg to freeway standards from I-235 to West Street have been prepared, including modification of the Kellogg/I-235 interchange, construction of an interchange at Kellogg and West Street and construction of mainline Kellogg. Approximately \$15,000,000 (see attachment A), would be needed for the project at this time, however, ultimate right-of-way costs for the West Street interchange could greatly inflate that figure, but without actual appraisal, only a rough estimate may be given.

On April 14, 1976, Ralph Wulz, Dick Linn, Bill Stockwell and myself met with the Kansas Secretary of Transportation, Jack Turner, Bill Ogan, and John McNeal. They indicated that there was no State funding available to assist in freeway construction of that segment of Kellogg. We then asked for assistance to upgrade the facility to high level arterial standards. Two possibilities discussed for partial assistance on the West Street/Kellogg intersection were a signalization demonstration project or a high accident intersection assistance grant (under Section 209). Further investigation revealed that the project would probably not qualify for the signalization demonstration project funding, however, a letter from John McNeal on May 13, 1976, indicated that Section 209 Safety Project Funds may be available in July or October, and

requested that the City draw up preliminary cost estimates and sketches on the project. Although the development of this section of Kellogg to freeway standards is not feasible at this time (assuming all local cost), it may be possible to get some State assistance on improvement of Kellogg to permit greater capacity.

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- 3) Transition areas on Kellogg, Maple and West Street - At the suggestion of the Traffic Engineer, the proposed sketches for the traffic improvements have been modified to provide longer transition areas for the merging of lanes on Maple east of West Street, Kellogg east, and West Street south of Kellogg. These problems have been solved. (See revised geometrics, the Law-Kingdon Company.)
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In addition to geometric changes necessitated by problems identified at the March 17, 1976 meeting, the consultant for the developer has also modified sketch number 5 on the geometric sheets to reduce the right-of-way required for two lanes on Maple east of West Street from 50 feet to 40 feet in an attempt to avoid significant acquisition costs of the marine shop located at the southeast corner of Maple and West. The City Engineer has concurred in the amount of right-of-way now needed which has been reduced.

- 7) Right-of-way Cost Estimates - Some 25 parcels (or part thereof), have been identified as needed to construct the street improvements previously proposed to the MAPC and Traffic Commission. These do not include the lands owned by the Kansas Highway Commission, which must be acquired in order to build the Kellogg entrances. It is assumed that these will be acquired by the developer and included (as needed), as dedicated right-of-way in the plat.

Estimates of costs for right-of-way have been prepared for the developer by an M/A appraiser. The amount of right-of-way to be acquired is the minimum needed for the projects. As such, it does not reflect in all instances the desired or normal right-of-way standard. As lands are platted or as additional improvements are made in the future, additional right-of-way will be needed.

Eight tracts are needed on Maple for an estimated cost of \$20,085.50. Taft and Tracy have three tracts at a cost of \$14,910.79. West Street has fourteen tracts for an estimated cost of \$48,621.08. Total estimated acquisition cost is estimated at \$83,617.37.

It is recommended that costs for right-of-way be distributed in the same proportion as may be arrived at for assigning costs for construction of any given street.

- 8) Construction Costs and Funding Allocation - Revised construction costs have been submitted by the developer (see attachment E), based on an evaluation of estimates proposed by the Law Company and a commercial road builder. These estimates are as April 16, 1976 and do include revised geometrics agreed to by the Department of Public Works since the March 17 public hearing. Total costs for construction is estimated to be as follows:

| | |
|--------------|--------------|
| U. S. 54 | \$ 1,092,483 |
| Maple Street | 570,826 |
| West Street | 301,134 |
| Tracy Street | 340,542 |
| Taft | 105,359 |

\$ 2,410,344

With right-of-way the
total is: \$ 2,493,961

The principles for distribution of these costs have been discussed with the developer by city staff on several occasions. The MAPC should make its recommendation, which will be forwarded to the Board of City Commissioners for specific determination. This will be done before commencing the preparation of the "plat" for Towne West.

In the early stages of the development proposals, I have suggested one funding formula which was to:

1. Assess to adjacent property the equivalent of a regular street where there is now none or where it is substandard (i.e., Tracy, Taft to Maple).
2. City of Wichita participate in the Kellogg/West Street intersection improvement (50-507).
3. The developer assuming all other costs (assume that the City of Wichita would not otherwise make the improvements at this time or within the near future; 5-10 years).
4. Obtain whatever federal/State financing as may be available for Kellogg.

Based on these assumptions, costs would be distributed approximately as follows:#

| | | |
|------------------|----|-----------|
| City at Large | \$ | 202,705 |
| Benefit District | | 98,907 |
| Developer | | 2,108,732 |

#Does not include right-of-way.

At a meeting held on March 31, then City Manager Wulz agreed to recommend a funding formula as follows:

Maple Street - All developer cost except south half of intersection of Tracy and Maple, plus signalization at Maple and West which would be City.

Tracy - Maple to Taft - Assess 20 1/2 feet along east side to a benefit district. The remaining 20 1/2 feet plus channelization would be the developers.

Tracy - Taft to Kellogg - Assess 5 feet to east (K-Mart) plus 5 feet to benefit district to West (including Towne West and Precision Pattern). The developer would pay the balance of channelization and transition lane.

Taft - West to Florence - Assess 5 feet to north and assess 5 feet to south. Balance of cost to developer.

Taft - Tracy to Florence - Assess 20 1/2 feet to north and 20 1/2 feet to south, with balance to developer. Intersection of Taft and Florence would be developer cost. Signalization at Taft/Tracy if installed would be developer cost. The east half of the Taft/Tracy intersection would be City of Wichita.

West Street - Entire length (except the Kellogg intersection) would be split 50% City at large, 50% developer. Signals at West and Taft would be city at large.

U. S. 54 - Attempt to get the State to participate to the degree possible. Subsequent meeting by Wulz and State officials indicate a possible contribution as to "safety" improvements at the West and Kellogg intersection. The amount is unknown at this time but will not be what could be considered significant in terms of the one million dollar Kellogg improvement cost.

Assuming no federal/State monies, Wulz agreed that the City should pay for the transition improvements east of West Street on Kellogg, the signals at Kellogg and West, the intersection construction costs at Kellogg and West, and the south half of Kellogg and Tracy intersection. The balance would be the developer's cost.

Page 7 - Metropolitan Area Planning Commission
June 4, 1976

Based on the Wulz recommendation, the costs would be allocated as follows#

| | |
|-----------|--------------------|
| \$ 98,907 | Special Assessment |
| 681,479 | City at large* |
| 1,629,958 | Developer* |

#Does not include right-of-way
*(minus state/Federal contribution, if any)

The developers have submitted an alternate proposal on June 3. This suggests a similar proposal to the Wulz suggestion, but with the State assuming a far larger share of U. S. 54 improvement than we have yet been able to obtain confirmation on. Although these may (or they may not be) realistic figures, for the purposes of evaluating the project, I don't believe for initial allocation purposes, the State funds should be counted on.

The developer has submitted these figures based on the premise that he is willing to provide a total of not to exceed 1.1 million towards street improvements. Backing this off from the 2.5 million total cost and following the essential lines of Wulz's suggestion on other streets, this results in the State (or if they will not, the city) funding 775 thousand of the U. S. 54 improvements. In summary, the developer is suggesting the following:

| | |
|-----------|--------------------|
| \$ 98,907 | Special Assessment |
| 506,032 | City at large |
| 775,203 | State/Federal |
| 1,030,202 | Developer |

\$ 2,410,344

Action Required

The Board of City Commissioners, after reviewing the minutes of the MAPC/TC of March 17, 1976, requested that the street/cost issues be brought before them at an early date for the review and input. The City Manager has tentatively set June 22 for this item. Inasmuch as the Planning Commission has been working on this also precedent to a plat being processed, I believed it important to have the MAPC's more definitive position on the street improvement projects to submit to the Board of City Commissioners when they consider the matter. The action on March 17 was general and directive in nature. At this time, it would be appropriate to take action which, if concurred in by the Board of City Commissioners, would be the basis of submitting the plat. A motion or motions addressing the following issues would be appropriate:

A. Kellogg

- 1) Design
 - a. West Street intersection
 - b. Tracy intersection south of Kellogg
 - c. Young/Anna intersection north of Kellogg (Town and Country issue)
- 2) Cost allocations

B. West Street

- 1) Design
- 2) Cost

C. Maple Street

- 1) Design
- 2) Cost

D. Taft Street

- 1) Design
- 2) Cost

E. Tracy

- 1) Design
- 2) Cost

F. Status of Streets north of Maple (any design modification from existing status)

- 1) Elder
- 2) Young
- 3) Anna
- 4) Tracy.

Robert A. Lakin
Director of Planning

RAL:ber

June 21, 1976

Robert Finch, City Manager (Interim)

Robert A. Lakin, Director of Planning

**Towne West Square - Traffic
Plans and Financing**

History

Since the City Commission approved for Towne West the changes in zoning and Community Unit Plan, subject to platting (working out traffic and drainage problems), considerable effort by the developer and City staffs has been made to arrive at workable solutions. Traffic Engineering reports have been submitted to the Traffic Commission and Metropolitan Area Planning Commission at their March 17 joint public hearing. As a result of that hearing, the Traffic Commission recommended U. S. 54 be developed as a freeway. The Metropolitan Area Planning Commission asked that further effort be made to resolve several design issues that surfaced at the March 17, 1976 public hearing, while in general approving the concept of the proposed traffic improvements submitted to them at that meeting, plus asking for information on financing.

As detailed in the staff report (contained in the June 10, 1976, Planning Commission minutes), Wulz and staff met with the State concerning freeway status, as well as State participation in any upgrading of existing U. S. 54.

At a public hearing on June 10, 1976, the Metropolitan Area Planning Commission considered both design and financing of street improvements needed for the Towne West project.

MAPC Action

Several issues were discussed at length by the Planning Commission. They were -

- 1) Impact of special assessments on Taft, Florence to Tracy;
- 2) Access to the Town and Country Motel;
- 3) Financing, the developer's share vs. City at large financing.

The minutes contain a detail description of these issues. Attachments to the staff report (Freeway cost estimates; Texas U-Turns), are reproduced as attachments to this memo.

Page 2 - Robert Finch, City Manager (Interim)
June 21, 1976

The Planning Commission, in several motions (see minutes), approved the proposed geometrics of the various improvements (see attachments), except that mountable medials are recommended to be used to the greatest extent possible on the improvement of Tracy. They have also recommended that financing be as follows:

| | |
|---------------------|------------------|
| City of Wichita | \$ 500,000 |
| Special Assessments | 98,907 |
| Developer | <u>1,811,437</u> |
| | \$2,410,344 |

Right-of-way (\$83,617 est.), was not included in the motion. Also, any Federal/State monies which become available would be used to reduce the developer's and City's share of costs. The State has been asked to officially respond by June 22, to what degree they will participate in the improvement of U. S. 54.

A comparison of the alternate financing proposals is attached for informational purposes.

Requested Action

In order to proceed in the preparation of the plat for Towne West, it would be helpful to know in what manner the street improvements are to be financed and to what design they are to be built. Therefore, it is requested that the Board of City Commissioners give tentative approval (final approval would be at plat approval and/or project initiation), to both the financing and design of the following street improvements.

| | | |
|-----------|---|---|
| U. S. 54 | - | area east of West to I-235 |
| Maple | - | I-235 to an area east of West Street |
| West St. | - | Area south of McCormick to north of Maple |
| Taft | - | West to Florence |
| Taft | - | Florence to Tracy |
| Tracy | - | Maple to Taft |
| Tracy | - | Taft to Kellogg |
| R/W Costs | - | |

Robert A. Lakin
Director of Planning

RAL:ber

Attachments: Minutes - MAPC 6-10-76 (Excerpt of Towne West)
Memo to Robert A. Lakin - re Freeway Estimates
Memo to Robert A. Lakin - Texas U-Turns
Site Map and key to projects
Comparative Cost Allocation - Street Improvements
Geometrics/Towne West Street Improvements

Page 3 - Robert Finch, City Manager (Interim)
June 21, 1976

cc: James R. Schaefer, Attorney, 800 Brown Building 67202
Harry Pollock, c/o Grey Dresie, Attorney, 435 N. Main 67202
Tom Borniger, Attorney, 830 1st Nat'l Bank Bldg. 67202
Ferd Evans, Attorney, 200 West Douglas 67202
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Paul Graves, City Traffic Engineer
Don Anderson, Director of Administration
Glen Dockery, Budget and Research Director

EXCERPT FROM PLANNING COMMISSION MINUTES OF JUNE 10, 1976:

24. Report on Towne West Street Improvements - Design and Financing Consideration.

LAKIN showed slides of subject property and the surrounding areas, as well as of the geometrics of the highway planning done up to this time, and reviewed the following staff report:

Project Review

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1. Assess to adjacent property the equivalent of a regular street where there is now none or where it is substandard (i.e., Tracy, Taft to Maple).
2. City of Wichita participate in the Kellogg/West Street intersection improvement (50-50?).
3. The developer assuming all other costs (assume that the City of Wichita would not otherwise make the improvements at this time or within the near future; 5-10 years).
4. Obtain whatever federal/State financing as may be available for Kellogg.

Based on these assumptions, costs would be distributed approximately as follows:*

| | |
|------------------|------------|
| City at Large | \$ 202,705 |
| Benefit District | 98,907 |
| Developer | 2,108,732 |

* Does not include right-of-way.

At a meeting held on March 31, then City Manager Wulz agreed to recommend a funding formula as follows:

Maple Street - All developer cost except south half of intersection of Tracy and Maple, plus signalization at Maple and West which would be City.

Tracy - Maple to Taft - Assess 20 1/2 feet along east side to a benefit district. The remaining 20 1/2 feet plus channelization would be the developers.

Tracy - Taft to Kellogg - Assess 5 feet to east (K-Mart) plus 5 feet to benefit district to West (including Towne West and Precision Pattern). The developer would pay the balance of channelization and transition lane.

Taft - West to Florence - Assess 5 feet to north and assess 5 feet to south. Balance of cost to developer.

Taft - Tracy to Florence - Assess 20 1/2 feet to north and 20 1/2 feet to south, with balance to developer. Intersection of Taft and Florence would be developer cost. Signalization at Taft/Tracy if installed would be developer cost. The east half of the Taft/Tracy intersection would be City of Wichita.

West Street - Entire length (except the Kellogg intersection) would be split 50% City at large, 50% developer. Signals at West and Taft would be city at large.

U. S. 54 - Attempt to get the State to participate to the degree possible. Subsequent meeting by Wulz and State officials indicate a possible contribution as to "safety" improvements at the West and Kellogg intersection. The amount is unknown at this time but will not be what could be considered significant in terms of the one million dollar Kellogg improvement cost.

Assuming no federal/State monies, Wulz agreed that the City should pay for the transition improvements east of West Street on Kellogg, the signals at Kellogg and West, the intersection construction costs at Kellogg and West, and the south half of Kellogg and Tracy intersection. The balance would be the developer's cost.

Based on the Wulz recommendation, the costs would be allocated as follows#

| | | |
|----|-----------|----------------|
| \$ | 98,907 | |
| | 681,479 | City at large* |
| | 1,629,958 | Developer* |

#

Does not include right-of-way

*

(minus State/Federal contribution, if any)

The developers have submitted an alternate proposal on June 3. This suggests a similar proposal to the Wulz suggestion, but with the State assuming a far larger share of U. S. 54 improvement than we have yet been able to obtain confirmation on. Although these may (or they may not be) realistic figures, for the purposes of evaluating the project, I don't believe for initial allocation purposes, the State funds should be counted on.

The developer has submitted these figures based on the premise that he is willing to provide a total of not to exceed 1.1 million dollars street improvements. Backing this off from the 2.5 million total cost and following the essential lines of Wulz's suggestion on other streets, this results in the State (or if they will not, the City) funding 775 thousand of the U. S. 54 improvements. In summary, the developer is suggesting the following:

| | | |
|----|------------------|--------------------|
| \$ | 98,907 | Special Assessment |
| | 506,032 | City at large |
| | 775,203 | State/Federal |
| | <u>1,030,202</u> | Developer |
| \$ | 2,410,344 | |

Action Required

The Board of City Commissioners, after reviewing the minutes of the MAPC/TC of March 17, 1976, requested that the street/cost issues be brought before them at an early date for their review and input. The City Manager has tentatively set June 22 for this item. Inasmuch as the Planning Commission has been working on this also

precedent to a plat being processed, I believe it important to have the MAPC's more definitive position on the street improvement projects to submit to the Board of City Commissioners when they consider the matter. The action on March 17 was general and directive in nature. At this time, it would be appropriate to take action which, if concurred in by the Board of City commissioners, would be the basis of submitting the plat. A motion or motions addressing the following issues would be appropriate:

A. Kellogg

- 1) Design
 - a. West Street intersection
 - b. Tracy intersection south of Kellogg
 - c. Young/Anna intersection north of Kellogg (Town and Country issue)
- 2) Cost allocations

B. West Street

- 1) Design
- 2) Cost

C. Maple Street

- 1) Design
- 2) Cost

D. Taft Street

- 1) Design
- 2) Cost

E. Tracy

- 1) Design
- 2) Cost

F. Status of Streets north of Maple (any design modification from existing status)

- 1) Elder
- 2) Young
- 3) Anna
- 4) Tracy

LAKIN reported that as to Freeway construction for Kellogg, there appears to be no money available in the short range. However, the State did mention the possibility of re-shuffling of obligations for improvement of Kellogg, such as not building the segment from I-235 to the Cowskin Creek (which is considerably farther along in terms of right-of-way acquisition), and moving the monies to this section. He pointed out that the Commission has been furnished a memorandum from the Traffic Engineering Division concerning Texas U-turns, and/or ramps from U. S. 54 to the shopping center. The costs involved, together with operational problems, preclude this as a feasible alternate. LAKIN then reviewed the general geometrics for the various projects, including the method of access to reach the Town and Country Motel. Although the Towne West developer has not reached agreement with the State re acquisition of the shops and yard, he had talked to the State about the design, which assumes there will be no direct access to that property from U. S. 54.

Maple Street plans, LAKIN said, are the same as previously considered, and there has been no additional comment from residents north of Maple as to closing of any of the north-south streets north of Maple. LAKIN traced the additional right-of-way needed for various street improvements.

LAKIN recalled that one of the earlier issues was whether or not there should be three lanes northbound along the west side of the K-Mart property on Tracy. He reported that he had received a letter from K-Mart indicating they had no desire for a third lane. However, a third lane for a 1/3 to 1/4 the distance is required to merge the Kellogg and service road traffic into the Tracy northbound traffic.

Next reference related to the proposal of the applicant for service to the Town and Country Motel, which LAKIN said was agreeable to the Traffic Engineer as being able to provide adequate service. It provides for left turns into the Tracy intersection for eastbound traffic, to the north on Tracy a short distance, then a "jug handle" left movement to the motel, and the exiting route would be just the reverse and out through the major intersection at Tracy.

LAKIN said he had received a letter from the attorney for Town and Country Motel stating that the proposed access was unacceptable and a revised drawing (slide was shown), was submitted. The revised drawing would eliminate the second entrance (most westerly), to the shopping center and operate, basically, on a set of "slip-offs" from mainline U. S. 54 into the two-way service road. This proposal (as submitted), is unacceptable to the Traffic Engineer and it is felt that the State would also reject this as drawn.

LAKIN referred next to financing of the project. He said there has been no difference on Maple as to financing by the developer. He had been contacted by residents north of Maple who fear they would have to pay special assessments for new and added improvements; however, it is proposed that the developer of Towne West (and the City to some minor degree), share in the costs. The City would pay the cost of intersection improvements at West and Maple and a portion at Tracy and Maple.

LAKIN discussed in more detail the breakdown of estimated costs as related to various segments of the various streets involved, to result in the total estimated cost as shown in the staff report.

Reference was made to the possibility of State or Federal financial assistance, and LAKIN said that Section 209 funding relates to improvement of traffic safety, which it is hoped might be utilized for improvement of the West/Kellogg intersection. He reported that Mr. Turner, Secretary of Transportation, Kansas Department of Transportation, had promised to supply his decision as to the degree they would participate in this type of funding not later than June 18, so the information will be available by the time the City Commission considers this project. He stated that the total amount available to the State from such funding is \$1,500,000 for programming purposes after October of this year. The funding ratio is 90/10.

LAKIN said the developers have indicated they are in a position to contribute to the projects (overall street improvements), for a total of \$1,100,000; with the balance being paid through special assessments, city-at-large funds and State/Federal funds to the extent that they are available.

LAKIN said it was his hope that the Planning Commission would make a recommendation as to changes that will or will not be needed relative to the geometrics and design of the highway improvements, and a recommendation as to financing for the various improvements, which recommendations could be submitted to the City Commission on June 22. LAKIN stated that notification of this meeting had been sent to all property owners who received notice on the CUP, as well as other individuals who have shown an interest.

HENNESSY asked concerning the Highway Department property in the area, and LAKIN said that Mr. Schaefer, attorney for the developers, has been negotiating with the State for acquisition

of the property, which is needed in order for the second major entrance to be built, and while negotiations may not have been completed, the property will have to be acquired in order to develop the center. LAKIN said it was pointed out that the State officials understand that regardless of the results of the negotiations, direct access from the property to the highway will have to be eliminated and the State people are in agreement.

Reference was made by one of the Commissioners to the Town and Country Motel access problem. LAKIN pointed out again that the proposal submitted by the motel owner is unacceptable to the Traffic Engineer because of the location of the slip ramps in relation to the merge movements onto the highway.

SAVINA had questions about the drainage problems generally, and LAKIN said the City Commission, after a series of public hearings, has come to an agreement to proceed with the drainage improvements, based on a financing formula involving the city-at-large, special assessments, and with the developer bearing a double share compared to other special assessment financing, and to seek a Federal grant from the Economic Development Administration. The funding from EDA has not been completely consummated, but from a policy standpoint has been reasonably well worked out, and the drainage issue would be considered at the time of platting.

SAVINA had questions about medials, some being shown as mountable and some as non-mountable. LAKIN explained that the non-mountables are shown right at the intersections, and mountables a short distance beyond. It was brought out that West and Maple are major arterials, but that Tracy is not, but is the same in this area as a collector or major commercial streets. SAVINA also pointed out that West and Maple had mountable medials while Tracy as a lesser street had non-mountable medials. SAVINA favored mountable medials on Tracy. GRAVES said he favored non-mountable medials on Tracy due to the expected operational characteristics. LAKIN did not think such had been discussed particularly about whether they would be mountable or non-mountable; that K-Mart officials have not objected to non-mountable medials as long as the medial break aligns with the entrance to their parking lot. LAKIN said the intent would be that any opening serve both Towne West and K-Mart.

SAVINA asked if Tracy was a dedicated street south from Maple to the drive-in theater ownership. LAKIN said some dedication would be acquired through this project, but that there is already some of Tracy dedicated north of Taft, and there are petitions for paving, but they have not been honored because of the unsolved drainage problems.

JAMES R. SCHAEFER, attorney for the applicant, said he did not have a great deal of comment in that Lakin has done an excellent job outlining the current position. He commented that at the joint meeting of the Planning and Traffic Commissions, the developer was asked to obtain cost estimates as to right-of-way, which was done and which has been outlined by Lakin as being around \$86,000.

They were also asked to discuss with the motel owner a possible resolution of access problems. In this respect, SCHAEFER said they have had several meetings and viewed the plan submitted by the motel owner. He pointed out that he submitted the plan to the Traffic Engineer for the City, who was not satisfied with the proposal.

From the developer's standpoint, SCHAEFER said, the elimination of the westerly major entrance was a situation that could not be "lived" with. In discussing the matter with the motel people, SCHAEFER recalled their attempts to obtain a slip off from the highway into the frontage area of the motel. However, there is a 4-foot difference in elevation between the highway and motel frontage, and in order to have such a slip off, it would require 14 to 18 feet of the motel parking lot, which they are not willing to give

up. This was an attempt to answer the motel owner's request for some direct access, but it is not acceptable to them, nor to the Traffic Engineer because of traffic conflicts which would occur between the motel and shopping center traffic movements.

SCHAEFER referred to a slide showing automobiles drawn in to scale on the present plan for access to the motel, the purpose of showing cars being to indicate the relative distances involved, which he did not consider to be great, in that a car going north, crossing to the left and then back to the motel, travels about 200 feet only, which is less than the distance from one end of the building to the other.

SCHAEFER recalled that the other major problem to be considered as an outcome of the joint meeting, was financing arrangements, which has already been covered by Lakin. He said they had hired Jesse Johnson, a MIA appraiser, to provide cost estimates (\$86,000) for right-of-way needed. The estimated cost of building the streets and upgrading Kellogg is \$2,410,344. SCHAEFER said, as stated by Lakin earlier, that the developer will pay \$1,000,000 toward street improvements in the area, plus \$100,000 toward acquisition of right-of-way, the offer on acquisition having been made prior to the appraisal; however, the offer of \$100,000 toward right-of-way still stands. The balance of the anticipated cost would be spread between the other property owners in the area (who would have upgraded streets constructed by their properties), and the City of Wichita, and State, although State participation is unknown at this time. SCHAEFER thought that in all probability the Section 209 safety funds for the West/Kellogg intersection would be available but, again, as stated by Lakin, it will not be known definitely until hearing from the State by June 18, as to the percentage to which funds will be available, and the distance determined to be interchange in all directions.

SCHAEFER summarized the cost as being \$1,030,202 attributable to Towne West and \$98,907 to other owners in the area. It was brought out by SCHAEFER that in developing the estimates, several people had been involved, including a road builder, who was asked to work up costs the same as if he was bidding on the job. When asked if he concurred with Lakin's financing formula, SCHAEFER said he did not concur, and that their proposal is that they will contribute a total of \$1,100,000 toward street improvements in the area.

When questioned further as to specifics, SCHAEFER said they do not essentially agree on the intersections leading out to Kellogg or with the south half of Tracy as it goes south, being assessed to the developer. The prime disapproval, however, is probably the West Street improvements, including West/Kellogg intersection. He noted that the intersection needs upgrading now and the developer doesn't feel he should be responsible to pay for a street 1/4 mile away, nor are some of the other improvements on West Street necessary as far as the operation of the shopping center is concerned. He agreed improvements would be nice, but did not believe the necessity can be contributed to the center, when the necessity presently exists.

As for the third lane on Tracy, SCHAEFER said it did not make any difference to the developer whether there was a third lane or not, and the attorney for K-Mart has indicated they don't really want a third lane if they have to pay for it.

BARRIER had questions about the possibility of State funds for West/Kellogg intersection improvement, and LAKIN said it is anticipated it would be about 90% of the project cost, which includes reconstruction. The intersection itself shows \$315,703, plus at least \$60,000 more for transition to the east, so a total of about \$375,000. In round figures, the cost has been indicated as \$400,000, and 90% would be about \$360,000 State funds. Depending on what was included in intersection costs, it would be more or less.

PORTER commented that one could envision the change at this intersection just by observing the situation at Rock Road and Kellogg after development of Towne East, and she felt Towne West would cause a tremendous change in the intersection of West and Kellogg.

SCHAEFER said West Street proper contains a lot of proposed improvements not necessary for the shopping center, and the intersection needs upgrading right now, so the center is not responsible for what is there presently, and he did not feel that portion which is attributable to what needs to be done anyway, is shopping center problem. Any increased traffic produced through the intersection, which requires an even higher upgrading due strictly to the shopping center, would be their responsibility.

CHAIRMAN BAYOUTH asked Paul Graves, City Traffic Engineer, to speak on the matter of the intersection.

PAUL GRAVES said this intersection improvement was contained in the Capital Improvement Program two or three years ago, but the matter became involved with funding for drainage improvements, and it was withdrawn from the CIP, and it was determined that the money could be better spent on other projects, but the intersection does need improving. GRAVES, in answer to a question, commented that with completion of the post office facility near the Airport, there will be increased traffic at the intersection.

BARRIER preferred to have a recommendation from the Traffic Commission on matters being discussed before action of the Planning Commission, and she had questions about the turn bays. She said at the joint meeting, the possibility of Texas U-turns was to be investigated, but apparently the costs therefor would be too excessive, however, no other attempt apparently has been made to solve this problem.

LAKIN pointed out that at the joint meeting, the Traffic Commission had requested that an attempt be made to develop Kellogg as a freeway facility. Cost estimates have been provided, roughly indicating 15 million dollars to build it as a freeway from an area just east of West Street to I-235. This amount of money is not available from the State or Federal governments, nor locally, in his opinion. In view of that situation, there appeared no purpose in trying to design a freeway facility for immediate construction.

HENNESSY asked Barrier if she was suggesting the need for another joint meeting with the Traffic Commission. BARRIER felt that many of the problems are traffic problems and she would like the Traffic Commission's reaction to what is proposed at this time.

GRAGG read the following statement and asked that it be included in full in the minutes.

"As you observed in the public hearing, in regards to Towne West Traffic Study, I am opposed, at this time, to a partial solution of the traffic problem even though I am in full support of the Towne West Shopping Center. I feel it is a complete waste of taxpayers' money to spend approximately \$3,000,000 to meet the requirements for only seven years as the traffic report indicated. If we are going to spend that many dollars of taxpayers' money, we should go ahead and do the freeway part of that section at this time rather than waiting seven years and tearing out all the improvements that we have just spent approximately \$3,000,000 to put in. Secondly, when the proposed improvements now are put in we will be back almost immediately dealing with the same businesses and landowners again rather than completely solving our problem at this time.

In addition, the region post office is under construction, which will generate additional truck traffic once it is completed. The Wichita Area Chamber of Commerce is negotiating for three more flights into Wichita Mid-Continent each day along with negotiating a contract with Eastern Airlines which has not yet served Wichita.

Some \$100,000.00 of monies in a cooperative effort has been spent by the City of Wichita/Sedgwick County/Wichita Area Chamber of Commerce/Wichita Airport Authority to improve air service. Before deciding to build a new international office in Wichita, Pizza Hut looked at several other cities and one of their concerns about Wichita was the poor quality air service to the southern part of the United States.

When NCR and Metropolitan Life were looking for sites several years ago, executives of both companies mentioned one of the plus factors for Wichita was the short length of time it takes from the airport to the downtown financial district.

To the south of Highway 54 is a great deal of industrial zone land that will probably be developed to cause high density manufacturing or industrial operations. If another company were to locate in this area the size of Lear Jet, this proposed traffic plan would be obsolete before completion.

When we were in Washington, three of us met with the Department of Transportation and it was indicated to us by that department that they felt mass transportation would not work in the Midwest. They also stated that we could not let happen to our highway system what we have let happen to our railroads because of distribution. We were also told that if the % of traffic in this area became mostly local, Wichita, in the future, could be refused federal highway money to complete Kellogg from Topeka to I-235.

I would like to read part of a letter from Senator Robert Dole to the Project Control Engineer of the Kansas Department of Transportation.

'At this time, I would like to communicate my own concern about the potential need for modification at this intersection and at other points along Kellogg Avenue in the same vicinity in order to accommodate anticipated traffic congestion within the next ten years. I understand that a major shopping center is to be located in this area on the western edge of the City and that the expected increase in traffic at a rate of 4% per year will result in extreme congestion along Kellogg in that area.

While I recognize the current backlog of "priority" projects in Kansas eligible for funding with Urban Extension Funds, and while I realize that very long-range plans exist for modification along Kellogg Avenue, it nevertheless seems to me that serious consideration should be given to a more immediate means to prevent severe traffic complications in that area for the residents of Wichita. Those of us who endure the near-unbearable traffic congestion in large urban areas along the East coast are acutely sensitive to the need for adequate preparation to prevent similar problems in the Midwest. I know that you and your capable staff share that concern.

I am sure that you will give this matter every consideration as you continue your efforts to facilitate the flow of traffic within the growing urban areas of our State. Please be sure to let me know if I can be of assistance in any way as you consider this matter.'

All of the above reaffirms my conviction that this portion of Highway 54 should be elevated to freeway status as a condition of Towne West Shopping Center being built. However, I am not proposing that the developers of Towne West be assessed for the difference in money for elevating it from what would be the seven year stop gap plan to freeway status.

In a report received Monday from the Planning Department they indicated it would cost roughly \$15,000,000 to develop Kellogg to freeway standards at this time.

I am told this type of funding will not be available until, at the earliest, 1985.

What are the options:

- (1) Do not build a Towne West Shopping Center
- (2) Build it at some other location
- (3) Have the city pay for the difference by:
 - (a) Putting parking meters in the shopping center parking lot
 - (b) Have a toll gate for using that portion of Kellogg similar to the 18th Street Expressway in Kansas City
 - (c) A county sales or gasoline tax for the express purpose of building freeways and expressways for the Wichita Sedgwick County Area.

In closing, may I again repeat, I am completely opposed to a partial solution that will cause a near-unbearable traffic congestion, make Wichita less attractive for new business to locate here, and cost taxpayers more money in the long run. Fiscal responsibility starts at home and not in Topeka or Washington."

CHAIRMAN BAYOUTH asked Graves if the improvements proposed now would make traffic conditions unbearable.

GRAVES said the proposed improvements shown on the screen will improve traffic conditions until the shopping center is opened and at full capacity, at which time the traffic conditions will revert back to much what they are now - level of service D. Then by 1985 we will have intolerable conditions, but surely by 1985, he felt, there would be freeway standards, but if not, level of service E could be expected, and it would operate at that level until traffic has been drained off.

BAYOUTH commented that according to Gragg's statement, more development on West Kellogg should not be allowed. GRAVES said he had no comment as to Gragg's statement.

BAYOUTH remarked that building for 20 to 30 years cannot be done if it is not economically feasible at this time. He commented that five years ago the Federal government had money to build such a highway, and he asked Lakin just when funds were available.

LAKIN answered that funds have never been available to build U. S. 54 to freeway standards, although it deserves to be built to freeway standards. Funding the Intersates, such as I-235, is from a "different pot of money." LAKIN observed further that the State allocates money for urban extension primary systems (such as U. S. 54), and this community has received very little compared to other areas. Currently, the whole State receives something like \$1.2 million a year for this fund.

GRAVES pointed out that highway construction related to Towne East was not done to the design level some would liked to have seen it done. He would have preferred it much better, but the decision was made to build the best possible with the money and right-of-way that was available.

SAVINA asked what the service level was at Rock Road and Kellogg before it was rebuilt. GRAVES said he didn't have those figures with him, but it was probably between Level C and D during peak hours, but based on the present improvements, he thought it would serve until about 1985 or a point beyond, considering no more expansion or development on Rock Road. SAVINA said he did not find

Rock Road and Kellogg very difficult so far as traffic conditions. GRAVES pointed out that Towne East has not reached full capacity, and on opening day and some special days, traffic has generated to the volume projected for when the center was at its full capacity, and yet at that time it was only 48% occupied.

HENNESSY asked if the peak traffic on opening day had dropped the intersection to Level C or D, and GRAVES said it was probably D or E level for opening day only.

HENNESSY asked Lakin if he personally felt that Federal funds could be obtained through the State. LAKIN said he did not think there were any funds available for freeway construction. State Freeway funds have been allocated for other projects. Federal monies placed in the primary system and urban primary extension systems amount to only \$1,200,000/year, therefore, unless there are major new sources of highway revenue made available, or a complete change in highway priorities in the State Freeway fund, he did not believe there would be outside funding for a freeway.

HENNESSY asked if the State officials had made any comment about gasoline tax, and LAKIN said they had not, and the State itself has not seen fit to significantly increase this tax. He commented further that if a change was made from a flat rate gasoline tax to a percentage tax to take advantage, it would begin to produce revenue of the magnitude needed to build highways.

HENNESSY stated the gasoline tax in Kansas is as high or higher than other states, and he could not understand how other states have continued to increase their highways, but without an increase in gasoline tax.

BAYOUTH commented that apparently relying on federal money would be a waste of time until after 1985. LAKIN said he could offer no hope that there would be federal monies made available for a freeway within the next 5 or 6 years for this project.

GRAGG agreed that the desire is to see Wichita be a viable community and to grow, but if Towne West is developed with stop-gap highway facilities, it will be detrimental to the expansion of the industrial base. He considered this a different situation than Towne East because of the large industrial businesses on the highway and the airport, etc. If highway facilities are clogged up with local traffic, State and Federal funding will be allocated elsewhere and the city will not get any further financial help.

CHAIRMAN BAYOUTH commented that "we cannot stop growth waiting on federal funds." GRAGG answered that Towne West could be built somewhere else. BAYOUTH reminded the Commission that Towne West is willing to participate in financing the streets and drainage, and he felt was taking an enormous burden from the City, and that Federal funds cannot be relied upon. GRAGG responded that his statement contained suggestions of how the local community could do it alone, such as gasoline tax, relocation of Towne West completely, etc.

FERD EVANS, attorney representing the Westport Drive-in Theater, owner of land north of Taft and east of what is proposed as an extension of Tracy Street, pointed out that of the \$98,000 proposed to be assessed against landowners, his client would be assessed \$4,600 per acre for drainage purposes. The suggestion is made that his client pay for 1/2 of Taft and 1/2 of Tracy and it is a situation where not only do they not want the streets, but the establishing or improvement of such streets will be deleterious to their business. They do not want or intend to use any of the access on the proposed new streets; their business is not one where they want a lot of openings where people can get into the business.

From the experience of his client, and other such theater operators, streets (nearby or surrounding), are very harmful no matter how much care is taken, and even if street lights are shaded, there will be a general aura of light behind and along side the screen.

EVANS commented further that no doubt the streets would go in whether or not, but "fair is fair," and he maintained that asking them to pay for streets which in the end would be harmful to their business is certainly unfair. It appeared to EVANS that the principal function of Taft would be to get from West Street to Towne West, and the center will be benefitting, but the theater will definitely not be benefitting, and he asked that the financing proposals be changed in such a way other than for the theater people to pay for such street improvements.

He pointed out that the same situation exists so far as Tracy Street to the west; it will not be of benefit to them; they will not have access (Ed. note: legal access would be available.), and to expect the theater owner to pay for such improvement is unfair. It appeared to EVANS that the principal need for Tracy is to funnel traffic from Kellogg to the north part of the shopping center. It was his suggestion that Tracy from the south stop at Taft and if Tracy was needed to serve adjoining properties south of Maple, it could be paved as a cul-de-sac to the north line of the drive-in theater, thus eliminating the need for paving on the west side of the drive-in. EVANS said he had not had time to calculate just what street improvements would cost his client under the present plan, but it appeared quite evident that it would be more than \$3,000 per acre for this small business, and this, in addition to \$4,600 per acre for drainage improvements.

BAYOUTH observed that no matter how the area is developed, there would be the necessity for streets, and the theater owner would be faced with the same situation whether apartments or other development occurred. The problem will have to be faced sooner or later, and some future developer may not be willing to participate to the extent this developer is willing to.

EVANS spoke again to say that he did not intend to even suggest doing away with Towne West, nor did he suggest not building the streets, his point being that the streets will hurt their business and yet they are being asked to pay for something that will be very harmful to their business. EVANS said his arguments would be the same regardless of who develops or what is proposed for development.

GRAGG asked if the street assessments would be on a 10-year basis, and GALBRAITH answered that they normally are. GRAGG pointed out to Evans that within the next 10 years, the theater land may be too valuable to continue as a drive-in operation, and could be in demand for redevelopment. EVANS agreed that might be the case, but that his client is not a real estate developer, but a drive-in theater operator.

SCHAEFER spoke again to say that the drainage cost to the theater area is only \$3,600 per acre and not \$4,600 as indicated by Mr. Evans, and solving of the drainage in the general area will improve the theater area immensely. SCHAEFER said the developer is being charged at the rate of \$5,300 per acre, plus \$125,000. SCHAEFER thought the West Street frontage of the theater site is not owned by Mr. Evans' client at this time, but was sold off 400 feet in depth west of West Street; it is zoned "C" so it could be developed in a manner that might not be desirable to the theater operation.

SCHAEFER also brought out that there are two drive-in theaters near the East Harry Mall and such theaters are still operating. The developer of the Harry Street Mall is also the developer of Towne West, and he had changed lighting at the center to eliminate any adverse conditions at the drive-in theaters. He said they have already had discussions with the owner of the theater involved in subject case.

EVANS said that his client has never owned the 400 feet of West Street frontage, and he pointed out the area owned by his client. As for the drainage assessment per acre, he said the basic figure is \$3,600, but he had added interest based on a 10-year period for payment.

TOM BORNIGER, attorney for the owner of the K-Mart building (not the land), said they want to see Towne West developed; however, they are being asked to pay \$3,600 per acre on storm sewers, or

\$46,800 to have Towne West at this location. They are asked to pay for paving the one block immediately behind K-Mart, and an additional \$12,743 for Tracy Street widening, and by the time right-of-way is included, they are being asked for another \$43,994 for streets. It appeared to the attorney that they are being asked to pay \$90,000, plus interest, in order to have Towne West developed. While they are happy to have the development, they are not willing to contribute \$90,000.

Another item is Taft from Florence to Tracy, which is not paved at this time and normally with the area developed, property owners on both sides would be expected to pay for at least a part of it. In this case, there are really three owners vitally interested in having it improved and should be involved in payment - being Towne West, K-Mart and the theater. K-Mart is being asked to pay \$72,000, plus another \$4,000 for right-of-way.

On Tracy Street along the west side of K-Mart, the attorney said at the time K-Mart was built, they had improved Tracy to a width of 30 feet but now the standard has changed, and it is proposed for improvement to 40 feet. He was opposed to an assessment to K-Mart of any cost of widening such street, in that they had already done what was required earlier when their business was established. He maintained that if extra width is needed because of Towne West, then the developer of Towne West should bear the cost therefor. After all, Tracy will be the principal entrance to the center.

The attorney referred to the third lane on Tracy and said they did not want it, even if the developer paid for its installation.

SCHAEFER said he did not know where Borniger had obtained his figures, but the \$98,000 is the amount of street improvements attributable to all special assessment funding. There was brief discussion of the ownership of the K-Mart property and lease arrangement, the attorney for the owner of the K-Mart building stating that his client pays everything, and that the lease with the operators of K-Mart is a gross lease. He, too, had computed the cost on the basis of a 10-year period, which included adding on interest over the 10-year period, and had arrived at a figure of around \$90,000.

SCHAEFER commented that it was amazing that when a project lies dormant for a while everyone is optimistic and hopes it doesn't "die," but when it is revived, everyone jumps on the developer to let him pay everything. SCHAEFER said that the ground is only going to be developed one way and that is if the development has sufficient tax base to carry the assessment load. As for putting this development someplace else as suggested by Gragg's statement, SCHAEFER posed the question of just where on the west side could a center of this magnitude be located where a tremendous amount of street work would not be required. Any center of this size requires streets with high volume capacity.

BAYOUTH referred to the joint meeting and what was requested to be done, and SCHAEFER said they were to discuss financing; the traffic plan was essentially approved as submitted by the developer; the Traffic Commission essentially approved it as submitted, with suggestion that the possibility of freeway standards be investigated. They were looked into and it was determined to not be economically feasible at this time, so there is no need to even talk about a freeway. He pointed out that the staff report shows \$15,000,000 as possible construction cost for freeway West/Kellogg intersection, and that doesn't include all right-of-way acquisition.

HARRY POLLOCK, operator of the Town and Country Motel, said the plan they had suggested for direct access slip-off to their property from the highway was general in nature and not specific, but something they felt would be an improvement so far as their operation. He pointed out that a motorist looking for motel facilities notes first the outside appearance and if it appeals to the motorist, he starts looking for an entrance, and in view of the circuitous

access proposed, he has decided to drive on. He agreed the distance is not great, as was brought out by Schaefer with the illustration of automobiles actually on the streets; however, Schaefer had shown the road entering right into the motel property, but POLLOCK said he had never agreed to that because his desire is to get customers to the front door.

POLLOCK related the estimated time involved for a motorist traveling from the west and desiring to utilize the motel facilities to drive from the highway to the motel property under the present plan, and the confusion it could create for someone not familiar with the street pattern. POLLOCK could not visualize a motel customer acquainting the major entrance to the center (Tracy), as being the entrance to the motel. POLLOCK said he has been in the motel business 25 years and owned 11 in Wichita, as well as other states, and in this one area felt he was knowledgeable - that when a potential customer of a motel is put into a difficult situation so far as access, the business is lost. He was sure his business would decrease, and possibly even lead to closing the motel. POLLOCK stated that if what is proposed materializes, he would like to sell and come out with "something" rather than "nothing". If he could operate as he has been, he would like to keep the business.

BAYOUTH asked about the access to Mr. Steak to the west of the motel, and LAKIN traced on the geometrics the access route.

POLLOCK said with respect to the 14 to 18 feet needed from the front parking lot of the motel area if slip-offs are allowed from the highway, that the restaurant facility at the motel is leased, and the elimination of the parking would be of concern to the lessee, and could result in the loss of this source of income to the owner of the motel.

LAKIN was of the opinion that the Federal highway people would not allow a slip off ramp that close to the transition area anyway.

MIKE WEIGAND said they have just completed a deal at the Towne East center for a restaurant costing in excess of a half million dollars and a new motel representing an investment of four million, and access to Mr. Pollock's motel is total simplicity compared to what will exist at Towne East. He related that the only reason the new motel and restaurant are going in is because they feel the benefits of the total activities in the area will far outweigh the traffic problem. WEIGAND said he honestly felt the "blessings" Mr. Pollock would experience will far outweigh any traffic problems caused by the proposed access.

POLLOCK spoke again to point out that one cannot compare a motel in Towne East with one 19 years old, in that the Town and Country Motel which he represents, caters to an entirely different clientele. Too, it is possible that the developers of the new motel in Towne East are making a mistake - maybe they have confidence and are optimistic, but that doesn't mean they are right. He stated again that he was knowledgeable in the motel area and would never build one as being proposed in Towne East.

POLLOCK said the plan he had submitted was just a suggestion and they had never meant it to be the only possibility, but they had been asked for suggestions.

MOTION: That the Commission recess for 30 minutes for dinner. Gragg moved, Greider seconded and it carried unanimously. (Time: 7:40 p.m.)

The Commission reconvened in the City Commission Chambers at 8:20 p.m., with the same members and staff present.

In response to Barrier's request, LAKIN reviewed in detail the various traffic movements, particularly those along Kellogg entering and exiting from the proposed center and other land uses affect-

ed by the Kellogg roadway, i.e., Town and Country Motel, Mr. Steak, the office building farther west, the industrial area at the northwest corner of West and Kellogg, etc.

GREIDER asked specifically about Lubbers auto accessory business and LAKIN said the entrance to Lubbers would be just to the north of the non-mountable medial and into their parking lot.

RUSSELL BOMHOFF, owner of Precision Pattern Company, pointed out his ownership, and the fact that it is proposed to take his office parking, but to leave the building itself; however, the street curb line would be right against his building. He asked if such could be done.

LAKIN said the City Engineer has gone over the geometrics and established the type of right-of-way needed, and appraisals have been based on that right-of-way (what had been agreed to by the City Engineer). LAKIN commented that right-of-way is anticipated along the front of the building as well as land on both sides of the building, and it would be 3.3 feet from the face of the building to the face of the curb.

BOMHOFF said he has been extremely fortunate and is operating at 100% capacity, and what is proposed would eliminate 8 parking spaces which he needs. GRAVES said he did not see how the right-of-way being taken could consume that much parking space unless Mr. Bomhoff is parking on public property, and judging from sketches he had seen, he felt that parking probably is on what is public property.

HENNESSY recalled that it was discussed at the last hearing and determined that Mr. Bomhoff's parking was on other private property. GRAVES commented further that perhaps the building should be reviewed with respect to the off-street parking to determine if it meets requirements.

BOMHOFF said the last addition was built 3 1/2 years ago, and at that time utilized every square foot the city would allow for the building, and he does not have anyplace else to park.

SCHAEFER pointed out that Mr. Bomhoff not only covered every part of his own property with his building, but also built the building 30 feet over onto Towne West property. They have not been too concerned about it at this stage, but Mr. Bomhoff's parking is also on Towne West property, and Mr. Bomhoff has stated he will continue to use it for parking when it is paved. SCHAEFER commented further that it appears Mr. Bomhoff has been a victim of his own success, and wondered how Mr. Bomhoff obtained a building permit for the last addition to his building in view of the extension of the building and parking onto adjacent land.

SCHAEFER pointed out that the City Engineer feels that possibly the whole alignment of the street could be shifted to move it back another 5 feet.

RALPH VAUTRAVERS, owner of Rand Publishing Company at the corner of Florence and Taft, spoke in support of the center, noting that while he is a small businessman and the specials would cut into his gross income as much as anybody else's, he considered it an advantage to have the center, especially so far as the solution of the drainage, and the fact that the developer will bear a substantial part of the cost therefor. He did not consider that the center would affect his business because it is not a walk-in type of operation, but he considered it would be good for West Wichita and he was optimistic about the entire project. He pointed out that the developer is willing to spend a lot of money and create a lot of jobs, and he would like to see it developed.

BAYOUTH asked Graves if he was aware of similar situations in other cities and how business survives that possibly doesn't have the most desirable access from a highway.

GRAVES said any statement he made would be only conjecture on his part, and that when he is traveling, he usually knows where he will spend the night and doesn't have the problem of locating a motel. He said he has been in Wichita 19 years and other cities seem to have worse problems than apparent here in Wichita.

Referring back to a slide of the area, GRAVES stressed the importance of a non-mountable medial on Tracy as motorists turn left to the motel or other uses, in that it is anticipated there will be 10,000 cars per day just between Maple and Kellogg and he considered a non-mountable medial vital to keep traffic in the right direction. If a mountable medial, there would be cars turning anyplace.

GRAVES thought that at some future time there may be problems on Tracy in squeezing three lanes down to two, and that there might have to be an adjustment, but he did not consider it an insurmountable problem if and when it is necessary.

SAVINA asked for traffic counts on other streets (West and Maple), in the area and GRAVES indicated counts (38,000+, 13,000+ respectively), anticipated by 1985 with full development of the center.

SAVINA expressed concern because a non-mountable medial is proposed on Tracy. GRAVES said he favored non-mountable medials in most cases and that is what is recommended on Tracy, but, of course, the City Commission has the final decision. He pointed out that Tracy is a very short street (this segment), and to handle 10,000 cars per day, to open it up for turns in any number of driveways, will choke it down.

BAYOUTH observed that there are not too many curb cuts on Tracy now from Taft to Kellogg, and he asked if K-Mart or Schaefer objected to non-mountable medials.

The attorney for K-Mart said he did not object as long as there was a break so that traffic coming from the north could make a left turn into the K-Mart parking lot.

SAVINA noted that the non-mountable medials limit access to properties, and it was brought out in the discussion that lower volume traffic streets are more likely to have mountable medials.

TAYLOR suggested the outline in the staff report be followed and action be taken on individual streets separately, and that medials could be considered at that time.

SAVINA pointed out that any earlier approval given was for the developer to resolve the access to the motel property. SCHAEFER said they have spent hours with the motel people and it was his belief that it would never be resolved to the satisfaction of the motel owner.

POLLOCK agreed that they have spent many hours together, but that the developer has not changed his stand materially.

SCHAEFER said a compromise had been suggested which they had hoped would be acceptable to the motel owner, but apparently they feel they must have direct access to the highway.

POLLOCK said he only thought it should have access common to the type of motel he has, and not access so confusing that people will not make use of his facilities.

SAVINA said that was one reason he suggested mountable medials - to facilitate entrance to the motel.

SCHAEFER said he had no concern on that point - that the third lane was eliminated because K-Mart doesn't want it either, so it was taken out. The break is indicated in Tracy for left turns and then back south to the motel entrance.

SAVINA thought there would be a major bottleneck on Tracy because of the turning movements to the motel. SCHAEFER pointed out that the motel has 86 units, and restaurant trade, which is utilized mostly by local people who know where they are going, and he did not think it would create any great problem.

GRAGG asked Lakin for his understanding from the joint meeting of the Traffic and Planning Commissions. LAKIN replied that MAPC sanction was given generally to a high grade arterial, with several problems to be addressed, such as Lubbers and K-Mart properties. As to design approval, he indicated he would like to have something more specific than Mr. Kamen's motion at the joint meeting (March 17), which gave general blessing to the concept, and now it is desirable to approve the specifics.

Relative to Town and Country Motel, LAKIN agreed with Graves, that if there are to be two entrances to the center, the arrangement shown for the motel access is what it will have to be, whether good or bad for the motel. If the motel is granted slip-off privileges, then the second entrance to the center must be eliminated and apparently there is no compromise in between on this point.

GRAGG said he was for the project, but without Kellogg to freeway standards; it will stunt the growth of the City, and the Civil Aeronautics Board has indicated they would not look with favor on a slowed down access street like this, and GRAGG felt that the plan as submitted for U. S. 54 represents a "no growth" policy.

LAKIN observed there were three alternates - do nothing; improve Kellogg as an upgraded arterial or find a way to finance freeway standards, which he said he had not been able to do. If nothing is done, the level of service for the intersection at West and Kellogg will continue to deteriorate; if Kellogg is upgraded as an improved arterial, it will have about 7 years extended life and then the same thing will happen (deteriorated level of service). LAKIN said, in his opinion, the million dollars the developer is asking the City to invest in Kellogg is not worth 7 years of extended life. If the cost to the City was less, then the upgrading of the arterial level would be appropriate.

LAKIN pointed out that some of Gragg's suggested alternates for financing freeway construction would require Legislative action, which would take time, and since it is a federal highway, there would be considerable time necessary for location and design hearings. It could require from 5 to 7 years if Gragg's alternates were to be carried out. The center would be built and operating in 3 to 5 years on the present improvements, and by that time, hopefully, possibly freeway standards could be accomplished (if the financing were found).

SAVINA commented that apparently the taxes on Town East run about \$500,000 and asked what the City spent on streets in the Town East area. SCHAEFER answered about \$300,000 and that the developer paid around \$900,000 for streets at Towne East.

Reference was made to the possible funding under the Safety 209 Federal program so far as West/Kellogg intersection, and LAKIN said it could be 90% of the cost of the intersection of Kellogg and West (and not the total Kellogg improvement). LAKIN said he was optimistic about this possibility of funding.

MOTION: That U. S. 54 be built to freeway standards with the developer paying \$1,000,000 and the City Commission finding funds to pay the remaining cost. Gragg moved and Hennessy seconded.

TAYLOR suggested the outline at the end of the staff report be followed, noting that cost allocations are not included in the above motion, but only Kellogg to freeway standards.

Goebel was excused from the meeting.

VOTE ON ABOVE MOTION: Motion lost by a vote of 3 in favor (Gragg, Hennessy and Barrier) and 6 opposed (Greider, Bayouth, Kamen, Porter, Savina and Taylor). Goebel was absent.

MOTION: That the design of the West Street intersection and Tracy intersection south of Kellogg (a. and b. under Kellogg design), be approved as submitted by the developer and staff. Savina moved, Greider seconded and it carried by a vote of 8 in favor (Savina, Greider, Barrier, Hennessy, Bayouth, Kamen, Porter and Taylor) and 1 opposed (Gragg). Goebel was absent.

On c. under the design along Kellogg, the following motion was made. (This involves access to the Town and Country Motel.)

MOTION: That the developers of Towne West get together with the owner of the motel to make satisfactory arrangements for access, as access arrangements now are not satisfactory and it is a major street. Savina moved and Hennessy seconded and the motion lost by a vote of 4 in favor (Savina, Hennessy, Gragg and Kamen), and 5 opposed (Barrier, Greider, Bayouth, Porter, and Taylor). Goebel was absent.

MOTION: That c. under the design related to Kellogg (the westernmost entrance to the shopping center lying between the Town and Country Motel and the State Highway Division Engineer's Office, be approved as submitted. Porter moved, Barrier seconded and the motion carried by a vote of 5 in favor (Porter, Barrier, Greider, Bayouth, and Taylor), and 4 opposed (Savina, Gragg, Hennessy and Kamen). Goebel was absent.

MOTION: That the design submitted by the staff for West Street, Maple Street, Taft Street and Tracy Street improvements be approved, except that the non-mountable medials shown on Tracy Street be mountable medials to the greatest extent possible. (NOTE: Inference was that some non-mountable medials would have to be used at the intersections of Kellogg, Taft and Maple, but that it should revert to mountable in as short a distance as possible.) Kamen moved, Greider seconded and it carried unanimously. Goebel was absent.

Referring to costs involved, BAYOUTH asked Schaefer if the West/Kellogg intersection was the only one he objected to. SCHAEFER responded that their offer was \$1 million, plus \$100,000, and they were not concerned with how it was allocated to projects. He said the original offer was \$1 million and that the figures submitted (allocation to projects), were justification figures, and that the manner in which the offer is submitted would make it difficult to break it down into each street.

TAYLOR suggested that since at this moment financing from State or Federal funds cannot be anticipated, the figures submitted by Lakin and Wulz be considered, and that costs be allocated with \$98,907 being paid by special assessment, \$500,000 by the City at large; and the remainder (\$1,811,437), by the developer, and any amount forthcoming from State or Federal would reduce the amounts.

SAVINA asked if any Federal funds were eventually received, would it reduce the City's cost.

PORTER suggested taking the State/Federal funds, if any, and combine with the developer's cost for developer's figure. HENNESSY observed that then the benefit district would remain the same.

TAYLOR suggested that the City Commission was in a better position to negotiate than the Planning Commission. Kamen commented that any Federal or State funds received would be equally distributed against City at large and developer, according to the percentage of money each put up.

MOTION: That financing for street improvements be as follows: \$98,907 for special assessments; \$500,000 City at large and the balance of the total cost (\$1,811,437), for the developer, with any State/Federal monies reducing the City's and developer's share in proportion to the money each have otherwise put into the street improvement projects. Taylor moved and Greider seconded.

KAMEN asked if the right-of-way acquisition was included and Taylor said she had not included it.

SCHAEFER said as he understood the motion, the project had just been "killed," and that if the City Commission adopts that plan of cost allocation, there would be no use wasting time on item F. (streets north of Maple), because it would "kill" the project and there is no way for the developer to absorb the costs proposed.

HENNESSY thought the City at large should take a larger responsibility and that the developer should not be expected to bear so much cost, no matter how the costs are divided.

TAYLOR pointed out that while the intersection of West and Kellogg needs improving, except for this development it would not even be discussed at this time.

SCHAEFER pointed out that the Commission is apparently overlooking the fact that a 2 1/4 million dollar drainage project will be solved, not only in this area (Area A), but for the industrial area to the south (Area C). If this project doesn't "go", neither will the drainage around 31st Street South, where there is a great deal of land to be developed. SCHAEFER also pointed out the anticipated tax revenue which could be expected with the coming of the proposed development, noting that the tax assessment for Towne East this year is \$631,000.

HENNESSY asked if there was a large expense for development of drainage facilities associated with Towne East, and SCHAEFER said there was not, which is why the developer has agreed to pick up the tab for drainage in this area.

BAYOUTH referred back to the West/Kellogg intersection and asked why it was removed from the CIP several years ago. LAKIN answered that Mr. Graves earlier had pointed out that even the then minor intersection improvements had presented right-of-way and drainage problems resulting in the dropping of the project.

BARRIER asked what the cost of the drainage would be which the developer would be undertaking, and SCHAEFER answered that their cost would be \$5,300 per acre, plus \$125,000 cash, with a total cost to them of about 1/2 million dollars.

GRAGG commented on the possibility of the tax revenue which would be generated by the development being pledged against the costs involved so far as public improvements. SCHAEFER pointed out that legislation which might have permitted something of this nature had been "killed" in the last session of the Legislature, and LAKIN agreed that there was no such authority.

SUBSTITUTE MOTION: That the developer pay \$1,100,000; that \$98,907 be levied as special assessments, with the City and State/Federal money making up the balance (\$1,295,054). Savina moved and Hennessy seconded.

BARRIER expressed concern for the amount some of the property owners in the area would be expected to pay, which she considered excessive. The streets that are being improved are for the benefit of Towne West and she did not feel it fair for other property owners to have to pay special assessments to the amount anticipated, and suggested their assessments should be reduced to a reasonable figure.

GRAGG, in regard to Barrier's statement, asked if both included \$98,907 special assessment. TAYLOR suggested that would be a question that the City Commission would resolve. BARRIER said if this Commission makes that recommendation, it would mean it favored that method and she was not in favor.

KAMEN said Mr. Savina could include in his substitute motion that the City Commission could reduce the special assessment. SAVINA suggested the developer pay \$1,100,000, keep the specials as recommended, and leave the financing of the balance to the City, \$1,295,054.

BAYOUTH referred back to special assessments and asked if the \$83,000 (right-of-way), was included in the special assessment. LAKIN said the \$83,000 is for right-of-way and was not included in the special assessment figures, and he suggested one way of handling right-of-way costs was to allocate them in the same manner as the street being improved is financed.

HENNESSY suggested the motion be amended, as he felt \$98,907 special assessment for some of the people would be unfair, and let the City Commission decide how the balance of the costs would be paid over and above \$1,100,000, which the developer has agreed to bear.

BAYOUTH said that Commissioner Goebel had abstained from discussion because of a conflict of interest, but CHAIRMAN BAYOUTH recognized Mr. Goebel in the audience and Goebel was prepared to make comments from the audience as a property owner in the area and not as a Planning Commissioner.

PORTER and Taylor objected to Commissioner Goebel speaking on the matter because he would have a conflict of interest. GOEBEL, speaking from the audience, said he does have property in the area and would abstain from voting on the matter. TAYLOR commented that it was strictly out of order for him to speak then.

WM. J. GOEBEL proceeded to speak from the audience with approval from the Chairman. He related that he had purchased land in the area, as had Towne West and the drive-in theater owner, and they had all been required to dedicate right-of-way (at time of platting), for Tracy, so it could be opened. Thus, at present there is a dedicated right-of-way for Tracy extending south from Maple, and paving petitions for its improvement have been submitted to the City, but because of the drainage problems, they have not been processed.

GOEBEL continued that the intersection of Maple and West has been inadequate for sometime, and would be even worse if many of the motorists did not drive through his parking lot (Star Lumber Company). Speaking of the drainage, GOEBEL said he has 6 acres on which platting was turned down four years ago because of the drainage problem and there are others in the same situation, so the drainage needs to be solved. He commented that it is anybody's guess as to what standard U. S. 54 should be improved to, and it is possible some of the traffic now going through the West/Kellogg intersection headed for Towne East, might not travel that intersection with the development of Towne West.

TAYLOR spoke on the substitute motion, and in view of the substantial amount which would be left for the City at large to pay, felt that it should be submitted to the voters for referendum, as she considered it a dreadful amount to be recommended for City at large funding.

SAVINA pointed out that it is possible for the City to obtain federal funding.

PORTER considered it an unrealistic amount of money to expect every citizen in Wichita to "chip in" for the benefit of Towne West, and even if the City does eventually acquire federal funding, it would probably be less than \$500,000.

SAVINA asked that the substitute motion be voted on - \$1,100,000 to be paid by developer; \$1,295,054 City at large; and \$98,907 in special assessments.

VOTE ON SUBSTITUTE MOTION: Motion lost by a vote of 4 in favor (Savina, Hennessy, Kamen, and Bayouth) and 5 opposed (Taylor, Porter, Barrier, Greider and Gragg). Goebel was absent.

VOTE ON TAYLOR'S ORIGINAL MOTION: Motion carried by a vote of 5 in favor (Taylor, Greider, Porter, Barrier and Gragg) and 4 opposed (Hennessy, Kamen, Savina and Bayouth). Goebel was absent.

GRAGG commented that F. (status of streets north of Maple), could be considered during the platting process.

CHAIRMAN BAYOUTH hoped the City Commission is not as narrow minded as the Planning Commission. HENNESSY considered it ridiculous to expect the developer to take care of so much expense. BAYOUTH commented further that the vote proves that the people that made the motion and voted for it have no concept of business.

BCC discussion of Town West
6/29/78

Jabin made an extensive presentation -
Dink Stein answered questions on drawings
and estimates of street and highway improvements.

Ferd Pynn - Commonwealth Theaters -
highlighted major concern with assessments
\$5,263 per acre (\$71,000)
\$10,051 per acre in total (drainage & streets)
Total \$133,000

Harry Polack - Town & County Judge -

Paul Draves - gave explanation of a Texas "U" Town

Bob Doebel - supported the improvement of streets

Tom Varman^{Sp.} - Attorney for K-Smart
46,000 on drainage not counting interest

Jim Schaffer 40 minutes of presentation
full explanation of project, financing, etc.

Ferd Pynn - Gave total again \$133,000

Harry Polack - again wanted compensation for
expected loss

Ed. Kardon - Answered questions raised by Sugar
concerning level of service

Kindel Wigand - Answered questions of Shooker.
Actual case study where shoppers
come from from the three major
retailers -

Carl Wittig - W.W.C. office Bldg -

Casado - quite concerned about access to
parking and expense to the theater -

Rommel - Peters -

Recommnd funding by M.A.P.C.

~~CDW 5000~~

Expectations CDW plus by cost of ROW
80,000?

Federal Funds be used to reduce
the cost to the developer.

CDW 500,000 + -

\$1,368,437 cost to the developer -

Proceed with the project -

Work out something with the Zoned
satisfaction to both parties -

4-0 Agreement carried -

4-0 Unanimous

June 30, 1976

Files

Robert A. Lakin, Director of Planning

Towne West - DP-71

The City Commission, at its meeting of June 29, 1976, approved the general geometrics submitted to them, and approved the MAPC financing recommendation with the exception that:

1. The City at large pay for the right-of-way (\$83,617) and that the developer's cost be reduced by any State or Federal funds received for the Kellogg/West intersection. Donnell estimated this to leave the developer's cost at \$1,368,437. In restating his figures, Donnell stated the City's cost would be \$598,907. I assumed this to be in error as a mis-statement of numbers and that the intent of the motion was to add the right-of-way cost, which would make the City's total \$583,617. This possibly leaves some confusion relative to special assessments. It is Finch's and my view that with the motion stated, that they approved the Planning Commission recommendation with only the exception stated above. This leaves \$98,907 to be assessed to a benefit district. Thus, the funding would be as follows:

| | |
|---------------------|--|
| City at large | \$ 583,617 |
| Special Assessments | \$ 98,907 |
| Developer | \$1,368,437 (plus \$433,000 State/Federal monies) |

The above motion was amended further to provide approval pending the developer and Town and Country developing a satisfactory answer to the access to the Town and Country Motel, such answer being satisfactory to both the motel and the developer.

Robert A. Lakin
Director of Planning

RAL:ber

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

June 30, 1976


TO Files
FROM Robert A. Lakin, Director of Planning
SUBJECT Towne West - DP-71

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Robert A. Lakin
Director of Planning

RAL:ber

6/30/76 Call Dennis + confirmed their views with him.

Town West —

Issues

1. Freeway - note Gray's resolution comments
2. Arterial design issues -
Tray medical
Town & Country -
3. Construction costs
3 alt's w/only:
Developer
M&P

States contribution of \$285M ($\approx 90\%$ 315M)

depending on extent of what is interested
new estimate by developer =

$$\begin{array}{r} 487.382 \\ \times .90 \\ \hline 438,74380 \end{array} \qquad \begin{array}{r} 492.511 \\ \times .90 \\ \hline 443,25990 \end{array}$$

\$443.260 high end
285M low end.



KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING - TOPEKA, KANSAS 66612

O.D. TURNER, Secretary of Transportation

ROBERT F. BENNETT, Governor

June 24, 1976



Mr. Robert A. Lakin, Director
Wichita-Sedgwick County Metropolitan
Area Planning Department
City Hall, 10th Floor
455 North Main Street
Wichita, Kansas 67202

Dear Mr. Lakin:

We recently have discussed with you the over-all plan for improvements to the street and highway system in the vicinity of the proposed Towne West shopping center. It also has been brought to our attention that a meeting is to be held this coming Tuesday at which details of the improvements are to be discussed.

Previous items discussed with the Department of Transportation included the intersection of Kellogg and West Street, and in particular, the funding of the total street improvements. It has been our position that as the improvements do not benefit the highway system, our participation would be limited. It was also our position that the intersection of Kellogg and West Street would develop capacity and safety problems unless some specific improvements were made.

Since our earlier discussions, it has tentatively been determined that the work proposed would qualify for funding through the Highway Safety Program. Specifically, based upon FHWA approval, we will plan to make available to the City Federal funds in an amount equal to 90% of the cost of the intersection improvements. Based upon the estimates available to us, this would amount to approximately \$285,000.00.

If you have further questions on this matter, please don't hesitate to call upon me.

Yours very truly,


W. H. OGAN
State Transportation Engineer

WHO/us



THE CITY OF WICHITA

OFFICE OF Director of Public Works

DATE June 24, 1976



TO Robert G. Finch, City Manager (Interim)

FROM R. W. Bruggeman, Director of Public Works

Towne West
SUBJECT West Street - Kellogg - Maple
Traffic (Supplementary Information)

As requested, the following information is being submitted in regard to constructing Maple Avenue, from Elder Street to Ridge Road, as a four lane facility, including the widening or replacement of the Maple - Floodway Bridge with a four lane facility.

The Engineering Division has reviewed the Maple - Floodway Bridge and because of its design, have estimated the removal and replacement thereof at \$1,000,000. The estimated cost of constructing Maple Avenue, from Elder Street to Ridge Road, as a four lane facility is \$550,000.

The improvement of Kellogg Avenue (U.S. 54), from Hoover Road to Seville includes the reconstruction of Ridge Road from Kellogg Avenue (U.S. 54) to a point north of Maple Avenue.

The total cost, therefore, of this improvement would be \$1,550,000.

RWB

R. W. Bruggeman
Director of Public Works

RWB:gr

cc: Robert A. Lakin, Director of Planning ✓
R. W. Linn, City Engineer
Paul B. Graves, City Traffic Engineer



WICHITA-SEDGWICK COUNTY

DATE 4/16/76

METROPOLITAN AREA PLANNING DEPARTMENT

ATTACHMENT A

TO Towne West File
FROM Mike Lindebak, Principal Planner, Advance Plans Division
SUBJECT TOWNE WEST/US 54 FREEWAY COST ESTIMATE

To improve Kellogg between I-235 and West Street to freeway standards will require modification of the existing I-235 interchange and the construction of an interchange at West Street. The Kansas Department of Transportation currently is conducting a freeway location study for Kellogg from I-235 to Topeka. Preliminary cost estimates have been prepared for modification of the I-235 interchange, construction of an interchange at West Street and construction of mainline Kellogg. The cost estimates are as follows:

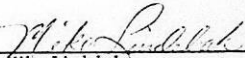
I-235 Interchange Modification (includes mainline of Kellogg from Hoover to Tracy)--
\$6,000,000

West Street Interchange (includes mainline of Kellogg from Tracy to 2500 feet east
of West Street) - \$7,000,000

If a fly over off ramp accommodating east to north turning movements at Tracy could be constructed, it is estimated to cost \$1,400,000. This would require construction of an additional east bound lane in the Kellogg median west of Tracy that would ramp and bridge the westbound Kellogg traffic. In addition, westbound on and off ramps have been included in this estimate.

The Tracy interchange cost figures were developed without preliminary construction drawing. Geometrics, grades and right of way requirements may make this alternate infeasible.

For talking purposes, roughly \$15,000,000 would be required to develop Kellogg to freeway standards at this time. Ultimate right of way costs for the West Street interchange could inflate these costs greatly. A motel and a potato chip factory must be removed, therefore without actual appraisals there is more uncertainty associated with this project than most.


Mike Lindebak
Principal Planner
Advance Plans Division

MEL:rh

THE CITY OF WICHITA
OFFICE OF CITY TRAFFIC ENGINEER

DATE April 28, 1976



ATTACHMENT B

TO Robert A. Lakin, Director of Planning
FROM William G. McKinley, Assistant Traffic Engineer
SUBJECT Towne West Square

With regard to your memo of April 19 regarding Towne West Square, I believe this item was discussed in the early analysis of Towne West by both the developer's consultant, the Kansas Department of Transportation, and staff of the City of Wichita. At that time, we were talking about the possibilities of this segment being a freeway segment from I-235 through the Kellogg and West intersection. Some of the possible ways of accomplishing this are by way of direct left hand off-ramps or flyovers similar to one on a development back east which I think was referred to as The Landing. From this direct route, we then discussed some routes which weren't quite as direct such as maybe using the Texas U-turn concept, or a tunnel under Kellogg somewhere in the vicinity of Tracy.

In order of priority, of course, the direct left turnoff flyover into the shopping center would have the greatest traffic carrying capacity while the Texas U-turn or tunnel under Kellogg would be an improvement over existing and possibly the proposed design although it would require rather sharp lefthand turns. Also the travel distance of the Texas U-turn would probably be an adverse distance due to the ramp locations at I-235 and Kellogg. In other words, the Texas U-turn concept or tunnel concept under Kellogg probably would have to be located someplace east of Tracy, thereby requiring eastbound traffic on Kellogg to proceed by the site and then turn around to go back to the site by way of the frontage road system on the south and north sides of Kellogg.

On one of the earlier consultant sketches, the actual Texas U-turn concept would be accomplished within the interchange of Kellogg and West Street which would obviously require the traffic to travel at least a half mile further than what is presently indicated.

Of course, it has always been the desire of the City of Wichita and the Kansas Department of Transportation to upgrade this segment of Kellogg to freeway standards. I believe it was decided by all parties concerned that the earliest possible funding for this freeway segment would be sometime around 1985. In my opinion, any proposed improvement for this segment of Kellogg to anything which approaches a freeway standard such as separation of the Kellogg/Tracy or Kellogg/West interchange would require considerable expenditures beyond those presently estimated for the improvements for the Towne West site. It would also require a great deal of additional right-of-way which does not presently show on any of the proposed improvement plans.



Robert A. Lakin

Page 2

April 28, 1976

I believe it was for these reasons that the proposed interim plan for Towne West was developed as a stop gap improvement measure until adequate funding could be provided to upgrade this facility to freeway standards.

One of your questions dealt with regard to service capacity. Without a doubt, the left turn off-ramp flyover concept would provide a high level of service into and out of the center, although the probable high cost associated with this type of facility would be prohibitive at this time. Hopefully, these comments will give you some basis to draw your conclusions with regard to the Traffic Commission's and Planning Commission's comments.

William G. McKinley
William G. McKinley
Assistant Traffic Engineer

WGM/gl
cc:R. W. Bruggeman

**Competition Cost Allocation
Town of Westborough**

| Contract No. | Contract Description | 1 - West | | 2 - West | | 3 - West | | 4 - West | | 5 - West | | 6 - West | | 7 - West | | 8 - West | | 9 - West | | 10 - West | | 11 - West | | 12 - West | | 13 - West | | 14 - West | | Total | |
|--|----------------------|----------|---------|----------|--------|----------|-----------|----------|---------|----------|---------|----------|---------|----------|---------|-----------|--------|-----------|------|-----------|------|-----------|------|-----------|------|-----------|------|-----------|------|-------|------|
| | | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | West | | West |
| COF ESTIMATE | | 59,654 | 315,703 | 203,843 | 87,681 | 495,602 | 1,092,483 | 111,018 | 163,636 | 296,162 | 301,134 | 43,571 | 61,788 | 160,736 | 172,914 | 2,410,344 | 83,617 | 2,487,763 | | | | | | | | | | | | | |
| City of Michite State/Federal Developer Spec. Ass't | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| City of Michite State/Federal Developer Spec. Ass't | | 17,886 | 94,711 | 30,477 | 13,152 | 63,840 | 220,176 | 68,526 | 57,724 | 148,577 | 10,464 | 7,501 | 116,008 | 15,027 | 506,032 | 506,032 | | | | | | | | | | | | | | | |
| City of Michite State/Federal Developer Spec. Ass't | | 41,758 | 220,992 | 147,390 | 61,377 | 297,322 | 764,739 | 41,500 | 110,912 | 296,162 | 342,093 | 43,571 | 54,287 | 144,628 | 166,887 | 1,030,202 | 98,207 | 1,128,409 | | | | | | | | | | | | | |
| City of Michite State/Federal Developer Spec. Ass't | | 59,654 | 315,703 | 203,843 | 87,681 | 495,602 | 1,092,483 | 69,528 | 10,000 | 131,587 | 149,587 | 43,571 | 7,501 | 116,008 | 15,027 | 641,479 | 30,426 | 672,105 | | | | | | | | | | | | | |
| Plus S/W | | | | | | | | 7,219 | 1,959 | 9,416 | 48,621 | 5,350 | | | 5,561 | 1,791,007 | 1,122 | 300,029 | | | | | | | | | | | | | |

*Amount State/Federal money to be shared in equal amounts
 **Should not deal with R/W costs
 ***Any State/Federal money to be shared in proportion to original contribution
 ****1/2 Signal & Interconnection (West and Michite)
 *****Including signal

Comparative Cost Allocations
Street Improvements
Towne West Shopping Center
6-18-76

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|-----------------|--------------------------------|--------------------------------|-----------------------------|-------------------------------|------------------------------|--|-----------------------------------|-------------------------|--------------------------------|---------------------------|----------------------------|-------------------------|---------------------------|
| | Kellogg East of West St. | Kellogg & West Intrsectn | Kellogg West to Tracy | Kellogg Tracy Intrsectn | Kellogg Tracy to I-235 | Maple/Wst Intrsectn Maple E of West | Maple/Wst Tracy & Intrsectn | Maple Tracy I-235 | Wst/McCor. to N of Maple | Taft West/ Florence | Taft Florence/ Tracy | Tracy Maple/ Taft | Tracy- Taft Kellogg |
| COST ESTIMATE | 59,654 | 315,703 | 203,843 | 87,681 | 425,602 | 111,028 | 163,636 | 296,162 | 301,134 | 43,571 | 61,788 | 160,736 | 179,914 |
| City of Wichita | | | | | | | | | | | | | |
| State/Federal | | | | | | | | | | | | | |
| Developer | | | | | | | | | | | | | |
| Spec. Assm't | | | | | | | | | | | | | |
| City of Wichita | 17,896 | 94,711 | 30,577 | 13,152 | 63,840 | 69,528* | 52,724** | -- | 148,577 | | | | 15,027 |
| State/Federal | 41,758 | 220,992 | 142,590 | 61,377 | 297,922 | -- | -- | -- | 10,464 | | | | 775 |
| Developer | | | 30,576 | 13,152 | 63,840 | 41,500 | 110,912 | 296,162 | 142,093 | 43,571 | 7,501 | 116,008 | 164,887 |
| Spec. Assm't | | | | | | | | | | | 54,287 | 44,620 | 1,030 |
| City of Wichita | 59,654 | 315,703 | | | | | | | | | | | 93 |
| State/Federal | | | | | | | | | | | | | 5 |
| Developer | | | | | | | | | | | | | 15 |
| Spec. Assm't | | | | | | | | | | | | | 98 |
| City of Wichita | | | 203,843 | | | | | | | | | | 61 |
| State/Federal | | | | | | | | | | | | | 1,669 |
| Developer | | | | | | | | | | | | | 98 |
| Spec. Assm't | | | | | | | | | | | | | |
| Plus R/W | | | | | | 9,319 | 1,350 | 9,416 | 48,621 | | 9,350 | | 5,561 |

* Amount State/Federal money to be shared in equal amounts
 ** Did not deal with R/W costs
 *** Any State/Federal money to be shared in proportion to original contribution
 * 1/2 signal & intersection (West and Maple)
 ** Including signal

THE CITY OF WICHITA

OFFICE OF Director of Public Works

DATE June 15, 1976



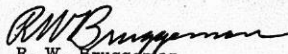
TO Robert G. Finch, City Manager (Interim)
FROM R. W. Bruggeman, Director of Public Works

SUBJECT West Street - Kellogg - Maple Traffic

Attached are nine copies of the "Towne West Square Traffic Study" prepared by the Traffic Engineering Division of the Department of Public Works.

Included in the Appendix is an estimate of off-site street improvements prepared by the Law/Kingdon, P.A. and their proposed apportionment of cost. This estimate has been reviewed by the Engineering Division of the Department of Public Works and it is their opinion that the unit costs are accurate.

However, the total estimate has been prepared without the benefit of construction plans and should be considered as such.


R. W. Bruggeman
Director of Public Works

RWB:gr

Attachments

cc: Robert A. Lakin, Director of Planning ✓
R. W. Linn, City Engineer
Paul B. Graves, City Traffic Engineer



TOWNE WEST SQUARE TRAFFIC STUDY

Traffic Engineering Division
City of Wichita, Kansas

JUNE 1976

TOWNE WEST SQUARE TRAFFIC STUDY
June 1976

PURPOSE

It is the purpose of this report to give a general overall review of the impact a major regional shopping center would have at the northeast quadrant of interchange U.S. 54 and Interstate 235. This report takes into consideration the latest information available such as the final ultimate size of the center, the latest traffic projections available and the general design configuration necessary to accommodate this traffic.

SCOPE

This study does indicate the impact of a regional shopping center on the existing street network surrounding the proposed site. This includes a capacity analysis of the key intersections associated with this project such as Kellogg and West, Kellogg and Tracy, Kellogg and the proposed shopping center entrance, Maple and West, etc. The total amount of traffic generated to and from the site was computed and distributed as detailed in this report.

THE SITE

The proposed location of this regional shopping center is the northeast quadrant of Kellogg and I-235. This area is generally bounded by Maple on the north, Tracy on the east, Kellogg on the south and I-235 on the west. Included in this area are 92.7 acres of land available to the proposed Towne West Square Shopping Center as shown in Figure 1.

FORECASTED TOWNE WEST SQUARE TRAFFIC

The estimated traffic generated by a regional shopping center is based upon the total square feet of gross leaseable area (GLA) and its competing retail development. Regional shopping centers vary drastically in the amount of generated traffic to and from the center. In general, it ranges from a low of approximately 24 trips per thousand square feet to a high of 60 trips per thousand square feet for average generation rates. Peaking characteristics due to major shopping days such as Christmas, Easter, back-to-school, etc. generate traffic rates substantially above these.



FIGURE 1



LOCATION MAP



Since Towne East Square exists in the city of Wichita as a competing center of the same magnitude of the proposed Towne West Square, we will assume that the daily trip generation rate per thousand square feet will be approximately 40 trips. A trip as defined in this study represents a one-way travel to or from the center; in other words, a trip to the center and then home again would count as two trips. The actual number of trips generated to the center would be 20 trips per thousand square feet and those generated away from the center would be the corresponding 20. The total anticipated site generation traffic is indicated on Table I at the time the shopping center is fully developed. It is assumed this center will be fully developed by 1978, although in reality, it will probably be 1981 before total completion of the center.

Table I
TOTAL ANTICIPATED SITE GENERATION TRAFFIC

| | |
|-------------------------------------|-----------|
| Year of Completion | 1978 |
| Gross Leaseable Area (total center) | 1,000,000 |
| Parking Available | 5,350 |
| Parking Index (space/1000 sq.ft.) | 5.35 |
| Daily Trip Generation | 20 |
| Estimated Daily Trips (one way) | 20,000 |

EXISTING AND FORECASTED TRAFFIC

The Traffic Engineering Division conducts bi-yearly 24-hour traffic volume counts at key intersections throughout the city. Based upon the past eight years' traffic growth along Kellogg in the vicinity of the proposed regional shopping center, we have projected future traffic counts at a 4 percent growth rate per year. This is illustrated in Table II, "Existing and Forecasted ADT". The column entitled, "1978" is broken down into three separate columns entitled Highway, Shopping Center and Total. The "Highway" column represents 1975 traffic counts increased by 4 percent per year for the three-year period from 1975 to 1978. The column entitled "Shopping Center Counts" indicates the impact the shopping center will have on the various roadway segments around Towne West when it is fully developed. And of course, the column entitled "Total" represents a total impact of highway and shopping center traffic.

The major column entitled "1985" again reflects the highway traffic count of 1975 increased by 4 percent growth rate through 1985. We then add to this the second column, shopping center traffic when fully developed plus the final column which is a combination of highway and shopping center traffic.

| Location | 1978 | | | 1985 | | | Maximum Impact 1985 | | |
|---------------------------|---------|-----------------|--------|---------|-----------------|--------|---------------------|-----------------|--------|
| | Highway | Shopping Center | Total | Highway | Shopping Center | Total | Highway | Shopping Center | Total |
| Kellogg east of West St. | 33,274 | 14,000 | 47,274 | 43,786 | 14,000 | 57,786 | 43,786 | 25,200 | 68,986 |
| Kellogg west of West St. | 32,017 | 12,000 | 44,017 | 42,132 | 12,000 | 54,132 | 42,132 | 21,600 | 63,732 |
| Kellogg east of I-235 | 34,253 | 16,000 | 50,253 | 45,076 | 16,000 | 61,076 | 45,076 | 28,800 | 73,876 |
| West St. north of Maple | 25,697 | 4,000 | 29,697 | 33,816 | 4,000 | 37,816 | 33,816 | 7,200 | 41,016 |
| West St. south of Maple | 24,003 | 2,000 | 26,003 | 31,585 | 2,000 | 33,585 | 31,585 | 3,600 | 35,185 |
| West St. north of Kellogg | 19,211 | 2,800 | 22,011 | 25,281 | 2,800 | 28,081 | 25,281 | 5,040 | 30,321 |
| West St. south of Kellogg | 16,196 | 800 | 16,996 | 21,312 | 800 | 22,112 | 21,312 | 1,440 | 22,752 |
| Maple east of West St. | 8,643 | 1,200 | 9,843 | 11,374 | 1,200 | 12,574 | 11,374 | 2,160 | 13,534 |
| Maple west of West St. | 8,178 | 3,200 | 11,378 | 10,761 | 3,200 | 13,961 | 10,761 | 5,760 | 16,521 |
| Maple east of I-235 | 6,704 | 4,000 | 10,704 | 8,822 | 4,000 | 12,822 | 8,822 | 7,200 | 16,022 |

TABLE II
EXISTING AND FORECASTED ADT

| Location | 1985 Average Impact | | | | 1985 Maximum Impact | | | |
|---------------------------|---------------------|-----------------|--------|---------------|---------------------|-----------------|--------|---------------|
| | Highway | Shopping Center | Total | % S.C./ Total | Highway | Shopping Center | Total | % S.C./ Total |
| Kellogg east of West St. | 14,206 | 14,000 | 28,206 | 49.6% | 14,206 | 25,200 | 39,406 | 63.9% |
| Kellogg west of West St. | 13,669 | 12,000 | 25,669 | 46.7%(49.5) | 13,669 | 21,600 | 35,269 | 61.2%(63.8) |
| Kellogg east of I-235 | 14,625 | 16,000 | 30,625 | 52.2% | 14,625 | 28,800 | 43,425 | 66.3% |
| West St. north of Maple | 10,971 | 4,000 | 14,971 | 26.7% | 10,971 | 7,200 | 18,171 | 39.6% |
| West St. south of Maple | 10,247 | 2,000 | 12,247 | 16.3% | 10,247 | 3,600 | 13,847 | 26.0% |
| West St. north of Kellogg | 8,202 | 2,800 | 11,002 | 25.4%(19.7) | 8,202 | 5,040 | 13,242 | 38.1%(30.2) |
| West St. south of Kellogg | 6,914 | 800 | 7,714 | 10.4% | 6,914 | 1,440 | 8,354 | 17.2% |
| Maple east of West St. | 3,690 | 1,200 | 4,890 | 24.5% | 3,690 | 2,160 | 5,850 | 36.9% |
| Maple west of West St. | 3,491 | 3,200 | 6,691 | 47.8%(43.5) | 3,491 | 5,760 | 9,251 | 62.3%(56.9) |
| Maple east of I-235 | 2,862 | 4,000 | 6,862 | 58.3% | 2,862 | 7,200 | 10,062 | 71.6% |

TABLE III
1985 IMPACT ON EXISTING STREETS

The last major column entitled, "Maximum Impact 1985" reveals the maximum impact the shopping center will have on the highway network around the Towne West center on those days associated with peak shopping center traffic such as grand opening days, back-to-school sales, pre-Christmas rush, Easter and Thanksgiving sales.

Table III entitled, "1985 Impact on Existing Streets" was compiled to give the relative impact between the growth rate traffic of the highway between 1975 and 1985, and the impact of the regional shopping center on the existing street network. The first major column is entitled, "1985 Average Impact". The four sub-columns under this are entitled Highway, Shopping Center, Total and % Shopping Center to the Total.

The "Highway" count represents just the growth rate traffic; in other words, the traffic forecasted from 1975 to 1985. The "Shopping Center" column represents the average impact of the regional shopping center when fully opened. The "Total" column is the addition of the highway growth traffic and the shopping center impact. The "% Shopping Center to Total" represents the impact the shopping center has to the total growth traffic in the area.

The other major column entitled, "1985 Maximum Impact" represents the same information except that the shopping center was computed based upon peak shopping center days such as grand opening, Easter, pre-Christmas rush, Thanksgiving, etc. The figures in parentheses represent the percent impact the shopping center has on the total street network; in other words, the 49.5 represents the average impact on Kellogg the shopping center contributes on an average day. This expands to 63.8% during a maximum impact day.

DISTRIBUTION OF SHOPPING CENTER TRAFFIC

The actual origin and distribution of shopping center traffic to this site could be debated for many years to come. Each traffic engineer analyzing the site would probably have a somewhat different opinion as to the actual distribution, although the overall effect would be much the same. We believe that the consultant for the developer, Mr. Art Roberts, and our Division are in agreement with the proposed distribution represented in the following table.

Table IV
ANTICIPATED SHOPPER DISTRIBUTION

| From | Percent |
|--------------------------|---------|
| I-235 (southbound) | 20 |
| I-235 (northbound) | 15 |
| Kellogg (eastbound) | 5 |
| Kellogg (westbound) | 35 |
| West Street (southbound) | 10 |
| West Street (northbound) | 2 |
| Maple (eastbound) | 10 |
| Maple (westbound) | 3 |
| | 100 |

The actual percentage of distribution into and out of the site is illustrated on Figures 2 and 3 of this report.

Included in the Appendix are peak hour distributions of traffic around the Towne West site, A-1 through A-10.

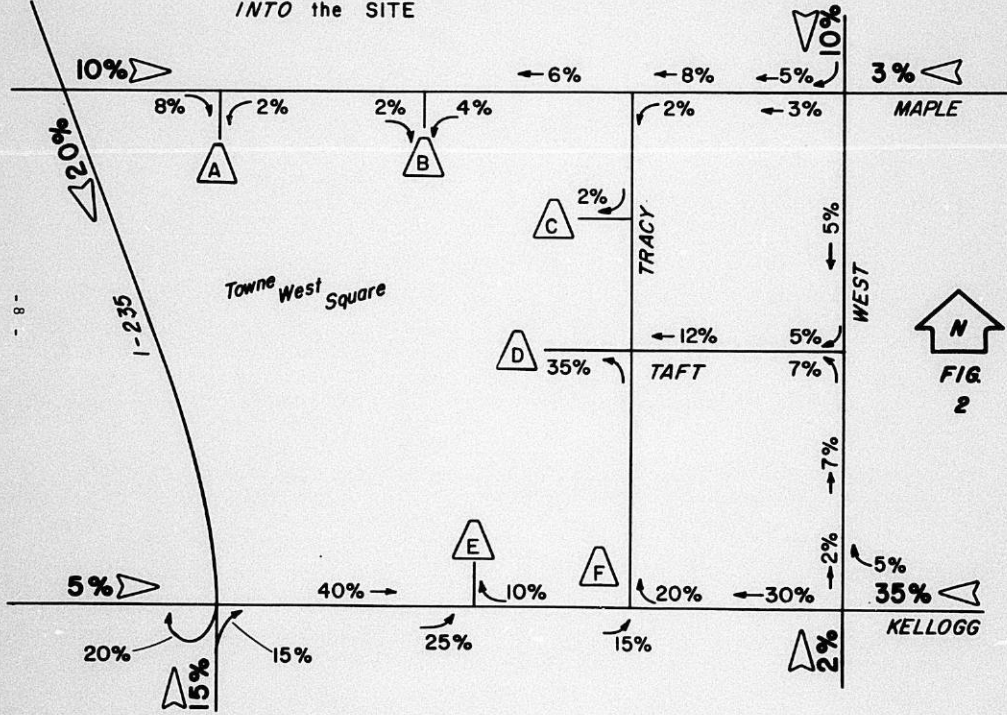
CAPACITY ANALYSIS BY CRITICAL MOVEMENT SUMMATION METHOD

Basically, the critical movement summation method of capacity analysis applies a technique which analyzes the critical volumes at an intersection. The critical volumes are determined by adding the highest total of through traffic plus the opposing left turning traffic in one direction on an hourly per lane basis, and then adding to this the highest total of through plus its opposing left in the opposing direction on an hourly per lane basis.

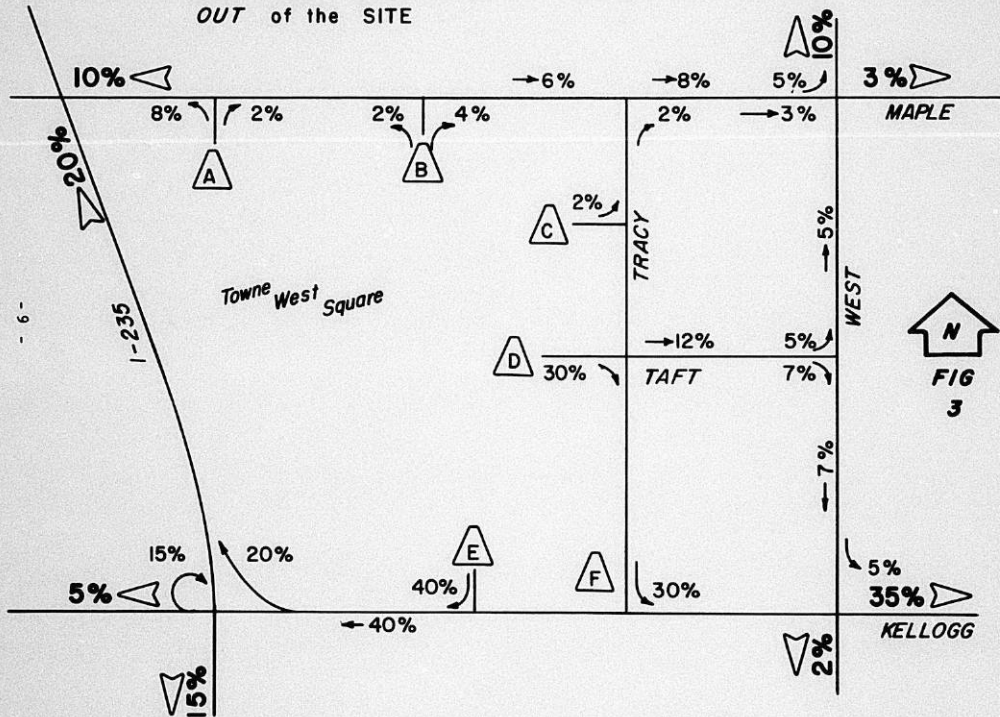
The general rules of procedure for determining the critical movement capacity analysis are as follows: For a divided highway with separate left turns and right turn bays, the critical movements would be the through traffic and the opposing left. Therefore, the number one consideration would be the through volume on each approach. Next, the through volumes on each approach are divided by the number of lanes on that approach and the opposing left turns are added to this number. From these totals, the traffic movement in the north/south direction, for instance, is compared to determine which one of the opposing lefts plus through movement volumes is greater. The same greater through plus opposing left turn volume for the east/west flow is also determined. Adding the greater through plus opposing left volumes for both the north/south and east/west direction results in a critical movement value.

From previous analyses of other intersections where heavy vehicular travel has been encountered, it has been determined that under the critical movement summation method that with a value of 1,200 vehicles per hour, an intersection

DISTRIBUTION of DEVELOPMENT TRAFFIC
INTO the SITE



DISTRIBUTION of DEVELOPMENT TRAFFIC
OUT of the SITE



would be operating at level of service C. If the volumes were to reach 1,350 vehicles, the intersection would be operating at level of service D. If the volumes were to reach 1,450 vehicles, the intersection would be operating at level of service E. For any volumes over 1,500, there is no question of severe congestion and breakdown conditions existing at that intersection. Remember, the City of Wichita attempts to design for a level of service C for the design year; i.e., level of service C would allow all waiting vehicles to clear out on one signal cycle.

Included in the Appendix, A-11 through A-15, are the capacity analyses by critical movement summation method for the key intersections of Kellogg and West, Kellogg and Tracy, West and Taft, and West and Maple. This includes capacity analysis based on 1978 highway-arterial volumes, the impact of 1978 shopping center plus highway-arterial volume traffic, and projected impact of shopping center-highway traffic 1985.

A summary of the lane requirements 1976 existing, 1985 needs highway traffic, and 1985 needs highway and shopping center traffic is contained in Table V, "Roadway Requirements, Parts 1 and 2". This table gives a comparison between the forecasted roadway needs until 1985 based upon an estimated growth rate of 4 percent per year and adding shopping center traffic the magnitude of Towne West; in other words, the difference between the 1985 needs highway and shopping center traffic from the highway traffic needs highway growth only would represent the additional impact the center has with regard to roadway requirements for 1985.

It should be noted that all roadway requirements were based on average generation rates. During peak shopping days, congestion will occur.

COST ESTIMATE

Included in the Appendix is a cost estimate sheet with regard to off-site improvements prepared by Law-Kingdon and their proposed apportionment of the cost.

| | Kellogg - West | Kellogg - Tracy | Kellogg | Shopping Center Entrance | West - Taft |
|--|--|---|--|---|---|
| 1976 Existing | WB-2 lanes 1 right lane 1 left lane EB-3 thru and right lanes 1 left SB-2 lanes for all traffic NB-2 lanes for all traffic | WB-2 lanes for all traffic EB-3 lanes for all traffic SB-1 lane for all traffic NB-1 lane for all traffic | WB-2 lanes for all traffic EB-3 lanes for all traffic | N/A N/A | NB-2 lanes for all traffic SB-2 lanes for all traffic WB-1 lane for all traffic EB-1 lane for all traffic |
| 1985-Needs Highway Traffic Growth Only | WB-3 thru lanes 1 right lane 1 left lane EB-3 thru and right lanes 2 left lanes SB-3 thru and right lanes 1 left lane NB-2 thru and right lanes 1 left lane | WB-2 lanes for all traffic EB-3 lanes for all traffic SB-1 lane for all traffic NB-1 lane for all traffic | WB-2 lanes for all traffic EB-3 lanes for all traffic | N/A N/A | NB-2 thru right turn lanes plus left turn bay SB-2 thru right turn lanes plus left turn bay WB-2 lanes EB-2 lanes |
| 1985-Needs Highway and Shopping Center Traffic | WB-4 thru lanes 1 right lane 2 left lanes EB-3 thru lanes 1 right lane 2 left lanes SB-3 thru lanes 1 right lane 1 left lane NB-3 thru lanes 1 right lane 1 left lane | WB-3 thru lanes 1 slip off 1 left lane EB-3 thru and right lanes 2 left turn lanes SB-2 left and thru lanes 1 right lane NB-1 thru lane 1 left lane 1 right lane | WB-3 thru lanes 1 right lane EB-3 thru lanes 2 left lanes 1 slip off | SB-2 right turn lanes NB-2 left turn lanes 1 right lane | NB-2 thru and right lanes plus left turn bay SB-2 thru lanes 1 right turn lane 1 left turn bay WB-2 lanes EB-2 lanes |

ROADWAY REQUIREMENTS -- Part 1

TABLE V

| | Maple - West | Maple - Tracy | Maple - Anna | Maple | Shopping Center Entrance |
|--|--|--|---|--|--|
| 1976 Existing | WB-2 lanes for all traffic EB-2 lanes for all traffic NB-2 lanes for all traffic SB-2 lanes for all traffic | WB-2 lanes for all traffic EB-2 lanes for all traffic NB-N/A SB-1 lane for all traffic | WB-2 lanes for all traffic EB- 2 lanes for all traffic NB-N/A SB-1 lane for all traffic | WB-2 lanes for all traffic EB-2 lanes for all traffic | NB-N/A SB-N/A |
| 1985-Needs Highway Traffic Growth Only | WB-2 thru right lanes plus left turn bay EB-2 thru right lanes plus left turn bay NB-2 thru right lanes plus left turn bay SB-2 thru right lanes plus left turn bay | WB-2 lanes for all traffic EB-2 lanes for all traffic NB-N/A SB-1 lane for all traffic | WB-2 lanes for all traffic EB-2 lanes for all traffic NB-N/A SB-1 lane for all traffic | WB-2 lanes for all traffic EB-2 lanes for all traffic | NB-N/A SB-N/A |
| 1985 Needs Highway and Shopping Center Traffic | WB-2 thru right lanes plus left turn bay EB-2 thru lanes 1 left turn bay 1 right turn lane NB-2 thru right lanes plus left turn bay SB-2 thru lanes 1 left turn bay 1 right turn lane | WB-2 thru right lanes plus left turn bay EB-2 thru right lanes plus left turn bay NB-1 left turn 1 thru lane 1 right lane SB-1 lane for all traffic | WB-2 thru right lanes plus left turn bay EB-2 thru and right turn lane plus left turn bay NB-1 thru left lane plus right turn lane SB-1 lane for all traffic | WB-2 thru lanes plus left turn bay EB-2 thru plus left turn bay | NB-1 thru left lane plus right turn lane SB-N/A |

ROADWAY REQUIREMENTS -- Part 2

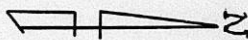
TABLE V

APPENDIX

- A-1 1978 Highway Traffic 5:00-6:00 PM - Kellogg
- A-2 1978 Arterial Traffic 5:00-6:00 PM - Maple & West
- A-3 Shopping Center Traffic when Fully Developed - Kellogg
- A-4 Shopping Center Traffic when Fully Developed - Maple & West
- A-5 1978 Total Traffic-Shopping Center and Highway - Kellogg
- A-6 1978 Total Traffic-Shopping Center and Highway - Maple & West
- A-7 1985 Highway - Kellogg
- A-8 1985 Arterial - Maple & West
- A-9 1985 Highway and Shopping Center Traffic - Kellogg
- A-10 1985 Arterial and Shopping Center Traffic - Maple & West
- A-11 Kellogg and West - Capacity Analysis by CMSM
- A-12 Kellogg and West (cont'd)
- A-13 Kellogg and Tracy - Capacity Analysis by CMSM
- A-14 West and Taft - Capacity Analysis by CMSM
- A-15 West and Maple - Capacity Analysis by CMSM
- A-16 Cost Estimate of Off-Site Street Improvements

1978 Highway Traffic
5:00 - 6:00 PM

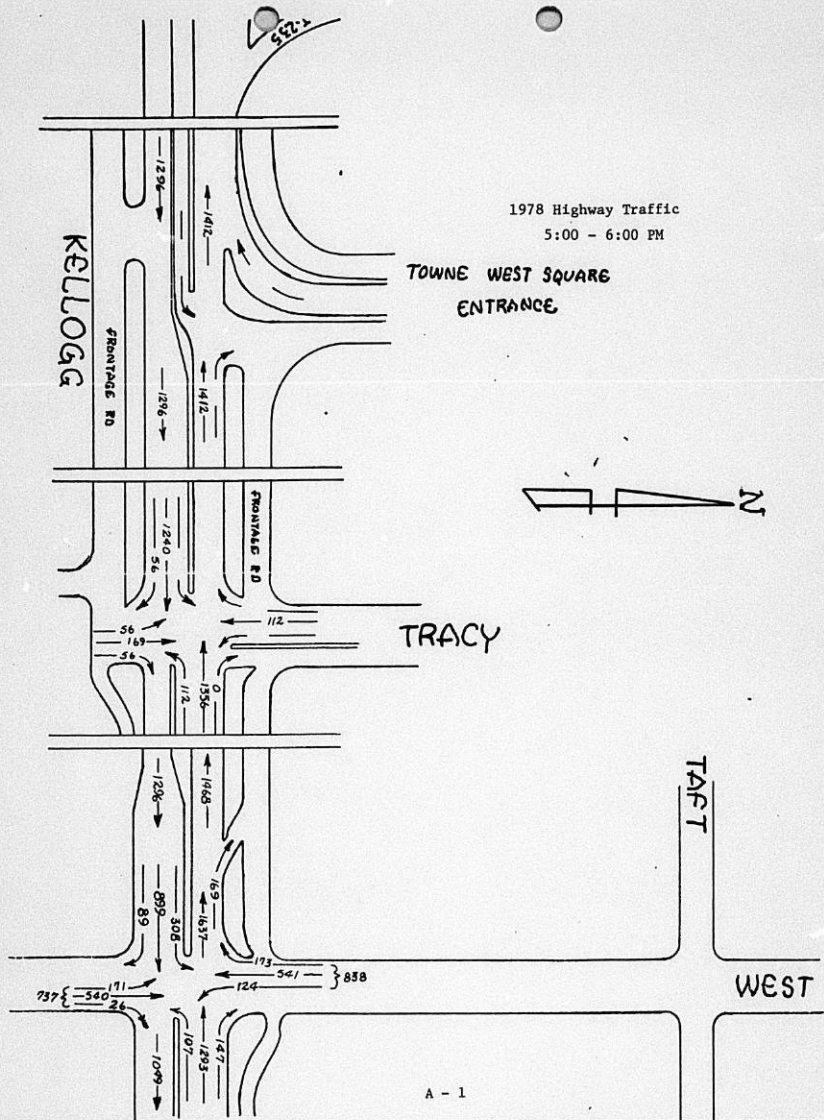
TOWNE WEST SQUARE
ENTRANCE

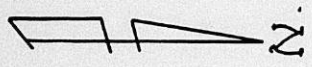


TRACY

TAF T

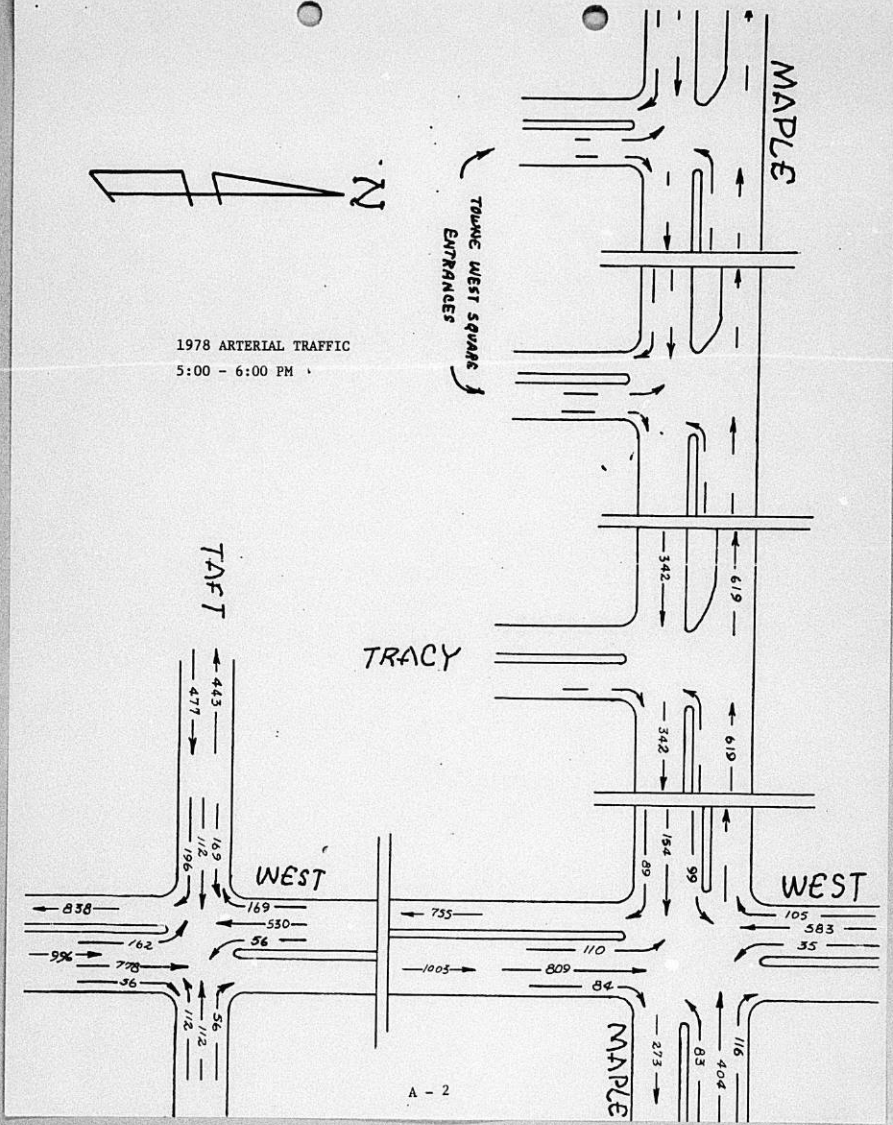
WEST





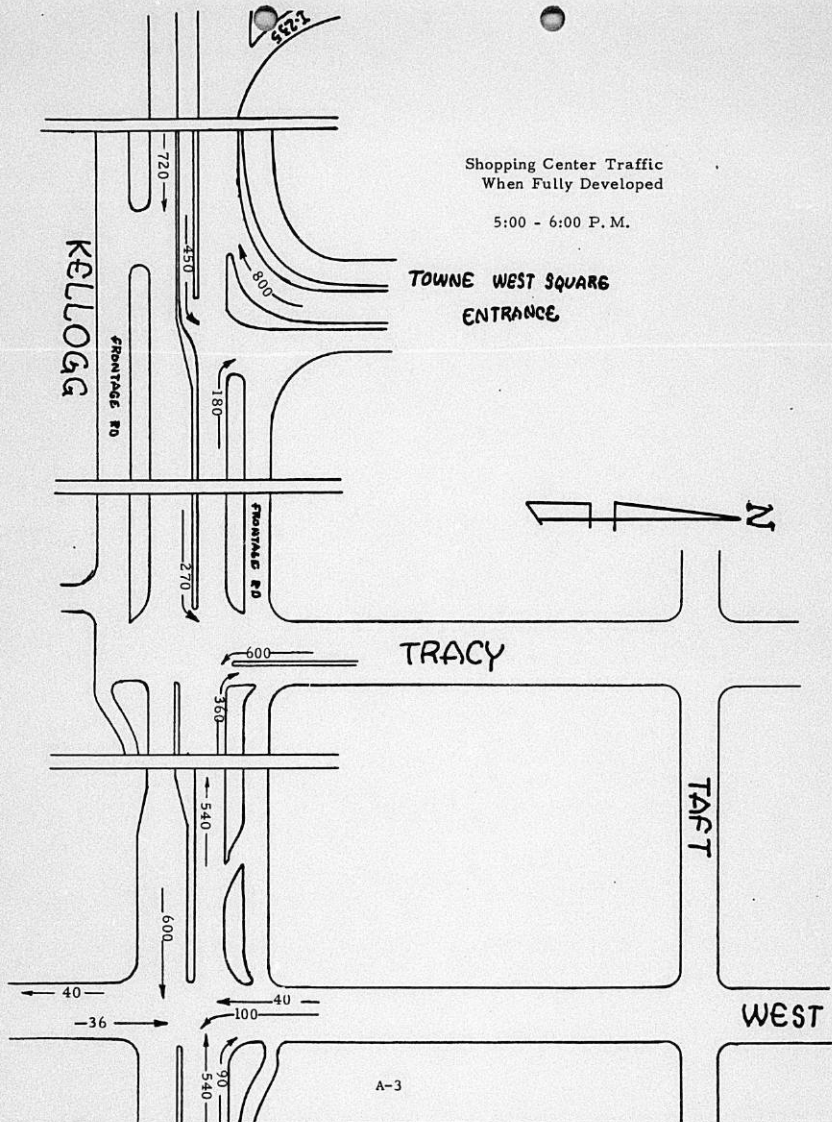
1978 ARTERIAL TRAFFIC
5:00 - 6:00 PM

TOWNE WEST SQUARES
ENTRANCES



Shopping Center Traffic
When Fully Developed

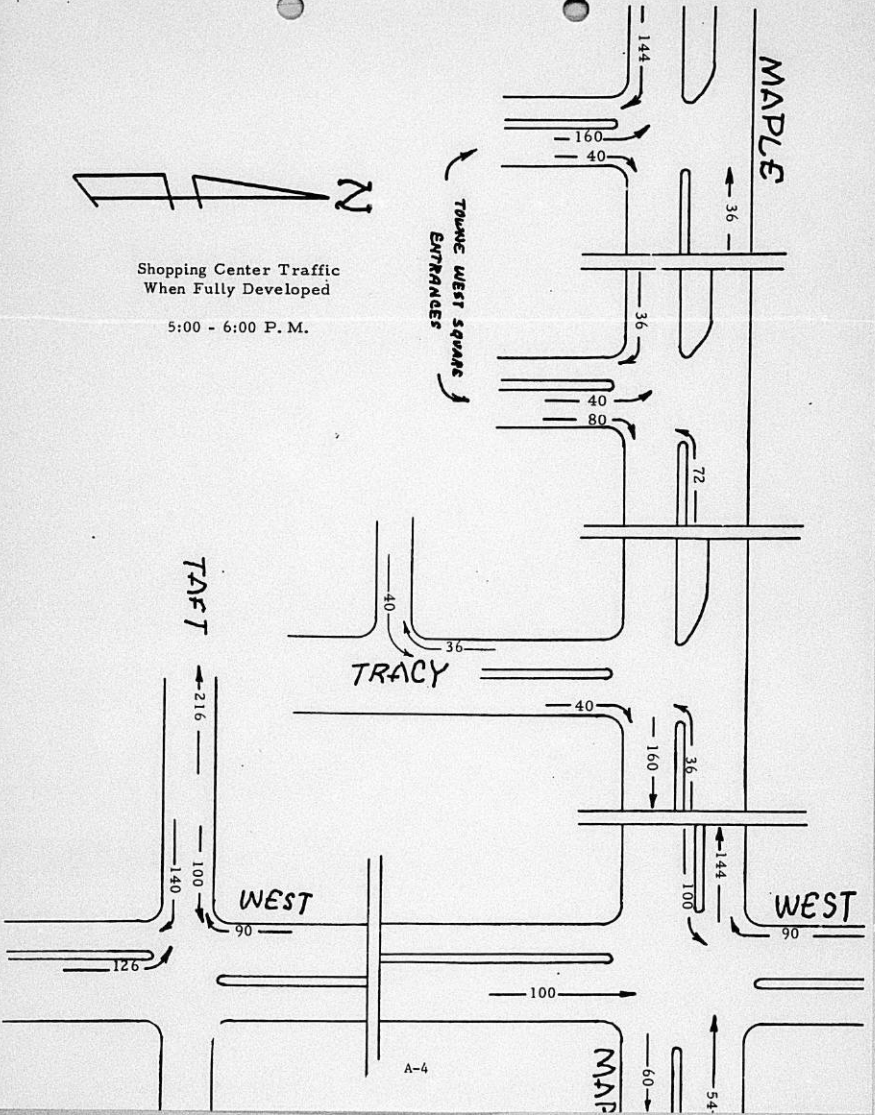
5:00 - 6:00 P. M.



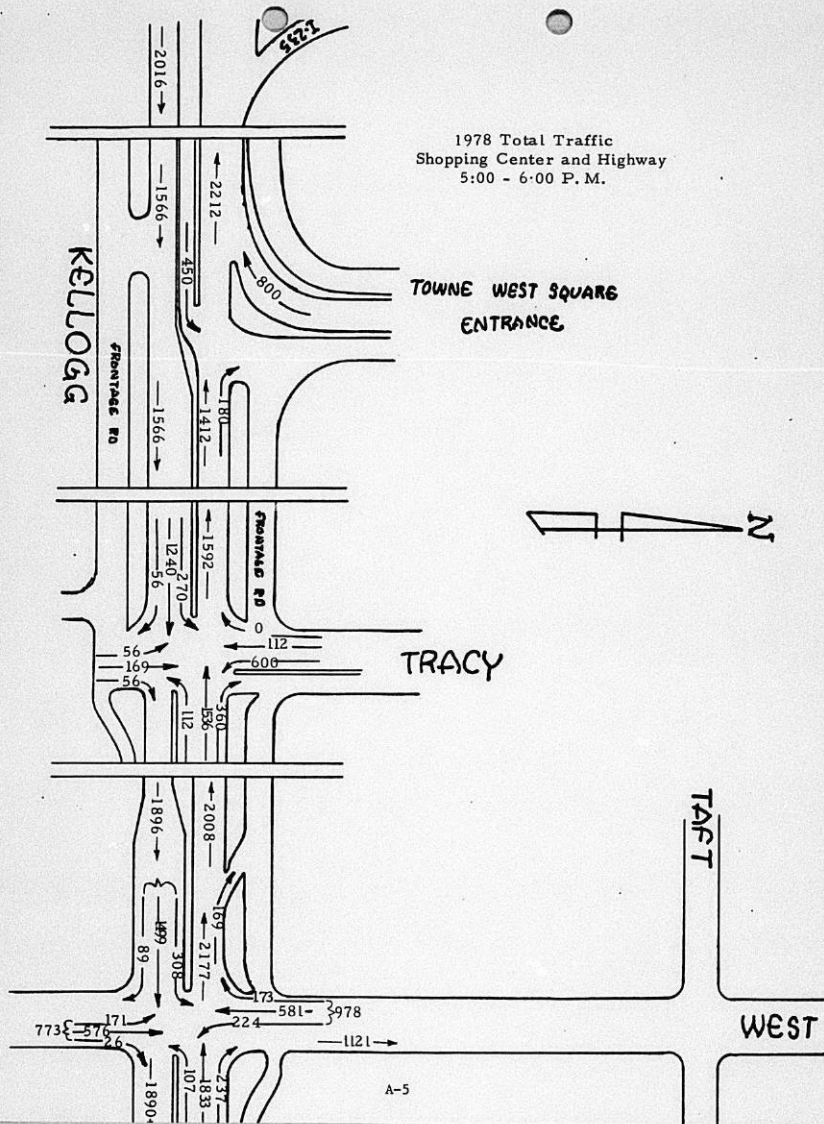


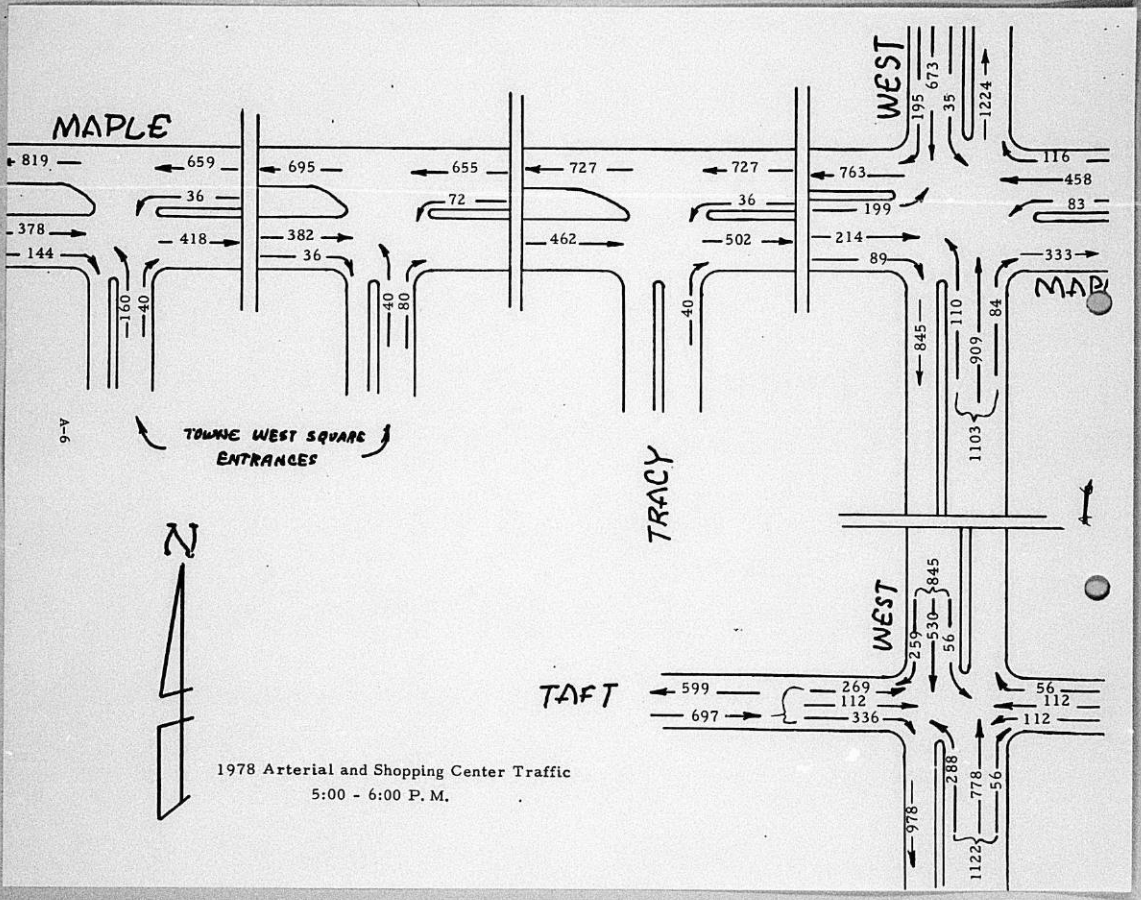
Shopping Center Traffic
When Fully Developed

5:00 - 6:00 P. M.



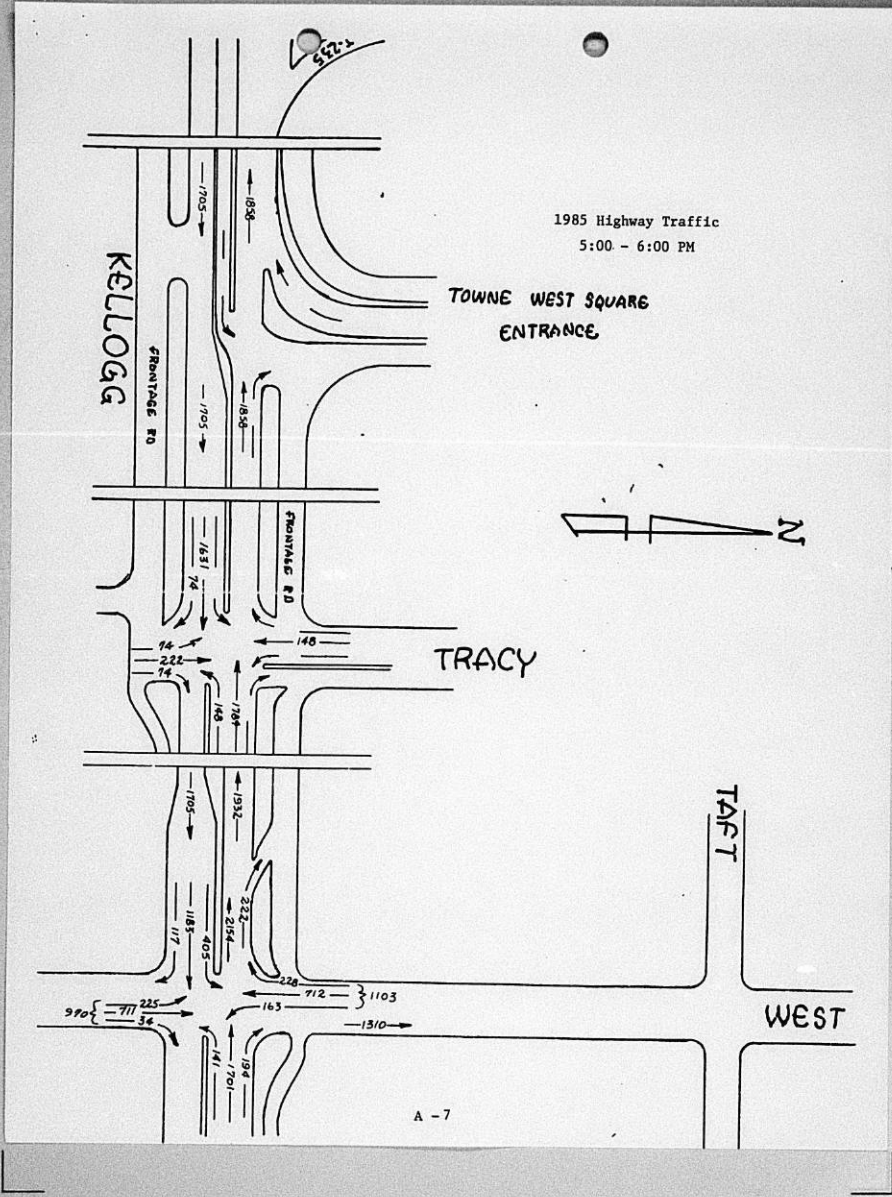
1978 Total Traffic
 Shopping Center and Highway
 5:00 - 6:00 P. M.

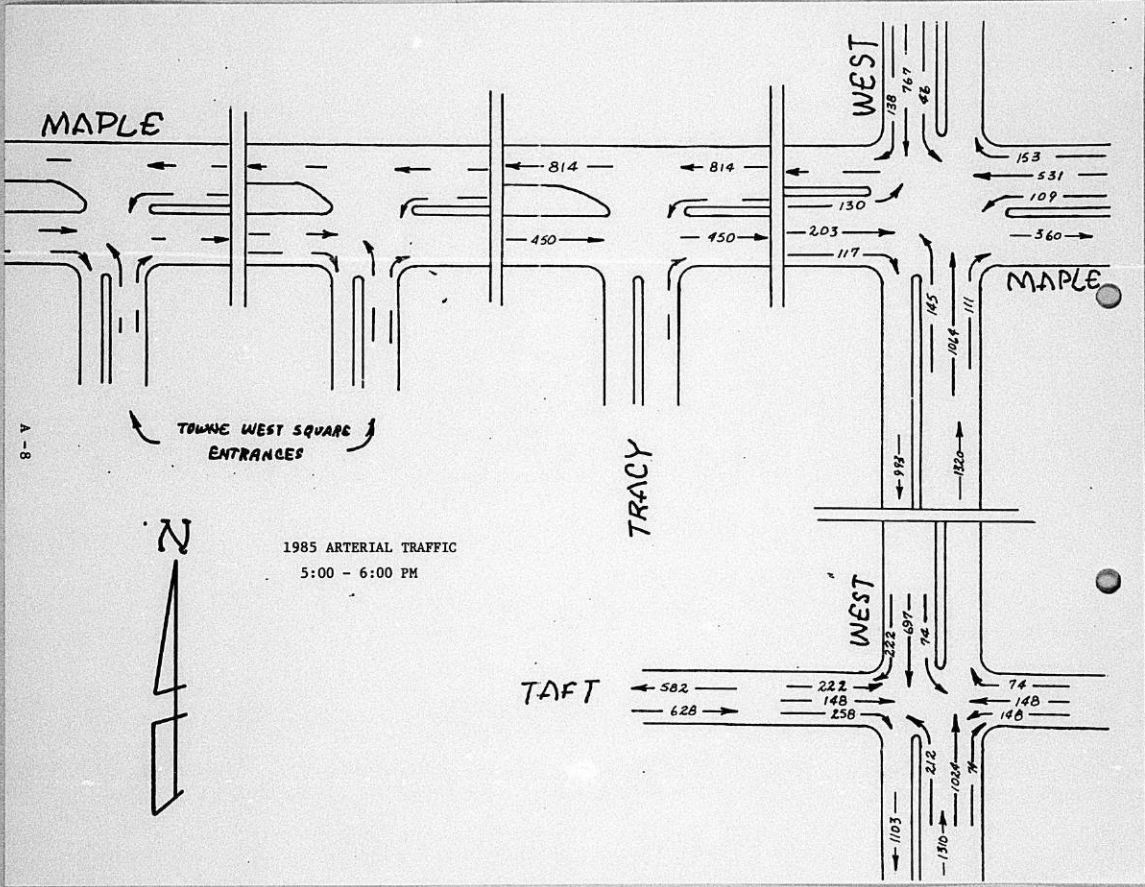




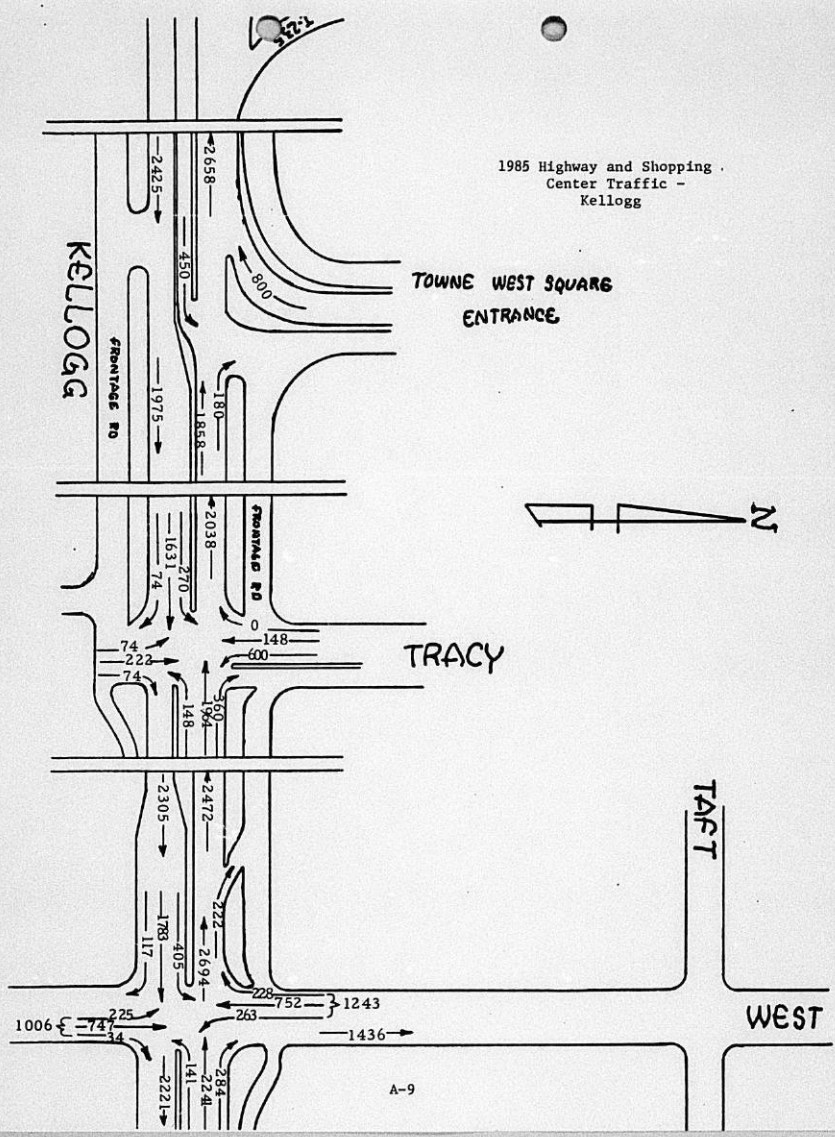
1978 Arterial and Shopping Center Traffic
5:00 - 6:00 P. M.

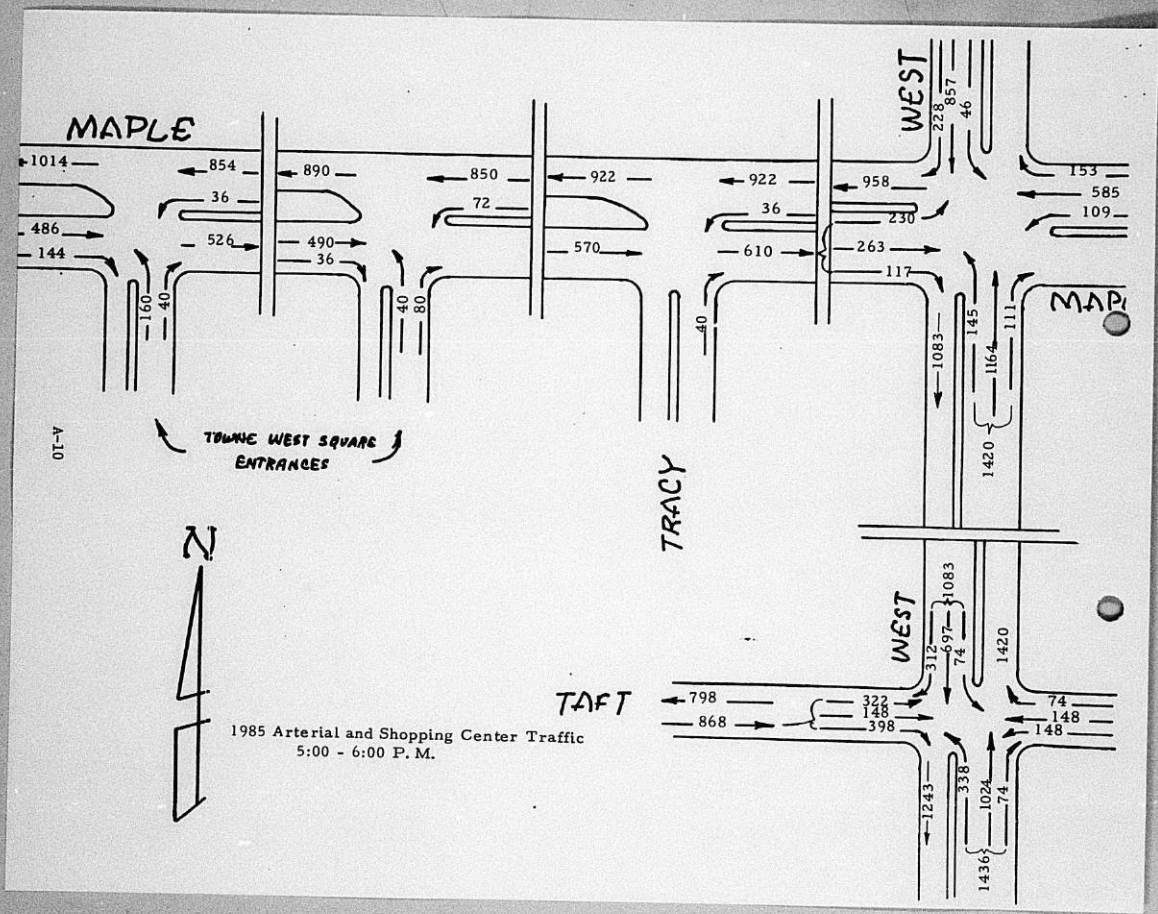
1985 Highway Traffic
5:00 - 6:00 PM





1985 Highway and Shopping
Center Traffic -
Kellogg





KELLOGG AND WEST

Capacity Analysis by Critical Movement Method

| 1975 Existing: | <u>N</u> | <u>S</u> | <u>E</u> | <u>W</u> |
|--|------------|------------|------------|-----------|
| (1) Approach Volumes | 745 | 655 | 1,149 | 799 |
| (2) Divide by No. of Lanes | 372 | 328 | 575 | 400 |
| (3) Opposing Lefts | <u>152</u> | <u>220</u> | <u>274</u> | <u>95</u> |
| (4) Totals (2+3) | 524 | 438 | 849 | 495 |
| (5) Critical Movements (Larger value on line 4) | | 524 | | 849 |
| (6) Intersection Total (Sum of S) | | | 1,373 | |

Level of Service 1975 - 1,373 - Approximately "D"

1978 Forecasted Highway Traffic Only:

| | | | | |
|--|------------|------------|------------|------------|
| (1) Approach Volumes | 838 | 737 | 1,293 | 899 |
| (2) Divide by No. of Lanes | 419 | 368 | 647 | 449 |
| (3) Opposing Lefts | <u>171</u> | <u>124</u> | <u>308</u> | <u>107</u> |
| (4) Totals (2+3) | 590 | 492 | 955 | 556 |
| (5) Critical Movements (Larger value on line 4) | | 590 | | 955 |
| (6) Intersection Total (Sum of S) | | | 1,545 | |

Level of Service 1978 - 1,545 - service congestion and breakdown conditions

1978 Forecasted Highway and Shopping Center Traffic

*NOTE: Assume improvements by Roberts

| | | | | |
|--|-----------|------------|------------|-----------|
| (1) Approach Volumes | 754 | 602 | 2,179 | 1,588 |
| (2) Divide by No. of Lanes | 377 | 301 | 726 | 529 |
| (3) Opposing Lefts | <u>95</u> | <u>136</u> | <u>171</u> | <u>60</u> |
| (4) Totals (2+3) | 472 | 437 | 897 | 589 |
| (5) Critical Movements (Larger value on line 4) | | 472 | | 897 |
| (6) Intersection Total (Sum of S) | | | 1,369 | |

Level of Service 1978 - 1,379 - Service Level "D"

*Kellogg - 3 through lanes plus 2 left turn lanes
West - 2 through lanes plus 2 left turn lanes

KELLOGG AND WEST - Continued

1985 Forecasted Highway and Shopping Center Traffic

NOTE: Assume improvement by Law/Kingdon - Kellogg 4 through lanes plus 2 left turn lanes east approach, 3 through lanes plus 2 left turn lanes west approach, West - 3 through lanes plus left turn lane, right turn lane on all approaches.

| | <u>N</u> | <u>S</u> | <u>E</u> | <u>W</u> |
|--|------------|------------|------------|-----------|
| (1) Approach Volumes | 988 | 754 | 2,350 | 1,904 |
| (2) Divide by No. of Lanes | 329 | 251 | 588 | 635 |
| (3) Opposing Lefts | <u>225</u> | <u>234</u> | <u>225</u> | <u>78</u> |
| (4) Totals (2+3) | 554 | 485 | 813 | 713 |
| (5) Critical Movements (Larger value on line 4) | | 554 | | 813 |
| (6) Intersection Total (Sum of S) | | | | 1,367 |

Level of Service "D"

1985 Forecasted Highway - No Shopping Center Traffic

NOTE: Assume Kellogg 3 through lanes plus 1 left turn lane and right turn lane east approach, 3 through plus 2 left turn lanes west approach, West Street - 3 through plus left turn lane north approach, 2 through plus left turn lane south approach.

| | <u>N</u> | <u>S</u> | <u>E</u> | <u>W</u> |
|--|------------|------------|------------|-----------|
| (1) Approach Volumes | 940 | 745 | 1,701 | 1,070 |
| (2) Divide by No. of Lanes | 313 | 373 | 567 | 357 |
| (3) Opposing Lefts | <u>225</u> | <u>163</u> | <u>225</u> | <u>78</u> |
| (4) Totals (2+3) | 538 | 536 | 792 | 435 |
| (5) Critical Movements (Larger value on line 4) | | 538 | | 792 |
| (6) Intersection Total (Sum of S) | | | | 1,330 |

Level of Service "D"

KELLOGG AND TRACY

Capacity Analysis by Critical Movement Method

1985 Forecasted Highway and Shopping Center Traffic

NOTE: Assume Improvements by Roberts

| | <u>N</u> | <u>S</u> | <u>E</u> | <u>W</u> |
|--|-----------|------------|------------|------------|
| (1) Approach Volumes | 148 | 222 | 2,000 | 1,705 |
| (2) Divide by No. of Lanes | 148 | 222 | 667 | 568 |
| (3) Opposing Lefts | <u>74</u> | <u>405</u> | <u>180</u> | <u>148</u> |
| (4) Totals (2+3) | 222 | 627 | 847 | 716 |
| (5) Critical Movements (Larger value on line 4) | | 627 | | 847 |
| (6) Intersection Total (Sum of S) | | | 1,474 | |

Service Level "E" - Possible Capacity - 1,474

1985 Forecasted Highway and Shopping Center Traffic - Law/Kingdon

ASSUME: 3 through lanes plus left turn lane and a slip off ramp westbound on Kellogg,
3 through plus 2 left turn lanes eastbound on Kellogg, Tracy 3 lane approaches.

| | <u>N</u> | <u>S</u> | <u>E</u> | <u>W</u> |
|--|-----------|------------|------------|------------|
| (1) Approach Volumes | 148 | 222 | 1,964 | 1,705 |
| (2) Divide by No. of Lanes | 148 | 222 | 655 | 568 |
| (3) Opposing Lefts | <u>74</u> | <u>333</u> | <u>150</u> | <u>148</u> |
| (4) Totals (2+3) | 222 | 555 | 805 | 716 |
| (5) Critical Movements (Larger value on line 4) | | 555 | | 805 |
| (6) Intersection Total (Sum of S) | | | 1,360 | |

Service Level "D"

WEST AND TAFT

Capacity Analysis by Critical Movement Method

1985 Forecasted Highway

NOTE: Assume - West Street 2 through lanes plus left turn bays, Taft 2 lane approaches.

| | <u>N</u> | <u>S</u> | <u>E</u> | <u>W</u> |
|--|------------|-----------|------------|------------|
| (1) Approach Volumes | 919 | 1,098 | 222 | 406 |
| (2) Divide by No. of Lanes | 457 | 549 | 222 | 406 |
| (3) Opposing Lefts | <u>212</u> | <u>74</u> | <u>222</u> | <u>148</u> |
| (4) Totals (2+3) | 671 | 623 | 444 | 554 |
| (5) Critical Movements (Larger value on line 4) | | 623 | | 554 |
| (6) Intersection Total (Sum of S) | | | 1,225 | |

Better than Service Level "C"

1985 Forecasted Highway and Shopping Center Traffic

NOTE: Assume 2 through plus left turn bay on West Street north approach, 2 through plus left turn bay south approach on West Street and 2 lanes on Taft.

| | <u>N</u> | <u>S</u> | <u>E</u> | <u>W</u> |
|--|------------|-----------|------------|------------|
| (1) Approach Volumes | 697 | 1,098 | 222 | 574 |
| (2) Divide by No. of Lanes | 349 | 549 | 222 | 574 |
| (3) Opposing Lefts | <u>338</u> | <u>74</u> | <u>322</u> | <u>148</u> |
| (4) Totals (2+3) | 687 | 623 | 544 | 722 |
| (5) Critical Movements (Larger value on line 4) | | 687 | | 722 |
| (6) Intersection Total (Sum of S) | | | 1,409 | |

Below Service Level "D"

WEST AND MAPLE

Capacity Analysis by Critical Movement Method

1985 Forecasted Highway

NOTE: Assume 2 through and left turn bays on all approaches.

| | <u>N</u> | <u>S</u> | <u>E</u> | <u>W</u> |
|--|------------|-----------|------------|------------|
| (1) Approach Volumes | 905 | 1,175 | 684 | 320 |
| (2) Divide by No. of Lanes | 453 | 588 | 342 | 160 |
| (3) Opposing Lefts | <u>145</u> | <u>46</u> | <u>130</u> | <u>109</u> |
| (4) Totals (2+3) | 598 | 634 | 472 | 269 |
| (5) Critical Movements (Larger value on line 4) | | 634 | | 472 |
| (6) Intersection Total (Sum of S) | | | | 1,106 |

Service Level "D"

1985 Forecasted Highway and Shopping Center Traffic

NOTE: Assume 2 through plus left and right lanes on West, north approach - 2 through plus left turn bay south approach and 2 through plus left and right lanes on west approach of Maple, 2 through plus left turn bay on east approach.

| | <u>N</u> | <u>S</u> | <u>E</u> | <u>W</u> |
|--|------------|-----------|------------|------------|
| (1) Approach Volumes | 857 | 1,275 | 738 | 263 |
| (2) Divide by No. of Lanes | 429 | 638 | 369 | 80 |
| (3) Opposing Lefts | <u>145</u> | <u>46</u> | <u>230</u> | <u>109</u> |
| (4) Totals (2+3) | 574 | 684 | 599 | 189 |
| (5) Critical Movements (Larger value on line 4) | | 684 | | 599 |
| (6) Intersection Total (Sum of S) | | | | 1,283 |

Between Service Level "C" and "D"

ESTIMATE OF OFF-SITE STREET IMPROVEMENTS

TOWNE WEST SQUARE
WICHITA, KANSAS

APRIL 16, 1976

| Items | Towne West | City | STATE | "Others" | SUB Total | ROW. | TOTAL |
|--|------------|-----------|--------|-----------|--------------|--------|-----------|
| Kelllogg Avenue (Highway 54): | | | | | | | |
| Transition east of West Street | \$ 17,896 | \$ 41,750 | | | \$ 59,654 | -0- | 59,654 |
| Kelllogg & West Intersection | 24,711 | 220,442 | | | 315,703 | -0- | 315,703 |
| Kelllogg - West to Tracy Street | 20,571 | 142,540 | | | 262,843 | -0- | 262,843 |
| Kelllogg & Tracy Intersection | 13,152 | 61,377 | | | 74,529 | -0- | 74,529 |
| Kelllogg - from Tracy to I-235 | 63,840 | 261,372 | | | 325,212 | -0- | 325,212 |
| Subtotal | 107,568 | 764,734 | | | 1,092,493 | -0- | 1,092,493 |
| Maple Street: | | | | | | | |
| Transition east of West Street | \$ 31,972 | \$ -0- | | | \$ 31,972 | 9,319 | 41,291 |
| Maple & West Street Intersection | 9,528 | -0- | | | 79,056 | -0- | 79,056 |
| Maple - from West Street to Tracy Street | 110,312 | -0- | | | 1,350 | 1,350 | 1,350 |
| Maple & Tracy Intersection | 296,162 | 57,766 | | | 32,724 | 9,400 | 42,124 |
| Maple - from Tracy Street to I-235 | 448,274 | 124,252 | | | 26,826 | 4,000 | 26,826 |
| Subtotal | | | | | 570,826 | 20,025 | 590,911 |
| West Street: | | | | | | | |
| Transition north of Maple Street | \$ 13,481 | \$ -0- | | | \$ 26,962 | 9,610 | 36,572 |
| West Street - from Maple to Taft Street | 60,006 | -0- | | | 170,012 | -0- | 170,012 |
| West S Taft Intersection | 67,328 | 67,329 | | | 13,255 | -0- | 13,255 |
| West S Taft Street to Kelllogg Avenue | -0- | 4,484 | | | 14,948 | 5,029 | 19,977 |
| Transition south of Kelllogg Avenue | 147,093 | 149,571 | 10,464 | | 301,134 | 10,621 | 311,755 |
| Subtotal | | | | | 301,134 | 10,621 | 311,755 |
| Tracy Street: | | | | | | | |
| Tracy Street from Maple to Taft Street (67 ft.) | \$ 116,008 | \$ -0- | | \$ 44,620 | \$ 160,628 | -0- | 160,628 |
| 40 ft. wide: \$89,241 | | | | | | | |
| Tracy Taft Street Intersection | 40,000 | 15,027 | | | 55,027 | -0- | 55,027 |
| Tracy Street - from Taft Street to Kelllogg Avenue | 124,887 | -0- | | | 124,887 | -0- | 124,887 |
| Subtotal | 280,795 | 15,027 | | 44,620 | 310,512 | 5,561 | 316,073 |
| Taft Street: | | | | | | | |
| Taft Street - from West Street to Florence Street | \$ 41,288 | \$ -0- | | | \$ 41,288 | -0- | 41,288 |
| Taft & Florence Street Intersection | 2,283 | -0- | | | 2,283 | -0- | 2,283 |
| Taft Street - from Florence Street to Tracy Street (49 ft.) | 7,501 | -0- | | | 61,788 | 9,350 | 71,138 |
| Note: Taft Street from Florence Street to Tracy Street - 49 ft. wide: \$54,287 | | | | | | | |
| Subtotal | 51,072 | -0- | | 54,287 | 105,359 | 9,350 | 114,709 |
| GRAND TOTAL | | | | \$ 98,907 | \$ 2,410,344 | 83,617 | 2,493,961 |

① \$1,030,202 \$50% @ 32 \$775,203

15% By Towne West
15% By City
70% By State

• - 1/2 Intersection & signal
•• - Including signal
••• - 1/2 Intersection & signal

June 15, 1976

Mr. James R. Schaefer, Attorney
800 Brown Building
Wichita, Kansas 67202

Re: Towne West - Street Geometrics
and Cost Allocation

Dear Mr. Schaefer:

The Planning Commission, at its regular meeting on June 10, 1976, considered the street geometrics and cost allocations associated with the above project. This is to advise you, and those receiving copies of this letter, that the Board of City Commissioners will discuss this subject at its regular meeting on June 29, 1976, at 1:30 p.m., the meeting to be held in the City Commission Chambers, First Floor, City Hall, 455 North Main.

If you have any questions concerning this matter, please call.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:JHG:ber

cc: Melvin Simon, President, Melvin Simon & Associates, Inc.
1712 North Meridian, Indianapolis, Indiana 46202
B. J. Kingdon, P. O. Box 1139 67202
Ferd Evans, Attorney, 200 West Douglas 67202
Tom Borniger, Attorney, 830 1st Nat. Bank Bldg. 67202
Russell Bomhoff, 607 South Tracy 67213
Ralph Vautravers, 510 South Florence 67213
Grey Dresie, Attorney, 433 North Broadway 67202
Harry Pollock, c/o Grey Dresie, 433 North Broadway 67202
Dr. Gary Pottorff, 536 South West 67213
Dennis Lubbers, Lubbers Auto Supply, 605 South West 67213
Gene Lygrisse, 2101 Hyacinth 67203
Robert Finch, City Manager (Interim)
Paul Graves, City Traffic Engineer
MAFC Members

Date: June 10, 1976

Release: Immediate

Rec: 6-10-76
RSC

Planning Commissioners
Don Cragg Remarks
to the Planning Commission

As you observed in the public hearing, in regards to Towne West Traffic Study, I am opposed, at this time, to a partial solution of the traffic problem even though I am in full support of the Towne West Shopping Center. I feel it is a complete waste of taxpayers' money to spend approximately \$3,000,000 to meet the requirements for only seven years as the traffic report indicated. If we are going to spend that many dollars of taxpayers' money, we should go ahead and do the freeway part of that section at this time rather than waiting seven years and tearing out all the improvements that we have just spent approximately \$3,000,000 to put in. Secondly, when the proposed improvements now are put in we will be back almost immediately dealing with the same businesses and landowners again rather than completely solving our problem at this time.

In addition, the region post office is under construction, which will generate additional truck traffic once it is completed. The Wichita Area Chamber of Commerce is negotiating for three more flights into Wichita Mid Continent each day along with negotiating a contract with Eastern Airlines which has not yet served Wichita.

Some \$100,000.00 of monies in a cooperative effort has been spent by the City of Wichita/Sedgwick County/Wichita Area Chamber of Commerce/Wichita Airport Authority to improve air service. Before deciding to build a new international office in Wichita, Pizza Hut looked at several other cities and one of their concerns about Wichita was the

Page 2

poor quality air service to the southern part of the United States.

When NCR and Metropolitan Life was looking for sites several years ago executives of both companies mentioned one of the plus factors for Wichita was the short length of time it takes from the airport to the down town financial district.

To the south of Highway 54 is a great deal of industrial zone land that will probably be developed to cause high density manufacturing or industrial operations. If another company were to locate in this area the size of Lear Jet, this proposed traffic plan would be obsolete before completion.

When we were in Washington, three of us met with the Department of Transportation and it was indicated to us by that department that they felt mass transportation would not work in the Midwest. They also stated that we could not let happen to our highway system what we have let happen to our railroads because of distribution. We were also told that if the % of traffic in this area became mostly local, Wichita, in the future, could be refused federal highway money to complete Kellogg from Topeka to I235.

I would like to read part of a letter from Senator Robert Dole to the Project Control Engineer of the Kansas Department of Transportation.

"At this time, I would like to communicate my own concern about the potential need for modification at this intersection and at other points along Kellogg Avenue in the same vicinity in order to accommodate anticipated traffic congestion within the next ten years. I understand that a major shopping center is to be located in this area on the western edge of the city and that the expected increase in traffic at a rate of 4% per year will result in extreme congestion along Kellogg in that area."

"While I recognize the current backlog of "priority" projects in Kansas eligible for funding with Urban Extension Funds, and while I

Page 3

realize that very long-range plans exist for modification along Kellogg Avenue, it nevertheless seems to me that serious consideration should be given to a more immediate means to prevent severe traffic complications in that area for the residents of Wichita. Those of us who endure the near-unbearable traffic congestion in large urban areas along the East coast are acutely sensitive to the need for adequate preparation to prevent similar problems in the Midwest. I know that you and your capable staff share that concern.

Am sure that you will give this matter every consideration as you continue your efforts to facilitate the flow of traffic within the growing urban areas of our State. Please be sure to let me know if I can be of assistance in any way as you consider this matter."

All of the above reaffirms my conviction that this portion of Highway 54 should be elevated to freeway status as a condition of Towne West Shopping Center being built. However, I am not proposing that the developers of Towne West be assessed for the difference in money for elevating it from what would be the seven year stop gap plan to freeway status.

In a report received Monday from the Planning Department they indicated it would cost roughly \$15,000,000 to develop Kellogg to freeway standards at this time.

I am told this type of funding will not be available until, at the earliest, 1985.

What are the options:

- (1) Do not build a Towne West Shopping Center
- (2) Build it at some other location
- (3) Have the city pay for the difference by:
 - (a) Putting parking meters in the shopping center parking lot.
 - (b) Have a toll gate for using that portion of Kellogg similar to the 18th Street Expressway in Kansas City
 - (c) A county sales or gasoline tax for the express purpose of building freeways and expressways for the Wichita Sedgwick County Area.

Page 4

In closing, may I again repeat, I am completely opposed to a partial solution that will cause a near-unbearable traffic congestion, make Wichita less attractive for new business to locate here, and cost taxpayers more money in the long run. Fiscal responsibility starts at home and not in Topeka or Washington.

Donald E. Gragg
June 10, 1976

6-7-76

A staff report on Towne West was mailed
to Tom Borniger
830 1st National Bank Bldg.
Wichita, Kansas 67202

on this date. Said he represented
a client.

B.

DP-71 - Copies of Staff Report on Towne West sent out June 6, 1976 to:

Finch, City Manager, Interim
R. W. Bruggeman, Public Works
Dick Linn, Engineering
Paul Graves, Traffic Engineering
Joyce Focht, Chairman T.C.
David L. Furnas, CPO
Jim Schaefer, Attorney
B. J. Kingdom
Brenner, ██████████, C.A.A.
Public Information Office - Two copies
M. S. Mitchell, Flood-Control Maintenance Division
Ogden
Bill McKinley, Traffic Engineering

Evans - doesn't want to pay for any of Tracy.
" " " " " " " Taft.

| | | |
|--------|---------------|------------------------|
| Taft = | 27,150 | |
| Tracy | <u>11,000</u> | |
| | 37,150 | = 3,700 E/A annum 10A. |

Boninger

Taft - 3 parties in interest
Tome West
K. mat
Westport.

Take parties of grandfather on 30' stud on Tracy.

Bonhoff. □

Beantman. -

note notes on MAP
6-10-76

Wild Freeway.
A. 1a Gregg move Kelllogg 11mm to line + BCC find funds to build
well - Hennessy 2nd
ML (Benjamin Gregg Hennessy 3-6 \nearrow)

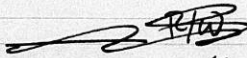
1a Savina - West St Interceptor. + Trench be approved
Guider MC - 8-1 Gregg.

1c Savina TW get back to make satisfactory ^{arrangements}
Hennessy 2nd
ML 4-5 Benjamin Guider Taylor.

Poster ^{MC} approve 1c as recommended by Staff -
Benjamin ~~MC~~ Benjamin Guider Bayliff Taylor
5-4

Kamm B C D E (mountable medical be
provided) design.
Guider. MC 9-0

Carte ^{Guider.}
Taylor 98,907 SA MC Hennessy.
500,000 City of Long Kamer
1,847,437 Developer. Savini
" " Bayliff,
2,410,334


Feed medicine properties City/Developer comm.

Savinia more Sulist Nenevny, 2nd
Developer 1.1 mm.
SA 98.907
Bal lity and/or St Fed. 1,295,054

ML Bami Shinder.

4-5

2,410,344
1,098,907

1,211,437
83,617

1,295,054
- 340,000

955,054

WICHITA-SEDGWICK COUNTY

RE: AGENDA ITEM NO. 24

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

June 4, 1976

TO Wichita-Sedgwick County Metropolitan
Area Planning Commission

FROM Robert A. Lakin, Director of Planning

SUBJECT Towne West Square

Project Review

Over a period of four meetings last year, the Planning Commission considered a zone change request and associated Community Unit Plan on the proposed Towne West Square Shopping Center, generally located between Kellogg and Maple in an area between Taft Street and I-235. The Planning Commission approved the zone change and CUP on June 26, 1975 and the City Commission concurred on July 15, 1975, subject to platting, with solution of drainage problems and provision of adequate street improvements to serve the proposed center.

A series of public meetings has been held regarding the drainage problems in the large area from approximately 300 feet south of Maple down to the I-235 bypass south of 31st Street South, known as the Southwest Industrial Park Storm Drainage Improvement Project. The large drainage problem area has been divided into three subareas (A, B, and C) of which Area "A", bounded by Kellogg, Maple, I-235 and West Street, contains the Towne West Square property. On February 10, 1976, the Board of City Commissioners approved proposed drainage solutions for Areas "A" and "C" and instructed City staff to submit a revised drainage grant application to the Economic Development Administration to secure federal funding for a portion of the drainage improvement costs. Based upon that policy decision, it is assumed that the drainage problems associated with the proposed center have been resolved.

On March 17, 1976, the Metropolitan Area Planning Commission and the Traffic Commission conducted a joint meeting to determine the traffic improvements necessary to accommodate the proposed center. The action of the MAPC was to concur in the general traffic proposals as submitted, provided, however, that additional revisions and corrections on the method and manner of circulation around the Town and Country Motel and the final design and method of payment for construction of Tracy adjacent to K-Mart. The Traffic Commission approved the plans in concept, with further consideration given to designing Kellogg to meet freeway standards, elimination of street terminations north of Maple, and to negotiate objections raised during the hearing from business concerns to the mutual satisfaction of all involved.

March 17 issues

Basically, the issues raised during the meeting of March 17, 1976, were as follows:

- 1) Development of Kellogg as a freeway at this time.
- 2) Use of the Texas U-turn concept on Kellogg or perhaps an overhead ramp.
- 3) Transition areas or merging lanes on Kellogg, Maple, and West Street.
- 4) Necessity for a third northbound lane on Tracy adjacent to Kellogg and resolution of who pays for such a lane.
- 5) Solution of access problems to the Town and Country Motel.
- 6) Right-of-way needs for Tracy which would involve the structure of the Precision Pattern Company at 607 South Tracy.
- 7) Right-of-way needs - cost estimates.
- 8) Construction cost estimates and funding obligations.

Since March 17, 1976, the following work has been done regarding these problems:

- 1) **Kellogg as a Freeway** - Preliminary estimates of the improvement of Kellogg to freeway standards from I-235 to West Street have been prepared, including modification of the Kellogg/I-235 interchange, construction of an interchange at Kellogg and West Street and construction of mainline Kellogg. Approximately \$15,000,000 (see attachment A), would be needed for the project at this time, however, ultimate right-of-way costs for the West Street interchange could greatly inflate that figure, but without actual appraisal, only a rough estimate may be given.

On April 14, 1976, Ralph Wulz, Dick Linn, Bill Stockwell and myself met with the Kansas Secretary of Transportation, Jack Turner, Bill Ogan, and John McNeal. They indicated that there was no State funding available to assist in freeway construction of that segment of Kellogg. We then asked for assistance to upgrade the facility to high level arterial standards. Two possibilities discussed for partial assistance on the West Street/Kellogg intersection were a signalization demonstration project or a high accident intersection assistance grant (under Section 209). Further investigation revealed that the project would probably not qualify for the signalization demonstration project funding, however, a letter from John McNeal on May 13, 1976, indicated that Section 209 Safety Project Funds may be available in July or October, and

requested that the City draw up preliminary cost estimates and sketches on the project. Although the development of this section of Kellogg to freeway standards is not feasible at this time (assuming all local cost), it may be possible to get some State assistance on improvement of Kellogg to permit greater capacity.

- 2) Use of the Texas U-turn Concept or an overhead ramp - Preliminary investigation by our staff and that of the Traffic Engineer estimate that an overhead ramp to provide direct left turns from eastbound traffic into the center would cost approximately \$1,400,000 and would require the construction of an additional eastbound lane in the Kellogg, median west of Tracy. The travel distance for a Texas U-turn¹ would conflict with the ramp locations at I-235 and Kellogg, and would have to be located some place east of Tracy, thereby requiring eastbound traffic on Kellogg to proceed by the site and turn around to go back to the site by way of the frontage road system on the north and south sides of Kellogg. Either type of improvement would require expenditures and right-of-way needs far in excess of those presently estimated for the improvements for the Towne West site. Although capacity could be increased by the use of either the ramp or Texas U-turn, the costs at this time would be prohibitive without State aid (see attachment B.)
- 3) Transition areas on Kellogg, Maple and West Street - At the suggestion of the Traffic Engineer, the proposed sketches for the traffic improvements have been modified to provide longer transition areas for the merging of lanes on Maple east of West Street, Kellogg east, and West Street south of Kellogg. These problems have been solved. (See revised geometrics, the Law-Kingdon Company.)
- 4) Third northbound lane on Tracy north of Kellogg - The sketches for Tracy Street Section have been modified to eliminate the third northbound lane on Tracy, which was primarily to serve the K-Mart site. The lane was eliminated (Sketch 4 on geometric sheets), after representatives of K-Mart informed us by letter that they had no need or desire for such a lane as long as they can have an additional curb cut at the location of the medial break on Tracy south of Taft. Traffic Engineering concurs with the geometrics as drawn, providing for a transition lane at the south end of Tracy.

1

A grade separation design whereby there would be no signalization at Kellogg and Tracy with eastbound traffic on Kellogg exiting at Tracy and making a sharp left turn into a tunnel or grade separation under Kellogg to flow into the center by means of another left turn onto the frontage road.

- 5) Solution of access problems to the Town and Country Motel - At the March 17, 1976 meeting, the owner of the Town and Country Motel protested that access to the motel would be so restricted as to ruin his business. The developers of Towne West were encouraged to meet with representatives of the Town and Country and attempt to work out an equitable solution. It is our understanding that three such meetings have occurred and that the developer has provided an alternate access proposal (see attachment C). However, agreement has not been reached regarding this matter and representatives of both the developer and the Town and Country Motel will be available to present their position for improvement of motel access.
- 6) Right of way needs for Tracy which would eliminate parking for Precision Pattern Company - At the March 17, 1976 meeting, the owner of Precision Pattern Company protested the additional right-of-way necessary for Tracy because of the loss of six off-street parking spaces adjacent to Tracy. It was suggested that perhaps if the third lane adjacent to K-Mart could be eliminated, then the entire Tracy right-of-way could be shifted east and not require so much off the Precision Pattern Company property. At this time, the consultant for the developer of Towne West has modified the sketch to show the location of Precision Pattern and negotiations are still underway to resolve the problem. Earlier proposals involved acquisition of building, but the revised design now misses the building.

In addition to geometric changes necessitated by problems identified at the March 17, 1976 meeting, the consultant for the developer has also modified sketch number 5 on the geometric sheets to reduce the right-of-way required for two lanes on Maple east of West Street from 50 feet to 40 feet in an attempt to avoid significant acquisition costs of the marine shop located at the southeast corner of Maple and West. The City Engineer has concurred in the amount of right-of-way now needed which has been reduced.

- 7) Right-of-way Cost Estimates - Some 25 parcels (or part thereof), have been identified as needed to construct the street improvements previously proposed to the MAPC and Traffic Commission. These do not include the lands owned by the Kansas Highway Commission, which must be acquired in order to build the Kellogg entrances. It is assumed that these will be acquired by the developer and included (as needed), as dedicated right-of-way in the plat.

Estimates of costs for right-of-way have been prepared for the developer by an M/A appraiser. The amount of right-of-way to be acquired is the minimum needed for the projects. As such, it does not reflect in all instances the desired or normal right-of-way standard. As lands are platted or as additional improvements are made in the future, additional right-of-way will be needed.

Eight tracts are needed on Maple for an estimated cost of \$20,085.50. Taft and Tracy have three tracts at a cost of \$14,910.79. West Street has fourteen tracts for an estimated cost of \$48,621.08. Total estimated acquisition cost is estimated at \$83,617.37.

It is recommended that costs for right-of-way be distributed in the same proportion as may be arrived at for assigning costs for construction of any given street.

- 8) Construction Costs and Funding Allocation - Revised construction costs have been submitted by the developer (see attachment E), based on an evaluation of estimates proposed by the Law Company and a commercial road builder. These estimates are as April 16, 1976 and do include revised geometrics agreed to by the Department of Public Works since the March 17 public hearing. Total costs for construction is estimated to be as follows:

| | |
|--------------|--------------|
| U. S. 54 | \$ 1,092,483 |
| Maple Street | 570,826 |
| West Street | 301,134 |
| Tracy Street | 340,542 |
| Taft | 105,359 |

\$ 2,410,344

With right-of-way the
total is: \$ 2,493,961

The principles for distribution of these costs have been discussed with the developer by city staff on several occasions. The MAPC should make its recommendation, which will be forwarded to the Board of City Commissioners for specific determination. This will be done before commencing the preparation of the "plat" for Towne West.

In the early stages of the development proposals, I have suggested one funding formula which was to:

1. Assess to adjacent property the equivalent of a regular street where there is now none or where it is substandard (i.e., Tracy, Taft to Maple).
2. City of Wichita participate in the Kellogg/West Street intersection improvement (50-50?).
3. The developer assuming all other costs (assume that the City of Wichita would not otherwise make the improvements at this time or within the near future; 5-10 years).
4. Obtain whatever federal/State financing as may be available for Kellogg.

Based on these assumptions, costs would be distributed approximately as follows:†

| | | |
|------------------|----|-----------|
| City at Large | \$ | 202,705 |
| Benefit District | | 98,907 |
| Developer | | 2,108,732 |

†Does not include right-of-way.

At a meeting held on March 31, then City Manager Wulz agreed to recommend a funding formula as follows:

Maple Street - All developer cost except south half of intersection of Tracy and Maple, plus signalization at Maple and West which would be City.

Tracy - Maple to Taft - Assess 20 1/2 feet along east side to a benefit district. The remaining 20 1/2 feet plus channelization would be the developers.

Tracy - Taft to Kellogg - Assess 5 feet to east (K-Mart) plus 5 feet to benefit district to West (including Towne West and Precision Pattern). The developer would pay the balance of channelization and transition lane.

Taft - West to Florence - Assess 5 feet to north and assess 5 feet to south. Balance of cost to developer.

Taft - Tracy to Florence - Assess 20 1/2 feet to north and 20 1/2 feet to south, with balance to developer. Intersection of Taft and Florence would be developer cost. Signalization at Taft/Tracy if installed would be developer cost. The east half of the Taft/Tracy intersection would be City of Wichita.

West Street - Entire length (except the Kellogg intersection) would be split 50% City at large, 50% developer. Signals at West and Taft would be city at large.

U. S. 54 - Attempt to get the State to participate to the degree possible. Subsequent meeting by Wulz and State officials indicate a possible contribution as to "safety" improvements at the West and Kellogg intersection. The amount is unknown at this time but will not be what could be considered significant in terms of the one million dollar Kellogg improvement cost.

Assuming no federal/State monies, Wulz agreed that the City should pay for the transition improvements east of West Street on Kellogg, the signals at Kellogg and West, the intersection construction costs at Kellogg and West, and the south half of Kellogg and Tracy intersection. The balance would be the developer's cost.

Based on the Wulz recommendation, the costs would be allocated as follows:

| | |
|-----------|--------------------|
| \$ 98,907 | Special Assessment |
| 681,479 | City at large* |
| 1,629,958 | Developer* |

#Does not include right-of-way
*(minus state/Federal contribution, if any)

The developers have submitted an alternate proposal on June 3. This suggests a similar proposal to the Wulz suggestion, but with the State assuming a far larger share of U. S. 54 improvement than we have yet been able to obtain confirmation on. Although these may (or they may not be) realistic figures, for the purposes of evaluating the project, I don't believe for initial allocation purposes, the State funds should be counted on.

The developer has submitted these figures based on the premise that he is willing to provide a total of not to exceed 1.1 million towards street improvements. Backing this off from the 2.5 million total cost and following the essential lines of Wulz's suggestion on other streets, this results in the State (or if they will not, the city) funding 775 thousand of the U. S. 54 improvements. In summary, the developer is suggesting the following:

| | |
|--------------|--------------------|
| \$ 98,907 | Special Assessment |
| 506,032 | City at large |
| 775,203 | State/Federal |
| 1,030,202 | Developer |
| <hr/> | |
| \$ 2,410,344 | |

Action Required

The Board of City Commissioners, after reviewing the minutes of the MAPC/TC of March 17, 1976, requested that the street/cost issues be brought before them at an early date for the review and input. The City Manager has tentatively set June 22 for this item. Inasmuch as the Planning Commission has been working on this also precedent to a plat being processed, I believed it important to have the MAPC's more definitive position on the street improvement projects to submit to the Board of City Commissioners when they consider the matter. The action on March 17 was general and directive in nature. At this time, it would be appropriate to take action which, if concurred in by the Board of City Commissioners, would be the basis of submitting the plat. A motion or motions addressing the following issues would be appropriate:

A. Kellogg

1) Design

- a. West Street intersection
- b. Tracy intersection south of Kellogg
- c. Young/Anna intersection north of Kellogg (Town and Country issue)

2) Cost allocations

B. West Street

- 1) Design
- 2) Cost

C. Maple Street

- 1) Design
- 2) Cost

D. Taft Street

- 1) Design
- 2) Cost

E. Tracy

- 1) Design
- 2) Cost

F. Status of Streets north of Maple (any design modification from existing status)

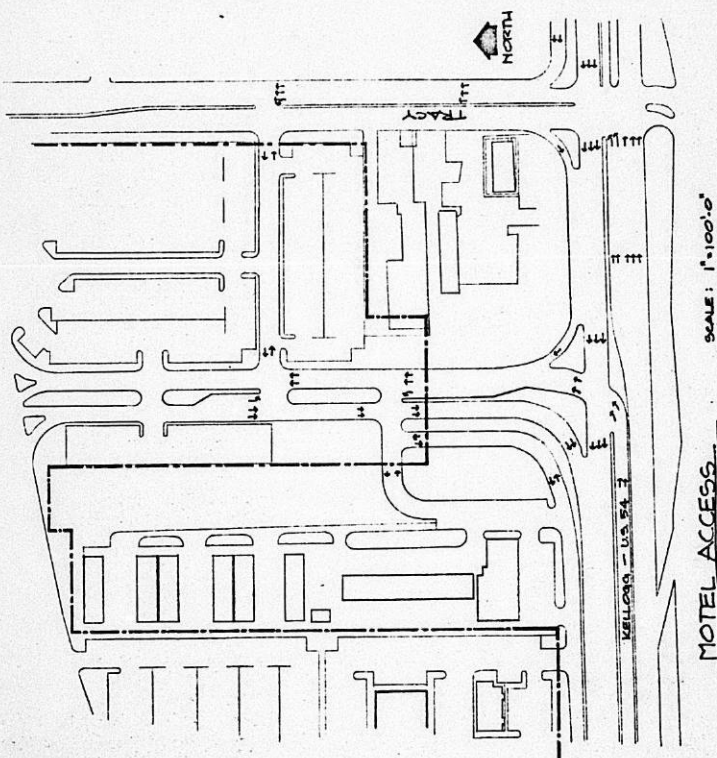
- 1) Elder
- 2) Young
- 3) Anna
- 4) Tracy.



Robert A. Lakin
Director of Planning

RAL:ber

ATTACHMENT C



ESTIMATE OF OFF-SITE STREET IMPROVEMENTS

TOWNE WEST SQUARE
WICHITA, KANSAS

APRIL 16, 1976

| Items | Off-Site Improvements |
|---|--------------------------|
| Kellogg Avenue (Highway 54): | |
| Transition east of West Street | \$ 59,654 |
| Kellogg & West Intersection | 315,703 |
| Kellogg - West to Tracy Street | 203,843 |
| Kellogg & Tracy Intersection | 87,681 |
| Kellogg - from Tracy to I-235 | 425,602 |
| Subtotal | \$1,092,483 |
| Maple Street: | |
| Transition east of West Street | \$ 31,972 |
| Maple & West Street Intersection | 79,056 |
| Maple - from West Street to Tracy Street | 110,912 |
| Maple & Tracy Intersection | 52,724 |
| Maple - from Tracy Street to I-235 | 296,162 |
| Subtotal | \$ 570,826 |
| West Street: | |
| Transition north of Maple Street | \$ 26,962 |
| West Street - from Maple to Taft Street | 120,012 |
| West & Taft Intersection | 3,555 |
| West Street - from Taft Street to Kellogg Avenue | 135,657 |
| Transition south of Kellogg Avenue | 14,948 |
| Subtotal | \$ 301,134 |
| Tracy Street: | |
| Tracy Street from Maple to Taft Street (67 ft.) | \$ 160,628 |
| Note: Tracy Street from Maple to Taft Street - 40 ft. wide: \$89,241 | |
| Tracy & Taft Street Intersection | 55,027 |
| Tracy Street - from Taft Street to Kellogg Avenue | 124,887 |
| Subtotal | \$ 340,542 |
| Taft Street: | |
| Taft Street - from West Street to Florence Street | \$ 41,288 |
| Taft & Florence Street Intersection | 2,283 |
| Taft Street - from Florence Street to Tracy Street (49 ft.) | 61,788 |
| Note: Taft Street - from Florence Street to Tracy Street - 40 ft. wide: \$54,287 | |
| Subtotal | \$ 105,359 |
| GRAND TOTAL: | \$2,410,344 |

ATTACHMENT "D"

L-K 52076

2 15

✓ C. D. Stephenson
341 N. Sabin 12 ✓

mailing list for
6-10-76

MAPK
meeting.

✓ Luetta Russell
Executive Community Educational ✓
Director
P.O. Box 973 202

✓ S. M. Kline, General Manager ✓
K-Mart West
4200 W. Kellogg 09

✓ Gene Rysook ✓
40 Ambell and Co.
5900 E. Central
Wichita, Ko 67208 ✓

✓ [4th National Bank.]
attn John Lealey

✓ Ray Trimble ✓
208 W. Douglas
Suite 505 67202

✓ Ralph H. Stanton
135 S. Dorris 67207

✓ Greg Drenie 4 ✓
433 N Broadway 20

✓ Gene Pygrisse ✓
2101 Hyancenth
67203

✓ William Bales ✓
Box 262
Garden Plaine, Ko. 67050

✓ GARY N. Pottorff ✓
536 ^(N) West
(SOUTH) 67213{OK}

✓ Tom Borniger, Attorney ✓
530 1st National Bank Bld
67202

Ret. + present 6-7-76

Gene Aggrisse
2101 Algoniths
67203

9

DP-71
TW

WICHITA - SEDGWICK COUNTY

W.S.C.

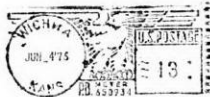
METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202

NO SUCH NUMBER
IN WILSON HILLS

Gary N. Pottorff
536 (N) West
Wichita, Kansas 67213

Rec'd 6-7-76 to → 536 S. West St 942-4275
(Home: 250 ~~Cardinal Ln.~~ 733-0826)



Important! Notice of Meeting Enclosed

Add to all mailouts ASZ

Mailing List
For Towne West
Meeting of 3/17/76

RALPH H. STANTON
135 So. DORIS 67209

Table 2

1960 LAND USE
(000 sq. ft.)

| District | Residential | Commercial | Industrial | Public | Transportation |
|----------|-------------|------------|------------|--------|----------------|
| 10 | 2165 | 4678 | 4359 | 897 | 12749 |
| 11 | 62872 | 5805 | 6427 | 15541 | 42637 |
| 12 | 66908 | 6162 | 6381 | 14430 | 49604 |
| 23 | 61878 | 4558 | 3222 | 10141 | 31979 |
| 33 | 34586 | 2708 | 894 | 21008 | 33198 |
| 43 | 96707 | 4068 | 359 | 12265 | 45241 |
| 53 | 59422 | 1273 | 488 | 33729 | 30115 |
| 63 | 56504 | 5412 | 18458 | 3145 | 33806 |
| 73 | 42220 | 1384 | 365 | 7265 | 24892 |
| 83 | 61033 | 2643 | 1609 | 15112 | 33916 |
| 93 | 29670 | 3144 | 6775 | 4905 | 36019 |
| 24 | 38800 | 3420 | 2848 | 5395 | 30059 |
| 34 | 11280 | 2619 | 25306 | 109765 | 21133 |
| 44 | 19554 | 7816 | 17656 | 13798 | 26511 |
| 54 | 4779 | 1654 | 4165 | 190 | 12548 |
| 64 | 38739 | 3363 | 7247 | 7806 | 10867 |
| 74 | 5479 | 1199 | 444 | 1722 | 12333 |
| 84 | 32276 | 5883 | 2532 | 2695 | 50313 |
| 94 | 5723 | 397 | 8908 | 6938 | 46128 |
| 25 | 20918 | 1785 | 830 | 3834 | 19224 |
| 35 | 8435 | 257 | 454 | 20989 | 21946 |
| 45 | 13559 | 200 | 2883 | 3127 | 18729 |
| 55 | 6878 | 184 | 168 | 338 | 35010 |
| 65 | 15606 | 591 | 917 | 2105 | 13075 |
| 75 | 12384 | 73 | 8356 | 1687 | 16797 |
| 85 | 11034 | 242 | 198 | 7614 | 11743 |
| 95 | 5895 | 535 | 10666 | 1265 | 25823 |
| 26 | 10612 | 241 | 361 | 277 | 21239 |
| 36 | 9889 | 747 | 96 | 8703 | 23572 |
| 46 | 2915 | 226 | -- | 181 | 11748 |
| 56 | 313 | -- | 20 | 221 | 13988 |
| 66 | 11406 | 385 | 1697 | 4682 | 26918 |
| 76 | 1420 | 113 | 226 | 710 | 12823 |
| 86 | 3315 | -- | 40 | -- | 26097 |
| 96 | 306 | 13 | -- | 40 | 13849 |

HOLMES, MELLOR, SCHAEFER & COMPTON
ATTORNEYS AT LAW

800 BROWN BUILDING
WICHITA, KANSAS 67202
TELEPHONE (316) 262-4403

WILBUR H. JONES
COUNSEL

R. L. HOLMES (1880 - 1928)
W. E. HOLMES (1887 - 1928)
JOHN J. DARRAH (1900 - 1973)

RICHARD W. HOLMES
PHILLIP MELLOR
JAMES R. SCHAEFER
GEORGE R. COMPTON
ARDEN P. MILLER

February 26, 1976

Mr. Jack Galbraith, Senior Planner
Metropolitan Area Planning Department
City Building
455 North Main Street
Wichita, Kansas 67202

Re: Towne West

Dear Jack:

I am herewith enclosing xerox copies of a list of the people who "signed in" at the traffic meeting held on February 23, 1976.

I counted more people than this present, so it would appear that some did not sign, however I guess that this is their prerogative.

Yours very truly,



James R. Schaefer
of HOLMES, MELLOR, SCHAEFER & COMPTON

JRS/je

Enclosure



✓ Ralph Wudy
City Manager

✓ Dave Furnas
Citizen Participation Coordinator

✓ Elmer Karsterson
City Managers Office

✓ The Press - Public Information Office

Other City Staff?

✓ Dick Linn

✓ Ray Buggeman

✓ Bill McKinley

✓ M.S. Mitchell

✓ Grover McKee

✓ Mike Lindabah

✓ J. Kingdon
313 S. Market

67202

SCHAEFER

✓ James R. Schaefer ✓
800 Brown Bld. 67202

✓ Army Development Inc ✓
1935 N. Ridge Road 67212

✓ Mr. John McNeil ✓
State Highway Engineer
State Office Bldg.
Topeka, Ks 66612

W. H. OGAN PE ✓
~~State Highway Engineer~~
State Transportation Engineer
State Office Bldg.
TOPEKA, KS. 66612

✓ Mike Weigand ✓
110 North Main

✓ Bodrell Geyer & Son Smith ✓
% the Law Co.
313 ~~W~~ Market 67202

Bill Karber ✓
Laughman Associates
330 ~~Law~~ ^{Law}, 67211

Harry Pollack ✓
Mr. Grey Dressie
Dressie, Jorgensen, & Wood
815 Union National Bldg.
Broadway & Douglas 67202

David Wood, Attorney ✓
815 Union Nat. Bank Bld.
67202

Vern Laing, Attorney ✓
200 W. Douglas 67202

Virgil G. Edgmon ✓
201 S. Davis 67212

Ralph Vanhavers ✓
Rand Publishing Co.
510 S. Florence

Vern Lamberty ✓
812 N. Waco

Melvin Simon, President ✓
Melvin Simon & Associates, Inc.
1712 North Meridian Street
Indianapolis, Indiana 46202

Arthur Roberts ✓
Arthur Roberts Site Planning Limited ✓
56 Sylvan Road North
Westport, Connecticut 06880

William P. Higgins ✓
313 1st Nat'l Bank Bld.
67202

✓ H.D. Bledsoe ✓
11800 W. Kellogg
67209

✓ Everett Feltis ✓
504 One Twenty Bld.
67202

✓ Gordon Penny ✓
Box 146
Medicine Lodge, Ks. 67104

✓ Father Eck ✓
Christ the King Church
4501 Maple 67209

? W. H. Ogan State Highway Commission
State Office Bld. D
Topeka, Ks 66612

✓ W. Luke Chapin ✓
Western Trails Lodge
4701 Highway 54 West 09

✓ Dennis Lubbers
✓ Lubbers Auto Supply
605 South West
67213

? Delbert Schultz

✓ Wright D. Edgerton
201 South West
67212

✓ Bill Mesker
564 N. Broadmoor Av.
06

~~George~~

✓ Fred Evans, Attorney
200 W. Douglas
67202

? Mary Ellen Roth

✓ Robert Kirsch
6572 E. Central
06

? John Scheer

✓ Bob Moore
1559 Ferrill Drive
03

? Mrs. Laverene Lees or Leeds

✓ Eleanor Chavez
225 S. Bebe
07

✓ Carl Wetzig, Attorney
Petroleum Bldg.
Suite 701 202 ✓

? Mr. Stallings

~ Mr. James Hoffens
J.C. Penny Inc.

~ Mr. Fred Terry
Dept. of Trans.
Urban Highways

City
Employees

City Manager ✓
Ralph Wulz.

+ Elmer Karsterson ✓
City Managers Office

+ C.P.O. Coordinator ✓
Dave Furnas

Planning Commission ✓

Traffic Commission ✓

TRAFFIC COMMISSION MEMBERSHIP

1976 - 1977 - 1978 - 1979

| NAME | HOME PHONE | BUSINESS | OFFICE PHONE | TERM EXPIRES |
|--|------------|---|--|--------------|
| ✓ FOCHT, JOYCE (Mrs. Jack) 245 North Pershing 67208 | 686-6431 | Homemaker | | 9-1-79 |
| ✓ BAKER, Girard F. 4301 East Clark 67218 | 681-2526 | Boeing | 687-2469 | 9-1-77 |
| ✓ KIMMEL, KEVIN 3909 East Murdock 67208 | 683-3656 | 838 So. Edgemoor 67218 | 685-1401 264-7651 (Mobile Phone) | 9-1-79 |
| ✓ KING, WAYNE 2252 North Fountain 67220 | 684-3901 | King's X 1807 E. Douglas 67211 | 262-5138 | 9-1-79 |
| ✓ KOPIETZ, MARY (Mrs. Eugene) 443 South Bleckley 67218 | 683-0116 | Homemaker | | 9-1-77 |
| ✓ MARSH, JOAN (Mrs. T. Reese) 205 North Terrace 67208 | 684-2509 | Homemaker | | 9-1-79 |
| ✓ NORRIS, SANDRA (Mrs. Thomas) 1857 South Edgemoor 67218 | 682-1946 | Homemaker Graduate Student | | 9-1-79 |
| ✓ STEVENS, GEORGE 1301 North Richmond 67203 | 943-9629 | Wichita Tobacco & Candy 924 W. 2nd St. (03) | 264-2412 | 9-1-77 |
| ✓ STEVENS, JOHNNY 147 South Ridgewood 67218 | 685-4040 | Commercial Vending 115 S. Walnut (13) | 264-5932 | 9-1-77 |

Bell Makr
4523 East Bayley 18

FEBRUARY 23, 1976
 TOWNE WEST SHOPPING CENTER
 TRAFFIC PROPOSALS

| NAME | ADDRESS | POSITION |
|-------------------------------|--|---|
| ✓ Finnell Brown | Prop. 4813 W. Henry Home 2109 Columbia St | Owner |
| ✓ Mr & Mrs R.E. Wicks | HOME 145 S. CLARA 09 | OWNER. |
| ✓ Mr & Mrs Floyd Fisk | Home 4910 Maple 07 | owner |
| ✓ H.E. Bales | Box 262 Garden Place 61050 | Kill Market owner |
| ✓ Ray Bruggeman | 455 N. Main | Dir. of Industrial |
| ✓ R. W. Linn | 455 N. Main | City Engineer |
| ✓ M. H. Pecke Mrs + Mrs | 5207 W Maple 07 | owner |
| ✓ George Rothman | 5102 W Maple 07 | never notified owner |
| ✓ Mr & Mrs Mary Lipson | 5124 Map 07 | never had time owner notified not listed |
| ✓ Viggo S. Edgerton | 201 So Davis | Home owner Bapt Church Home 235 So Avenue |
| ✓ Edward Bauninger | 342 N. Bobe 212 | |
| ✓ PAUL D. MOORE | 942 S. WEST 13 | OWNER |
| ✓ H Anderson | 5224 Maple (Elden + Maple) Colum 07 | owner owner |
| ✓ William Gabel | 375 So west 13 455 Winterset Ln | STAR LUMBER |
| ✓ Dennis Lubben | 605 S West st 13 | Lubben Auto Assoc |
| ✓ Dennis Lubben | 405 S West 11 | Auto Supply residence |

FEBRUARY 23, 1976

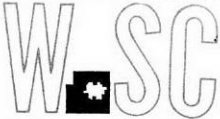
TOWNE WEST SHOPPING CENTER

TRAFFIC PROPOSALS

| NAME | ADDRESS | POSITION |
|--|--|--|
| ✓ Carl E. Downing | 235 So. Bebe | Home Owner. |
| ✓ Pete Chavez | 225 S. Bebe ⁰⁹ | Homeowner |
| ✓ West Side Involvement Corporation Recharlette Bejer | 573 S. West Street, ¹² | leasing |
| ✓ Jack H. Galbraith | MADD | |
| ✓ Curt Menzies | MADD | |
| ✓ William G. M. Kistley | Traffic Engineering Division P.O. Box 18125, 67218 with present 6-7-76 to 4301 E. Kellergg, 67218 | Asst Traffic Eng. New contract - 10 month 5,610.94 Kellogg 5,800.71 Kellogg |
| ✓ Laurin S. Clark | Fourth National Bank P.O. Box 1090, Wichita, Ks. 67201 | Property Owner at 500 S. West St. |
| ✓ John L. Cooley | FOURTH NATIONAL BANK P.O. Box 1090, WICHITA, Ks. 67201 | " |
| ✓ CHAS. NEAL | P.O. Box 1090, WICHITA, Ks. 67201 35351 - S. Belmont | |
| ✓ John W. G. Gordon | 532 So. West St. 21311 | Eng. + Architect |
| ✓ Dan E. Saudee | 4150 - W. Kellogg, 67207 3030 Bluebird Dr. | Owner |
| ✓ R. R. Bomhoff | 607 So. Tracy 7007 MAPLE | Owner |
| ✓ Doug Byrnt | WICHITA, 67209 | OWNER |
| ✓ Luella Russell | P.O. Box 973 Wichita, Ks. 67201 | Exec. Community Director |
| ✓ Harry Pollock ✓ Nancy Dreise | Dreise, Jorgensen + Wood 815 Union Nail Bldg City 67202 | atly representing owner of Town + Country |
| ✓ Steve Mosley | 314 Century Plaza Bldg City 67202 | atly rep Hanson in Ann |

D127
T.w.

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT
CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202

*resent - 4301 E. Kellogg
6-7-76 67218*



Laymon L. Clark
P. O. Box 1812
Wichita, Kansas 67201



NO SUCH BOX NUMBER



WICHITA, KANSAS 67201

Important! Notice of Meeting Enclosed

FEBRUARY 23, 1976
 TOWNE WEST SHOPPING CENTER
 TRAFFIC PROPOSALS

| NAME | ADDRESS | POSITION |
|-------------------------------|---|--|
| ✓ Judy M. Adams | 212 So. Colorado St | Home Owner |
| ✓ Paul Bauer | 3808 DELSIENNB ²³ | owner |
| ✓ Hiizakoura Business Rep. | Starkey Development Center 144 S. Young St - 09 | Business Rep. Starkey Development Etc |
| ✓ Paul L. Exprise | 2101 Hyacynth for mail | Owner |
| ✓ Ann E. Darge | 400 So. West 1363 Magnolia (Home) 03 | owner |
| ✓ Dr. Gary Pottorff | 536 S. West St | owner |
| ✓ MARK GLASEK | Center for Urban Studies Wichita, Ks | Research associate |
| ✓ Don Gragg | MAPC - 926 Lawrence Lane | Comm. |
| ✓ Wade D. Langley | Wichita Eagle & Beacon 835 E. Douglas ²⁰² | owner |
| ✓ Gordon Penny | Box 148 Medicine Lodge, Kans | Western Trails Lodge |
| ✓ Happy BARRITT | 2458 COOLIDGE 201 | owner WESTPORT THEATRES |
| ✓ A. C. McCleave | Box 16026 Wichita 67216 | Westport Theatres |
| ✓ MARY KUPIK | 413 SOUTH BLOOMING | TRAFFIC COMMISSION |
| | | |
| | | |
| | | |

O W N E R S H I P L I S T

| <u>Lot</u> | <u>Addition</u> | <u>Property Owner</u> |
|--|----------------------|--|
| 1, 2, 3, 4, 5, 6, 7 | Jenkins 4th Addition | DD Myrtle A. Rogers 2602 West 3rd 67203 |
| Lot 1 and Lot 2, except the South 100 feet thereof | Plumb Addition | DD Anna Development, Inc. DD 1935 N. Ridge Road 67212 |
| 1 | L & S Addition | DD L & S Aerodyne, Inc. DD c/o R. Olen McGee 2739 N. Charles 67204 |
| 1 & 2 | Westwind Addition | Same |
| 5 | W-C Addition | DD WW-CC Co., a partnership, DD composed of Ken Wagnon, H. Doyle Walz, Jamie Coulter, Carl M. Coonrod, Robert A. Geist, and Marvin Fogg, as co-partners 650 Westdale Drive 67209 |
| 1 | W-C Second Addition | Same |

The West 392 feet of the East 1715 feet of the North 690 feet of the Northeast Quarter of Section 26-27-1W, except the West 150 feet of the North 470 feet, and except the North 50 feet for street

William D. Gibbs & Thelma L.
3002 Exchange Place
67217
Zoned AA

Beginning on the West line of the East 5 Acres of the West 10 Acres of the East Half of the Southwest Quarter of the Northeast Quarter of Section 26-27-1W, 263.2 feet North of the Southwest corner of said East 5 Acres, North 185 feet, Easterly to a point 456.8 feet North of the Southeast corner said East 5 Acres, South 185 feet, West to beginning

State of Kansas
State House
Topeka, Kansas
Attn: State Highway Dept.
Zoned AA

Beginning on the East line of the East Half of the East Half of the SW $\frac{1}{4}$ NE $\frac{1}{4}$ Section 26-27-1W 273.8 feet North of the Southeast corner, Westerly 320 feet more or less to a point on the West line said E $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ Section 26, 271.8 feet North of the Southwest corner thereof, North 185 feet East to a point on the East line, 185 feet North of beginning, South to beginning

DD State of Kansas
State House
Topeka, Kansas
Attn: State Highway Dept.
Zoned AA

Tract

Property Owner

A tract in the Northwest Quarter and the Northeast Quarter of Section 26, Township 27 South, Range 1 West of the 6th P.M., Sedgwick County, Kansas, described as beginning at the Northwest corner of the Northeast Quarter of said Section 26; thence East 208 feet more or less to a point 2441 feet West of the Northeast corner of said Northeast Quarter; thence South parallel with the East line of said Northeast Quarter, 630 feet; thence East parallel with the North line of said Northeast Quarter, 458 feet; thence South parallel with the East line of said Northeast Quarter, 673.7 feet more or less to a point 16.5 feet North of the South line of the North Half of said Northeast Quarter; thence West 662.7 feet more or less to the West line of said Northeast Quarter; thence South 16.5 feet to the Southeast corner of the North Half of the Northwest Quarter of said Section 26; thence West 659.4 feet to the Northwest corner of the West Half of the Southeast Quarter of the Northwest Quarter of said Section 26; thence South along the East line of the West Half of the Southeast Quarter of the Northwest Quarter of said Section 26, 430.93 feet more or less to Interstate 235 row; thence Northerly along said Interstate row to the North line of said Northwest Quarter; thence East to beginning

I-235 Corporation
5900 East Central Suite 201
67208

Zoned AA

A tract in the North Half of the Northeast Quarter of Section 26-27-1W described as beg. at a point 1323 feet West and 16.5 feet North of the Southeast corner thereof; thence West parallel with the South line of the North Half of the Northeast Quarter, 350 feet; thence North parallel with the East line of said NE $\frac{1}{4}$, 673.7 feet more or less to a point 630 feet South of the North line of said NE $\frac{1}{4}$, thence East parallel with said North line 268 feet; thence South parallel with the East line of said Northeast Quarter, 60 feet; thence East parallel with the North line of said Northeast Quarter, 392 feet; thence South 614.1 feet more or less to beginning

802
L & S Aerodyne Inc.
c/o R. Olen McGee
2739 Charles 67204

Zoned AA

Beginning in the North line of the Southwest Quarter of the Northeast Quarter of Section 26-27-1W and 661 feet West of the Northeast Corner of the Southwest Quarter of the Northeast Quarter, said point being the Northeast corner of the West Half of the Southwest Quarter, thence West 60 feet, South 145.2 feet, East 60 feet, North 145.2 feet to beginning

Harold E. Jones & Lillie
4675 Taft 67209

Zoned E

Techna Hollandsworth Dixon
Rt. 11, Box 570
Springfield Missouri
65803

Tract

Beginning at the Northeast corner of the West 15 Acres of the Southwest Quarter of the Northeast Quarter of Section 26-27-1W, thence South 133 feet, East 40.94 feet, North 133 feet, West 40.94 feet to beg.

Property Owner

✓ Harold H. Scott and Nancy Jane ✓
2801 South 127th St. East
67210

Zoned E

The North 300 feet of the East 5 Acres of the West Half of the Southwest Quarter of the Northeast Quarter of Section 26-27-1W except the last two described tracts

✓ Kenneth W. Hollandsworth ✓
Elna Eloise Hollandsworth ✓
Address unknown & Commerce ✓
Bank of Springfield ✓
1601 Boonville ✓ Zoned E
Springfield, Mo. 65803 ✓
✓ Gerald F. Gresham ✓
2836 N. Clarence 67204 ✓

Zoned E

Beginning at a point 324 feet West and 30 feet South of the Northeast corner of the East Half of the Southeast Quarter of the Northwest Quarter of Section 26-27-1W, thence West parallel to the North line of the SE 1/4 of the NW 1/4 a distance of 134 feet, thence South parallel to the West line of the East Half of the Southeast Quarter of the Northwest Quarter a distance of 164.54 feet, thence East 134 feet, thence North 164.54 feet to point of beg.

Beginning at a point on the North line of said Southeast Quarter of the Northwest Quarter of Section 26 and 324 feet West of the Northeast corner of said Southeast Quarter of the Northwest Quarter; thence West along said North line a distance of 335.4 feet to the Northwest corner of the East Half of the Southeast Quarter of the Northwest Quarter of said Section 26; thence South along the West line of the East Half of the Southeast Quarter of the Northwest Quarter of said Section 26 a distance of 389.62 feet, thence East 335.4 feet; thence North 389.62 feet to pob, except last above described deed. All in Section 26-27-1W

✓ Max M. Mayhill ✓
Address unknown ✓
1313 W. 6th
Newton, Kansas 67114
Zoned E

Beginning 284.6 feet North of the Southwest corner of the West 5 Acres of the East Half of the Southwest Quarter of the Northeast Quarter of Section 26-27-1W, thence North 185 feet, Easterly to a point on the line 453.2 feet North of the Southeast corner of said West 5 Acres, thence South 185 feet, thence West to beginning

State of Kansas
State House
Topeka, Kansas
Attn: State Highway Dept.
Zoned AA

OWNERSHIP LIST

| Lot | Addition | Property Owner |
|--|----------------------|--|
| 1,2,3,4, 5,6,7 | Jenkins 4th Addition | Myrtle A. Rogers 1602 West 3rd 67203 |
| 1,3,4, and 2 exc S 100' | Plumb Addition | Alpha Development Inc. 1935 N. Ridge Road 67212 |
| S 100' lot 2 | Same | ✓ Oren Lawrence Smith & Deloy M. 1723 S. Hydraulic 67211 <i>returned 4-11-75 1201 So. 119th West 09</i> |
| 1 | L & S Addition | ✓ L & S Aerodyne Inc. c/o R. Olen McGee 2739 North Charles 67204 |
| 3 | Westwind Addition | 6.3.75 ✓ W.D. Bamhart, 3030 B. Luebberd, 67204 Tommy L. Harman ✓ <i>phoned & said he was owner of this lot. Sent him a copy of the plat & protest.</i> Address Unknown R. Olen McGee ✓ 2739 N. Charles 67204 Robert Tanner 3319 East Clark 67218 |
| | | X X X M. A. Van Laningham X Address Unknown |
| 1,2,3,4,5 | W-C Addition | ✓ W-C Co., a partnership, composed of Ken Wagnon, H. Hoyle Walz, Jamie Coulter, Carl M. Coonrod, Robert A. Geist, and Marvin Fogg, as co-partners 650 Westdale Drive 67209 |
| 1 | W-C Second Addition | Same |
| The West 392 feet of the East 1715 feet of the North 690 feet of the Northeast Quarter of Section 26-27-1W, except the West 150 feet of the North 470 feet, and except the North 50 feet for street | | ✓ William D. Gibbs & Thelma L. 3002 Exchange Place 67212 |
| Beginning on the West line of the East 5 Acres of the West 10 Acres of the East Half of the Southwest Quarter of the Northeast Quarter of Section 26-27-1W, 268.2 feet North of the Southwest corner of said East 5 Acres, North 185 feet, Easterly to a point 456.8 feet North of the Southeast corner said East 5 Acres, South 185 feet, West to beginning | | State of Kansas |

Tract

Property Owner

A tract in the Northwest Quarter and the Northeast Quarter of Section 26, Township 17 South, Range 1 West of the 6th P.M., Sedgwick County, Kansas, described as beginning at the Northwest corner of the Northeast Quarter of said Section 26; thence East 208 feet more or less to a point 2441 feet West of the Northeast corner of said Northeast Quarter; thence South parallel with the East line of said Northeast Quarter, 630 feet; thence East parallel with the North line of said Northeast Quarter, 458 feet; thence South parallel with the East line of said Northeast Quarter, 673.7 feet more or less to a point 16.5 feet North of the South line of the North Half of said Northeast Quarter; thence West 662.7 feet more or less to the West line of said Northeast Quarter; thence South 16.5 feet to the Southeast corner of the North Half of the Northwest Quarter of said Section 26; thence West 659.4 feet to the Northeast corner of the West Half of the Southeast Quarter of the Northwest Quarter of said Section 26; thence South along the East line of the West Half of the Southeast Quarter of the Northwest Quarter of said Section 26, 480.93 feet more or less to Interstate 235 row; thence Northerly along said Interstate row to the North line of said Northwest Quarter; thence East to beginning

DP
I-235 Corporation
5900 East Central Suite 201
67208

A tract in the North Half of the Northeast Quarter of Section 26-27-1W described as beginning at a point 1323 feet West and 16.5 feet North of the Southeast corner thereof; thence West parallel with the South line of the North Half of the Northeast Quarter, 660 feet; thence North parallel with the East line of said NE $\frac{1}{4}$, 673.7 feet more or less to a point 630 feet South of the North line of said NE $\frac{1}{4}$, thence East parallel with said North line 268 feet; thence South parallel with the East line of said Northeast Quarter, 60 feet; thence East parallel with the North line of said Northeast Quarter, 392 feet; thence South 614.1 feet more or less to beginning

P & S Anodyne Inc.
c/o R. Olen McGee
2739 Charles 67204

Beginning in the North line of the Southwest Quarter of the Northeast Quarter of Section 26-27-1W and 661 feet West of the Northeast Corner of the Southwest Quarter of the Northeast Quarter, said point being the Northeast corner of the West Half of the Southwest Quarter, thence West 60 feet, South 145.2 feet, East 60 feet, North 145.2 feet to beginning

Harold E. Jones & Lillie
4475 Thayer 67209

Tract

Property Owner

Beginning at the Northeast corner of the West 15 Acres of the Southwest Quarter of the Northeast Quarter of Section 26-27-1W, thence South 133 feet, East 40.94 feet, North 133 feet, West 40.94 feet to beg. Harold H. Scott and Nancy Jane
2801 South 127th St. East
67210

The North 300 feet of the East 5 Acres of the West Half of the Southwest Quarter of the Northeast Quarter of Section 26-27-1W except the last two described tracts Kenneth W. Hollandsworth
Edna Eloise Hollandsworth
Address Unknown

Beginning at a point 324 feet West and 30 feet South of the Northeast corner of the East Half of the Southeast Quarter of the Northwest Quarter of Section 26-27-1W, thence West parallel to the North line of the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ a distance of 134 feet, thence South parallel to the West line of the East Half of the Southeast Quarter of the Northwest Quarter a distance of 164.54 feet, thence East 134 feet, thence North 164.54 feet to point of beg. Gerald F. Gresham
2836 N. Clarence 67204

Beginning at a point on the North line of said Southeast Quarter of the Northwest Quarter of Section 26 and 324 feet West of the Northeast corner of said Southeast Quarter of the Northwest Quarter; thence West along said North line a distance of 335.4 feet to the Northwest corner of the East Half of the Southeast Quarter of the Northwest Quarter of said Section 26; thence South along the West line of the East Half of the Southeast Quarter of the Northwest Quarter of said Section 26 a distance of 389.62 feet, thence East 335.4 feet; thence North 389.62 feet to pob, except last above described deed. All in Section 26-27-1W Max M. Mayhill
Address Unknown

Beginning 264.6 feet North of the Southwest corner of the West 5 Acres of the East Half of the Southwest Quarter of the Northeast Quarter of Section 26-27-1W, thence North 185 feet, Easterly to a point on the line 453.2 feet North of the Southeast corner of said West 5 Acres, thence South 185 feet, thence West to beginning State of Kansas

Beginning on the East line of the East Half of the East Half of the SW $\frac{1}{4}$ NE $\frac{1}{4}$ Section 26-27-1W 278.8 feet North of the Southeast corner, Westerly 330 feet more or less to a point on the West line said E $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ Section 26, 271.8 feet North of the Southwest corner thereof, North 185 feet East to a point on the East line, 185 feet North of beginning, South to beginning State of Kansas

| Lot | Addition | Property Owner |
|---|-------------------------------------|---|
| 1 | Star Lumber Company Addition | Star Lumber & Supply Co., Inc. 325 South West St. 67209 ✓ |
| 4 | Star Lumber Co. 3rd Addition | Same |
| 1 thru 12 | Homer R. Mosley Addition | Groendycke Enterprises, Inc. 4701 West Hiway 54 67209 ✓ |
| W 70' lot 1 | Homer R. Mosley 2nd Addition | Same |
| 1,3,4,5,6, 7,8, and 9 exc S½ lot 9 | G. M. C. Addition | Julia Frances Lygrisse ✓ 3727 Sleepy Hollow Drive 67208 |
| 2, S½ 9, 10, 11, 12, 13, 14, 15 | Same | William E. Bales and Ruth N. West 6th Street South - Box 262 Goddard, Kansas 67052 returned 4-14-75 Garden Plain Co. 67050 |
| 1 | McMillen 2nd Addition | Ralph Vautravers & Donna 11126 Hiddenlake Road 67209 ✓ |
| 1 | Bales Addition | William E. Bales & Ruth West 6th Street South Goddard, Kansas 67050 |
| 1,2,3,4 | Star Lumber Company 4th Addition | Star Lumber and Supply Co., Inc. 325 South West St. 67209 |
| A tract of land described as follows: Beginning at a point on the North line of the Southeast Quarter of the Northeast Quarter of Section 26-27-1W, which point is 395.88 feet West of the East line of said Section 26, thence South 330.29 feet, more or less, to the South line of the North Half of the Northeast Quarter of the Southeast Quarter of the North- east Quarter of said Section 26, thence West 65.94 feet, thence North 330.275 feet, more or less, to the North line of the West Half of the Northeast Quarter of the Southeast Quarter of the Northeast Quarter of said Section, thence East 65.94 feet to the point of beginning | | Ralph Vautraver and Donna 11126 Hiddenlake Road 67209 |
| The West 150 feet of the East 1715 feet of the North 470 feet of the Northeast Quarter of Section 26, Township 27 South, Range 1 West except the N 50' | | Catholic Diocese of Wichita 424 N. Broadway 67202 ✓ |
| Lots 1 & 2 | Westwind Addition | L & S Aerodyne Inc. c/o R. Olen McGee 2739 N. Charles 67204 |

62

Tract

Property Owner

Beginning at a point 1170 feet South of the Northeast corner of the Northeast Quarter of Section 26-27-1W, thence South along the East line of said NE $\frac{1}{4}$ 135 feet to a point 16,5 feet North of the Southeast corner of the North Half of said NE $\frac{1}{4}$ thence West parallel with the South line of the North Half of said Northeast Quarter 1288 feet to the East line of Tracy Street; thence North along said Tracy Street and parallel with the East line of said NE $\frac{1}{4}$ 614.1 feet more or less to a point 690 feet South of the North line of said NE $\frac{1}{4}$, thence East parallel with North line said NE $\frac{1}{4}$ 878 feet; thence South parallel with the East line of Northeast Quarter 480 feet; thence East 410 feet to beginning, subject to West Street right of way

Westport Theatres Inc.
401 South West Street
67209

Wichita Investors Inc.
c/o Robert Tanner
3319 East Clark 67218

A tract beginning 730 feet West of the Northeast corner of the Northeast Quarter of Section 26-27-1W, thence South 330 feet; thence West 140 feet; thence North 330 feet, thence East to point of beginning

Family Homes Association Inc.
7501 West 11th 67212

Beginning at a point 330 feet South of the Northeast corner of the Northeast Quarter of Section 26-27-1W, thence South along the East line of said NE $\frac{1}{4}$, 360 feet; thence West 1323 feet, thence North 690 feet; thence East along the North line of said NE $\frac{1}{4}$, 453 feet; thence South 330 feet; thence East 879 feet to beginning, subject to road easements on the North and East thereof, and except that portion platted as Star Lumber Company Third Addition and except Star Lumber Company Fourth Addition

Star Lumber & Supply Co. Inc.
335 South West St. 67209

Beginning at the Southwest corner of the South Half of the Northeast Quarter of the Southeast Quarter of the Northeast Quarter of Section 26, thence North 122 feet, thence East 357 feet, thence South 122 feet, thence West beginning, all in Section 26-27-1W

D. E. Sauder & Myrtle A.
12 Hampton Road 67208
Julia Frances Lygrisse
3727 Sleepy Hollow 67208

The Southeast Quarter of the Southeast Quarter of the Northeast Quarter of Section 26-27-1W except the East 284 feet of the South 629 feet thereof, and except that part condemned for U. S. 54 Highway in Case A-38302, and except that part lying South of the North line of the row of A. T. & S. F. Railroad

Southern Kansas Development Inc.
Address Unknown

Beginning 20 rods South of the Northeast corner of the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 26-27-1W, thence West 660 feet, thence South 202 feet, East 660 feet, North 202 feet to beg.

Board of Education
428 South Broadway
67202

Tract

Property Owner

Beginning at the Northeast corner of the North Half of the Northeast Quarter of the Southeast Quarter of the Northeast Quarter of Section 26-27-1W, thence West 395.88 feet, thence South 330.29 feet, East 395.88 feet, thence North to beginning

BDD Board of Education
426 South Broadway 67202

Beginning at a point on the North line of the Southeast Quarter of the Northeast Quarter of Section 26-27-1W, which point is 461.82 feet West of the East line of Section 26, thence South 330.275 feet more or less to the South line of the North Half of the NE $\frac{1}{2}$ of the SE $\frac{1}{2}$ of the NE $\frac{1}{2}$ of said Section 26, West 65.94 feet, thence North 330.26 feet more or less to the North line of the North Half of the Northeast Quarter of the Southeast Quarter of the Northeast Quarter, thence East 65.94 feet to beginning

Jane Kester ✓
2526 Aloma Street 67211

A tract of land in the South Half of the Northeast Quarter of Section 26-27-1W, described as: Beginning at a point on the South line of said Quarter Section 164.3 feet East of the Southwest corner of said Quarter Section, thence East along said South line 837.0 feet, thence North 12.0 feet; thence West parallel to said South line 837.0 feet, thence South 12.0 feet to the place of beg.

W. Luke Chapin and
Gordon Penny
Address Unknown

All that part of the Southeast Quarter of Section 26-27-1W lying between the North boundary line of said Quarter Section, and the North boundary of the Atchinson, Topeka and Santa Fe Railroad

Same

Beginning 35 $\frac{1}{2}$ feet East of the Southwest corner of the Southeast Quarter of the Southeast Quarter of Section 23-27-1W, thence North 250 feet, East 135 feet, South 250 feet, West to beginning

Roy Carley and Mattie L. Carley
4342 Maple 67209

The North 85 feet of: Beginning 35 $\frac{1}{2}$ feet East of the Southwest corner of the Southeast Quarter of the Southeast Quarter of Section 23-27-1W, thence North 335 feet, East 135 feet, South 335 feet, West 135 feet to beginning

Lois M. Smith ✓
244 South Tracy 67209 ✓

| Lot | Block | Addition | Property Owner |
|-----------------------|-------|-------------------------|--|
| 23 | B | Westbreeze 2nd Addition | George Allen Van Steenburg and Joanna Lynn Van Steenburg Address Unknown |
| 5 | C | Same | Warren Hinkel (Mrs.) 2011 Porter 67203 |
| 6 | C | Same | John A. Woodruff & Mildred E. 144 South Doris 67209 |
| 7 | C | Same | James H. Ragsdell & Ruth 154 South Doris 67209 |
| 8 | C | Same | Dorothy Mae Smith (Jones) 200 South Doris 67209 |
| 9 | C | Same | Albert Ellis Marshall and Frances C. Marshall 214 South Doris 67209 |
| 10 | C | Same | Vance E. Tucker and Myrtle M. Address Unknown |
| 11 | C | Same | James M. Parker & Nila F. 234 South Doris 67209 |
| W $\frac{1}{2}$ 12 | C | Same | Jerry Richey & Mary E. Richey 248 South Doris 67209 |
| E $\frac{1}{2}$ 12 | C | Same | John H. Caufield Address Unknown |
| E $\frac{1}{2}$ 13 | C | Same | Same |
| W $\frac{1}{2}$ 13 | C | Same | Harold L. Potter and Elsie Patricia Potter 5130 Maple 67209 |
| W $\frac{1}{2}$ 14 | C | Same | Robert Neal Lee & Judith Lee 5116 Maple 67209 |
| W $\frac{1}{2}$ 15 | C | Same | Same |
| E $\frac{1}{2}$ 14 | C | Same | L. J. and Cecelia M. Beardsley 420 N. Topeka Apt. 6 67202 |
| E $\frac{1}{2}$ 15 | C | Same | Same <i>lot 67206 - no other address found.</i> |
| 16 | C | Same | Same |
| 16 | C | Same | John T. Davis & Edna M. Davis Address Unknown |
| 17 | C | Same | Robert E. Lee & Hazel O. Lee 225 South Clara 67209 |

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 North Main Street
Wichita, Kansas 67202
268-4421

June 4, 1976

NOTICE TO ADJOINING PROPERTY OWNERS AND OTHER INTERESTED PARTIES

Subject: DP-71 - Towne West Square C.U.P.

The matter of street improvements in the Towne West Area will be discussed by the Metropolitan Area Planning Commission at its regular meeting of June 10, 1976. This item will not be taken up prior to 4:00 p.m. The meeting will be held in the City Commission Room, City Hall, First floor, 455 North Main Street, Wichita, Kansas.

Discussion will include reviewed geometric of the various streets (Kellogg, West, Maple, Taft and Tracy), as well as any intersecting streets north of Maple. Also to be discussed is the cost of the various improvements and the method of paying for them. A staff report has been prepared and is available on request from my office, Tenth floor, City Hall.

Robert A. Lakin
Secretary

DP-71

WICHITA - SEDGWICK COUNTY

W S C

METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202

TO STATION
FOR ENDORSEMENT

L. J. & Cecelia M. Beardsley
420 N. Topeka Apt. 6
Wichita, Kansas 67202

no other address found



Important! Notice of Meeting Enclosed

| Lot | Block | Addition | Property Owner |
|-----------------------|-------|-------------------------|--|
| 18 | C | Westbreeze 2nd Addition | Richard L. Young & Barbara J. 202 South Kessler 67213 ✓✓ |
| 19 | C | Same | Alfred F. Veith & Darlene ✓✓ 201 South Clara 67209 |
| 20 | C | Same | Walter Benjamin Rutter and ✓✓ LaVergne C. Rutter 155 South Clara 67209 |
| 21 | C | Same | Raymond Edward Millard and ✓✓ Berta Lorene Millard 145 South Clara 67209 |
| 22 | C | Same | Lawrence F. Lies and Isabelle M. ✓✓ 135 S. Clara 67209 |
| 1 | D | Same | David F. Aubert & Loyce L. ✓✓ 134 South Elder 67209 |
| 2 | D | Same | Thad Y. Huddleston & Edith L. ✓✓ 144 South Elder 67209 |
| 3 | D | Same | Ralph R. Budd & Mildred M. Budd ✓✓ 154 South Elder 67209 |
| 4 | D | Same | Russell E. Shipman ✓✓ 200 South Elder 67209 |
| 5 | D | Same | Cerald L. Barth & Vera O. Barth ✓✓ 214 South Elder 67209 |
| 6 | D | Same | Junior Paul De Grant & Norma E. ✓✓ 224 South Elder 67209 |
| 7 | D | Same | Thomas D. Kelley & Roberta ✓✓ 234 S. Elder 67209 |
| E $\frac{1}{2}$ 8 | D | Same | Dick Kunkle Building & Investment ✓✓ 212 W. Lincoln 67213 Corp. |
| E $\frac{1}{2}$ 9 | D | Same | Junior Harvey Anderson and ✓ Etta Kathryn Anderson Address Unknown |
| E $\frac{1}{2}$ 10 | D | Same | N. W. Ricke & Rozella Ricke ✓✓ 5202 Maple 67209 |
| E $\frac{1}{2}$ 11 | D | Same | Same |
| W $\frac{1}{2}$ 10 | D | Same | Jo Wayne Lansdowne & Clara ✓✓ 3602 West Central 67212 |
| W $\frac{1}{2}$ 11 | D | Same | Same |
| 12 | D | Same | Richard Gale Wigart & Wanda I. ✓✓ 235 S. Doris 67209 |

| Lot | Block | Addition | Property Owner |
|------------------------------|-------|-------------------------|--|
| 13 | D | Westbreeze 2nd Addition | Clyde W. Bannon & Avis M. 225 South Doris 67209 ✓ |
| W $\frac{1}{2}$ 9 | D | Same | Edward J. Weippert & Dixie J. 4916 Maple 67209 ✓ |
| W $\frac{1}{2}$ 8 | D | Same | Same |
| 14 | D | Same | Orval E. Loyd & Vesper C. 215 S. Doris 67209 ✓ |
| 15 | D | Same | Virgil G. Edgmon & Colleen M. 201 S. Doris 67209 ✓ |
| 16 | D | Same | Everett LeRoy Wallace ✓ Ella Alberta Wallace 155 South Doris 67209 ✓ |
| 17 | D | Same | William J. McCutcheon ✓ Patricia L. McCutcheon 145 S. Doris 67209 ✓ |
| 18 | D | Same | Administrator of Veterans Affairs Washington, D. C. ✓ |
| 1 | E | Same | Richard M. Suthard & Yvonne G. 135 S. Elder 67209 ✓ |
| 2 | E | Same | Freddie M. Booher & Ruby Mae ✓ 145 S. Elder 67209 ✓ |
| 3 | E | Same | Everett J. Vaughan & Ruth A. ✓ 155 S. Elder 67209 ✓ |
| 4 | E | Same | William J. Scheidt & Sharon Kay ✓ 201 S. Elder 67209 ✓ |
| 5 exc Hiway E | | Same | Paul Wargo & Norma L. Wargo ✓ 215 South Elder 67209 ✓ |
| 6 exc Hiway E | | Same | Dan S. Goertz & Jeannine M. ✓ 225 S. Elder 67209 ✓ |
| 1 | | Kouri Addition | Sammy H. Kouri ✓ 619 N. Armour 67206 ✓ |
| 1 | | Strunk Addition | Diversified Equities Inc. ✓ 3151 Elpyco 67210 ✓ |
| W 170.5' of Lots 3,4, & 5 | | McComas Acres | Starkey Development Center for Retarded, Inc. 144 S. Young 67209 ✓ |

| Lot | Block | Addition | Property Owner |
|----------------|-------|-------------------------|--|
| 6 | A | Westbreeze 2nd Addition | Joseph M. Prouse III and Shirley J. Prouse 518 West Sunrise 67217 <i>returned 6-3-75</i> |
| 7 | A | Same | Omar W. Thomas & Juanita 154 South Bebe 67209 ✓ |
| 8 | A | Same | Roderick Earl Dick & Nellie Mae 200 S. Bebe 67209 ✓ |
| 9 | A | Same | Granville E. Conant & Ethel M. 214 S. Bebe 67209 ✓ |
| 10 | A | Same | Raymond Eugene Drumm and Wilma Jean Drumm 224 S. Bebe 67209 ✓ |
| 11 | A | Same | Dorothy F. Tucker Address Unknown |
| 12 | A | Same | James W. Coke & Esther A. 301 Putter Lane 67209 ✓ |
| 13 | A | Same | Same |
| 14 | A | Same | Same |
| N 40' | | | |
| 15 | A | Same | Same |
| 15exc N 40' | A | Same | Gilbert Briggs, Jr. and Lulu Maude Briggs 300 Cedarcrest 67235 ✓ |
| 16 | A | Same | Robert J. Morey and / Loretta B. Morey 235 S. Anna 67209 |
| 17 | A | Same | Marvin Lee Haden and Patricia D. 225 S. Anna 67209 ✓ |
| 18exc N 3' | A | Same | J. R. Stephen & Carrie E. Stephen 201 S. Anna 67209 |
| N 3' | | | |
| 18 | A | Same | Vincent Caracci & Martha V. 153 S. Anna 67209 ✓ |
| 19 | A | Same | Same |
| 20 | A | Same | Same |
| 21exc N 65' | A | Same | Same |

| Lot | Block | Addition | Property Owner | Returned |
|------|-------|-------------------------|--|------------------|
| N65' | | | | Returned 6-8-76 |
| 21 | A | Westbreeze 2nd Addition | Ralph Eugene Hunt & Doris Jean | Returned 6-4-75 |
| 22 | A | Same | 147 S. Anna 67209 | Returned 4-14-75 |
| 6 | B | Same | Ben J. Veith & Catherine Veith | Returned 5-16-75 |
| 7 | B | Same | 135 S. Anna 67209 | |
| 8 | B | Same | Max A. Lee & Shirley A. Lee | |
| 9 | B | Same | 134 S. Clara 67209 | |
| 10 | B | Same | Cecil Hutton Foster & Helen E. | |
| 11 | B | Same | 144 S. Clara 67209 | |
| 12 | B | Same | Carman H. Pate Sr. & Anna B. | |
| 13 | B | Same | 12330 Irving 67235 | |
| 14 | B | Same | Delmar H. Stevenson & Grace M. | |
| 15 | B | Same | 200 S. Clara 67209 | |
| 16 | B | Same | Donald Dale McEnterfer and Madeline Jane McEnterfer | |
| 17 | B | Same | 214 S. Clara 67209 | |
| 18 | B | Same | Amelia Mae Feil and A. A. Feil | Returned 4-15-75 |
| 19 | B | Same | 224 S. Clara 67209 | |
| 20 | B | Same | Bill Zane Gray and Jackie Sue, | |
| 21 | B | Same | 234 S. Clara 67209 | |
| 22 | B | Same | Henry L. Kollenfrath | |
| 23 | B | Same | 4924 Maple 67209 | |
| 24 | B | Same | Same | |
| 25 | B | Same | Edward J. Weippert & Dixie J. | |
| 26 | B | Same | 4916 Maple 67209 | |
| 27 | B | Same | Same | |
| 28 | B | Same | Floyd Lester Fisk & Wilma Ethel | |
| 29 | B | Same | 4910 Maple 67209 | |
| 30 | B | Same | Same | |
| 31 | B | Same | James Grant Goodner & Mary L. | |
| 32 | B | Same | 4902 Maple 67209 | |
| 33 | B | Same | Same | |
| 34 | B | Same | Earl E. Downing & Nadine N. | |
| 35 | B | Same | 235 S. Bebe 67209 | |
| 36 | B | Same | Pedro Arthur Chavez & Eleanor L. | |
| 37 | B | Same | 225 S. Bebe 67209 | |

WICHITA-SEDCWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 North Main Street
Wichita, Kansas 67202
268-4421

June 4, 1976

NOTICE TO ADJOINING PROPERTY OWNERS AND OTHER INTERESTED PARTIES

Subject: DP-71 - Towne West Square C.U.P.

The matter of street improvements in the Towne West Area will be discussed by the Metropolitan Area Planning Commission at its regular meeting of June 10, 1976. This item will not be taken up prior to 4:00 p.m. The meeting will be held in the City Commission Room, City Hall, First floor, 455 North Main Street, Wichita, Kansas.

Discussion will include reviewed geometric of the various streets (Kellogg, West, Maple, Taft and Tracy), as well as any intersecting streets north of Maple. Also to be discussed is the cost of the various improvements and the method of paying for them. A staff report has been prepared and is available on request from my office, Tenth floor, City Hall.

Robert A. Lakin
Secretary

DP-71

WICHITA - SEDGWICK COUNTY
W S C
METROPOLITAN AREA PLANNING
DEPARTMENT
CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202

Ralph E. & Doris J. Hunt
818 W. 35th St. North
Wichita, Kansas 67204



Important! Notice of Meeting Enclosed

no other address found
Wrong Hunt.
Will you please
Correct your Records!

| Lot | Block | Addition | Property Owner |
|-----|-------|-------------------------|---|
| 19 | B | Westbreeze 2nd Addition | Marvin W. Poort & Eve E. Poort 1133 Smith Street 67212 |
| 20 | B | Same | Administrator of Veterans Affairs Washington, D. C. |
| 21 | B | Same | George H. Victor and Alberta R. 155 S. Bebe 67209 |
| 22 | B | Same | Gurney T. Hadley & Edith A. Address Unknown |

| Lot | Addition | Owner |
|---|----------------|---|
| W 78 ft S 210 ft Lot 15 | Mc Comas Acres | Mary Katherine Campbell McMur 4612 Maple Wichita, Kansas 67209 |
| Lot 15, except W 78 ft S 210 ft & except N 156 ft | " | Merle A. Wimp 4608 Maple Wichita, Kansas 67209 |
| Lot 16 | " | Barney Lonzo Shepherd & Lou E. Shepherd 230 S. Anna Wichita, Kansas 67209 |
| S 132 ft of Lot 17 | " | Lloyd E. Lentz & Lillian E. Lentz 156 S. Anna Wichita, Kansas 67209 |
| 1 | Mosley's 3rd | Odie R. Lowe & Loretta Lowe 132 S. Flora Wichita, Kansas 67209 |
| 2 | " | J. Floyd Updike & Edna Wayne Updike 1639 N. Clarence Wichita, Kansas 67203 |
| 3 | " | Odie Lowe & Loretta Lowe 132 S. Flora Wichita, Kansas 67209 |
| | Block | |
| 1-2-3-4 | 2 | Westborough 2nd X X Roy Schoeb Address unknown |
| S & S 20 ft of 6 | " | X X Paul D. Young & Barbara Young Address unknown |
| N 40 ft of 6 & S 40 ft of 7 | " | ✓ F. J. Loehr & Marie Loehr 229 Colorado Wichita, Kansas 67209 |
| 7, except S 40 ft | " | XXXX Eugene G. Grubbs & Betty A. Grubbs Address unknown |
| N 40 ft of 31 | " | ✓ Orpha E. Smith 200 S. Florence Wichita, Kansas 67209 |
| S 20 ft of 31 & all 32 | " | ✓ Raymond Edward Cook & Shirley J. Cook 212 S. Florence Wichita, Kansas 67209 |
| 33 & N 20 ft of 34 | " | ✓ F. R. Yanda & Ruby I. Yanda 222 S. Florence Wichita, Kansas 67209 |

| Lot | Addition | Owner |
|--|----------------|---|
| S 67 ft Lot 12 | Mc Comas Acres | Willard D. Luke & Mary Irma Luke 157 S. Young Wichita, Kansas 67209 |
| N 58 ft of S 190 ft Lot 12 | " | Betty J. Momyer & Harry Momyer 145 S. Young Wichita, Kansas 67209 |
| N 65 ft of S 132 ft Lot 12 | " | Minnie Storm C/o 1939 Ida Wichita, Kansas 67211 |
| S 58 ft of N 96 ft Lot 12 | " | Returned 6/8/76 0 Administrator of Veterans Affairs 5500 E. Kellogg Wichita, Kansas 67218 <i>order added forward</i> |
| S 57.63 ft of N 211.65 ft Lot 12 | " | Edythe M. David 1302 Amsden Wichita, Kansas 67216 <i>Returned 6/14/76</i> |
| 66 ft of S 132 ft Lot 13 | " | Ira A. Gavin & Virginia Gavin 8628 Valleyview Dr. Wichita, Kansas 67215 <i>no other address found</i> |
| S 66 ft of N 132 ft of Lot 13, except E 140 ft | " | Same |
| S 66 ft of Lot 13 | " | Grace Van Ordstrand 225 S. Young Wichita, Kansas 67209 |
| S 66 ft of N 132 ft of E 140 of Lot 13 | " | Administrator of Veterans Affairs 5500 E. Kellogg Wichita, Kansas 67218 |
| N 66 ft of Lot 13 | " | Kenneth James Young & Diana Marie Young Address unknown |
| N 1/2 N 1 acre Lot 14 | " | Henry Lubbers & Mary Lubbers 227 S. Young Wichita, Kansas 67209 |
| S 71.173 ft of N 142.35 ft of Lot 14 | " | Jerome P. Ternes & Ruth E. Ternes 1418 Stony Point Wichita, Kansas 67209 |
| E 107 ft S 173.65 ft of Lot 14 | " | Delbert J. Schulte & Thelma Schulte 4600 Maple Wichita, Kansas 67209 |
| N 50 ft S 223.65 ft E 107 ft Lot 14 | " | Anna C. Blasi 243 S. Young Wichita, Kansas 67209 |
| N 156 ft Lot 15 | " | Mary Katherine Campbell McMurray 4612 Maple Wichita, Kansas 67209 |

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 North Main Street
Wichita, Kansas 67202
268-4421

June 4, 1976

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Robert A. Lakin
Secretary

Towne West

WICHITA - SEDGWICK COUNTY

W.S.C.

METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202

Important! Notice of Meeting Enclosed



Edythe M. David
1502 Amsden
Wichita, KS 67216
ADDRESS UNKNOWN
NO LAND



note meeting is 4/10
no other address found.

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 North Main Street
Wichita, Kansas 67202
268-4421

June 4, 1976

NOTICE TO ADJOINING PROPERTY OWNERS AND OTHER INTERESTED PARTIES

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Robert A. Lakin
Secretary

Towne West

WICHITA - SEDGWICK COUNTY

W.S.C.

METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202

RETURN TO
ADDRESSEE UNKNOWN
INDIAN HILLS

Minni Storm
928 Carter - Apt. 305
Wichita, Kansas 67203

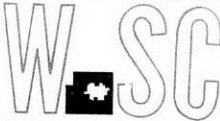


Important! Notice of Meeting Enclosed

no other address found

DP-71

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202

RETURNED TO SENDER
ADDRESSEE UNKNOWN
WASHINGTON ST. STA.

Minni Storm
C/O 1959 Ida
Wichita, KS 67211



*try 908 Carter apt 305 X
264-6704*

Important! Notice of Meeting Enclosed

| Lot | Addition | Owner |
|--|----------------|---|
| S 24 ft of E 135 ft of Lot 4 & N 56 ft of E 135 ft Lot 5 | Mc Comas Acres | David R. Stanton & Cheryl L. Stanton 155 S. Tracy Wichita, Kansas 67209 |
| S 70 ft of E 135 ft Lot 5 | " | Raymond E. Holstad 22 Lakeside Blvd. Wichita, Kansas 67218 |
| 6 | " | Harry Lankford 3921 E. English Wichita, Kansas 67218 |
| 7, except W 98½ ft & exc E 98.5 ft | " | Catholic Diocese of Wichita 4501 Maple Wichita, Kansas 67209 |
| N 183 ft W 98½ ft of Lot 7 | " | Lawrence M. Lies & Isabella M. Lies 242 S. Young Wichita, Kansas 67209 |
| E 98.5 ft Lot 7 | " | Harold W. Keys & Bonnie J. Keys 301 Shefford Wichita, Kansas 67209 |
| S 163 ft W 98 ft Lot 7 | " | Catholic Diocese of Wichita 4501 Maple Wichita, Kansas 67209 |
| N½ S½ Lot 8 | " | V. D. Harper 220 S. Young Wichita, Kansas 67209 |
| S½ S½ Lot 8, exc E 110 ft | " | Harley Pierce & Thelma J. Pierce 1728 Classen Wichita, Kansas 67216 |
| E 110 ft S½ S½ Lot 8 | " | Verland D. Harper & Hellen A. Harper 220 S. Young Wichita, Kansas 67209 |
| N½ Lot 8 | " | Starkey School for Retarded Children, Inc. 444 S. Young Wichita, Kansas 67209 |
| N½ of Lot 9 | " | Same |
| N½ S½ Lot 9 | " | Same |
| S½ S½ of Lot 9 | " | Same |
| W 148.6 ft S 74 ft Lot 10 | " | Charles W. Shumway & Grace Shumway 132 S. Young Wichita, Kansas 67209 |
| S 74 ft, except W 148.6 ft of Lot 10 | " | Douglas Avenue Assembly of God Church 4501 W. Douglas Wichita, Kansas 67209 |
| S 58 ft of N 154 ft Lot 12 | " | Paul W. Allen & Doris Allen 135 S. Young Wichita, Kansas 67209 |

| Lot | Block | Addition | Owner |
|---|-------|-----------------------------|---|
| 2 | 3 | West 54 Industrial Addition | Frank Laughlin 4670 E. Mt. Vernon Wichita, Kansas 67218 |
| 7 | " | " | Willard L. Gettle, Jr. & Patricia A. Gettle P.O. Box 1760 Wichita, Kansas 67201 |
| 8 | " | " | Mid-Central Fish & Frozen Foods of Kansas, Inc. 1001 S. Young Wichita, Kansas 67209 |
| 1 | 4 | " | Greater Kansas Corp, Inc. Address unknown |
| 2 | " | " | Same |
| 3 | " | " | Chance Manufacturing Company, Inc. 4219 Irving Wichita, Kansas 67209 |
| 4 | " | " | Same |
| 5 | " | " | Same |
| 6 | " | " | Same |
| 7 | " | " | Same |
| 8 | " | " | Diesel Equipment Co., Inc. 4501 W. Irving Wichita, Kansas 67209 |
| 9 | " | " | Same |
| 10 | " | " | Same |
| N 320 ft of W 580 ft of 1 | | Batson Industrial Addition | C. L. Smith 9711 Harvest Wichita, Kansas 67212 & H. R. Redburn 8233 Willowbrook Wichita, Kansas 67207 |
| 1, except N 320 ft of W 580 ft | | " | M-F Properties 1009 S. West St. Wichita, Kansas 67213 |
| S 58 ft of E 135 ft of 3 & N 22 ft of E 135 ft of 4 | | Mc Comas Acres | Alfred B. McDowell & Lewata L. McDowell 135 S. Tracy Wichita, Kansas 67209 |
| W 20 ft W 170.5 ft Lots 1 & 2 & W 170.5 ft Lots 3-4-5 | | " | Starkey Development Center 144 S. Young Wichita, Kansas 67209 |
| S 80 ft of N 102 ft of E 135 ft of Lot 4 | | " | Raymond N. Simon & Hildegard H. Simon 143 S. Tracy Wichita, Kansas 67209 |

| Lot | Addition | Owner |
|----------------------|--|--|
| 1 | Christ the King Church Addition | Catholic Diocese of Wichita 424 N. Broadway Wichita, Kansas 67202 |
| 1 | W. E. Rich Addition | Wichita Investors, Inc. 1319 E. Clark Wichita, Kansas 67218 |
| 2 | " | Same |
| 3 | " | Same |
| 4 | " | Same |
| 1 & E 56' of 2 | Block 1 West 54 Industrial Addition | Jane Houston Kirby Address unknown |
| W 200' of 2 | " | RRR Company Max Riekes, Henry Riekes, Morton A. Richards 4300 Irving Wichita, Kansas 67209 |
| 4, exc E 17 ft | " | Annplyco Properties, Inc. Address unknown |
| 5 & 6 | " | Paul Loyd 230 N. Byron Rd. Wichita, Kansas 67212 |
| 7 | " | John P. Vandenburg, Jr. & Betty W. Vandenburg as Trustees under Trust dated 3-5-71 Address unknown |
| 8 | " | H. P. Lent, Jr. & J. Ruth Lent 2162 Bella Vista Wichita, Kansas 67203 |
| 9 | " | Charles R. Dallas & Martha A. Dallas 3327 E. Osie Wichita, Kansas 67218 <i>returned 4-16-75</i> |
| 10 | " | Nickelson, Inc. 1107 S. West St. Wichita, Kansas 67213 |
| 1 | 2 | Florence P. Ray 5136 N. Broadway Wichita, Kansas 67219 |
| 6 & 7 | " | W. B. Carter Construction Co., Inc. 4801 Irving Wichita, Kansas 67209 |
| 1 | 3 | Mid-Central Fish & Frozen Foods of Kansas, Inc. 1001 S. Young Wichita, Kansas 67209 |
| 3, exc W 63 ft | 1 | Lewis J. Rau & Ellen M. Rau 617 S. Millwood Wichita, Kansas 67213 |

| Lot | Block | Addition | Owner |
|--|-------|-----------------|--|
| S 40 ft of 34 & N 40 ft of 35 | 2 | Westborough 2nd | Joseph W. Jarboe, Jr. & Bertie Jarboe 230 S. Florence Wichita, Kansas 67209 ✓ |
| S 20 ft of 35 & all 36 | " | " | Larry Earl Schubert 236 S. Florence Wichita, Kansas 67209 ✓ |
| 37 & N 20 ft of 38 | " | " | Oland A. Glyckherr & Opal M. Glyckherr 244 S. Florence Wichita, Kansas 67209 ✓ |
| S 40 ft of 38 & N 40 ft of 39 & 40 | " | " | Leonard R. Chere 256 S. Florence Wichita, Kansas 67209 ✓ |
| 39 & 40 except N 40 ft | " | " | Ralph A. Tinkum & Dorothy L. Tinkum 260 S. Florence Wichita, Kansas 67209 ✓ |
| 1 & 2, except N 40 ft | 3 | " | Eddy Ray Frederick 630 N. West St. Wichita, Kansas 67203 ✓ |
| N 40 ft of 1 & 2 & S 40 ft of 3 | " | " | Hazel B. Engelman Address unknown |
| N 20 ft of 3, all of 4 | " | " | William C. Edwards & Ruby Edwards 1923 George Washington Blvd. Wichita, Kansas 67218 ✓ |
| 5, & S 20 ft of 6 | " | " | John Wendell Gollihar & Nancy A. Gollihar 235 S. Florence Wichita, Kansas 67209 ✓ |
| N 40 ft of 6 & S 40 ft of 7 | " | " | Vic F. Schulte & Osie Schulte 229 S. Florence Wichita, Kansas 67209 ✓ |
| N 20 ft of 7 & all of 8 | " | " | Alvin J. Shepherd & Helen J. Shepherd 221 S. Florence Wichita, Kansas 67209 ✓ |
| 9 & S 20 ft of 10 | " | " | A. E. McDonald & Agnes C. McDonald 211 S. Florence Wichita, Kansas 67209 ✓ |
| N 40 ft of 10 & S 20 ft of 11 | " | " | Chris A. Davis & Frances D. Davis 201 S. Florence Wichita, Kansas 67209 ✓ |
| N 20 ft of 11 & all of 12 | " | " | Marvin L. Holt & Phyllis Holt 155 S. Florence Wichita, Kansas 67209 ✓ |
| S 20 ft of 27 all of 28 | " | " | M. E. Schauf & Roselin L. Schauf 144 S. Nevada Wichita, Kansas 67209 ✓ |

| Lot | Block | Addition | Owner |
|--|-------|-----------------|--|
| 29 & N 20 ft of 30 | 3 | Westborough 2nd | Marjoline Wilson 156 S. Nevada Wichita, Kansas 67209 ✓ |
| S 40 ft of 30 & N 40 ft of 31 | " | " | Robert C. Dailey & Alma Dailey 200 S. Nevada Wichita, Kansas 67209 ✓ |
| S 20 ft of 31 & all 32 | " | " | Robert L. Nulik & Rose E. Nulik 212 S. Nevada Wichita, Kansas 67209 ✓ |
| 33 & N 20 ft of 34 | " | " | Anthony Williams & Neva I. Williams 222 S. Nevada Wichita, Kansas 67209 ✓ |
| S 40 ft of 34 N 40 ft of 35 | " | " | Harold T. Manlove & Nellie M. Manlove 230 S. Nevada Wichita, Kansas 67209 ✓ |
| S 20 ft of 35 all of 36 | " | " | Edwin E. Koon & Doris L. Koon 236 S. Nevada Wichita, Kansas 67209 ✓ |
| 37 & N 20 ft of 38 | " | " | Richard G. Page & Kimberly M. Page 244 S. Nevada Wichita, Kansas 67209 ✓ |
| S 40 ft of 38 & N 40 ft of 39 & 40 | " | " | Marie C. Wells 256 S. Nevada Wichita, Kansas 67209 ✓ |
| 39 & 40 except N 40 ft | " | " | Ella R. Hammer 260 S. Nevada Wichita, Kansas 67209 ✓ |
| 1 & 2, except N 40 ft | 4 | " | James E. Linson & Elsie L. Linson 259 S. Nevada Wichita, Kansas 67209 ✓ |
| N 40 ft of 1 & 2, & S 40 ft of 3 | " | " | Roy E. Gabbard 255 S. Nevada Wichita, Kansas 67209 ✓ |
| N 20 ft of 3 all of 4 | " | " | Vern U. Bawl & Irene M. Bawl 243 S. Nevada Wichita, Kansas 67209 ✓ |
| 5 & S 20 ft of 6 | " | " | Leo B. Varner & Iris A. Varner 235 S. Nevada Wichita, Kansas 67209 ✓ |
| N 40 ft of 6 & S 40 ft of 7 | " | " | Grant U. Hess & Adela Hess 229 S. Nevada Wichita, Kansas 67209 ✓ |
| N 40 ft of 7 & all of 8 | " | " | Charles H. Snellen & Eleanor M. Snellen 221 S. Nevada Wichita, Kansas 67209 ✓ |

| Lot | Block | Addition | Owner |
|----------------------------------|-------|-----------------|--|
| 9 & S 20 ft of 10 | 4 | Westborough 2nd | Bradford G. St. Vrain & Jeanne K. St. Vrain 211 S. Nevada Wichita, Kansas 67209 ✓ |
| N 40 ft of 10 S 40 ft of 11 | " | " | Fred L. & Georgianna Simons 201 S. Nevada Wichita, Kansas 67209 ✓ |
| N 20 ft of 11 all of 12 | " | " | Warren D. Mink & Marcella I. Mink 185 S. Nevada Wichita, Kansas 67209 ✓ |
| 13 & S 20 ft of 14 | " | " | Vincent Otto Imel & Phyllis Reith Imel 143 S. Nevada Wichita, Kansas 67209 ✓ |
| N 40 ft of 14 S 40 ft of 15 | " | " | T. F. Fields & Gertrude Fields 135 S. Nevada Wichita, Kansas 67209 ✓ |
| S 40 ft of 26 & N 40 ft of 27 | " | " | N. A. Grant & Flora Grant 1117 S. Minneapolis Wichita, Kansas 67211 ✓ |
| S 20 ft of 27 & all of 28 | " | " | John A. Grob & Winnie Grob 144 S. Tracy Wichita, Kansas 67209 ✓ |
| 29 & N 20 ft of 30 | " | " | Leo F. Hamersky & Mary J. Hamersky 156 S. Tracy Wichita, Kansas 67209 ✓ |
| S 40 ft of 30 & N 40 ft of 31 | " | " | Jerald Stephens & Sharon L. Stephens 200 S. Tracy Wichita, Kansas 67209 ✓ |
| S 20 ft of 31 & all 32 | " | " | M. J. Fugate & Grayce I. Fugate 212 S. Tracy Wichita, Kansas 67209 ✓ |
| 33 & N 20 ft of 34 | " | " | Tommy Jennings & Patricia Jennings 222 S. Tracy Wichita, Kansas 67209 ✓ |
| S 40 ft of 34 N 40 ft of 35 | " | " | Robert G. Frick & Frances Marie Frick 230 S. Tracy Wichita, Kansas 67209 ✓ |
| 35, except N 40 ft | " | " | Walter P. Blake 240 S. Tracy Wichita, Kansas 67209 ✓ |
| 5 | A | Westbreeze 2nd | Leonard A. Hauserman 134 S. Bebe Wichita, Kansas 67209 ✓ |

ESTIMATE OF OFF-SITE STREET IMPROVEMENTS

TOWNE WEST SQUARE
WICHITA, KANSAS

APRIL 16, 1976

| Items | Towne West | City | STATE | "Others" | SUB Total | R.O.W. | TOTAL |
|--|--------------|------------|------------|-----------|--------------|--------|-----------|
| Keillogg Avenue (Highway 50): | | | | | | | |
| Transition east of West Street | \$ 31,972 | \$ 17,896 | \$ 41,750 | \$ -0- | \$ 58,654 | -0- | 59,654 |
| Maple & West Street Intersection | 9,528 | 34,111 | 320,442 | -0- | 315,003 | -0- | 315,003 |
| Keillogg & West Street | 20,526 | 50,577 | 142,540 | -0- | 203,543 | -0- | 203,543 |
| Keillogg & Tracy Intersection | 63,840 | 13,136 | 81,191 | -0- | 158,167 | -0- | 158,167 |
| Keillogg - from Tracy to 1-235 | 107,568 | 229,176 | 764,734 | -0- | 1,092,482 | -0- | 1,092,482 |
| Subtotal | | | | | | | |
| Maple Street: | | | | | | | |
| Transition east of West Street | \$ 31,972 | \$ -0- | \$ -0- | \$ -0- | \$ 31,972 | 9,319 | 41,291 |
| Maple & West Street Intersection | 9,528 | 69,528 | -0- | -0- | 79,056 | -0- | 79,056 |
| Maple & Tracy Intersection | 110,912 | -0- | -0- | -0- | 110,912 | 1,350 | 112,262 |
| Maple - from Tracy Street to 1-235 | 296,162 | 32,777 | -0- | -0- | 327,939 | 9,416 | 337,355 |
| Subtotal | 448,574 | 122,252 | -0- | -0- | 570,826 | 20,085 | 590,911 |
| West Street: | | | | | | | |
| Transition north of Maple Street | \$ 13,481 | \$ 13,481 | \$ -0- | \$ -0- | \$ 26,962 | 9,610 | 36,572 |
| West Street - from Maple to Taft Street | 60,006 | 60,006 | -0- | -0- | 120,012 | -0- | 120,012 |
| West Street Intersection | 67,778 | 2,777 | -0- | -0- | 70,555 | -0- | 70,555 |
| Transition south of Keillogg Avenue | 142,093 | 9,484 | 10,444 | -0- | 151,555 | 33,882 | 185,437 |
| Subtotal | 283,358 | 85,748 | 10,444 | -0- | 379,550 | 43,492 | 423,042 |
| Tracy Street: | | | | | | | |
| Tracy Street from Maple to Taft Street (67 ft.) | \$ 116,008 | \$ -0- | \$ -0- | \$ 44,620 | \$ 160,628 | -0- | 160,628 |
| 40 ft. wide | 40,000 | -0- | -0- | -0- | 40,000 | -0- | 40,000 |
| Tracy, 60 ft. wide | 89,221 | 15,037 | -0- | -0- | 104,258 | -0- | 104,258 |
| Tracy Street - from Taft Street to Keillogg Avenue | 280,895 | 15,037 | -0- | 44,620 | 340,552 | 5,561 | 346,113 |
| Subtotal | | | | | | | |
| Taft Street: | | | | | | | |
| Transition east of West Street | \$ 41,288 | \$ -0- | \$ -0- | \$ -0- | \$ 41,288 | -0- | 41,288 |
| Taft & Florence Street Intersection | 2,283 | -0- | -0- | -0- | 2,283 | -0- | 2,283 |
| Taft Street - from Florence Street to Tracy Street | 7,501 | -0- | -0- | 54,287 | 61,788 | 9,350 | 71,138 |
| 40 ft. wide | 38,437 | -0- | -0- | -0- | 38,437 | -0- | 38,437 |
| Subtotal | 51,072 | -0- | -0- | 54,287 | 105,359 | 9,350 | 114,709 |
| GRAND TOTAL: | | | | | | | |
| | \$ 1,030,202 | \$ 506,032 | \$ 775,223 | \$ 98,907 | \$ 2,410,344 | 83,717 | 2,493,961 |

① 15% BY TOWNE WEST
15% BY CITY
70% BY STATE

* - 1/2 intersection & signal
** - including signal
*** - 1/2 intersection & signal

Furnished by Shaffer 6/3/76

ESTIMATE OF OFF-SITE STREET IMPROVEMENTS:

TOWNE WEST SQUARE
MICHOTA, KANSAS
APRIL 16, 1976

Handwritten notes:
2-3-9-201
N-3-9-201
N-3-9-201

Handwritten notes:
1/2 Intersection & signal
** - including signal
*** - 1/2 Intersection & signal

| Items | Off-Site Improvements | Towne West | City | "Others" | Total |
|--|-----------------------|---------------|------------|-----------|--------------|
| KEILLOG AVENUE (Highway 50): | | | | | |
| Transition east of West Street | \$ 59,654 | | \$ 59,654 | \$ - | \$ 59,654 |
| Keillogg - West of West Street | 315,703 | | 315,703 | - | 315,703 |
| Keillogg - West to Tracy Street | 87,283 | 203,803 | | - | 291,086 |
| Keillogg & Tracy Intersection | 87,283 | 67,461 | | - | 154,744 |
| Keillogg - from Tracy to I-235 | 425,602 | 173,602 | 20,000 | - | 619,204 |
| Subtotal | \$ 1,092,485 | \$ 428,066 | \$ 279,556 | \$ - | \$ 1,092,483 |
| Maple Street: | | | | | |
| Transition east of West Street | \$ 31,972 | | | \$ - | \$ 31,972 |
| Maple & West Street Intersection | 79,056 | 9,528 | 69,528* | - | 79,056 |
| Transition east of West Street to Tracy Street | 110,912 | 110,912 | - | - | 110,912 |
| Maple & Tracy | 12,714 | 42,734 | - | - | 55,448 |
| Maple - from Tracy Street to I-235 | 82,114 | 101,521,724** | 1/2 mile | - | 183,635 |
| Subtotal | \$ 286,768 | \$ 264,704 | \$ 71,252 | \$ - | \$ 570,826 |
| West Street: | | | | | |
| Transition north of Maple Street | \$ 13,481 | | | \$ - | \$ 13,481 |
| West Street - from Maple to Taft Street | 60,006 | 1,778 | 2,777** | - | 64,557 |
| West & Taft Intersection | 3,555 | 67,828 | 67,829 | - | 74,912 |
| West Street - from Taft Street to Kellogg Avenue | 135,657 | 7,474 | 7,474 | - | 143,131 |
| Transition south of Kellogg Avenue | 14,948 | 149,567 | 151,567 | - | 166,515 |
| Subtotal | \$ 301,134 | \$ 301,134 | \$ - | \$ - | \$ 301,134 |
| Tracy Street: | | | | | |
| Tracy Street - from Maple to Taft Street (67 ft.) | \$ 116,008 | | | \$ 44,620 | \$ 160,628 |
| Note: Tracy Street - from Maple to Taft Street - 40 ft. wide: \$89,241. | | | | | |
| Tracy & Taft Street Intersection | 55,027 | | 15,027 | - | 70,054 |
| Tracy Street - from Taft Street to Kellogg Avenue | 124,887 | 286,895 | 15,027 | 44,620 | 471,439 |
| Subtotal | \$ 340,722 | \$ 286,895 | \$ 30,054 | \$ 44,620 | \$ 682,291 |
| Taft Street: | | | | | |
| Taft Street - from West Street to Florence Street | \$ 41,288 | | | \$ - | \$ 41,288 |
| Taft & Florence Street Intersection | 2,283 | 2,283 | - | - | 4,566 |
| Taft Street - (40 ft.) - from Florence Street to Tracy Street | 61,788 | 7,501 | - | 54,287 | 123,576 |
| Note: Taft Street - from Florence Street to Tracy Street - 40 ft. wide: \$54,287 | | | | | |
| Subtotal | \$ 105,359 | \$ 105,359 | \$ - | \$ 54,287 | \$ 164,995 |
| GRAND TOTAL: | \$ 2,410,344 | \$ 98,907 | \$ 621,499 | \$ 98,907 | \$ 3,129,657 |

Handwritten: 622,535

Handwritten: L-K 5-28-76

Handwritten: L-K 5-18-76

week.

Form of report needed for
PC agenda to resolve
issue.

Memo PC -

✓ Review of action 3-15?"

cc Smith
PW - Bony, Jim
Cowan

✓ Freeway Section

Individuals affected

- Cost est
- financing alt.
- meeting w/ State
- alt Safety
Traffic Study

✓ Design problem
Twin 4 - on Kellogg / overhead Road -

~~Transit~~ Transition - Kellogg

" - West St S of McComick

" " N of Maple

" maple E of West

✓ **K** - main - 3rd lane

* Town & Country - all design - (12 not done)

* State Highway Property -
Precision methods

- Precision data needed for BCC
- using
- last alternative

Right-of-way (need R/W map 3rd detail - 12 not general)
Estimates, methods of obtaining

Construction costs

map color or pattern showing cost by section - 12 not.

- Estimates - method of obtaining
- ~~method~~ method of determining base for assessing costs
 - Those who have already paid for connect also
 - " " " " " " " "
 - " " " " " " " "
 - " " " " " " " "
 - off-site ~~development~~ cost Developer / City at large split

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

April 6, 1976

TO Files

FROM Robert A. Lakin, Director of Planning

SUBJECT DP-71 - Towne West Square

At a meeting held on March 31, 1976, Wulz, Lakin, Linn, Kingdon, Schaefer, and Friesen, met to discuss potential financing on the street improvements related to Towne West CUP. Attached is a copy of the initial cost estimates prepared by Law-Kingdon. These cost estimates are based on the geometrics of March 17, 1976, and do not include the extra transition requested by Graves on Kellogg, West, and Maple. Costs also do not include right-of-way. Law-Kingdon cost estimates assume maximum salvage of existing pavements. Intersection costs include signals, lights, and incidental drainage. Note: Not all intersections include signalization.

Dick Linn was asked by the Manager to provide historic breakdown on Towne East cost allocations relative to Kellogg and Rock Road. Based on the discussion, it was the Manager's recommendation that the following financing formula be followed. It is assumed that this is tentative until final costs can be determined, including the financing capacity for both the developer and the City of Wichita.

On Maple Street all costs will be the developer's, except that the south 1/2 of the Taft/Maple intersection, will be paid for by the City of Wichita, plus the traffic signalization at Maple and West Street.

Tracy from Maple to Taft would be paid for by assessing 20 1/2 feet of pavement along the east side as part of a benefit district. The balance for the remaining pavement, west half and cost of channelization, would be the developer's.

Tracy from Taft to Kellogg would be a special assessment of 5 feet to K-Mart benefit district to the east and 5 feet as a benefit district to the west, including Precision Pattern. As a part of the benefit district to the east, in the event a third northbound lane is built, the north 3/4, plus or minus (that determined not necessary as the transition from the service roads to Tracy), would be assessed to a benefit district on the east. The developer would be required to pay all of the balance of the pavement, including all channelization, and for the south 1/4, plus or minus, of the east third northbound lane.

Page 2 - Files - DP-71 Towne West Square
April 6, 1976

Taft from West to Florence Street would have an additional 5 feet of pavement assessed to the north and an additional 5 feet for the pavement assessed to the south as a benefit district, with the balance of the improvement cost to the developer.

Taft from Tracy to Florence would be assessed 20 feet to the north and 20 feet to the south as a part of the benefit district, with the balance to the developer. The intersection cost at Taft and Florence would be developer's cost. The east half of the Tracy/Taft intersection would be to the City at large. Any traffic signalization which may be required at the Taft/Tracy intersection would be the developer's cost.

West Street Signals at the intersection of West and Taft would be City at large. From a point north of the north side of Kellogg (east side), for the entire length of the improvement along West Street, and from a point along the north line of the east extension of McCormick southerly, the cost for the improvements of West Street would be allocated 50% to the developer and 50% City at large.

On U. S. 54, it was determined that an effort should be made to request the State to fund, along with the Federal government, the development of the freeway section from I-235 to an area east of West Street. As a second alternate, that the State should be requested to participate in the entire improvement from I-235 to east of West Street as an upgraded arterial in the amount of 70-30. As a third alternate, that the State should be requested to participate 70-30 in those areas delineated in orange on the discussion document used at the March 31, 1976 meeting. The orange areas on that drawing include the Kellogg and Tracy intersection (south half), and include the Kellogg/West Street intersection, with the west point of the intersection being the beginning of full storage bays eastbound on Kellogg, all of U. S. 54 east of West Street, and the shortened dimensions on West Street (north line of McCormick easterly extension, and north right-of-way of Kellogg, east side), as the limits of the Kellogg intersection. In the final alternate, if we are unable to secure State or Federal participation, the yellow then would be the cost of the developers, with the orange being City of Wichita cost, except: a) only the south half of Kellogg and Tracy intersection would be included; and b) whatever transition is required east of West Street along U. S. 54 would be City of Wichita cost. Signalization of the intersection of Kellogg and West would also be City of Wichita cost.

All of the balance of the project, including medials, service roads, main lanes and widening, would be the cost of the developer. This would be nominally then shown in yellow as indicated on the March 31, 1976 plan.

Page 3 - Files - DP-71 Towne West Square
April 6, 1976

All rights-of-way costs would be allocated on the same basis as street improvement costs.



Robert A. Lakin
Director of Planning

RAL:ber
Attachment

cc: Ralph Wulz, City Manager, w/a
Ray Bruggeman, Director of Public Works, w/a
Paul Graves, City Traffic Engineer, w/a
Dick Linn, City Engineer, w/a
Jack Galbraith, Chief Planner, w/a
Willard Stockwell, Chief Planner, w/a
James R. Schaefer, Attorney, w/a
R. J. Kingdon, Architect, w/a

ESTIMATE OF OFF-SITE STREET IMPROVEMENTS

TOWNE WEST SQUARE
WICHITA, KANSAS

MARCH 17, 1976

+ Right-of-Way
Costs

| Items | OFF-Site Improvements |
|--|--------------------------|
| <u>Kellogg Avenue (Highway 54):</u> | |
| Transition east of West Street | |
| * Kellogg & West Intersection - distance? includes clearance into | \$ 32,823 |
| Kellogg - West to Tracy Street | 301,924 |
| Kellogg & Tracy Intersection | 205,959 |
| Kellogg - from Tracy to I-235 | 87,944 |
| Subtotal | 418,335 |
| | \$1,046,985 |
| <u>Maple Street:</u> | |
| Transition east of West Street distance? | |
| Maple & West Street Intersection | \$ 31,972 |
| Maple - from West Street to Tracy Street | 79,056 |
| Maple & Tracy Intersection | 110,128 |
| Maple - from Tracy Street to I-235 | 54,658 |
| Subtotal | 294,992 |
| | \$ 570,806 |
| <u>West Street:</u> | |
| Transition north of Maple Street | |
| West Street - from Maple to Taft Street | \$ 26,962 |
| West & Taft Intersection | 120,012 |
| West Street - from Taft Street to Kellogg Avenue | 3,555 |
| Transition south of Kellogg Avenue | 118,669 |
| Subtotal | 6,958 |
| | \$ 276,156 |
| <u>Tracy Street:</u> | |
| Tracy Street from Maple to Taft Street (67 ft.) new | \$157,216 |
| Note: Tracy Street from Maple to Taft Street - 40 ft. wide: \$89,241 | |
| Tracy & Taft Street Intersection | 61,848 |
| Tracy Street - from Taft Street to Kellogg Avenue, except K-Mart lane - widen | 70,043 |
| Tracy Street - from Taft Street to Kellogg Avenue (K-Mart lane) | 23,702 |
| Subtotal | |
| | \$ 312,809 |
| <u>Taft Street:</u> | |
| Taft Street - from West Street to Florence Street | \$ 41,288 |
| Taft & Florence Street Intersection | 2,285 |
| Taft Street - from Florence Street to Tracy Street (49 ft.) | 61,788 |
| Note: Taft Street - from Florence Street to Tracy Street - 40 ft. wide: \$54,287 | |
| Subtotal | |
| | \$ 105,359 |

GRAND TOTAL

\$2,312,115

a handle re-signification

o city pay for paving cost but Dardner pay 2000 1/2 + sign

WELLSVILLE
 \$ WEST
 100% BY TOWNE WEST

| TOWNE WEST | CITY | OTHERS | TOTAL |
|----------------|----------------|---------------|-----------|
| 32,823 | 301,924 | | |
| 205,989 | 87,944 | | |
| <u>418,335</u> | <u>389,868</u> | - 0 - | 1,046,985 |
| 657,117 | | | |
| 31,972 | 79,056 | | |
| 110,128 | 54,658 | | |
| <u>294,992</u> | <u>133,714</u> | - 0 - | 570,806 |
| 437,092 | | | |
| 26,962 | 3,555 | | |
| 120,012 | | | |
| <u>118,669</u> | <u>3,555</u> | - 0 - | 276,156 |
| 6,958 | | | |
| 272,601 | | | |
| 112,596 | | ① 44,620 | |
| | 61,848 | | |
| 70,043 | | ② 23,702 | |
| <u>182,639</u> | <u>61,848</u> | <u>68,322</u> | 312,809 |
| 41,288 | 2,283 | | |
| 7,501 | | ③ 54,287 | |
| <u>48,789</u> | <u>2,283</u> | <u>54,287</u> | 105,359 |

\$1,598,238 #591,268 #122,609 #2,312,115
 64.17% 25.67% 5.3% 100%
 ① Starbuck 44,620.00
 ② K-Mart 23,702.00
 ③ Drive-In 27,143.50
 K-Mart 27,143.50

7 CENLOG & INC - 1
 50% by TOWNE WEST
 50% by City of Wichita

②

| TOWNE WEST | CITY | OTHERS | TOTAL |
|-----------------------|-----------|----------|-----------|
| 16,412 | 16,411 | | |
| 102,980 | 301,924 | | |
| 209,167 | 102,979 | | |
| 528,559 | 87,944 | | |
| | 209,168 | - 0 - | 1,046,985 |
| 31,972 | 79,056 | | |
| 110,128 | 54,658 | | |
| 294,992 | | | |
| 437,092 | 133,714 | - 0 - | 570,806 |
| 13,481 | 13,481 | | |
| 60,006 | 60,006 | | |
| 59,335 | 3,555 | | |
| 3,479 | 59,334 | | |
| 136,301 | 3,479 | - 0 - | 276,156 |
| 112,596 | | ① 44,620 | |
| 70,043 | 61,848 | ② 23,702 | |
| 182,639 | 61,848 | 68,322 | 312,809 |
| 41,288 | 2,283 | | |
| 7,501 | | ③ 54,287 | |
| 48,789 | 2,283 | 54,287 | 105,359 |
| 1,133,380 | 1,056,126 | 122,609 | 2,312,115 |
| 49.0% | 45.7% | 5.3% | 100% |
| ① Star Line 49,620.00 | | | |
| ② K-Mart 23,702.00 | | | |
| ③ Drexler 54,287.00 | | | |

KOLLOGG 24% by TOWNE WEST (3)
76% by City of Wichita

WEST 8% by TOWNE WEST
92% by City of Wichita

| TOWNE WEST | CITY | OTHERS | TOTAL |
|------------------------|-----------|------------|-----------|
| 7,877 | 24,946 | | |
| 49,430 | 301,924 | | |
| 100,400 | 156,529 | | |
| 157,707 | 87,944 | | |
| | 317,935 | - 0 - | 1,046,985 |
| 31,972 | 79,056 | | |
| 110,128 | 54,658 | | |
| 294,992 | | | |
| 437,092 | 133,714 | - 0 - | 570,806 |
| 2,157 | 24,805 | | |
| 9,601 | 110,411 | | |
| 9,494 | 3,553 | | |
| 557 | 109,175 | | |
| 21,809 | 6,401 | | |
| | 254,347 | - 0 - | 276,156 |
| 112,596 | | (1) 44,620 | |
| | 61,848 | | |
| 70,043 | | (2) 23,702 | |
| 182,639 | 61,848 | 68,322 | 312,809 |
| 41,288 | 2,283 | | |
| 7,501 | | (3) 54,287 | |
| 48,789 | 2,283 | 54,287 | 105,359 |
| 848,036 | 1,341,470 | 122,609 | 2,312,115 |
| 36.7% | 58.0% | 5.3% | 100% |
| (1) Starbuck 44,620.00 | | | |
| (2) K-Mart 23,702.00 | | | |
| (3) Drive-in 54,287.00 | | | |

REVISED TABLE II
1978 AND 1985 FORECASTED TRAFFIC

| Location | 1978 Shopping | | | 1985 Shopping | | | Percent S.C. of Total |
|---------------------------|---------------|--------|--------|---------------|--------|--------|--------------------------|
| | Highway | Center | Total | Highway | Center | Total | |
| Kellogg east of West St. | 33,274 | 13,462 | 46,736 | 43,786 | 13,462 | 57,248 | 24% |
| Kellogg west of West St. | 32,017 | 11,539 | 43,556 | 42,132 | 11,539 | 53,671 | 22% |
| Kellogg east of I-235 | 34,253 | 15,386 | 49,639 | 45,076 | 15,386 | 60,462 | 25% |
| West St. north of Maple | 25,697 | 3,846 | 29,505 | 33,816 | 3,846 | 37,662 | 24.9% |
| West St. south of Maple | 24,003 | 1,923 | 25,926 | 31,885 | 1,923 | 33,508 | 10% |
| West St. north of Kellogg | 19,211 | 2,693 | 21,904 | 25,281 | 2,693 | 27,974 | 6% |
| West St. south of Kellogg | 16,196 | 770 | 16,966 | 21,312 | 770 | 22,082 | 10% |
| Maple east of West St. | 8,643 | 1,154 | 9,797 | 11,374 | 1,154 | 12,528 | 4% |
| Maple west of West St. | 8,178 | 3,079 | 11,257 | 10,761 | 3,079 | 13,840 | 5% |
| Maple east of I-235 | 6,704 | 3,846 | 10,550 | 8,822 | 3,846 | 12,668 | 9% |
| | | | | | 8,079 | 39,036 | 22% |
| | | | | | | | 30% |
| | | | | | | | 21% |

NOTE:

The above Table II is based on data from the TOWNE WEST SQUARE TRAFFIC STUDY, Traffic Engineering Division, City of Wichita, dated May, 1975. The revised Table II reflects a reduction in size of the shopping complex.

18.77%

+ TNET

+ TRACY

DP-71-261 Notices to adjoining property owners and other interested
Parties mailed 6/4/76 for the MAPC meeting of 6-10-76

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 North Main Street
Wichita, Kansas 67202
268-4421

June 4, 1976

NOTICE TO ADJOINING PROPERTY OWNERS AND OTHER INTERESTED PARTIES

Subject: DP-71 - Towne West Square C.U.P.

The matter of street improvements in the Towne West Area will be discussed by the Metropolitan Area Planning Commission at its regular meeting of June 10, 1976. This item will not be taken up prior to 4:00 p.m. The meeting will be held in the City Commission Room, City Hall, First floor, 455 North Main Street, Wichita, Kansas.

Discussion will include reviewed geometric of the various streets (Kellogg, West, Maple, Taft and Tracy), as well as any intersecting streets north of Maple. Also to be discussed is the cost of the various improvements and the method of paying for them. A staff report has been prepared and is available on request from my office, Tenth floor, City Hall.

Robert A. Lakin
Secretary

THE CITY OF WICHITA
OFFICE OF CITY TRAFFIC ENGINEER

DATE April 28, 1976



ATTACHMENT B

TO Robert A. Lakin, Director of Planning
FROM William G. McKinley, Assistant Traffic Engineer

SUBJECT Towne West Square

With regard to your memo of April 19 regarding Towne West Square, I believe this item was discussed in the early analysis of Towne West by both the developer's consultant, the Kansas Department of Transportation, and staff of the City of Wichita. At that time, we were talking about the possibilities of this segment being a freeway segment from I-235 through the Kellogg and West intersection. Some of the possible ways of accomplishing this are by way of direct left hand off-ramps or flyovers similar to one on a development back east which I think was referred to as The Landing. From this direct route, we then discussed some routes which weren't quite as direct such as maybe using the Texas U-turn concept, or a tunnel under Kellogg somewhere in the vicinity of Tracy.

In order of priority, of course, the direct left turnoff flyover into the shopping center would have the greatest traffic carrying capacity while the Texas U-turn or tunnel under Kellogg would be an improvement over existing and possibly the proposed design although it would require rather sharp lefthand turns. Also the travel distance of the Texas U-turn would probably be an adverse distance due to the ramp locations at I-235 and Kellogg. In other words, the Texas U-turn concept or tunnel concept under Kellogg probably would have to be located someplace east of Tracy, thereby requiring eastbound traffic on Kellogg to proceed by the site and then turn around to go back to the site by way of the frontage road system on the south and north sides of Kellogg.

On one of the earlier consultant sketches, the actual Texas U-turn concept would be accomplished within the interchange of Kellogg and West Street which would obviously require the traffic to travel at least a half mile further than what is presently indicated.

Of course, it has always been the desire of the City of Wichita and the Kansas Department of Transportation to upgrade this segment of Kellogg to freeway standards. I believe it was decided by all parties concerned that the earliest possible funding for this freeway segment would be sometime around 1985. In my opinion, any proposed improvement for this segment of Kellogg to anything which approaches a freeway standard such as separation of the Kellogg/Tracy or Kellogg/West interchange would require considerable expenditures beyond those presently estimated for the improvements for the Towne West site. It would also require a great deal of additional right-of-way which does not presently show on any of the proposed improvement plans.



Robert A. Lakin

Page 2

April 28, 1976

I believe it was for these reasons that the proposed interim plan for Towne West was developed as a stop gap improvement measure until adequate funding could be provided to upgrade this facility to freeway standards.

One of your questions dealt with regard to service capacity. Without a doubt, the left turn off-ramp flyover concept would provide a high level of service into and out of the center, although the probable high cost associated with this type of facility would be prohibitive at this time. Hopefully, these comments will give you some basis to draw your conclusions with regard to the Traffic Commission's and Planning Commission's comments.

William G. McKinley
William G. McKinley
Assistant Traffic Engineer

WGM/gj
cc:R. W. Bruggeman

June 1, 1976

Ray Bruggeman, Director of Public Works

Robert A. Lakin, Director of Planning

Towne West Cost Estimates

Attached are Towne West street improvement cost estimates furnished by the Law-Kingdon Company. I haven't had time to review these in depth, but it appears that they are not assigning any cost locally, either to the City or to Towne West, for the Kellogg Street improvements. This, obviously, is not realistic, but I, frankly, do not have any feel for the degree to which the State will participate.

I will be back in touch as soon as I have had a chance to review the material.

Robert A. Lakin
Director of Planning

RAL:ber
Attachment

cc: Dick Linn, City Engineer
Paul Graves, City Traffic Engineer
Robert Finch, City Manager (Interim)

Do not release
Appraisal data unless
Approved by RAL or
J.J.

R. Lakin
6-3-76

Law / Kingdon, P.A.

Architects / Engineers / Planners
Construction Managers / Consultants

May 28, 1976

Mr. Robert A. Lakin
Director of Planning
Metropolitan Area Planning Dept.
City Hall
455 N. Main Street
Wichita, Kansas 67202

Re: Towne West Square
Wichita, Kansas

Dear Bob:

Pursuant to your request of May 11, 1976, we are now transmitting to you the estimates for the needed right of ways acquisitions as well as the estimates of the off-site street improvement costs.

Very truly yours,

LAW/KINGDON, P.A.

H.L. Berger
H.L. Berger, F.A.R.A.
Architect

HLB:tc

Enclosure

cc: Mr. Jim Schaefer
Mr. Bob Friesen
Mr. B.J. Kingdon



JESSE W. JOHNSON

REAL ESTATE APPRAISAL SERVICE
2608 COOLIDGE AVENUE Temple 8-3414
WICHITA, KANSAS 67204

Member American Institute of
Real Estate Appraisers

Senior Member Society of
Residential Appraisers

May 22, 1976

Mr. James R. Schaefer
Holmes, Moller, Schaefer & Compton
800 Brown Building
Wichita, Kansas 67202

Re: Towne West street improvements

Dear Mr. Schaefer:

In accordance with your recent request for me to make preliminary estimates of the fair market value of partial takings of land, and remainder damages, if any, for right of way requirements for street purposes surrounding the proposed Towne West Shopping Center, I have viewed the properties and made analyses of matters pertinent to the estimation of the values.

Further, the assignment for these appraisal estimates was not to require an in depth condemnation appraisal of the properties, with before and after value estimates, but rather the closest approximation of fair market value as possible by the method of viewing the properties, obtaining property information from public records, research for market information, relying on much prior experience in the condemnation field, etc.

The purpose of the appraisals is the estimate of a fair market value for property taken, together with damage to remainders, if any. The value estimates in this appraisal are based on the most widely accepted definition of market value, that is, the highest price paid in terms of money which the property will bring if exposed in the open market, allowing a reasonable time to find a purchaser who buys with knowledge of all the uses to which it is adapted and for which it is capable of being used.

In my opinion, the fair market value estimates of the subject properties, as of May 22, 1976, are the following:



Mr. James R. Schaefer

-2-

May 22, 1976

| | | | |
|------------------------|-------|----|----------------------|
| | | | 783 |
| Tract | #M-1 | \$ | 1,873.75 |
| | #M-2 | | 1,095.00 |
| | #M-3 | | 4,398.75 |
| | #M-4 | | 2,138.50 |
| | #M-5 | | 1,350.00 |
| | #M-6 | | omitted |
| | #M-7 | | 1,147.00 |
| | #M-8 | | 2,172.50 |
| | #M-9 | | 3,000.00 |
| | | | <u>20,085.50</u> |
| | | | 20,175.50 |
| Tract | #T-1 | | omitted |
| | #T-2 | | 4,451.96 |
| | #T-3 | | 1,103.60 |
| | #T-4 | | 5,350.23 |
| | | | <u>14,910.79</u> |
| Tract | #W-1 | | 1,950.00 |
| | #W-2 | | 1,200.00 |
| | #W-3 | | 6,460.00 |
| | #W-4 | | omitted |
| | #W-5 | | 8,588.00 |
| | #W-6 | | 5,576.00 |
| | #W-7 | | 420.00 |
| | #W-8 | | 6,959.00 |
| | #W-9 | | 4,390.00 |
| | #W-10 | | 2,212.50 |
| | #W-11 | | 4,811.08 |
| | #W-12 | | 1,025.00 |
| | #W-13 | | 812.50 |
| | #W-14 | | 2,347.00 |
| | #W-15 | | 1,970.00 |
| | | | <u>46,721.86</u> |
| TOTAL PROJECT ESTIMATE | | \$ | <u>83,617.37</u> |

Respectfully submitted,

Jesse W. Johnson
Jesse W. Johnson
M. A. I. S. R. P. A.

bdr

TRACT #M-1

(a) Ownership - Mary K. C. McMurray - 4612 West Maple

Legal - W 78' of the S 210' Lot 15, McComas Acres.
78 FF x depth of 210' (Facing Maple Street)
and, N 156' Lot 15, McComas Acres.
156 FF x depth of 302.75' (Facing Anna Ave.)
Key # D-9157 & D-9158 Respectively

Improvements - D-9157 - Evergreen Motel
1-1 story C.B. & Frame Bldg., 1616 s.f. with 8 units
1-1 story Frame Bldg., 694 s.f. with 2 units
1-1 story Frame Bldg., 384 s.f. with 2 units
1-1 story Frame, formerly service station
and old 504 s.f.

Improvements - D-9158 - Trailer Court
2 story frame building, used for storage, pump
and wash house, and 24' x 32'. Also 13 trailer
parking pads.

(b) Ownership - Grace F. Wimp, et al - 4608 West Maple

Legal - Lot 15, except W. 78' of the S. 210'; and, except
N. 156', McComas Acres. 224 FF on Maple Street
by depth of 210'. Key # 7156

Improvements -
1-1 story C.B. Building, 576 s.f.
1-1 story Frame Residence, 4 rms., 1 bath, 850 s.f.,
and attached 1 car garage
1-1 story Frame Residence, 2 rms., 1 bath, 383 s.f.
8 Trailer parking pads.

Land Taken

McMurray Property, Maple Street Frontage - 10' x 78' - 780 s.f.
Wimp Property, Maple Street Frontage - 10' x 224.75' - 2247.5 s.f.

Zoning - Light Commercial Designation

TRACF # M-1 - Continued

Estimate - Land Taken & Damages, if any:

| | | | |
|-----|----------------------------------|---------------|-------------------|
| (a) | Mary H. C. McMurray Parcel | | |
| | Land taken, 780 s.f. @ \$0.50 | 390.00 | |
| | Old Brick Planter | <u>25.00</u> | \$ 415.00 |
| (b) | Winn Parcel | | |
| | Land taken, 2217.5 s.f. @ \$0.50 | 1,108.75 | |
| | Neon Sign* | <u>215.00</u> | 1,368.75 |
| | Total Estimate | | <u>\$1,783.75</u> |

* All sign moving throughout report is to a different position on the subject property, and not to be construed as re-establishing the sign at a different property location.

TRACT #M-2

Ownership - Delbert I. Schulte, etux - 4600 West Maple

Legal - E. 107' of the S. 223.65' Lot 14, McComas Acres, except
N. 50' - 107 FF on Maple x depth along Young Street,
173.65'. Key # 9156

Improvements -

One story brick veneer & frame dwelling, 100% basement,
wood shingle roof, hardwood floors, gas F.P., carpeting,
7 rooms, 1 bath & extra lavatory, FA gas furnace, central
A.C. - L.A. 2086 s.f. - Porch 160 s.f. - 1 car attached
garage - 288 sf.

Land Taken - Maple Street Frontage - 20' x 107' - 2140 s.f.

Zoning - Light Commercial Designation

Estimate - Land taken & Damages, if any:

| | |
|--------------------------------|--------------------|
| Land taken, 2140 s.f. @ \$0.50 | \$ 1,070.00 |
| Moving Sign | <u>25.00</u> |
| Total Estimate | \$ <u>1,095.00</u> |

TPAGE FM-3

(a) Ownership - Christ the King Church - NE corner Maple & Young

Legal - E. 99' of the W. 197.5' and the W. 98.5' of the S. 184'; both of Lot 7, McComas Acres, being adjacent parcels. Key #D-9128 with Maple St. Frontage 99' x 366' depth; and, Key #D-9130 with Maple St. Frontage 98.5' x 184' on Young St.

Improvement - Parking area, asphalt with striping for car stalls.

(b) Ownership - Starkey Dev. Center - 4430 Maple Street

Legal - E. 98.5' Lot 7, McComas Acres - being 98.5' on Maple Street by depth of 366'. (Key #D-9131)

Improvement

One story dwelling (1924) frame & stucco construction, 100% basement, composition roof, hardwood floors, 1 bath, 5 rooms, gas floor furnace, L. A., 841 s.f., detached 1 car garage.

One story brick storage shed 17' x 22'
one story CB dog kennel 10' x 55'
Conc. slab 20' x 32'
Conc. slab 20' x 32'

Land taken

Church Ownership - 20' x 195.5' - 3,950 s.f.
Starkey Dev. Center - 20' x 98.5' - 1,970 s.f.

Zoning - Light Commercial Designation

Estimate - Land Taken & Damages, if any:

| | | |
|-------------------------------------|-----------------|-------------------|
| (a) Christ the King Church Parcel | | |
| Land taken, 3950 s.f. @ \$0.50 | \$1,975.00 | |
| Striping, 13 spaces @ \$2.20 | 28.60 | |
| Paving, 17' x 197.5' - 3357.5 @ 42¢ | <u>1,410.15</u> | \$3,413.75 |
| (b) Starkey Dev. Center Parcel | | |
| Land taken, 1970 s.f. @ \$0.50 | | <u>985.00</u> |
| Total Estimate | | <u>\$4,398.75</u> |

TRACT #M-1

Ownership - Starkey Development Center - NW corner Maple & Tracy

Legal - Lot 6, McComas Acres, being 305.5' on Maple by
depth along Tracy 630'. Key #D-9127

Improvements - None

Land Taken - Maple Street Frontage - 29' x 305.5' - 6110 s.f.

Zoning - Light Commercial Designation

Estimate - Land Taken & Damages, if any:

Land taken, 6110 s.f. @ \$0.35 - \$ 2,138.50

TRACT #M-5

Ownership - Roy Carley - 4342 West Maple

Legal - Beg. 35.5' E of SW corner, SE/4 SE/4, N. 250'; E. 135'; S. 250'; W. to beg. Sec. 23-27S-1W, being 135' on Maple (Section Line) x depth along Tracy 250'. Key #6111-A.

Improvements -

One story frame dwelling (1923), 50% basement, wood siding, wood shingle roof, pine floors, 5 rooms & utility area, gas floor furnace, 1 bath, Living Area 960 s.f.; porch 140 s.f. - no garage.

Frame wash house (1940) 8' x 12'
Tool Shed (1950) conc. 10' x 10'
Machine Shed (1923) Frame 23' x 40'
Barn (1900-4) Frame 18' x 32'
Fruit Stand (1950) Frame 12' x 24'

Land Taken - Maple Street Frontage - 20' x 135' - 2700 s.f.

Zoning - Offices Designation

Estimate - Land Taken & Damages, if any:

Land taken, 2700 s.f. @\$0.50 - \$ 1,350.00

TRACT #M-7

Ownership - Sportcraft, Inc. - 3923 & 3939 W. Maple

Legal - Lots 7, 8, 9, 10, 11 & 12, Block 4, Quincy Addition,
being 140' on W. Maple by depth along West St. of 140'.
Lots 7 & 8 are under Key #D-8814 & 8815, plus Lot 6
that is included in Tract #M-8 immediately eastward.
Lots 9 through 12 are under Key #D-8816.

Improvements -

On Key #8816 - 1 story brick building, 72' x 100', or 7200 s.f.
Solid 13' brick wall - no basement - built-up roof -
conc. floor - plaster wall & celatex ceiling - 4 rooms,
2 restrooms, each with lavatory & water closet, unit
heaters and wall furnace - about 4200 s.f. of asphalt paving.

Land taken

Maple Street Frontage 10' x 140' - 1400 s.f.
2.5' x 20' - 50 s.f.
1450 s.f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

| | |
|-----------------------------------|--------------------|
| Land taken, 1450 s.f. @\$2.61 | \$ 3,784.50 |
| Asphalt paving, 1450 s.f. @\$0.25 | 362.50 |
| Total Estimate | <u>\$ 4,147.00</u> |

TRACT #M-8

Ownership - Sportscraft, Inc. 3915 West Maple

Legal - Lots 1, 2, 3, 4, 5 and 6, Block 4, Quincy Addition, being 150' on W. Maple by depth along Illinois Avenue of 185'. Lots 1 through 5 Key #D-8813 and Lot 6 is part of Key #D-8814 & 8915.

Improvements -

One story concrete block building (1940 & 1966)
non-basement, composition built-up roof, concrete floor,
FA gas & 2 unit heaters, 2 lavatories & 2 water closets.
Main section 2791 s.f. & addition 400 s.f.

Land Taken - Maple Street Frontage - 10' x 150' - 1500 s.f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

| | |
|-----------------------------------|--------------------|
| Land Taken, 1500 s.f. @\$1.00 | \$ 1,500.00 |
| Schlitz & "Go-Go" Sign | 335.00 |
| Asphalt Paving, 1350 s.f. @\$0.25 | <u>337.50</u> |
| Total Estimate | \$ <u>2,172.50</u> |

TRACT #M-9

Ownership - Lee E. Jackson - 3825 West Maple

Legal - Lots 5, 6, 7, 8, 9, 10, 11 and 12, Block 3, Quincy Addition.
Being 200 FF on West Maple by depth along Illinois Avenue
135' (SW /C of intersection)

Improvements - None

Land Taken - Maple Street Frontage - 20' x 200'

Zoning - Light Commercial Regulations

Estimate - Land Taken & Damages, if any:

Land Taken, 4000 s.f. @\$0.75 \$3,000.00

TRACT #1-2

(a) Ownership - William E. Bales - NE/C Kellogg Dr. & Tracy

Legal - Part of Lot 1, Blacs Addn., beg. at SW/C,
E. on South line 460', N 153', E. 20', North
to North line of Lot, West to NW Corner to
beg. D-28372-1 Plat shows 460' on Kellogg by
depth 178.34' on Tracy

Improvement -

One story building containg 7570 s.f., built in 1967.

Land Taken

21' x 20' - 420 s.f.
12' x 158.34' - 1700 s.f. 2320 s.f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

| | | |
|--------------------------------------|------------|-------------|
| Land Taken, 2320 s.f. @ \$1.50 | \$3,480.00 | |
| Striping, 17 parking spaces @ \$2.20 | 37.40 | |
| Moving 17 parking bumpers | 25.00 | \$ 3,542.40 |

(b) Ownership - D. E. Sanders, et al - 4200 West Kellogg - rear.

Legal - Lot 1, G. M. C. Addition. D-18592-1
Front on Tracy. 408.5' x depth of 439.55'.

Improvement - K-Mart Store Building

Land Taken - Average 6' x 143.66' - 861.96 s.f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

| | | |
|----------------------------------|-----------|--------|
| Land taken, 861.96 s.f. @ \$1.00 | \$ 861.96 | |
| Striping, 13 spaces at \$2.20 | 28.60 | |
| Moving 13 parking bumpers | 19.00 | 909.56 |

Total Estimate

\$ 4,451.96

TRACT 11-3

Ownership - B. Russell Bomhoff - 607 South Tracy

Legal - Lot 3, Westwind Addition - 87.9' x 287.5' D-28135

Improvements -

| | |
|--|------------|
| One story C.B. Building (1965) containing | 5529 s. f. |
| Addition to above, 1 story brick (1970) containing | 764 s. f. |
| One story C. B. Building (1962) containing | 2592 s. f. |
| Addition to next above (1972) containing | 6600 s. f. |

Land Taken

| | |
|--------------------------|--------------|
| Tracy Street Frontage | |
| 16' x 53.9' - 862.4 s.f. | |
| 34' x 4.3' - 146.2 s.f. | 1008.6 s. f. |

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages if any:

| | |
|--------------------------------|-------------------|
| Land taken, 1008.6 sf @ \$1.00 | \$1,008.60 |
| Paving taken | <u>100.00</u> |
| Total Estimate | <u>\$1,108.60</u> |

TRAC1 # I-4

Ownership - Westport Theatres, Inc. - 4200 Block Taft

Legal - N. 614.1' S. 630.6' W. 913' NE/4 NE/4 Exc. W-35' for Street,
Sec. 26-27S-1W. D-6122-45V-4. 614.1' x 630.6'.

Improvements -

One story brick, 1952, 2376 s.f.
Storage Shed - frame 12' x 20' - 240 s.f.
Screen - Masonite & Steel Frame
Ticket Booth - Brick and frame - 82 s.f.
Paving & Grading 250,000 s.f. (resurfaced 1959)
Fence - Wood stockade 7' high - 2400 L/F

Land Taken - Land along Taft - 23.5' x 601' - 14,123.5 s.f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

| | |
|------------------------------------|--------------------|
| Land Taken, 14,123.5 s.f. @\$0.35 | \$ 4,943.23 |
| Moving wood fence, 601' @\$7.00 | 4,207.00 |
| Moving 4 electric lane exit lights | <u>200.00</u> |
| Total Estimate | \$ <u>9,350.23</u> |

TRACT # W-1

Ownership - Roy Schoeb - 237 South West Street

Legal - Lot 3, Block 1, Westborough 2nd Addition - 60' x 134'
(Key #D-9775)

Improvements -

One story stucco frame and concrete block commercial building, non-basement, built-up roof, floors wood & tile, finish plaster board, forced air gas furnace - 3142 s. f. (Surplus Store)

Land Taken

West Street Frontage - 12' x 60' - 900 s. f.

Zoning - Light Industrial Regulations

Estimate - Land Taken and Damages, if any:

| | |
|-----------------------------------|--------------------|
| Land taken, 900 s. f. @\$1.75 | \$ 1,575.00 |
| Champs Sign, moving | 225.00 |
| Asphalt paving, 600 s. f. @\$0.25 | <u>150.00</u> |
| Total Estimate | \$ <u>1,950.00</u> |

TRACT #W-2

Ownership - Roy Schroebe - immediately south of W-1

Legal - Lot 2, Block 1, Westborough 2nd Addition,
60' x 134.87'. (Key # D-9774)

Improvements - None

Land Taken - West Street Frontage, 20' x 60' - 1200 s. f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

Land Taken, 1200 s. f. @\$1.00 \$1,200.00

TRACT #W-3

Ownership - Roy Schoeb - NW/C West & Maple Streets

Legal - Lot 1, Block 1, Westborough 2nd Addition
(Key # D-9773) Irregular shape

Improvements - Currently being developed, fast food facility.

Land Taken

| | | |
|-----------------------|-----------------|-------------------|
| West Street Frontage, | 10' x 150' - | 1,500 s.f. |
| Corner Taking, | 40' x 40' + 2 - | 800 s.f. |
| Maple Taking, | 10' x 110' - | <u>1,100 s.f.</u> |
| Total | | 3,400 s.f. |

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

Land Taken, 3,400 s.f. @ \$1.90 (Avg.) \$6,460.00

TRACT #W-5

Ownership - School Property - School Structure & Vacant Land Southward

Improvements -

North portion with 330.29 F. F. x depth along Taft Street of 365.88', improved with school facility.
South portion, adjacent with 218 F. F. by inside depth of 630', has strip across front improved with crushed rock and steel posts for parking.

Land Taken - 10' x 548.29' - 5,482.9 s.f.

Estimate - Land Taken & Damages, if any:

| | |
|---|-------------------|
| West Street Frontage, 5482 s.f. @\$1.50 | \$8,223.00 |
| Crushed Rock Parking, 2000 s.f. @\$0.12 | 240.00 |
| Move 40 steel posts | 40.00 |
| Moving Sign | 85.00 |
| Total Estimate | <u>\$8,588.00</u> |

TRACT #W-6

Ownership - Motor Machine & Supply - 583 South West Street

Legal - Beg. SE/4 NE/4 SE/4 NE/4, thence N. 122';
W. 330'; S. 122'; E. 330' to beg. Sec. 26-27S-1W
and strip adjoining on the South 30' x 102', being
Key #D-6122-40V - 122' x 330' and 30' x 102'.

Improvements -

One story concrete block and brick building,
one part 40' x 60' - 2400 s.f., and other
40' x 80' - 3200 s.f. Blacktop parking

Land Taken - 10' x 152' - 1520 s.f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

| | |
|--|-------------------|
| West Street Frontage - 1520 s.f. @\$2.50 | \$3,800.00 |
| Move Donrey Sign | 675.00 |
| Move Motor Machine & Supply Sign | 435.00 |
| Move General Truck Service Sign | 210.00 |
| Asphalt Paving, 1520 s.f. @\$0.30 | 456.00 |
| Total Estimate | <u>\$5,576.00</u> |

TRACT # W-7

Ownership - C. J. Lubbers, etux - 603-5-15 South West Street

Legal - C. J. Lubbers Addition (Lot 1) (D-29534), plus
small piece at front property line in street, 6' x 28'.

Improvements -

One story frame and concrete block building (1951)
1739 s.f. and one story metal building (1972) -
6300 s.f., paving asphalt 13000 s.f.
(Lubbers Auto Supply) - 1 story frame dwelling at
rear - 1422 s.f.

Land Taken - 6' x 28' - 168 s.f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

West Street frontage - 168 s.f. @ \$2.50 - \$420.00

TRACT #W-8

Ownership - D. E. Sauder, et al - 4012 West 54

Legal - Beg. 34.65' N. SE/C NE/4, W. 284'; N. 115.5';
E. 284'; S. to beg. SE/4 26-27-1W, except
C.C.A. 67701 - D-6122-40Y-1

Improvements - Used Car Office

Land Taken -

10' x 48' - 480 s.f.
25' x 25' - 1375 s.f.

Total 1855 s.f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

| | |
|--|-------------------|
| West Street Frontage & Corner, 1855 s.f. @\$3.00 | \$5,565.00 |
| Move 8 light standards | 520.00 |
| Move Dave Johnson Sign | 410.00 |
| Asphalt Paving, 1855 s.f. @\$0.25 | <u>464.00</u> |
| Total Estimate | <u>\$6,959.00</u> |

TRACT #W-9

Ownership - F. N. Booker - 550 South West Street

Legal - Lots 6 and 7, Block 1, Eureka Gardens - 150' x 150'
Key # D-6683 & D-6684

Improvements -

One story frame dwelling, 4 rooms, 1 bath,
gas floor furnace, 1008 s.f.; and,
One story metal building, 2016 s.f., paving 9200 s.f.

Land Taken - 10' x 150' - 1500 s.f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

| | |
|--|-------------------|
| West Street Frontage - 1500 s.f. @\$2.50 | \$3,750.00 |
| Asphalt Paving, 1500 s.f. @\$0.25 | 375.00 |
| Move "Dreamer" Sign | 165.00 |
| | <hr/> |
| Total Estimate | <u>\$4,290.00</u> |

TRACT #W-10

Ownership - James W. Thompson - 604-16-22 South West Street

Legal - Lot 8, Block 1, Eureka Gardens - 75' x 150'
Key # D-6685

Improvements -

One story brick and concrete block building (1960+)
Unit Heaters - 8 plumbing fixtures - 3 rooms - 2800 s.f.
Paving Asphalt 4900 s.f.

Land Taken - 10' x 75' - 750 s.f.

Zoning - Light industrial regulations

Estimate - Land Taken & Damages, if any:

| | |
|---|-------------------|
| West Street Frontage - 750 s.f. @\$2.50 | \$1,875.00 |
| Move Auto Parts Sign | 150.00 |
| Asphalt Paving, 750 s.f. @\$0.25 | 187.50 |
| Total Estimate | <u>\$2,212.50</u> |

TRACT # W-11

Ownership - James W. Thompson - 630-34 South West Street

Legal - Lots 9 and 10, Block 1, Eureka Gardens - 159.13' x 150'
D-6686 & D-6687

Improvements - One story commercial building, Metal, 4689 s.f. (1963)

Land Taken - 10' x 159.13' - 1591.3 s.f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

| | |
|---|-------------------|
| West Street Frontage, 1591.3 s.f. @\$2.50 | \$3,978.25 |
| Asphalt Paving, 1591.3 s.f. @\$0.25 | 397.83 |
| Move Brooder House West Sign | <u>435.00</u> |
| Total Estimate | <u>\$4,811.08</u> |

TRACT #W-12

Ownership - C. W. Klein, et al - 666 South West Street

Legal - Lot 1 and the W. 10' Lot 2, and E. 5' of W. 15'
N. 136.53' Lot 2, Parkway Addition. D-13086 & D-13087-1A
Irregular shaped land, approx. 19,089 s.f.

Improvements - Phillips '66" Service Station Building, 28' x 54'

Land Taken - 20' x 20' \div 2 - 200 s.f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

| | |
|--|------------------|
| West Street Corner of Kellogg - 200 s.f. @\$3.00 | \$ 600.00 |
| Asphalt Paving, 200 s.f. @\$0.25 | 50.00 |
| Move Scotties Muffler Sign | 245.00 |
| Move Flood Light | 130.00 |
| Total Estimate | <u>\$1025.00</u> |

TRACT #W-13

Ownership - Berry Properties - 922 South West Street

Legal - Lot 1, Los Coyas Addition, except Part for Hy GCA-48914
65' x 190' avg. (D-8312)

Improvements - None

Land Taken - 10' x 65'

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

West Street Frontage - 650 s.f. @\$1.25 \$812.50

TRACT #W-14

Ownership - Berry Properties - 930 South West Street

Legal - Lot 2, Los Coyas Addition - D-8313 - 150' x 340'

Improvements - Industrial complex of buildings

Land Taken - 10' x 150'

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

| | |
|---|-------------------|
| West Street Frontage, 1500 s.f. @\$1.25 | \$1,875.00 |
| Asphalt Paving, 1500 s.f. @\$0.30 | 450.00 |
| Stall striping, 10 stalls @\$2.20 | <u>22.00</u> |
| Total Estimate | <u>\$2,347.00</u> |

TRACI # W-15

Ownership - Ed Dunn & Sons, Sign Co., Inc. - 933 South West Street

Legal - Beg. 13.5 rods South NE/Corner SE/4, S. 88'; W. 30 rods, N. 88', and E. 30 rods to beginning, Section 26, Twp. 27, 1 West. D-18466-17H, being 88' of frontage on South West Street by depth along the south side of Irving Street 465'.

Improvements -

Old one story brick veneer dwelling at front of land, 5 rooms, 1 bath, forced air gas furnace, with living area of 1057 s.f.
One story metal structure, almost new, containing approximately 9360 s.f.

Land Taken - 10' x 88' - 880 s. f.

Zoning - Light Industrial Regulations

Estimate - Land Taken & Damages, if any:

| | |
|---|-------------------|
| West Street Frontage, 880 s. f. @\$1.25 | \$1,100.00 |
| Moving Sign | <u>870.00</u> |
| Total Estimate | <u>\$1,970.00</u> |

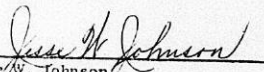
APPRAISER'S CERTIFICATION

I hereby certify that I have no interest, present or contemplated, in the property covered by this appraisal. That neither the employment to make the appraisal nor the compensation is contingent on the amount of the valuation reported.

That I, personally, inspected the property.

And, finally, that according to the best of my knowledge and belief, all statements and information in the report are true and correct and no important facts have been withheld or overlooked.

This certificate executed as of the date of this appraisal.



Jesse W. Johnson,
M. A. I. S. R. P. A.

bdr

CONTINGENT AND LIMITING CONDITIONS:

The final estimate of value developed in this report is based upon the following assumptions:

That the legal description furnished the appraiser is correct.

That the title is marketable, and as though the property were free of indebtedness.

That the information furnished by others is reliable, but no responsibility for its accuracy is assumed.

That the area or boundary measurements and location of improvements are dependent on an actual land survey for their determination, no survey having been furnished.

Possession of this report does not give the holder the right of publication in whole or in part without the prior written consent of the appraiser who developed it.

The appraiser is not required to give testimony or attendance in court by reason of this appraisal, with reference to the subject property, unless arrangements have been made therefore.

Neither all nor any part of the contents of this report shall be conveyed to the public through advertising, public relations, news, sales or other media, without the written consent and approval of the author, particularly as to valuation conclusions, the identity of the appraiser of firm with which he is connected, or any reference to the American Institute of Real Estate Appraisers, or the M.A.I. designation.

The distribution of the total valuation in this report between land and improvements applied only under the existing program of utilization. The separate valuation for land or improvements must not be used in conjunction with any other appraisal and may be invalid if so used.

QUALIFICATIONS OF JESSE W. JOHNSON:

Formerly Associated with:

The Monarch Investment Company, Wichita, Kansas.
February 1928 to April, 1961
Loan Officer and Appraiser - 25 years

Present Employment (Self)

Real Estate Appraisal Service
Wichita, Kansas

Early Experience in Real Estate:

Managing the acquisition, reconditioning and resale of real estate serviced for the following life insurance companies:
Connecticut General Life Insurance Company
Hartford, Connecticut
Equitable Life Assurance Society of the U.S.
New York, New York

Appraising for mortgage financing of real estate on acceptable types of real estate for:

Connecticut General Life Insurance Company
Northwestern National Life Insurance Company
Farmers & Bankers Life Insurance Company
Columbian National Life Insurance Company
Fidelity Mutual Life Insurance Company
Jefferson Standard Life Insurance Company

Appraisal Assignments for:

Probate Court and District Courts, Sedgwick County, Kansas
Wichita City Park Board
Board of Sedgwick County Commissioners
Kansas State Highway Department
Veteran's Administration
Union National Bank in Wichita
First National Bank in Wichita
Fourth National Bank & Trust Company of Wichita
Federal National Mortgage Association
Kroger and Safeway Company's
Continental Oil Company
New Amsterdam Casualty Company
Southwest Federal Savings and Loan Association
Wichita Federal Savings and Loan Association
Mid-Kansas Federal Savings and Loan Association
Urban Renewal
Attorneys, Doctors, and other individuals and corporations

Professional Affiliations:

Member - American Institute of Real Estate Appraisers
Member - Society of Residential Appraisers
Member - American Right of Way Association

Appraisal Lecturing:

Extension Division, University of Kansas
Real Estate School, University of Wichita

ESTIMATE OF OFF-SITE STREET IMPROVEMENTS

TOWNE WEST SQUARE
WICHITA, KANSAS

APRIL 16, 1976

| <u>Items</u> | <u>Off-Site Improvements</u> |
|---|----------------------------------|
| <u>Kellogg Avenue (Highway 54):</u> | |
| Transition east of West Street | \$ 59,654 |
| Kellogg & West Intersection | 315,703 |
| Kellogg - West to Tracy Street | 205,843 |
| Kellogg & Tracy Intersection | 87,681 |
| Kellogg - from Tracy to I-235 | 425,602 |
| Subtotal | \$1,092,483 |
| <u>Maple Street:</u> | |
| Transition east of West Street | \$ 31,972 |
| Maple & West Street Intersection | 79,056 |
| Maple - from West Street to Tracy Street | 110,912 |
| Maple & Tracy Intersection | 52,724 |
| Maple - from Tracy Street to I-235 | 296,162 |
| Subtotal | \$ 570,826 |
| <u>West Street:</u> | |
| Transition north of Maple Street | \$ 26,962 |
| West Street - from Maple to Taft Street | 120,012 |
| West & Taft Intersection | 3,555 |
| West Street - from Taft Street to Kellogg Avenue | 135,657 |
| Transition south of Kellogg Avenue | 14,948 |
| Subtotal | \$ 301,134 |
| <u>Tracy Street:</u> | |
| Tracy Street from Maple to Taft Street (67 ft.) | \$ 160,628 |
| Note: Tracy Street from Maple to Taft Street - 40 ft. wide: \$89,241 | |
| Tracy & Taft Street Intersection | 55,027 |
| Tracy Street - from Taft Street to Kellogg Avenue | 124,887 |
| Subtotal | \$ 340,542 |
| <u>Taft Street:</u> | |
| Taft Street - from West Street to Florence Street | \$ 41,288 |
| Taft & Florence Street Intersection | 2,283 |
| Taft Street - from Florence Street to Tracy Street (49 ft.) | 61,788 |
| Note: Taft Street - from Florence Street to Tracy Street - 40 ft. wide: \$54,287 | |
| Subtotal | \$ 105,359 |
| GRAND TOTAL | \$2,410,344 |

L-K 5-28-76

* - 1/2 intersection & signal
 ** - including signal
 *** - 1/2 intersection & signal

| Towne West | City | "Others" | Total |
|------------|-----------|-----------|-------------|
| \$ | \$ | \$ -0- | \$ 59,654 |
| | | -0- | 315,703 |
| | | -0- | -0- |
| | | -0- | 47,681 |
| | | -0- | -0- |
| | | -0- | 1,092,483 |
| <hr/> | | | |
| \$ 31,972 | \$ -0- | \$ -0- | \$ 31,972 |
| 9,528 | 69,528* | -0- | 79,056 |
| 110,912 | -0- | -0- | 110,912 |
| -0- | 52,724** | -0- | 52,724 |
| 296,162 | -0- | -0- | 296,162 |
| 448,574 | 122,252 | -0- | 570,826 |
| <hr/> | | | |
| \$ 13,481 | \$ 13,481 | \$ -0- | \$ 26,962 |
| 60,006 | 60,006 | -0- | 120,012 |
| 778 | 2,777*** | -0- | 3,555 |
| 67,828 | 67,829 | -0- | 135,651 |
| 7,474 | 7,474 | -0- | 14,948 |
| 149,567 | 151,567 | -0- | 301,134 |
| <hr/> | | | |
| \$ 116,008 | \$ -0- | \$ 44,620 | \$ 160,628 |
| 40,000 | 15,027 | -0- | 55,027 |
| 124,887 | -0- | -0- | 124,887 |
| 280,895 | 15,027 | 44,620 | 340,542 |
| <hr/> | | | |
| \$ 41,288 | \$ -0- | \$ -0- | \$ 41,288 |
| 2,283 | -0- | -0- | 2,283 |
| 7,501 | -0- | 54,287 | 61,788 |
| 51,072 | -0- | 54,287 | 105,359 |
| <hr/> | | | |
| \$ | \$ | \$ 98,907 | \$2,410,344 |

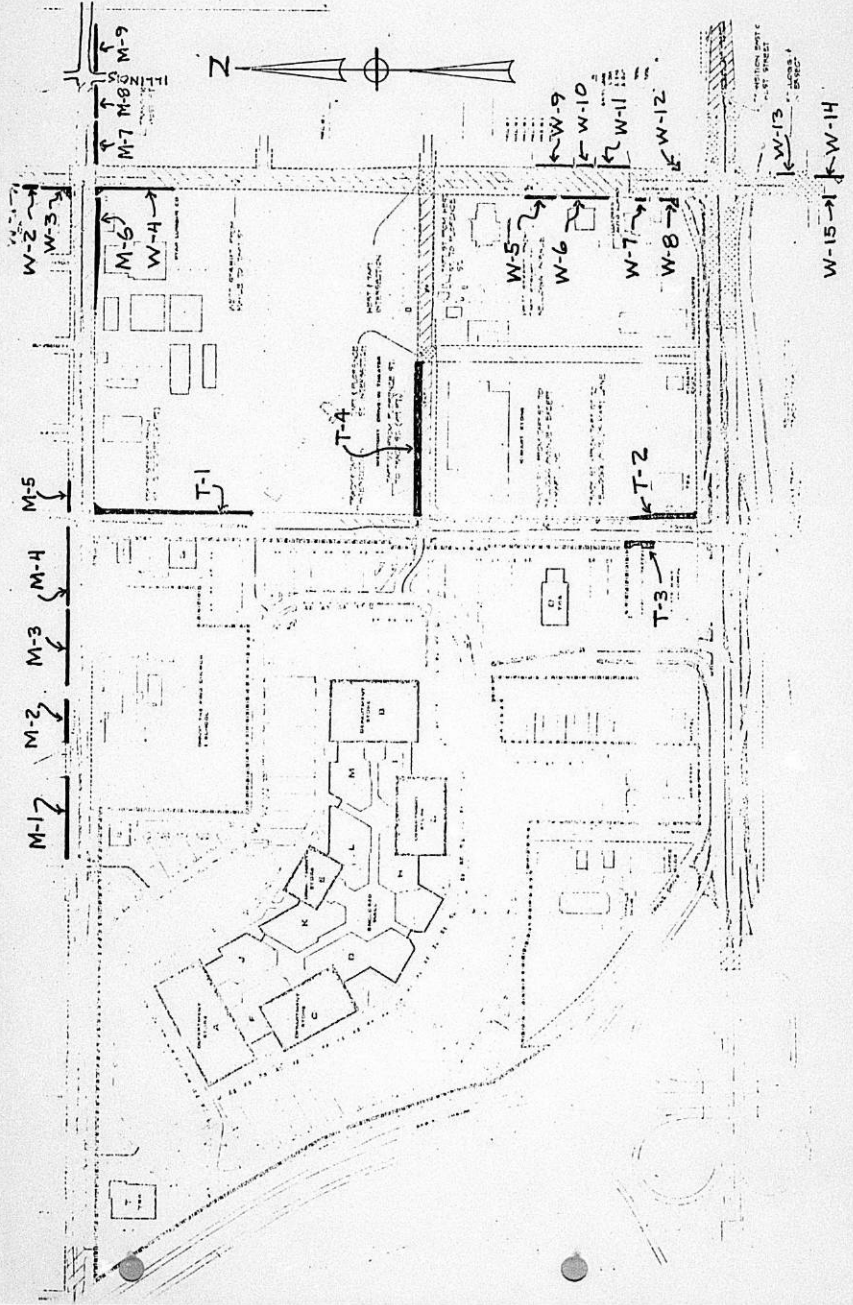
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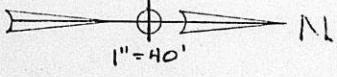
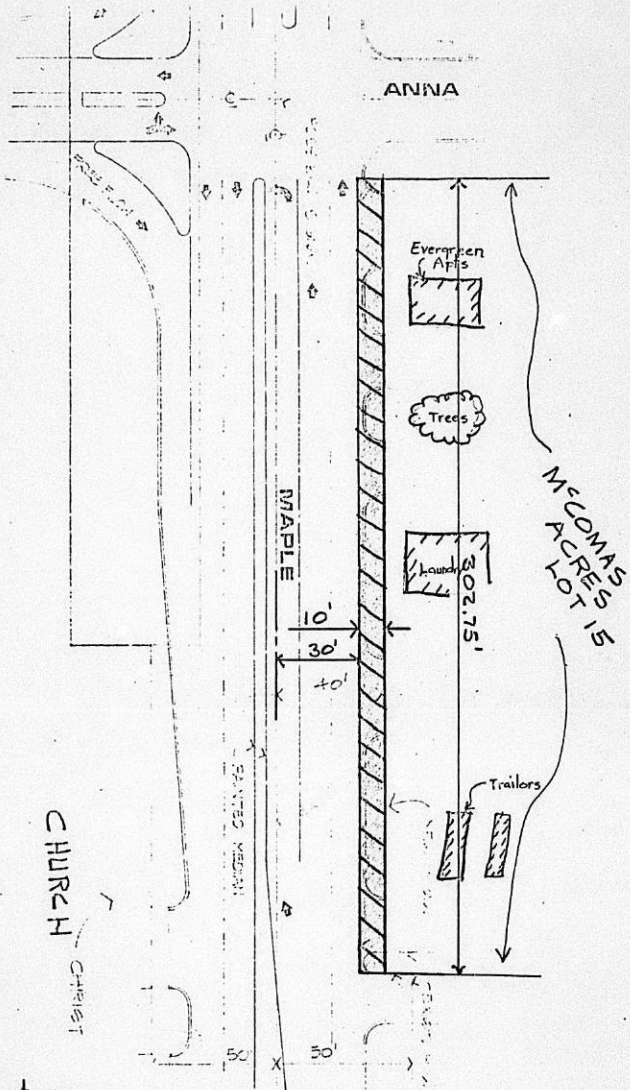
* - 1/2 intersection & signal
 ** - including signal
 *** - 1/2 intersection & signal

| Towne West | City | "Others" | Total |
|---------------|-----------|-----------|-------------|
| \$ | \$ | \$ | \$ |
| | | -0- | 59,654 |
| | | -0- | 315,703 |
| | | -0- | -0- |
| | | -0- | 47,681 |
| | | -0- | -0- |
| | | -0- | 1,092,483 |
| <hr/> | | | |
| \$ 31,972 | \$ -0- | \$ -0- | \$ 31,972 |
| 9,528 | 69,528* | -0- | 79,056 |
| 110,912 | -0- | -0- | 110,912 |
| -0- | 52,724** | -0- | 52,724 |
| 296,162 | -0- | -0- | 296,162 |
| 448,574 | 122,252 | -0- | 570,826 |
| <hr/> | | | |
| \$ 15,481 | \$ 13,481 | \$ -0- | \$ 26,962 |
| 60,006 | 60,006 | -0- | 120,012 |
| 778 | 2,777*** | -0- | 3,555 |
| 67,828 | 67,829 | -0- | 135,651 |
| 7,474 | 7,474 | -0- | 14,948 |
| 149,567 | 151,567 | -0- | 301,134 |
| <hr/> | | | |
| \$ 116,008 | \$ -0- | \$ 44,620 | \$ 160,628 |
| 40,000 | 15,027 | -0- | 55,027 |
| 124,887 | -0- | -0- | 124,887 |
| 280,895 | 15,027 | 44,620 | 340,542 |
| <hr/> | | | |
| \$ 41,288 | \$ -0- | \$ -0- | \$ 41,288 |
| 2,283 | -0- | -0- | 2,283 |
| 7,501 | -0- | 54,287 | 61,788 |
| 51,072 | -0- | 54,287 | 105,359 |
| <hr/> | | | |
| \$ | \$ | \$ 98,907 | \$2,410,344 |

L-K-52076

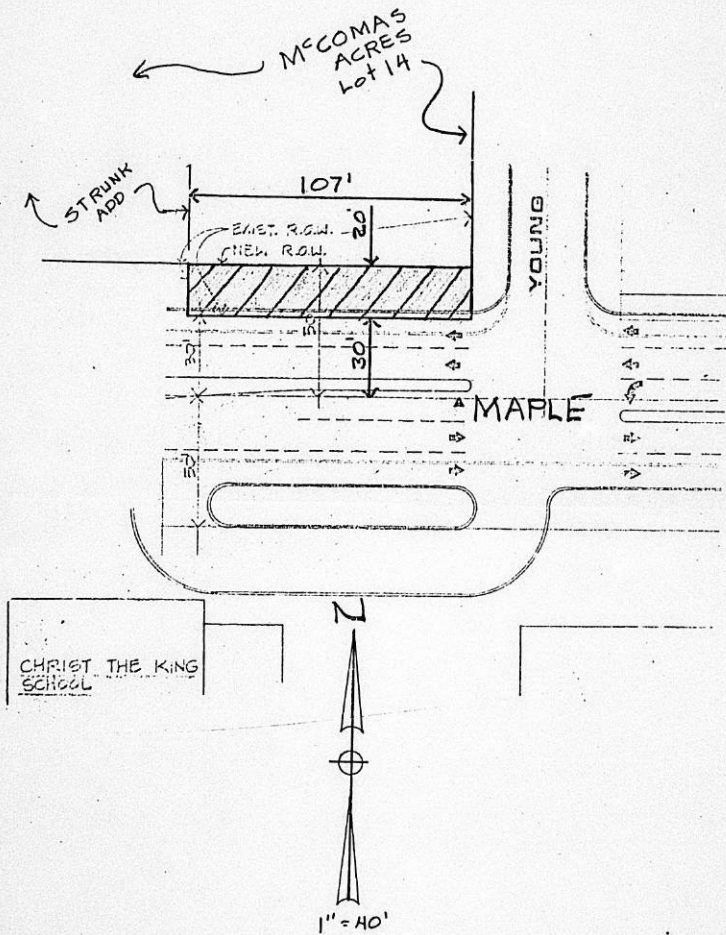
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 Right of Way Maps
 SHEET OF
 TRACT NO. _____





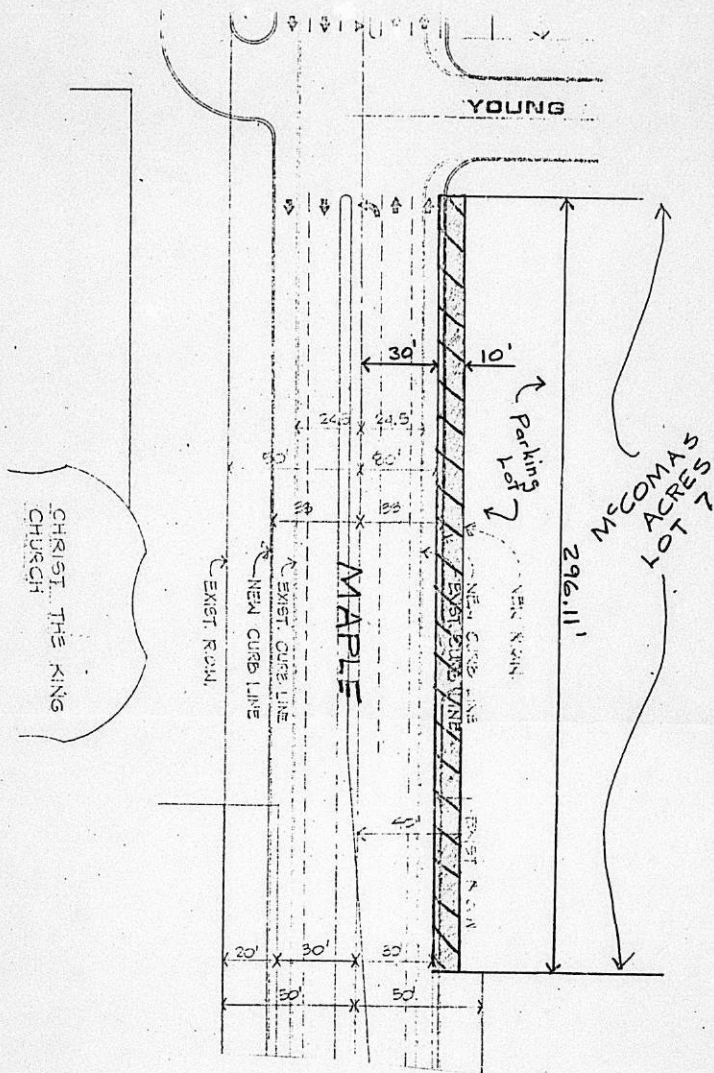
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SHEET 1 OF 1
TRACT NO. M-1



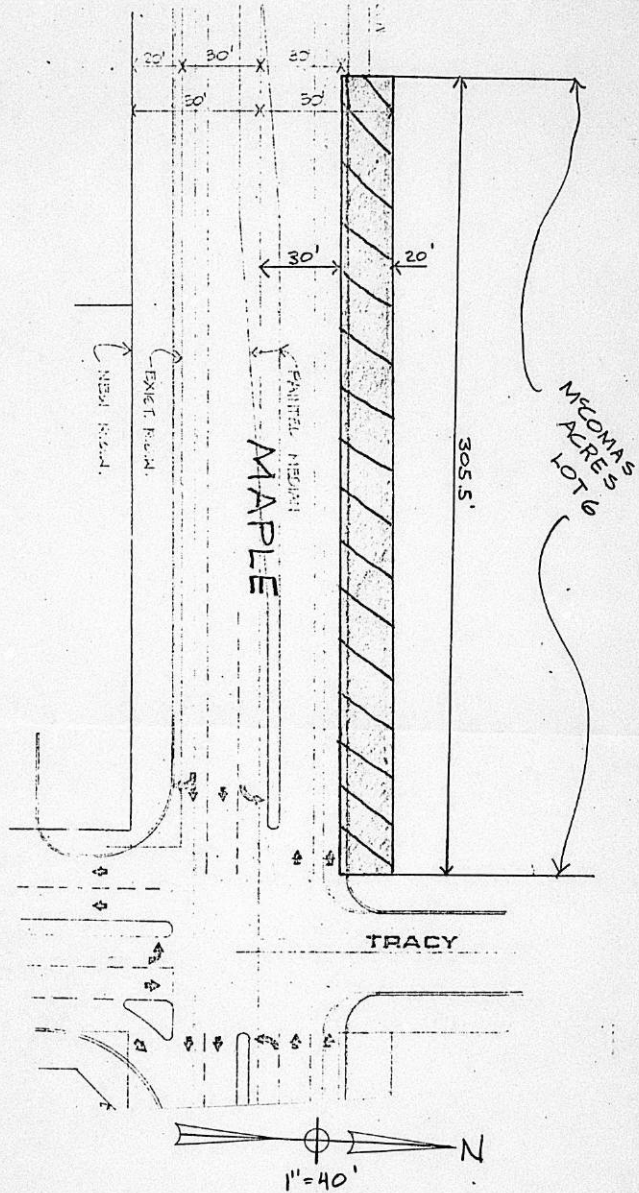
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SHEET 1 OF 1
TRACT NO. M-2



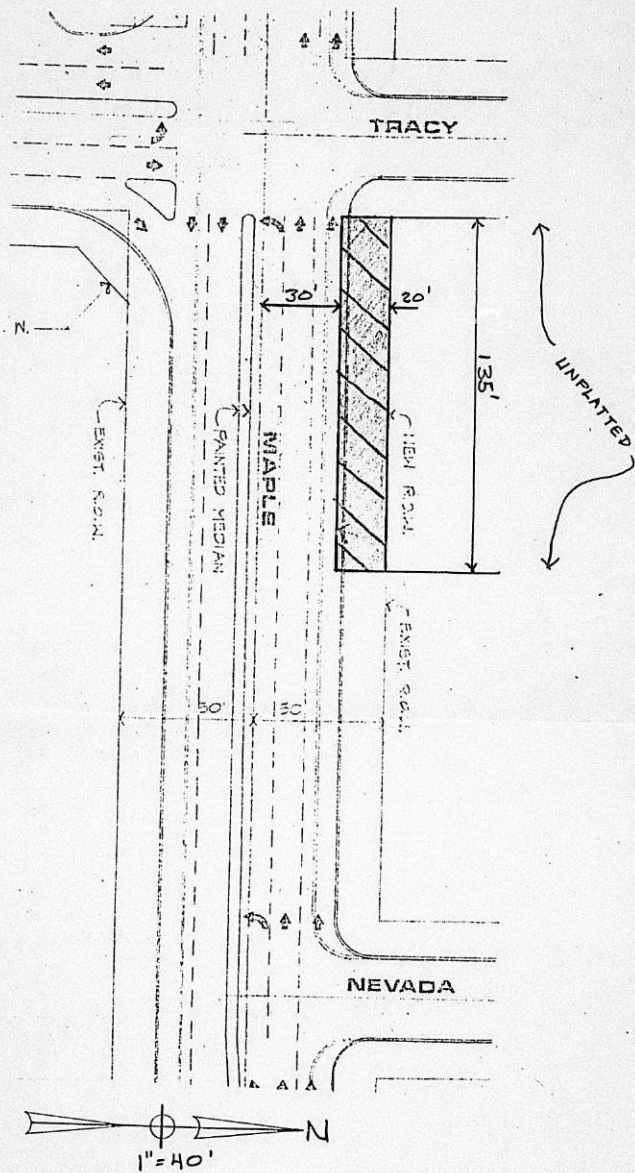
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Right of Way Map

SHEET 1 OF 1
TRACT NO. M-3



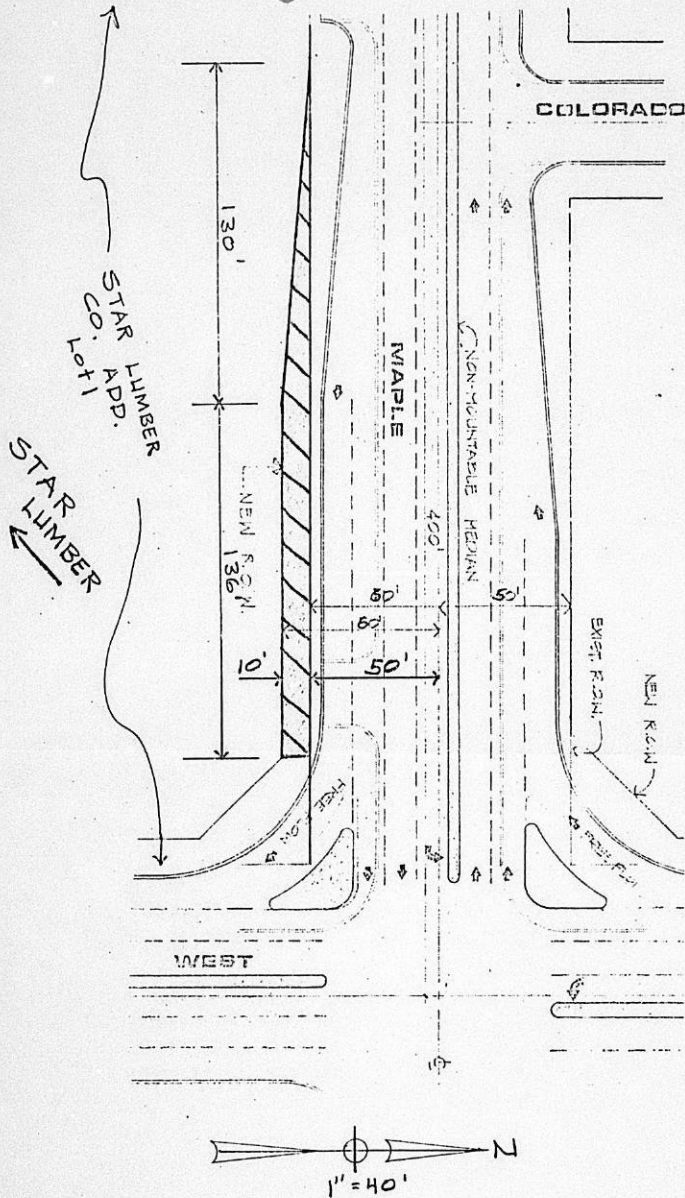
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Right of Way Map

SHEET 1 OF 1
TRACT NO. M-4



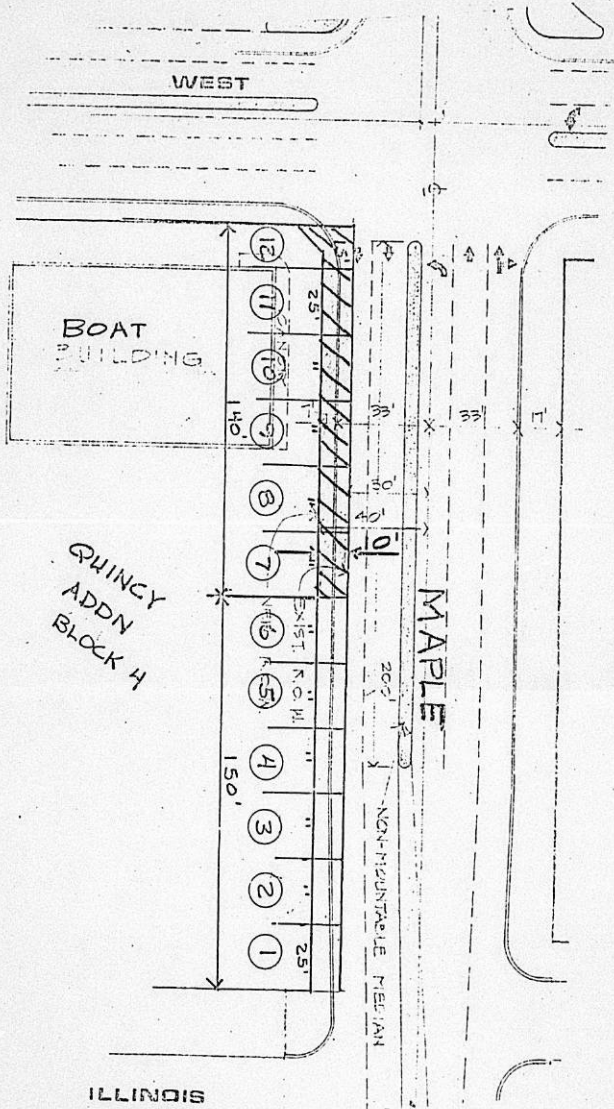
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. M-5



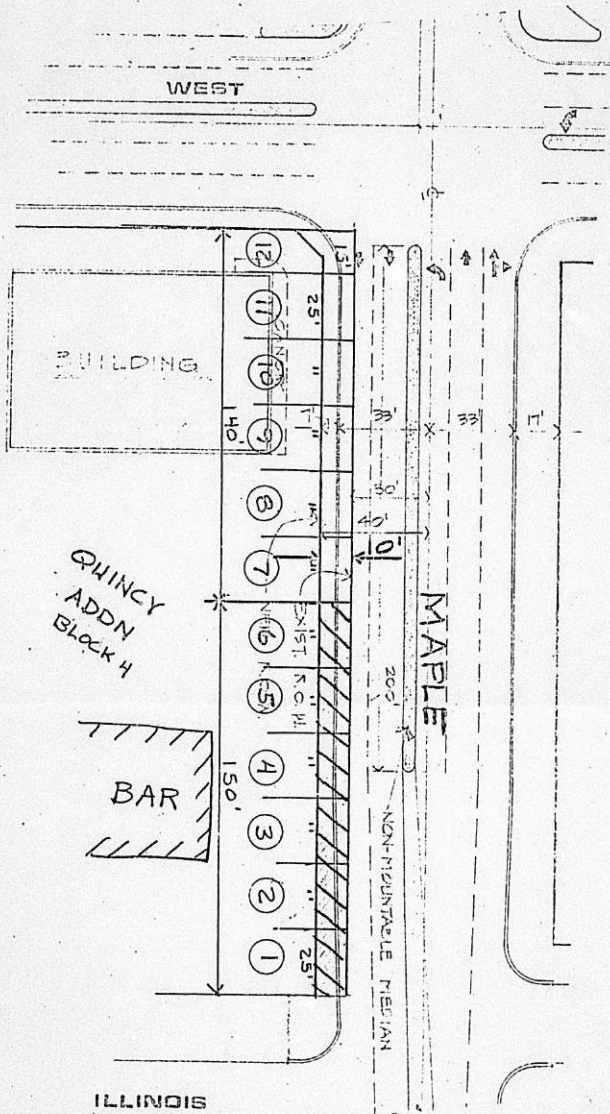
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Right of Way Map

SHEET 1 OF 1
TRACT NO. M-6



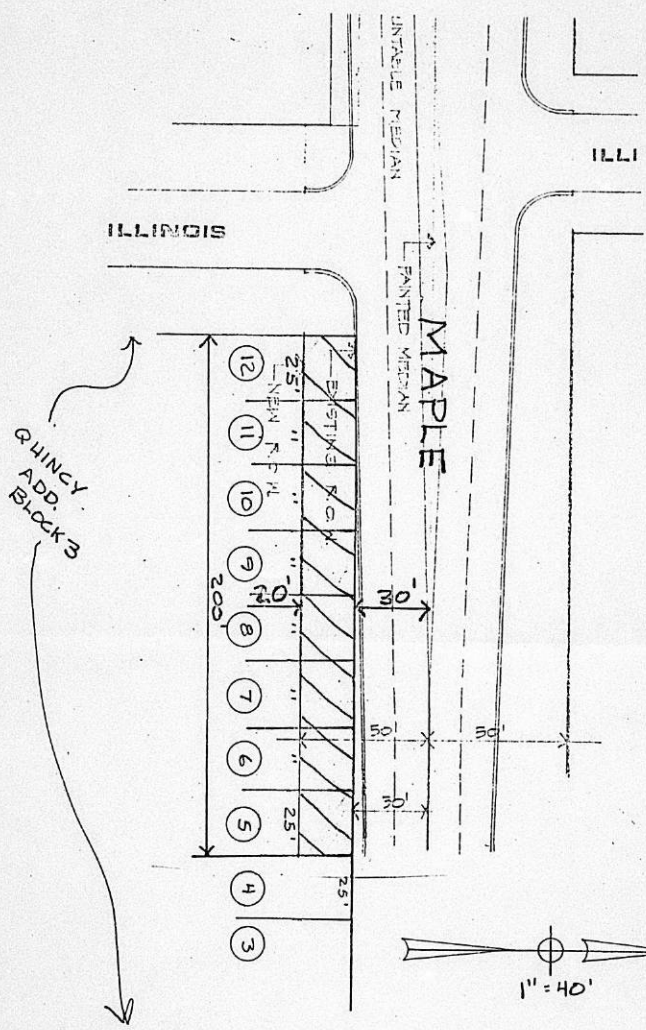
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. M-7



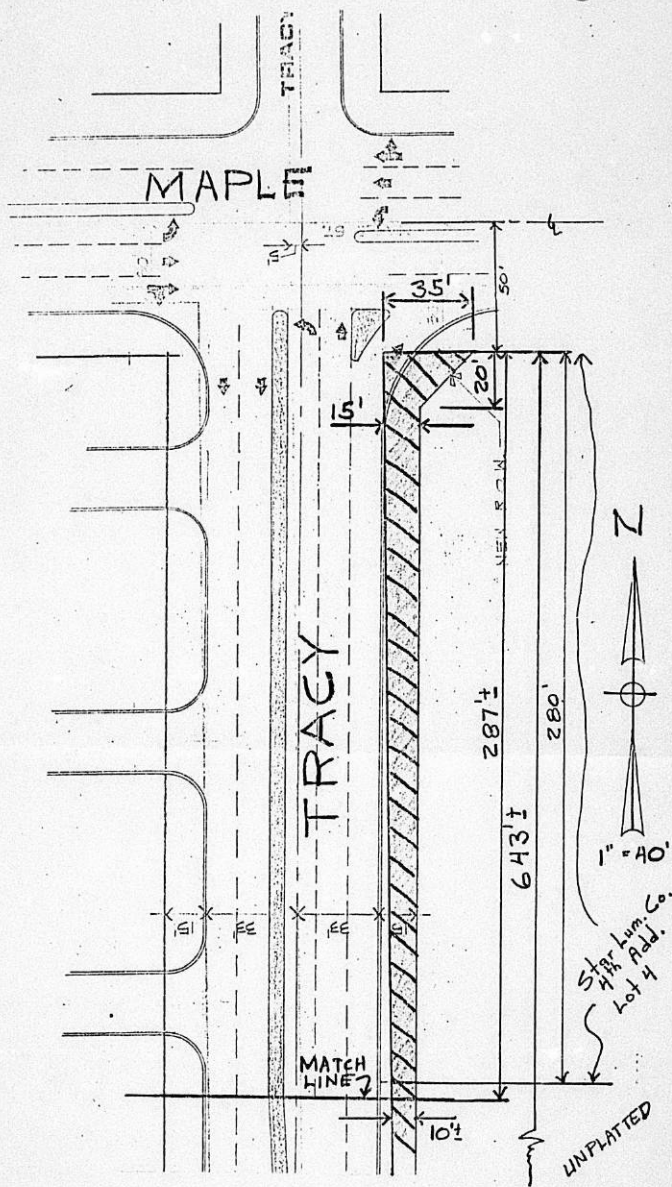
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. M-8



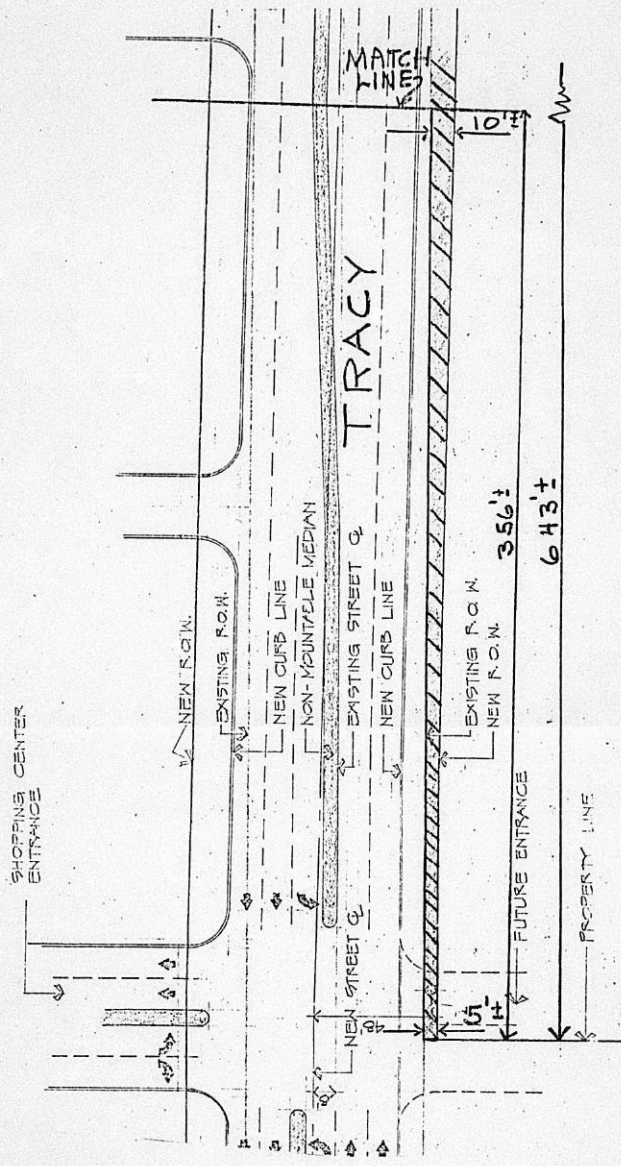
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. M-9



TOWNE WEST
Right of Way Map

SHEET 1 OF 2
TRACT NO. I-L

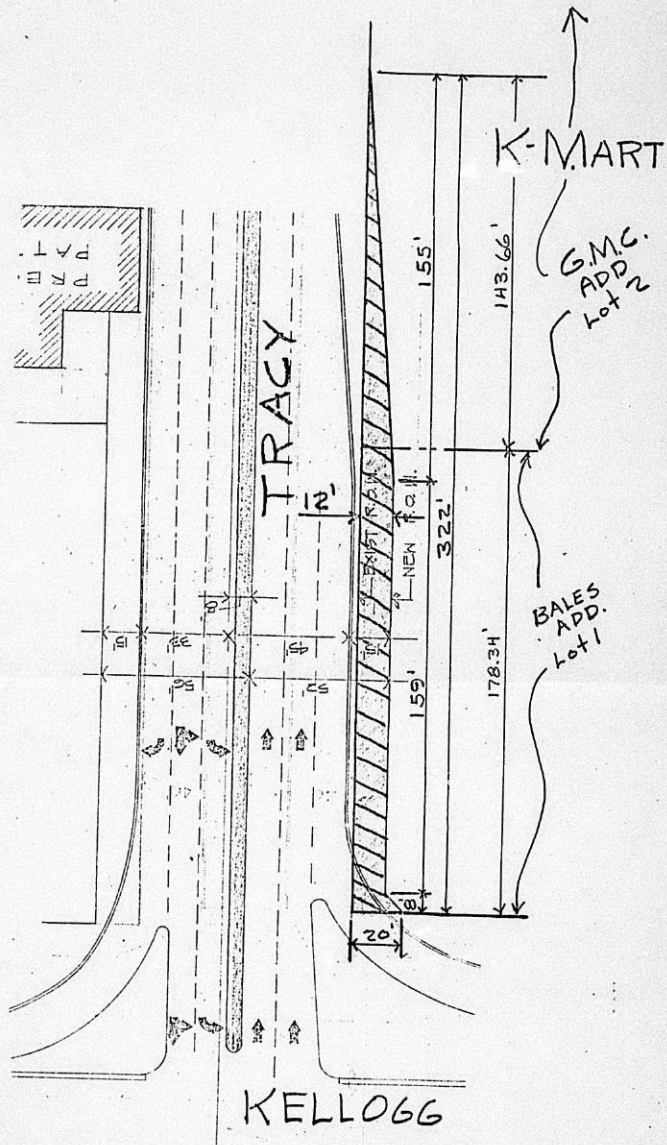


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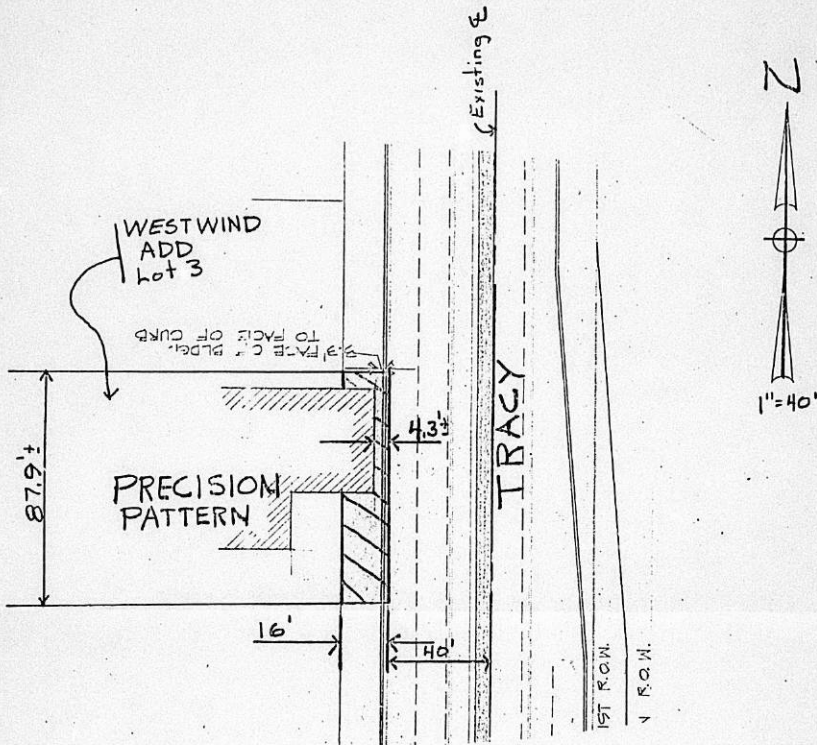
TOWNE WEST
Right of Way Map

SHEET 2 OF 2
TRACT NO. T-1



TOWNE WEST
Right of Way Map

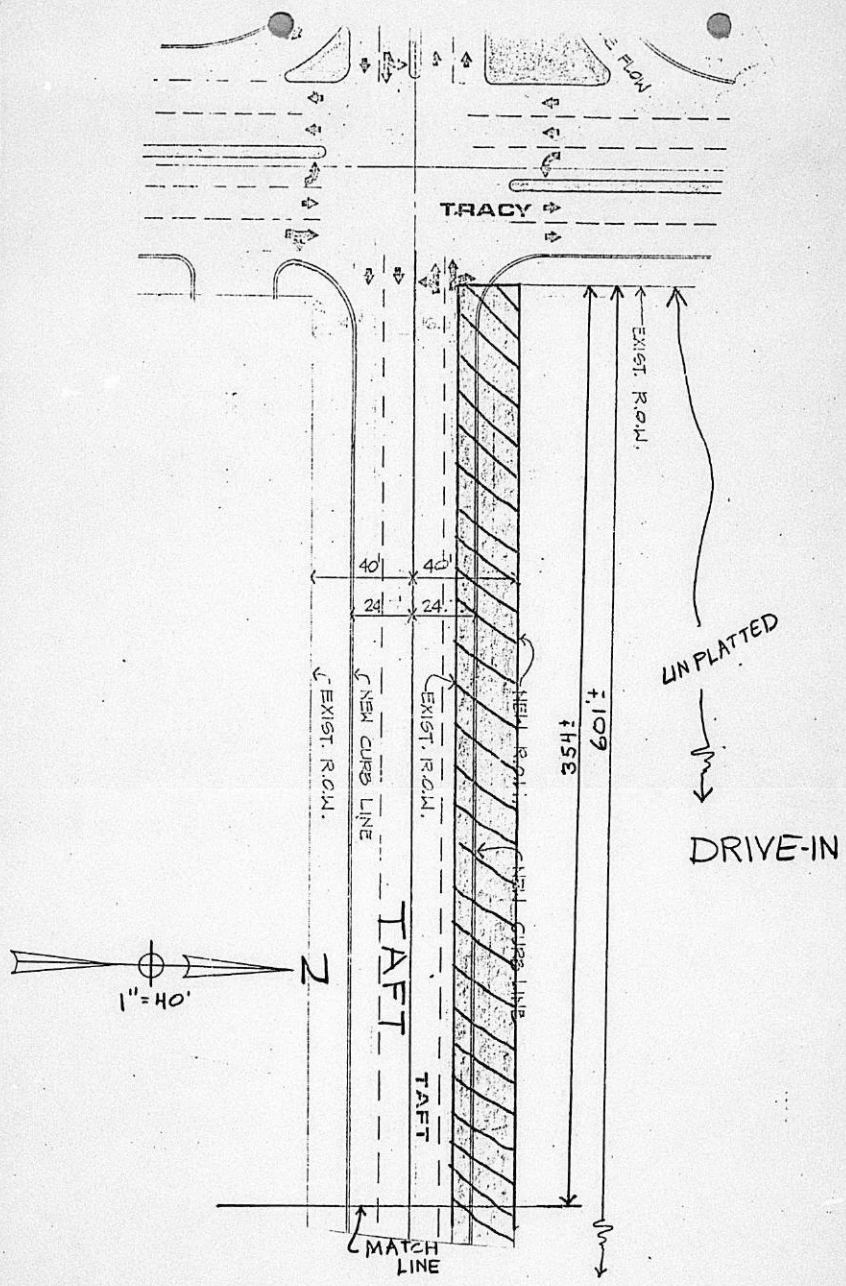
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TRACT NO. T-2



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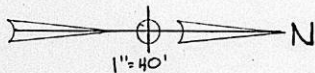
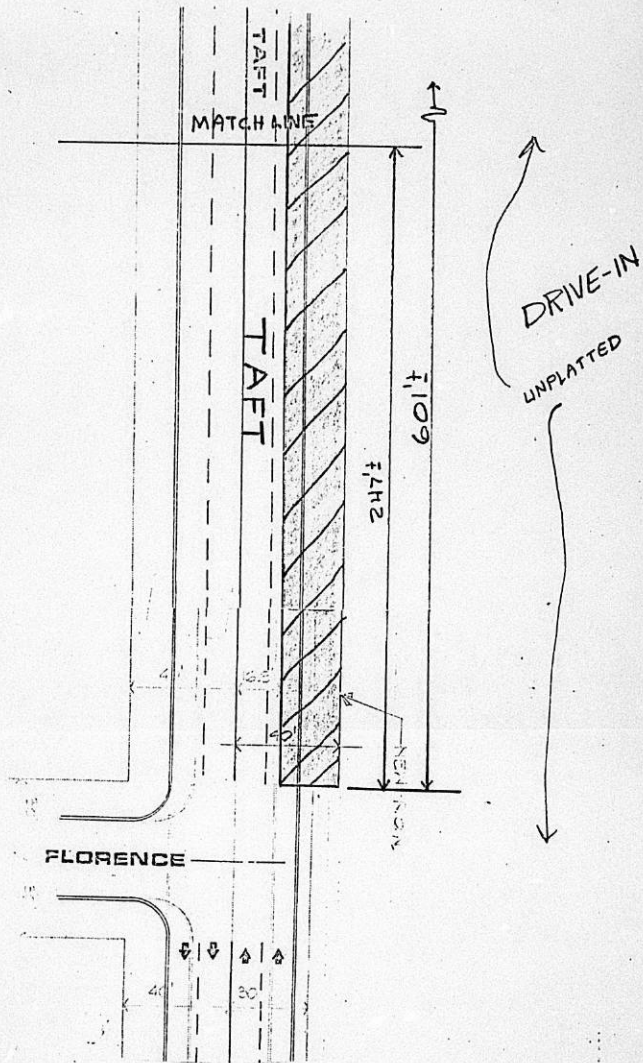
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Right of Way Map

SHEET 1 OF 1
TRACT NO. T-3



TOWNE WEST
Right of Way Map

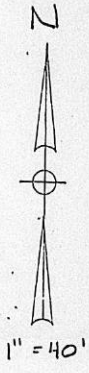
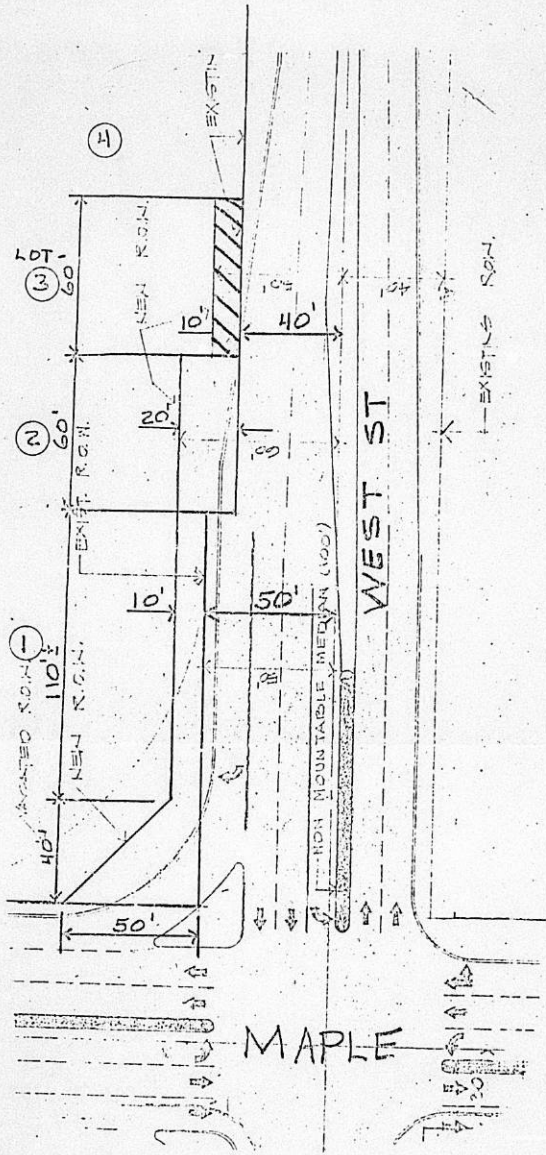
SHEET 1 OF 2
TRACT NO. T-4



TOWNE WEST
Right of Way Map

SHEET 2 OF 2
TRACT NO. T-4

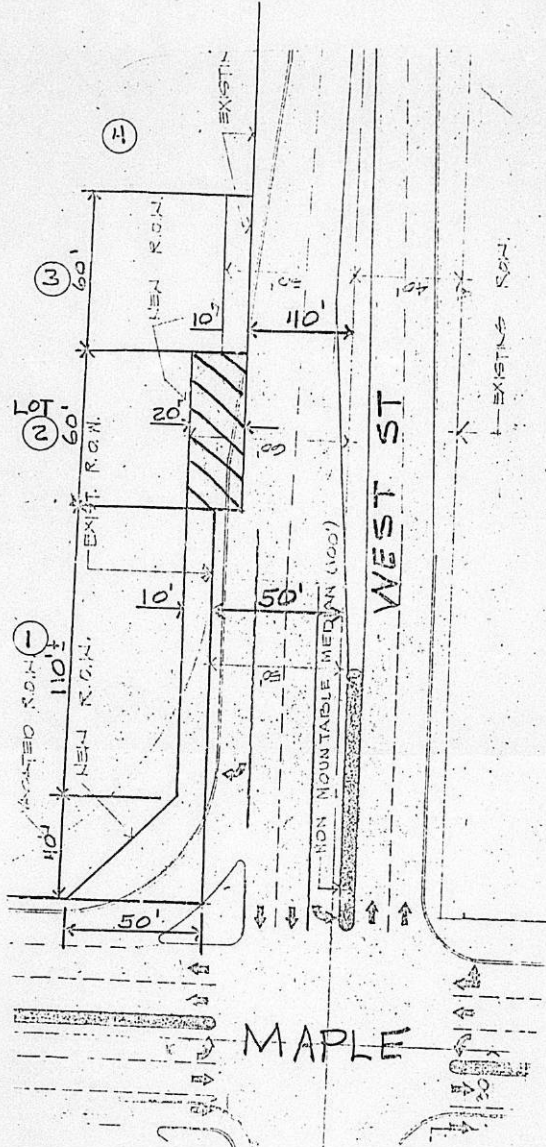
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Block 1



TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-1

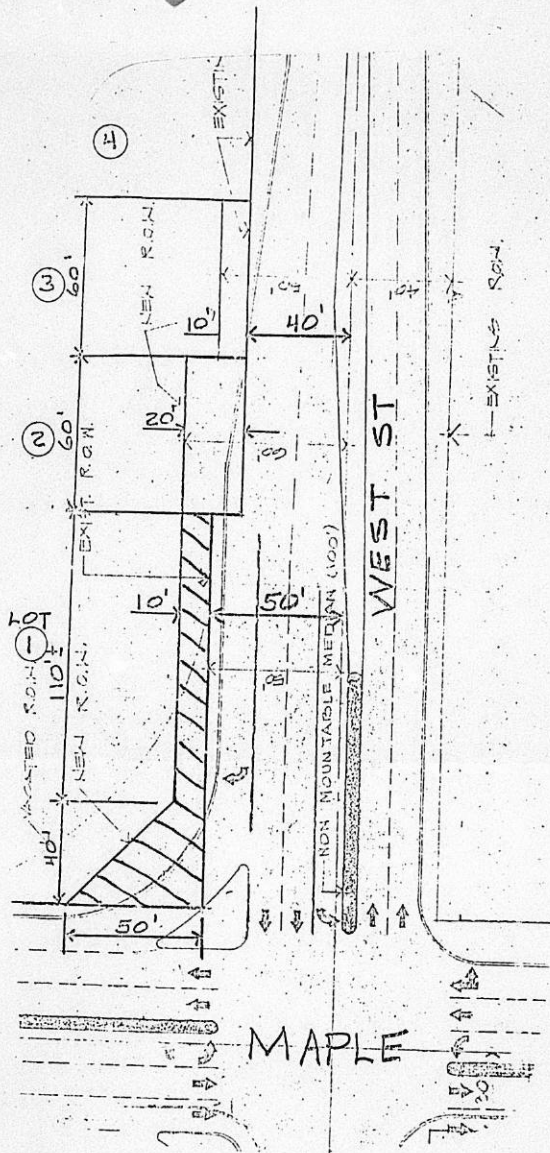
WEST BOROUGH
2nd ADD.
Block 1



TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-2

WEST BOROUGH
2ND ADD.
BLOCK 1

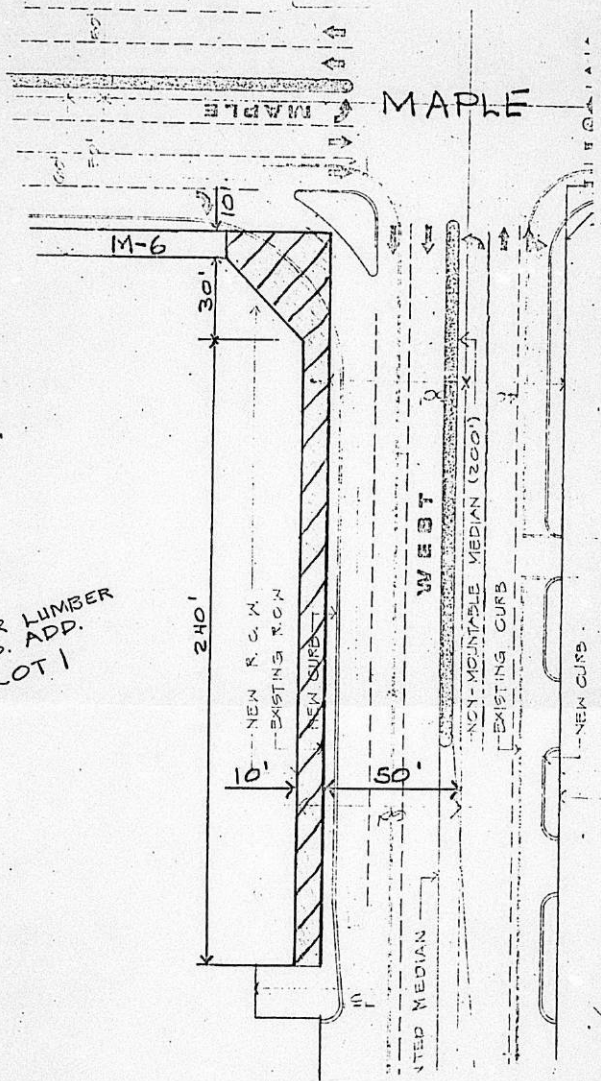


TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-3

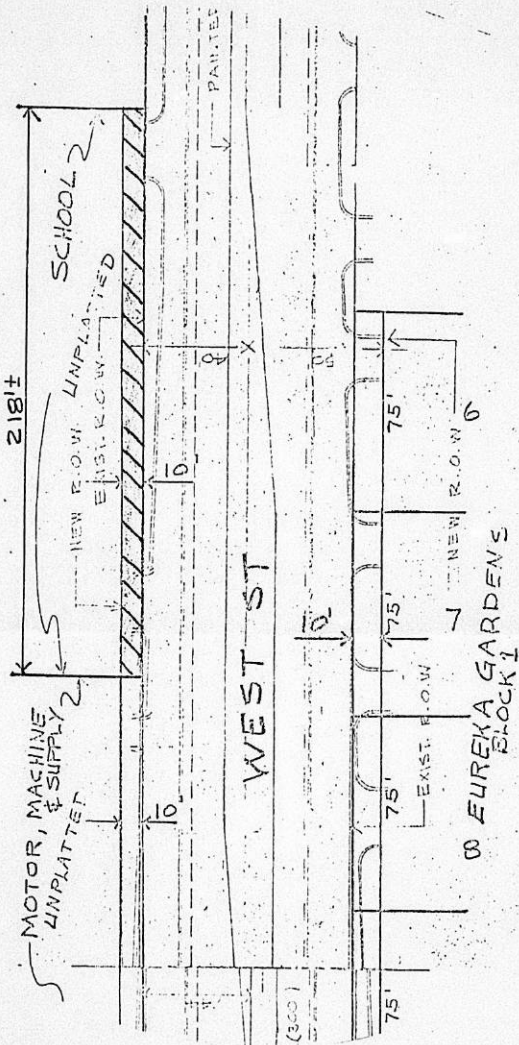


STAR LUMBER
CO. ADD.
LOT 1



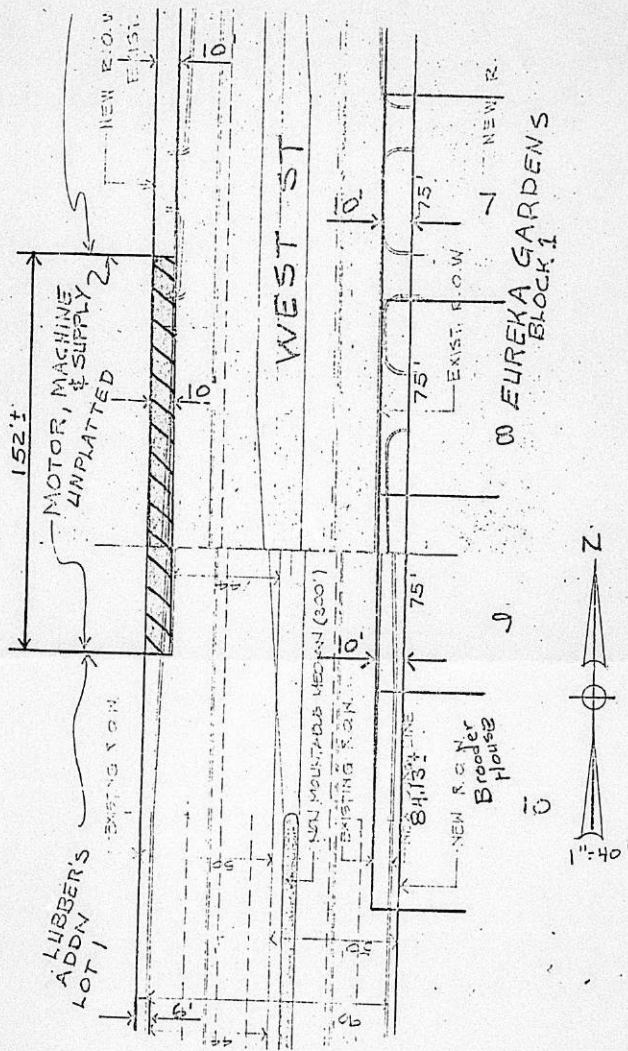
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-4



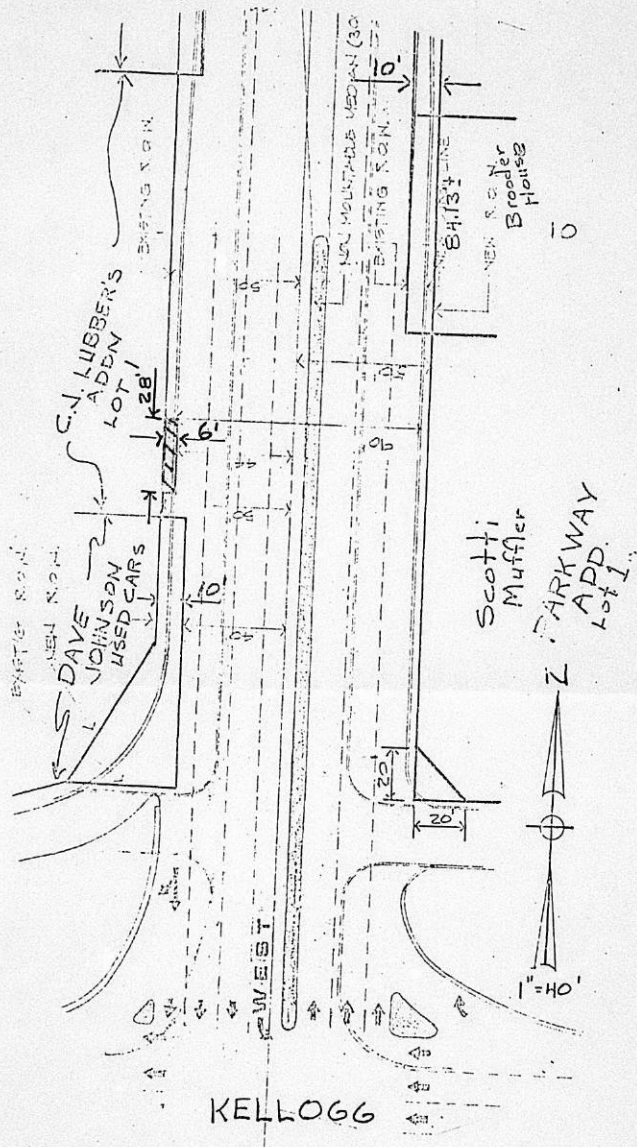
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-5



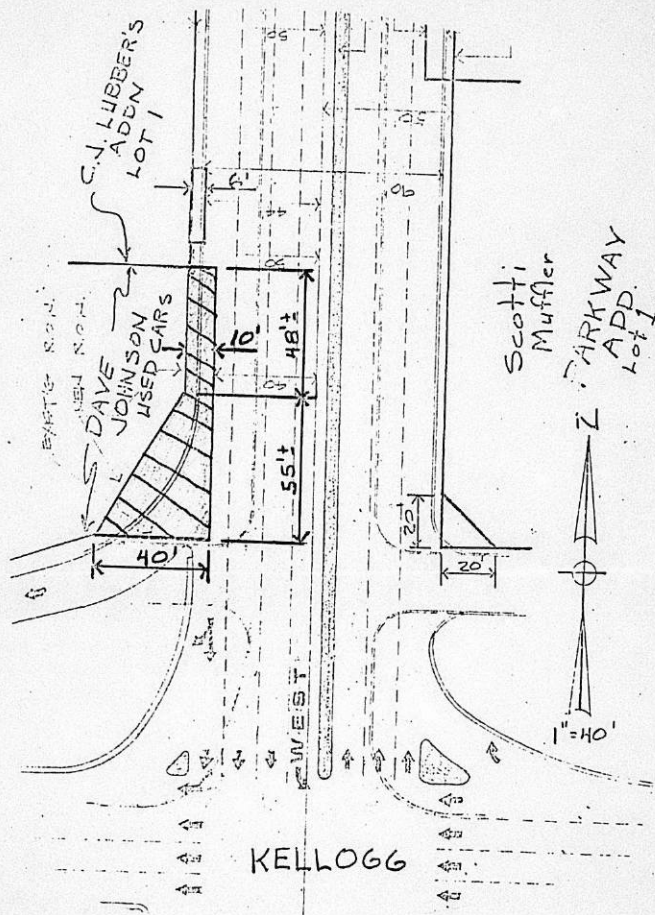
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-6



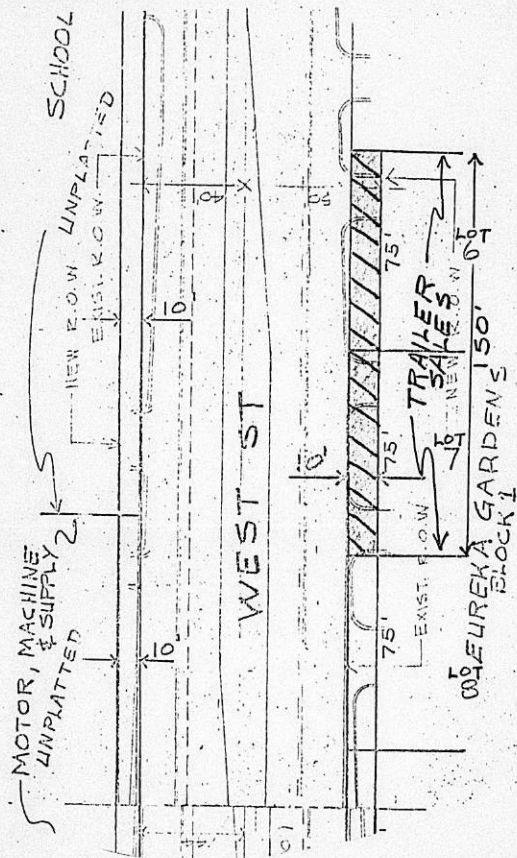
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-7



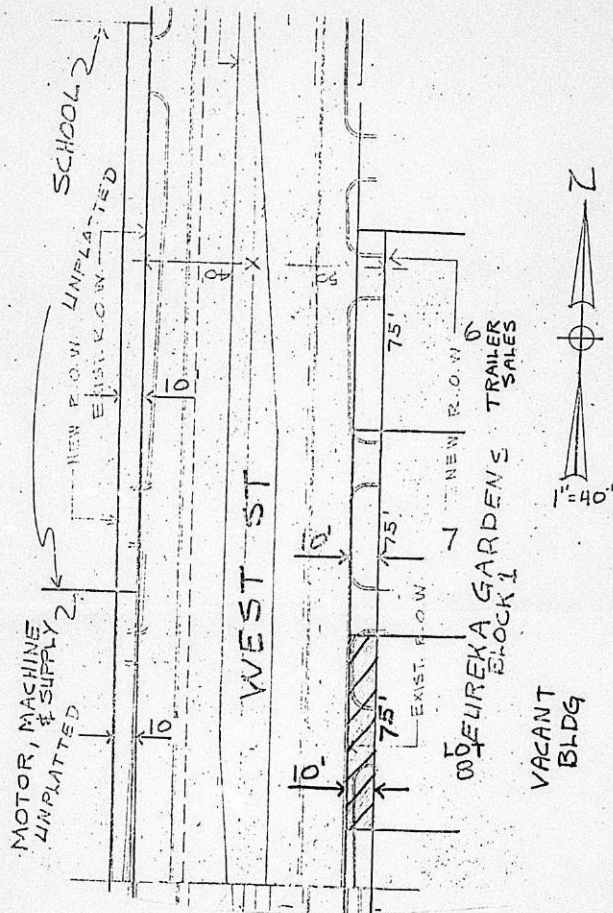
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-8



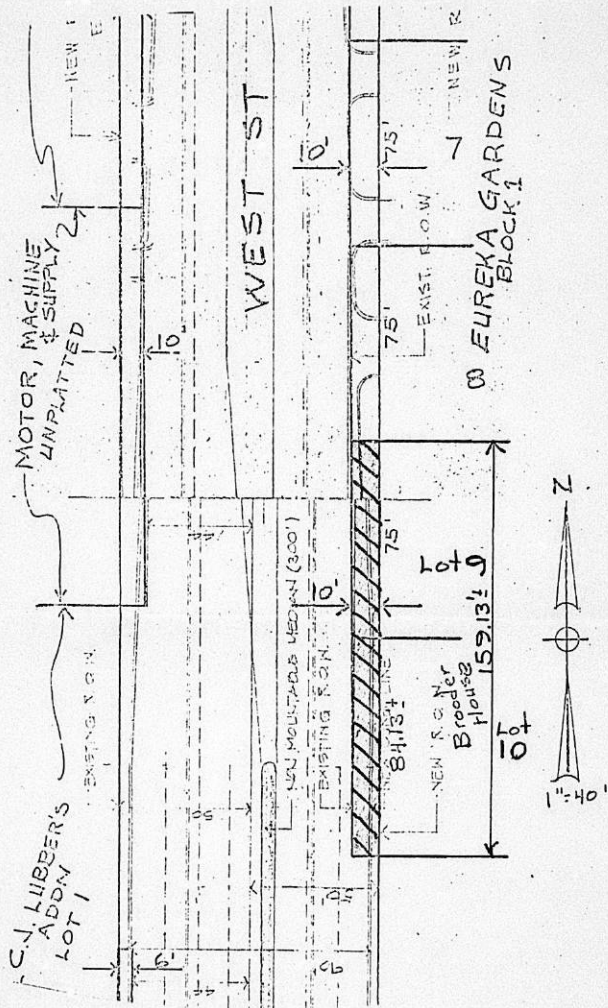
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-9



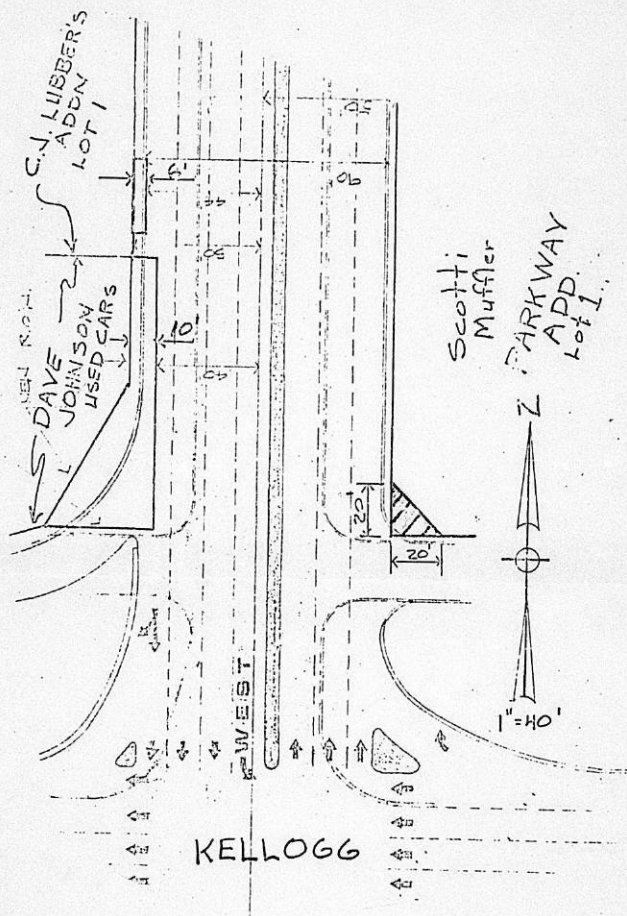
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-10



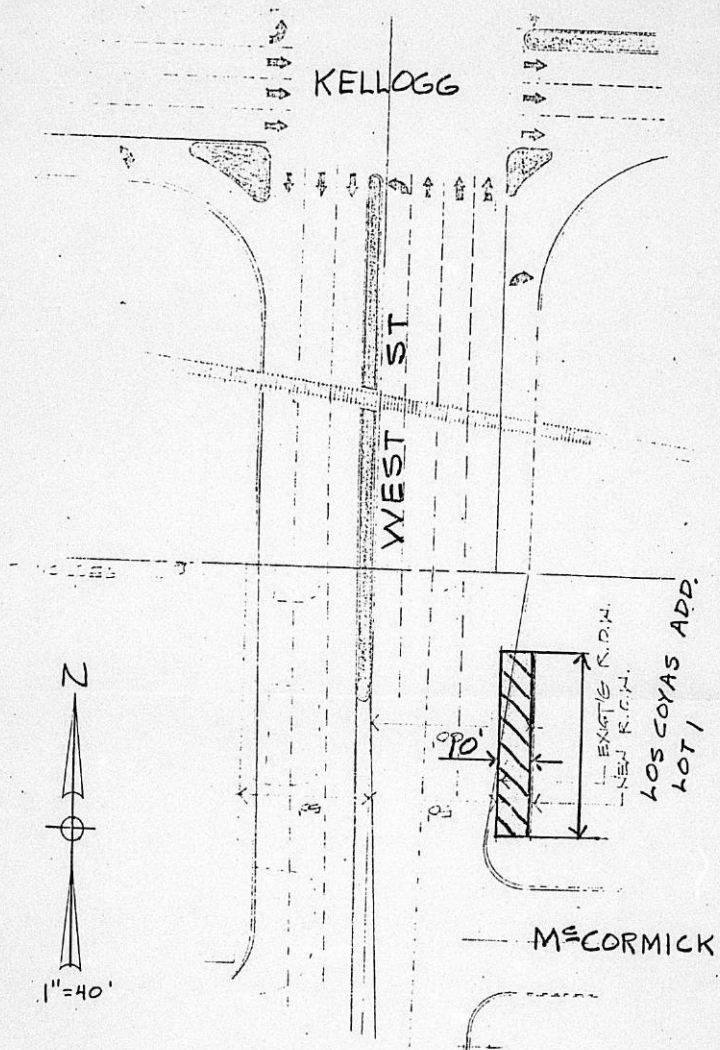
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-11



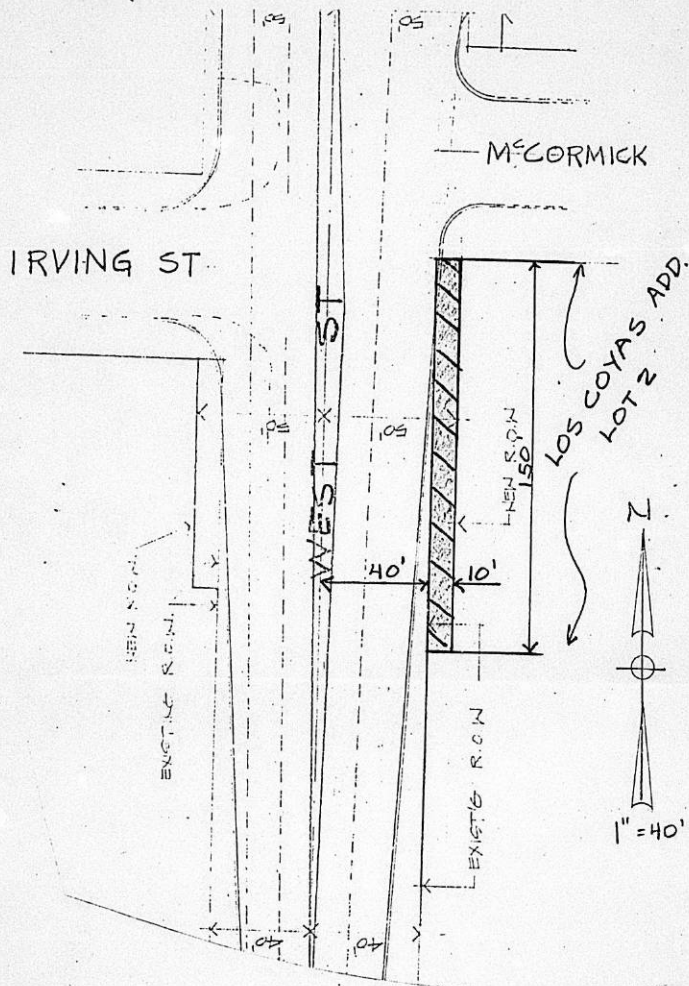
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-12



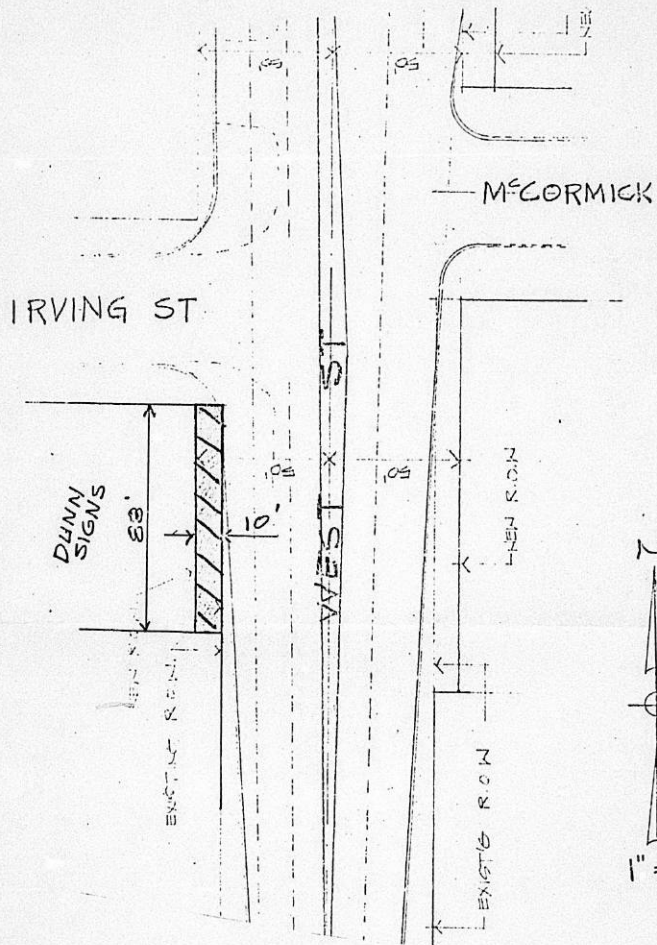
TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-13



TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-14



TOWNE WEST
Right of Way Map

SHEET 1 OF 1
TRACT NO. W-15

*

This DP File
Has a Large Drawing
On 35mm Microfilm.

Roll #1

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