

Refer 1 week BCC - 12-22-59  
See CC 148  
CC 148 approved by Bd of CC  
12-29-59

ACTION

DATE

S/O COMMITTEE directed staff to forward to BCC 12-28-59

M.A.P.C. \_\_\_\_\_

B.C.C. / B.C.C.G. referred 12-22-59

See Approved CC 148 12-29-59

May 27, 1960

City Commissioners  
City of Wichita  
Wichita, Kansas

Dear Sir:

It is my opinion and the opinion of those signing the enclosed petition that the City Commission is doing property and monetary damage to the area by the recent instigated condemnation procedure of Marlboro Street from Osage to Exchange Place.

Mr. Bill Smith, City Engineer, has stated that he knows of no reason for opening said street. Mr. Anderson, Principal of Knight School, has said that he has never requested the said street to be opened and believes it to be a hazard to the school traffic problem as the unloading area for the school is facing Ellen Street; and furthermore, that this would make one more street for children to cross, possibly requiring a woven wire fence around the playground area on Marlboro. Furthermore, the school has taken it upon themselves to open Ellen Street from Osage to Exchange Place in the hope that the opening of Marlboro will not proceed.

Dr. Shepolsky, Superintendent of Public Schools of Wichita, has stated to me that he is in complete accord with Mr. Anderson and that the 20 ft easement that was granted on Marlboro Street was made at the request of the City Commissioners.

The Knight P.T.A. has never requested this opening and never intended it when they asked for the opening and possibility of paving Osage Street from 29th to 30th. No condemnation proceedings or any other action has been taken toward this request.

The only people being benefited by this transaction would be Mr. and Mrs. Gibbs at 3008 South Seneca and Mr. J. R. Cycler, County Treasurer. In reference we would like to recall the City Commission Meeting of December 25, 1959, wherein on pages 38 thru 45 that the City Commission has committed themselves to a trade between Gibbs and the opening of such streets that will give access to Gibbs 2nd Addition. Reference enclosed drawing of area in question.

At one time a petition was attempted to open and pave this area by a well known local contractor that through methods, although not illegal, were certainly done in a manner to proceed without the knowledge of all of the property owners involved.

We, the property owners, whose property faces 30th Street South and also adjoins the Knight School property on the north, do feel that we having paved 30th Street and installed sidewalks should not be requested to do the same thing on the back half of our property and especially under the circumstances where a governing body can and does condemn personal property, thereby working an unreasonable hardship upon the property owners to benefit a single person's building program.

City Commissioners May 27, 1960

Since being taken into the city limits in 1953, my taxes have risen from \$60.00 a year to the present of \$280.00 a year. The city has also bestowed upon us a sanitary sewer, a very elaborate storm sewer, a paved street and sidewalks which are costing approximately \$30.00 per month. Consequently our privilege of being a home owner in the City of Wichita has risen from \$60.00 a month to over \$90.00 a month. We in this area feel we cannot afford such luxuries as are constantly forced upon us and would request a hearing before the City Commission at the earliest date to hear our complaints.

Yours very truly,

B. Pendergrass  
722 W. 30th St. South  
Lot 21, Robson Heights, 2nd Addition  
Wichita, Kansas

cc: Mayor Justus Fugate  
Herbert Lindsley  
John Madden  
Levi Rymph  
John Stevens  
The Wichita Beacon  
The Wichita Eagle  
Dr. Lawrence Shepoiser  
Mr. Earle T. Anderson  
Mrs. D. A. Palin



PETITION TO THE COMMISSIONERS OF THE CITY OF WICHITA, KANSAS

WHEREAS, the City of Wichita proposes to open up Marlborough Street from Osage Street to Exchange Place and

WHEREAS, the said City of Wichita proposes to acquire the land of private property owners now occupying said location through the process of eminent domain in order to open said street, and

WHEREAS, opening of said street not only fails to serve the public interest but is prejudicial thereto.

NOW THEREFORE, the undersigned petitioners pray that the City Commission of the City of Wichita order that this proceeding cease and desist.

<u>Frank J. Boyle</u> lot #20	<u>Curtis E. Clark</u> # 31
<u>Bobbie M. Boyle</u> lot #20	<u>Leona V. Walsh</u> # 31
<u>Joseph H. Curry</u> lot #22	<u>Henschel Martin</u> # 8
<u>Ed. R. Ball</u> #28	<u>Les Stolbeise</u> # 25
<u>Mrs. Mrs. W. D. Reichert</u>	<u>W. H. W. Moore</u> # 19
<u>Mrs. Ruth E. Wiebe</u> # 27	<u>Mrs. B. Pendergrass</u> # 21
<u>Margaret M. Bell</u> # 26	<u>Buford Pendergrass</u> # 21
<u>Virginia L. Bell</u> # 26	_____
<u>Herbert W. Wiebe</u> # 27	_____
<u>Mrs. A. H. Stolbeise</u> # 25	_____
<u>James L. Murgby</u> # 23	_____
<u>Virginia E. Murgby</u> # 23	_____
<u>Mrs. James L. Jones</u> # 20	_____
<u>Mr. Charles Legue</u> # 29	_____

County of Sedgwick )  
State of Kansas ) ss.

Now comes before me, a Notary Public in and for the State and County aforesaid, a person known to me to be Buford Pendergrass, a registered voter in and for the City of Wichita and upon oath duly made, swears that the signers of the above petition are personally known to him to have truly executed said petition and to be registered voters of the City of Wichita, Kansas.

I affix my hand and notarial seal this 25<sup>th</sup> day of May, 1960.

Buford Pendergrass  
Notary Public

My commission expires May 15, 1961.

30.10

*Knight School  
WR*

MARCH 10, 1960

MR. LAWRENCE CURFMAN  
ASSISTANT CITY ATTORNEY  
830 FIRST NATIONAL BANK BUILDING  
WICHITA, KANSAS

DEAR MR. CURFMAN:

AT A RECENT MEETING OF THE KNIGHT SCHOOL PARENT-TEACHER'S ASSOCIATION, A QUESTION WAS RAISED CONCERNING PEDESTRIAN CROSSINGS OVER RAILROAD RIGHTS-OF-WAY. THE SPECIFIC QUESTION WAS CONCERNED WITH THE CITY'S POWER TO FORCE A PEDESTRIAN CROSSING OVER THE RIGHT-OF-WAY AND TRACKAGE OF THE MIDLAND VALLEY RAILROAD AT SOME POINT BETWEEN 27TH AND 31ST STREETS SOUTH.

WILL YOU PLEASE ADVISE THIS DEPARTMENT OF THE CITY'S LEGAL POSITION IN SUCH A MATTER AS THIS. YOUR OPINION WILL BE FORWARDED TO THE PROPONENT OF THE QUESTION FOR HIS INFORMATION.

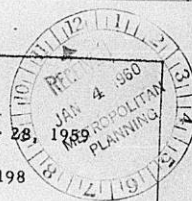
VERY TRULY YOURS,

LELAND R. EDMONDS  
SENIOR PLANNER

LRESDBR  
cc: FRED ALEY  
CITY ATTORNEY

*Curfman by phone 11/20/60  
Wichita Law Center  
2nd floor, 1st floor, 2nd floor, 3rd floor  
3rd floor, 4th floor, 5th floor  
4th floor, 5th floor, 6th floor*

City Commission Communication



To: The Honorable Members of the City Commission December 28, 1959

Subject: Knight Elementary School

CC 198

This report was requested by the City Commission on December 22, 1959, relative to immediate and long range solutions to the problem of access for automobile and pedestrian traffic to the Knight Elementary School.

An immediate problem appears to be adequate sidewalks for the school children going to and from the school from the north, south, and west. Also involved is the automobile traffic before and after school at which time the parents deliver and pick up the children. Any long range solution to this problem is difficult because of certain factors which must be kept in mind. First, that the City Commission is without authority to order in residential pavement except on the basis of a fifty percent petition of abutting property owners except under circumstances where the City Commission can order in connecting streets not to exceed two blocks in length. Second, in order to provide permanent sidewalks it is necessary to establish the grade of the future paved street and grade the street in preparation for pavement. This is necessary to establish the elevation of the sidewalk to conform with the future pavement. The grading which must be done would be a part of the benefit district expenses for a permanent street. Third, that it is the established policy of the city not to participate in the cost of residential pavement from bond funds unless the street is declared to be a major traffic street. (Osage Street under any interpretation can not be considered a major traffic street since Seneca Street two blocks to the west is a major traffic artery.)

Therefore, this report will be concerned with the immediate and long range action which must be taken in order to provide complete sidewalk and pavement necessary in this area.

The committee representing the Parent Teachers Association made seven recommendations and this report will deal with each of the seven.

1. Hard surface sidewalks on both sides of Osage Street from 27th Street South to 30th Street South.

(a) From Ellen Street north to 27th Street South it will be necessary to acquire thirty feet of right of way from the west side of the Heersche property (Wichita Big River Sand Company) which is the sand pit immediately north of the school. Temporary asphalt sidewalk can then be provided close to the present fence of the Heersche property and far enough away from the existing dirt street to be safe for the children to walk along the sidewalk. The permanent solution here would be the paving of this street with sidewalks on both sides. This solution will require a sufficient petition by the abutting property owners.

(b) From Ellen south to Marlboro, if it is possible to secure the cooperation of William Gibbs who owns the property to the west, the Board of Education is prepared to pave this portion of the street and to provide sidewalks on both sides.

City of Wichita, Kansas

City Commission Communication

Subject: Knight Elementary School

December 28, 1959

CC 198 - 2

(c) From Marlboro to 30th Street South, this pavement can be ordered in and likewise sidewalks can be ordered in on both sides of the street if (b) is accomplished.

2. Blacktop sidewalks between 30th Street South and 31st Street South.

The Maintenance Division has installed temporary asphalt walks in this area. It is further proposed that condemnation proceedings be initiated immediately to acquire additional right of way to remove the jog in this street. When the condemnation is completed, the City Commission can then order in the pavement and permanent sidewalks.

3. Paving of Osage Street between Ellen Street and 30th Street South at city at large expense.

It is contrary to city policy to contribute bond funds to residential paving. The city policy is now to participate on major streets and Osage does not qualify as a major street within the definitions applicable to traffic arteries.

4. Widen Osage Street to a full width street from 27th Street South to 29th Street South, with adequate drainage.

Condemnation proceedings will be instituted immediately to acquire the necessary thirty feet of the west side of the Heersche property. In the meantime, additional chat will be spread on the temporary sidewalk on the east side of the street.

5. Widen Ellen Street from Osage Street to Seneca Street with adequate drainage.

The present right of way is only a half of the street right of way and it will require a thirty foot dedication from William Gibbs who owns the property to the south. Mr. Gibbs has indicated that he will make such a dedication if he is provided with access to the adjacent lots which he owns east to the Knight School. The paving of this street will necessarily be depended upon a sufficient petition for pavement.

6. Open Ellen Street from Osage Street to Exchange Place, as a one-half width street, for one way traffic during school hours.

This can be done. The Board of Education has indicated that it will furnish a dedication for the north thirty feet of school property for this purpose.

It has been noted that to secure an additional thirty feet from the Heersche property would be impracticable due to the fact that the sand pit is located too close to the school property. Until the sandpit is filled, it will be impracticable to pave a full width street on Ellen (29th Street South). As an alternative, it is recommended that the school dedicate thirty feet from the south portion of their property for the opening of Marlboro south so that circulation will be provided from Osage by way of Marlboro to Exchange. Paving and sidewalks will be provided upon petition from property owners.

City of Wichita, Kansas.

City Commission Communication

Subject: Knight Elementary School

December 28, 1959

CC 198 - 3

7. Hard surface sidewalks on the north side of Ellen Street from Osage Street to Seneca Street.

Here again it is necessary to secure dedication of thirty feet from the William Gibbs property. Temporary sidewalks are not practicable because it is necessary to grade the street in order to provide even temporary sidewalks in this location. If and when dedication is obtained from the William Gibbs property, it is possible to widen the street and rough grade for a temporary street and possibly provide temporary sidewalks on the south side of Ellen.

Based on the above analysis, the City Manager recommends the following:

1. Osage Street, 30th Street South to 31st Street South. Institute condemnation proceedings to acquire the necessary right of way to provide for future pavement and sidewalks. Upon acquisition of the right of way, the City Commission can order in the pavement and sidewalk as connecting street.

In the meantime, the Maintenance Division has provided temporary blacktop sidewalk for the school children. This blacktop sidewalk will be extended to the north property line of the Knight School at Osage and Ellen.

2. To secure dedication of right of way from the Board of Education of thirty feet from the north side and thirty feet from the south side of the school property. To institute condemnation proceedings to acquire this right of way.
3. To secure a thirty foot dedication from William Gibbs in order to widen Ellen Street from Osage Street to Seneca Street.
4. To secure permanent pavement in front of the Knight School on petition by William Gibbs and the Board of Education.
5. To secure petition to pave Ellen Street from Seneca Street to Osage Street, if possible.
6. To secure petition to pave Marlboro from Osage Street to Exchange Place, if possible.
7. To secure petition to pave Exchange Place from Marlboro to 31st Street South, if possible.
8. Authorize the City Manager to secure a pre-appraisal of the thirty foot right of way on the west side of the Heersche property.

City of Wichita, Kansas

Subject: Knight Elementary School

December 28, 1959  
CC 198 - 4

9. If and when the city has obtained full right of way for streets in the area, that the City Commission order in pavement, if and when authorized by law.
10. That the City Commission order in permanent sidewalks with permanent pavement and order in sidewalks on temporary streets where street grades have been established.

Respectfully submitted,

*Frank H. Beckstrom*  
Frank H. Beckstrom  
City Manager

## Backstrom To Offer Plan for Knight School Street

Wednesday City Manager Frank Backstrom will give city commissioners his recommendations on a traffic problem in connection with Knight Elementary School, at Osage and 28th

city commissioners last week when parents from the school district asked the commission to furnish adequate access to the school.

The school sits alongside a sand-pit and has no paved streets, and

streets leading to the site. Parents said this creates a traffic problem and a hazard for school children who must walk to school.

**Possible Solution**  
Backstrom's proposal calls for opening Marlboro south of Exchange from Osage to Exchange. Dedicating 30 feet north of school to provide a one-half street along 29th South from Osage to Exchange.

Condemning 30 feet along west side of the sand-pit to provide a full-width street along Osage from 29th South to 27th South.

**Too Little Room**  
Backstrom said it would not be feasible at present to open Osage as a full-width street from Osage to Exchange, since sand-pit operation is so close to property line that condemnation of a 30-foot right-of-way would not leave sufficient clearance for street construction.

At the same time, the city is asking a 30-foot dedication along the south side of 29th South from Seneca to Osage to be opening that street as a full-width street.

Once rights-of-way have been secured, Backstrom said, the city plans to install temporary streets along Osage from 27th South to 29th South; along Marlboro from Exchange to Exchange and along 29th South from Seneca to Osage. The city already has an asphalt sidewalk under construction along Osage from 31st South to the school.

Edwards  
File:  
Knight  
School Study

### Action After Five Years

## Parents in School District Willing to Wait and Watch

After storming City Hall Tuesday morning, the delegation from Knight Elementary School went home with an air of quiet optimism.

"We're pleased with the action taken—so far," said Mrs. Richard Kinder, 3226 S. Osage.

"The City Commission was even more cooperative than we expected," she added.

As a matter of fact, the commissioners scrambled all over each other trying to find an answer to the street problem.

Knight School, at 641 W. 29th South, is nearly cut off from the outside world, lacking street paving.

sidewalks in almost all approaches.

#### 2 Properties Unplatted

Two large unplatted properties have held up attempts to get walks and street by petitions. The owners have resisted such petitions, being disinclined to purchase whole blocks of paving.

But one of the owners, Mrs. William Gibbs, 3008 S. Seneca, indicated Tuesday she was willing to make a deal, if possible, on improving the streets in the area. Such improvement might help her find financing for housing development on her property, she said.

### 12C The Wichita Eagle Wednesday Morning, December 22, 1939

deciding who will have to pay for what will take time.

Mrs. Kinder said: "We figured it will, but it can't take another five years."

#### Little Change in 5 Years

Knight School has been in operation about five years and street conditions have changed little in that time.

After more than two and half hours of debate Tuesday, before an audience composed largely of Knight School District women, the City Commission asked City Manager Frank H. Backstrom to bring in a systematic street improvements program next week.

The program is to resolve some of the legal pitfalls Backstrom outlined to the Commission during the hearing.

With this decision of the City Commission, Mrs. Kinder said, "our children are happier." "At least some of the delegation added, "is going back next day"—in accordance with a suggestion from Mayor Justus H. Fugate.

The Wichita Eagle 3  
Wednesday Evening, December 23,

## School Paving Pushed by City

### Officials to Study Recommendation

City officials wasted no time Tuesday in trying to work out relief for the street-block in front of the eighth elementary school, starting about 29th South street.

City Manager Frank Backstrom scheduled a meeting Tuesday with several department heads and a representative of the Board of Education to delve into the matter. They were to review seven recommendations for providing curbs and sidewalks to the school presented at Tuesday City Commission meeting by A. A. Palin, 2902 S. Walnut.

The manager said it would be decided Wednesday which of the recommendations might be carried out immediately and which would require further negotiations for dedication of right-of-way or will require condemnation.

He felt optimistic about prompt full development of the immediate school area now being sought by neighboring residents and that one of the large property owners which had held up the improvement have shown a spirit of cooperation.

Backstrom said further negotiations for the land required for improvements will be carried out this week in an attempt to provide as much information as possible before the City Commission meeting Tuesday.

After nearly three hours of discussion of the problem Tuesday the City Commission unanimously expressed concern about the lack of access to the school and instructed the city manager to bring in a plan next week for

Felt  
November 4, 1959

Mr. Lee Edmonds  
Planning Department  
Wichita, Kansas

Dear Mr. Edmonds

On behalf of the Knight Elementary School PTA we wish to express our sincere appreciation for what we feel is the thorough manner with which you and the Planning Staff reported our school circulation and drainage problem and the resulting recommendations.

Thank you, again.

Mrs. D. A. Palin  
President, Knight Elem. School  
PTA



DR59-22

METROPOLITAN PLANNING

OCTOBER 26, 1959

FRANK H. BACKSTROM, CITY MANAGER

L. L. LITTLE, DIRECTOR OF PLANNING

KNIGHT ELEMENTARY SCHOOL

AT THE MEETING OF THE SUBDIVISION COMMITTEE OF THE METROPOLITAN AREA PLANNING COMMISSION ON OCTOBER 8, 1959, REPRESENTATIVES OF THE KNIGHT ELEMENTARY SCHOOL REQUESTED ASSISTANCE IN SOLVING A CIRCULATION AND DRAINAGE PROBLEM. THE PROBLEM, GENERALLY ONE ASSOCIATED WITH UNIMPROVED STREETS AND LACK OF STORM WATER DRAINAGE FACILITIES, WAS BRIEFLY EXPLAINED BY MR. EARLE T. ANDERSON, PRINCIPAL OF THE SCHOOL.

THE SUBDIVISION COMMITTEE DIRECTED THE PLANNING DEPARTMENT TO FORWARD THIS MATTER TO THE CITY MANAGER AND TO REQUEST HIM TO TAKE SUCH ACTION AS IS NECESSARY TO BRING THE MATTER BEFORE THE CITY COMMISSION FOR APPROPRIATE ACTION. THE PLANNING DEPARTMENT HAS MADE A CURSORY EXAMINATION AND HAS PREPARED A PRELIMINARY REPORT ON THIS PROBLEM. THE REPORT AND ACCOMPANYING MAPS ARE SUBMITTED FOR YOUR INFORMATION.

L. L. LITTLE  
DIRECTOR OF PLANNING

LLL:DW

Metropolitan Planning

October 13, 1959

L. L. Little, Director of Planning

Leland R. Edmonds, Senior Planner

Knight school problem

As you directed, the Knight school street and sidewalk development problem was presented to the Subdivision Committee on October 8, 1959. The letter, signed by Dr. Sheposier, was read to the Committee and Mr. Anderson elaborated briefly on the presentation made.

The Committee suggested that this was not a proper matter for its concern and appeared somewhat resentful at having been bothered by such a presentation. I suggested that, if the Committee would so direct, the staff would work with the school authorities in an attempt to locate the most feasible and economical solution to the problem. Mr. Anderson advised the Committee that the City Manager had been contacted some months ago without satisfaction. He also stated that the Director of Public Works had referred the problem to the Planning Commission.

The Committee ultimately directed the staff to present the problem to the City Manager and request him to take appropriate action to place the problem before the City Commission.

On Friday, October 9, I conferred with Mr. Anderson at his school for approximately 2 hours. While there I was met by several women members of the PTA who stated their feelings with emphasis and expressed a sense of urgency in solving the problem.

The problem seems to resolve itself into certain specific points:

1. Mr. Hershey, owner of the sand pit immediately north of the school, has refused to dedicate land for street widening or to cooperate in street improvement.
2. Mr. Hershey has refused to allow construction of a sidewalk on his property for use of the school children.
3. A few years ago Mr. Hershey was the target of a neighborhood attack seeking to close the sand pit operation. This resulted in his fencing the pit - and apparently in bitterness and hard feelings.

Page 2 - L. L. Little  
October 13, 1959

4. Mr. Gibbs, owner of land west of the school, has indicated his willingness to dedicate land when his land can be platted. A preliminary plat has been approved recently. I am advised, however, that his efforts to obtain FHA financing have been and are likely to continue to be unsuccessful.
5. Mr. Gibbs appears to have no inclination to cooperate until his platting efforts are successful.
6. There appears to have been some considerable intramural strife among school authorities
  - a. about selecting the site;
  - b. about building on the site;
  - c. about districting;
  - d. about re-districting when Sims school was established;
  - e. about methods of solving the street-sidewalk problem.

In ending the conference I committed the Department only as follows:

1. Make a cursory examination of the problem and make preliminary suggestions for solution.
2. Present the Departmental suggestions to the City Manager as directed by the Subdivision Committee.
3. Cooperate in attending any meeting Dr. Sheposier and/or the Manager may call if appropriate.
4. To do items 1 and 2 above in sufficient time for Board of City Commission consideration on October 20, 1959 if the City Manager sees fit.

LRE:ber

Leland R. Edmonds  
Senior Planner

WICHITA PUBLIC SCHOOLS

LAWRENCE H. SHEPOISER, *Superintendent*

WICHITA 2, KANSAS

ALVIN E. MORRIS, *Assistant Superintendent*  
*in charge of Elementary Education*

October 6, 1959

To: Wichita Sedgwick County Metropolitan Planning Department  
L. L. Little, Director

From: Dr. Lawrence H. Shepoiser, Superintendent  
of Wichita Public Schools

Subject: Recommendations for City Improvements in the Knight  
Elementary School District

Explanation:

Knight Elementary School District was organized in the fall of 1954. The building is located at 3030 South Osage Street. The only street approach to the school is Osage which runs parallel to the front of the school grounds for a distance of 360 feet. Osage at this point is a thirty foot rounded gravel street with ditches on either side. There is a gravel walk on the school parking east of the ditch.

Osage to the North of 29th Street South (Ellen Street) to 27th Street South is a half, very flat graveled street, dedicated by the property owners on the west side of the street. There are no sidewalks along Osage between 30th Street South and 27th Street South.

Twenty-ninth Street (Ellen) west from Osage to Seneca is a half poorly graveled street, dedicated by the property owners on the north side of the street. There are no sidewalks along 29th Street South between Osage and Seneca.

Since cars and children must use these narrow half streets with no sidewalks, an extreme health and safety hazard exists.

The closing of Seneca in the near future for paving will further complicate traffic and safety problems. Car traffic will become extremely difficult unless relief is forth coming.

Page 2  
Mr. L. L. Little

Recommendations of the Central Administration of the Wichita Public Schools are as follows:

1. Paving of Osage Street between 30th Street South and 29th Street South (Ellen)
2. Condemn east half of Osage Street between 29th Street South (Ellen) and 27th Street South
3. Condemn south half of 29th Street South (Ellen) between Osage Street and Seneca
4. Open 29th Street South (Ellen) between Osage and Exchange
5. Open Exchange Street between 29th Street South (Ellen) and Marlboro
6. Sidewalks on both sides of Osage street between 30th Street South and 27th Street South
7. Sidewalks on north side of 29th Street South between Osage and Seneca
8. Black top sidewalk between 31st Street South and 30th Street South

*Lawrence J. Johnson*

KNIGHT ELEMENTARY SCHOOL  
CIRCULATION AND DRAINAGE PROBLEM

AT THE PRESENT TIME ACCESS TO KNIGHT ELEMENTARY SCHOOL IS POOR FOR BOTH PEDESTRIAN AND VEHICULAR TRAFFIC. THE SCHOOL BUILDING, LOCATED AT 3030 SOUTH OSAGE STREET, IS ONLY ACCESSIBLE FROM OSAGE, A GRAVELED STREET WHICH IS THIRTY FEET WIDE WITH A DITCH ON EITHER SIDE SOUTH OF THE SCHOOL AND ONLY A HALF-WIDTH STREET NORTH OF IT. TWENTY-NINTH STREET (ELLEN) FROM THE WEST INTERSECTS OSAGE STREET IMMEDIATELY NORTH OF THE SCHOOL AND IS ONLY A HALF-WIDTH, POORLY GRAVELED STREET.

THERE ARE ONLY TWO SHORT, GRAVELED SIDEWALKS FOR PEDESTRIAN TRAFFIC IN THE AREA. ONE IS LOCATED ON THE SCHOOL PARKING ON THE EAST SIDE OF OSAGE AND THE OTHER IS IN THE OSAGE STREET RIGHT-OF-WAY BETWEEN 30TH STREET AND 31ST STREET. A SAFETY HAZARD EXISTS BECAUSE OF THE MIXTURE OF PEDESTRIAN AND VEHICULAR TRAFFIC USING STREETS IN THE AREA.

A FURTHER COMPLICATING FACTOR IS THE LACK OF DRAINAGE IN THE SCHOOL AREA. THIS IS BROUGHT ABOUT LARGELY BECAUSE OF POOR GRADING OF THE GRAVELED STREETS AND THE LACK OF ADEQUATE DITCHES OR STORM DRAINS. AS A RESULT THE SCHOOL AREA AND SEVERAL INTERSECTIONS IN THE AREA BECOME SMALL LAKES AFTER EVEN A MODERATE AMOUNT OF RAINFALL.

BOTH CIRCULATION AND DRAINAGE IN THE AREA CAN BE IMPROVED BY THE INSTALLATION OF PAVED STREETS AND SIDEWALKS. TWO BASIC PROPOSALS, WITH AN ADDITIONAL MODIFICATION OF EACH ARE SUBMITTED FOR THE SOLUTION OF THE PROBLEMS IN THE IMMEDIATE AREA OF THE SCHOOL.

PROPOSAL 1 A WOULD PROVIDE FOR THE PAVING OF OSAGE FROM 27TH STREET TO 30TH STREET, OF 29TH (ELLEN) FROM SENECA TO OSAGE, AND OF EXCHANGE STREET FROM 30TH TO 31ST STREET. IT WOULD ALSO PROVIDE FOR A PAVED MID-BLOCK WALK BETWEEN 30TH AND 31ST STREET. THE PAVING OF THESE STREETS WOULD PROVIDE ALL-WEATHER VEHICULAR CIRCULATION TO AND FROM THE SCHOOL IN ALL DIRECTIONS. PAVED STREETS WOULD ALSO ALLOW FOR THE DRAINAGE OF STORM WATER AWAY FROM THE SCHOOL AREA. THE MID-BLOCK WALK WOULD FACILITATE PEDESTRIAN ACCESS FROM THE SOUTH END OF THE SCHOOL DISTRICT.

THERE ARE TWO DEFICIENCIES IN PROPOSAL 1 A: (1) THE HIGH TOTAL COST OF CONSTRUCTION (APPROXIMATELY \$82,150\*); AND (2) THE DIFFICULTY OF OBTAINING THE EAST HALF OF RIGHT-OF-WAY FOR OSAGE FROM 27TH TO 29TH STREET. IT WOULD PROBABLY HAVE TO BE CONDEMNED, WHICH WOULD ADD TO THE TOTAL COST. AT THE PRESENT TIME IT IS IMPOSSIBLE TO OBTAIN THE REQUIRED 50% ABUTTERS' VOTE ON A PAVING PETITION FOR OSAGE FROM 27TH TO 29TH STREET BECAUSE THE VOTERS ON THE WEST SIDE OF OSAGE WHO ARE REPORTED TO FAVOR PAVING DO NOT HAVE 50% OF THE FRONTAGE. IT MAY BE FEASIBLE TO VACATE BARBARA AVENUE FROM WALNUT TO OSAGE STREET, SO THAT HALF THE RIGHT-OF-WAY WOULD REVERT TO THE ABUTTING OWNERS. IF BARBARA WERE VACATED THE PROPERTY OWNERS ON THE WEST SIDE OF OSAGE WOULD POSSIBLY HAVE THE NECESSARY 50% FRONTAGE TO PASS A PAVING PETITION. THIS COULD ALLOW OSAGE TO BE PAVED BUT WOULD STILL RESULT IN CONDEMNATION COST OF THE EAST HALF OF RIGHT-OF-WAY. IT WOULD APPEAR APPROPRIATE TO CONSULT THE DEPARTMENT OF LAW CONCERNING THE EXACTNESS WITH WHICH A MEASUREMENT MUST EQUAL HALF THE TOTAL FRONTAGE.

---

\*SEE PAGE 5 FOR APPROXIMATE BREAKDOWN OF COST TO APPROPRIATE AGENCY FOR THIS AND THE SUCCEEDING ALTERNATIVES.

IF A VALID PETITION FOR PAVING CANNOT BE OBTAINED THEN PAVING OF OSAGE COULD BE ACCOMPLISHED ONLY AS A CITY AT LARGE EXPENSE. EVEN IF THIS WERE TO PROVE DESIRABLE, THE CITY COULD PAVE IT AS AN AT LARGE EXPENSE ONLY IF

1. IT IS DESIGNATED AS A MAJOR STREET; OR
2. IT IS A NECESSARY CONNECTING STREET. STUDY BY THE APPROPRIATE DEPARTMENTS AND COMMISSIONS SHOULD DETERMINE THE NEED FOR AND VALIDITY OF USING EITHER 1 OR 2, IMMEDIATELY ABOVE.

IN PROPOSALS 1 A AND 1 B THE ADDITIONAL PROBLEM OF SECURING THE OTHER HALF RIGHT-OF-WAY OF 29TH STREET MUST BE TAKEN INTO CONSIDERATION.

AT THE PRESENT TIME THE PRELIMINARY PLAT OF GIBBS SECOND ADDITION WEST OF OSAGE HAS BEEN APPROVED BY THE PLANNING COMMISSION BUT THE FINAL PLAT HAS NOT BEEN SUBMITTED TO THAT BODY. THE PLANNING DEPARTMENT HAS BEEN ADVISED THAT THIS DELAY IS CAUSED BY THE DEVELOPER'S INABILITY TO OBTAIN FEDERAL HOUSING ADMINISTRATION FINANCING FOR SUBDIVIDING THIS AREA. UNTIL THE DEVELOPER'S FINAL PLAT IS APPROVED, IT IS UNCERTAIN WHETHER OR NOT THE OTHER HALF RIGHT-OF-WAY ALONG 29TH STREET CAN BE OBTAINED WITHOUT CONDEMNATION PROCEEDINGS AND THE RESULTANT EXTRA COST.

A MODIFICATION OF PROPOSAL 1 A IS SHOWN IN PROPOSAL 1 B, WHICH WOULD PROVIDE FOR THE PAVING OF OSAGE STREET FROM 27TH TO 31ST STREET AND OF 29TH FROM SENECA TO OSAGE. THIS WOULD PROVIDE ALL-WEATHER CIRCULATION AROUND THE SCHOOL AREA AS WELL AS PROVIDE FOR STORM WATER DRAINAGE.

DETERRENTS TO PROPOSAL 1 B ARE THE SAME AS THOSE FOR 1 A, NAMELY: (1) THE HIGH TOTAL COST OF CONSTRUCTION (APPROXIMATELY \$81,440); AND (2) THE DIFFICULTY AND COST OF OBTAINING THE OTHER HALF OF RIGHT-OF-WAY ON OSAGE NORTH OF THE SCHOOL AS WELL AS THE PROBLEM OF PASSING A PAVING PETITION. HERE AGAIN PERHAPS A VAGATION OF A PORTION OF BARBARA AVENUE WOULD MAKE A SUCCESSFUL PETITION POSSIBLE. ANOTHER COST FOR THIS PROPOSAL WOULD BE THAT OF SECURING A CORNER OF TWO LOTS BETWEEN 30TH AND 31ST STREETS ON OSAGE TO OBTAIN ENOUGH ROOM TO CONSTRUCT A STREET OF STANDARD WIDTH. THIS IS NECESSARY BECAUSE, ALTHOUGH THE CITY NOW HAS THE RIGHT-OF-WAY IN THAT AREA, IT IS IN TWO SECTIONS WHICH ARE OFFSET.

PROPOSAL 2 A WOULD PROVIDE FOR THE PAVING OF OSAGE STREET FROM 29TH TO 30TH STREET, OF 29TH STREET FROM SENECA TO OSAGE, AND OF EXCHANGE FROM 30TH TO 31ST STREET. IN ADDITION PAVED SIDEWALKS ARE PROPOSED FROM 27TH TO 29TH STREET ON THE WEST SIDE OF OSAGE AND AS A MID-BLOCK WALK BETWEEN 30TH AND 31ST STREETS.

THIS PROPOSAL WOULD ALSO PROVIDE ALL-WEATHER VEHICULAR CIRCULATION IN THE SCHOOL AREA AND FOR A SEPARATION OF VEHICULAR AND PEDESTRIAN TRAFFIC TO SOME EXTENT. ALSO THE PAVING OF 29TH AND OSAGE STREETS WOULD PROVIDE STORM WATER DRAINAGE IN THE SCHOOL AREA. THE TOTAL COST OF THIS PROPOSAL IS APPROXIMATELY \$57,540.

PROPOSAL 2 B (A MODIFICATION OF 2 A) WOULD PROVIDE FOR THE PAVING OF OSAGE FROM 29TH TO 31ST STREET, AND OF 29TH STREET FROM SENECA TO OSAGE. A PAVED SIDEWALK IS PROPOSED ALONG THE WEST SIDE OF OSAGE FROM 27TH TO 29TH STREET. THIS ALTERNATIVE WOULD PROVIDE ALL-WEATHER VEHICULAR ACCESS TO THE SCHOOL AREA AS WELL AS PROVIDE SAFER PEDESTRIAN ACCESS FROM THE NORTH SIDE OF THE SCHOOL DISTRICT. THE PAVED STREETS

WOULD ALSO ALLOW FOR THE DRAINAGE OF STORM WATER AWAY FROM THE SCHOOL AREA. THE TOTAL COST FOR THIS PROPOSAL WOULD BE APPROXIMATELY \$56,830, THE LOWEST COST OF ANY OF THE ALTERNATIVES.

AN ADDITIONAL FACTOR WILL ENTER IN THE TIMING OF ANY CONSTRUCTION IN THE AREA. SENEGA WILL BE CLOSED ABOUT 90 DAYS FOR PAVING IN THE LATE SPRING OR EARLY SUMMER OF 1960 ACCORDING TO PRESENT DEPARTMENT OF PUBLIC WORKS PLANS. A SCHEDULE SHOULD BE DERIVED TO ALLOW SAFE, ADEQUATE CIRCULATION IN THE AREA DURING CONSTRUCTION TIME. ONE AID WILL BE THE FACT THAT THE SCHOOL SHOULD BE CLOSED FOR SUMMER VACATION BEFORE SENEGA IS CLOSED FOR PAVING.

FROM A STUDY OF THE FOUR PROPOSALS SUBMITTED IT WOULD APPEAR THAT EITHER 2 A OR 2 B WOULD BE THE MOST FEASIBLE FROM THE STANDPOINT OF COST AND EASE OF SECURING ADDITIONAL RIGHT-OF-WAY DEDICATIONS.

BASED ON THE PLACE OF RESIDENCE OF THE 423 PUPILS IN THE DISTRICT, THE FOLLOWING AMOUNTS OF STREET USAGE WERE ESTIMATED:

- 85 ON OSAGE NORTH OF ELLEN
- 430 ON 30TH
- 50 ON 31ST
- 120 FROM SOUTH OF 31ST STREET
- 70 WILL USE EXCHANGE PLACE.

NO ATTEMPT WAS MADE TO ESTIMATE THE NUMBER OF PUPILS WHO WOULD WALK AS OPPOSED TO THOSE WHO WOULD BE TRANSPORTED TO SCHOOL BY AUTOMOBILE. MOST OF THE PUPILS IN THE DISTRICT WILL USE AT LEAST TWO STREETS TO REACH SCHOOL, BUT ALL USE OSAGE STREET TO SOME EXTENT IN ORDER TO REACH THE SCHOOL.

THE PRECEEDING ESTIMATES ARE BASED ON THE SHORTEST, MOST CONVENIENT ROUTE TO SCHOOL. IT WOULD PROBABLY VARY ONLY SLIGHTLY WITH THE PAVING OF ANY ADDITIONAL STREETS IN THE AREA.

THE CALCULATIONS FOR THE COST OF CONSTRUCTION OF THE FOUR PROPOSALS WERE BASED ON UNIT COSTS FURNISHED BY THE ENGINEERING DIVISION. THEY DO NOT INCLUDE ESTIMATES FOR CONDEMNATION OF ADDITIONAL RIGHT-OF-WAY. THE COST ESTIMATES GIVEN ARE BASED ON CITY SPECIFICATIONS AND ARE AS FOLLOWS:

AVERAGE COST PER FT. OF STREET	- \$21.00
AVERAGE COST PER FT. OF SIDEWALK	- \$ 1.80
AVERAGE COST PER CURB RETURN	- \$400.00

BREAKDOWN OF COSTS

<u>OPTION</u>	<u>FT. OF STREET</u>	<u>FT. OF SIDEWALK</u>	<u>NO. CURB RETURNS</u>	<u>TOTAL COST</u>
1 A	3825	570	2	\$82,150
1 B	3840	NONE	2	81,440
2 A	2550	570	2	57,540
2 B	2565	1200	2	56,830

COST TO APPROPRIATE AGENCIES

<u>OPTION</u>	<u>BENEFIT DISTRICT</u>	<u>CITY AT LARGE</u>	<u>SCHOOL BOARD</u>	<u>TOTAL COST</u>
1 A	\$76,540	1,630	3,780	82,150
1 B	75,830	1,630	3,780	81,440
2 A	52,330	1,430	3,780	57,540
2 B	51,620	1,430	3,780	56,830

Copies

To: ~~Frank H. Backstrom, City Manager~~

From: ~~L. L. Little, Director of Planning~~

*Center  
for Cons.*

Subject: Knight Elementary School, ~~Problem~~  
*CIRCULATION AND DRAINAGE PROBLEM*

At the present time access to Knight Elementary School is poor for both pedestrian and vehicular traffic. The school building, located at 3030 South Osage Street, is only accessible from Osage, a graveled street which is thirty feet wide with a ditch on either side south of the school and only a ~~30~~, half-width street north of it. Twenty-ninth Street (Ellen) from the west intersects Osage Street immediately north of the school and is only a ~~30~~, half-width, poorly graveled street.

There are only two short, graveled sidewalks for pedestrian traffic in the area. One is located on the school parking on the east side of Osage and the other is in the Osage Street right-of-way between 30th Street and 31st Street. A safety hazard exists because of the mixture of pedestrian and vehicular traffic using streets in the area.

A further complicating factor is the lack of drainage in the school area. This is brought about largely because of poor grading of the graveled streets and the lack of adequate ditches <sup>of storm drains.</sup> As a result the school area and several intersections in the area become small lakes after even a moderate amount of rainfall.

Both circulation and drainage in the area can be improved by the installation of paved streets and sidewalks. Two basic proposals, with an additional modification of each are submitted for the solution of the problems in the immediate area of the school.

Proposal 1 A would provide for the paving of Osage from 27th Street to 30th Street, of 29th (Ellen) from Seneca to Osage, and of Exchange Street from 30th to 31st Street. It would also provide for a paved mid-block walk between 30th and 31st Street. The paving of these streets would provide all-weather vehicular circulation to and from the school in all directions. Paved streets would also allow for the drainage of storm water away from the school area. The mid-block walk would facilitate pedestrian access from the south end of the school district.

There are two ~~drawbacks~~ <sup>deficiencies in</sup> to proposal 1 A: (1) The high total cost of construction (approximately \$82,150\*); and (2) the difficulty of obtaining the east half of right-of-way for Osage from 27th to 29th Street. It would probably have to be condemned, which would add to the total cost. At the present time it is impossible to obtain the required 50% abutters' vote on a paving petition for Osage from 27th to 29th Street because the voters on the west side of Osage who are reported to favor paving do not have 50% of the frontage. It may be feasible to vacate Barbara Avenue from Walnut to Osage Street, so that half the right-of-way would revert to the abutting owners. If Barbara were vacated the property owners on the west side of Osage would possibly have the necessary 50% frontage to pass a paving petition. This could allow Osage to be paved but would still result in condemnation cost of the east half of right-of-way. A legal opinion might be obtained concerning the exactness with which a measurement must equal half the total frontage. *It would appear appropriate to consult the Department of Law.*

*If a valid petition for paving could be obtained then paving of Osage could be accomplished only as a city at large expense. Even if this were to prove doubtful, the City could pave it as an at large expense only if*

- 1. It is designated as a major street, or*
  - 2. It is a necessary connecting street.*
- Study by the appropriate department and commissioners should determine the need for and validity paving either on 1 or 2, immediately above.*

\*See Page 5 for approximate breakdown of cost to appropriate agency for this and the succeeding alternatives.

*Proposals 1A and 1B*  
In ~~this proposal and the following~~, the additional problem of securing the other half right-of-way of 29th Street must be taken into consideration.

At the present time the preliminary plat of Gibbs Second Addition west of Osage has been approved by the Planning Commission but the final plat has not been submitted to that body. *The Planning Department has been advised* It appears that this delay is caused by the developer's inability to obtain <sup>F.N.A.</sup> financing for subdividing this area. Until the developer's final plat is approved, it is uncertain whether or not the other half right-of-way along 29th Street can be obtained without condemnation proceedings and the resultant extra cost.

A modification of Proposal 1A is shown in Proposal 1B, which would provide for the paving of Osage Street from 27th to 31st Street and of 29th from Seneca to Osage. This would provide all-weather circulation around the school area as well as provide for storm water drainage.

Deterrents to Proposal 1B are the same as those for 1A, namely:

(1) the high total cost of construction (approximately \$81,440); and (2) the difficulty and cost of obtaining the other half of right-of-way on Osage north of the school as well as the problem of passing a paving petition. *Here again perhaps a vacation of a portion of Barbara Avenue would make a successful petition possible.* Another cost for this proposal would be that of securing a corner of two lots between 30th and 31st Streets on Osage to obtain enough room to construct a street of standard width. This is necessary because, although the city now has the right-of-way in that area, it is in two sections which are offset.

Proposal 2A would provide for the paving of Osage Street from 29th to 30th Street, of 29th Street from Seneca to Osage, and of Exchange from 30th to 31st Street. In addition paved sidewalks are proposed from 27th to 29th Street on the west side of Osage and as a mid-block walk between 30th and 31st Streets.

This proposal would also provide all-weather vehicular circulation in the school area and for a separation of vehicular and pedestrian traffic to some extent. Also the paving of 29th and Osage Streets would provide storm water drainage in the school area. The total cost of this proposal is approximately \$57,540.

Proposal 2B (a modification of 2A) would provide for the paving of Osage from 29th to 31st Street, and of 29th Street from Seneca to Osage. A paved sidewalk is proposed along the west side of Osage from 27th to 29th Street. This alternative would provide all-weather vehicular access to the school area as well as provide safer pedestrian access from the north side of the school district. The paved streets would also allow for the drainage of storm water away from the school area. The total cost for this proposal would be approximately \$56,830, the lowest cost of any of the alternatives.

An additional factor will enter in the timing of any construction in the area. Seneca will be closed about 90 days for paving in the late spring or early summer of 1960 according to present Public Works Department plans. A schedule <sup>desired</sup> ~~would have to~~ be ~~worked out~~ to allow ~~for~~ safe, adequate circulation in the area during construction time. One aid will be the fact that the school should be closed for summer vacation before Seneca is closed for paving. <sup>From</sup> From a study of <sup>submitted</sup> ~~these~~ four proposals, it would appear that either 2A or 2B would be the most feasible <sup>from</sup> ~~for~~ the standpoint of cost and ease of securing additional <sup>right-of-way</sup> ~~dedication~~.

*Followed by sidewalk*

Based on the place of residence of the 423 pupils in the district, the following amounts of street usage were estimated: No attempt was made to estimate the number of pupils who would walk as opposed to those who would be transported to school by automobile. Approximately 85 pupils will use Osage north of the

*Indicate to school*

school (funneling in from various other streets: -130 on 30th, -50 on 31st, and -120 from south of 31st Street), and -70 will use Exchange Street. Most of the pupils in the district will use at least two streets to reach school, but in general they must all use Osage Street to some extent in order to reach the school.

*Ellen*  
*Place in sentence in parenthesis & circled in red.*

The preceding estimates are based on the shortest, most convenient route to school. It would probably vary only slightly with the paving of any additional streets in the area.

The calculations for the cost of construction of the four proposals were based on unit costs furnished by the Engineering Division. They do not include estimates for condemnation of additional right-of-way. The cost estimates given are based on City specifications and are as follows:

- Average cost per ft. of Street - \$ 21.00
- Average cost per ft. of Sidewalk- \$ 1.80
- Average cost per Curb Return - \$ 400.00

BREAKDOWN OF COSTS

<u>Option</u>	<u>Ft. of Street</u>	<u>Ft. of Sidewalk</u>	<u>No. Curb Returns</u>	<u>Total Cost</u>
1A	3825	570	2	\$82,150
1B	3840	None	2	81,440
2A	2550	570	2	57,540
2B	2565	1200	2	56,830

COST TO APPROPRIATE AGENCIES

<u>Option</u>	<u>Benefit District</u>	<u>City at Large</u>	<u>School Board</u>	<u>Total Cost</u>
1A	\$76,540	1,830	3,780	82,150
1B	75,830	1,830	3,780	81,440
2A	52,330	1,430	3,780	57,540
2B	51,620	1,430	3,780	56,830



Paving Osage Ave.

From: S.L. 30th St. So. to N.L. 31st St. So.

1. Petition — None
2. Resolution { adopted 1/26/60  
published 1/28/60
- 3.
- 4.
5. Preliminary Est. { Approved 5/17/60 Amt \$11,657.03
6. Bids Av. for. { 5/23/60 Published 5/18/60  
Opened by City Clerk 5/23/60
7. Contract Awarded { 5/24/60  
Globe Constr. Co.  
Bond & Contract 5/24/60  
app'd.
8. Ord. Author. No 25-350 1st Read. 5-24-60  
Imp' 2nd. 5/31-60  
Pub 6/2/60

Opening and Widening Orange Ave.  
From S.E. 27th St. So. to E. 29th St. So.

1. petition

2. Resolution { adopted 1/5/60  
Published 1/9/60

3. Report of City Eng. on land to be taken. Appd. & City Attorney instructed to prepare Ord. 6/16/60

4. Ord. { No. 25-201 ~~at Reading~~ 2/23/60  
adopted 3-1-60  
Published 3-3-60

5. Appd. <sup>14</sup> may 1960 Keith Curfman  
Geo Mc Hill  
W. C Norton meeting.  
April 23. 1960



5.

4' Sidewalk on both sides of Osage Ave.  
From 27<sup>th</sup> St So. to 31<sup>st</sup> St. So.

1. Petition                      9/27/55                      Granted 9/27/55

2. Resolution                      { 1<sup>st</sup> Read.                      9/27/55.  
  { 2<sup>nd</sup> "                              10/4/55  
  { Published                      10/6/55

3.

↓  
16

4' Sidewalk on Both Sides of Osage Ave.  
from 30<sup>th</sup> St. So. to 31<sup>st</sup> St. So.

1.

2. Rec. { <sup>Adopted</sup> 1/26/60  
          { <sup>Publ.</sup> 1/28/60

3.

4.

5. Preliminary Est. 4/12/60 \$ 37,291.26

6. Bid Adv. for. 4/18/60 Pub. 4/13/60  
                  Opened by City Clerk 4/18/60

7. Contract Awarded 4/26/60  
                          Globe Constr. Co.  
                          Bond of Contract 4/27/60  
                          appd.

16

Sidewalk 29<sup>th</sup> to 30<sup>th</sup> both sides of Osage

protest petition.

Marlboro, Exchange to Orage.

OBTAIN

By

July 7

Paving Pet Proceeding - abandoned Mar 15, 1960  
Petition found to be inadequate.

Open + Widening

Proceedings initiated have proceeded to point  
of appraisal being appointed by Dist Court.  
Appraisers notice published 6-27-60 Eagle PM.

\* Please check status w/ city clerk of

Orage - between 31st St S. + 27th St S.

for Paving Proceedings ✓  
R/W acquisition proceedings ✓  
Sidewalk proceeding ✓

Same for ① <sup>not started</sup> 24th (Ellen) St S. between Seneca + Orage  
→ ② + Orage to Exchange.

? 30th St S. Orage to Exchange (2 checks  
paid ~~5/20/60~~ this is in)

If City Clerk office does not know, then check w/ Eng's

Please determine from City Clerk or Engineer benefit debit

for Orage paving

" R/W  
29th paving + R/W Orage to Seneca

boundary



