

DR-77-14 - Wichita City Commission  
requests Zoning Policy on Hillside  
from City Limit to City Limit.

# ACTION

COMMITTEE		DATE
M.A.P.C.	<i>Deferred 2 weeks</i>	<i>6-9-77</i>
<del>M.A.P.C.</del>	<i>Deferred 2 weeks</i>	<i>6-23-77</i>
B.C.C./B. CO. C.	<i>Approved by MAPC</i> <i>Amended</i>	<i>8-2-77</i>
MAPC	<i>Approve with modifications</i>	<i>7-7-77</i>

DK-77-14 - MICHIGAN CITY COMMISSION  
requests Zoning Policy on Hillside  
from City Limit to City Limit.

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

DATE

August 3, 1977

TO Zoning Policy Statement File

FROM Mike Meek, Senior Planner

SUBJECT DR 77-14 - Zoning Policy on Hillside

On August 2, 1977, the Board of City Commissioners approved the following Hillside zoning policies which had previously been recommended for approval by the Metropolitan Area Planning Commission on July 7, 1977.

1. Look with favor on medium density residential districts ("R-5" or "R-6") from 21st Street North to the city limits on the north on both the east and west sides of Hillside. It should be noted that this recommendation applies to the city limits as they exist at this time and as future annexations occur on north Hillside, this policy might have to be revised.
2. Look with favor on a combination "R-5" General Residence/"U" University District from 17th North to 21st on the west side of Hillside for those lots which front on Hillside and the "BB" Office District from 9th Street North to 17th Street North on both sides of Hillside.
3. Look with favor on the "BB" Office District from Central to 9th Street North on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon submission of a detailed traffic analysis of the proposal.<sup>1</sup>
4. Look with favor on the "BB" Office District from Lincoln to Central on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon submission of a detailed traffic analysis of the proposal.<sup>1</sup>
5. Retain the existing zoning classification from Harry Street north to Lincoln on both the east and west sides of Hillside.

---

<sup>1</sup>This traffic impact analysis should also be required on smaller applications when ownership lists reveal an aggregation of several small "BB" tracts by one owner.

Page Two  
DR 77-14 - Zoning Policy on Hillside  
August 3, 1977

6. Retain the existing zoning classifications from Wassall north to Harry on both the east and west sides of Hillside.

7. Look with favor on the "LC" Light Commercial District from 31st Street South to Wassall on both the east and west sides of Hillside.

It should also be noted that the existing adopted policy of not looking with favor on "Light Commercial" or "Commercial" requests along Hillside Avenue except for adjustments to existing "LC" when a demonstrated need has been shown (approved as amended on 12/30/75) shall be retained with the exception of the segment from Wassall south to 31st Street South which is recommended for "LC" Light Commercial.

*Mike Meek*

Mike Meek  
Senior Planner

MM:el

July 22, 1977

E. H. Denton, City Manager

Robert A. Lakin, Director of Planning

DR 77-14 Hillside Zoning Policy

The Board of City Commissioners in previously considering zone case Z-1841 located on the east side of Hillside between Oakland Avenue and English returned the case to the Metropolitan Area Planning Commission. The City Commission requested that a study and subsequent zoning policy recommendations for the entire length of Hillside be prepared and submitted prior to reconsideration of the aforementioned zone change request.

Attached is a copy of the land use study and zoning policy recommendations which were prepared by the MAPD staff. On Thursday, July 7, 1977, the Metropolitan Area Planning Commission considered the study and Hillside Zoning Policy recommendations which had previously been considered by the MAPC on June 9, 1977. As a result of this consideration, the MAPC modified staff recommendations by favoring the "BB" Office District from 9th to 17th Street North (recommended by staff for "R-6") and from Wassall south to 31st Street South, favoring the "LC" Light Commercial District (recommended by staff for the "BB" Office District). With these changes, the MAPC recommendation for zoning policies on Hillside are as follows:

1. Look with favor on medium density residential districts ("R-5" or "R-6") from 21st Street North to the city limits on the north on both the east and west sides of Hillside. It should be noted that this recommendation applies to the city limits as they exist at this time and as future annexations occur on north Hillside, this policy might have to be revised.
2. Look with favor on a combination "R-5" General Residence/"U" University District from 17th north to 21st on the west side of Hillside for those lots which front on Hillside and the "BB" Office District from 9th Street North to 17th Street North on both sides of Hillside.
3. Look with favor on the "BB" Office District from Central to 9th Street North on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon submission of a detailed traffic analysis of the proposal.<sup>1</sup>
4. Look with favor on the "BB" Office District from Lincoln to Central on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon submission of a detailed traffic analysis of the proposal.<sup>1</sup>

Memorandum to E. H. Denton, City Manager  
Re: Hillside Zoning Policy

July 22, 1977  
Page 2

5. Retain the existing zoning classification from Harry Street north to Lincoln on both the east and west sides of Hillside.

6. Retain the existing zoning classifications from Wassall north to Harry on both the east and west sides of Hillside.

7. Look with favor on the "LC" Light Commercial District from 31st Street south to Wassall on both the east and west sides of Hillside.

---

<sup>1</sup>This traffic impact analysis should also be required on smaller applications when ownership lists reveal an aggregation of several small "BB" tracts by one owner.

It should also be noted that the existing adopted policy of not looking with favor on "Light Commercial" or "Commercial" requests along Hillside Avenue except for adjustments to existing "LC" when a demonstrated need has been shown (approved as amended on 12/30/75) shall be retained with the exception of the segment from Wassall south to 31st Street South which is recommended for "LC" Light Commercial.

The minutes of the Metropolitan Area Planning Commission of June 9, 1977 and July 7, 1977 are attached for reference. In addition, two memos detailing the recommendations of the various Citizen Participation Councils on the staff proposals have been included.

Recommendation:

It is recommended that the Board of City Commissioners adopt the zoning policy recommendations on Hillside as amended by the Metropolitan Area Planning Commission.

---

Robert A. Lakin, Director of Planning

Attachments  
Excerpt Minutes of MAPC as noted  
CPO memos (2)  
Zoning Policy Study on Hillside

MM:ew

13. DR 77-14 - Proposed zoning policy on Hillside

*Draft -  
Walter has corrected  
copy.*

GALBRAITH recalled to the Commissioners that the zoning policy study on Hillside had been deferred six weeks ago as no response had been received from the CPO's. He stated that the Commissioners had before them two memorandums outlining those CPO's that had considered the policy and found it acceptable, and one that had taken no position, and one that had failed to meet because of the lack of a quorum, and that he felt the response had been an overwhelming concurrence with the study.

BELL asked what kind of standards the staff had used to decide whether a vote was overwhelming, and GALBRAITH responded that he had not seen anyone at the CPO meetings that was negative and that it appeared that their response was unanimous in concurrence with the policy.

GALBRAITH further stated that the Commissioners would recall that the Hillside study was requested by the City Commission because of a zoning case south of Douglas on the east side of Hillside. He said the case considered by the Planning Commission had not yet been forwarded to the City Commission, at the applicant's request, until the study could accompany it. GALBRAITH further commented that Mike Meek, of the Planning staff, had been responsible for the drafting of the policy statement.

MIKE MEEK, Senior Planner, stated that the study had been requested by the City Commission as a result of a zoning case on the east side of Hillside between Oakland and English and the City Commission's

*Duelyn*

WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION  
SUBDIVISION COMMITTEE

AGENDA

JUNE 2, 1977

The regular meeting of the Metropolitan Area Planning Commission Subdivision Committee with representatives of the utility companies and officials from various departments of the City of Wichita and County of Sedgwick will be held on Thursday, June 2, 1977, at 1:00 p.m., in the Board Room, First Floor, City Hall, 455 North Main, Wichita, Kansas.

1. S/D 77-70 - Final Plat of JAMES F. HARRIS ADDITION, generally located on the east side of High Street, in an area north of 2nd Street.

Engineer: Gerald Young  
Minimum lot area: 14,100 sq. ft.  
Acreage: .323  
Number of lots: 1

-----

2. S/D 77-64 - Final Plat of CEDAR DOWNS SECOND ADDITION, generally located on the north side of 21st Street North in an area west of 119th Street West.

Engineer: Air Capitol Land Surveyors  
Minimum lot area: 45,028 sq. ft.  
Acreage: 23.20±  
Number of lots: 14

-----

3. S/D 77-47 - Final Plat of PINWOOD ESTATES, generally located between 51st and 53rd Streets South, and between Hydraulic and the Turnpike.

Engineer: Delamater, Freund & Scherer  
Minimum lot area: 7,000 sq. ft.  
Acreage: 20.4  
Number of lots: 74

-----

instructions had been specific to examine the existing land use on Hillside and make recommendations as to whether the "BB" Office district was appropriate in certain segments of Hillside. He further commented that the City Commission did not wish the existing policy of not looking with favor on additional "LC" zoning on Hillside changed.

MEEK commented that the Commissioners would note that this study would merely serve as a guide in future zoning change requests and that it was not proposed that any zoning currently established be changed.

MEEK stated that the north city limit on the west side of Hillside was 1/4 mile north of 21st Street North and that there was quite a bit of industrial zoning and non-conforming and scattered uses in that area. The east side city limits from just north of the YMCA building to 29th Street north was primarily undeveloped.

MEEK further commented that as you move south there is quite a mixture of zoning districts and scattered "C" zoning, some of which is undeveloped, double family, non-conforming commercial uses, a drive-in theater, a mixture of land uses and quite a few single family houses remaining. He said there didn't seem to be a great deal of emphasis on single family in that area, and staff would recommend, based on current land use, that medium density zoning would be most appropriate from 21st Street north to the city limits.

MEEK went on to review the portion of the study from 21st Street to 17th Street, stating that the east side was all zoned "U"

Page 2 - Subdivision Committee Agenda  
June 2, 1977

4. S/D 77-36 - Final Plat of PACESETTER ADDITION, generally located north of MacArthur Road between Riverside Drainage Ditch and Midland Valley Railroad or McLean Boulevard.

Engineer: Campbell & Castle  
Minimum lot area: N/A  
Acreage: 27.7  
Number of lots: 1

---

5. S/D 77-73 - Final Plat of L. WARDEN TAYLOR ADDITION, generally located at the southeast corner of 29th Street North and Meridian Avenue.

Engineer: Hall & Associates  
Minimum lot area: 6,086 sq. ft.  
Acreage: 0.57  
Number of lots: 2

---

6. S/D 77-62 - Final Plat of CARL FARREE ADDITION, generally located at the southwest corner of 33rd Street North and Mascot Avenue.

Engineer: Baughman Company  
Minimum lot area: 9,078 sq. ft.  
Acreage: 0.73  
Number of lots: 3

---

NOTE: This plat was deferred at the May 19th meeting so that the applicant could meet with K.G. & F. to discuss the possible relocation of a large electric line.

---

7. S/D 77-71 - Final Plat of ASCENSION LUTHERAN CHURCH ADDITION, generally located at the southeast corner of Tyler and Pekeneyer.

Engineer: Baughman Company  
Minimum lot area: 368,115 sq. ft.  
Acreage: 10.6  
Number of lots: 1

---

University district, with Wichita State University, and suggested that the west side of Hillside would be an appropriate extension of the "R-5" medium density or the overlay "U" district permitting university uses in that area, but suggested that the only appropriate "U" uses would be on those lots which front on Hillside. He did however suggest that some of the inside lots facing on residential streets could be replatted for access to Hillside, a major street.

MEEK reviewed from 17th Street south to 9th Street and said this was primarily residential in nature with scattered commercial uses, primarily at 17th and 13th Streets. He said that the homes were older and there had been a lot of the older homes converted to apartments, some without proper off-street parking. He said staff was suggesting that the medium density, "R-6", would possibly be the most appropriate in this area at this time. He further commented that staff had looked at the entire length of Hillside from the view of overall traffic impacts and felt that rather than convert the entire area to office zoning to allow one segment to remain for multi-family conversions would not have the higher traffic generation rates associated with the "BB" Office district.

From 9th Street south to Central, MEEK reported that the dominant influence was Wesley Medical Center and there was quite a mixture of commercial and office zoning districts, that the "B" multiple family district permitted medical uses, and that a lot of the area had been converted to medical offices. He recalled to the Commissioners that about 2 months ago they had approved the "BB" office district, subject to replatting, on a case in that area and that

13. S/D 77-66 - Preliminary Plat of MAHONEY ADDITION, generally located at 95th Street South, 1/2 mile east of Broadway.

Engineer: Moehring & Associates  
Minimum lot area: 2 acres  
Acreage: 51.43  
Number of lots: 21

---

14. S/D 77-65 - Preliminary Plat of WESTLINK VILLAGE FIFTEENTH ADDITION, generally located at Tyler Road and Thurman Street.

Engineer: Moehring & Associates  
Minimum lot area: 10,010 sq. ft.  
Acreage: 8.3  
Number of lots: 27

---

15. S/D 77-72 - Preliminary Plat of THE TIMBERS, generally located on the west side of Old Manor in an area south of 21st Street.

Engineer: Professional Engineering Consultants  
Minimum lot area: 425,560 sq. ft.  
Acreage: 10-  
Number of lots: 1

---

16. V-0827 - Cerebral Palsy Research Foundation of Kansas, Inc. requests vacation of certain lots, blocks, streets, easements and building setback lines as platted in the First Addition to Crestview Heights, legally described as: Lots 1 thru 30 inclusive, easements and building setback lines in Block 1. Lots 1 thru 19 inclusive and easements in Block 2. Lots 1 thru 10 inclusive, easements and building setback lines in Block 3. Lots 6 thru 9 inclusive and easements in Block 5. Lots 6 thru 9 inclusive and easements in Block 6. Battin Ave. from the extended north line of Lot 6, Block 5 to the north line of 20th Street. Pinecrest Ave. from the extended north line of Lot 9, Block 5 to the north line of 20th Street. 20th Street from the west line of Old Manor to the east line of Bleckley. 19th Street from the west line of Old Manor to Bleckley. Bleckley from 19th Street to the south line of Shadybrook Lane. All in First Addition to Crestview Heights, Wichita, Kansas. Generally located on the west side of Old Manor in an area south of 21st Street.
-

the City Commission had concurred with that recommendation. He commented that the area was not residential and was in transition to medical uses. He further stated that given the 30% building coverage limitation and also the requirement for off-street parking, the type of one-story medical offices predominantly developed in that area was appropriate and would not seriously impact traffic on Hillside. MEEK commented that staff had been concerned that perhaps large medical office structures of the type that provide multi-parking garages might create a traffic impact and that it had been proposed that developments of one acre or more be accompanied by a traffic impact analysis, but under one acre, the "BB" Office district would be the most appropriate for this area and would reflect the changing land use.

BAYOUTH stated that from 9th Street to 27th Street 30% of the people going in would never come out, meaning the cemetery, and there would be no traffic problem there, but if that area was residential there would be a problem. He said that as high as the traffic count was on Hillside he could not understand any multi-family zoning on Hillside.

MEEK commented that currently in the area of WSU there were quite a few conversions and that the provision of student housing was a viable land use in that area. He further commented that staff had looked at the entire length of Hillside and that office use created more traffic than residential. He said that this would meet the needs for student housing and that staff had not had any requests for some time for zone changes in that area.

BAYOUTH asked if Mr. Meek felt that granting "BB" on Hillside

Page 5 - Subdivision Committee Agenda  
June 2, 1977

17. V-0828 - Boulevard State Bank requests vacation of a street legally described as: George Washington Boulevard From the east side of Spruce Street to the west side of Grove Street as platted in John W. Grooms Addition. Generally located between Spruce and Grove, in an area between Lincoln and Morris.

18. Other matters.

would generate too much traffic, and MEEK responded that staff had recommended "BB" zoning from 9th to Lincoln and that if all of that area converted to offices there would be a serious traffic problem on Hillside and that the only way to preserve the street was to limit "BB" zoning in other areas of Hillside. He further commented that there were many, many applications in that area and that staff was proposing that area for "BB" but it would have a potential traffic impact.

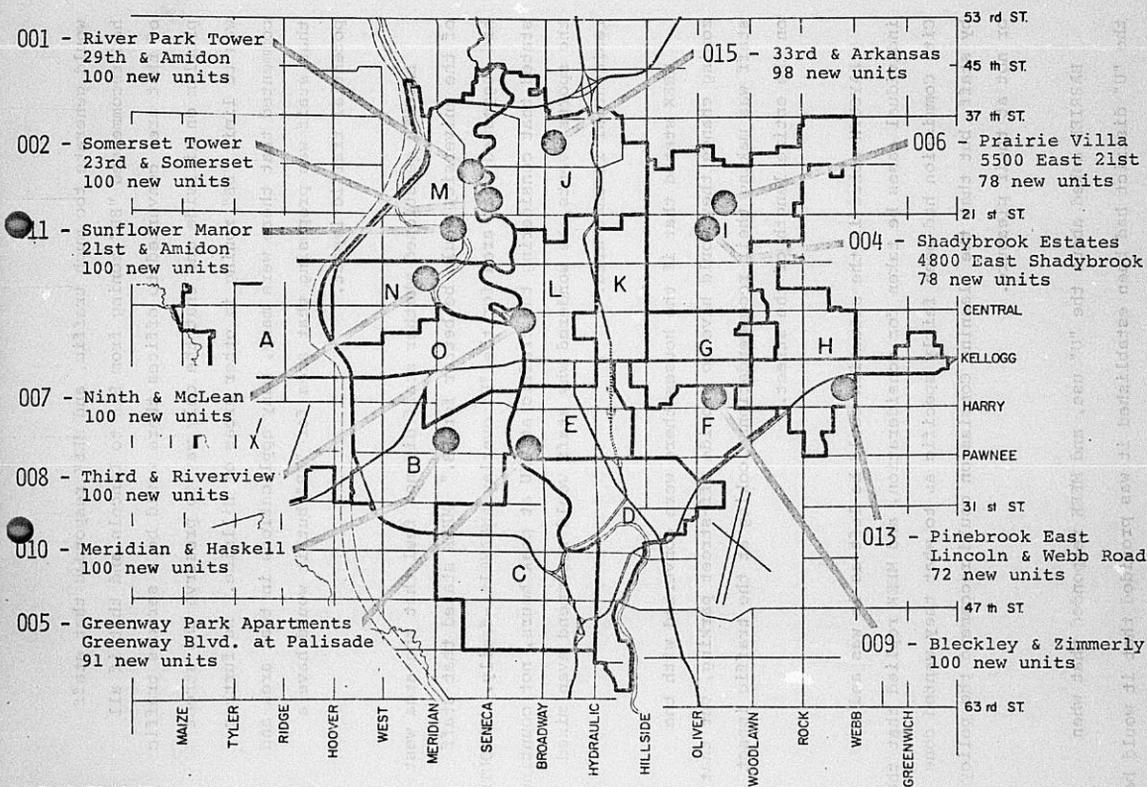
BAYOUTH questioned whether staff did not feel that the area west of the university would be better for "BB." MEEK stated that staff had suggested that area for the "U" overlay and multi-family. BAYOUTH stated that considering the traffic at WSU at peak hours, not counting the sports events, he wondered why staff would recommend even mixed residential in that area.

MEEK stated that if the houses there were converted with the zoning change they would have to provide off-street parking, but that staff was making their recommendations looking at the traffic impact on the entire length of the street.

BAYOUTH asked if the situation could be left as it was and individual cases be taken for consideration, and MEEK replied that the City Commission had been fairly specific as to what they wanted done by staff, but that the Planning Commission could recommend the policy or not at their pleasure.

BARRIER asked about the "U" use, and MEEK responded that when the "U" district had been established it was provided that it would be

LOCATION OF PROPOSED SECTION 8 PROJECTS: MAY 1977



REV. 6-76 MAPD

on the University property itself only, but that it could be used as an overlay in conjunction with residential but special permits would have to be obtained to allow the "U" related uses, such as fraternities, sororities, labs, etc.

On the area from Central to Kellogg, MEEK stated that this was the area in which a number of applications for "LC" zoning had been received. He said this was a transition area and that much of the housing had been removed. He said that staff had looked at the trends and the quality of housing in that area and felt that "BB" Office district was the most appropriate use. He said that the Planning Commission and the City Commission have approved "BB" Office zoning in several cases in this area over the past few years and this was consistent with denying "LC" in the area. He did state however that staff felt that a large complex, multi-story, perhaps would not be appropriate unless it could be demonstrated that Hillside would not be severely impacted, so that the staff's recommendation was that in areas of over 1 acre in size a traffic impact analysis should be required. MEEK stated that they had extended that recommendation south of Kellogg for a two block area. He said that the area was still primarily residential north of Lincoln, but conversions have gone to office and some commercial and looking at the trends in the area, this was also recommended for the "BB" Office classification. MEEK further stated that south of Lincoln, the one dominant influence was the Harry Sweiter Park and recalled to the Commissioners that in the past three different zoning applications for "BB" had been made, the first two denied, and the third referred to BZA. He said that the Planning Commission and the City Commission had generally been against the extension of "BB" zoning into this area as there is some real quality housing in the area, so that staff was recommending that the

SUMMARY OF SECTION 8 PROPOSALS

PROPOSAL NUMBER	001	002	004	005	006	007
Project/Sponsor	River Park Tower 29th & Amidon Investment Resources Corporation	Somerset Tower 23rd & Somerset Investment Resources Corporation	Shadybrook Estates (4800 East) Shadybrook Gerontol-Investment Limited	Greenway Park Apt. Greenway & Palisade Ranbirs, Sahni	Prairie Villa 5500 E. 21st St. Investment Resources Corporation	Ninth & McLean Donald D. Moller and Associates
CFO Area	"H"	"J"	"I"	"E"	"I"	"X"
Number of Structures	1 building	1 building	1 building	3 buildings	26 buildings	1 building
Stories	7 stories	7 stories	3 stories	3 stories	1 story	7 stories
Elevator	yes	yes	yes	yes	no	yes
Number of Units By Type	100 1 bedroom 1 bath	100 1 bedroom 1 bath	78 1 bedroom 1 bath	91 1 bedroom 1 bath	78 1 bedroom 1 bath	100 94 1 bedroom & 2 bedroom 1 bath
Liveable Area of Units	518 square feet	518 square feet	532 square feet	586 square feet	26,957 square feet 26,957 square feet	1 Bedroom = 528 square ft 2 Bedroom = 792 square ft
Construction Materials	Exterior: Pre-Cast Structural: Load Bearing Walls Floor System: Hollow Core Heating- A/C: Forced Air	Exterior: Pre-Cast Structural: Load Bearing Walls Floor System: Hollow Core Heating- A/C: Forced Air	Exterior: Brick, Wood, Glass Structural: Brick, Wood, Glass Floor System: Timber Heating-A/C: Electric	Exterior: Wood siding Structural: Wood frame Floor system: Wood Joists Heating-A/C: A/C wall Unit	Exterior: Brick & wood Structural: Frame Floor system: Concrete Heating-A/C: Forced Air	Exterior: Concrete Structural: Concrete Floor system: Concrete Heating-A/C: Hot/Cold Water
On Site Amenities	Clubhouse with lounge Vehicles pick-up & drop- off areas Kitchen area Laundry Facilities Utilities included in market rent Total pedestrian mobility	Clubhouse with lounge Vehicles pick-up & Drop off areas Kitchen area Laundry Facilities Utilities included in market rent Total pedestrian mobility	Commons room Kitchen Laundry Facilities No security system indicated	Craft room Shuffleboard, horse- shoes Garden plot Multi-purpose room Ramps, Railings and grab bars for safety purposes	Lounge Clubroom Laundry facilities	Recreation area Crafts area Socre shelter Laundry facilities Central Trash Collection Central T.V. System
Parking	99 parking spaces (100 units)	78 parking spaces (100 units)	39 parking spaces (78 units)	91 parking spaces (91 units)	80 parking spaces (78 units)	53 parking spaces (100 units)
Proposed Rent Per Month	\$288.00	\$288.00	\$294.00	\$287.00	\$265.00	\$287.00/1 bedroom \$342.00/2 bedroom

2

existing character of the area be retained and the existing zoning be retained.

BAYOUTH stated that the curb cuts in that area were all on side streets and there were none on Hillside so that those houses would not create a traffic problem by backing automobiles onto Hillside. He suggested that if "BB" zoning would have to provide off-street parking that wouldn't be enough, it should be sufficient parking area to permit cars to turn around and drive out without backing out onto Hillside.

MEEK stated that where off-street parking is required a parking lot plan would have to be submitted and it would have to have an entrance and an exit at least 12 feet wide each, or one 24 foot width driveway, which would require some place in the lot to turn around. He said that the "RB" now in the area by the University could make conversions under the existing zoning and perhaps they would not come in for a parking plan approval, although they would be required to.

BELL questioned whether this proposed study had been compared to the prospective new zoning maps to be consistent with them. MEEK said that this study only proposed to look with favor on individual applications, and that the districts were different in the new zoning ordinance from the present districts. He stated that staff had one further limitation on this study and that was because of the present policy that there would be no more "LC" on Hillside. He further stated that the proposed zoning maps would be a topic of discussion and would be examined against all present policies.

## SUMMARY OF SECTION 8 PROPOSALS

PROPOSAL NUMBER	008	009	010	011	013	015
Project/Sponsor	Third & Riverview Donald D. Holler and Associates	Bleckley & Zimmerly Builders Incorporated	Meridian & Insull Builders Incorporated	Sunflower Manor 21st & Amidon W. H. Grace	Pinebrook East Lincoln & Webb Road Keith Weber	33rd & Arkansas Jack Oliver & Company
CPO Area	"L"	"P"	"B"	"H"	"H"	"J"
No. of Structures Stories Elevator	1 building 7 stories yes	1 building 6 stories yes	1 building 6 stories yes	1 building 12 stories yes	19 buildings 1 story no	1 building 7 stories yes
Number of Units by Type	100 94-1 bedroom 6-2 bedroom 1 bath	100 95-1 bedroom 5-2 bedroom 1 bath	100 95-1 bedroom 5-2 bedroom 1 bath	100 1 bedroom 1 bath	72 1 bedroom 1 bath	98 1 bedroom 1 bath
Liveable Area of Units	1 bedroom = 528 sq.ft. 2 bedroom = 792 sq.ft.	1 bedroom = 528 sq.ft. 2 bedroom = 792 sq.ft.	1 bedroom = 528 sq.ft. 2 bedroom = 792 sq.ft.	523 square feet	567 square feet	525 square feet
Construction Material	Exterior: Concrete Structural: Concrete Floor System: Concrete Heating-A/C: Hot/Cold Water	Exterior: Concrete Structural: Concrete Floor System: Concrete Heating-A/C: Hot/Cold Water	Exterior: Concrete Structural: Concrete Floor System: Concrete Heating-A/C: Hot/Cold Water	Exterior: Masonary Structural: Concrete- Steel Floor System: Concrete Heating-A/C: Central	Exterior: Wood Siding Structural: Wood Frame Floor System: Slab on Grade Heating-A/C: Forced Air	Exterior: Precast/Block or brick Structural: Concrete Floor System: Post tension Heating-A/C: Hot/Chilled Water
Site Amenities	Recreation Area Crafts Area Storm Shelter Laundry Facilities Central Trash Collection Central T.V. System	Recreation Area Crafts Area Storm Shelter Laundry Facilities Central Trash Collection Central T.V. System	Lounge Clubroom Laundry Facilities Laundry Facilities	Community Room Card Room Lobby Area Laundry Room Common Garden Area 104 of Units will be able to accommodate persons in wheelchairs	Picnic Area-BBQ Pit Horseshoes Community Building	Recreation Room Hobby Room Ceramics Room Laundry Room Lounge Area Shuffleboard Courts Gardening Area
Parking	55 Parking Spaces (100 units)	59 Parking Spaces (100 units)	60 Parking Spaces (100 units)	59 Parking Spaces (100 units)	72 Parking Spaces (72 units)	99 Parking Spaces (98 units)
Proposed Rent Per Month	\$287.00/1 bedroom \$342.00/2 bedroom	\$287.00/1 bedroom \$342.00/2 bedroom	\$287.00/1 Bedroom \$342.00/2 bedroom	\$301.00	\$210.00	\$290.00

MEEK stated that from Harry Street south to north of George Washington Boulevard was primarily commercial, it had been developed commercial and was zoned commercial, but that as you get south of where the existing commercial stops, there is a quality residential development, large homes on large lots, but no zone change requests have been received from that area and there was not much pressure to change. Staff has proposed the existing zoning be retained, that the commercial areas remain and the single family area remain single family, based on existing trends in the area.

From Pawnee south to Wassal, MEEK stated that staff was recommending that the existing zoning be retained and from Wassal to 31st Street which was a standard commercial development, staff was recommending the "BB" Office district was appropriate for the area. He said staff was not suggesting any "LC" in the area because of the limitation placed on the study by the existing policy. MEEK stated that Hillside did extend some way south of 31st Street and it was residential in character but that staff had not gone into that area in the study, but instead concluded at 31st Street South.

GOEBEL said that anyone wishing extension of "LC" on Hillside was thrown up against a policy, and MEEK stated that the existing policy of no more "LC" on Hillside has a provision that present businesses or current operations on the street could be expanded.

BAYOUTH again stated that he felt to try to retain the length from Lincoln to 21st Street in any form of residential would not be proper and that the "BB" Office classification would be the

Comments:

1. On July 15, 1975, a Commercial Community Unit Plan, Towne West Square, was considered and approved by the Board of City Commissioners. The applicants have now submitted a revised development plan proposing the following general amendments to the plan:
  - a) A reduction in the number of parcels from seven to six and subsequent changes in parcel configuration and location.
  - b) A reduction in total gross floor area permitted on the C.U.P. from 1,202,034 square feet down to a revised maximum of 1,000,000 square feet.
  - c) Changes in access controls as follows:
    - 1) reduction in the number of access points to Kellog drive from three to one.
    - 2) reduction in the number of access points to Tracy Street from eight to six.
    - 3) no change in the number of access points to Maple.
    - 4) addition of one access point to Westdale Drive.
    - 5) reduction of the number of access points to Anna Street from two to one.
  - d) A reduction in total site size from 92.7 acres to 83.48 acres.
  - e) Changes in permitted uses as follows:
    - 1) the addition of "hotel and motel" as permitted uses on parcel one.
    - 2) the addition of "restaurant, theaters, and service station" as permitted uses on the site of parcel 3 (formerly the location of parcel 7) and the deletion of "flower shops and branch library" as permitted uses at that location.
    - 3) the addition of "restaurant" as a permitted use on the site of parcel 4 (formerly the location of parcel 3) and the deletion of "service station" as a permitted use at that location.
  - f) The addition of a Reserve A on the southern portion of the site proposed for a pylon sign and landscaping.

proper land use considering the traff, the hospital and the University,  
and that south of Lincoln all those residential areas should be  
protected.

MOTION: That the Planning Commission  
r recommends to the City Commission that  
this zoning policy on Hillside be adopted.  
May moved, Barrier seconded

KAMEN stated that from 9th Street to 17th Street which is  
recommended "R-6" there was no depth to allow any kind of "R-6"  
zoning unless a number of the houses a block or so from Hillside  
are torn out. He said that because of the condition of the area  
at the present time, he did not feel it would warrant "R-6"  
classification and that the area should be at least "BB" Office  
district.

GALBRAITH stated that from 9th Street north to 17th Street  
might be an area the Commission would want to recommend "BB" zoning  
on as with the two large cemeteries there would be few lots that  
could be converted. He said that staff did not feel that strongly  
about the area and that if the Commission felt the "BB" zoning  
district should be extended he could see nothing wrong with it.

Kamen also questioned the zoning from Wassal to 31st Street and  
GALBRAITH stated that "BB" zoning had been proposed south from  
Central to the interchange of Kellogg and that the Commission had been  
quite consistent in zoning "BB" Office district in that area. He said  
that there was so little south of the interchange that it seemed  
appropriate to zone that block and a half to "BB", but that south of  
Lincoln was an entirely different area with quality homes on both

2. The applicant has proposed an alternate design for the southeast portion of the site to provide for possible future land acquisitions without formal amendment of the C.U.P. However, even though that property is included within the confines of the present approved C.U.P., such was not included in the legal description provided in conjunction with the proposed amendments and has not been advertised for public hearing. In order to conform to State Statutes requiring notice and advertisement of C.U.P. and zone changes, the proposed alternate would either have to be included in a revised legal description and consideration of the amended plan deferred until it is advertised, or deleted from the amended plan and becoming a separate formal C.U.P. amendment at some future date.
3. It should be noted that parcels two (2) and three (3) do not have direct access to a public street and, as such, there should be some public record of internal circulation patterns proposed for the property.
4. The two major areas of concern when the original Towne West Square C.U.P. was considered were drainage and street improvements. Both items have been considered by the Board of City Commissioners and cost allocations made as follows:

- a) Drainage - On February 10, 1976, the Board of City Commissioners approved the following cost allocations for drainage "area A" of the Southwest Industrial Storm Drainage Improvement Project. Drainage "area A" is an approximate 150 net acre tract bounded by I-235, Maple, West, and Kellogg.

Total cost of drainage improvement	2,250,000
Pump station (City-at-Large)	985,550
Total for "area A" to pay	1,264,450
Federal Funds (EDA grant)	466,050
Total Assessment	788,400
Towne West Assessment	413,400
Additional payment by Towne West	125,000
Total Towne West Payment	538,400

Other properties in drainage area assessed at approximately \$3,500/net acre; Towne West Area drainage improvement costs approximately \$5,900/net acre.

- b) Street improvements - Based on approved design and geometrics, the street improvements in the area will be as follows:

sides of the street

AMENDED MOTION: That the Planning Commission recommend to the City Commission the adoption of this policy on Hillside with the exception that 9th Street to 17th Street be considered "BB" Office district rather than "R-6" and that the area from Wassal to 31st Street South stay consistent with the area and that the balance of that area be considered for "LC" zoning. Kamen moved, Greider seconded.

SAVINA asked if the policy in any way would change the rule for existing commercial and GALBRAITH replied that it would not. SAVINA questioned the expansion of "LC" zoning and GALBRAITH stated that with existing businesses the policy was to look with favor on the expansion, but that it depended upon each case and there could be a recommendation of denial if there was a lot of opposition.

VOTE ON THE AMENDED MOTION. Motion carried unanimously. Taylor was absent.

VOTE ON THE ORIGINAL MOTION: Motion was denied unanimously. Taylor was absent.

- f. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for commercial development and be binding upon the present owners, their successors and assigns, unless amended.
  - g. The development of this property proceeding in accordance with the development plan as approved by the Planning Commission, and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.
  - h. Any major changes in this development plan being resubmitted to the Planning Commission and City Commission for their consideration.
-

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

DATE

*July*  
~~June~~ 11, 1977

TO "THE FILES"

FROM Mike Meek, Senior Planner

SUBJECT DR 77-14 - Hillside Zoning Policy.

On Thursday, July 7, 1977, the Metropolitan Area Planning Commission again considered the recommended Hillside Zoning Policies which had been transmitted to the Commission on May 31, 1977 and previously considered at the regular MAPC meeting of June 9, 1977.

As a result of this consideration, the MAPC modified staff recommendations by favoring the "BB" Office District from 9th to 17th Street North (recommended by Staff for "R-6") and from Wassall south to 31st Street South, favoring the "LC" Light Commercial District (recommended by Staff for "BB"). With these changes, the MAPC recommendation for zoning policies on Hillside are as follows:

1. Look with favor on medium density residential districts ("R-5" or "R-6") from 21st Street North to the city limits on the north on both the east and west sides of Hillside. It should be noted that this recommendation applies to the city limits as they exist at this time and as future annexations occur on north Hillside, this policy might have to be revised.
2. Look with favor on a combination "R-5" General Residence/ "U" University District from 17th north to 21st on the west side of Hillside for those lots which front on Hillside and the "BB" Office District from 9th Street North to 17th Street North on both sides of Hillside.
3. Look with favor on the "BB" Office District from Central to 9th Street North on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon submission of a detailed traffic analysis of the proposal.<sup>1</sup>
4. Look with favor on the "BB" Office District from Lincoln to Central on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon submission of a detailed traffic analysis of the proposal.<sup>1</sup>
5. Retain the existing zoning classification from Harry Street north to Lincoln on both the east and west sides of Hillside.

Page Two  
Memo to "THE FILES"  
June 11, 1977

6. Retain the existing zoning classifications from Wassall north to Harry on both the east and west sides of Hillside.
7. Look with favor on the <sup>LC</sup> ~~BB~~ <sup>Light Commercial</sup> District from 31st Street south to Wassall on both the east and west sides of Hillside.

*Mike Meek*

Michael Meek  
Senior Planner

MM:el

---

This traffic impact analysis should also be required on smaller applications when ownership lists reveal an aggregation of several small "BB" tracts by one owner.

WICHITA-SEDGWICK COUNTY

5/31/77  
DATE

**METROPOLITAN AREA PLANNING DEPARTMENT**

**TO** Wichita-Sedgwick County Metropolitan  
Area Planning Commission

**FROM** Robert A. Lakin, Director of Planning

**SUBJECT** DR 77-14 Zoning Policy Study on Hillside

#3

45-52

On September 7, 1976 the Board of City Commissioners considered a request for "LC" Light Commercial District on property located on the east side of Hillside between Oakland Avenue and English Street (Z-1841). The Metropolitan Area Planning Commission at their regular meeting of August 19, 1976 had previously recommended denial of "LC" and approval of the "EB" Office District on the site. It was the action of the Board of City Commissioners that the case be returned to the MAPC for a study and subsequent zoning policy recommendations for the entire length of Hillside to see if there is some limitation of how much office zoning should be established. It should be noted that the Board of City Commissioners has an adopted policy of not looking with favor on Light Commercial or Commercial requests along Hillside Avenue except for adjustments to existing "LC" when a demonstrated need has been shown (approved as amended 12/30/75). Although a specific adoption date cannot be found, past policy reports have indicated an MAPC policy of looking with favor on the "EB" office District along various segments of Hillside (ref. case Z-1153 and Z-1169).

The MAPD staff has prepared a land use study which is attached for your reference. The recommendations as contained in this study are intended to provide a guide to Planning and City Commissioners considering zone change requests on Hillside. It is anticipated that those sites which are currently zoned "B" Multiple Family, "EB" Office, or "LC" Light Commercial will continue to remain in those districts and the proposed zoning policies will only apply to those intervening lots which may be involved in future zone change requests. The present policy of permitting adjustments to existing "LC" ("B" or "BB") will be retained and it is not intended to initiate changes of existing zoning except at the owners' request. It is recommended that the following zoning policies be adopted on Hillside as follows:

1. Look with favor on medium density residential districts ("R-5" or "R-6") from 21st Street North to the city limits on the north on both the east and west sides of Hillside. It should be noted that this recommendation applies to the City limits as they exist at this time and as future annexations occur on north Hillside, this policy might have to be revised.
2. Look with favor on a combination "R-5" General Residence/"U" University District from 17th north to 21st

Memorandum to the Wichita-Sedgwick  
County Metropolitan Area Planning Commission  
Re: Zoning Policy Study on Hillside  
May 31, 1977 Page 2

on the west side of Hillside for those lots which front on Hillside and the "R6" General Residence District from 9th Street North to 17th Street North on both sides of Hillside.

3. Look with favor on the "BB" Office District from Central to 9th Street North on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon submission of a detailed traffic analysis of the proposal.<sup>1</sup>

4. Look with favor on the "BB" Office District from Lincoln to Central on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon submission of a detailed traffic analysis of the proposal.<sup>1</sup>

5. Retain the existing zoning classification from Harry Street north to Lincoln on both the east and west sides of Hillside.

6. Retain the existing zoning classifications from Wassall north to Harry on both the east and west sides of Hillside.

7. Look with favor on the "BB" Office District from 31st Street south to Wassall on both the east and west sides of Hillside.

Consideration of this matter has been placed on your agenda for June 9, 1977, along with zone case Z-1841 which was returned for a policy statement.

*Robert A. Lakin*

Robert A. Lakin, Director of Planning

JG:ML:ew

<sup>1</sup>This traffic impact analysis should also be required on smaller applications when ownership lists reveal an aggregation of several small "BB" tracts by one owner.

HILLSIDE ZONING

POLICY STUDY

Metropolitan Area Planning Department

May 1977

On December 30, 1975 the Board of City Commissioners amended their zoning policies on Hillside to provide that:

"The (BCC) will not look with favor on light commercial or commercial requests along Hillside Avenue except for adjustments to existing "LC" when a demonstrated need has been shown."

Hillside is a major street with traffic volumes ranging from 13,000 to 24,000 vehicles per day in the most heavily traveled links between Kellogg and 17th Street North, and the street function as one of the primary access corridors for both Wesley Medical Center, St. Joseph Hospital, and Wichita State University. The intersections of Hillside and Kellogg, Hillside and First, Hillside and 2nd, and Hillside and Central, all have capacity deficiencies at this time. Zoning action leading to additional induced traffic such as "stripping out" Hillside with light commercial uses could further impair the traffic carrying capacity of the street and create need for additional capital investment. Hillside is also the first major interchange point on Kellogg east of I-135. This too will bring more traffic onto Hillside.

Recent studies on trip generator rates of different land uses by the Institute of Traffic Engineers indicate that office buildings are "medium" generators of traffic, with an average peak hour load of 2.3 trips per 1,000 feet of gross floor area, whereas many of the uses permitted in the requested "LC" Light Commercial District, such as drive-in banks, restaurants, and theaters, are listed as "high" traffic generators, ranging from 6.7 peak hour trips per 1,000 feet of gross floor for a Community Shopping Center to 73.0 trips per 1,000 feet of gross floor area for fast-food restaurants. The peak hour generation rate for single family residential is 0.91 per unit and for multi-family is 0.85 peak hour trips per unit. Peak hour figures are normally 10% of the average daily rate. The complete development of Hillside with "LC" uses would require major public investment on Hillside beyond that currently projected in the 1977-82 City of Wichita Capital Improvement Program.

Inasmuch as there is an existing policy statement on Hillside limiting the "LC" Light Commercial and "C" Commercial Districts,

this study does not address those issues but merely reflects an assessment of surrounding land use and previous case history in recommending whether the "BB" Office District or other residential classifications is most appropriate on certain segments of Hillside.

Street improvements within the City of Wichita are designed, if possible, to provide a service level of "C" (average wait of one red signal indication at intersection) over a projected twenty year period. The Division of Traffic Engineering estimates that a 48 foot paved street has a service level "C" capacity of 15,500 vehicles per day assuming 50% green time on traffic signals. Several links of Hillside exceed this figure reflecting

service capacity level deficiencies (below "C") at several intersections. These same links show steadily increasing traffic volume as depicted in Table I.

Th

T  
TABLE I

TRAFFIC COUNTS ON HILLSIDE

	1962	1964	1966	1968	1970	1972	1974	1976
South of 21st	7,000	9,600	9,319	8,749	12,258	16,195	14,408	13,835
North of 17th					13,802	17,350	20,401	16,791
South of 17th					15,735	16,292	19,170	12,794
North of 13th	11,500	12,600		19,695	17,622	18,882	20,256	12,957
South of 13th			17,935		17,356	19,048	12,260	12,250
On Hillside -								
North of Central	15,200		14,354	15,526	18,445	21,805		22,584
South of Central					18,343	23,940		20,409
North of Douglas	12,500			13,240	16,610	18,427	24,031	18,382
South of Douglas			13,685		16,790	16,248	22,748	24,640
North of Kellogg	13,900			13,294	15,427	20,532	25,760	24,987
South of Kellogg		12,500	11,685	12,443	15,930	14,808	19,864	19,268
North of Harry	11,000	11,300	11,348	10,494	13,070	14,846	14,434	14,833
South of Harry			11,484		13,274	13,638	15,119	15,119
North of Pawnee	11,200	13,100	9,461	7,857	8,858	11,811	17,312	12,768
South of Pawnee				8,531	8,956	9,703	11,018	8,955
North of 31st	5,000	3,700	6,472	4,384	5,564	6,902	5,927	6,720

<sup>1</sup>The 1976 traffic counts were adjusted to represent average daily traffic by using factors developed from 11 continuous count stations which were established in 1975. The 1962-1974 traffic counts were raw counts on a given day and may vary from average daily traffic by 10-15%; it is estimated that the 1976 counts need to be increased by approximately 6% to be comparable with earlier figures.

Those segments of Hillside which have not shown a steady increase in vehicle trips per day are primarily those with paving widths of less than 48'. It is estimated that once these substandard links are improved they will begin to evidence increased traffic as in other Hillside segments. These segments are:

17th Street to 21st Street constructed to 44 feet  
 Bayley to Shinner constructed to 30 feet  
 Pawnee to Harry constructed to 38 feet

The 1977-82 City of Wichita Capital Improvements Program proposes the following improvements involving Hillside

inner1977	MS 222A	Provide right-of-way for improvement of Hillside from Bayley to Skinner
1977	TF 22	Traffic signal installation at freeway ramps at Kellogg and Hillside
1977	MS 222	Widening, channelization and reconstruction of Hillside, Bayley to Skinner
1978	TE 23	Traffic signal Hillside near Grand (upgrade school signal)
1978	TE 23	Traffic signal Hillside and Harry (full upgrade)
1978	TE 23	Traffic signal Hillside and George Washington Boulevard (upgrade)
1979	TE 24	Traffic signal Hillside and Harry (modification)

It should be noted that the programmed improvements to Hillside will merely alleviate the worst deficiencies and will not provide service levels of "C" in all segments of Hillside.

With the forthcoming completion of I-135W (Canal Route) in 1971, it has been proposed that traffic volumes on Hillside may be reduced. This would appear logical since it is known that I-135W will attract a number of trips that are currently being made on Hillside; however, experience indicates that this will not be the case. There are two primary reasons why a decrease is not expected:

1. Due to congestion some motorists avoid Hillside even though Hillside may be the most direct (shortest distance) route to their destination. If the traffic volumes are temporarily decreased on Hillside due to trips being diverted to I-135W, it can be expected that motorists who previously found Hillside unattractive may find it attractive, thus counteracting the expected traffic volume reduction.
2. The Kellogg Freeway will, when constructed, interchange with Hillside; thus, Hillside will act as a "collector" for this facility. Freeway interchanges on arterial streets frequently attract large volumes of traffic and frequently create capacity problems that otherwise would not have existed. Certainly the Kellogg Freeway Interchange on Hillside will generate a considerable volume of traffic.

The programmed improvements on Hillside or completion of the Canal Route will not give Hillside unlimited capacity at service level "C" but would rather maintain the status quo based on projections and existing intersection deficiencies. Even these programmed measures will not be enough to maintain good traffic movement should Hillside continue to convert to non-residential uses.

#### Hillside from 21st Street North to the City limits on the north

This segment of Hillside contains a wide assortment of land uses, both conforming and nonconforming. Although much of the land is still zoned the "AA" Single Family Zoning District, only approximately twenty residential structures exist in this area of Hillside with undeveloped land, cemeteries, commercial, and industrial comprising the predominant land uses in this 1-1/2 mile segment. A large amount of "E" Light Industrial zoning exists on the west side of Hillside in an area north of 29th Street North and scattered spots of "LC" Light Commercial zoning have been established intermittently adjacent to both sides of the street. Several uses such as a cemetery, auto repair, drive-in theater, mobile homes, heavy manufacturing, and warehousing are legal nonconforming uses and recent construction in the area, such as the City Maintenance yard at the southwest corner of Hillside and 33rd Street North show the development trends to be of a more intensive nature than low density residential. Medium density residential would appear to be appropriate for the area and would generate approximately one third less traffic than office development. The most recent zone change activity was the approval of "LC" Light Commercial zoning on the former YFCA site at the northeast corner of 27th Street North and Hillside (Z-1897, approved 3/15/77); however, the City Commission by formal motion noted the unusual circumstances of the case and stated that approval was not to be considered an exception to their policy of not favoring additional light commercial on Hillside.

It is recommended that the Planning Commission and Board of City Commissioners look with favor on medium density residential districts ("R-5" or "R-6") from 21st Street north to the City limits on the north on both the east and west sides of Hillside.

#### Hillside from Central to 21st Street North

The segment of Hillside from 9th Street north to 21st Street North is primarily residential in character with the exception of Wichita State University, two cemeteries, and several scattered commercial uses. The commercial uses are concentrated at the intersections of 21st Street North, 17th Street North, and 13th Street North with the exception of two spots of "LC" at the southeast corner of 16th and Hillside (developed with a convenience food store) and the southeast corner of 16th and Hillside (developed with a restaurant). The residential character of the area is evidenced by approximately one hundred separate residential structures which contain approximately one hundred and seventy separate dwelling units.

The dominant influence from 17th Street north to 21st Street is Wichita State University. On November 10, 1974 the code of the City of Wichita was amended to allow for the inclusion of a "U" University District and NSU was approved for such zoning on 4/29/75 (Z-1693). This ordinance also provides that the "U" University District can be combined with any one of the residential districts on adjacent or contiguous residentially zoned properties when it has been determined by the Planning Commission and the Board of City Commissioners that the area is logical for development of University related uses. When such combination district is established, the uses of the residential district shall be a use by right and the uses permitted by the "U" University District shall be permitted by special permit. The west side of Hillside from 17th to 21st is primarily low density residential development but might also be logical for some University related uses. It should be noted that the lots on the west side of Hillside north of 19th do not front on Hillside but rather front on the residential side streets. It would appear to be inappropriate to introduce office uses down residential side streets and it is suggested that lots which do not front on Hillside remain low density residential. It is therefore recommended that the Planning Commission and Board of City Commissioners look with favor on a combination "R-5" General Residence/"U" University District from 17th Street north to 21st on the west side of Hillside (the east side being currently zoned "U") for those lots which front on Hillside.

The area from 9th to 17th is also residential in character. The Fairmount Neighborhood Improvement Plan of the Fairmount Neighborhood Association proposes that those properties on the east side of Hillside between 21th and 17th Streets North which are not currently zoned commercial be developed with predominantly multi family uses though office development is listed as a potential. The "BB" Office District is not recommended for the area between 9th and 17th because this segment of Hillside is one of the few remaining residential pockets which should be maintained so as to avoid the aforementioned traffic impacts of a complete "stripping out" of the street with office uses. There are currently a large number of vacant commercial properties in the Wichita State University area which should provide sufficient opportunity for office expansion whereas conservation of the existing residential uses provides both housing opportunities for students and a lower traffic generation rate than other more intensive uses. It is recommended that the Planning Commission and the Board of City Commissioners look with favor on the "R-6" General Residence District from 9th Street north to 17th on both the east and west sides of Hillside.

That portion of Hillside from 9th Street south to Central is rapidly undergoing a transition from residential to office and medical uses associated with the Wesley Medical Center. Sixteen residential structures have been removed from this area since 1974 and only seven residential structures remain on either side of Hillside. The "BB" Office, "LC" Light Commercial, and

"C" Commercial Districts are predominant in this area and most of the remaining residential zoning is "F" Multiple Family and undergoing conversion to medical office uses. A recent zone change request for the "BB" Office District at the northeast corner of Hillside and Murdock was recommended for approval by the Planning Commission on April 28, 1977 and was approved by the Board of City Commissioners on May 24, 1977, subject to the assumption that there would be no direct access to Hillside when the property is replatted (Z-1915). With the exception of Wesley Medical Center, most of the frontage in this portion of Hillside is platted into 25 foot lots with the development trends encompassing small single story medical offices on frontages of approximately 100 feet. Given the 30% lot coverage limitation in the "BB" Office District and the amount of land required for offstreet parking, the continuation of this type of development, i.e. small office buildings will add some traffic to Hillside but should not seriously impair the capacity level of the street if other portions of Hillside are not converted to office or commercial uses. However, the development of large areas with multi-story office structures, as has been proposed in the Wesley area in the past, will congest this portion of Hillside regardless of development controls established elsewhere on Hillside. It is suggested that no large commercial or office Community Unit Plans be approved in this portion of Hillside and that detailed traffic impact analysis be required to be submitted with any "BB" Office requests in excess of one acre in size. This traffic impact analysis should also be required on smaller applications when ownership lists reveal an aggregation of several small "BB" tracts by one owner. It is recommended that the Planning Commission and the Board of City Commissioners look with favor on the "BB" Office District from Central to 9th Street North on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon the submission of a detailed traffic analysis of the proposal.

#### Hillside from Harry to Central

That segment of Hillside from Lincoln north to Central is a continuation of the transition process on the north side of Central. A substantial amount of existing commercial zoning was acquired by the City in conjunction with Kellogg improvements and a large number of houses have been removed in this area over the past few years. A number of requests for the "BB" Office District have been approved in this area in recent years (Re: Z-1164, Z-1622, Z-1710, Z-1738) where a number of "IC" requests have been denied (Re: Z-1289, Z-1340, Z-1351, Z-1842). Although the development pressures for large office structures in this area are not as great as those north of Central, large scale multi-story office buildings should be discouraged unless a detailed traffic impact analysis is submitted with the proposal and the capacity of Hillside is not seriously impaired. It is recommended that the Planning and City Commissions look with favor on the "BB" Office District from Lincoln north to Central on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be

decided on their own merits based upon submission of a detailed traffic analysis of the proposal.

The segment of Hillside from Harry to Lincoln is dominated by residential uses and the Henry Schweiter Public Park at the southwest corner of Lincoln and Hillside. This portion of Hillside is developed with quality residential structures and in considering recent zone change requests in this area both the Planning and City Commissions have protected the existing residential character by twice denying requests for the "BB" Office District at the southeast corner of Hillside and Grand (Re: Z-1494, Z-1603, Z-1873). It is recommended that the Planning and City Commissions look with favor on retaining the existing zoning classifications from Harry Street north to Lincoln on both the east and west sides of Hillside.

#### Hillside from 31st Street South to Harry

The west side of Hillside from Harry south to approximately 180 foot south of Funston is both zoned and developed with commercial uses. The east side of Hillside is primarily zoned and developed with commercial uses from Harry south to Skinner Street. From those points south to Wassall, with the exception of the existing light commercial uses at the Pawnee intersection, both sides of Hillside are developed with predominantly low density residential uses. A legal nonconforming use nursery exists on the east side of Hillside in an area south of Bellaire Street but the area remains residential in character and in zoning classification. It is recommended that the Planning and City Commissions look with favor on retaining the existing zoning classifications from Wassall north to Harry on both the east and west sides of Hillside.

Both the east and west sides of Hillside, from Wassall to 31st Street South are predominantly zoned the "IC" Light Commercial District. Only ten lots remain in this area under residential zoning classifications and scattered commercial development or undeveloped tracts are the predominant land use. It is recommended that the Planning and City Commission look with favor on the "BB" Office District from Wassall south to 31st Street South on both the east and west sides of Hillside.

THE CITY OF WICHITA  
OFFICE OF CITIZEN PARTICIPATION

DATE June 30, 1977



TO Jack Galbraith, Chief Planner, Current Plans

FROM David Furnas, Citizen Participation Coordinator

SUBJECT Zoning Policy on Hillside

CPO Neighborhood Councils which would be impacted by the proposed zoning policy for Hillside (I, J, K, D, and F) have made the following comments, with regard to the policy:

"I" -- Recommended approval of the zoning policy on Hillside.

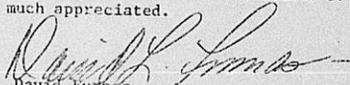
"J" -- Took no action on the proposed policy.

"K" -- Previously sent.

"D" -- Failed to meet due to lack of quorum. However, Council members informally expressed general concurrence with the proposed policy at a previous meeting.

"F" -- Unanimously voted to recommend approval of the proposed zoning policy on Hillside.

Please furnish this background information to the MAPC when they are considering the proposed policy on July 7, 1977. The MAPC's deferral of this matter to allow time for CPO input has been very much appreciated.

  
David Furnas  
Citizen Participation Coordinator

DF:MP:rh

June 27, 1977

Dave Furnas, Citizens Participation Organization Coordinator  
Jack H. Galbraith, Chief Planner

Zoning Policy on Hillside

At last Thursday's meeting of the Planning Commission, we brought to their attention your request that the Hillside study be again deferred so that all the Neighborhood Councils could appropriately respond. The Planning Commission did defer this case to their next regular meeting of July 7, 1977, and this item will be placed near the beginning of the Agenda. At this time we have only had a response from Area Council "K", and are in hopes of receiving comments from the additional councils in adequate time to make their recommendations available to the Planning Commission.

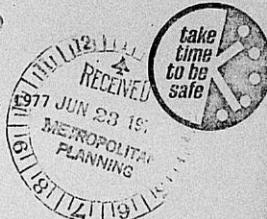
If we receive additional recommendations by noon, Friday, July 1, 1977, we can mail these with our regular Agenda mail-out.

JHG:bh

Jack H. Galbraith, Chief Planner

THE CITY OF WICHITA  
OFFICE OF CITIZEN PARTICIPATION

DATE June 23, 1977



TO Jack Galbraith, Chief Planner, Current Plans  
FROM Warren Gilkey, CPO Administrative Aide

SUBJECT Zoning Policy for Hillside Avenue

Council "K" reviewed the various recommendations for zone policy for Hillside at their June 21, 1977, meeting.

Council "K" voted overwhelmingly to concur with the recommendations of the Planning Department.

The eastern boundary of Council "K" is from Kellogg to 21st Street.

Your assistance in forwarding the concurrence of Council "K" to the Planning Commission of the above captioned subject is greatly appreciated.

*Warren Gilkey*  
Warren Gilkey  
CPO Administrative Aide

WG:rh

NOTED:

*D.F.*  
David Furnas  
CPO Coordinator

THE CITY OF WICHITA  
OFFICE OF CITIZEN PARTICIPATION

DATE June 21, 1977

TO Robert A. Lakin, Director of Planning  
FROM David Furnas, Citizen Participation Coordinator

SUBJECT Zoning Policy on Hillside



At their meeting on June 9, 1977, it is my understanding that the MAPC deferred consideration of the newly-formulated zoning policy on Hillside until June 23 to allow time for CPO review and comment. All of the Neighborhood Councils which would be affected by the policy ("I", "J", "K", "C", "F", and "D") have been briefed on it.

Unfortunately, however, none of these Councils have as yet had the opportunity to express their reaction to the policy in a formal manner. Council "D" will not even be able to consider the policy in time for the June 23 meeting of the Planning Commission. For this reason, it would be very much appreciated if the MAPC could defer their consideration of the policy until July 7.

Please make this request for an extended deferral known to the Planning Commissioners when they are considering this matter on June 23.

*David L. Furnas*  
David Furnas  
Citizen Participation Coordinator

DF:rh

June 10, 1977

David L. Furnas, Citizen Participation Organization  
Michael Meek, Senior Planner

DR 77-14 - Zoning Policy on Hillside

On June 9, 1977, the Metropolitan Area Planning Commission considered the above referenced staff recommendations for zoning policies on Hillside. Inasmuch as no recommendations had been received from the six C.P.O.'s adjacent to Hillside, it was the action of the MAPC to defer consideration of the proposed zoning policies until June 23, 1977 in order to give the C.P.O.'s sufficient time to respond.

Please advise when the various councils make recommendations on this matter.

Michael Meek  
Senior Planner

MM:el

June 10, 1977

Mr. Keith L. Anderson  
1175 South Rock Road  
Wichita, Kansas 67207

Subject: <sup>Z-1841</sup> "A" and "B" to "BB"  
(as amended)  
East side of Hillside between  
Oakland Avenue and English St.

Dear Mr. Anderson:

The Planning Commission at its regular meeting of June 9, 1977, considered your above captioned amended application to request the "BB" Office District. The action of the Planning Commission was to recommend the approval of the request subject to replatting within one year from the date of approval by the Board of City Commissioners in order to establish building setbacks, secure adequate street rights-of-way, and provide access control or the case be considered denied and closed.

In the discussion of the policy on Hillside, prior to the consideration of this case, the Planning Commission deferred that item for two additional weeks in hopes to receive input by the CPO's. Inasmuch as this case has been pending a policy decision on Hillside, they should be forwarded to the City Commission for consideration together. Therefore, the tentative date for consideration by the City Commission is July 19, 1977; this meeting will be held in the City Commission meeting Room, First Floor, City Hall, 455 North Main, and we would remind you that Planning items are considered after all other matters of business.

Should this date change, we will keep you advise. If you have any questions concerning this matter, please call.

Sincerely yours,

Jack H. Galbraith  
Chief Planner

JHG:bh

cc: John Foulston, Attorney, Fourth Financial Center, 67202  
Charles Cotton, Attorney, 1st National Bank Bldg., 67202  
Robert Bragman, 2911 1/2 E. Douglas, 67211  
Richard P. Barnett, 2911 1/2 E. Douglas, 67211  
City Manager's Office

June 1, 1977

Mr. Keith Anderson  
1175 South Rock Road  
Wichita, Kansas 67207

Re: Z-1841 Zone Change "A" and "B" to  
"LC" on east side of Hillside between  
Oakland Drive and English Street.

DR 77-14 Zoning Policy Study on Hill-  
side.

Dear Mr. Anderson:

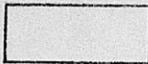
Attached you will find a copy of the zoning policy study on Hill-  
side which will be considered by the Planning Commission on June 9,  
1977.

Should you have any questions regarding this matter, please do not  
hesitate to call.

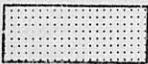
Sincerely,

Jack H. Galbraith  
Chief Planner

JHG:MM:bh  
Attach.

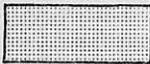


**"AA" SINGLE FAMILY DWELLING**



**"A" TWO FAMILY DWELLING**

Turquoise Prismacolor, Lemon Yellow, No. 915



**"RB" FOUR FAMILY DWELLING**

Turquoise Prismacolor, Apple Green, No. 912



**"R-5" GENERAL RESIDENCE DISTRICT**

Turquoise Prismacolor, Flesh, No. 939



**"R-6" GENERAL RESIDENCE DISTRICT**

Turquoise Prismacolor, Yellow Ochre, No. 942



**"B" MULTIPLE FAMILY DWELLING**

Turquoise Prismacolor, Sienna Brown, No. 945



**"BB" OFFICE DISTRICT**

Turquoise Prismacolor, Dark Green, No. 909



**"LC" LIGHT COMMERCIAL**

Turquoise Prismacolor, Scarlet Red, No. 922



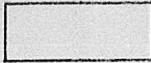
**"C" COMMERCIAL**

Turquoise Prismacolor, Pink, No. 929

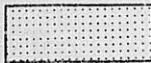


**"D" CENTRAL BUSINESS DISTRICT**

Turquoise Prismacolor, Blue, No. 904

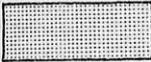


"AA" SINGLE FAMILY DWELLING



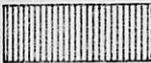
"A" TWO FAMILY DWELLING

Turquoise Prismacolor, Lemon Yellow, No. 915



"RB" FOUR FAMILY DWELLING

Turquoise Prismacolor, Apple Green, No. 912



"R-5" GENERAL RESIDENCE DISTRICT

Turquoise Prismacolor, Flesh, No. 939



"R-6" GENERAL RESIDENCE DISTRICT

Turquoise Prismacolor, Yellow Ochre, No. 942



"B" MULTIPLE FAMILY DWELLING

Turquoise Prismacolor, Sienna Brown, No. 945



"BB" OFFICE DISTRICT

Turquoise Prismacolor, Dark Green, No. 909



"LC" LIGHT COMMERCIAL

Turquoise Prismacolor, Scarlet Red, No. 922



"C" COMMERCIAL

Turquoise Prismacolor, Pink, No. 929



"D" CENTRAL BUSINESS DISTRICT

Turquoise Prismacolor, Light Blue, No. 904



"E" LIGHT INDUSTRIAL

Turquoise Prismacolor, Purple, No. 931



"F" HEAVY INDUSTRIAL

Turquoise Prismacolor, Light Grey, No. 937



"G" MOBILE HOME DISTRICT

Turquoise Prismacolor, Orange, No. 918

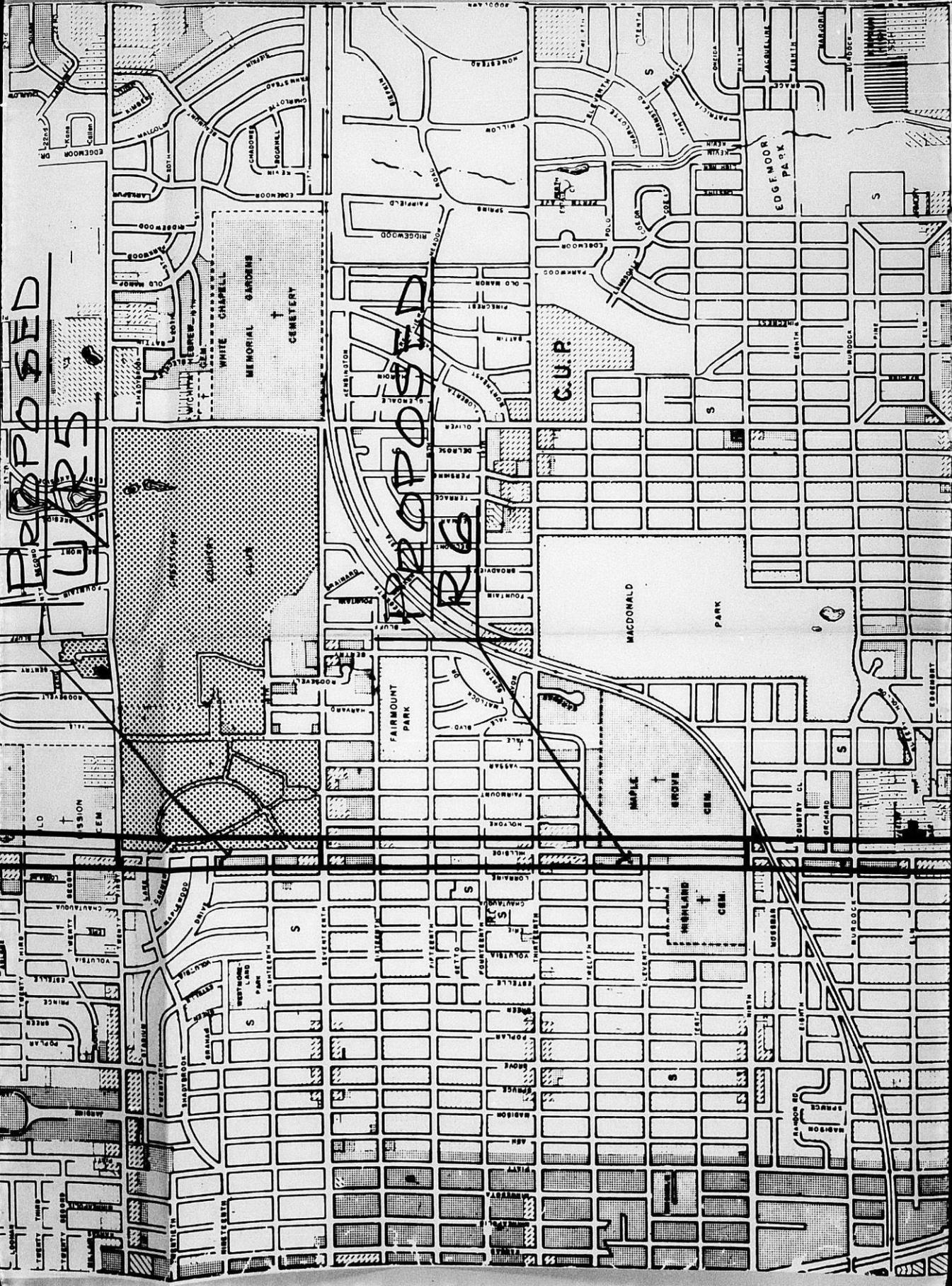


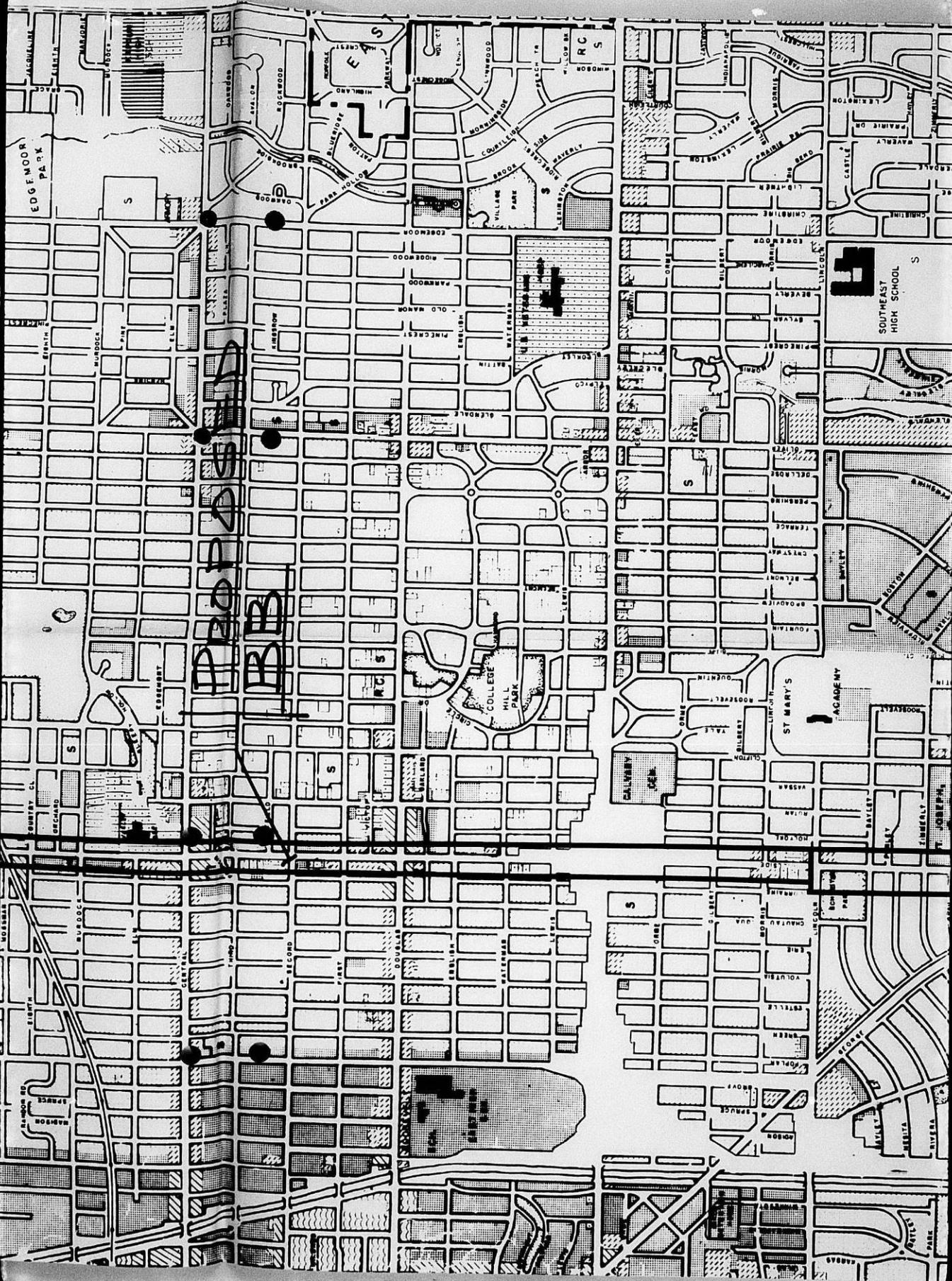
"U" UNIVERSITY DISTRICT



**PROPOSED  
CURBS**

**PROPOSED  
CURBS**





EDGE MOOR PARK

SOUTHEAST HIGH SCHOOL

COLLEGE HILL PARK

ST. MARY'S

Handwritten annotations: a large 'S' at the top, a vertical line, and a diagonal line connecting points on the grid.





WICHITA-SEDGWICK COUNTY

DATE May 26, 1977

**METROPOLITAN AREA PLANNING DEPARTMENT**

DRAFT

TO Wichita-Sedgwick County Metropolitan  
Area Planning Commission

FROM Robert A. Lakin, Director of Planning

SUBJECT DR77-1A Zoning Policy Study on Hillside

On September 7, 1976 the Board of City Commissioners considered a request for "LC" Light Commercial District on property located on the east side of Hillside between Oakland Avenue and English Street (Z-1841). The Metropolitan Area Planning Commission at their regular meeting of August 19, 1976 had previously recommended denial of "LC" and approval of the "BB" Office District on the site. It was the action of the Board of City Commissioners that the case be returned to the MAPC for a study and subsequent zoning policy recommendations for the entire length of Hillside to see if there is some limitation of how much office zoning should be established. It should be noted that the Board of City Commissioners has an adopted policy of not looking with favor on Light Commercial or Commercial requests along Hillside Avenue except for adjustments to existing "LC" when a demonstrated need has been shown (approved as amended 12/30/75). Although a specific adoption date cannot be found, past policy reports have indicated an MAPC policy of looking with favor on the "BB" Office District along various segments of Hillside (ref. case Z-1153 and Z-1169).

The MAPD staff has prepared a land use study which is attached for your reference. The recommendations as contained in this study are intended to provide a guide to Planning and City Commissions considering zone change requests on Hillside. It is anticipated that those sites which are currently zoned "B" Multiple Family, "BB" Office, or "LC" Light Commercial will continue to remain in those districts and the proposed zoning policies will only apply to those intervening lots which may be involved in future zone change requests. The present policy of permitting adjustments to existing "LC" ("B" or "BB") will be retained and it is not intended to initiate changes of existing zoning except at the owners' request. It is recommended that the following zoning policies be adopted on Hillside as follows:

1. Look with favor on medium density residential districts ("R-5" or "R-6") from 21st Street North to the city limits on the north on both the east and west sides of Hillside. It should be noted that this recommendation applies to the City limits as they exist at this time and as future annexations occur on north Hillside, this policy might have to be revised.
2. Look with favor on a combination "R-5" General Residence/"U" University District from 17th north to 21st

Memorandum to the Wichita-Sedgwick  
County Metropolitan Area Planning Commission  
Re: Zoning Policy Study on Hillside  
May 26, 1977 Page 2

on the west side of Hillside for those lots which front on Hillside and the "R-6" General Residence District from 9th Street North to 17th Street North on both sides of Hillside.

3. Look with favor on the "BB" Office District from Central to 9th Street North on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon submission of a detailed traffic analysis of the proposal.<sup>1</sup>

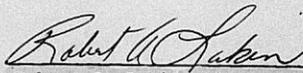
4. Look with favor on the "BB" Office District from Lincoln to Central on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon submission of a detailed traffic analysis of the proposal.<sup>1</sup>

5. Retain the existing zoning classification from Harry Street north to Lincoln on both the east and west sides of Hillside.

6. Retain the existing zoning classifications from Wassall north to Harry on both the east and west sides of Hillside.

7. Look with favor on the "BB" Office District from 31st Street south to Wassall on both the east and west sides of Hillside.

Consideration of this matter has been placed on your agenda for June 9, 1977, along with zone case Z-1841 which was returned for a policy statement.



Robert A. Lakin, Director of Planning

JG:MM:ew

<sup>1</sup>This traffic impact analysis should also be required on smaller applications when ownership lists reveal an aggregation of several small "BB" tracts by one owner.

HILLSIDE ZONING

POLICY STUDY

Metropolitan Area Planning Department

May 1977

On December 30, 1975 the Board of City Commissioners amended their zoning policies on Hillside to provide that:

"The (BCC) will not look with favor on light commercial or commercial requests along Hillside Avenue except for adjustments to existing "LC" when a demonstrated need has been shown."

Hillside is a major street with traffic volumes ranging from 13,000 to 24,000 vehicles per day in the most heavily traveled links between Kellogg and 17th Street North, and the street functions as one of the primary access corridors for both Wesley Medical Center, St. Joseph Hospital, and Wichita State University. The intersections of Hillside and Kellogg, Hillside and First, Hillside and 2nd, and Hillside and Central, all have capacity deficiencies at this time. Zoning action leading to additional induced traffic such as "stripping out" Hillside with light commercial uses could further impair the traffic carrying capacity of the street and create need for additional capital investment. Hillside is also the first major interchange point on Kellogg east of I-135. This too will bring more traffic onto Hillside.

Recent studies on trip generator rates of different land uses by the Institute of Traffic Engineers indicate that office buildings are "medium" generators of traffic, with an average peak hour load of 2.3 trips per 1,000 feet of gross floor area, whereas many of the uses permitted in the requested "LC" Light Commercial District, such as drive-in banks, restaurants, and theaters, are listed as "high" traffic generators, ranging from 6.7 peak hour trips per 1,000 feet of gross floor for a Community Shopping Center to 73.0 trips per 1,000 feet of gross floor area for fast-food restaurants. The peak hour generation rate for single family residential is 0.91 per unit and for multi-family is 0.85 peak hour trips per unit. Peak hour figures are normally 10% of the average daily rate. The complete development of Hillside with "LC" uses would require major public investment on Hillside beyond that currently projected in the 1977-82 City of Wichita Capital Improvement Program.

Inasmuch as there is an existing policy statement on Hillside limiting the "LC" Light Commercial and "C" Commercial Districts, this study does not address those issues but merely reflects an assessment of remaining frontage land use and previous case history in recommending whether the "BB" Office District or other residential classifications is most appropriate on certain segments of Hillside.

Street improvements within the City of Wichita are designed, if possible, to provide a service level of "C" (average wait of one red signal indication at intersection) over a projected twenty year period. The Division of Traffic Engineering estimates that a 48 foot paved street has a service level "C" capacity of 15,500 vehicles per day assuming 50% green time on traffic signals. Several links of Hillside exceed this figure reflecting service capacity level

Space } deficiencies (below "C") at several intersections. These same links show steadily increasing traffic volume as depicted in Table I.

TABLE I<sup>1</sup>

TRAFFIC COUNTS ON HILLSIDE

	1962	1964	1966	1968	1970	1972	1974	1976
South of 21st	7,000	9,600	9,319	8,749	12,258	16,195	14,408	13,835
North of 17th					13,802	17,350	20,401	18,791
South of 17th					15,735	16,292	19,170	12,794
North of 13th	11,500	12,600		19,695	17,622	18,882	20,256	12,957
South of 13th			17,935		17,356	19,048	12,260	12,250
On Hillside -								
North of Central	15,200		14,354	15,526	18,445	21,805		22,584
South of Central					18,343	23,940		20,409
North of Douglas	12,500			13,240	16,610	18,427	24,031	18,382
South of Douglas			13,685		16,790	16,248	22,748	24,640
North of Kellogg	13,900			13,294	15,427	20,532	25,760	24,987
South of Kellogg		12,500	11,685	12,443	15,930	14,808	19,864	19,268
North of Harry	11,000	11,300	11,348	10,494	13,070	14,846	14,434	14,833
South of Harry			11,484		13,274	13,638	15,119	15,119
North of Pawnee	11,200	13,100	9,461	7,857	8,858	11,811	17,312	12,768
South of Pawnee				8,531	8,956	9,703	11,018	8,955
North of 31st	5,000	3,700	6,472	4,384	5,564	6,902	5,927	6,720

<sup>1</sup>The 1976 traffic counts were adjusted to represent average daily traffic by using factors developed from 11 continuous count stations which were established in 1975. The 1962-1974 traffic counts were raw counts on a given day and may vary from average daily traffic by 10-15%; it is estimated that the 1976 counts need to be increased by approximately 6% to be comparable with earlier figures.

Space } Those segments of Hillside which have not shown a steady increase in vehicle trips per day are primarily those with paving widths of less than 48'. It is estimated that once these substandard links are improved they will begin to evidence increased traffic as in other Hillside segments. These segments are:

- 17th Street to 21st Street constructed to 44 feet
- Bayley to Skinner constructed to 30 feet
- Pawnee to Harry constructed to 38 feet

The 1977-82 City of Wichita Capital Improvements Program proposes the following improvements involving Hillside:

1977	MS 222A	Provide right-of-way for improvement of Hillside from Bayley to Skinner
1977	TE 22	Traffic signal installation at freeway ramps at Kellogg and Hillside
1977	MS 222	Widening, channelization and reconstruction of Hillside, Bayley to Skinner
1978	TE 23	Traffic signal Hillside near Grand (upgrade school signal)
1978	TE 23	Traffic signal Hillside and Harry (full upgrade)
1978	TE 23	Traffic signal Hillside and George Washington Boulevard (upgrade)
1979	TE 24	Traffic signal Hillside and Harry (modification)

It should be noted that the programmed improvements to Hillside will merely alleviate the worst deficiencies and will not provide service levels of "C" in all segments of Hillside.

With the forthcoming completion of I-135W (Canal Route) in 1971, it has been proposed that traffic volumes on Hillside may be reduced. This would appear logical since it is known that I-135W will attract a number of trips that are currently being made on Hillside; however, experience indicates that this will not be the case. There are two primary reasons why a decrease is not expected:

1. Due to congestion some motorists avoid Hillside even though Hillside may be the most direct (shortest distance) route to their destination. If the traffic volumes are temporarily decreased on Hillside due to trips being diverted to I-135W, it can be expected that motorists who previously found Hillside unattractive may find it attractive, thus counteracting the expected traffic volume reduction.
2. The Kellogg Freeway will, when constructed, interchange with Hillside; thus, Hillside will act as a "collector" for this facility. Freeway interchanges on arterial streets frequently attract large volumes of traffic and frequently create capacity problems that otherwise would not have existed. Certainly the Kellogg Freeway Interchange on Hillside will generate a considerable volume of traffic.

The programmed improvements on Hillside or completion of the Canal Route will not give Hillside unlimited capacity at service level "c"

but would rather maintain the status quo based on projections and existing intersection deficiencies. Even these programmed measures will not be enough to maintain good traffic movement should Hillside continue to convert to non-residential uses.

Hillside from 21st Street North to the City limits on the north

This segment of Hillside contains a wide assortment of land uses, both conforming and nonconforming. Although much of the land is still zoned the "AA" Single Family Zoning District, only approximately twenty residential structures exist in this area of Hillside with undeveloped land, cemeteries, commercial, and industrial comprising the predominant land uses in this 1-1/2 mile segment. A large amount of "E" Light Industrial zoning exists on the west side of Hillside in an area north of 29th Street North and scattered spots of "LC" Light Commercial zoning have been established intermittently adjacent to both sides of the street. Several uses such as a cemetery, auto repair, drive-in theater, mobile homes, heavy manufacturing, and warehousing are legal nonconforming uses and recent construction in the area, such as the City Maintenance yard at the southwest corner of Hillside and 33rd Street North show the development trends to be of a more intensive nature than low density residential. Medium density residential would appear to be appropriate for the area and would generate approximately one third less traffic than office development. The most recent zone change activity was the approval of "LC" Light Commercial zoning on the former YWCA site at the northeast corner of 27th Street North and Hillside (Z-1897, approved 3/15/77); however, the City Commission by formal motion noted the unusual circumstances of the case and stated that approval was not to be considered an exception to their policy of not favoring additional light commercial on Hillside.

It is recommended that the Planning Commission and Board of City Commissioners look with favor on medium density residential districts ("R-5" or "R-6") from 21st Street north to the City limits on the north on both the east and west sides of Hillside.

Hillside from Central to 21st Street North

The segment of Hillside from 9th Street north to 21st Street North is primarily residential in character with the exception of Wichita State University, two cemeteries, and several scattered commercial uses. The commercial uses are concentrated at the intersections of 21st Street North, 17th Street North, and 13th Street North with the exception of two spots of "LC" at the southeast corner of 16th and Hillside (developed with a convenience food store) and the southeast corner of 16th and Hillside (developed with a restaurant). The residential character of the area is evidenced by approximately one hundred separate residential structures which contain approximately one hundred and seventy separate dwelling units.

The dominant influence from 17th Street north to 21st Street is Wichita State University. On November 10, 1974 the code of the City of Wichita was amended to allow for the inclusion of

District

a "U" University and WSU was approved for such zoning on 4/29/75 (2-1693). This ordinance also provides that the "U" University District can be combined with any one of the residential districts on adjacent or contiguous residentially zoned properties when it has been determined by the Planning Commission and the Board of City Commissioners that the area is logical for development of University related uses. When such combination district is established, the uses of the residential district shall be a use by right and the uses permitted by the "U" University District shall be permitted by special permit. The west side of Hillside from 17th to 21st is primarily low density residential development but might also be logical for some University related uses. It should be noted that the lots on the west side of Hillside north of 19th do not front on Hillside but rather front on the residential side streets. It would appear to be inappropriate to introduce office uses down residential side streets and it is suggested that lots which do not front on Hillside remain low density residential. It is therefore recommended that the Planning Commission and Board of City Commissioners look with favor on a combination "R-5" General Residence/"U" University District from 17th Street north to 21st on the west side of Hillside (the east side being currently zoned "U") for those lots which front on Hillside.

The area from 9th to 17th is also residential in character. The Fairmount Neighborhood Improvement Plan of the Fairmount Neighborhood Association proposes that those properties on the east side of Hillside between 12th and 17th Streets North which are not currently zoned commercial be developed with predominantly multi-family uses though office development is listed as a potential. The "BB" Office District is not recommended for the area between 9th and 17th because this segment of Hillside is one of the few remaining residential pockets which should be maintained so as to avoid the aforementioned traffic impacts of a complete "stripping out" of the street with office uses. There are currently a large number of vacant commercial properties in the Wichita State University area which should provide sufficient opportunity for office expansion whereas conservation of the existing residential uses provides both housing opportunities for students and a lower traffic generation rate than other more intensive uses. It is recommended that the Planning Commission and the Board of City Commissioners look with favor on the "R-6" General Residence District from 9th Street north to 17th on both the east and west sides of Hillside.

That portion of Hillside from 9th Street south to Central is rapidly undergoing a transition from residential to office and medical uses associated with the Wesley Medical Center. Sixteen residential structures have been removed from this area since 1974 and only seven residential structures remain on either side of Hillside. The "BB" Office, "LC" Light Commercial, and "C" Commercial Districts are predominant in this area and most of the remaining residential zoning is "B" Multiple Family and undergoing conversion to medical office uses. A recent zone change request for the "BB" Office District at the northeast corner of Hillside and Murdock was recommended for approval by the Planning Commission on April 28, 1977 and ~~will be considered~~ by the Board of City Commissioners

was approved

subject to the assumption that there would be no direct access to Hillside when the property is replatted (Z-1915).

X on May 24, 1977. With the exception of Wesley Medical Center, most of the frontage in this portion of Hillside is platted into 25 foot lots with the development trends encompassing small single story medical offices on frontages of approximately 100 feet. Given the 30% lot coverage limitation in the "BB" Office District and the amount of land required for offstreet parking, the continuation of this type of development, i.e. small office buildings will add some traffic to Hillside but should not seriously impair the capacity level of the street if other portions of Hillside are not converted to office or commercial uses. However, the development of large areas with multi-story office structures, as has been proposed in the Wesley area in the past, will congest this portion of Hillside regardless of development controls established elsewhere on Hillside. It is suggested that no large commercial or office Community Unit Plans be approved in this portion of Hillside and that detailed traffic impact analysis be required to be submitted with any "BB" Office requests in excess of one acre in size. This traffic impact analysis should also be required on smaller applications when ownership lists reveal an aggregation of several small "BB" tracts by one owner. It is recommended that the Planning Commission and the Board of City Commissioners look with favor on the "BB" Office District from Central to 9th Street North on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon the submission of a detailed traffic analysis of the proposal.

#### Hillside from Harry to Central

That segment of Hillside from Lincoln north to Central is a continuation of the transition process on the north side of Central. A substantial amount of existing commercial zoning was acquired by the City in conjunction with Kellogg improvements and a large number of houses have been removed in this area over the past few years. A number of requests for the "BB" Office District have been approved in this area in recent years (Re: Z-1164, Z-1622, Z-1710, Z-1738) where a number of "LC" requests have been denied (Re: Z-1289, Z-1348, Z-1351, Z-1842). Although the development pressures for large office structures in this area are not as great as those north of Central, large scale multi-story office buildings should be discouraged unless a detailed traffic impact analysis is submitted with the proposal and the capacity of Hillside is not seriously impaired. It is recommended that the Planning and City Commissions look with favor on the "BB" Office District from Lincoln north to Central on both the east and west sides of Hillside on application areas of less than one acre with "BB" requests in excess of one acre to be decided on their own merits based upon submission of a detailed traffic analysis of the proposal.

The segment of Hillside from Harry to Lincoln is dominated by residential uses and the Henry Schweiter Public Park at the southwest corner of Lincoln and Hillside. This portion of Hillside is developed with quality residential structures and in considering

recent zone change requests in this area both the Planning and City Commissions have protected the existing residential character by twice denying requests for the "BB" Office District at the southeast corner of Hillside and Grand (Re: Z-1484, Z-1603, Z-1873). It is recommended that the Planning and City Commissions look with favor on retaining the existing zoning classifications from Harry Street north to Lincoln on both the east and west sides of Hillside.

Hillside from 31st Street South to Harry

The west side of Hillside from Harry south to approximately 180 foot south of Funston is both zoned and developed with commercial uses. The east side of Hillside is primarily zoned and developed with commercial uses from Harry south to Skinner Street. From those points south to Wassall, with the exception of the existing light commercial uses at the Pawnee intersection, both sides of Hillside are developed with predominantly low density residential uses. A legal nonconforming use nursery exists on the east side of Hillside in an area south of Bellaire Street but the area remains residential in character and in zoning classification. It is recommended that the Planning and City Commissions look with favor on retaining the existing zoning classifications from Wassall north to Harry on both the east and west sides of Hillside.

Both the east and west sides of Hillside, from Wassall to 31st Street South are predominantly zoned the "LC" Light Commercial District. Only ten lots remain in this area under residential zoning classifications and scattered commercial development or undeveloped tracts are the predominate land use. It is recommended that the Planning and City Commission look with favor on the "BB" Office District from Wassall south to 31st Street South on both the east and west sides of Hillside.

HISTORY OF TRAFFIC AND PARKING CONDITIONS  
AROUND WESLEY MEDICAL CENTER

Traffic Engineering Division  
City of Wichita, Kansas  
March 1975

HISTORY OF TRAFFIC AND PARKING CONDITIONS  
AROUND WESLEY MEDICAL CENTER

PURPOSE

The purpose of this report is to review the history of the parking and circulation problems associated with Wesley Medical Center. Special considerations will be given to the joint efforts between Wesley Medical Center and the City of Wichita to eliminate both parking and circulation problems associated with the medical center.

BACKGROUND

Correspondence regarding the improvements of the intersection of Central and Hillside date back to January 14, 1966 wherein Paul B. Graves suggested to the then Director of Public Works Ralph Wulz, that Hillside be improved from 3rd Street to the St. Louis - San Francisco Railroad tracks. The traffic problems associated with the intersection of Central and Hillside were stated within that memo, and also proposed channelization and signal modifications to eliminate traffic congestion and the severity of the accident problem.

In July 1966, a letter was sent to Mr. Roy C. House, Wesley Medical Center Executive Vice-President, from Paul Graves. A meeting was set up for the City and hospital staff to discuss Central and Hillside improvements and the parking problems associated with Wesley Medical Center. This was further discussed at the September 1966 Traffic Commission meeting. At this point, members of Wesley Medical Center, Traffic Commission, City staff and concerned residents and businessmen stressed their concern for improved traffic circulation and parking conditions in and around Wesley Medical Center. Shortly thereafter, in a letter dated August 17, 1966 to Paul B. Graves, Roy House requested a delay in the Hillside improvements until such time as Wesley could coordinate its planned construction program, and indicating they were specifically interested in their shortage of off-street parking spaces; and also to orient their main entrance to the east off of Rutan. The letter did state, however, that it might not be practical to delay the Hillside improvements for that length of time.

The August 17, 1966 letter also discussed the widening of Murdock from Hillside to Rutan, and Rutan from Murdock to Central. Mr. House stated in a paragraph called Off-Street Parking, ".....that we expected to further improve the situation over the period of the next several months after we rezone certain properties presently owned by us just north of the existing hospital buildings".

In October 1966, Paul Graves sent a letter to Roy House indicating the residents' requests for additional off-street parking controls and informing him of the Traffic Commission hearing to be held in October 1966.

In March 1967, Paul Graves submitted a memo to Ralph Wulz (then Director of Public Works), outlining the Central Avenue channelization project east and west of Hillside. It also indicated preliminary layouts had been shown to representatives of Wesley Medical Center and the 3333 Building.

The following is taken from Roy C. House's letter of August 3, 1967 addressed to Ralph Wulz, then Assistant City Manager.

"You will recall that the widening of Hillside immediately to the north of Central entails in your planning the elimination of a substantial number of our visitors' parking spaces. We are having some real difficulty in the acquisition of property immediately to the north and west of Wesley Medical Center to make up for this loss in visitors parking which will be entailed when you widen Hillside as projected, and I think I would have to indicate at this moment that if you are planning this Hillside improvement project with the elimination of some of our parking for the year 1968, that this would be disastrous and calamitous as far as our parking situation is concerned here. We are attempting to work out an amicable purchase or arrangement with the private owner of the critical property adjacent to our present and contemplated developments, but so far we have not had success.

"If we are not able to reach an amicable agreement for the purchase of these properties and if the city wishes to go ahead on the widening of the Hillside project, it would appear to us that we would need your cooperation in making these desired properties available for public parking purposes.

"We wish to reiterate our continuing desire to work closely and carefully with the city on this desirable program of the widening of Hillside north of Central.

"I want to phrase again, however, some concerns which we have with respect to the interruption of vital services into the Wesley Medical Center during this renovation project. As of right now, we do not see clearly how our vital emergency room and public parking services could be maintained during such a construction project. Possibly some answers can be provided prior to the initiation of the project.

"To summarize - if there is any thought at all on the part of the City administration that you plan to get on to this improvement project on Hillside north of Central in the year 1968, it is probably urgent that we sit down again and review the ramifications. It is our hope that this project is not contemplated for 1968 since we do not at time of writing see any possibility that our parking situation can be relieved by that time by alternate parking development unless in some fashion we are able to procure some additional vital properties referred to above."

Ralph Wulz issued a memo a couple of weeks later to R. W. Bruggeman, Director of Public Works, and C. Bickley Foster, Director of Planning, stating we should pull off the project for now.

In December of 1967, Roy C. House sent a letter to R. W. Bruggeman, acknowledging their telephone conversation of Friday, December 15 in which was indicated the City had planned to go ahead with the improvements of Hillside north of Central in 1968, but had deferred this at the request of Wesley Medical Center.

The City was definitely anxious to proceed with the project and to set the construction project within the 1968 Capital Improvements Program.

In January 1968, a letter was sent to Ralph Wulz from Roy C. House indicating Wesley's seven-level hospital expansion program. This was to be the base level of an eventual 15 to 17 level tower building. It was suggested that an in-depth meeting be called between the City of Wichita and Wesley Medical Center staff. The Discussion Agenda for the January 24, 1968 meeting at Wesley Medical Center included:

"2. d) 2nd Deck - Present Visitor Parking - (Plan to add 160-175 cars by 6/1/68)

"... h) Permanent Employee and Future Visitor Parking

- 1) First 3 levels of eventual 8 level parking garage
- Phase I - 600 cars - 200 on each of 3 levels - (begin 3/1/69)  
Phase II - 600 more on 3 more levels - (by 8/1/71)  
Phase III - 400 more on 2 more levels - (between 1971-1980)"

In March 1968, Roy C. House sent a letter to Robert A. Lakin, (then) Assistant Planning Director, in which he stated, "I think we would all agree that although the hospital is also concerned about the preservation of the Sleepy Hollow area, that this should not necessarily be completely at the expense of the hospital and we certainly would want to have substantial discussions about these many ramifications subsequently." At that time, they also pulled back on the multi-level parking garage due to hopeful favorable application of rezoning of property purchased by Wesley Medical Center. The subject of the medical arts facility and a 1,000-car parking garage in the area from Pine to Murdock and from Hillside to Rutan was also discussed.

In July of 1968, a letter was sent to Ralph Wulz from Roy C. House. The following are excerpts from that letter:

- "3. Wesley is interested in preserving the neighborhood - any street closings which may be contemplated would certainly have this in mind.
- "4. The hospital has discussed present and future traffic and parking needs with two nationally recognized specialists in parking needs and traffic flow. The proposals below are consistent with their recommendations.

- "5. We believe the most recent proposal of the Traffic Department on Hillside changes was made on the basis of assumptions and concerns which were legitimate on the basis of inadequate information available to them, but that many of these proposed changes are premature and not realistic at this time. We will present alternate suggestions which should satisfy most of the concerns of the City planning departments with respect to Hillside and which still recognize the uniqueness of the problems encountered.
- "6. This proposal, if adopted, means the elimination of 107 parking spots on our public and physician present parking areas (by the channelization and widening of Hillside) and is destroying parking faster than our ability to create it. We think there are means to handle improved traffic flow which will meet most of the valid objectives of improvement of Hillside without being unduly and unnecessarily burdensome on Wesley at this time.
- "7. The Board and Administration of the Wesley Medical Center are desirous of cooperating in any reasonable way to solve present and future problems.

"Wesley Medical Center therefore proposes the following and hopes to incorporate in the forthcoming plat those elements of these proposals which apply to a plat:

- "1. Proposal for Moving West Curb of Hillside Ten Feet East - (as new line north on Hillside from Central) This proposal should be dropped. The objections are overwhelming and the advantage is minimal.
- "2. Parking on Hillside - Immediately traffic flow on Hillside north of Central can be expedited by the elimination of street parking on the west curb. This is a very obvious step which can be taken at practically no cost now and probably should have been done long ago.  

"On the east side of Hillside, Wesley needs to retain limited "Loading and Unloading Only" type parking until a more permanent improvement is made but the three one-hour parking spots on the east curb near our doctors' lot should be eliminated also at once.
- "3. Signals at Hillside and Central - The left turn signals for Central traffic have already helped. If it is believed urgent to permit left turns off Hillside at Central, we believe this could result now with no street changes at all, in further improvement of flow through that intersection by the introduction of signals and painting of lanes.
- "4. Street Improvement of Hillside - The proposed widening with channelization, etc. of Hillside from Central to Murdock is not necessary to meet most objectives.

"Our planning and proposals for future parking and developments are such that most 'internal' Wesley Medical Center traffic will not be a major problem for Hillside after 1972.

"Further, Wesley's growth between January 1969 (with the opening of the 200-bed Medical Pavilion) through 1971 into 1972 and even beyond will be largely a 'service' growth with only nominal personnel and visitor traffic increments.

"4. (cont'd)

"The period 1972-75 hopefully will see Hillside become the 'back door' to Wesley but the shift will not occur until at least 200 patient beds are built in the East Tower, and this probably will not materialize until after 1973. The \$5,000,000 program of construction for July 1969 does not entail a large expansion of beds - mostly it is 'services'.

"Also a parking garage is not programmed until after 1972; this and the 'visitors entrance' can probably not go to Rutan Street until after public parking is shifted from the present area at Hillside and Central to an area off Rutan Street.

"In the meantime, Wesley must live with public parking in the visitors lot at Central and Hillside until after 1972, the earliest possible re-orientation date for the new public entrances. The loss of over 1/3 of the parking capability for visitors before 1972 in that location is oppressive and disastrous.

- "5. Hillside north of Central should be only the same width as Hillside is improved elsewhere - 48' to 50'.
- "6. The present curb lines should be retained on the west side of Hillside -- on the east side we propose the same curb line now on Wesley's side from the emergency entrance to the doctor's entrance (with an approximately 50' curb to curb) be made the curb line all the way north to the railroad tracks.
- "7. There then can be built an 'unloading' drive between our West Building and Hillside. This would remove present temporary and unloading parking from the east side of Hillside. The current City proposal for widening Hillside makes no provision possible for such an unloading area which is absolutely essential to Wesley.
- "8. Close our present doctors' entrance and exit on Hillside; entrance to the doctors' parking will be from Pine with exit also on Pine Street.
- "9. Make Pine Street one-way off Hillside to the east. These two steps (8 and 9) will eliminate two present dangerous hazards (two entrances to Hillside from the east) at no cost except signs and construction of new curbing sealing off the present doctors entrance on Hillside east curb.
- "10. Modify signals at Central and Hillside to permit left turns off Hillside under turn signals if this is thought urgent. Otherwise, eliminate left turns off Hillside at Central entirely. Cars needing to go east or west off Hillside can catch the one-way east/west 'through' streets at 1st Street and 2nd Street, with relatively little inconvenience for through traffic.
- "11. Wesley will contingently dedicate 20' of property east from our west property line to insure no further encroachment on Hillside by Wesley.
- "a) The new sewer link would be built in this 20' dedication also this fall.
- "12. Wesley will also contingently dedicate 10' north of existing south property line along Central; the sewer link for East Tower connection would be built in this dedication this fall also.

"13. As an alternative, but hopefully after 1972 or after the front entrance and visitors parking are removed from Hillside, Wesley will rather reluctantly agree to the City staff proposal of mid-1966 in which Hillside would be widened modestly from our 'bus stop' shelter taking a 'pie-shape' piece of property extending north about 270' or so to our present visitors parking lot entrance, and eliminating only about 7% of our present visitor parking or about 15 spaces of visitors' parking.

"Only 15 public parking spots will be lost by this move contrasted to the loss by the City's latest Hillside proposal of 107 precious and presently irreplaceable parking places due to location. (We can't relocate doctor and visitor parking off Rutan Street until the hospital's entrances are off Rutan! This cannot possibly occur before 1972, possibly not before 1975.

"The 107 lost parking places are:

- 71 - public spots in visitors lot  
(represents 38% loss of this lot!)
- 24 - doctors spots in the new lot we just opened west of new Medical Pavilion off Pine Street (leaves only 12 spots instead of the 36 now available!)
- 12 - doctors places in the older lot just north of the west building
- 107 - Total places sacrificed under latest Traffic Department proposal. We don't see how we can function under this proposal.

"14. Wesley will agree to dedicate 10' on the east side of Rutan and 10' on the south side of Murdock of all properties we own for future widening of Murdock and Rutan.

"15. In the plat to be submitted in September, we will suggest closing Pine and Elm Streets each one block between Rutan and Vassar to help keep Wesley's internal traffic from the neighborhood to the east. These would not be physically closed until our front entrance and visitors parking were changed to Rutan.

"16. The Park Department and the City should move promptly so that Wesley can acquire the worrisome site west of Rutan to get the East Tower development underway by July 1, 1969.

"17. The City and Park Department and Wesley need to re-route the creek under Rutan and get it tubed west of Rutan so this also will not hold up construction in July of 1969.

**Conclusion:**

"Wesley has spent hundreds of manhours and several thousand dollars since January 1968 to try to develop a proposal for your consideration which - although possibly not ideal - will solve most of the pressing problems and provide adequately for future needs.

"All of these 17 steps outlined above have been approved by the Trustees of the Center and we are prepared to move now towards an orderly implementation, if agreeable to you.

"Our consultants all agree that there are many steps (outlined above) which can be taken which will markedly improve traffic and site considerations here without being unduly restrictive or repressive, and while short of the ideal solution (from a traffic standpoint only) of the latest proposal to us by the City staff, these steps will make our area much improved, even if not ideal.

"For the first time, we are presenting an orderly and comprehensive plan which, if acceptable by you, should markedly improve the problems now extant - more importantly, we are attempting to look ahead and believe the proposals are realistic and will get the job done, while providing for the future also. We are prepared to cooperate at once in an orderly implementation of these proposals.

"We request now a meeting early in August for a review of our proposals."

Minutes of the August 1968 meeting indicated that Wesley Medical Center would be constructing a large parking garage in the future (1972).

In September 1968, a letter from Ralph Wulz, City Manager, to R. W. Bruggeman rescheduled the Hillside improvements. Minutes of the long range planning session held in April 1969 indicated the Hillside improvements had been held up by mutual agreement with Wesley and the City until 1973. The following are excerpts from those minutes:

".....Progress To Date: .....The hospital has added approximately 250 spots and the parking situation is the best it has ever been with 852 parking spots now on site, and up to 250 more planned within nine months."

Mr. House "stated that multi-level parking is not now programmed until several levels of the proposed patient Tower have been completed and/or until such time as a Medical Arts Facility is constructed."

Mr. House "stated that when a doctors' office facility was provided on site, the Center would no doubt be building coincidentally the first multi-level parking project."

".....as part of the planning for the long term location for the Medical Arts Facility, the complexities of traffic flow, etc., the Trustees engaged the firm of Oblinger-Smith as consultants for consideration of the maximum use of the hospital site; that Oblinger-Smith had completed a preliminary site development plan for Wesley Medical Center; this plan had been presented to the Center's Board of Trustees and approved for continued study and development."

"Mr. Warren Oblinger.....pointing out.....the use of Murdock and Vassar (projected across current Park Department property) as major traffic collectors with circumferential traffic flow around the Center, noting also the effort at protection of residential areas."

"Traffic Considerations: Mr. Wulz asked for clarification as to where the main entrance of Wesley Medical Center would be located. Mr. House answered that on an interim several-year basis, this entrance would be the north door of the Memorial Medical Pavilion, and depending upon our continued development, the construction of additional patient floors in the Tower, etc., it would eventually shift to the east."

"Mr. House stated that there was no pressure on the part of Wesley Medical Center for the closing of Rutan, but we felt it important that the City understand that this is a long range goal."

In May of 1970, a letter was sent to Paul B. Graves from Ken Stewart, the Attorney representing Wesley Medical Center, requesting one-way operation of Pine Street from Hillside to Rutan.

In December of 1970, a letter was sent to Russell E. McClure from Verne M. Laing in which he states:

"We would like to request that the applicant present a Site Plan and Development Program in connection with this application to show the plan and program for handling of traffic and parking in connection with the seven-story hospital building which is now under construction which is ultimately contemplated as a 17-story hospital building on Rutan.

"The residents of this area are vitally interested in traffic and parking problems incident to the Wesley Hospital expansion program and future operations."

In a letter sent shortly thereafter to Roy C. House, Russell McClure stated,

"I am asking you to submit the information Mr. Laing requests so that the Sleepy Hollow residents may be thoroughly informed regarding the short and long range development program being contemplated by Wesley Hospital."

In January, Verne Laing wrote to Russell McClure that:

"Sleepy Hollow, Inc. and the residents of the neighborhood adjacent to the hospital respectfully urge that Wesley Medical Center's request for additional industrial revenue bonds not be placed upon the agenda before the City Commission for final approval until such time as Wesley Medical Center officials have developed and presented a plan which will deal effectively with the parking, traffic and materials storage problem caused by the current construction and subsequent utilization by the hospital of the six-story addition which it now seeks aid in financing. It would appear to us that this can be done expeditiously, unless there are complications of which we are unaware."

".....we do believe the hospital is obligated immediately to establish a plan to deal with the problems generated by the six-story addition now under construction with respect to traffic, street alignment, parking lots and cul-de-sacs. It is our feeling that the best way that this plan can be established will be in conjunction with the Planning Commission's current examination of the manner in which Wesley Hospital proposes to replat the property on the eastern portion of its present site."

In a March 1971 memo to Robert Lakin, Paul Graves states that:

"the study made by the Traffic Engineering Division with regard to off-street parking at Wesley Medical Center should again be presented at the Metropolitan Area Planning Commission with a copy to the Zoning Advisory Committee and should be strongly recommended that the Traffic Engineer's off-street parking recommendations be seriously considered."

The recommendation was a request from the Traffic Engineering Division to bring the parking demands and the number of parking spaces required into compliance with their actual needs; i.e., provide two parking spaces for each bed presently located at Wesley Medical Center and for any future expansion anticipated.

In April of 1974, an Undertaking was presented to the City of Wichita by Wesley Medical Center which included the following:

<u>"Parking:</u>		
Present parking on-site, off-street	1142	
Present parking, on-site, on adjacent streets	<u>107</u>	1249
Reduced by improvements:		
Loss of parking by reconstruction of		
Murdock and Vassar	(55)	
Parking garage and office building site	(334)	
Hillside widening	<u>(60)</u>	(449)
Future parking, on-site, off-street		800
(north of Pine between Rutan and Vassar)	150	
Future parking, parking garage	<u>750</u>	<u>900</u>
NET GUARANTEED SPACES AFTER CONSTRUCTION		1,700"

In June 1974, a letter was sent to R. W. Bruggeman from Roy C. House. The subject of that letter was: Coordination - City of Wichita and Wesley Medical Center - Hillside Improvement and Other Improvements. The letter states:

"Final design is now being completed for the Parking Garage as well as for the Professional Office Building.

"Improvements in the immediate area, in which the City of Wichita is involved, will include but not necessarily be limited to:

1. Reconstruction of Hillside
2. Possible work on Central, east of Hillside
3. Potential reconstruction of Murdock, east of Hillside to Vassar
4. Eventual reconstruction of Vassar, south from Murdock to Central
5. Potential improvement of drainage ways
6. Construction of cul-de-sacs as agreed

"Our various consultants -- including the architect, Bob Harris (Thomas, Harris, Ash and Mason); the site and traffic consultant, John Gist (Oblinger-Smith); as well as the contractor for our major construction projects, Jim Grier, Jr. (Martin K. Eby Construction Company) -- have impressed upon me the urgency of an early meeting with you as the City's coordinator with us in all of these matters."

#### PRESENT STATUS

In reviewing the history of traffic problems and parking conditions around Wesley Medical Center, one quickly realizes delays have been encountered due to the complexity of construction projects scheduled by the City and Wesley Medical

Center. During 1974, a joint venture has been initiated by the City of Wichita and Wesley Medical Center. Presently under construction by Wesley Medical Center is a Medical Arts Complex which will contain one below-ground level devoted to Wesley clinical purposes, one below-ground level designated for future hospital services, one ground level for leasing space relating to doctors offices and five above-ground levels occupied by doctors offices.

In addition to the Medical Arts facility, a proposed parking garage is presently under construction to provide a minimum of 750 parking spaces. It is presently contemplated this parking garage will provide 1,009 parking spaces.

Portions of Rutan and Pine Streets have been vacated in the vicinity of the Wesley Hospital complex at the request of Wesley Hospital.

The improvements on Hillside from Third to the Frisco railroad tracks are under contract and scheduled for construction in the early spring of 1975. Plans are presently being compiled for the widening of Murdock and Vassar to a 44-foot width. Included within these plans are cul-de-sacs for residential streets surrounding the medical complex.

The Traffic Engineering Division has completed the proposed geometric sketch plans for the intersection of Vassar and Central, and the widening of Central east of Vassar for approximately 400 feet. Traffic signalization is presently being designed for the modifications at Central and Hillside, for the relocation of the pedestrian crosswalk on Hillside at Elm, and for signalization of the intersection of Murdock and Hillside. Signalization is also being considered at Central and Vassar.

TABLE 2

Land use	Sample size	Peak site hour	Daily
Fast-food restaurants	7 <sup>1</sup>	73 trips/1,000 sq. ft. GFA <sup>2</sup>	561 trips/1,000 sq. ft. GFA
Sit-down restaurants	8 <sup>1</sup>	33 trips/1,000 sq. ft. GFA	237 trips/1,000 sq. ft. GFA
Discount stores	7 <sup>1</sup>	6.7 trips/1,000 sq. ft. GFA	69 trips/1,000 sq. ft. GFA
Community shopping center	1	4.2 trips/1,000 sq. ft. GFA	n.a.
Regional shopping center	1	1.5 trips/1,000 sq. ft. GFA	20 trips/1,000 sq. ft. GFA
Food store	1	16.6 trips/1,000 sq. ft. GFA	n.a.
Auto supply store	1	10.0 trips/1,000 sq. ft. GFA	137 trips/1,000 sq. ft. GFA
Motel	1	0.6 trips/room	9 trips/room
Hospital	1	1.0 trips/bed	9 trips/bed
Suburban office	1	2.5 trips/1,000 sq. ft. GFA	17 trips/1,000 sq. ft. GFA
Service stations	2 <sup>1</sup>	62 trips/1,000 sq. ft. GFA	43 trips/1,000 sq. ft. GFA
Single-family	6	0.91 trips/du	10.5 trips/du
Multi-family	6	0.85 trips/du	8.1 trips/du

<sup>1</sup> 24 hour data not available from one city.  
<sup>2</sup> GFA = Gross Floor Area of building.

Data from three cities

All three cities provided data on developed site acreage and gross floor area of commercial buildings. Mansfield collected the number of entrances and exits, employment, number of parking spaces and car occupancy for each site.

Springfield collected the number of parking spaces, employment and operating hours for each site in addition to the two basic variables obtained by Columbus.

With proper site selection, studies of this type can be done by mechanical counters without the need for ex-

pensive manual counts. This assumes that a machine count crew normally is operated in the field by the agency collecting data.

Traffic generation studies of commercial and residential development conducted in Columbus, Springfield and Mansfield, Ohio provided 43 samples illustrating 12 different land uses, shown in Table 1.

Table 2 summarizes average vehicle generation factors during the site peak hour and on a daily basis.

Peak periods of generation for restaurants, discount stores and shopping centers differ from the normal

evening peak hours on streets serving such developments. Average peak hour traffic generation rates per dwelling unit were more than 20 per cent higher for single family than multi-family units in the evening peak.

The study developed data on two basic types of land use. The first set of tables, (2 through 6), shows commercial developments including fast food restaurants, sit down restaurants, discount stores, community shopping centers, regional shopping center, food stores, auto supply stores, motels, hospitals, suburban office buildings and service stations.

TABLE 3 Fast-food restaurants

Columbus site number	Site area (developed acres)	Building area (sq. ft.)	24 hour data			Peak hour data			ADT's (thousands) <sup>1</sup>		
			Volume (2-way)	Trips 1000 sq. ft.	Trips acre	Peak hour	Volume (2-way)	Trips 1000 sq. ft.		Trips acre	
1	0.63	2800	2322	828	3670	12-1 PM	336	120	534	Site 1	30-35
2	0.67	2250	1322	589	1990	12-1 PM	211	94	318	Site 2	15-16
3	0.66	3240	1640	506	2410	11-12 AM	218	68	329	Site 3	20-25
4	1.17	3072	1278	417	1100	12-1 PM	143	47	122	Site 4	25-30
5	0.87	3072	1154	376	1331	12-1 PM	165	54	191	Site 5	20-25
Average	0.80	2887	1543	543	2100	12-1 PM	215	77	299		
#6 Springfield Burger Chef	0.66	2424	n.a.	n.a.	n.a.	12-1 PM	150	62	227		
#7 Mansfield McDonald's	0.88	1666	1188	713	1485	11:30-12:30	129	77	161		
AVE. OF TOTALS	0.79	2546	1424 (n=6)	571 (n=6)	1993 (n=6)	12-1 PM	193	75	269		

<sup>1</sup> (access of service road, ADT is mainline) (major street-access off service road), 4000 (minor street)

1981

~~to West of Lake, South of Hillside~~  
Hillside:

- 31<sup>st</sup> St. So. to Pawnee - const. 1961 to 48'
- Boyer to Skinner - scheduled for 1978 const. <sup>1<sup>st</sup> in 1972</sup> 315
- Pawnee to Harry - const. to 38' in distant past.
- Harry to Boyer - const. to 30' sometime ago.
- Boyer to Kellogg - const. 1971 to 48'
- \* [Pawnee to Skinner now not scheduled or record. (38' existing)]
- Kellogg to Douglas - const. in 1968 to 48'
- Douglas to Central - const. in 1966 to 48'
- Central to 9<sup>th</sup> - Const. in 1973 to 48'
- 9<sup>th</sup> (Pawnee) to 17<sup>th</sup> - const. in 1961 to 48'
- 17<sup>th</sup> to 21<sup>st</sup> - const. in 1955 to 44'
- 21<sup>st</sup> to 27<sup>th</sup> - const. in 1963 to 48'

Kellogg Hillside interchange - to be completed in 1978.

Central

Hillside Traffic volume in vicinity of Central in 1966 was 14,300 v/day  
this had increased to 24,000 v/day in 1972 (+60%)

Gravity Model - has State done any of this  
and is it available for  
existing volumes Hillside and Olmsted?  
etc.

Arb Cuts? on street  
New York policy?

Effect of lack of Danier Loop?  
the effect of delay on Regional?

•/ll =  $\frac{1}{\tau}$  ll

Up 2000 for Hillside - Oliver.

Oliver - 23,229 Max. between MacArthur } 31<sup>st</sup> South  
Hillside - 17,304 Max. between 21<sup>st</sup> } 29<sup>th</sup>

Red Ed. Research Inc. : 11/23/76

Vacant Bldgs. space. - insufficient incentives to use.

Storage problem

Zoning policy } pull in  
Tax assessment policy }

Negative perception?

Office will flow from 100 to 40-50 m<sup>2</sup>

Convention space - an add. 100 m<sup>2</sup>

Detail count of existing

Convenience - limited

Rec/Leisure - "

1973  
Billing & Access  
at General Hospitals

Auto Trip Generation Rates per Weekday  
at Selected General Hospitals

Indicator (Unit)	Trips per Unit		
	Range	Mean	Median
Beds	5.9-24.4	12.4	12.0
Population (Patient census plus personnel)	1.8-8.4	3.7	3.6
Employees (Personnel)	9.4-11.7	5.0	4.8

Hillside - 31st Street South to 21st Street North

Pavement Widths

Number of Lanes

Condition of Roadway

	Width (Feet)	No. of Lanes	Condition
31st to Pawnee	48	4	Good
Pawnee to Mt. Vernon	38	4	Good
Mt. Vernon to Harry	38	4	Good
Harry to Bayley	30	2	Good
Bayley to Lincoln	65	4	Good
Lincoln to Morris	65	4	Good
Morris to Kellogg	48	4	Good
Kellogg to Douglas	48	4	Good
Douglas to Central	48	4	Good
9th to 13th	48	4	Good
13th to 17th	48	4	Good
17th to 21st	44	4	Good

1. 717 kts
2. 1162 on property parking  
Nov. 1, 2152 nearly garage
3. 2056 Fall to 326 outside 2382
4. 1500
5. 380 P.M. 120 Max

(A) Peak Hospital day  
 Sunday - 3 & 5 }  
 Monday - Wed & Thursday }

(S) Jan 94.46  
 Feb. 96.45  
 Mar 95.23  
 Ap 92.74  
 May 86.11  
 June 92.67  
 July 87.57  
 Aug 92. average

Future expansion plans  
 717 to 737 July 1, 1977  
 840 Tower

89 student nurses

6. 735,000 Prof. Office Building

717 Fall

95 to 97 Fall Today

$\frac{1}{4}$  out of Saskatchewan

109 out of 105 county

717 Spring 737

363 Doctors

220 Doctors - Here

once for all  $\frac{1}{2}$ -2 trips

Mid-Oct or Nov. Garage 1,000

Doctor's Building

June or July

25,000 patients in

31,000

33,000

a year

(5651)

with  
substitution  
add.

33<sup>rd</sup>

SCZ-0018 R4 LC6E app- 10/15/68

SCZ-0078 R4 LC6E app- 3/17/60

SCZ-0360 R4 LC6E app- 6/16/76

Z-1072 RB to B app 5/20/69  
(BZA 14-69)  
(NORTH BRANCH YUCA/ADD)

P-0112

(5751)

(5050)

Z-0585 AA to BB app for B 4/6/65

29<sup>th</sup> (5750)

Z-1072 RB to B app 5/20/69

P-0327

BZA 3-66

Z-1897 3-15-77 Approval subj to  
lot split

25<sup>th</sup>

Z-0276 (Cemetery) AA to B app 1/15/60

Z-0365 - AA to F withdrawn 2/20/62

Z-1702 "AA to RB" app "A" 7/27/75

Z-0597 - AA to B - app - 6/10/65  
Z-0701 - AA to B - app - 9/21/65  
Z-0708 - AA to B - app - 10/26/65  
Z-0878 - B to LC - app. no - 6/19/67  
Z-0183 - AA to LC - app - 3/1/60

21<sup>st</sup>

(5649)

21<sup>st</sup> (5749)

Z-1319 - AA to LC - Hold - 12/14/71

AA, B, SL to U - app - 7/8/75  
Z-1693 (University)

BZA 22-76  
BZA 23-76

E-1429 A to BB - deny - 1/16/73

BZA 34-69

Z-0049 - BB to LC - app - 3/18/58  
Z-1322 - B to LC - Hold - 12/21/71

17<sup>th</sup>

Z-1103 RB to LC - app - 7/22/69

Z-1169 RB to LC - app - 11/9/71

Z-1571 RB to BB - app - 12/18/73  
D-0582

13<sup>th</sup>

(5648)

Z-0109 - B to LC - app in cont - 9/30/58  
Z-0735 - B to LC - app in cont - 12/19/67

Z-1337 - B to LC - app - 12/7/71

Z-1407 - B to LC - app - BB - 8/22/72

Z-1142 - B to LC - app - BB 10/28/69

137<sup>th</sup> (5748)

Z-0612 - B to LC - app - 5/25/65

Z-0255 A; B to LC - app - 1/3/61

Z-0817 - B to BB - <sup>BCC ?</sup> Hold.

~~CENTRAL~~

BZA-21-72

~~Z-1560 - A to BB - app 11/13/73~~

BZA 3-70

BZA-33-70

BZA-10-71

~~Z-1435 - A to BB - app - 10/31/72~~

Z-1837 - A; B to BB - <sup>BCC</sup> Hold?

Z-0108 - A to BB - app - 9/2/58

Z-1915 - May 29, 1977 BCC

V-0020

V-0686

BZA-10-70

Z-0978 - A, B; BB to BB - app 4/30/68

Z-0410 B to BB - app - 11/20/62

Z-1654 - A; B to BB - app - 9/10/74

Z-1274 - A; B to BB - app - 5/9/72

Z-1123 B to C - app - 9/2/69

CENTRAL

(5047)

B2A22-73

Z-1330 - RB to BB - app - 11/2/71

~~Z-1022 - A to RB & BB - app - 5/14/74~~

B2A36-66

Z-0809 - A to RB to BB - app - 12/13/66

B2A40-67

Z-0303

~~Z-1248 - B to BB to LC - Deny - 3/21/72~~

Z-1043 - B to LC - app - 3/18/69

Z-1130 - A to LC - app - 12/23/69

CENTRAL (5747)

Z-0946 ~~closed~~ 1/6/72

Z-1173 Appured RB to LC 3/17/70

Z-0319 App BB 5/31/61

Z-1008 - A, B, RB to BB to LC - app - 8/3/68

Z-1710 - RB to BB - app - 7/22/75

~~Z-1289 - RB to BB - Deny - 3/14/72~~

DOUGLAS

1743 - BB  
1285 - BB

Z-1738

Z-1164 - A to BB - app - 2/17/70

Z-1301 - A to B - app - 8/31/71

\* ~~Z-1841 - A to B to LC~~ returned for review - 9/7/76 \*

Z-1016 - A to BB - app - 10/15/68

B2A39-67

Z-1076 - A to BB - app - 3/18/69

(Z-1220 - A to LC - app - 12/15/70)  
superseded by Z-1220

~~Z-1048 - A to LC - Deny - 9/7/70~~

~~Z-1251 - A to LC - Deny - 5/30/72~~

Z-1197 - A to LC app - 8/18/70

Z-1092 - A to LC - app - 5/27/69

KELLOGG.

(8646)

1122066 (6746)

BZA-1490

Z-1332 - R to BB - app - 11/16/71  
D-0486

~~Z-0595 - A to C - Demg - 10/8/64~~

<sup>LCI</sup>  
Z-1743 - R to BB - app - 12/23/75

Z-1285 - R to BB - app - 7/1/71

Z-1153 - R to BB - app - 12/16/69

LINCOLN

MAR 9  
Z-1873 - A to BB - <sup>Deferred for</sup> ~~action~~ <sup>at BZA</sup> - 12/9/76  
~~Z-1484 - A to C - Demg - 2/20/73~~  
Z-1603 - A to B - Demg - 3/5/74

HARRY

(3045)

WARDY (5145)

D-8724  
D-0725

Z-0048 - RB to LC; B - app B - 3/18/58

Z-1835 - App LC 8/24/76 need to plant  
Z-0758 A/16/73 closed

Z-0188 - B to LC - app - 8/16/60

Z-0081 - B/A to LC - app B - 6/17/58  
Z-0182 - B to LC - app in part - 8/18/59

Z-0103 - AA to A - app - 7/7/59

5-173

~~Z-0368 - AA to LC - Demg - 3/6/62~~

MT. VERNON

BZA 29-74

Z-1026 - AA to RB - withdrawn - 7/28/70

BZA 20-70

Z-0074 - AA to RB - app - 5/20/58

~~Z-0056 - AA to RB - Demg - 3/18/58~~

Z-1012 AA to B -

BZA 24-68

D-0488

BIA 5-70

Z-1177 - B to LC - app - 3/31/70

PAWNEE.

(5044)

PAWNEE (5744)

Z-1669 - AA to BB - app - 1/28/75

Z-0855 - AA to B - app - 12/5/67

Z-0291 - RB to B - app - 1/17/61

WASSILL

Z-0023 - RB to LC - app - 1/21/58

BZA 27-76

Z-0259 - RB to LC - app - 9/13/60

Z-0452 - RB to LC - app 7/23/63  
BZA - 29-66

Z-0664 - RB to LC - app - 8/3/65

Z-0562 - RB to LC - app - 8/11/64

Z-1562 - RB to LC - app - 10/16/73

31250.

84  
20  
5/27  
10/8

9800 S Hydraulic

Arnett

I. ~~Background~~ Background

II Land Use

CIP?

~~III Traffic~~

21<sup>st</sup> to 37<sup>th</sup> - 20 SF houses  
many nonconforming industrial &  
commercial uses.

minimum lot sizes for office development!

Fairmont Study?

9<sup>th</sup> - 21<sup>st</sup> encourage Residential  
Classifications No change

9<sup>th</sup> - Central BB okay

Central to Kellogg BB okay

Orme south to Hany retain  
existing zoning

Hany to Wasall retain existing  
zoning

Wasall south to 31<sup>st</sup>  
look with favor on BB

# Broadway & MacArthur

50'

21<sup>st</sup>

15835

18791

17<sup>th</sup>

12794

13<sup>th</sup>

12957

12200

10876

9<sup>th</sup>

14319

Central

22584

20209

2<sup>nd</sup>

1<sup>st</sup>

Doughlas

29690

24987

Kilgus

19288

13242

Lincoln

14833

14046

# CIP Project list

~~Alone station~~  
 48' survey level  
 15,500  
 19,000 E level

~~MS 2224~~ Hillside - provide row for improvement  
 MS 2224 Bayley to Skinner 4000 GO  
 1977

TE 22 <sup>1977</sup> Kellogg & Hillside - two new installations  
 at freeway ramps 65,000 GO

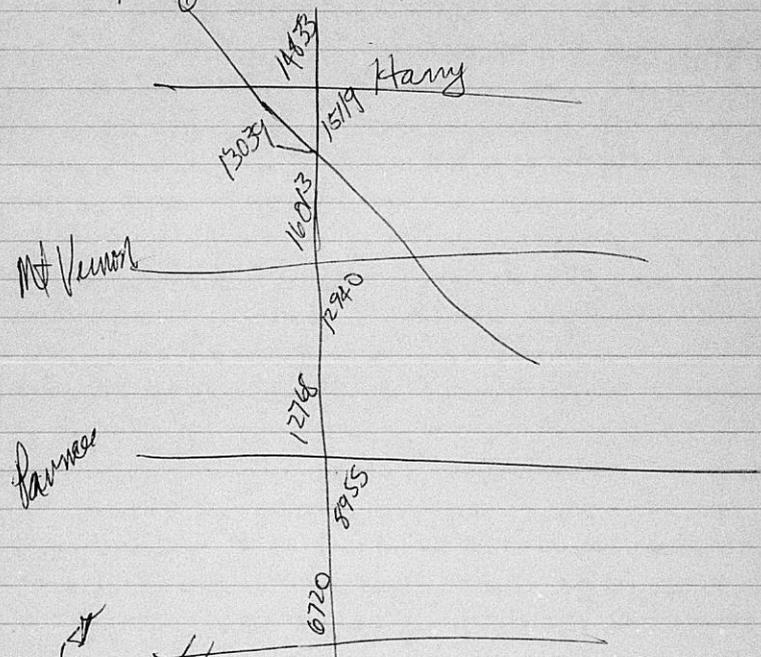
MS 222 Widening, channelization, + reconstruction of  
 Hillside Bayley to Skinner  
 2,200,000 GO 2,300,000 SA

- TE 23 Traffic sig. Hillside near Grand (upgraded signals) 1978
- TE 23 " " Hillside & Harry (full upgrade) 1978
- TE 23 " " " & GWB (upgrade) 1978
- TE 24 Traffic sigs. Harry & Hillside (modification) 1979

Central Hillside 6 lanes 3 each way double left turns  
 Doug. Tight ROW no left turn channel  
 Interstate Route will relieve long Hillside trips  
 i.e. U.S. 101 trip.  
 Central & Hill are problems with short  
 trips i.e. med. complex  
 as continues to grow  
 especially Highway where Browns Grill

1977

GNB



17th D

~~1st~~  
2nd

13th

3/24

Kelly D

11/23/76 D level  
improved

July 74 Douglas

D level  
with  
1/55 traffic

Harry D

improving

Pawnee D

May 19, 1977

Mr. Keith L. Anderson  
1175 South Rock Road  
Wichita, Kansas 67207

Re: Z-1841 - Keith L. Anderson  
requests zone change "A" & "B"  
to "LC" on the east side of  
Hillside, between Oakland Drive  
and English Street

Dear Mr. Anderson:

I have instructed my staff to readvertise the above referenced case to be reconsidered at the June 9, 1977 meeting of the Metropolitan Area Planning Commission.

We have completed our draft report on a zoning policy for Hillside. As soon as it is reviewed by the Director and is typed for release, we will forward you a copy. We are recommending that the "BB" Office District be established in the area involving your property. Remember, however, that this is a staff recommendation and will not become policy until adopted by the Planning Commission and City Commission.

Once the report is ready for release, we anticipate several Citizen Participation Organization Council meetings on the proposed Hillside policy prior to the Planning Commission meeting of June 9, 1977. If you are interested in your Council's meeting, I would suggest you contact Evelyn Pittman at 268-4516 to determine the date of consideration by Area "C".

If you have any questions regarding the rescheduling of this case, please call.

Sincerely,

Jack H. Galbraith  
Chief Planner

JHG:MM:e1

October 4, 1976

Mr. Gary Wiley  
Oblinger-Smith Corporation  
625 1st National Bank Building  
Wichita, Kansas 67202

Re: Z-1841 - "A" and "B" to "LC" -  
East side of Hillside between  
Oakland and English

Dear Mr. Wiley:

The Board of City Commission at its regular meeting of September 7, 1976, considered the above captioned case. Their action was to return the application to the Metropolitan Area Planning Commission for reconsideration, requesting that the Planning Commission consider adopting a policy as to the most appropriate zoning classification on Hillside. It is expected that this will take approximately 90 days to complete and, therefore, we will advise you at such time when this case is scheduled for reconsideration.

If you have any questions, please call.

Sincerely,



Robert L. Young  
Principal Planner

RLY:el

cc: Keith L. Anderson, 1175 South Rock Road, 67207  
Oblinger-Smith Corporation, 625 1st Nat'l Bank Bldg. 67202  
John Foulston, Attorney, Fourth Financial Center 67202  
Charles Cotton, Attorney, 1st Nat'l Bank Bldg. 67202  
Robert Bragman, 2911 1/2 East Douglas 67211  
Richard P. Barnett, 2911 1/2 East Douglas 67211

37<sup>th</sup>

H.

MOA

ROBEK'S  
NURSERY.

CK'S  
STORAGE.

City Limits

ST. NO.

Pub.  
NORTHEAST

SUBSTATION  
1

2

ADDITION

MO

MO.

H

th

Tr

HANDICAP  
FOUNDATION  
WORKSHOP.

VAC

NORTH BRANCH  
Y.M.C.A.  
ADD.

Y.M.C.A.  
1

016

DEDICATED TO PUBLIC  
POW



ST. N.

T/R

016

NORTH BRANCH  
Y.M.C.A.  
ADD.

DEDICATED TO PUBLIC  
DOW

HILLSIDE  
CHARRON'S  
GARDEN  
ADD.

20' EASE  
DERBY OIL CO.

ADD.  
ST. N.

NC.  
Tdi  
1/2

BRUCE  
AGRE  
WINTER  
ADD.

CALVARY  
BAPTIST  
ADD.

TWENTY SEVENTH  
TWO SIXTH  
HOLYOKE  
FARMOUNT  
VASSAR  
WELLESLEY  
GENTRY

RESERVE E  
ELLEN  
CHAUTAQUA  
LORRAINE  
WILSON  
MILLSIDE  
ADD.

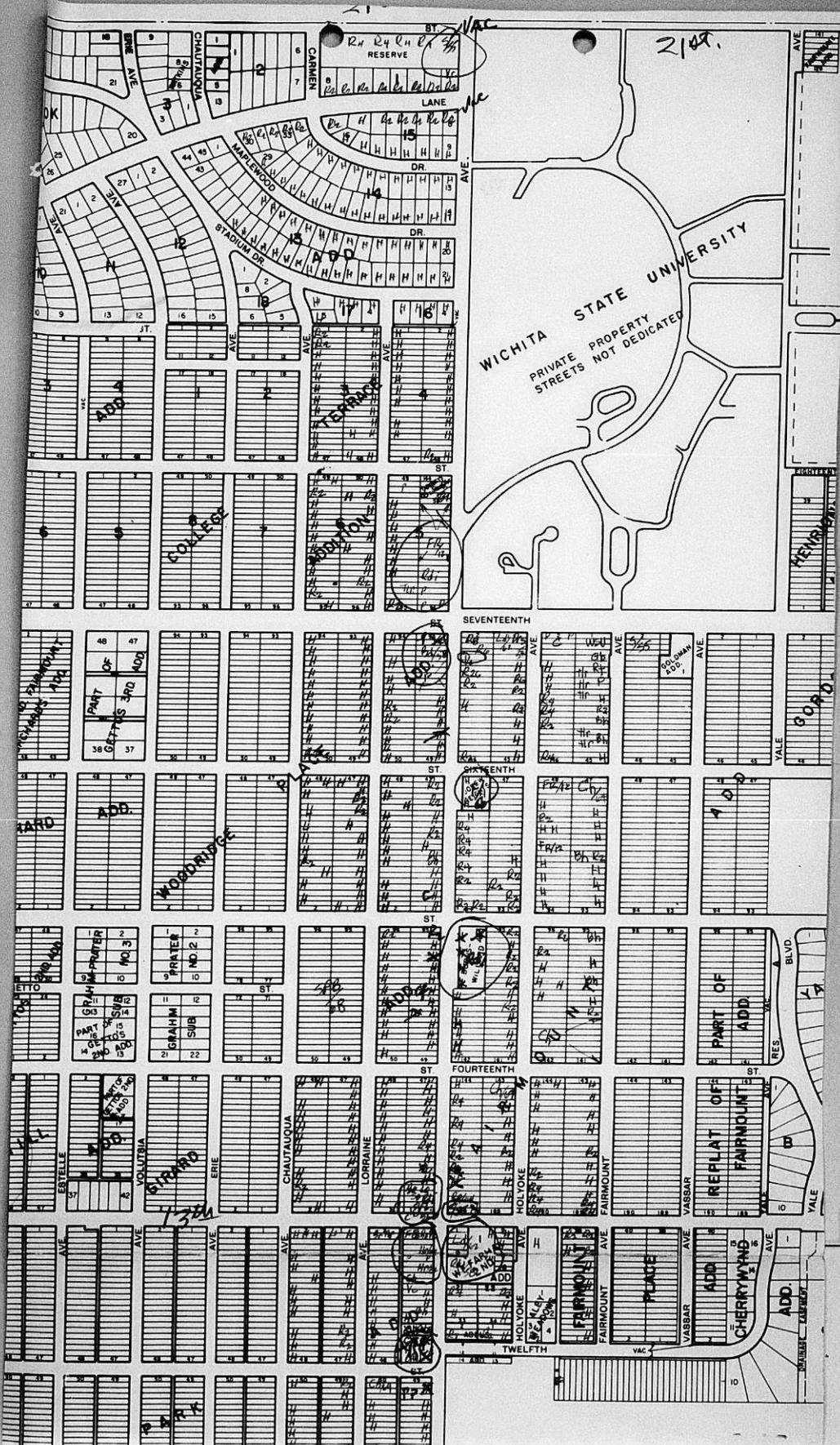
WICHITA  
PARK  
CEMETERY

REPLAT  
LO  
PART OF  
TWENTY ST  
HILLSIDE  
CHAUTAQUA  
LORRAINE  
WILSON  
MILLSIDE  
GARDEN  
ADD.

OLD MISSION  
CEMETERY  
MONA LYNN  
VALE

CAMPUS  
FARMOUNT  
ADD  
CAMPUS  
2nd ADD.

21st St.



WICHITA STATE UNIVERSITY  
PRIVATE PROPERTY  
STREETS NOT DEDICATED

21st

ADD.

TERMINATED

TERMINATED

COLLEGE ST

FAIRMOUNT

PART OF  
OFFICE BLDG

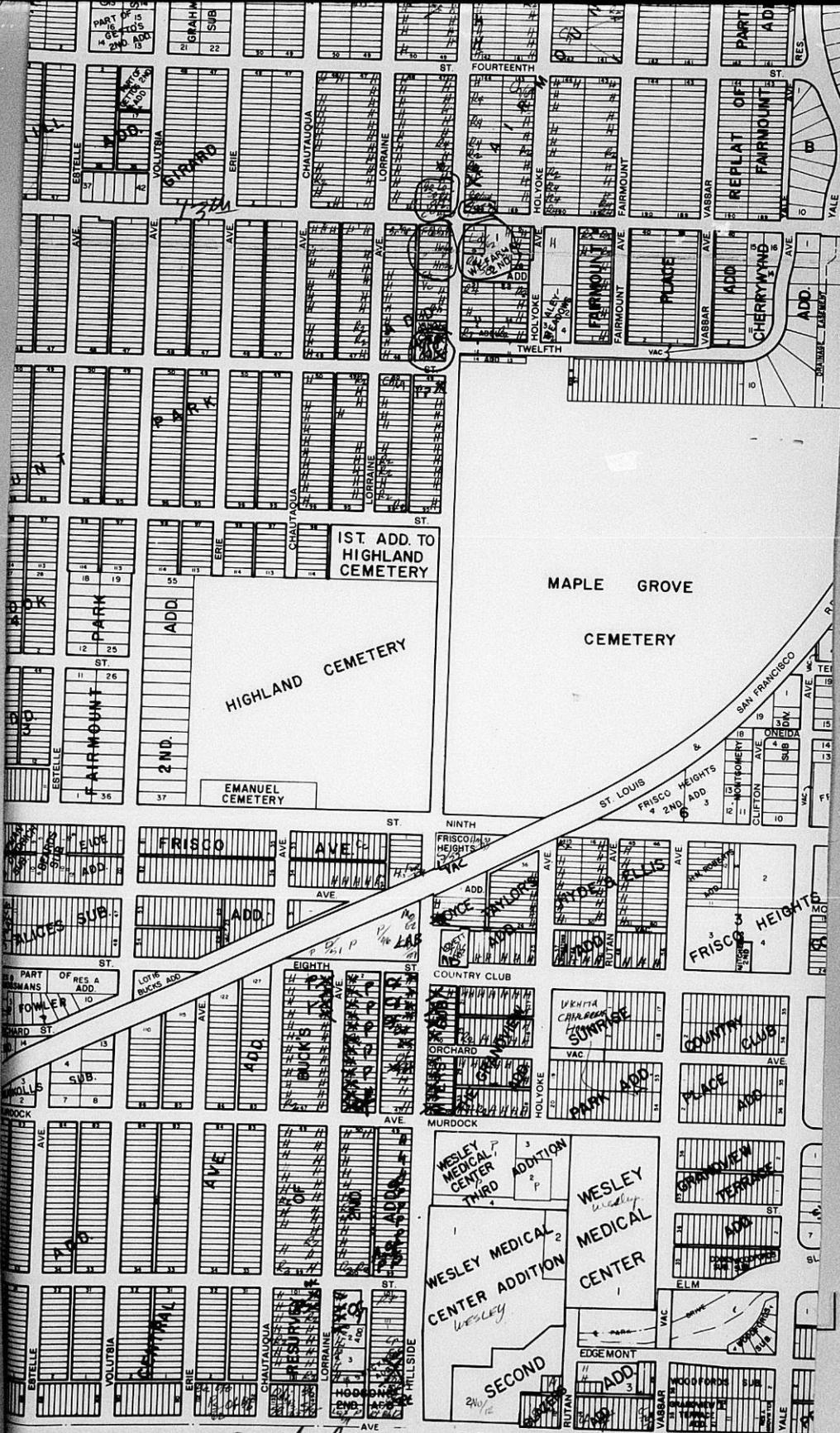
YARD

ADD.

MODERATE

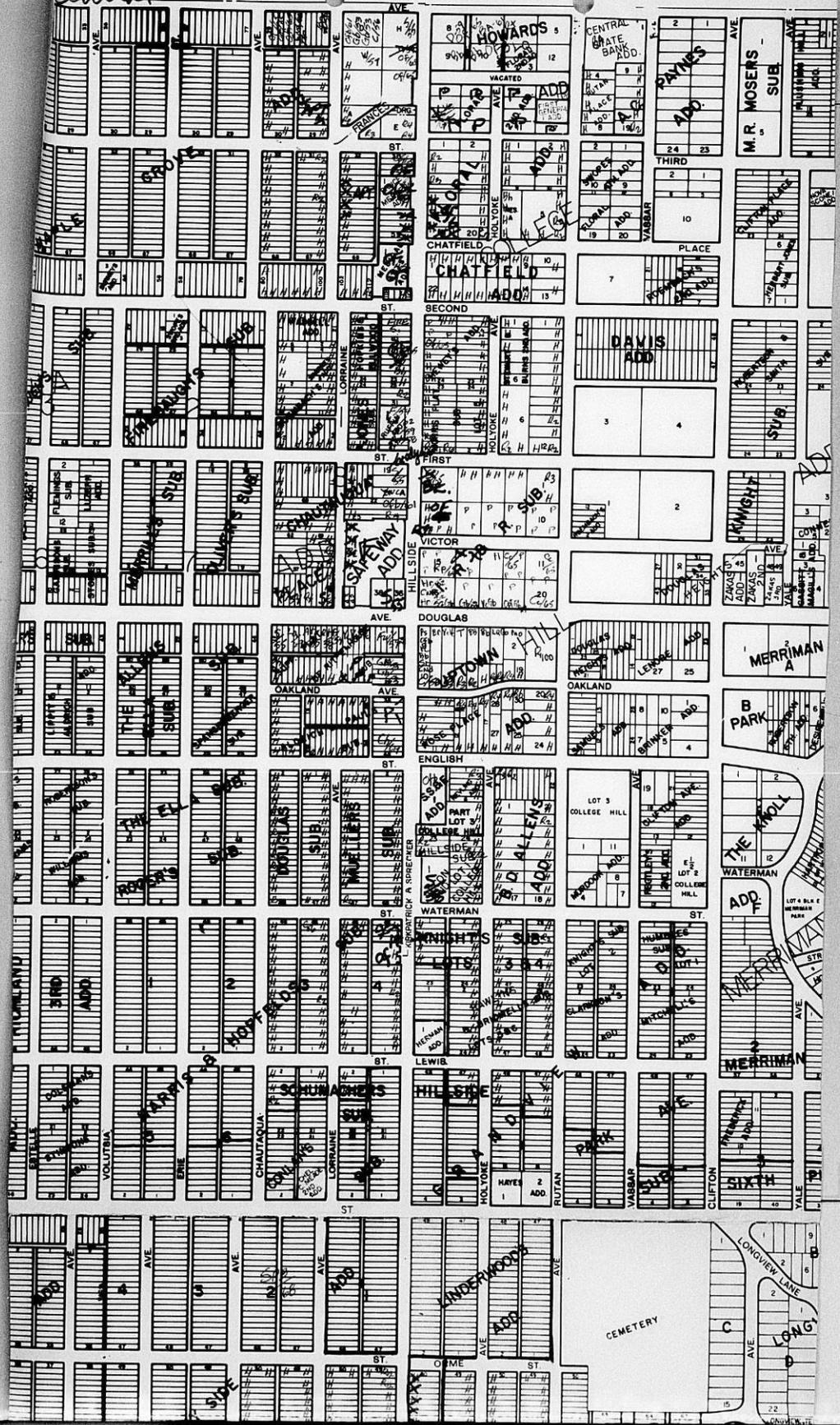
PRATER

CHERRYHAWK



Central

Central



HOWARDS

CENTRAL GATE BANK ADD.

M.R. MOSES SUB

VACATED

PAYNES ADD.

CHATFIELD

THIRD

CHATFIELD

PLACE

SECOND

DAVIS ADD.

POLYKONE

DAVIS ADD.

FIRST

DAVIS ADD.

VICTOR

DAVIS ADD.

DOUGLAS

DAVIS ADD.

OAKLAND

DAVIS ADD.

ENGLISH

DAVIS ADD.

WATERMAN

DAVIS ADD.

LEWIS

DAVIS ADD.

HILLSIDE

DAVIS ADD.

HAYES ADD.

DAVIS ADD.

RUTAN

DAVIS ADD.

VASSAR

DAVIS ADD.

CLIFTON

DAVIS ADD.

VALE

DAVIS ADD.

LONGVIEW LANE

DAVIS ADD.

LONG

DAVIS ADD.

CEMETERY

DAVIS ADD.

OSME ST.

DAVIS ADD.





