

~~SKETCH PLAT~~

PLAT NO. S/D 75-123 MAP NO. 5551

NAME BRIDGEPORT THIRD INDUSTRIAL ADDITION,

LOCATION: Southwest corner of 37th Street North a
Interstate 35W.

ENGINEER K.O. Taylor
Ohlinger-Smith Corporation

OWNER Urban Renewal Agency of Wichita, Kansas

APPLICATION FILED 12-23-75

SKETCH PLAT FILED 12-24-75

PRELIMINARY FILED _____

S/D ACTION 12-28-78 Approve

FINAL FILED 4-5-79

S/D ACTION 4-19-79 Approve

MAPC ACTION 4-26-79 Approval

BCC ACTION 2-26-80 Deferred Inv
3-4-80 approve

RECORDED 3/19/80

REMARKS _____

M.A.P.C. Approved 4-26-79

B.C.C./B.C.C.T. Depend Levels 2-26-80

S/D (final) approve 4-19-79

BCC approve without 3-4-80
requiring paving guarantees
for 33rd on 35th streets and instruct
Director of Planning to continue
to work with Frisco regarding
petitions for these streets

S/D 75-123 - BRIDGEPORT THIRD
INDUSTRIAL ADDITION on the south-
corner of 37th Street North and
Interstate 35W, by Oblinger-
Smith Corporation.

Manager's guarantee provided

Map No. 5551
Sec. 33
Twp. 26
Range 1E

Subdivision Report and Progress

S/D No.: 75-123

Name: BRIDGEPORT 3RD INDUSTRIAL ADDITION

General Location: Between 33rd and 37th Streets North in an area west of I-35

Owner: Urban Renewal Agency attn: Steve Potucek

Address: City Hall Zip Code: _____ Phone: 268-4381

Architect/Consultant: Poe & Associates

Address: 1720 E. Morris Zip Code: _____ Phone: 262-1497

Engineer/Surveyor: K.O. Taylor

Address: 1542 S. St. Francis Zip Code: _____ Phone: 264-0341

Present Zoning: F

Proposed Zoning: F

Assoc. Zone Case: _____

M.A.P.C. ACTION: 4-26-79 Approved

Advisory Letter: 4-26-79

APPLICATION RECEIVED: 12-23-75 Closure Data Submitted: _____

Revised application received: 12-1-78 Title/Taxes Rec'd. and _____

SKETCH PLAT RECEIVED: 12-24-75 / 12-1-78 Reviewed: 7-3-79

Letter of Intent: _____ Final Review: 2-18-80

PREL. PLAT RECEIVED: _____ Referral to B.C.C.: 2-19-80

S/D Comm. Action: 12-28-78 approve B.C.C. ACTION: 2-26-80 Deferred Inv.

Advisory Letter: _____ 3-4-80 approve

FINAL PLAT RECEIVED: 4-5-79 Tracing Received: 8-27-79

S/D Comm. Action: 4-19-79 approve Released for Recording: 2-10-80

Advisory Letter: _____ Plat Recorded: 3/19/80

Comments:

Clarkland, Inc.
St. Louis - San Francisco Railway Co.
attn: Wm. R. Heese, Jr.
Director of Industrial Development
900 Olive Street
St. Louis, Mo 63101 314-342-8510

also: J.T. Shipman
Frisco Engineering Development
3253 E. Bradford
Springfield Mo 65802 417-862-2722

Revised preliminary plat submitted 12-27-78

REGISTER OF DEEDS
SEDGWICK COUNTY, KANSAS

41075-1231
Map 5551
No zone case

BRIDGEPORT 3rd INDUSTRIAL ADDITION was
filed for record on March 19, 1980

Brian J. McCall
Register of Deeds

Return to: Wichita-Sedgwick County
Metropolitan Area Planning Department
(Inter-Office Mail)

T9-328

THE CITY OF WICHITA
OFFICE OF CONTRACTS ADMINISTRATION

DATE September 28, 1983

1780
LO file

TO Russell L. Brenner, Director of Administration
FROM Wayne E. Isaac, Federal Aid Coordinator

SUBJECT Special Assessments Against City-Owned Land in Bridgeport II and III

Listed below are the special assessments which have been levied against City-owned property in the Bridgeport 2nd and 3rd Additions. The table shows the assessments levied for 1982 as well as the amounts to be levied for 1983-1985. The special assessments represent the costs to each parcel for storm sewers, sanitary sewers, water lines and street construction.

<u>Bridgeport II</u>				
	<u>Total 1982</u>	<u>Total 1983</u>	<u>Total 1984</u>	<u>Total 1985</u>
II-D-4N	\$ 6,395.02	\$10,040.29	\$10,040.29	\$10,040.29
II-D-5N	9,193.54	11,195.66	11,195.66	11,195.66
II-D-8N	4,679.79	5,556.42	5,556.42	5,556.42
II-D-8N-A	65.40	117.48	117.48	117.48
<u>Bridgeport III</u>				
III-D-1-1	\$13,626.49	\$20,615.43	\$20,615.43	\$20,615.43
III-D-1-2b	4,997.22	7,317.71	7,317.71	7,317.71
III-D-2	<u>18,691.74</u>	<u>28,700.95</u>	<u>28,700.95</u>	<u>28,700.95</u>
Yearly Totals for All Parcels:	\$57,649.20	\$83,543.94	\$83,543.94	\$83,543.94

The total for the years 1982-1985 will be \$308,281. The 1982 special assessments were payable in December 1982 and are now delinquent. The 1983 taxes will be due in December 1983. Tax sale proceedings begin when taxes for three years are delinquent. Unless payment is made by the City or the land is sold, tax sale proceedings will be initiated on the City-owned property during early 1985 or in approximately 16 months.

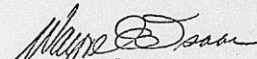
It appears to me there are three approaches to this matter. The first approach involves payment of the taxes from the General Debt and Interest Fund. Of course this process necessitates an increased property tax levy to support the additional expense incurred in the General Debt and Interest Fund.

The second approach involves taking no additional action. Any land not sold would be placed in the tax sale process upon the 1984 taxes becoming delinquent. Tax sale on this property would probably occur in mid-to late-summer of 1985. It is possible the City would realize some revenue from the tax sale; however, it is most likely the sale amounts would closely approximate the amount of the taxes due. The City would also probably lose its ability to restrict land use in the Bridgeport areas.

The third approach involves a marketing effort such that the land would be sold prior to December 1984. This appears to be the best approach since the City should receive market value for the property (less the specials against the property). The City also maintains its ability to guide the type of development which occurs in the Bridgeport II and III areas. Based on the history of disposition transactions in these areas, a high priority must be placed on marketing this land for this approach to represent a real solution to the problem of delinquent special assessments.

It may not be within the long range economic development plans of the Department of Housing and Economic Development to market the Bridgeport land within this abbreviated timeframe. Mr. Anderson will have to provide that information.

Obviously some decisions should be made soon to preclude facing a very serious crisis subsequent to December 1984. Should you have questions or desire additional information please advise.


Wayne E. Isaac
Federal Aid Coordinator

WEI/gt

cc: E. H. Denton, City Manager
Don E. Anderson, Director of Housing and Economic Development
Robert A. Lakin, Director of Planning

Loise
File
RECEIVED MAY 29 1980

THE CITY OF WICHITA
OFFICE OF REDEVELOPMENT AND REHABILITATION DATE May 22, 1980

TO Distribution
FROM Kenneth H. Kitchen, Director
SUBJECT Bridgeport

2nd + 3rd

The Redevelopment and Rehabilitation Board acted on May 22 to recommend to the City Commission petition for waiver of development policy for the purpose of installing public improvements in Bridgeport II and III. Accordingly, I am sending you a copy of the petition for review.

Should you have any questions, please do not hesitate to contact either Chung Chang or myself.


Kenneth H. Kitchen
Director

KHK/CTC/abv
Attachment

- cc: John Wynkoop, Director of Water Dept. & Water Pollution Control
Ray Bruggeman, Director of Public Works
Robert Lakin, Director of Planning
Russell Brenner, Director of Administration
E. H. Denton, City Manager

PETITION FOR WAIVER OF DEVELOPMENT POLICY

INTRODUCTION

The Development Policy of the City requires that after property has been platted and the necessary petition filed with the City for the installation of streets, sewers, water mains, and drainage systems, the City will install these facilities using City credit on a special assessment basis whenever reasonable assurances have been provided by the developer that the City's credit will not be adversely affected by installing and financing such improvements.


This petition for waiver procedure, approved by the Board of City Commissioners, will be used in evaluating any requests from developers that public improvements be installed by the City in advance of 35% development and without the assurances that the City's credit will not be adversely affected whenever it is determined that such action is overwhelmingly in the public interest, such a criteria to include a review by the Department of Water, Department of Public Works, Planning Department, and Department of Administration.

PETITION

The Honorable Mayor and City Commissioners
Wichita, Kansas

The undersigned hereby petition and request that the following public improvements be installed in the Bridgeport II and Bridgeport III (Subdivision) heretofore platted and recorded and that the assurances normally supplied by developer(s) under the City of Wichita Development Policy for public improvements be waived:

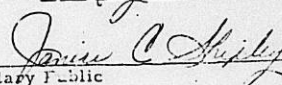
Description	Project No.	Estimated Cost
Bridgeport II		\$556,677
Bridgeport III		\$980,990


Applicant City of Wichita, Department of Redevelopment and Rehabilitation
Address 455 North Main Street
Telephone 268-4381

STATE OF KANSAS)
SEDGWICK COUNTY) SS

Sworn to and subscribed before me this 14th day of May, 1980.




Notary Public

My Commission expires July 26, 1981

PETITION SUPPORT INFORMATION

The undersigned hereby represents:

1. That the public improvements are in the public interest for the following reasons: Bridgport Industrial Park was acquired by the public for industrial development. In order to dispose of the land for industrial users, public improvements will be necessary. Disposing of the land will improve industrial base for this city and will take the properties off the city's land inventory.

2. That City of Wichita Dept. of Redevelopment and Rehabilitation (Telephone 268-4381) is the owner(s) of record of the subdivision, and that Kenneth H. Kitchen (Telephone 268-4331) is authorized to represent the owner(s).

3. That it is intended that the subdivision will be developed in accordance with the following schedule and manner: Final plat, engineering work, and petitions for improvements has been completed. Upon approval for waiver, bid packages may be ready within two weeks. Improvements will begin upon receiving bids. These include storm sewers, sanitary sewers, water mains, and paving.

(type of construction, i.e., residential, commercial, industrial) units having a total estimated construction (~~XXXX~~) cost of \$ 36,000,000.00 are to be constructed in accordance with the following timetable: Based on staff estimate, 95 acres of land may be disposed of in three years. Construction for industrial facilities will probably take six years.

I hereby declare that the foregoing statements are true and correct to the best of my knowledge and belief:

Applicant City of Wichita
Owner of Record City of Wichita Kenneth H. Kitchen, Director
Developer City of Wichita

STATE OF KANSAS)
SEDGWICK COUNTY) SS

Sworn to and subscribed before me this 14th day of May, 1980.



Justice G. Shipley
Notary Public

My commission expires July 26, 1981

DEPARTMENTAL REVIEW FOR FEASIBILITY

WATER MAIN EXTENSION FEASIBILITY

ENGINEERING FEASIBILITY

PLANNING FEASIBILITY

Projects are planning + zoning for industrial. However we do have an agreement with the Town PR that we will not build 33rd + 35th St No in Baseline part 3rd ~~and~~ until ~~we~~ ~~have~~ ~~been~~ ~~used~~ for their land to the east. These petitions have just been received and have not been acted on as of this date 6/27/80. ~~PR~~
Note: Petition in Budget part II were low than 100% - people may have been promised no construction until development.

DEPARTMENT APPROVAL

APPROVED BY:

DATE:

Director of Water & Water Pollution Control

Director of Public Works

Subject to comments.
Robert W. Fisher

Director of Planning

5/27/80

Director of Administration

NOTE: If not approved, please direct memo of explanation to the Office of the City Manager with a copy to the Director of Economic Development



ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY
906 Olive Street - St. Louis, Missouri 63101 - Area Code 314

N. A. KIRCHOFF 342-8455
Vice President
Industrial Development
T. M. MABON 342-8454
Asst. Vice President
Industrial Development

W. R. HESSI, JR. 342-8510
R. G. WEIDNER 342-8465
Directors Industrial Development
K. K. KEFFER 342-8467
Resource Specialist

E. B. AULL 342-8456
V. E. HEMMY 342-8452
Industrial Development
and Real Estate Agents

May 20, 1980

A-24040-VI (e)

RECEIVED

MAY 22 1980

METROPOLITAN PLANNING

ROUTE _____

Mr. Michael Lindebak
Program Development Engineer
The City of Wichita
Department of Public Works
455 North Main Street
Wichita, KS 67202

Dear Mr. Lindebak:

In regards to your letter of May 6, I am enclosing herewith the executed paving petitions affecting 33rd and 35th Street near our 29th Street Industrial District at Wichita, Kansas. These petitions will supersede the paving petitions we executed on September 20, 1979.

After you have had these petitions executed by Mr. Kitchen, please send a copy of each document to us for our file.

We regret this matter has taken this long to accomplish, but the end result is conclusive.

Sincerely,

Wm R. Hessi

cc-Mr. Robert A. Lakin
Director of Planning
Wichita - Sedgwick County
Metropolitan Area Planning Dept.
455 North Main Street
Wichita, KS 67202

Mr. A. F. Niemeier
Mr. J. H. Chronister

*B.C.C. approved and asked
that petitions be held for development.*

6-10-80

THE CITY OF WICHITA



DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4501

RECEIVED
MAY 7 1980
METROPOLITAN PLANNING
ROUTE Friscos
 Friscos

May 6, 1980

Mr. William R. Hesse
Director of Industrial Development
906 Olive Street
St. Louis, Mo. 63101

Re: Paving Petitions - 33rd St. N.
and 35th St. N.

Dear Mr. Hesse:

Robert Lakin, Director of the Metropolitan Area Planning Department, advised me that you desired information on the cost estimates and cost escalation factors included in the petitions for paving 33rd Street North and 35th Street North from Ohio east to the Frisco property.

Project estimates for the purpose of preparing petitions are based on actual bid prices for asphaltic concrete pavement, curb and gutter, excavation, compacted fill and subgrade modifications. The assumption made is that construction will be done in an open field and that street grade will generally match the profile of the ground. Because a number of assumptions must be made to prepare an estimate, we add 10 percent to cover any contingencies. In addition we add a percentage to cover plan preparation, project inspection, and project administration.

The cost estimates for the petitions signed by the Frisco on September 20, 1979 were prepared the first week of September, 1979. January 18, 1980 we updated our paving costs based on current bid prices. Industrial paving cost increased on an average of 15 percent between September of 1979 and January of 1980. On March 10, 1980 the costs on the petition were increased 15 percent to reflect the change in industrial paving costs.

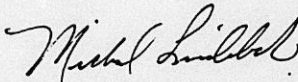
As you are well aware, petroleum costs increased drastically during 1979. They are a major cost in street construction. The following are average costs per square yard of industrial pavement:

March, 1979	\$20.50
May, 1979	22.50
August, 1979	25.50
January, 1980	29.50

Our petitions allow for $1\frac{1}{2}$ percent per month or an 18 percent per year cost escalation. Paving costs in 1979 increased approximately 40 percent. Hopefully costs will level off or slow down in 1980.

Please return the executed petition to the attention of Michael Lindebak, Program Development Engineer, Public Works Engineering, 455 North Main, 7th Floor, Wichita, Kansas 67202.

Sincerely,



Michael Lindebak
Program Development Engineer

ML:ck

cc: Robert A. Lakin
Director of Metropolitan Area Planning Department ✓

Ken Kitchen
Director of Redevelopment and Rehabilitation

R. W. Bruggeman
Director of Public Works

Dean Sellers
Acting City Engineer

WICHITA-SEDGWICK COUNTY

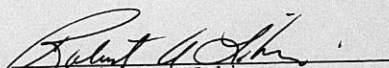
DATE

METROPOLITAN AREA PLANNING DEPARTMENT

April 28, 1980

TO The Files
FROM Robert A. Lakin, Director of Planning
SUBJECT Bridgeport Third Addition

I have talked to William R. Hesse, Director of Industrial Development, 906 Olive Street, St. Louis, Missouri, about the cost estimates on the petitions that we last sent him. He has asked that we send him the basis for developing those estimates together with any index material as to the escalation of construction prices. I've asked Mike Lindebak to send directly to Hesse this information.


Robert A. Lakin
Director of Planning

RAL:rme

80-92-
78-85

March 11, 1980

Mr. William R. Hess, Director
Industrial Development
906 Olive Street
St. Louis, Missouri 63101

Subject: Bridgeport Third
Industrial Addition

Dear Mr. Hess:

I have had Engineering prepare new paving petitions for 33rd Street and 35th Street North. These are enclosed for your consideration.

Because of the need to have this plat recorded and proceed, it was submitted to the governing body at its meeting of March 4. It was approved with the street dedications, but with no paving petitions for 33rd and 35th Streets. Therefore, whether or not they are ultimately going to be paved will depend entirely on the action by the Railroad. In approving this plat, it was the specific action of the City Commission that the City Manager and I proceed to obtain the appropriate paving petitions for these streets so that they can be paved at the appropriate time. It is very clearly the governing body's intention that these streets be paved when needed, and not left to being a dirt street or be unable to be opened because of lack of petitions.

As I have indicated to you on the telephone, I think that there is a misunderstanding between members of your legal staff and those reviewing the petitions in what we perceive to be the requirements of Kansas law. First of all, as we perceive our petitions, they must, of course, be signed by at least 51 percent of the benefit district. Since we are dealing only with you and the Urban Renewal Agency (at least up until the land is disposed of) there should be no problem on this count. Based on the particular statute that we use for paving petitions, we must include a preliminary estimate cost for the project. It is really less of a preliminary estimate than a pre-preliminary estimate. It just simply sets the amount under which the project must come in at, at the time the project is bid. Because of the steady accelerating cost of construction projects we have included inflation factors to account for these change in costs. We don't know when this project will be built.

William R. Hess
March 11, 1980
Page 2

We have agreed with you that we won't build it until you say that you need it. That might be six months from now, and it might be ten years from now. If we have a fixed dollar controlling figure in the petition as is required by law, and if that number is exceeded, then the petition becomes void and we must start all over again. In order to try to keep petitions valid so that they can be used when needed, we have included these inflation factors.

It is my understanding that your concern is that if we put an inflation factor in at so much a month, and should inflation not occur at that rate, that we will charge the benefit district for whatever the inflation factors might have allowed. This is not so, and can not be so under Kansas law. Kansas law requires that we take competitive bids. The competitive bids that we take must be the lowest responsible bid. That last phrase "responsible" would simply indicate that if we had an irresponsible bidder or somebody that is so patently outrageous as not being able to perform that the best bid could be taken that was low. I assure you that it is our practice to take the low bid on these projects, thus we really have no objection to you including additional language in the petition that requires us to take the low bid because this is what the Kansas law requires us to do. I have, after reviewing the matter with the Legal Department and our Engineering Department, taken the liberty to add an additional phrase to your statements. The phrase that you added said, "said improvement costs shall be subject to adjustment to the lowest responsible actual bids obtained at the time the improvements are undertaken, plus normal engineering and administrative costs." Such improvements are to be made as indicated in letter from the Department of Public Works, City of Wichita, dated September 4, 1979 attached hereto and made a part hereof." Please note the additions that I have put in your statement are the words that are underlined. The word "responsible" is taken from the statutory language authorizing the construction of these projects. The phrase "plus normal engineering and administrative costs" simply allows us to take the total amount to be spread against the benefit district as a part of the cost. Your original statement indicated that the only costs that would be charged would be those taken under bids. The way we develop projects, the construction costs are under bids, engineering cost are inhouse, and then there are administrative costs for issuing the bonds, spreading special assessments, etc. These are nominal and have been utilized previously on projects which are special assessed. I don't believe that there are any problems for you in that area.

In summary, I believe by our cost estimates, adjusted by an inflation factor, taken together with your language as modified by me, would provide protection for the railroad, as well as allow us to keep on the books a good and viable petition for use

William R. Hess
March 11, 1980
Page 3

at the time the railroad needs those streets paved. If it turns out those streets are never going to be needed, then we can consider vacating the streets. This would be a possibility at such time as you have a user that utilizes your entire tract of land, and might not need those types of access.

On the other hand, if you refuse to sign a petition, then we have no legal way of ever paving those streets. At the time that you might want those streets paved due to whatever type of development that you put on your land, and the Urban Renewal land has subsequently been sold to other owners, and those owners do not agree to sign a petition, then you will be either in the position of having to petition for the total cost of those streets or doing without them. Neither of those options, it would seem to me, would be beneficial for the development of the Frisco land.

I am quite hopeful that after reviewing these petition forms and this letter, that you will be in a position to sign those petitions. If you do so, please return them to me and I will have them signed by Ken Kitchen for the Urban Renewal Agency, at which time then we will submit them to the governing body for their formal action. Upon such action, we will be pleased to furnish you copies of the minutes and copies of the completed and fully executed petitions. I am quite confident that upon examination of these two projects that it is to your benefit to complete them. If there are any additional questions that you have, or if there are some additional changes of language which I have not acknowledged, I would be happy to discuss it and review it with you. I appreciate your taking the time and interest to call me, and hopefully we can resolve this matter shortly.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:rme
Encl.

cc: Mayor Tony Casado
E. H. Denton, City Manager
Ray Bruggeman, Director of Public Works
Dean Sellers, Acting City Engineer
Kenneth Kitchen, Urban Renewal Agency
Tom Powell, Law Department

33rd Street

ASPHALTIC CONCRETE
PAVING PETITION

To the Board of Commissioners,
Wichita, Kansas

Dear Commissioners:

1. We, the undersigned owners of record as below designated, of Lots, Parcels, and Tracts of real property described as follows:

The South six hundred twenty-five (625) feet of Lot 1, Block 3, Bridgeport 3rd Industrial Addition; An unplatted tract of land in the Southeast Quarter Section 33, Township 26 South, Range 1 East more fully described as the North six hundred sixty-five (665) feet and the East six hundred twenty-seven and fifty-seven hundredths (627.57) feet of the West half of said Southeast Quarter Section 33, excepting street right-of-way.

do hereby petition, pursuant to the provisions of K.S.A. 1974 Supp. 12-6a01 et seq., as follows:

- (a) That there be constructed to Industrial Street standards pavement on 33rd Street (North) from the east line of Ohio to the east line of Bridgeport 3rd Industrial Addition. That said pavement between aforesaid limits be constructed for a width of 36 feet from gutter line to gutter line, cement combined curb and gutter to be 2 feet and 6 inches in width, making a total roadway of 40 feet; that said pavement shall consist of an asphalt base 8 inches in thickness, and an asphaltic concrete wearing surface 2 inches in thickness, composed of stone, sand, mineral filler, and asphalt according to specifications to be furnished by the City Engineer.
- (b) That the estimated and probable cost of the foregoing improvement being \$92,000.00 payable by the improvement district and \$0 payable by the City of Wichita at large. Said improvement cost shall be subject to adjustment to the lowest actual bids obtained at the time the improvements are undertaken, plus normal engineering and administrative costs. Such improvements are to be made as indicated in letter from Department of Public Works, City of Wichita, dated September 4, 1979 attached hereto and made a part hereof. Said estimated cost as above setforth is hereby increased at the pro-rata rate of 1 1/2% per month from and after the date of approval of this petition.
- (c) That the land or area above described be constituted as an improvement district against which shall be assessed 100% of the total cost of the improvements for which the improvement district is liable.
- (d) That the method of assessment of all costs for the improvements for which the improvement district shall be liable shall be on a fractional basis. The South 625 feet of Lot 1, Block 3, Bridgeport 3rd Industrial Addition shall pay 1/4 of the total cost payable by the improvement district. An unplatted tract of land in the Southeast Quarter Section 33, Township 26 South, Range 1 West more fully described as the North 665 feet and the East 627.57 feet of the West Half of said Southeast Quarter Section 33 excepting street right-of-way shall pay 3/4 of the total cost payable by the improvement district, except when driveways are requested to serve a particular tract, lot, or parcel, the cost of said driveway shall be a direct assessment to said tract, lot, or parcel and shall be in addition to the assessment for other improvements.

2. It is requested that the improvements hereby petitioned be made without notice and hearing, which, but for this request, would be required by K.S.A. 12-6a04.

3. That names may not be withdrawn from this petition by the signers thereof after the Governing Body commences consideration of the petition or later than seven (7) days after filing, whichever occurs first.

4. That when this petition has been filed with the City Clerk and it has been certified that the signatures thereon are according to the records of the Register of Deeds of Sedgwick County, Kansas, the petition may be found sufficient if signed by either (1) a majority of the resident owners of record of property liable for assessment under the proposal, or (2) the resident owners of record of more than one-half of the area liable for assessment under the proposal, or (3) the owners of record (whether resident or not) of more than one-half of the area liable for assessment under the proposal. The Governing Body is requested to proceed in the manner provided by statute to the end that the petitioned improvement may be expeditiously completed and placed in use.

WITNESS our signatures attached with respect to each of which is indicated the property owned and the date of signing.

LEGAL DESCRIPTION	SIGNATURE	DATE
BRIDGEPORT 3RD INDUSTRIAL ADDITION		
Block 3		
The South six hundred twenty-five (625) feet of Lot 1		
An unplatted tract of land in the Southeast Quarter Section 33, Township 26 South, Range 1 East more fully described as the North six hundred sixty-five (665) ft. and the East six hundred twenty-seven and fifty-seven hundredths (627.57) ft. of the West half of said Southeast Quarter Section 33, excepting street right-of-way.		

AN ABSTRACTOR'S CERTIFICATE OF OWNERSHIP MUST ACCOMPANY THIS PETITION

AFFIDAVIT

The undersigned, being first duly sworn on his oath, states: That he circulated the attached petition and that the signatures thereon are the genuine signatures of the persons they purport to be to the best of his knowledge and belief, being signed either in the presence of the undersigned or in the presence of one of the resident owners whose signature appears on the petition.

Name

Address

Telephone No.

Sworn to and subscribed before me this _____ day of _____
19____.

City Clerk

INSTRUCTIONS

1. The person circulating the petition must secure a certified list of ~~existing~~ property owners from any Abstract Company.
2. Each resident owner who wishes to sign the petition must sign as his name appears on the abstractor's certificate. The date of signing should be placed beside each signature.
3. Husband and wife must sign the petition with a complete signature. One cannot sign for the other.
4. If you have information that any of the ~~existing~~ property owners live outside the city limits, place their addresses, if known, and names in the space provided in the affidavit.
5. MAKE NO ERASURES on any part of this petition. Erasures will void the petition, and it will not be accepted or submitted for approval.
6. Return the petition to the City Clerk's office and sign the affidavit. The signature must be witnessed by the City Clerk or his Deputy.
7. The telephone number, if any, and address of the person filing the petition must be shown on the affidavit.
8. If you have additional questions or require additional instructions, please contact the office of the City Engineer.

Form KB-026

THE CITY OF WICHITA

SEPT 6 1979



DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
CITY HALL - SEVENTH FLOOR
435 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4501

September 4, 1979

Mr. N. A. Kirchoff
Vice-President
Industrial Development
St. Louis - San Francisco Railway Co.
906 Olive Street
St. Louis, Missouri 63101

Re: Paving Petitions - 33rd Street
North and 35th Street North

Dear Mr. Kirchoff:

Our office has prepared paving petitions for 33rd Street North and 35th Street North in conjunction with the Urban Renewal Agency's Bridgeport 3rd Addition plat. The petition for 33rd Street North has been prepared for a full width street. By petitioning for a full width street the Urban Renewal property will pay 25 percent of the total cost of paving the street as agreed to at the Subdivision Committee Meeting of December 28, 1978.

The petitions will be forwarded to the City Commission along with the Bridgeport 3rd Addition plat. Our recommendation will be that the petitions be approved, but the projects not be built until the Frisco Railroad property is developed. By developed we mean actual construction of structures on the site or that the Frisco requests the improvements be made along with guarantee that the special assessments will be paid. Neither 33rd Street North nor 35th Street North would be paved without Frisco Railroad action to develop its property East of the Bridgeport 3rd Addition.

If you have any questions, please feel free to contact me.

Very truly yours,

Mike Lindebak
Program Development Engineer

ML:ck

cc: Steve Potucek ✓
Urban Renewal Agency

35th Street

ASPHALTIC CONCRETE
PAVING PETITION

To the Board of Commissioners,
Wichita, Kansas

Dear Commissioners:

1. We, the undersigned owners of record as below designated, of Lots, Parcels, and Tracts of real property described as follows:

The South six hundred thirty-seven (637) feet of Lot 1, Block 2 and the North six hundred twenty-five (625) feet of Lot 1, Block 3, Bridgeport 3rd Industrial Addition; Also an unplatted tract of land in the Northeast Quarter Section 33, Township 26 South, Range 1 East, more fully described as that part of the East half of said Northeast Quarter Section 33 lying West of I-135 right-of-way, except the North six hundred eighty-seven (687) feet and the South six hundred sixty (660) feet of said East half, and street right-of-way.

do hereby petition, pursuant to the provisions of K.S.A. 1974 Supp. 12-6a01 et seq., as follows:

- (a) That there be constructed to Industrial Street Standards pavement on 35th Street (North) from the east line of Ohio to the east line of Bridgeport 3rd Industrial Addition. That said pavement between aforesaid limits be constructed for a width of 36 feet from gutter line to gutter line, cement combined curb and gutter to be 2 feet and 6 inches in width, making a total roadway of 40 feet; that said pavement shall consist of an asphalt base 8 inches in thickness, and an asphaltic concrete wearing surface 2 inches in thickness, composed of stone, sand, mineral filler, and asphalt according to specifications to be furnished by the City Engineer.
- (b) That the estimated and probable cost of the foregoing improvement being \$89,700.00 payable by the improvement district and \$0 payable by the City of Wichita. Said improvement cost shall be subject to adjustment to the lowest actual bids obtained in the time the improvements are undertaken, plus normal engineering and administrative costs. Such improvements are to be made as indicated in letter from the Department of Public Works, City of Wichita, dated September 4, 1979 attached hereto and made a part hereof. Said estimated cost as above setforth is hereby increased at the pro-rata rate of $1\frac{1}{2}\%$ per month from and after the date of approval of this petition.
- (c) That the land or area above described be constituted as an improvement district against which shall be assessed 100% of the total cost of the improvements for which the improvement district is liable.
- (d) That the method of assessment of all costs for the improvements for which the improvement district shall be liable shall be on a fractional basis: The South six hundred thirty-seven (637) feet of Lot 1, Block 2, and the North six hundred twenty-five (625) feet of Lot 1, Block 3, Bridgeport 3rd Industrial Addition shall each pay $\frac{1}{8}$ of the total cost payable by the improvement district. An unplatted tract of land in the Northeast Quarter Section 33, Township 26 South, Range 1 East, more fully described as that part of the East half of said Northeast Quarter Section 33 lying West of I-135 right-of-way, except the North six hundred eighty-seven (687) feet and the South six hundred sixty (660) feet of said East half, and street right-of-way, shall pay $\frac{3}{4}$ of the total cost payable by the improvement district, except when driveways are requested to serve a particular tract, lot, or parcel, the cost of said driveway shall be a direct assessment to said tract, lot, or parcel and shall be in addition to the assessment for other improvements.

2. It is requested that the improvements hereby petitioned be made without notice and hearing, which, but for this request, would be required by K.S.A. 12-6a04.

3. That names may not be withdrawn from this petition by the signers thereof after the Governing Body commences consideration of the petition or later than seven (7) days after filing, whichever occurs first.

4. That when this petition has been filed with the City Clerk and it has been certified that the signatures thereon are according to the records of the Register of Deeds of Sedgwick County, Kansas, the petition may be found sufficient if signed by either (1) a majority of the resident owners of record of property liable for assessment under the proposal, or (2) the resident owners of record of more than one-half of the area liable for assessment under the proposal, or (3) the owners of record (whether resident or not) of more than one-half of the area liable for assessment under the proposal. The Governing Body is requested to proceed in the manner provided by statute to the end that the petitioned improvement may be expeditiously completed and placed in use.

WITNESS our signatures attached with respect to each of which is indicated the property owned and the date of signing.

LEGAL DESCRIPTION	SIGNATURE	DATE
<u>BRIDGEPORT 3RD INDUSTRIAL ADDITION</u>		
The South six hundred thirty-seven (637) feet of Lot 1, Block 2		
The North six hundred twenty-five (625) feet of Lot 1, Block 3		
Also an unplatted tract of land in the Northeast Quarter Section 33, Township 26 South, Range 1 East more fully described as that part of the East Half of said Northeast Quarter Section 33 lying West of I-135 right-of-way, except the North six hundred eighty-seven (687) feet and the South six hundred sixty (660) feet of said East Half and street right-of-way.		
<u>AN ABSTRACTOR'S CERTIFICATE OF OWNERSHIP MUST ACCOMPANY THIS PETITION</u>		

AFFIDAVIT

The undersigned, being first duly sworn on his oath, states: That he circulated the attached petition and that the signatures thereon are the genuine signatures of the persons they purport to be to the best of his knowledge and belief, being signed either in the presence of the undersigned or in the presence of one of the resident owners whose signature appears on the petition.

Name

Address

Telephone No.

Sworn to and subscribed before me this _____ day of _____
19____.

City Clerk

INSTRUCTIONS

1. The person circulating the petition must secure a certified list of ~~existing~~ property owners from any Abstract Company.
2. Each resident owner who wishes to sign the petition must sign as his name appears on the abstracter's certificate. The date of signing should be placed beside each signature.
3. Husband and wife must sign the petition with a complete signature. One cannot sign for the other.
4. If you have information that any of the ~~existing~~ property owners live outside the city limits, place their addresses, if known, and names in the space provided in the affidavit.
5. MAKE NO ERASURES on any part of this petition. Erasures will void the petition, and it will not be accepted or submitted for approval.
6. Return the petition to the City Clerk's office and sign the affidavit. The signature must be witnessed by the City Clerk or his Deputy.
7. The telephone number, if any, and address of the person filing the petition must be shown on the affidavit.
8. If you have additional questions or require additional instructions, please contact the office of the City Engineer.

Form KB-026

THE CITY OF WICHITA

SEP 6 1979



DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4501

September 4, 1979

Mr. N. A. Kirchoff
Vice-President
Industrial Development
St. Louis - San Francisco Railway Co.
906 Olive Street
St. Louis, Missouri 63101

Re: Paving Petitions - 33rd Street
North and 35th Street North

Dear Mr. Kirchoff:

Our office has prepared paving petitions for 33rd Street North and 35th Street North in conjunction with the Urban Renewal Agency's Bridgeport 3rd Addition plat. The petition for 33rd Street North has been prepared for a full width street. By petitioning for a full width street the Urban Renewal property will pay 25 percent of the total cost of paving the street as agreed to at the Subdivision Committee Meeting of December 28, 1978.

The petitions will be forwarded to the City Commission along with the Bridgeport 3rd Addition plat. Our recommendation will be that the petitions be approved, but the projects not be built until the Frisco Railroad property is developed. By developed we mean actual construction of structures on the site or that the Frisco requests the improvements be made along with guarantee that the special assessments will be paid. Neither 33rd Street North nor 35th Street North would be paved without Frisco Railroad action to develop its property East of the Bridgeport 3rd Addition.

If you have any questions, please feel free to contact me.

Very truly yours,

Mike Lindebak
Program Development Engineer

ML:ck

cc: Steve Potucek ✓
Urban Renewal Agency

March 3, 1980

Donald C. Gisick, City Clerk

Louise Olivarez, Senior Planner

S/D 75-123 - Bridgeport Third Industrial Addition -
Certificate of petitions

The plat of Bridgeport Third Industrial Addition is scheduled for the Manager's agenda March 4, 1980, having been deferred one week at the City Commission meeting of February 26, 1980. On February 29, 1980, new petitions were submitted to the City Engineer's office as was the attached certificate confirming the petitions. If the plat is approved and the petitions are accepted on March 4, 1980, this certificate should be recorded with the Register of Deeds. The recording cost should be billed to the Urban Renewal Agency.

Louise Olivarez
Senior Planner

LO:hh

CERTIFICATE

City of Wichita)
Sedgwick County) ss
State of Kansas)

I, Urban Renewal Agency of the Wichita, Kansas, owner of
Metropolitan Area
(give name of proposed plat, if appropriate) _____

Bridgeport Industrial Park II and ~~III~~ Budget part Third
Industrial Addition

do hereby certify that petitions for the following improvements
have been submitted to the Board of Commissioners of the City of
Wichita, Kansas:

1. sanitary sewer
2. storm water sewer
3. street paving
4. water
- 5.
- 6.
- 7.

*Kitchen - City Clerk's
office to make this
change before
recording*

As a result of the above-mentioned petitions for
improvements, lots or portions thereof within Bridgeport
Industrial Park II and ~~III~~ Budget part Third Industrial Addition may be subject to special
assessments assessed thereto for the cost of constructing the
above-described improvements.

Signed this 28th day of February, 1980.

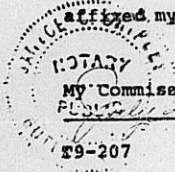
URBAN RENEWAL AGENCY OF THE WICHITA,
KANSAS METROPOLITAN AREA

By [Signature]
Kenneth H. Kitchen, Executive Director

City of Wichita)
Sedgwick County) ss
State of Kansas)

Be it remembered that on this 28th day of February,
19 80, before me, a notary public in and for said County and State,
came Kenneth H. Kitchen, Executive Director, to me personally
known to be the same person who executed the foregoing instrument
of writing and duly acknowledged the execution of same.

In Testimony Whereof, I have hereunto set my hand and
affixed my notarial seal the day and year above written.



[Signature]
Notary Public

CERTIFICATE

Superseded

City of Wichita)
Sedgwick County) ss
State of Kansas)

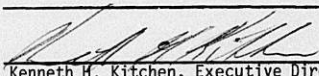
I, Urban Renewal Agency of the Wichita,
Kansas Metropolitan Area, owner of
(give name of proposed plat, if appropriate) Bridgeport 3rd
Industrial Addition

do hereby certify that petitions for the following improvements
have been submitted to the Board of Commissioners of the City of
Wichita, Kansas:

1. water
2. sanitary sewer
3. storm water sewer
4. street paving
- 5.
- 6.
- 7.

As a result of the above-mentioned petitions for
improvements, lots or portions thereof within Bridgeport 3rd
Industrial Addition Addition may be subject to special
assessments assessed thereto for the cost of constructing the
above-described improvements.

Signed this 16th day of October, 19 79.

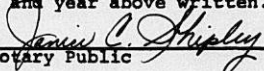


Kenneth H. Kitchen, Executive Director

City of Wichita)
Sedgwick County) ss
State of Kansas)

Be it remembered that on this 16th day of October,
19 79, before me, a notary public in and for said County and State,
came Kenneth H. Kitchen, Executive Director, to me personally
known to be the same person who executed the foregoing instrument
of writing and duly acknowledged the execution of same.

In Testimony Whereof, I have hereunto set my hand and
affixed my notarial seal the day and year above written.



Notary Public

My Commission Expires:



2. S/D 75-123 - PLAT OF BRIDGEPORT 3RD INDUSTRIAL ADDITION LOCATED ON BOTH SIDES OF OHIO BETWEEN 33RD AND 37TH STREETS NORTH.

Deferred one week from the meeting of February 26, 1980.

A four-lot, industrial plat containing 71.4 acres.

Planning Commission requirements for plat approval include submission of guarantees for City water, sanitary sewers, storm sewers and drainage channel improvements, and street paving. The applicant was required to guarantee the paving of Ohio from 37th Street to 33rd Street and to petition for the paving of 35th Street. Twenty-five percent (25%) of the cost of paving 35th Street was to be paid by URA and 75% by Frisco Railroad which owns the unplatted property between Bridgeport 3rd and I-135. URA contends that it does not need 35th Street for proper functioning of Bridgeport 3rd Industrial Addition, but the Frisco Railroad wants the street for access to its property to the east when it develops in the future. By its replat, Bridgeport 3rd is vacating several streets which could have provided access to the Frisco property. The applicant was to submit a covenant (or a petition) for paving 33rd Street which also divided the costs on a 25%/75% basis.

Petitions for water, sanitary sewer, storm sewer and drainage channel, and for paving Ohio, 35th and 33rd were all 100% when submitted several months ago. The petitions for paving 35th and 33rd Streets, however, were altered by Frisco to delete cost escalation clause and have consequently been termed "invalid" by the Engineering Division. Several attempts have been made to persuade Frisco to sign the petitions as prepared by Engineering with the cost escalation clause included, but to no avail.

Four alternatives exist with regard to 35th and 33rd Streets:

- 1) Approve the plat as submitted with dedications of right-of-way for 35th and 33rd Streets and require no paving guarantee for the two streets at this time.
- 2) Approve the plat as submitted and require URA to guarantee 100% of the cost of paving 35th and 33rd Streets.
- 3) Approve the plat without the dedications of right-of-way for 35th and without a guarantee for paving 35th or 33rd. (Since the south half of 33rd Street is already dedicated, the north half should be dedicated by this plat even though paving may not be required.)
- 4) Approve the plat as submitted and accept 35th and 33rd Street paving petitions which have been altered to exclude the escalation clause.

Due to the time lapse since all Engineering Division petitions were prepared, cost estimates need to be revised and new petitions written and signed. The water petition is acceptable as currently written.

The Planning Commission recommends approval subject to recording within 30 days after approval.

ACTION:

Sumner
5-8

Take such action as the Commission deems appropriate regarding 35th and 33rd Streets North; receive and file the water engineering feasibility report, adopt the resolution of finding and the resolution ordering and directing the water system improvement and approve the water petition; approve the plat and authorize the Mayor to sign; instruct the Planning Department to withhold release of the plat tracing for recording until updated petitions have been accepted by the governing body for the installation of sanitary sewers, storm sewers and drainage channel improvements, and for paving Ohio Avenue.

RECOMMENDATION FROM METROPOLITAN AREA PLANNING COMMISSION
BOARD OF CITY COMMISSIONERS

SUBDIVISION APPROVAL

S/D Number 75-123 Name Bridgeport Third Industrial Addition
 Application & Sketch Filed: 12-23-75
 Preliminary Plat Filed: 12-18-78 Approved by S/D: 12-28-78
 Final Plat Filed: 4-5-79 Approved by S/D: 4-19-79
 Approved by Metropolitan Area Planning Commission: 4-26-79

DESCRIPTION

General Location: On both sides of Ohio between 33rd and 37th Streets North.

Surveyor or Engineer: K. O. Taylor
 Owner: Urban Renewal Agency, 455 North Main
 Address:

- | | | | |
|--------------------------------|--|---------------------------|-----------------------|
| 1. Gross Acreage of Plat | <u>71.4</u> | 6. Access Control | |
| 2. Number of Lots | | St. <u>3rth St. North</u> | No. Openings <u>0</u> |
| Residential | | St. _____ | No. Openings _____ |
| Commercial | | St. _____ | No. Openings _____ |
| Industrial | <u>4</u> | 7. Req'd Improvements | |
| Other | | St. Paving <u>X</u> | Water <u>X</u> |
| Total Number of Lots: | <u>4</u> | Sidewalk _____ | Drainage <u>X</u> |
| 3. Minimum Lot Area: | <u>14 Acres</u> | Sewer <u>X</u> | Other _____ |
| 4. Existing Zoning: | <u>F</u> | | |
| 5. Special Problems Discussed: | <u>Access to the unplatted property to the east, now owned by the St. Louis-San Francisco Railway Company.</u> | | |

MAPC requirements for plat approval include submission of guarantees for city water, sanitary sewers, storm sewers and drainage channel improvements, and street paving. The applicant was required to guarantee the paving of Ohio from 37th to 33rd and to petition for the paving of 35th Street. 25% of the cost of paving 35th Street was to be paid by URA and 75% by Frisco Railroad which owns the unplatted property between Bridgeport Third and I-135. URA contends that it does not need 35th Street for proper functioning of Bridgeport Third Industrial Addition, but the Frisco Railroad wants the street for access to its property to the east when it develops in the future. By its replat, Bridgeport Third is vacating several streets which could have provided access to the Frisco property. The applicant was to submit a covenant (or a petition) for paving 33rd Street which also divided the costs on a 25%-75% basis.

Petitions for water, ^{OK} sanitary sewer, storm sewer and drainage channel, and for paving Ohio, 35th and 33rd were all 100% when submitted several months ago. The petitions for paving 35th and 33rd Streets, however, were altered by Frisco to delete cost escalation clause and have consequently been termed "invalid" by the Engineering Division. Several attempts have been made to persuade Frisco to sign the petitions as prepared by Engineering with the cost escalation clause included, but to no avail. *storm drain need to be reduced*

Four alternatives exist with regard to 35th and 33rd Streets:

- Approve the plat as submitted with dedications of right-of-way for 35th and 33rd Streets and require no paving guarantee for these two streets at this time;
- Approve the plat as submitted and require URA to guarantee 100% of the cost of paving 35th and 33rd Streets;
- Approve the plat without the dedications of right-of-way for 35th and without a guarantee for paving 35th or 33rd. (Since the south half of 33rd Street is already dedicated, the north half should be dedicated by this plat even though paving may not be required).
- Approve the plat as submitted and accept 35th and 33rd Street paving petitions which have been altered to exclude the escalation clause. *Public Works object to that*

Due to the time lapse since all Engineering Division petitions were prepared, cost estimates need to be revised and new petitions written and signed. The water petition is acceptable as currently written.

(continued)

Planning Commission Recommendation: That this plat be approved subject to recording within 30 days after approval by the Board of City Commissioners.

May moved, Bayouth seconded and it carried unanimously. Jones and Taylor were absent.

ACTION: Take such action as the Commission deems appropriate regarding 35th and 33rd Streets North; receive and file the water engineering feasibility report, adopt the resolution of finding and the resolution ordering and directing the water system improvement and approve the water petition; approve the plat and authorize the Mayor to sign; ~~instruct the Planning Department to withhold release of the plat tracing for recording until updated petitions have been accepted by the governing body for the installation of sanitary sewers, storm sewers and drainage channel improvements, and for paving Ohio Avenue.~~

approve 5-8

~~at~~ No petition on 33 + 35th or condition of plat but BCC requests & requires Minors to sign petition + Chief Planner should move to obtain other

(The petitions for paving Ohio, and for storm sewers and sanitary sewers were not received by the Clerk until March 5th or later. The note attached to them by Engineering gave the BCC review date as 3-11-80. Therefore, the minutes of BCC 3-4-80 will show that only the water petition was accepted on that date. The other 3 petitions are on Clerk's agenda for 3-11-80.)

RECOMMENDATION FROM METROPOLITAN AREA PLANNING COMMISSION TO
BOARD OF CITY COMMISSIONERS

SUBDIVISION APPROVAL

S/D Number 75-123 Name Bridgeport Third Industrial Addition
Application & Sketch Filed: 12-23-75
Preliminary Plat Filed: 12-18-78 Approved by S/D: 12-28-78
Final Plat Filed: 4-5-79 Approved by S/D: 4-19-79
Approved by Metropolitan Area Planning Commission: 4-26-79

DESCRIPTION

General Location: On both sides of Ohio between 33rd and 37th Streets North.

Surveyor or Engineer: K. O. Taylor
Owner: Urban Renewal Agency, 455 North Main
Address:

- | | | | |
|--------------------------------|---|-----------------------|--------------------|
| 1. Gross Acreage of Plat | 71.4 | 6. Access Control | |
| Z. Number of Lots | | St. 37th St. North | No. Openings 0 |
| Residential | | St. _____ | No. Openings _____ |
| Commercial | | St. _____ | No. Openings _____ |
| Industrial | 4 | 7. Req'd Improvements | |
| Other | | St. Paving | X Water X |
| Total Number of Lots: | 4 | Sidewalk | Drainage X |
| 3. Minimum Lot Area: | 14 Acres | Sewer | X Other _____ |
| 4. Existing Zoning: | F | | |
| 5. Special Problems Discussed: | Access to the unplatted property to the east, now owned by the St. Louis-San Francisco Railway Company. | | |

MAPC requirements for plat approval include submission of guarantees for City water, sanitary sewers, storm sewers and drainage channel improvements, and street paving. The applicant was required to guarantee the paving of Ohio from 37th to 33rd and to petition for the paving of 35th Street. 25% of the cost of paving 35th Street was to be paid by URA and 75% by Frisco Railroad which owns the unplatted property between Bridgeport Third and I-135. URA contends that it does not need 35th Street for proper functioning of Bridgeport Third Industrial Addition, but the Frisco Railroad wants the street for access to its property to the east when it develops in the future. By its replat, Bridgeport Third is vacating several streets which could have provided access to the Frisco property. The applicant was to submit a covenant (or a petition) for paving 33rd Street which also divided the costs on a 25%-75% basis.

Petitions for water, sanitary sewer, storm sewer and drainage channel, and for paving Ohio, 35th and 33rd were all 100% when submitted several months ago. The petitions for paving 35th and 33rd Streets, however, were altered by Frisco to delete cost escalation clause and have consequently been termed "invalid" by the Engineering Division. Several attempts have been made to persuade Frisco to sign the petitions as prepared by Engineering with the cost escalation clause included, but to no avail.

- Four alternatives exist with regard to 35th and 33rd Streets:
1. Approve the plat as submitted with dedications of right-of-way for 35th and 33rd Streets and require no paving guarantee for these two streets at this time.
 2. Approve the plat as submitted and require URA to guarantee 100% of the cost of paving 35th and 33rd Streets;
 3. Approve the plat without the dedications of right-of-way for 35th and without a guarantee for paving 35th or 33rd. (Since the south half of 33rd Street is already dedicated, the north half should be dedicated by this plat even though paving may not be required).
 4. Approve the plat as submitted and accept 35th and 33rd Street paving petitions which have been altered to exclude the escalation clause.

Due to the time lapse since all Engineering Division petitions were prepared, cost estimates need to be revised and new petitions written and signed. The water petition is acceptable as currently written.

(continued)

Planning Commission Recommendation: That this plat be approved subject to recording within 30 days after approval by the Board of City Commissioners.

May moved, Bayouth seconded and it carried unanimously. Jones and Taylor were absent.

ACTION: Take such action as the Commission deems appropriate regarding 35th and 33rd Streets North; receive and file the water engineering feasibility report, adopt the resolution of finding and the resolution ordering and directing the water system improvement and approve the water petition; approve the plat and authorize the Mayor to sign; instruct the Planning Department to withhold release of the plat tracing for recording until updated petitions have been accepted by the governing body for the installation of sanitary sewers, storm sewers and drainage channel improvements, and for paving Ohio Avenue.

Re: Budget 3rd

Louise 2-14-80

Mr. Lakin:

Have you had any response from Mr. Hesse this week regarding Frisco and the Budget 3rd paving petitions? ^{He called} In preparing to send this plat to BCC ^{find any dirt} 2-26, I checked today with Mike Lindelak and asked him to get the petitions (sanitary sewer, storm sewer, all street paving petitions) ready for BCC review. He advised me that ALL would now have to be revised and re-signed because of price changes since the petitions were first made up last spring. He also said that the two questionable paving petitions had been marked up quite extensively by engineering and were not in a condition to send to B.C.C. (???) He did say that he did not want to hold up the progress on the plat and he probably would be able to re-do the petitions and give them to URA for signatures by the first of next week.

Please advise if you are still wanting this plat and petitions on B.C.C. for 2-26-80.

Put ~~plat~~ plat on table for approval, ~~hold~~ Recommend holding release of plat for receipt of ^{petition}.

Louise

Water petition still valid. Water Dept. has it ready for B.C.C.

~~28~~
Lounel

28-80

BRIDGEPORT 3rd.

Hesse. called re my letter on petitions. I explain
my views on law which requires look to be under estimate
∴ the need to have an escalator clause in the petitions. He
felt the Fines clause provided for "change" either up or down
I told him Law Dept said it didn't, but just agreed to low
bid.

I suggested they allow us to add escalator + we'll let
~~for~~ them keep their clause. He promised to talk to her
Boss Kenchler on Mon

RS

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

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

February 5, 1980

Mr. N. A. Kirchoff
Vice-President
Industrial Development
St. Louis-San Francisco Railway Co.
906 Olive Street
St. Louis, Missouri 63101

Re: Paving Petitions - 33rd
Street North and 35th
Street North

Dear Mr. Kirchoff:

Sometime ago we met concerning the Bridgeport Third Industrial Addition, being prepared by Urban Renewal. At that time we had some agreement, I believe, that the Urban Renewal Agency would provide right-of-way for streets which would allow the better development of your land to the east, and also agreed to the method in which they would be paid for.

We have the petition signed by the Agency and the Frisco, but a particular clause apparently has been added, which in my opinion tends to invalidate the petitions. The intent, that I remember from our meeting, was that we wind up with some guarantee for the streets so that they could ultimately be put in when you develop your land. To do so, under Kansas law, and still provide for the cost ratios involved, that we also agreed to, the Statute provides that we must put an estimate of the cost of the pavement and improvements into the petition. It is also axiomatic now that the cost today would not be cost in the near future due to the escalation of construction costs. The way that we handle that is simply to provide some indexing device or percent increase per month or year for the estimate so that the estimate is relatively valid at any point in future time.

By failing to agree to such a clause, in essence, in my opinion, invalidates the petition almost immediately. The net result is that the petition, although you signed and have made good to the letter of the agreement that we entered into, does not meet in any way the intent of the agreement, i.e., that we have the ability to pave the street when the land develops.

Mr. N. A. Kirchoff
February 5, 1980
Page 2

I am told by Mr. Potucek and members of the Urban Renewal Agency that the Frisco Railroad is firm in its position and will not consider any other position other than a fixed estimate which as I indicated is invalid almost at this time. I must admit that I am keenly disappointed of this way of responding to what I thought was an acceptable agreement. We will take the plat to the governing bodies based on these petitions, and I will be pointing out the nature of our original agreement, the response in connection with the signing of the petitions, and my assessment of what that currently means. If the governing body proceeds and accepts the petitions, then what it really means is that there is no guarantee for paving of those streets, and there is no guarantee that the pro rata, earlier agreed to, will be adhered to in the future. In fact, I would think that as the Frisco land develops in the future, and these petitions are invalidated because of the inflationary factor on the preliminary estimate, that the cost of paving 33rd and 35th Streets North may have to be totally borne by the lands to the east. If you have any different feelings than what have been outlined to me, or if I have misinterpreted your intentions, please feel free to give me a call. My number is (316)682-4425.

Sincerely,



Robert A. Lakin
Director of Planning

RAL:rme

cc: Kenneth Kitchen, Executive Director, Urban Renewal Agency
✓ File (S/D 75-123)

BRIDGEPORT III

12-13-79

Urban Renewal decided to write Frisco and tell them the street dedications would be deleted from the plat unless Frisco signed a proper petition. Steve Petrucek said he would show me a draft of the letter before sending it.

I left the meeting at that point.

Twenty minutes later K.O. Taylor came up to say URA had thrown it back in his lap and he had advised against deleting the streets. He recommends 3 alternatives:

- ① Approve plat with street dedication and no paving guarantee
- ② Approve plat with street dedication and require a valid guarantee. If Frisco will not sign a proper petition, then a petition can be drawn with URA as sole benefit district. (Of course URA doesn't like this alternative)
- ③ Approve the plat without street dedication. (K.O. doesn't like this alternative)

Over

(a) That there be constructed to Industrial Street Standards pavement on 33rd Street (North) from the east line of Ohio to the east line of Bridgeport 3rd Industrial Addition. That said pavement between aforesaid limits be constructed for a width of 36 feet from gutter line to gutter line, cement combined curb and gutter to be 2 feet and 6 inches in width, making a total roadway of 40 feet; that said pavement shall consist of an asphalt base 8 inches in thickness, and an asphaltic concrete wearing surface 2 inches in thickness, composed of stone, sand, mineral filler, and asphalt according to specifications to be furnished by the City Engineer.

(b) That the estimated and probable cost of the foregoing improvement being \$80,000.00 payable by the improvement district and \$0 payable by the City of Wichita at large. Said improvement cost shall be subject to adjustment to the lowest actual bids obtained at the time the improvements are undertaken. Such improvements are to be made as indicated in letter from Department of Public Works, City of Wichita, dated September 4, 1979 attached hereto and made a part hereof.

(c) That the land or area above described be constituted as an improvement district against which shall be assessed 100% of the total cost of the improvements for which the improvement district is liable.

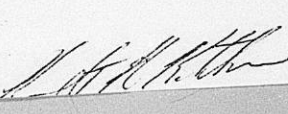
(d) That the method of assessment of all costs for the improvements for which the improvement district shall be liable shall be on a fractional basis: The South improvement district shall pay 625 feet of Lot 1, Block 3, Bridgeport 3rd Industrial Addition shall pay $\frac{1}{4}$ of the total cost payable by the improvement district. An unplatted tract of land in the Southeast Quarter Section 33, Township 26 South, Range 1 West more fully described as the North 665 feet and the East 627.57 feet of the West half of said Southeast Quarter Section 33 excepting street right-of-way shall pay $\frac{3}{4}$ of the total cost payable by the improvement district, except when driveways are requested to serve a particular tract, lot, or parcel, the cost of said driveway shall be a direct assessment to said tract, lot, or parcel and shall be in addition to the assessment for other improvements.

2. It is requested that the improvements hereby petitioned be made without notice and hearing, which but for this request, would be required by K.S.A. 12-6a04.

3. That names may not be withdrawn from this petition by the signers thereof after the Governing Body commences consideration of the petition or later than seven (7) days after filing, whichever occurs first.

4. That when this petition has been filed with the City Clerk and it has been certified that the signatories thereon are according to the records of the Register of Deeds of Sedgwick County, Kansas, the petition may be found sufficient if signed by either (1) a majority of the resident owners of record of property liable for assessment under the proposal, or (2) the resident owners of record of more than one-half of the area liable for assessment under the proposal, or (3) the owners of record (whether resident or not) of more than one-half of the area liable for assessment under the proposal. The Governing Body is requested to proceed in the manner provided by statute to the end that the petitioned improvement may be expeditiously completed and placed in use.

WITNESS our signatures attached with respect to each of which is indicated the property owned and the date of signing.

LEGAL DESCRIPTION	SIGNATURE	DATE
BRIDGEPORT 3RD INDUSTRIAL ADDITION Block 3 The South six hundred twenty-five (625) ft.		9/11/79

APPROVED
9-21-79
CITY CLERK

(a) That there be constructed to Industrial Street Standards pavement on 35th Street (North) from the east line of Ohio to the east line of Bridgeport 3rd Industrial Addition. That said pavement between aforesaid limits be constructed for a width of 36 feet from gutter line to gutter line, cement combined curb and gutter to be 2 feet and 6 inches in width, making a total roadway of 40 feet; that said pavement shall consist of an asphalt base 6 inches in thickness, and an asphaltic concrete wearing surface 2 inches in thickness, composed of stone, sand, mineral filler, and asphalt according to specifications to be furnished by the City Engineer.

(b) That the estimated and probable cost of the foregoing improvement being \$78,000.00 payable by the improvement district and \$0 payable by the City of Wichita. Said improvement cost shall be subject to adjustment to the lowest actual bids obtained at the time the improvements are undertaken. Such improvements are to be made as indicated in letter from Department of Public Works, City of Wichita, dated September 4, 1979 attached hereto and made a part hereof.

(c) That the land or area above described be constituted as an improvement district against which shall be assessed 100% of the total cost of the improvements for which the improvement district is liable.

(d) That the method of assessment of all costs for the improvements for which the improvement district shall be liable shall be on a fractional basis: The South six hundred thirty-seven (637) feet of Lot 1, Block 2 and the North six hundred twenty-five (625) feet of Lot 1, Block 3, Bridgeport 3rd Industrial Addition shall each pay 1/8 of the total cost payable by the improvement district. An unplatted tract of land in the Northeast Quarter Section 33, Township 26 South, Range 1 East, more fully described as that part of the East half of said Northeast Quarter Section 33 lying West of I-135 right-of-way, except the North six hundred eighty-seven (687) feet and the South six hundred sixty (660) feet of said East half, and street right-of-way, shall pay 3/4 of the total cost payable by the improvement district, except when driveways are requested to serve a particular tract, lot, or parcel, the cost of said driveway shall be a direct assessment to said tract, lot, or parcel and shall be in addition to the assessment for other improvements.

2. It is requested that the improvements hereby petitioned be made without notice and hearing, which but for this request, would be required by K.S.A. 12-6a04.

3. That names may not be withdrawn from this petition by the signers thereof after the Governing Body commences consideration of the petition or later than seven (7) days after filing, whichever occurs first.

4. That when this petition has been filed with the City Clerk and it has been certified that the signatures thereon are according to the records of the Register of Deeds of Sedgwick County, Kansas, the petition may be found sufficient if signed by either (1) a majority of the resident owners of record of property liable for assessment under the proposal, or (2) the resident owners of record of more than one-half of the area liable for assessment under the proposal, or (3) the owners of record (whether resident or not) of more than one-half of the area liable for assessment under the proposal. The Governing Body is requested to proceed in the manner provided by statute to the end that the petitioned improvement may be expeditiously completed and placed in use.

WITNESS our signatures attached with respect to each of which is indicated the property owned and the date of signing.

DESCRIPTION	SIGNATURE	DATE
BRIDGEPORT 3RD INDUSTRIAL ADDITION South six hundred thirty-seven (637) ft. Lot 1, Block 2	<i>[Signature]</i>	9/11/79

6-1-79
10/1/79
APPROVED
[Signature]

Bridgeport III

R-5532 *RL*

QUITCLAIM DEED

FILM 382 PAGE 768

THIS INDENTURE, Made this 6 day of AUGUST, 1979, between ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY, a corporation organized, incorporated and existing under and by virtue of the laws of the State of Missouri, party of the first part, "Grantor" herein, and THE URBAN RENEWAL AGENCY OF THE WICHITA METROPOLITAN AREA, Address: 455 North Main, Wichita, KS 67202, party of the second part, "Grantee" herein:

WITNESSETH, That the said Grantor, for and in consideration of the sum of ONE DOLLAR (\$1.00) and other good and valuable consideration, to it duly paid, does by these presents REMISE, RELEASE and QUITCLAIM unto the said Grantee, its successors and assigns, a certain strip or parcel of land, lying, being and situate in the Northeast Quarter (NE $\frac{1}{4}$) of Section Thirty-three (33), Township Twenty-six (26) South, Range One (1) East, Bridgeports 3rd Industrial Addition to the City of Wichita, Sedgwick County, Kansas, and being more particularly described as follows:

Being the West Half (W $\frac{1}{2}$) of a vacated alley lying adjacent to, parallel with and East of the easterly right of way line of Grantor's main track and extending northward from the South line to the North line of the said Northeast Quarter (NE $\frac{1}{4}$) of Section Thirty-three (33). Excepting any portion of 33rd Street and 37th Street lying within the limits of this description. Contains Thirty-six Hundredths (0.36) acre, more or less. (15,792 sq. ft.)

Subject to easements and other restrictions of record.

The Grantor certifies and warrants (a) that in the opinion of the Grantor the property herein described is not used or useful for railroad purposes, (b) that the value of all property sold, exchanged or otherwise disposed of by the Grantor pursuant to Article Twelve (12), Section Five (5) of the Mortgage hereinafter mentioned, during that portion of the current calendar year ending with

City Clerk

8.00

MICROFILMED
OF RECORD
STATE OF KANSAS
SEDGWICK COUNTY
FILED FOR RECORD AT
AUG 23 1979
4 55313

NO. BETTE F. McCART
REGISTER OF DEEDS

*Sat Kettler
Deputy*

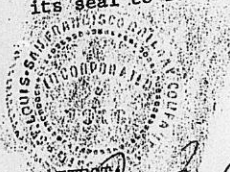
ENTERED ON
TRANSFER RECORD
AUG 23 1979
DOROTHY K. WHITE
COUNTY CLERK

the date of this conveyance, including the value of the property herein described, is less than \$100,000.00, (c) that no Event of Default has happened and is continuing under said Mortgage, and (d) that pursuant to said Article Twelve (12), Section Five (5), of the Grantor's First Mortgage to Mercantile Trust Company National Association (formerly Mercantile-Commerce Bank and Trust Company), Trustee, dated December 1, 1946, as supplemented, the property herein described is free and clear from the liens of said Mortgage.

IN WITNESS WHEREOF, the said Grantor has hereunto caused this deed to be signed by its President thereunto duly authorized so to do, and to be attested by its Asst. Secretary, and has caused its seal to be hereunto affixed, the day and year first above written.

ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY

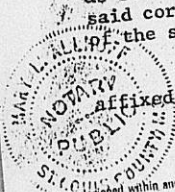
By R. C. Grayson R. C. Grayson
President



ATTEST:
J. M. Butler
J. M. BUTLER
Asst. Secretary

STATE OF MISSOURI)
CITY OF ST. LOUIS) ss:

BE IT REMEMBERED, that on this 6th day of August, 1979, before me, the undersigned, a Notary Public in and for the City and State aforesaid came R. C. GRAYSON, President of ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY, a corporation duly organized, incorporated and existing under and by virtue of the laws of the State of Missouri, who is personally known to me to be such officer, and who is personally known to me to be the same person who executed, as such officer, the within instrument of writing on behalf of said corporation, and such person duly acknowledged the execution the same to be the act and deed of said corporation.

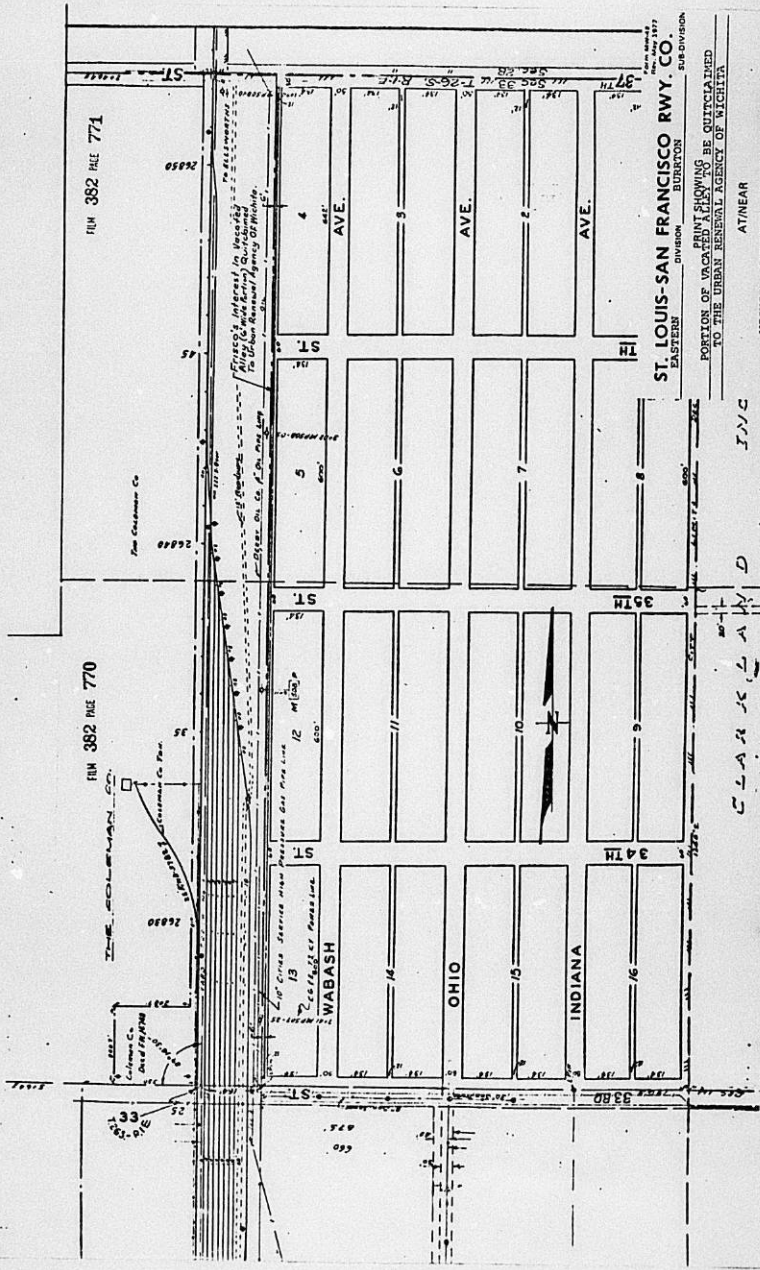


IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above mentioned.

My Commission expires AUG 2 1981

performed,
Commissioned within and for the County of St. Louis, Missouri,
which adjoins City of St. Louis, Missouri, where this act was

Mary L. Allhoff
MARY L. ALLHOFF
Notary Public



PLAN 382 PAGE 771

PLAN 382 PAGE 770

THE SOLEMAN CO

ST. LOUIS-SAN FRANCISCO R.W.Y. CO.

PORTION OF VACATED PLAT SHOWING BE QUICLAIMED TO THE URBAN REDEV. AGENCY OF WICHITA

CLARK & LADD INC

WICHITA, SEDGWICK COUNTY, KANSAS

SCALE 1" = 200'

JUNE 21 1975

AT/NEAR

2665-49

1975



SEP 19 1979

Southwestern Bell

Engineering Operations
626 N. Broadway
Wichita, Kansas 67214
September 17, 1979

Urban Renewal Agency
Second Floor
455 N. Main
Wichita, Kansas 67202

RE: Facilities in Bridgeport
I, II & III area

Dear Mr. Lein:

Southwestern Bell Telephone Company will remove, relocate or alter plant facilities in the above area as requested at your expense.

Please address correspondence or questions to Ms. Karla Irick, 626 N. Broadway, Wichita, Kansas 67214.

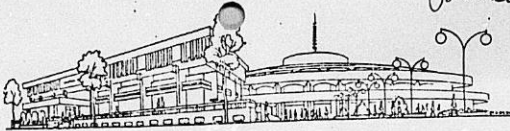
Karla R. Irick

KARLA R. IRICK
MGR. OSP ENGR.
WICHITA CENTRAL

DPB:ww

THE URBAN RENEWAL AGENCY
OF THE
WICHITA, KANSAS METROPOLITAN AREA

CITY HALL • 2ND FLOOR • 455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 260-4381



KENNETH H. KITCHEN
EXECUTIVE DIRECTOR

September 12, 1979

N. A. Kirchoff
Vice-President
Industrial Development
St. Louis-San Francisco Railway Co.
906 Olive Street
St. Louis, Missouri 63101

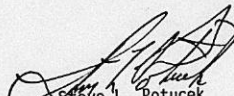
Re: Paving Petitions - 33rd Street North
and 35th Street North

Dear Mr. Kirchoff:

Enclosed please find paving petitions for the above referenced streets. I am also attaching for your re-review, previous correspondence from the Public Works Department of the City of Wichita regarding assurances on the actual construction of these streets.

As we have discussed, it is imperative that these paving petitions be executed at the earliest possible date and returned to this office for processing with the Bridgeport Third Addition plat. Thank you very much for your consideration and cooperation in this matter.

As I remain sincerely yours,



STEVE L. POTUCEK
Real Estate Officer

SLP/mjs
enclosure
cc: Mike Lindevak, Public Works
Jack Galbraith, Planning ✓

RECEIVED

SEP 13 1979

METROPOLITAN PLANNING
ROUTE

Journal - File

THE CITY OF WICHITA

SEP 6 1979



DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
CITY HALL — SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4501

September 4, 1979

Mr. N. A. Kirchoff
Vice-President
Industrial Development
St. Louis - San Francisco Railway Co.
906 Olive Street
St. Louis, Missouri 63101

Re: Paving Petitions - 33rd Street
North and 35th Street North

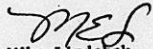
Dear Mr. Kirchoff:

Our office has prepared paving petitions for 33rd Street North and 35th Street North in conjunction with the Urban Renewal Agency's Bridgeport 3rd Addition plat. The petition for 33rd Street North has been prepared for a full width street. By petitioning for a full width street the Urban Renewal property will pay 25 percent of the total cost of paving the street as agreed to at the Subdivision Committee Meeting of December 28, 1978.

The petitions will be forwarded to the City Commission along with the Bridgeport 3rd Addition plat. Our recommendation will be that the petitions be approved, but the projects not be built until the Frisco Railroad property is developed. By developed we mean actual construction of structures on the site or that the Frisco requests the improvements be made along with guarantee that the special assessments will be paid. Neither 33rd Street North nor 35th Street North would be paved without Frisco Railroad action to develop its property East of the Bridgeport 3rd Addition.

If you have any questions, please feel free to contact me.

Very truly yours,


Mike Lindebak
Program Development Engineer

ML:ck

cc: Steve Potucek ✓
Urban Renewal Agency

GAS SERVICE CO.

JUL 23 1979

Metropolitan Area Planning Commission
455 N. Main
Wichita, Ks. 67202

July 23, 1979

Attn: Mr. Robert Lakin

This is to advise that by letter of July 27, 1978 the Urban Renewal Agency of the Wichita Kansas Metropolitan area did certify that any relocation, raising, lowering or encasement of existing Gas Service lines due to drainage or other improvements required by the Bridgeport Addition Plat would be at the sole expense of the Urban Renewal Agency.

A copy of this letter is enclosed.

Very truly yours,
THE GAS SERVICE COMPANY

Harold R. Wilcox
Harold R. Wilcox
Division Supt.

Encl.
E. Wändt/ cw

cc: Mr. Bob Wade
The Urban Renewal Agency of
the Wichita, Ks. Metropolitan Area
2nd Floor, City Hall, 455 N. Main St.
Wichita, Ks. 67202

RECEIVED

AUG 27 1979
METROPOLITAN PLANNING
ROUTE *Louis*

RECEIVED

AUG 27 1979

METROPOLITAN PLANNING
ROUTE Laure



APR 27 1979

Southwestern Bell

154 North Broadway
Wichita, Kansas 67202
Phone (316) 261-1001

April 26, 1979

The Urban Renewal Agency
ATTN: Mr. Wade
City Hall, 2nd floor
455 N. Main
Wichita, Kansas 67202

Dear Mr. Wade:

This is to comply with your request for a letter advising that The Urban Renewal Agency has made arrangements with Southwestern Bell Telephone Company for the removal and rearranging of the telephone lines in the Bridgeport Industrial Park Area.

We are in the process of removing the lines South of 37th Street and this should be completed within the next few weeks.

We have not removed the lines North of 37th; as we have not received approval of the charges from you.

The estimate we sent last summer for this portion will be void due to the time length. We will re-figure for this portion and send you the revised charges within a few days.

If you have questions, please call or if you need any other information.

Very truly yours,

Commercial Representative

*Mr. Palmer called 5-3-78. Gave
me new est. on removing lines and poles
north of 37th in Bridgeport II
Est. #3,201.49*

MAPD received 8-20-79

AUG 13 1979



T. C. WEHNER
Land and Tax Commissioner
J. P. SLANKARD
Asst. Land and Tax Commissioner

ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY
3253 East Trafficway - Springfield, Missouri 65802 - (417) 862-2722

321 Frisco Building
August 8, 1979

R-5532

Mr. Steven L. Potucek
Real Estate Officer
Urban Renewal Agency
Poe and Associates
1720 East Morris
Wichita, KS 67211

Dear Mr. Potucek:

Pursuant to your letter of June 4, 1979, we have prepared and are attaching our fully executed quitclaim deed conveying our interest in the westerly half of that certain alleyway vacated adjacent to our right of way located in the NE $\frac{1}{4}$ of Section 33, T-26-S, R-1-E, Bridgeports 3rd Industrial Addition to the City of Wichita, Sedgwick County, Kansas, containing approximately 0.36 acre.

In conjunction with this, you will find attached a Letter Agreement stating that the Urban Renewal Agency will bear any cost which might arise from the construction or relocation of any utilities affecting this property.

Please have this letter accepted by Maxine Hansen and return to the undersigned.

Yours very truly,

T. C. WEHNER
Land and Tax Commissioner

By S. E. Baber
S. E. Baber
Tax Agent

SEB/sd
Atts.

QUITCLAIM DEED

THIS INDENTURE, Made this 6 day of AUGUST, 1979, between ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY, a corporation organized, incorporated and existing under and by virtue of the laws of the State of Missouri, party of the first part, "Grantor" herein, and THE URBAN RENEWAL AGENCY OF THE WICHITA METROPOLITAN AREA, Address: 455 North Main, Wichita, KS 67202, party of the second part, "Grantee" herein:

WITNESSETH, That the said Grantor, for and in consideration of the sum of ONE DOLLAR (\$1.00) and other good and valuable consideration, to it duly paid, does by these presents REMISE, RELEASE and QUITCLAIM unto the said Grantee, its successors and assigns, a certain strip or parcel of land, lying, being and situate in the Northeast Quarter (NE $\frac{1}{4}$) of Section Thirty-three (33), Township Twenty-six (26) South, Range One (1) East, Bridgeports 3rd Industrial Addition to the City of Wichita, Sedgwick County, Kansas, and being more particularly described as follows:

Being the West Half (W $\frac{1}{2}$) of a vacated alley lying adjacent to, parallel with and East of the easterly right of way line of Grantor's main track and extending northward from the South line to the North line of the said Northeast Quarter (NE $\frac{1}{4}$) of Section Thirty-three (33). Excepting any portion of 33rd Street and 37th Street lying within the limits of this description. Contains Thirty-six Hundredths (0.36) acre, more or less. (15,792 sq. ft.)

Subject to easements and other restrictions of record.

The Grantor certifies and warrants (a) that in the opinion of the Grantor the property herein described is not used or useful for railroad purposes, (b) that the value of all property sold, exchanged or otherwise disposed of by the Grantor pursuant to Article Twelve (12), Section Five (5) of the Mortgage hereinafter mentioned, during that portion of the current calendar year ending with

the date of this conveyance, including the value of the property herein described, is less than \$100,000.00, (c) that no Event of Default has happened and is continuing under said Mortgage, and (d) that pursuant to said Article Twelve (12), Section Five (5), of the Grantor's First Mortgage to Mercantile Trust Company National Association (formerly Mercantile-Commerce Bank and Trust Company), Trustee, dated December 1, 1946, as supplemented, the property herein described is free and clear from the liens of said Mortgage.

IN WITNESS WHEREOF, the said Grantor has hereunto caused this deed to be signed by its President thereunto duly authorized so to do, and to be attested by its Ass't. Secretary, and has caused its seal to be hereunto affixed, the day and year first above written.

ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY

By R. C. Grayson

R. C. Grayson
President

ATTEST:

J. M. Butler
J. M. BUTLER
Ass't. Secretary

STATE OF MISSOURI)
) ss:
CITY OF ST. LOUIS)

BE IT REMEMBERED, that on this 14th day of August, 1979, before me, the undersigned, a Notary Public in and for the City and State aforesaid came R. C. GRAYSON, President of ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY, a corporation duly organized, incorporated and existing under and by virtue of the laws of the State of Missouri, who is personally known to me to be such officer, and who is personally known to me to be the same person who executed, as such officer, the within instrument of writing on behalf of said corporation, and such person duly acknowledged the execution of the same to be the act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above mentioned.

My Commission expires AUG 2 1987.

Commissioned within and for the County of St. Louis, Missouri, which adjoins City of St. Louis, Missouri, where this act was performed.

Mary L. Aicheff
Notary Public

THE CITY OF WICHITA
OFFICE OF WATER DEPARTMENT

DATE July 27, 1979

TO Jack H. Galbraith, Chief Planner-Current Plans

FROM Bill H. Otten, Chief Engineer-Water Engineering

SUBJECT Bridgeport 3rd Industrial Addition

The plattors of Bridgeport 3rd Industrial Addition have submitted a valid 100% petition for a water benefit district to serve this plat. Therefore, our requirements for water service to this area have been fulfilled. The petition and resolution will be placed on the City Commission Agenda for approval at your discretion.



Bill H. Otten, Chief Engineer
Water Engineering Division

BHO:sd

THE CITY OF WICHITA

OFFICE OF WATER DEPARTMENT

DATE July 11, 1979

TO Jack H. Galbraith, Chief Planner-Current Plans

FROM Bill H. Otten, Chief Engineer-Water Engineering

SUBJECT Bridgeport 3rd Industrial Addition

The plattors of Bridgeport 3rd Industrial Addition have submitted a valid 100% petition for a water benefit district to serve this plat. Therefore, our requirements for water service to this area have been fulfilled. The petition and resolution will be placed on the City Commission Agenda for approval on or about ~~July 31~~, 1979.



Bill H. Otten, Chief Engineer
Water Engineering Division

BHO:sd

CHARGE TO	Urban Renewal Agency of the Wichita, Kansas Metropolitan Area Attn: Steve Potucek	Abstracting Charges
DESCRIPTION	All of Blocks 1, 2, 3, 6, 7, 8, 9, 10, 11, 14, 15 and 16, and odd lots 1 thru 47 inclusive, in Block 5, 12 and 13 and odd lots 1 thru 49 inclusive in Block 4, all in Allerton, Wichita, Sedgwick County, Kansas.	Entries _____ Certification _____ Dist. Court Proceedings _____ Prob. Court Proceedings _____ Plat _____ Cif. of Title _____ Judg'l Search _____ Contract _____ Req. _____
Papery Left	Com/Ins. XX	TOTAL \$300.00 <i>R-21 Plat sleep</i>
Extend. Spec. Cif. Cif. Ownership Plat Cif. of Title Pay Taxes		
New Abst. Supl. Comply with Req. Field/Rel.		
Owner's Pre Plat Binder		
Mpge's:		
Deliver to	The Urban Renewal Agency of the Wichita, Kansas Metropolitan Area	

OLD ORDER NO.

a valuable consideration, hereby commits to issue its policy or policies of title insurance, as identified in Schedule A, in favor of the proposed Insured named in Schedule A, as owner or mortgagee of the estate or interest covered hereby in the land described or referred to in Schedule A, upon payment of the premiums and charges therefor; all subject to the provisions of Schedules A and B and to the Conditions and Stipulations hereof.

This Commitment shall be effective only when the identity of the proposed Insured and the amount of the policy or policies committed for have been inserted in Schedule A hereof by the Company, either at the time of the issuance of this Commitment or by subsequent endorsement.

This Commitment is preliminary to the issuance of such policy or policies of title insurance and all liability and obligations hereunder shall cease and terminate six months after the effective date hereof or when the policy or policies committed for shall issue, whichever first occurs, provided that the failure to issue such policy or policies is not the fault of the Company.

IN WITNESS WHEREOF, Chicago Title Insurance Company has caused this Commitment to be signed and sealed as of the effective date of Commitment shown in Schedule A, the Commitment to become valid when countersigned by an authorized signatory.

Issued by:
 THE SECURITY ABSTRACT &
 TITLE COMPANY, INC.
 434 North Main Street
 Wichita, Kansas 67202
 (316) 267-8371

CHICAGO TITLE INSURANCE COMPANY

Alvin W. Long
President.

ATTEST:
Chester C. McCallough
Secretary.

Paul R. [Signature]
Authorized Signatory



Bridgeport 3rd add title received 7-3-79

Billing Date 5-3-79

Order Date 4-25-79

Wanted

CHARGE TO: Urban Renewal Agency of the Wichita, Kansas
 Metropolitan Area Attn: Steve Potucek

Abstracting Charges

DESCRIPTION: All of Blocks 1, 2, 3, 6, 7, 8, 9, 10, 11, 14, 15
 and 16, and odd lots 1 thru 47 inclusive, in Block 5,
 12 and 13 and odd lots 1 thru 49 inclusive in Block 4,
 all in Allerton, Wichita, Sedgwick County, Kansas.

Entries _____
 Certification _____
 Dist. Court Proceedings _____
 Prob. Court Proceedings _____
 Plat _____
 Cf. of Title _____
 Judg'l Search _____
 Contract _____
 Req. _____
 TOTAL \$300.00

MAY 4 1979 MAY 15 1979

Papers Left _____ Com/Ins. XX

Extend. _____ Spec. Cf. _____ Cf. Ownership _____ Plat. _____ Cf. of Title _____ Pay Taxes _____

New Abst. _____ Suppl. _____ Comply with Req. _____ Hold/Ret. _____

Owner's: Pre Plat Binder

Miscellaneous: The Urban Renewal Agency of the Wichita, Kansas

Deliver to: Metropolitan Area

OLD ORDER NO

Plat slip
R-21

a valuable consideration, hereby commits to issue its policy or policies of title insurance, as identified in Schedule A, in favor of the proposed Insured named in Schedule A, as owner or mortgagee of the estate or interest covered hereby in the land described or referred to in Schedule A, upon payment of the premiums and charges therefor; all subject to the provisions of Schedules A and B and to the Conditions and Stipulations hereof.

This Commitment shall be effective only when the identity of the proposed Insured and the amount of the policy or policies committed for have been inserted in Schedule A hereof by the Company, either at the time of the issuance of this Commitment or by subsequent endorsement.

This Commitment is preliminary to the issuance of such policy or policies of title insurance and all liability and obligations hereunder shall cease and terminate six months after the effective date hereof or when the policy or policies committed for shall issue, whichever first occurs, provided that the failure to issue such policy or policies is not the fault of the Company.

IN WITNESS WHEREOF, Chicago Title Insurance Company has caused this Commitment to be signed and sealed as of the effective date of Commitment shown in Schedule A, the Commitment to become valid when countersigned by an authorized signatory.

Issued by:
 THE SECURITY ABSTRACT &
 TITLE COMPANY, INC.
 434 North Main Street
 Wichita, Kansas 67202
 (316) 267-8371

CHICAGO TITLE INSURANCE COMPANY

Alvin W. Long
 President.

ATTEST:

Chester C. McCullough
 Secretary.



Steve Potucek
 Authorized Signatory

Bridgeport 3rd
add title
received 7-3-79

CHICAGO TITLE INSURANCE COMPANY

COMMITMENT FOR TITLE INSURANCE

CHICAGO TITLE INSURANCE COMPANY, a corporation of Missouri, herein called the Company, for a valuable consideration, hereby commits to issue its policy or policies of title insurance, as identified in Schedule A, in favor of the proposed Insured named in Schedule A, as owner or mortgagee of the estate or interest covered hereby in the land described or referred to in Schedule A, upon payment of the premiums and charges therefor; all subject to the provisions of Schedules A and B and to the Conditions and Stipulations hereof.

This Commitment shall be effective only when the identity of the proposed Insured and the amount of the policy or policies committed for have been inserted in Schedule A hereof by the Company, either at the time of the issuance of this Commitment or by subsequent endorsement.

This Commitment is preliminary to the issuance of such policy or policies of title insurance and all liability and obligations hereunder shall cease and terminate six months after the effective date hereof or when the policy or policies committed for shall issue, whichever first occurs, provided that the failure to issue such policy or policies is not the fault of the Company.

IN WITNESS WHEREOF, Chicago Title Insurance Company has caused this Commitment to be signed and sealed as of the effective date of Commitment shown in Schedule A, the Commitment to become valid when countersigned by an authorized signatory.

Issued by:
THE SECURITY ABSTRACT &
TITLE COMPANY, INC.
434 North Main Street
Wichita, Kansas 67202
(316) 267-8371

CHICAGO TITLE INSURANCE COMPANY

Alvin W. Long
President.

ATTEST:

Chester C. McLaughlin
Secretary.

Frank B. ...
Authorized Signatory



SCHEDULE A

Number
276174

Effective Date
May 1, 1979 @ 7:00 A. M.

1. Owners Policy to be issued: ALTA Form B - 1970
(Amended 10-17-70) Amount: Unknown
Proposed Insured:

Metropolitan Area Planning Commission

Loan Policy to be issued: ALTA Form 1970
(Amended 10-17-70) Amount:
Proposed Insured:

2. The estate or interest in the land described or referred to in this Commitment and covered herein is a fee simple and title thereto is at the effective date hereof vested in:

The Urban Renewal Agency of the Wichita, Kansas Metropolitan Area

3. The land referred to in this Commitment is described as follows:

All of Blocks 1, 2, 3, 6, 7, 8, 9, 10, 11, 14, 15 and 16, and odd lots 1 thru 47 inclusive, in Blocks 5, 12 and 13, and odd lots 1 thru 49 inclusive in Block 4, all in Allerton, Wichita, Sedgwick County, Kansas.

SCHEDULE B

Upon payment of the full consideration to, or for the account of, the grantors or mortgagors, and recording of the deeds and/or mortgages, the form and execution of which is satisfactory to the Company, the policy or policies will be issued containing exceptions in Schedule B thereof to the following matters (unless the same are disposed of to the satisfaction of the Company):

1. If an owner's policy is to be issued, the mortgage encumbrance, if any, created as part of the purchase transaction.
2. Defects, liens, encumbrances, adverse claims or other matters, if any created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date the proposed Insured acquires for value of record the estate or interest or mortgage thereon covered by this commitment.
3. Rights or claims of parties in possession not shown by the public records.
4. Encroachments, overlaps, boundary line disputes, and any other matters which would be disclosed by an accurate survey and inspection of the premises.
5. Easements or claims of easements not shown by the public records.
6. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the public records.
7. Taxes or special assessments which are not shown as existing liens by the public records.
8. General and special taxes and assessments as hereafter listed, if any (all amounts shown being exclusive of interest, penalties and costs): Taxes over all captioned property are exempt.
9. Right of Way over a portion of captioned property to Wichita Natural Gas Company for construction and maintenance of pipe lines created by instruments recorded in Misc. G., Page 129 and Misc. G, Page 356, and subsequently assigned to The Gas Service Company by assignment filed in Book Misc. 520, Page 214. *Taylor road easement is on the west side and is covered on the plat by an easement.*
10. Right of Way easement to the Board of County Commissioners over the North 5 feet of the East 50 feet of Lot 1, Block 1, for road purposes.
11. Right of Way easement to the Board of County Commissioners dated May 17, 1949, filed July 28, 1949, over the North 5 feet of the East 84 feet of Lot 2, Block 1, for road purposes, in Book Misc. 248, Page 165.
12. Right of Way to Sedgwick County, Kansas, dated May 10, 1949, filed July 28, 1949, in Book Misc. 248, Page 167, over the North 5 feet of Lot 2, Block 1, except the East 84 feet for Highway purposes.
13. Right of Way to Sedgwick County across the North 5 feet of captioned Lot 1, Block 2, as granted in Instrument recorded in Book Misc. 248, Page 161.
14. Right of Way to Sedgwick County across the North 5 feet of captioned Lot 2, Block 2, as granted in Instrument recorded in Book Misc. 248, Page 161.

(See Added Page)

(Schedule B continued)

Policy Number _____
OwnersPolicy Number _____
Loan

15. Right of Way Easement to the Board of County Commissioners, dated May 16, 1949, filed July 28, 1949, in Book Misc. 248, Page 169, over the North 5 feet of Lots 1 and 2, Block 3.
16. Right of Way over the North 5 feet of Lot 1, Block 4, for Highway to Sedgwick County, in Book Misc. 248, Page 161.
17. Easement for pipe line right of way across Block 13, except Lots 41, 43, 45 and 47, Allerton Addition, granted to Derby Oil Company in Book Misc. 31, Page 423.

Taylor trying to get it released

8-27-79 See recorded copy of partial pipeline release



ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY
906 Olive Street - St. Louis, Missouri 63101 - Area Code 314

N. A. KIRCHOFF 342-8455
Vice President
Industrial Development

T. M. MAHON 342-8454
Asst. Vice President
Industrial Development

W. R. HESSI, JR. 342-8510
R. G. WEIDNER 342-3465
Directors Industrial Development

K. K. KEEFER 342-8467
Resource Specialist

E. B. AULL 342-8455
V. E. HEMMY 342-8452
Industrial Development
and Real Estate Agents

June 4, 1979

JUN 11 1979

A-24040 (e)

Mr. Steven L. Potucek
Real Estate Officer
Urban Renewal Agency
Poe and Associates
1720 East Morris
Wichita, KS 67211

Dear Mr. Potucek:

I am pleased to advise our executives have approved the proposition whereby the Frisco will quitclaim our interests in a 6 ft. strip of alley laying adjacent to the western perimeter of the Bridgeport Third Industrial Addition. Consideration will be for \$1. As soon as the conveyance instrument is prepared and executed, we will be in touch with you.

Presumably with this information, you will be able to proceed with your platting procedure, which include your dedication and guaranteeing pavement of half of the future proposed 33rd Street and a full 70 ft. width for 35th Street, both streets originating at Ohio Street, proceeding easterly to our Clarkland property for our future access. We understand that the paving costs involved will be assessed 25% to the Urban Renewal Agency with 75% being assessed to the Frisco Railroad when it is deemed necessary by the Frisco for the projection of these streets.

Sincerely,

cc-Mr. J. H. Chronister
Mr. T. C. Wehner



JAMES H. CHRONISTER
District Sales Manager

ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY
1010 E. 29th Street N. - Bldg. No. 20 - Wichita, Kansas 67219 - (316) 832-0273

April 23, 1979

Ms. Louise Olivarez, Junior Planner
Wichita Sedgwick County Metropolitan
Area Planning Department
455 North Main Street
Wichita, Kansas 67202



Dear Ms. Olivarez:

Reference to your letter of April 20, 1979, to Mr. K. O. Taylor regarding
S/D 75-123- Final Plat of Bridgeport 3rd Industrial Addition.

Our comments are directed to the second paragraph of your letter (A).

While the Frisco R. R. has agreed verbally to quit claim to Urban Renewal
our interests and rights to the West half of the alley in question we would
like to again state that our action is contingent on written approval of
our executives. You will recall I so stated the Frisco's position at the
subdivision committee meeting held on April 19.

Mr. N. A. Kirchoff's letter to you of April 16, 1979 also states the Frisco's
position.

We will advise further regarding this matter in the near future.

Sincerely,

James H. Chronister
James H. Chronister

cc - Mr. N. A. Kirchoff

April 26, 1979

K. O. Taylor
1542 S. St. Francis
Wichita, Kansas 67211

Re: S/D 75-123 - Final plat of Bridgeport 3rd Industrial
Addition

Dear Mr. Taylor:

At the regular meeting of the Metropolitan Area Planning Commission on Thursday, April 26, 1979, the above-captioned plat was considered. The action of the Planning Commission was to recommend that the plat be approved as recommended by the Subdivision Committee subject to the conditions stated in our letter of April 20, 1979.

In addition to complying with those conditions, it is necessary that you meet the following requirements before this plat can be forwarded to the Board of City Commissioners for consideration:

- 8-27 ✓ 1. Submission of the fully completed and signed tracing of the subdivision to the Metropolitan Area Planning Department.
- 7-3 ✓ 2. Submission of a title report by an abstract or title insurance company or an attorney's opinion that fee title is vested in the plattor.
- 7-3 ✓ 3. Certification that all taxes due and payable for 1978 and prior years have been paid.

Please call if you have any questions.

Very truly yours,

Louise Olivarez
Junior Planner

LO:bh

K. O. Taylor
Page 2
April 26, 1979

cc: Steve Potucek, Urban Renewal Agency

Poe and Associates, 1720 E. Morris, 67211

Norbert A. Kirchoff, Vice President, Industrial Development
St. Louis-San Francisco Railway Co., 906 Olive Street,
St. Louis, Missouri, 63101

James H. Chronister, District Sales Manager, St. Louise-
San Francisco Railway Company, 1010 E. 29th St. North
Building No. 20, Wichita, Ks. 67219

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING COMMISSION

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 258-4561

April 20, 1979

K. O. Taylor
1542 S. St. Francis
Wichita, Ks. 67211

Re: S/D 75-123 - Final plat of Bridgeport 3rd Industrial Addition

Dear Mr. Taylor:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission, April 19, 1979, the above captioned plat was considered. The action of the Committee was to recommend that this plat be approved subject to:

A. 1.

The "exception" on the west side of this plat is property owned by the Frisco Railroad. The west 12 feet of Block 1 is currently a platted alley which is being vacated by this replat. Frisco has agreed to quit claim to Urban Renewal their interests and rights to the west half of this alley. This quit claim deed will need to be recorded before this plat can be recorded. Thus the separate vacation application requested at the preliminary plat hearing will not be necessary.

*copy
checked
re-recorded?*

The applicant shall guarantee the storm sewers and the drainage channel improvements associated with this plat.

-petition

petition B.

The applicant shall guarantee the extension of City water in Ohio from 37th to 33rd.

included in storm sewer petition according to Mike Lindbale

petition C.

The applicant shall guarantee the paving of Ohio to industrial street standards.

*petition D.
100.2*

E. The applicant shall guarantee the paving of 35th Street North to industrial street standards. The costs of paving this street within the boundaries of Bridgeport 3rd Industrial Addition will be assessed 25% to Urban Renewal and 75% to the Frisco Railroad.

F. The applicant shall submit a covenant to be recorded with the plat which states that when 33rd Street North is paved, the owner of Lot 1, Block 3, will be required to pay 25% of

Lindbale told Taylor this could be specified in the petition

Mr. K. O. Taylor
4-20-79
Page 2

the cost for improving the street adjacent to Lot 1, Block 3. Cost for any cul-de-sac or extension of 33rd Street east of the east line of Lot 1, Block 3, will be at the expense of the property owner to the east.

- OK ✓ G. The 14-foot utility and maintenance and access easement on the west side of the plat shall be relabeled as a maintenance access easement only.
- ✓ H. A 10-foot utility easement on the east side of Block 1, as requested by Southwestern Bell Telephone Company, shall be added to the final plat tracing.
- ✓ I. Front lot sewer easements on Blocks 2 and 3, as requested by the City Engineer's Office, shall be added to the final plat tracing.
- ✓ J. All costs for abandoning or relocating existing utilities will be at the expense of the applicant. Letters obtained from the utility companies stating that satisfactory arrangements have been made shall be submitted to the Planning Department.
- K. Recording of the plat within 30 days after approval by the Board of City Commissioners.

Enclosed with the applicant's copy of this letter is a list of the five methods which have been adopted as being acceptable for guaranteeing improvements required in the approval of plats. Forms for the bond and irrevocable letter of credit are available from this office.

The enclosed "marked" copy of the final plat is for your information and files.

This matter will be forwarded to the Planning Commission for its consideration on Thursday, April 26, 1979, at 1:30 p.m. If you have any questions regarding this matter, please call.

Sincerely,

Louise Olivarez
Junior Planner

LO:bh

4-25-79 Blevins of K.G.E called to say everything has been taken care of re their service lines.
7-23-79 see letter from Gas Service Co.
9-17-79 see letter from SW Bell

See next page for copies

Mr. K. O. Taylor
4-20-79
Page 3

cc: Steve Potucek, Urban Renewal Agency
Poe and Associates, 1720 E. Morris, 67211
Norbert A. Kirchoff, Vice President, Industrial Development
St. Louis-San Francisco Railway Co., 906 Olive St., St.
Louis, Missouri 63101

James H. Chronister, District Sales Manager, St. Louis-
San Francisco Railway Company, 1010 E. 29th St. North,
Building No. 20, Wichita, Kansas, 67219

Dean Sellers, Assistant City Engineer



Louise

ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY
906 Olive Street - St. Louis, Missouri 63101 - Area Code 314

N. A. KIRCHOFF 342-8455
Vice President
Industrial Development
T. M. MABON 342-8454
Asst. Vice President
Industrial Development

W. R. HESSI, JR. 342-8510
R. G. WEIDNER 342-8465
Directors Industrial Development
K. K. KEFFER 342-8467
Resource Specialist

E. B. AULL 342-8456
V. E. HEMMY 342-8452
Industrial Development
and Real Estate Agents

April 16, 1979

A-24040 VI (e)

Ms. Louise Olivarez
Wichita Sedgwick County Metropolitan
Area Planning Department
455 North Main Street
Wichita, Kansas 67202

Dear Ms. Olivarez:

Reference is made to your letter April 13, advising the undersigned of a Sub-division Committee Meeting of the Planning Commission to be held on April 19 to review the final plat of the Bridgeport 3rd Industrial Addition submitted by Urban Renewal Agency of Wichita.

Though we have agreed in theory with the Agency on the vacation of various streets and alleys within their property to be platted and understand your comments regarding allocation of costs, please be advised this matter must receive the approvals of our executives. We have proposed same to them and are awaiting their advice.

When it is received you will be advised.

Sincerely,

cc-Messrs. G. E. Warfel - Attn: J. T. Shipman
J. H. Chronister



Final plat

SUBDIVISION REPORT

SUBDIVISION COMMITTEE
METROPOLITAN AREA
PLANNING COMMISSION

S/D NO. 75-123 Name Bridgeport 3rd Industrial Addition
 Date Application Rec'd. 12-1-78 Preliminary Approval 12-28-78
 Scheduled S/D Meeting 4-19-78

DESCRIPTION

General Location Between 33rd and 37th Streets North in an area west of I-35.

Owner Urban Renewal Agency-Steve Potucek
 Surveyor/Engineer K. O. Taylor
 Address 1542 S. St. Francis, Phone 264-0341

- | | | | |
|--------------------------|----------------|---------------------------------|-----------------|
| 1. Gross Acreage of Plat | <u>71.4</u> | 7. Lineal Feet of New Streets: | |
| 2. Number of Lots: | | a. <u>70</u> R/W <u>2630</u> | ft. |
| Residential | | b. <u>50</u> R/W <u>1161</u> | ft. |
| Commercial | | c. _____ R/W _____ | ft. |
| Industrial | <u>4</u> | d. _____ R/W _____ | ft. |
| Other | | e. _____ R/W _____ | ft. |
| Total Number of Lots | <u>4</u> | TOTAL | <u>3791</u> ft. |
| 3. Minimum Lot Frontage | <u>1310</u> | 8. Sidewalk adjacent to all | |
| 4. Minimum Lot Area | <u>610,900</u> | streets? <u>yes</u> x <u>no</u> | |
| 5. Existing Zoning | <u>F</u> | | |
| 6. Proposed Zoning | <u>F</u> | | |
9. Public Water Supply Yes (Yes-No), Name City of Wichita
 10. Public Sanitary Sewers Yes (Yes-No), Name City of Wichita
 11. Health Department Approval (where applicable) _____ (Yes-No)
 12. City of Wichita X; Three-Mile Area _____

STAFF COMMENTS:

- A. The "exception" on the west side of this plat is property owned by the Frisco Railroad. The west 12 feet of Block 1 is currently a platted alley which is being vacated by this replat. Frisco has agreed to quit claim to Urban Renewal their interests and rights to the west half of this alley. This quit claim deed will need to be recorded before this plat can be recorded. Thus the separate vacation application requested at the preliminary plat hearing will not be necessary.
- B. Representatives of the Department of Public Works shall be prepared to comment on the acceptability of the applicant's drainage plan and state what drainage guarantees will be required.
- C. The applicant shall guarantee the extension of City water in Ohio from 37th to 33rd.
- D. The applicant shall guarantee the paving of Ohio to industrial street standards.
- E. The applicant shall guarantee the paving of 35th Street North to industrial street standards. The costs of paving this street within the boundaries of Bridgeport 3rd Industrial Addition will be assessed 25% to Urban Renewal and 75% to the Frisco Railroad.
- F. The applicant shall submit a covenant to be recorded with the plat which states that when 33rd Street North is paved, the owner of Lot 1, Block 3, will be required to pay 25% of the cost for improving the street adjacent to Lot 1, Block 3. Cost for any cul-de-sac or extension of 33rd Street east of the east line of Lot 1, Block 3, will be at the expense of the property owner to the east.
- T9-303
G. All costs for abandoning or relocating existing utilities will be at the expense of the applicant.
- H. Recording of the plat within 30 days after approval by the Board of City Commissioners.

April 13, 1979

Norbert A. Kirchoff, Vice-President
Industrial Development
St. Louis-San Francisco Railway Company
906 Olive Street
St. Louis, Missouri 63101

Re: Final plat of Bridgeport 3rd Industrial Addition, Wichita,
Kansas

Dear Mr. Kirchoff:

The Urban Renewal Agency of the Wichita, Kansas Metropolitan Area has submitted the final plat of Bridgeport 3rd Industrial Addition. This plat is scheduled for review by the Subdivision Committee of the Metropolitan Area Planning Commission on Thursday, April 19, 1979. The meeting begins at 1:00 p.m. in the Board Room, First Floor, City Hall, 455 North Main, Wichita, Kansas.

Enclosed is a copy of our staff comments on this plat. As you know, various streets and alleys are being vacated by this replat. We understand that Urban Renewal and Frisco Railway have agreed on these vacations. You and other railroad representatives may attend the April 19th meeting if you wish and discuss this plat with the Subdivision Committee members.

Sincerely,

Louise Olivarez
Junior Planner

LO:hh

cc: J. T. Shipman, Engineering Development
St. Louis-San Francisco Railway Company
3253 E. Trafficway
Springfield, Missouri 65802

James H. Chronister, District Sales Manager
St. Louis-San Francisco Railway Company
1010 E. 29th St. North, Building No. 20
Wichita, Kansas 67219

Steve Potucek, Urban Renewal Agency

THE URBAN RENEWAL AGENCY
OF THE
WICHITA, KANSAS METROPOLITAN AREA

CITY HALL • 2ND FLOOR • 455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4381



KENNETH H. KITCHEN
EXECUTIVE DIRECTOR

April 4, 1979



Norbert A. Kirchoff
Vice-President
Industrial Development
St. Louis-San Francisco
Railway Company
906 Olive Street
St. Louis, Missouri 63101

Re: March 27, 1979 Conference,
Bridgeport Third Industrial
Addition

Dear Mr. Kirchoff:

Thank you for participating in our discussion of March 27, 1979 concerning the Bridgeport Area, which is being replatted. To reduce our discussion and agreements to writing, it is my understanding that the platting of the Bridgeport Area land in the ownership of the Urban Renewal Agency will proceed with the cooperation of the St. Louis-San Francisco Railway Company and it is agreed that:

- (1) A portion of the north-south alley adjacent to Bridgeport Third Industrial Addition, which will be vacated by the plat of the Bridgeport Third, would normally accrue to the St. Louis-San Francisco Railway Company and the Urban Renewal Agency. It is agreed that the Urban Renewal Agency will accept a quit claim deed for that portion of said vacated alley which would normally accrue to the St. Louis-San Francisco Railway Company and said Agency will accept the liability for the relocation of any utilities in said alley which might be caused by the plat of Bridgeport Third Industrial Addition. A legal description of said alley is transmitted herewith.
- (2) The Urban Renewal Agency will dedicate sufficient land for 33rd Street to accommodate half of the 33rd Street right-of-way. The Agency will contact The Gas Service Company concerning its 16 inch gas transmission line in the vicinity of 33rd Street to explore the feasibility of building 33rd Street at some future date with the addition of Prisco's dedication of an additional half street right-of-way, adjacent on the south to the Agency's dedication. Correspondence is attached from K. O. Taylor concerning the same.

To: Norbert Kirchoff
From: Steven L. Lucek
Re: Bridgeport Third Industrial Addition
Date: April 4, 1979
Page two


- (3) If and when 33rd Street is paved at some future date, the Urban Renewal Agency, or its successor in title, will assume monetary liability for paving said street on a 25% Agency - 75% St. Louis-San Francisco Railway Company expense basis on that portion of street abutting Bridgeport Third Industrial Addition on the south. The St. Louis-San Francisco Railway Company will be liable for any expense incurred in the construction of a cul-de-sac to serve said 33rd Street and the dedication of land for said cul-de-sac.
- (4) The Urban Renewal Agency will dedicate (in Bridgeport Third Industrial Addition) sufficient street right-of-way (i.e. 70 feet width) for the construction of 35th Street. If and when 35th Street is paved at some future date, the Urban Renewal Agency, or its successor in title, will assume monetary liability for the paving of said street on a 25% Agency - 75% St. Louis-San Francisco Railway Company expense basis. The St. Louis-San Francisco Railway Company will be liable for any expense incurred in the construction of a cul-de-sac to serve said 35th Street and the dedication of land for said cul-de-sac. The Agency will be totally liable for drainage improvements on 35th Street which will drain storm water within the boundaries of the Bridgeport Third Industrial Addition plat.
- (5) There is presently a 25 foot half-street right-of-way dedicated for Cleveland Avenue on the eastern limit of Allerton Addition which is being replatted by the Bridgeport Third Industrial plat. Said 25 foot right-of-way will be vacated by the Bridgeport Third Industrial Addition plat and the St. Louis-San Francisco Railway Company will acquiesce in the same.
- (6) The St. Louis-San Francisco Railway Company will not participate in the design, construction, or costs incurred in any of the storm water drainage systems within the limits of the Bridgeport Third Industrial Addition plat, but will be totally liable for any drainage improvements designed or constructed on land which they will plat at some future date within the Bridgeport Area.

I believe that with our discussion of the aforementioned items, we are in complete agreement on how Bridgeport Third Industrial Addition will proceed. Please contact me at your earliest convenience to discuss

To: Norbert Kirchoff
From: Steven Potucek
Re: Bridgeport Third Industrial Addition
Date: April 4, 1979
Page three

the execution of the alley vacations and quit claim deeds.

Yours truly,



Steven L. Potucek
Real Estate Officer

SLP/mjs
enclosures

cc: Kenneth H. Kitchen, Urban Renewal Agency
J. T. Shipman, St. Louis-San Francisco Railway Co.
W. R. Hess, Jr., St. Louis-San Francisco Railway Co.
James H. Christopher, St. Louis-San Francisco Railway Co.
Kenneth O. Taylor, Consulting Engineer
Jack H. Galbraith, Planning Department ✓
Ted Turley, Poe and Associates of Kansas, Inc.
Edwin Vigneaux, St. Louis-San Francisco Railway Co.
Mike Lindebak, Public Works - Engineering
Chung T. Chang, Urban Renewal Agency
Don Wood, Department of Housing and Economic Development
Jerry Mallot, Chamber of Commerce

264-0341

PHONE 264-0341

MAR 29 1979

KENNETH O. TAYLOR

Consulting Engineer

1542 SOUTH ST. FRANCIS
WICHITA, KANSAS 67211

March 28, 1979

Mr. Steve Potucek
Urban Renewal Agency
City Building
455 North Main
Wichita, Kansas 67202

Dear Steve:

The following is the legal description of the alley and abutting streets that will be vacated and quit claimed to the Urban Renewal Agency by Frisco Railroad or Clarkland, Inc. This is the alley we discussed in our meeting of March 27, 1979 with representation of Frisco and others.

The West one-half of the north-south alley in Block 3, except the north 20 feet thereof, the West one-half of the north-south alleys in Blocks 6, 11 and 14, all in Allerton, Wichita, Sedgwick County, Kansas, also that part of Nassau Street, now 36th Street adjacent to said West one-half of said alleys in said Block 3 and 6, also that part of Karl Street, now 35th Street, adjacent to said West one-half of said alleys in said Blocks 6 and 11, also that part of Russell Street, now 34th Street, adjacent to said West one-half of said alleys in said Blocks 11 and 14, also that part of Andrews Avenue, now 33rd Street, adjacent to said West one-half of said alley in said Block 14.

Very truly yours,



K. O. Taylor

KOT/at

4-10-79 I called K.O. Taylor to ask him if this legal was correct. He said it should be Blocks 4, 5, 12 & 13.

L.O.

264-0341

PHONE 264-0341

MAR 29 1979

KENNETH O. TAYLOR

Consulting Engineer

1542 SOUTH ST. FRANCIS
WICHITA, KANSAS 67211

March 28, 1979

Mr. Steve Potucek
Urban Renewal Agency
City Hall
455 North Main
Wichita, Kansas 67202

Re: Bridgeport 3rd Industrial Addn.

Dear Steve:

I have been informed by George Echnor of the Gas Service Company that their 16 inch gas transmission line in 33rd St. North is 25 feet south of the south line of the quarter section line in the area between Ohio and Cleveland and would put the gas line 4.5 feet south of the south back of curb line in 33rd St., and in my opinion would pose no problem for the future full street pavement of 33rd St. from Ohio to the east line of proposed Bridgeport 3rd Industrial Addition.

Very truly yours,



K. O. Taylor

KOT/at

3/27/79

Don Wood and Steve P. of URA along with representatives of Frisco met this date in the URA Conference Room. K.O. Taylor and a representative of Poe Associates were also present. ~~Several~~ ^{related} Frisco issues and items were discussed both to the Bridgeport Third Addition and to a future plot of the Frisco property.

Concerning the 12' alley along the west, Frisco agreed to quit claim their interest in half of the alley, so that URA could vacate the entire width with their replat. Frisco had no use for the 6' of ROW that would revert to them. They explained that they wanted no cost to them for any proceedings or any utilities.

There was no problem with vacating 33rd west of Ohio.

URA stated their proposal to vacate half of Cleveland in their replat. Frisco questioned why $\frac{1}{2}$ of the existing $\frac{1}{2}$ ROW did not revert to them. I responded.

Paving guarantee for 35th was proposed to be 25% URA and 75% Frisco, with Frisco later being responsible for the dedication of the cul-de-sac for 35th and pay all the costs.

For 33 rd, URA will place a covenant with their property that will alert a prospective purchaser that when 33 rd is paved, the property to the north will be obligated to pay 25% and the Fraxis will pay 75%. Again the cut-de-con itself will be 100% to Fraxis.

Fraxis had a number of questions about platting their own property. I encouraged them to file a prelim and so all problems could be determined, and then they could proceed as quickly as they desired.

JHS

Newby

SCCD-COHS-5 (Rev 11/77)

RESOURCE MANAGEMENT INVENTORY FOR URBANIZING LAND

DATE: December 28, 1978

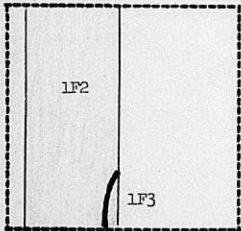
PROPERTY NAME: BRIDGEPORT 3RD INDUSTRIAL ADDITION

LOCATION: Between 33rd & 37th Streets North in an area west of I-35

MAILED TO: K. G. Taylor
1542 S. St. Francis
Wichita, Kansas

PREPARED BY: Larry L. Henry
District Conservationist
USDA-Soil Conservation Service
4100 Maple, Wichita, Kansas
942-8422 67209

REQUESTED BY: Wichita-Sedgwick County
Metropolitan Area Planning
Commission



Scale: 4" equals 1 mile
MS# 33-26-1B

Situation and/or Problems:

This area has no severe erosion problems at this time. However, this soil is subject to water erosion. Cover should be maintained during construction.

<u>Symbols</u>	<u>CLASS</u>	<u>Soil</u>	<u>SOILS LEGEND</u> <u>Brief Description</u>	<u>Hydro</u> <u>Group</u>
LF2	IIa-1	Tabler silty clay loam	Deep, level and nearly level, moderately well drained soils on uplands and terraces. These soils have slow runoff and high available water capacity. Permeability is very slow. <u>Prime agricultural land.</u>	D
LF3	I-1	Kiandoo silty loam	Deep, nearly level and gently sloping, well drained soils on bottomlands and terraces. These soils have slow runoff and moderate to high available water capacity. Permeability is moderate to moderately rapid. <u>Prime agricultural land.</u>	B

SCCD-CONS-5 (con't)
RESOURCE MANAGEMENT INVENTORY FOR URBANIZING LAND

<u>SOIL INTERPRETATIONS</u>					
<u>Symbol</u>	<u>Class</u>	<u>Soil</u>	<u>Item</u>	<u>Limitations</u>	<u>Reasons</u>
1F2	IIs-1	Tabler silty clay loam	Commercial buildings	Severe	Shrink-Swell Low Strength
			Local Roads & Streets	Severe	Shrink-Swell Low Strength

RECOMMENDATIONS:

1. Disturb only the area needed for construction.
2. Remove only those trees, shrubs, and grasses that must be removed for construction; protect the rest to preserve their esthetic and erosion-control values.
3. Stockpile topsoil and protect it with anchored straw mulch or jute mat material.
4. Disturbing as small an area as possible, install streets, curbs, water mains, electric and telephone cables, storm drains, and sewers in advance of home or other building construction.
5. Install erosion and sediment control practices according to the Sedgwick County Conservation District standards and specifications.
6. Temporarily stabilize each segment of graded or otherwise disturbed land by seeding and mulching or by mulching alone. Permanently stabilize these areas as work on the land is completed. Both temporary and permanent stabilization practices are to be installed according to the Sedgwick County Conservation District standards and specifications.
7. Loose-pile material that is excavated for building construction purposes. Keep it loose-piled until it is used for foundation backfill or until the lot is ready for final grading and permanent vegetation.
8. Stabilize each lot within 60 days after work starts on home or other building construction.

If you have any questions or if we can be of additional assistance, don't hesitate to call on us.

January 2, 1979

Mr. K. O. Taylor
1542 S. St. Francis
Wichita, Kansas

Re: S/D 75-123 - ^{Prel} Final plat of Bridgeport 3rd Industrial Addition

Dear Mr. Taylor:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission, December 22, 1978, the above captioned plat was considered. The action of the Committee was to approve the preliminary and authorize preparation of the final plat, subject to the following:

- A. All costs for abandoning or relocating existing utilities will be at the expense of the applicant.
- B. A final drainage plan must be submitted and approved by the City Engineer's office prior to submitting the final plat for Subdivision Committee review. *4-10-79 Yes, said plan was submitted 4-5-79. Did not anticipate any problems.*
- C. Any drainage improvements required by the platting of this property shall be guaranteed by the applicant.
- D. The applicant shall guarantee the paving of Ohio and 35th Street to industrial street standards.
- E. The applicant shall guarantee the extension of water in Ohio from 37th to 33rd.
- 3-27-79* F. The applicant shall meet with Frisco representatives prior to submitting the final plat to determine if Cleveland Avenue right-of-way should be retained on this plat.
- G. The east-west drainage easement west of Ohio shall be re-aligned so that the entire easement is on one lot.
- H. If Cleveland Avenue is to be vacated by this plat, a 10-foot utility easement shall be granted on the east side of Block 2.

K. O. Taylor
January 2, 1979
Page 2

- I. ✓ An easement for K.G. and E.'s existing line in 35th Street West of Ohio shall be shown on the final plat.
- J. ✓ Approval of this plat in final form shall be subject to the vacation of the west half of the existing alley immediately west of this plat. A separate vacation application will be required. *quit claim from K.G. to URA to be recorded*
- K. The applicant shall install or guarantee the installation of all utilities and facilities which are applicable and described in Article 8 of the MAPC Subdivision Regulations. The applicant should be prepared to discuss with the Subdivision Committee the manner in which it is proposed to provide for such utilities and facilities, e.g., petition, actual construction, monetary guarantee, etc.
- L. Requirements for a final plat (see pages 20-25, Part 4, Article 5 of the MAPC Subdivision Regulations).

Enclosed herewith is the "marked" copy of the preliminary plat for your information and files.

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

Sincerely,

Louise Olivarez
Junior Planner

LO:bh

cc: Urban Renewal Agency, Atten: Steve Potucek, City Hall, 67202
Poe and Associates, Consultant, 1720 E. Morris, 67203
Dean Sellers, Assistant City Engineer

Preliminary plat
SUBDIVISION REPORT

SUBDIVISION COMMITTEE
METROPOLITAN AREA
PLANNING COMMISSION

S/D NO. 75-123 Name Bridgeport 3rd Industrial Addition
Date Application Rec'd. 12-1-78 Preliminary Approval
Scheduled S/D Meeting 12-28-78

DESCRIPTION

General Location Between 33rd and 37th Streets North in an area west of I-35.

Owner Urban Renewal Agency-Steve Potucek
Surveyor/Engineer K. O. Taylor Phone 264-0341
Address 1542 S. St. Francis, Wichita, Kansas

- | | |
|---|---|
| 1. Gross Acreage of Plat <u>71.4</u> | 7. Lineal Feet of New Streets: |
| 2. Number of Lots: | a. <u>70</u> R/W <u>2630</u> ft. |
| Residential _____ | b. <u>50</u> R/W <u>1161</u> ft. |
| Commercial _____ | c. _____ R/W _____ ft. |
| Industrial <u>4</u> | d. _____ R/W _____ ft. |
| Other _____ | e. _____ R/W _____ ft. |
| Total Number of Lots <u>4</u> | TOTAL <u>3791</u> ft. |
| 3. Minimum Lot Frontage <u>1310</u> ft. | 8. Sidewalk adjacent to all streets? <u>yes</u> <input checked="" type="checkbox"/> <u>no</u> |
| 4. Minimum Lot Area <u>610,900</u> ft. | |
| 5. Existing Zoning <u>F</u> | |
| 6. Proposed Zoning <u>F</u> | |
| 9. Public Water Supply <u>Yes</u> (Yes-No), Name <u>City of Wichita</u> | |
| 10. Public Sanitary Sewers <u>Yes</u> (Yes-No), Name <u>City of Wichita</u> | |
| 11. Health Department Approval (where applicable) _____ (Yes-No) | |
| 12. City of Wichita <u>x</u> : Three-Mile Area _____ | |

STAFF COMMENTS:

- A. All costs for abandoning or relocating existing utilities will be at the expense of the applicant.
- B. A final drainage plan must be submitted to and approved by the City Engineer's office prior to submitting the final plat for Subdivision Committee review.
- C. Any drainage improvements required by the platting of this property shall be guaranteed by the applicant.
- D. The applicant shall guarantee the paving of Ohio to industrial street standards.
- E. This replat proposes to vacate the east-west streets of 36th, 35th, 34th and 33rd as well as the north-south streets of Wabash, Indiana and Cleveland. Access to the property east and south of this plat (owned by Frisco Railway) should be discussed at the Subdivision Committee meeting. A notice of that meeting has been sent to Frisco
- F. From the dimensions given on this preliminary plat, it would appear that the west 12 feet is currently alley right-of-way. Since the property west of this alley is owned by Frisco, the west half of the alley, when vacated, would revert to Frisco. If this is the case, the west half of the alley would have to be vacated by separate application as a condition of approval of this plat.
- G. The applicant shall install or guarantee the installation of all utilities and facilities which are applicable and described in Article 8 of the MAPC Subdivision Regulations. The applicant should be prepared to discuss with the Subdivision Committee the manner in which it is proposed to provide for such utilities and facilities, e.g., petition, actual construction, monetary guarantee, etc.
- T9-303 H. Requirements for a final plat (see pages 20-25, Part 4, Article 5 of the MAPC Subdivision Regulations).

December 19, 1978

St. Louis-San Francisco Railway Company
Attention: William R. Hessig, Jr.
Director of Industrial Development
906 Olive Street
St. Louis, Missouri 63101

Dear Mr. Hessig:

A preliminary plat has been filed on property east of the Frisco tracks between 33rd and 37th Streets North in Wichita, Kansas. This property is owned by the Urban Renewal Agency. They are proposing to vacate 36th, 35th, 34th and 33rd Streets as well as Wabash, Indiana, and Cleveland Streets.

As property owner to the east and south of the streets being vacated, you are hereby advised that this preliminary plat will be reviewed by the Subdivision and Utility Advisory Committee at a meeting to be held on Thursday, December 28, 1978, in the Board Room, 1st Floor-City Hall, 455 North Main, Wichita, Kansas. This meeting begins at 1:00 p.m. You or a representative may attend this meeting and express your approval or disapproval of the proposed street vacations. If you have any questions about this plat, prior to the meeting, you may call me at 316-268-4421, or write to me at the address noted above.

Sincerely yours,

Louise Olivarez
Junior Planner

LO:bh

cc: Mr. J. T. Shipman, Frisco Engineering Department
3253 E. Trafficway, Springfield, Missouri 65802

Mr. James H. Chronister, District Sales Manager
St. Louis-San Francisco Railway Company
1010 E. 29th Street North
Building No. 20
Wichita, Kansas 67219

St. Louis-San Francisco Railway Company
Attention: William R. Hessi, Jr.
Page 2
12-19-78

Mr. Edwin E. Vigneaux
Sales Representative
St. Louis-San Francisco Railway Company
1010 E. 29th St. North
Building No. 20
Wichita, Kansas 67219

Yask, Max, K.O. + Petrycek
have met on the
drainage and a concept
has been approved.

Yask said 12-14-78 that
a prelim. could be
submitted. but much
more ^{drainage} info would be
needed prior to submitting
final plot.

December 13, 1978

Dean Sellers, Assistant City Engineer
Max Greene, Flood-Control, Maintenance

Louise Olivarez, Junior Planner

S/D 75-123 - Revised sketch plat for Bridgeport
Third Industrial Addition

Attached is a revised sketch plat for
Bridgeport Third Industrial Addition
located south of 37th Street North and
east of the Frisco railway. I would
appreciate any comments you may have
about the platting of this property,
particularly with regards to drainage,
on or before Monday, December 18, 1978.

Louise Olivarez
Junior Planner

LO:bh
Attach.

Map No.: 5551
Section No.: 33
Twp. No.: 26
Range: 1E

S/D No. 75-123

APPLICATION FOR SUBDIVISION APPROVAL

Name of Subdivision: Bridgeport 3rd Industrial Addition

General Location: Between Hydraulic and Washington and between 37th St. and 39th St. Between 33rd and 37th Streets North in an area west of I-35

Name of Property Owner: Urban Renewal Agency - Steve Potucek

Address: City Hall Phone: 268-4381

Name of Subdivider: Poe & Associates

Address: 1720 East Morris Phone: 262-1497

Name of Agent/Surveyor: K. O. Taylor

Address: 1542 So. St. Francis Phone: 264-0341

Date of Application: November 29, 1978 12-1-78

SUBDIVISION INFORMATION:

1. Gross Acreage of Plat 71.4
2. Number of Lots:
 - Residential _____
 - Commercial _____
 - Industrial 4
 - Other _____
3. Minimum Lot Frontage 1310 ft.
4. Minimum Lot Area 610,900 ft.
5. Existing Zoning E
6. Proposed Zoning E
7. Lineal Feet of New Streets:
 - a. 70 R/W 2630 ft.
 - b. 50 R/W 1161 ft.
 - c. _____ R/W _____ ft.
 - d. _____ R/W _____ ft.
 - e. _____ R/W _____ ft.
 - TOTAL 3791 ft.
8. Sidewalk adjacent to all streets? yes no
9. Public Water Supply Yes (Yes-No), Name City of Wichita
10. Public Sanitary Sewers Yes (Yes-No), Name City of Wichita
11. Health Department Approval (where applicable) No (Yes-No)
12. City of Wichita X Three-Mile Area

The owner herein agrees to comply with the Subdivision Regulations for the Wichita-Sedgwick County Metropolitan Area, as approved, and all other pertinent ordinances of the City of Wichita and/or Resolutions of Sedgwick County, Kansas, and Statutes of the State of Kansas. He further agrees that he waives the 60-day statutory period in which the Planning Commission or governing body must act. In addition, it is agreed that all costs of recording the plat and supplemental documents thereto with the Register of Deeds, as well as all costs of publication of initiating resolutions approving any petition for improvements, such as streets, sewer, sidewalks, etc. shall be assumed and paid by the owner when billed. The undersigned further states that he is the owner of the property proposed for platting.

Owner's Signature: _____
[Signature]
for URA

Wichita-Sedgwick County Metropolitan Area
Planning Commission, 10th Floor, City Hall,
455 North Main, Wichita, Kansas 67202.

Received by L.O.
Date 12-1-78
Fee Submitted none
(Sketch)

Prelim Plat

Closing Date Dec 18, 1978

Sub Committee Hearing Date for Prelim Plat
Dec 28, 1978

Final Plat

Closing Date Dec 29, 1978

Sub Committee Hearing Date for Final Plat
Jan 11, 1979

MAPC Hearing Jan 18, 1979

Possible Hearing Date Jan 30, 1979
before BCC Feb 13, 1979

Area Zoned "F" Heavy Industry

Ume Street exists along the east. Plat
proposes to vacate Ume. Frisco has to be
advised and can protest the vacation of the
street.

Plat has to resolve providing access to the
Frisco Property to the east. Draining
must be resolved.

12/7/78

Allen Zimmerman
Bill Schmidt

**FRISCO INDUSTRIAL PARK
WICHITA, KANSAS**



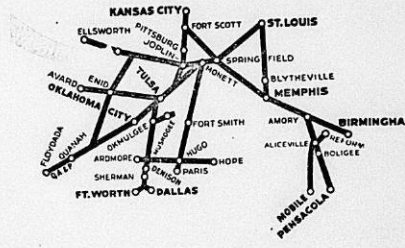
INDUSTRIAL PARK 3 MILES FROM CENTRAL BUSINESS DISTRICT
 - - - DIRECT RAIL SERVICE
 . . . DIRECT ACCESS TO HIGHWAYS



INDUSTRIAL DEVELOPMENT DEPARTMENT
 ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY
 FRISCO BUILDING • ST. LOUIS, MISSOURI



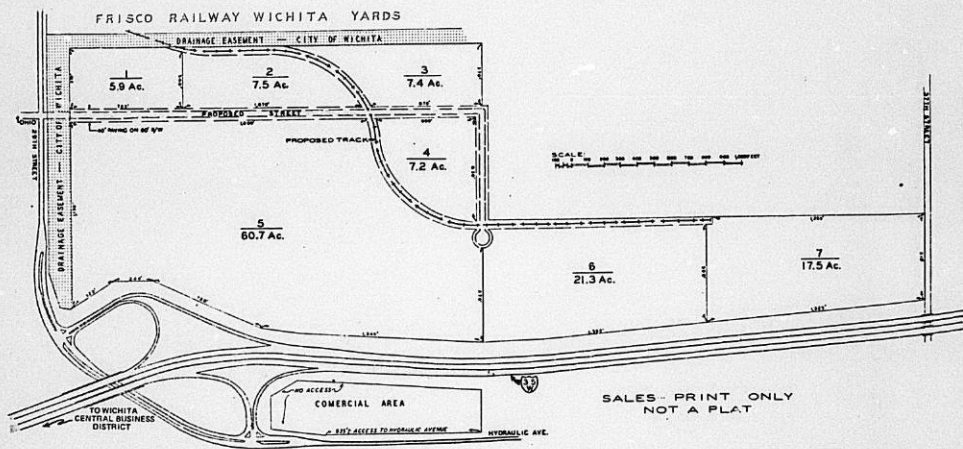
*Bob Lakin Jr.
 From Steve Potrock
 Note: If Frisco
 would confirm this
 design, I think we could
 agree.*



5000 MILES
 Serving:
 MISSOURI...
 KANSAS.....
 ARKANSAS.
 OKLAHOMA.
 TEXAS.....
 TENNESSEE.
 MISSISSIPPI
 ALABAMA...
 FLORIDA.....

FRISCO INDUSTRIAL PARK ... WICHITA, KANSAS

FRISCO INDUSTRIAL PARK WICHITA, KANSAS



LOCATION: Northern sector of Wichita, Kansas with Frisco on the west 29th Street on the south and Interstate Highway 35 on the east, approximately three miles north of the Central Business District.

AREA: 127 acres available to industry.

UTILITIES:

POWER: Kansas Gas & Electric Company transmission line at property.
GAS: 6-inch high-pressure line at property.

WATER: 12-inch main in Ohio Avenue ("Proposed Street" an extension of Ohio).

SEWERS: 30-inch sanitary sewer in Ohio Avenue; storm drainage to be developed as industries locate.

STREETS: 40-foot concrete paved streets . . . full interchange with Interstate Highway 35 at southeast corner of the Park when completed.

RAIL SERVICE: Park served by Frisco Railway . . . Interchange with other lines at Wichita. PIGGY-BACK: FRISCO's piggy-back ramp serving the Wichita area is adjacent to the Park.

TRUCK SERVICE: Interstate and local lines serve the Park.

OWNERSHIP: FRISCO Railway.

TERRAIN: level.

Proposed improvements subject to change to meet your requirements.

11/27/78
Meeting with Frisco on the Platting
of their property north between
27th and 29th.

Want to consider platting their land.

- Want to dedicate Ohio and want assurance that it will not be paved until development occurs. Gave them general assurance that it would not need to be paved, but pointed out that it could be ordered in if URA Developed that and there was a request to have it opened.
- Want assurance for 3 rail crossings between 29th and 35th. Issue to be resolved at platting. Assurance for maintenance would be required. Location and number to be determined at the plat. There is generally thought to be too many.
- Want to cross drainage with pipe instead of bridging. Too early to determine. Will be determined at the time of platting. Pipe might be acceptable. Frisco Engineer will need to design. Pol & Associates are doing study now. Wood will follow up there.
- Assurance of rail easement on URA land. Joint easement along N.S. property line. Needs further discussion with URA.

- Assurance that drainage can be handled independently from U.R.A. Petitioners along with paving. Assumption that pre engineering by Frio indicates that drainage can be handled ~~at~~ to the south.
- Want assurance that two cul-de-sacs will be provided thru U.R.A. Issue is that U.R.A. does not benefit from the cul's nor do they want the expense. Frio does not want to pay the total cost. Pro rata costs are the issue to be resolved.

Wood and Frio will follow thru on possible trade. Will get back with us later.



N. A. KIRCHOFF 342-8455
Vice President
Industrial Development

T. M. MASON 342-8454
Asst. Vice President
Industrial Development

ST. LOUIS - SAN FRANCISCO RAILWAY
906 Olive Street - St. Louis, Missouri 63101

W. R. HESSI, JR. 342-8510
R. G. WEIDNER 342-6465
Directors Industrial Development

K. K. KEFFER 342-8467
Resource Specialist



November 2, 1978

A-24040-V (e)

11/27 @ 10am.
Linschak
Wood
Go
Amundt
Mullatt -
Vignard -
Cannon -

Mr. Wood	
Mr. Linschak	
Mr. Wood	
Mr. Amundt	
Mr. Mullatt	
Mr. Vignard	
Mr. Cannon	

Mr. Donald M. Wood
Industrial Development Officer
The City of Wichita
Department of Economic Development.
City Hall
455 North Main Street
Wichita, Kansas 67202

Dear Don:

Many thanks for your thoughtful letter of October 23rd regarding the platting of our property in KE-33. After careful study of the content gathered at our many meetings on October 17 and 18, it is our judgement we should commence this platting procedure on an independent basis from that being handled by WURA.

However, before we initiate this project, we wish to take advantage of your invitation to assist in certain assurances we will need, all in an effort to retain our maximum flexibility of development. We would imagine, by and large, these assurances will come from city governmental agencies and from WURA. These include:

OK to platting + without development until develop.
I.D.

A) With our final plat of the property divided into two or three major blocks of land, it would be our intent to dedicate Ohio Street from 29th to 33rd Street. We would wish the City to agree that the actual pavement, in whole or in part, with costs thereof, not be done or assessed until there is reason to do so by an industrial location adjacent to a particular portion of the street. We would in all probability construct this street in a northerly direction beginning at 29th Street.

generally OK but will locate further at location + no at short time.

B) FRISCO would wish assurances that we would be allowed to cross Ohio Street with a maximum of 3 at-grade rail crossings to serve our property and that of WURA as the situation dictates.

Possible but require w/ long as result of the Dept. Wood to check out timing

C) FRISCO would wish to be assured we could cross the existing drainage channel with rails on its western border via the use of adequate sized pipe in lieu of bridging.

Mr. Donald M. Wood

-2-

November 2, 1978

*Will discuss with WURA
further details with FRISCO*

*OK same as proposed
assumes 50' or less
to main pipe then
to channel.*

*Possible
land trade
also benefit
detour of cut on
cul-de-sac.*

*ID
Same as
A+B.*

N-S alignment primary - also E-W if possible.
D) WURA will grant a 25' easement without cost for future railroad tracks on their eastern property line between 33rd and 37 Street. FRISCO will contribute the balance of necessary easement required from our holdings.

E) FRISCO shall be allowed to handle our drainage of our entire site separately from that being handled by WURA as to their property.

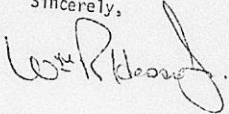
F) In order to provide adequate access to our property easterly of WURA, we feel WURA should provide sufficient road right of way for 33rd and 35th Street cul-de-sacs, originating at Ohio through their property. In conjunction with 33rd Street, it is known there exists a gas line of this prior dedication. Since we do not know if the depth of this gas line will permit the 33rd Street construction, we feel WURA should allow this street right of way to be widened on their property by approximately 40'.

G) The FRISCO wishes city assurances we will not have to extend or have assessed any utilities or place internal drainage ditches until there is reason to do so by reason of an industrial location.

We would be hopeful that you can successfully obtain these assurances through letter agreements; also that this evidence will be valid regardless of our execution of a final plat.

We look forward to your early advice.

Sincerely,



cc: Mr. Jerry Mallot, Manager
Business & Industrial Dev. Dept.
Wichita Chamber of Commerce
350 W. Douglas Avenue
Wichita, Kansas 67202

cc: Mr. J. H. Chronister
Mr. G. E. Warfel (IA: Wichita: 29th Str. Ind. Site) Attn: J. T. Shipman



(316) 832-0273

EDWIN E. VIGNEAUX
Sales Representative

Jack Barron

1010 E. 29th St., N.
Building No. 20
Wichita, KS 67219

St. Louis-San Francisco Railway Co.



(316) 832-0273

JAMES H. CHRONISTER
District Sales Manager

1010 E. 29th St., N.
Building No. 20
Wichita, KS 67219

St. Louis-San Francisco Railway Co.

May 3, 1976

John M. Risdal
Administrative Assistant
Urban Renewal Agency
City Hall
455 North Main
Wichita, Kansas 67202

Re: S/D 75-110 - Bridgeport First
Industrial Addition;
S/D 75-111 - Bridgeport Second
Industrial Addition;
S/D 75-123 - Bridgeport Third
Industrial Addition.

Dear John:

Concerning the above named sketch plats, Curt Newby advises me that subsequent to a meeting held on February 4, 1976, with the City staff to discuss these plats, he authorized you to prepare and submit preliminary plats as the problems involved with each plat were mainly drainage problems to be worked out with the Public Works Department. The comments concerning each of the sketch plats are as follows:

1. Bridgeport First Industrial Addition
 - A. Work out with the Flood Control Office a method to Cleveland Court preferably south to 37th Street, then west and back north to the flood control project.
 - B. Complete the associated vacation case for the south 230 feet of the old Cleveland Avenue right-of-way.
2. Bridgeport Second Industrial Addition
 - A. Proposed vacation of 35th Street west of Topeka Avenue is the major issue which should be discussed further with Dean Sellers of the Engineering Division of the Department of Public Works.

John M. Risdal
May 3, 1976
Page 2

- B. Some of the lot sizes proposed particularly the ones along the west side of Topeka are not very suitable for industrial development. Lots 9 and 10 in Block B are extremely deep for good development.
- C. The applicant will be required to guarantee the paving of Topeka, Santa Fe, 35th Street and 37th Street.
- D. Street drainage to be worked out with the Flood Control office.

3. Bridgeport Third Industrial Addition

- A. Major problem is handling of lot and street drainage. Solution will most likely involve a combination of open channel and underground drainage systems. Lots 5, 6, 7 and 8 will be difficult to drain by a surface system. The Flood Control office should be contacted for further detailed discussion of the drainage on this plat.
- B. The applicant shall determine if 33rd Street North has been previously vacated. If said street has been vacated the vacation ordinance or resolution number shall be referenced on the plat.

These are all the general comments we have at this time concerning the three sketch plats. If you wish to discuss any of the three plats prior to submitting a preliminary plat, please call Curt Newby.

Sincerely,

Jack H. Galbraith
Chief Planner

JRG:CLN:ime

Map No.: 5551
 Section No.: 33
 Twp. No.: 26
 Range: 1E

S/D No. 75-123

APPLICATION FOR SUBDIVISION APPROVAL

Name of Subdivision: Bridgeport Third Industrial Addition
 General Location: Southwest Corner of 37th Street North and Interstate 35W.
 Name of Property Owner: Urban Renewal Agency of Wichita, Kansas
 Address: 300 Union National Building Phone: 267-8242
 Name of Subdivider: Same Phone: _____
 Address: _____
 Name of Agent/Surveyor: Oblinger - Smith Corporation
 Address: 625 First National Bank Building Phone: 262-0451
 Date of Application: December 22, 1975

SUBDIVISION INFORMATION:

- | | | | |
|---|--|-------------------------------|--|
| 1. Gross Acreage of Plat | <u>109.53</u> | 7. Lineal Feet of New Streets | a. <u>70'</u> R/W <u>4230</u> ft. |
| 2. Number of Lots: | | b. _____ R/W _____ ft. | c. _____ R/W _____ ft. |
| Residential | <u>0</u> | d. _____ R/W _____ ft. | e. _____ R/W _____ ft. |
| Commercial | <u>0</u> | TOTAL _____ ft. | 8. Sidewalk adjacent to all streets? <u>yes</u> <input checked="" type="checkbox"/> <u>no</u> <input type="checkbox"/> |
| Industrial | <u>12</u> | | |
| Other | _____ | | |
| Total Number of Lots | <u>12</u> | | |
| 3. Minimum Lot Frontage | <u>466</u> ft. | | |
| 4. Minimum Lot Area | <u>244,400</u> ft. | | |
| 5. Existing Zoning | <u>"F"</u> | | |
| 6. Proposed Zoning | <u>"F"</u> | | |
| 9. Public Water Supply | <u>Yes</u> (Yes-No), Name <u>City of Wichita</u> | | |
| 10. Public Sanitary Sewers | <u>Yes</u> (Yes-No), Name <u>City of Wichita</u> | | |
| 11. Health Department Approval (where applicable) | <u>N/A</u> (Yes-No) | | |
| 12. <u>City of Wichita</u> | <u>Three-Mile Area</u> | | |

The owner herein agrees to comply with the Subdivision Regulations for the Wichita-Sedgwick County Metropolitan Area, as approved, and all other pertinent ordinances of the City of Wichita and/or Resolutions of Sedgwick County, Kansas, and Statutes of the State of Kansas. He further agrees that he waives the 60-day statutory period in which the Planning Commission or governing body must act. In addition, it is agreed that all costs of recording the plat and supplemental documents thereto with the Register of Deeds, as well as all costs of publication of initiating resolutions approving any petition for improvements, such as streets, sewer, sidewalks, etc. shall be assumed and paid by the owner when billed. The undersigned further states that he is the owner of the property proposed for platting.

Owner's Signature: _____

Wichita-Sedgwick County Metropolitan Area
 Planning Commission, Room 402, City Building
 Annex, 104 South Main Street, Wichita, Kansas

Received by [Signature]
 Date 12-22-75
 Fee Submitted none
 75?

T9-301B
 (2-71)

See revised application dated 12-1-78

*Amended
pg 2 only
11/9/79*

(a) That there be constructed to Industrial Street Standards pavement on 35th Street (North) from the east line of Ohio to the east line of Bridgeport 3rd Industrial Addition. That said pavement between aforesaid limits be constructed for a width of 36 feet from gutter line to gutter line, cement combined curb and gutter to be 2 feet and 6 inches in width, making a total roadway of 40 feet; that said pavement shall consist of an asphalt base 8 inches in thickness, and an asphaltic concrete wearing surface 2 inches in thickness, composed of stone, sand, mineral filler, and asphalt according to specifications to be furnished by the City Engineer.

(b) That the estimated and probable cost of the foregoing ^{and not payable} improvement being \$78,000.00 payable by the improvement district and \$0 payable by the City of Wichita. Said improvement cost shall be subject to adjustment to the lowest actual bids obtained at the time the improvements are undertaken. Such improvements are to be made as indicated in letter from Department of Public Works, City of Wichita, dated September 4, 1979 attached hereto and made a part hereof.

(c) That the land or area above described be constituted as an improvement district against which shall be assessed 100% of the total cost of the improvements for which the improvement district is liable.

(d) That the method of assessment of all costs for the improvements for which the improvement district shall be liable shall be on a fractional basis: The South six hundred thirty-seven (637) feet of Lot 1, Block 2 and the North six hundred twenty-five (625) feet of Lot 1, Block 3, Bridgeport 3rd Industrial Addition shall each pay 1/8 of the total cost payable by the improvement district. An unplatted tract of land in the Northeast Quarter Section 33, Township 26 South, Range 1 East, more fully described as that part of the East half of said Northeast Quarter Section 33 lying West of I-135 right-of-way, except the North six hundred eighty-seven (687) feet and the South six hundred sixty (660) feet of said East half, and street right-of-way, shall pay 3/4 of the total cost payable by the improvement district, except when driveways are requested to serve a particular tract, lot, or parcel, the cost of said driveway shall be a direct assessment to said tract, lot, or parcel and shall be in addition to the assessment for other improvements.

2. It is requested that the improvements hereby petitioned be made without notice and hearing, which but for this request, would be required by K.S.A. 12-6s04.

3. That names may not be withdrawn from this petition by the signers thereof after the Governing Body commences consideration of the petition or later than seven (7) days after filing, whichever occurs first.

4. That when this petition has been filed with the City Clerk and it has been certified that the signatures thereon are according to the records of the Register of Deeds of Sedgwick County, Kansas, the petition may be found sufficient if signed by either (1) a majority of the resident owners of record of property liable for assessment under the proposal, or (2) the resident owners of record of more than one-half of the area liable for assessment under the proposal, or (3) the owners of record (whether resident or not) of more than one-half of the area liable for assessment under the proposal. The Governing Body is requested to proceed in the manner provided by statute to the end that the petitioned improvement may be expeditiously completed and placed in use.

WITNESS our signatures attached with respect to each of which is indicated the property owned and the date of signing.

LEGAL DESCRIPTION	SIGNATURE	DATE
BRIDGEPORT 3RD INDUSTRIAL ADDITION The South six hundred thirty-seven (637) ft. of Lot 1, Block 2	<i>[Signature]</i>	9/1/79
The North six hundred twenty-five (625) ft. of Lot 1, Block 3.		

Also an unplatted tract of land in the Northeast Quarter Section 33, Township 26 South, Range 1 East, more fully described as that part of the East half of said Northeast Quarter Section 33 lying West of I-135 right-of-way, except the North six hundred eighty-seven (687) feet and the South six hundred sixty (660) feet of said East half, and street right-of-way.

FOR CLARKLAND INC.

[Signature]
Vice President

AN TRACTOR'S CERTIFICATE OF OWNERSHIP MUST ACCOMPANY THIS PETITION

APPROVED
11/9/79

APPROVED
11/9/79