

Gentlemen:

The description of events over the last 35 years prove Keeler's ownership of the land described on the area map, along the $\frac{1}{2}$ section line from the Santa Fe Railroad to 31st. St. South. Also, information provided, should determine an equitable boundary line along the entire west side of the area map. The K.G.E. transmission line has been in service some 20 years across the above described parcels. These parcels are now described as everything south of the Santa Fe Railroad adjacent to the east boundary of the west half of Section 2, with 31st. St. as the south boundary and the Big Ditch as the west boundary. Discussion with K.G.E. officials determined they did not need the two easements in their original entirety and were willing to vacate the two easements in exchange and conformity with the present alignment of their 138 KV Pole Structures. These first two easements have been replaced with a new 100 foot easement adjacent to the proposed east right of way of the Flood Control Big Ditch and is fully described in Exhibit H dated April 24, 1979.

Keeler has sought the advice and cooperation of M.S. Mitchell, former Director of Flood Control, several times over the years. With his approval the entire 100 foot easement area has been filled to a safe height above flood stage. Also, it was determined by Keeler and Mitchell, a permanent fence along this proposed boundary should be constructed, said fence to be 60 feet west of the K.G.E. Pole Structures from 31st. St. to the Santa Fe Railroad. This area would then serve K.G.E., Flood Control, and Keeler for roadway purposes in conformity with that easement granted by the Sedgwick County Commission in 1961. Keeler has borne the cost of road improvement, grading, and installation of the 8 foot concrete posts along the above described alignment. Mitchell installed the wire fencing at Flood Control expense. Due to the permanence of the above described construction, it should now be agreed by Keeler, Flood Control and K.G.E. that the newly installed fence line should mark the permanent East line of the Flood Control right of way. The south end of this new easement is controlled by a gate at 31st. St. with K.G.E. Flood Control, and Keeler owning assigned keys. This new big ditch alignment, in no way interferes with Flood Control maintenance.

This entire area has been surveyed by the Engineering firm of Delameter and Freund and of course nothing has changed the Santa Fe Railroad Right of Way on the north, the north-south $\frac{1}{2}$ section line of Section 2, Township #28 nor the location of 31st. St. South. Enclosed (Exhibit I) is a detailed letter from M.S. Mitchell describing the Flood Control condemnations which relate to this immediate area. Keeler purchased this ground from William Vanderhoff in 1944, but in accordance with Mr. Mitchell's letter, the last 5 sentences of the first paragraph expose the fact that Flood Control appraisers failed to recognize Keeler ownership several years later when they were actually producing sand. They are no longer pumping sand at this location. They have expended considerable time, effort and money to prepare this area for a housing development. Keeler respectfully requests his west boundary conform with the Delameter survey dated Sept. 1, 1978, which has also been approved by K.G.E. officials. In his judgment, the public will not be harmed should this area be platted as suggested by Mr. M.S. Mitchell, thereby eliminating the various metes and bounds descriptions on the various deeds. In essence, there is no longer any need by Flood Control for the area east of the new fence line. Keeler respectfully requests a resolution by this Commission that all parcels no longer needed by Flood Control in accordance with that 'Report on Changes in Flood Control Right of Way Needs, Keeler Sand Pit' as described in that document from M. S. Mitchell, dated Oct. 26, 1978, be vacated and ownership be vested in the abutting property owner. In conclusion it is recognized that the Walt Keeler Co. Inc. K. G. E. Co. and Sedgwick County Flood Control are the only three interested parties.

The Walt Keeler Company, Inc.,

Kansas Gas and Electric Co.,

Wichita Valley Center Flood Control

By: Walter M. Keeler
Walter M. Keeler, Chairman of the Board

By: Don Elliot
Don Elliot, Regional Manager

By: David Stowe
David Stowe, Director of Operations
and Maintenance

Commitment No. Y-76,845	Effective Date of Commitment: April 8, 1980 @ 7:00 A.M.
Your No.:	

Prepared For:

Walter M. Keeler

Inquiries Should be Directed to:

C. F. Ridder

1. Policy or Policies to be issued:

Amount
Limited to
\$ **250.00**

(a) ALTA Owners Policy - Form **B** - 1970

Proposed Insured: **Walter M. Keeler and Irma W. Keeler, husband and wife**

(b) ALTA Loan Policy 1970

\$ _____

Proposed Insured:

2. The estate or interest in the land described or referred to in this Commitment and covered herein is a Fee Simple.

3. Title to said estate or interest in said land is at the effective date hereof vested in:

Walter M. Keeler and Irma M. Keeler

4. The land referred to in this Commitment is located in the County of **Sedgwick**
State of **Kansas** and described as follows:

Tract No. I:

The East 1000 feet of the West Half of Section 2, Township 28 South, Range 1 West of the 6th P.M., Sedgwick County, Kansas, lying South of the Right-of-Way of the Atchinson, Topeka & Santa Fe Railway, except that part taken for Kansas Highway I-235 Right-of-Way, and except that part condemned by Wichita Center Flood Control Project in Sedgwick County District Court Case A-30410.

Tract No. II:

All of that part of the Southeast Quarter (SE $\frac{1}{4}$) of Section 2, Township 28 South, Range 1 West lying North of the South Line of the Protection Drainage Ditch and West of the West line of Interstate Highway No. I-235, Sedgwick County, Kansas.

I. The following are the requirements to be complied with:

1. Instruments necessary to create the estate or interest to be insured must be properly executed, delivered and duly filed for record.

Title Report limited to the present status of title.

II. Schedule B of the policy or policies to be issued will contain exceptions to the following matters unless the same are disposed of to the satisfaction of the Company:

1. 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.

2. Standard Exceptions:

- (a) Rights or claims of parties in possession not shown by the public records.
- (b) Easements, or claims of easements, not shown by the public records.
- * (c) Encroachments, overlaps, boundary line disputes, or other matters which would be disclosed by an accurate survey or inspection of the premises. continued below
- (d) 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.
- (e) Unpatented mining claims; reservations or exceptions in patents or in acts authorizing the issuance thereof; water rights, claims or title to water.
- (f) Taxes or assessments which are not shown as existing liens by the public records.

3. Special Exceptions:

- (a) The Lien of General and Special Taxes for the year 1979 and thereafter.
- (b) 99 foot Easement granted to the Protection Drainage District of Sedgwick County, Kansas, as condemned in Sedgwick County District Court Case 74151 as recorded in Misc. Book 93 at page 554 subject to certain uses as granted in Easement Release and Resolution recorded February 14, 1961 in Misc. Book 477 at page 270.
- (c) Right-of-Way granted to Kansas Gas and Electric Company on April 24, 1979 over approximately the West 100 feet of the described land as further defined in recordings in Film 361 at page 510 and Film 363 at page 1037.

*Item 2. (c) continued:

Company has reviewed an uncertified "Fence Line Survey" of Walt Keeler Lake dated September 1, 1978 by Delamater, Freund & Associates which indicates possible overlaps or gaps between the Ownership of the described property and the actual use as to the Highway Department and Flood Control Project.

REPORT ON OPERATION OF
CONTROL STRUCTURE VI @ STATION 574+50D
(Big Slough-Cowskin Floodway @ Big Slough)

Control Structure VI, as designed by the Corps of Engineers, was to provide release of low flow into Big Slough at its exit from the Big Slough-Cowskin Floodway. The release was to be accomplished by construction of a low weir across the Floodway channel which would direct low flow via a shallow channel to a 30 inch diameter ungated culvert beneath the east Floodway levee. A short outlet channel and training dike would then discharge the low flow into the existing Big Slough. Maximum discharge from the Control Structure was designed to be 100 cfs at a time when the Floodway was carrying 46,500 cfs.

Construction of the section of the Floodway in the vicinity of Control Structure VI was complicated by a number of rail crossings, and to progress the channel and levee work as rapidly as possible, construction contracts were phased to omit sections at the rail crossings. Because of the phasing, the control structure, inlet and outlet channels and weir were completed long before the Floodway became operational. During the delay in Floodway completion, Wichita experienced a severe drought and flow in certain reaches of Big Slough receded below ground and the Control Structure was dry for long periods of time. When flow did return at intervals, it found it easier to continue straight down the wide Floodway channel than to be diverted into the narrow (sometimes drift filled) inlet channel to the Control Structure. Since above ground flow was intermittent, and since the Floodway was not operational, the low flow diversion weir and inlet channel were not maintained. A minor flood on Big Slough in 1955 caused considerable damage to the weir and further plugged the inlet channel and part of the Control Structure. The Corps Resident Engineer and the local Flood Control Office staff agreed to defer repairs pending a decision which would be part of Floodway acceptance. That agreement was influenced by the fact that the Definite Project Report had not included a Control Structure to provide continuity of flow to Big Slough downstream of the Floodway, and there had been no requests for such a release from riparian owners.

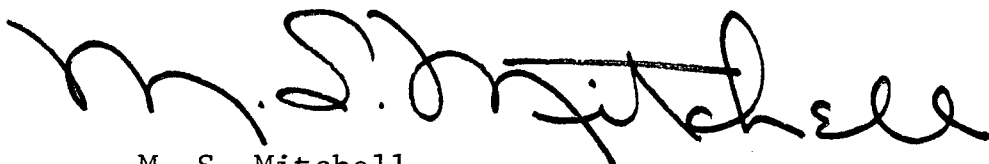
In May 1957, the Floodway diverted about half of a major Little Arkansas River flood around Wichita even though the entire Flood Control Project was not completed. When that flood receded and damage was assessed, there was no visible evidence of the low flow weir, inlet channel or Control Structure inlet. Only a portion of the outlet head-wall, outlet channel and the training dike were exposed.

At that time, and on many subsequent inspections of the completed Flood Control Project, the Corps and local Flood Control staff agreed to leave Control Structure VI drifted full and if it became a problem later, to permanently plug it.

In line with that decision, I was aware that the channel of Big Slough downstream of the east levee was being filled, and welcomed it

since that portion of Big Slough served no public purpose, and the fill reinforced the base of the levee and reduced the chance of sand boils.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "M. S. Mitchell". The signature is fluid and cursive, with a large, sweeping initial "M".

M. S. Mitchell
Assistant Superintendent of
Public Works Maintenance, Retired

1215 Forest
Wichita, Kansas 67203

MSM/e

Assistant Superintendent of
Public Works Maintenance,
Retired
1215 Forest
Wichita, KS 67203

October 26, 1978

REPORT ON CHANGES IN FLOOD CONTROL RIGHT-OF-WAY NEEDS
KEELER SAND PIT

For some reason unknown to me, right-of-way acquisition for the upper one-half of the Big Slough-Cowskin Floodway was divided into two parts. Called Parcel B-Part I, the first nine tracts progressed the Floodway from 47th Street South to Highway K-42, a distance of only 2-1/2 miles. Although the Flood Control Office record credited William Vanderhoff with ownership of the west one-half of Section 2 (31st Street South to Pawnee, east of Hoover), Tract 9 of Case A- 31410 was limited to the portion south of the AT&SF railroad which abuts the Highway on the south. The other part of Floodway right-of-way in Section 2 was included in a later acquisition, Case # A-31849. Although Keeler was operating a sand plant in a fenced area south of the railroad which was surveyed to be about 1000 feet east-west extending 1850 feet south along the east line of the west one-half of Section 2, the tract map and Appraiser's Report disregard the apparent property sub-division and make no reference to the sand plant operation, or the Keeler Company.

On Tract 9, the amount of right-of-way taken east of the centerline of the east levee increased from 120 feet in the area between 31st Street South and Protection Drainage District (Big Slough) to 200 feet, presumably to provide a landside borrow pit for fills to raise the railroad and highway embankments to Floodway levee height. Apparently this plan disregarded the operating sand pit and the fact that part of the additional right-of-way was (or soon would be) already pumped to a depth of several feet below ground level. A change in the railroad and highway relocation plan made the use of landside borrow pits unnecessary and the one described above was never excavated by Flood Control.

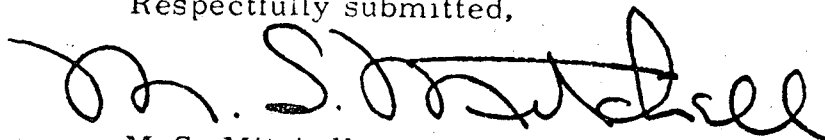
The fence along the east side of the Floodway from Big Slough to the railroad was constructed by the Flood Control Office about 1950 under some arrangement with Keeler, since it was placed on a line approximately 100 feet west of the east right-of-way line. Eventually the Floodway levees, channel, railroad and highway relocations were completed and by 1958 Keeler's interest in the right-of-way east of the Floodway levee was recognized by Kansas Gas and Electric Company, which took an easement from Keeler to build, maintain, alter, repair, operate and remove electric transmission lines on the east 175 feet of Tract 9 between Big Slough and the railroad. KG&E took a similar easement on the east 135 feet of Tract 9 between Big Slough and 31st Street South from another adjacent property owner whose property and rights were subsequently acquired by Keeler.

In 1961, while finalizing arrangements with the Highway Commission to change his entrance to the sand pit from K-42, Keeler obtained, with Flood Control Office assistance and approval, an Easement Release from Sedgwick County covering the east 175 feet of Tract 9 (between Big Slough and the railroad) and part of the north half of Tract 80, Parcel B-Part II (Case A-31849, Big Slough from east line of Floodway to Keeler's east line). The Easement Release gave Keeler a "permanent easement and right-of-way" to "grade, level, fill, drain, pave, build, construct, maintain, repair, rebuild and use a private driveway on, over and across land described" above. From that easement came the accomodation which served Keeler, KG&E and Flood Control for the next 15 years, during which time sand production was phased out and future use of the site was planned. During that period, Keller and KG&E used a road which Keeler constructed and maintained along the west edge of the KG&E pole line and, although use of that road was available to them, Flood Control operations were confined to the area between the levee and the road.

In 1973, floodwaters being carried in the Floodway caused the groundwater level in Keeler's lake to rise several feet, and the same thing happened again in 1974. These rises convinced Keeler that future development of the area around the lake was dependent on filling the lake perimeter and providing an outlet from the lake to the Big Slough channel which would permit some of the higher lake water to drain away to the east. Keeler contacted the Flood Control Office and was given permission to fill the area west of the KG&E pole line to provide a raised perimeter road to serve future mobile home sites around the lake. He was also given permission to complete filling the Big Slough channel adjacent to property he had acquired after the 1961 easement release. As filling progressed, Keeler and Flood Control agreed to a new fence location to be set 60 feet west of the west KG&E pole. That 60 feet provides sufficient right-of-way for a street to be paved by Keeler which will serve his development, KG & E and Flood Control. The fence posts were furnished and set by Keeler and the wire furnished and installed by Flood Control. Gates may be installed later by Flood Control as needed.

At the present, Keeler has completed grading of the area south of the lake and is working on a layout for a mobile home park for that section. Later phases will utilize the east and west banks of the lake. To make use of those portions of Flood Control right-of-way lying east of the KG&E pole line, a further abandonment by Sedgwick County of a part of Tract 9, Case # A-31410 will be needed. Sedgwick County should also abandon that part of Tract 80, Case # A-31849 between the Floodway and I-235. The area between the east line of KG&E pole line easement and the new fence should be covered by a new joint use agreement between Sedgwick County, KG&E and Keeler.

Respectfully submitted,



M. S. Mitchell
Assistant Superintendent of Public Works
Maintenance, Retired

M/



DEPARTMENT OF PUBLIC WORKS
MAINTENANCE DIVISION
262.0611 --- AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN - WICHITA, KAN. 67202

*Lawrence: Make a copy
of this and send this one
back to me*

Walt

May 21, 1975

Mr. Walt Keeler
2124 Garland
Wichita, Kansas 67202

Subject: Drainage outlet for sand pit lake
north of 31st Street South, east of
Big Slough-Cowskin Floodway

Dear Mr. Keeler:

I am writing this letter to confirm various conversations with you over the past several years, especially those concerning our recommendations for controlling the maximum water level in subject lake by providing an outlet from the southeast corner of the lake to the channel of Big Slough at or near its entry onto I-235 Highway right-of-way. George Wilton and I visited the site with you approximately 5 years ago and we generally outlined our concern that flood waters in the channel of the Big Slough-Cowskin Floodway will cause the lake level to rise rapidly and that an outlet to the lake for this contingency will reduce the elevation which we could recommend for minimum building pads as the lake perimeter is developed. We also suggested that such an outlet would serve to maintain a stable water elevation in the lake during times of above normal ground water levels not directly related to floods. Operations of the sand plant at that time were not compatible with the location and size drainage outlet we had in mind and it was generally agreed that so long as the plant was in operation that outlet probably would not be provided, but that our recommendation would be implemented upon completion of pumping and prior to development of the lake perimeter.

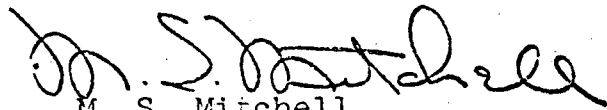
Your experience with the high level of the lake in 1973 and 1974 certainly bears out the desirability of an outlet, and now that the pumping operation has been moved, it would seem an appropriate time to finalize the design and make the installation of the outlet. Last month, when I learned that you did not plan any development at this time which would require platting - and the usual research to establish a minimum building pad elevation around the lake, I offered to do the best we could in estimating the volume of water which could be expected to pass beneath the floodway levee base and into the lake under the conditions of maximum design flood elevation and duration.

May 21, 1975

I find that this estimate cannot be made by this office and that it must be based on analysis of soil underlying the levee and the area between the levee and the lake. The analysis must be made by a qualified soils engineer since there is concern that the velocity of water seeping under the levee base may be great enough to carry soil particles into the lake, causing failure of the levee and subjecting the area to flooding. The analysis and soils report should recommend the minimum elevation of water to be maintained in the lake to prevent levee failure. Once this elevation is established, and only then, can an outlet pipe size be determined.

I trust this information is suitable for your information. If further information or discussion is desired, please advise.

Yours truly,


M. S. Mitchell,
Ass't. Superintendent of
Public Works Maintenance

MSM/glm

cc: G. H. Wilton
Big Slough-Cowskin Floodway File
Keeler Tract File

RESTRICTIVE COVENANTS

*file
Keeler Addn*

These restrictions and covenants made this _____ day of _____, 19____, by Walter M. Keeler and Irma Keeler, his wife, hereinafter called "OWNER".

W I T N E S S E T H :

WHEREAS, the OWNER is the owner of the real property described as:

Beginning at the S.E. Corner of the SW $\frac{1}{4}$ of Sec. 2, Twp. 28-S, R-1-W of the 6th P.M., Sedgwick County, Kansas; thence S 89 $^{\circ}$ 59'05" W, along the south line of said SW $\frac{1}{4}$, 942.71 feet; thence N 00 $^{\circ}$ 45'38" W, 1059.63 feet; thence N 00 $^{\circ}$ 55'17" W, 257.87 feet; thence S 42 $^{\circ}$ 26'48" E, 725 feet; thence N 44 $^{\circ}$ 41'37" E, 200 feet; thence S 89 $^{\circ}$ 15'57" E, 345 feet to the east line of said SW $\frac{1}{4}$; thence S 00 $^{\circ}$ 52'24" W, 920 feet to beginning.

being platted as Keeler Addition, Wichita, Kansas; and

WHEREAS, a drainage ditch in 31st Street South from the Wichita-Valley Center Flood Control Right-of-Way to Bolin Street has been required as condition of the approval of the plat of Keeler Addition by the Metropolitan Area Planning Commission and by the Board of City Commissioners of the City of Wichita; and,

WHEREAS, said required drainage ditch improvement affects Lot 1, Keeler Addition.

NOW, THEREFORE, the OWNER declares as follows:

1. None of Lot 1, Keeler Addition, shall be developed, nor any construction started, unless and until the Director of Engineering for the City of Wichita has made a determination that the required drainage ditch improvement has been satisfactorily completed according to the drainage plan approved by the Engineering Department of the City of Wichita for Keeler Addition (S/D 81-95.)

2. The maintenance of said drainage ditch shall be the responsibility of the owner or owners of Lot 1, Keeler Addition. If at any time the City of Wichita determines maintenance to be necessary, and the owner or owners have not satisfactorily performed said maintenance the City of Wichita may perform said maintenance. All costs incurred by the City of Wichita in satisfying any obligation stated herein may be assessed against the owner or owners of said Lot 1, Keeler Addition.

The foregoing conditions and limitations shall run with the land and be binding upon the present owners, their successors, and assigns, and shall remain in full force and effect so long as all the drainage improvements affecting the afore-described Lot has not been completed in accordance with City of Wichita specifications, and approved by the Director of Engineering, or his agent.

IN WITNESS WHEREOF, the Owner and Grantor of these restrictions and Covenants has executed this Declaration on the day and year above written.

Walter M. Keeler

Irma Keeler

State of Kansas)
) SS
Sedgwick County)

The foregoing instrument was acknowledged before me this _____ day of _____, 1982, by Walter M. Keeler and Irma Keeler, his wife.

Notary Public

My Appointment Expires: _____

S/D No. 81-95 Name Keeler Addition
Date Application Rec'd. 9-4-81 Preliminary Approval _____
Scheduled S/D Meeting 9-17-81

DESCRIPTION

General Location North side of 31st Street South in an area east of
the flood control right-of-way

Owner Walt Keeler
Surveyor/Engineer Baughman Company
Address 330 Laura, Wichita, Ks. Zip Code 67211 Phone 262-7271

- | | |
|---|--|
| 1. Gross Acreage of Plat <u>20.77 acres</u> | 7. Lineal Feet of New Street |
| 2. Number of Lots : | a. _____ R/W _____ ft. |
| Residential <u>1</u> | b. _____ R/W _____ ft. |
| Commercial _____ | c. _____ R/W _____ ft. |
| Industrial _____ | d. _____ R/W _____ ft. |
| Other _____ | e. _____ R/W _____ ft. |
| Total Number of Lots <u>1</u> | TOTAL <u>None</u> ft. |
| 3. Minimum Lot Frontage <u>943.56</u> | 8. Sidewalk adjacent to all streets <u>yes</u> <u>X</u> no |
| 4. Minimum Lot Area <u>904,841.77 sq. ft.</u> | |
| 5. Existing Zoning <u>E</u> | |
| 6. Proposed Zoning <u>R-5 (Z-2247)</u> | |
| 9. Is public water available <u>X</u> Yes _____ No, Name <u>City of Wichita</u> | |
| 10. Is sanitary sewer available <u>X</u> Yes _____ No, Name <u>City of Wichita</u> | |
| 11. Has Health Dept. approval been obtained (where applicable) <u>Yes</u> <u>No</u> | |
| 12. City of Wichita <u>X</u> 3-Mile Area _____ Outside of 3-Mile Area _____ | |

STAFF COMMENTS:

NOTE: The applicant's associated zone case (Z-2247) requesting "E" to "R-5" has been approved subject to platting.

- A. The representative from the City Engineer's office should be prepared to comment on the status of the applicant's drainage concept and state whether any drainage improvements, easements, or minimum pads are required.
- B. The final plat shall indicate 35 feet of half-street right-of-way for 31st Street adjacent to this plat along with an appropriate turnaround for this street where it deadends into the flood control right-of-way.
- C. The applicant shall petition for the paving of 31st Street South, including the turnaround, adjacent to this plat.
- D. The City sidewalk ordinance requires that a paving petition for 31st Street include a provision for a sidewalk adjacent to the proposed "R-5" zoning.
- E. If improvements are guaranteed by petition, a notarized certificate listing the petitions shall be submitted to the Planning Department for recording.
- F. 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.
- G. Requirements for a final plat (see pages 20-25, Part 4, Article 5 of the MAPC Subdivision Regulations).

S/D No. 81-95 Name Keeler Addition
Date Application Rec'd 9-4-81 Preliminary Approval 9-17-81
Scheduled S/D Meeting 1-7-82

DESCRIPTION

General Location North side of 31st St. South in an area east of the
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Surveyor/Engineer Baughman Company, P.A.

Address 330 Laura, Wichita, Ks. Zip Code 67211 Phone 262-7271

- | | |
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| Industrial <u> </u> | d. <u> </u> R/W <u> </u> ft. |
| Other <u> </u> | e. <u> </u> R/W <u> </u> ft. |
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| 4. Minimum Lot Area <u>904,841.77 sq. ft.</u> | streets <u> </u> yes <u>X</u> no |
| 5. Existing Zoning <u>E</u> | |
| 6. Proposed Zoning <u>R-5 (Z-2247)</u> | |
| 9. Is public water available <u>X</u> Yes <u> </u> No, Name <u>City of Wichita</u> | |
| 10. Is sanitary sewer available <u>X</u> Yes <u> </u> No, Name <u>City of Wichita</u> | |
| 11. Has Health Dept. approval been obtained (where applicable) <u> </u> Yes <u> </u> No | |
| 12. City of Wichita <u>X</u> 3-Mile Area <u> </u> Outside of 3-Mile Area <u> </u> | |

STAFF COMMENTS:

- A. The representative from City Engineering shall be prepared to comment on the need for minimum pad elevations to be shown on the plat.
- B. Access to this site is to be provided by way of the ingress-egress easement shown east of the lot. Since this is outside the boundaries of the plat, the easement shall be granted by separate instrument, recorded (after Planning Department approval), and the recording data shown on the final plat tracing. The legal document shall provide for the perpetual ownership and maintenance of the access road and shall provide for the improvement of the road prior to development of the site.
- C. Recording of the plat within 30 days after approval by the Board of City Commissioners.