

SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL — TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1888
(316) 268-4561

February 15, 1990

Gary Wiley
Professional Engineering
Consultants, P.A.
303 S. Topeka
Wichita, KS 67202

Re: Palace East Commercial C.U.P. Proposal (DP-197), generally
located north of Kellogg on the west side of Greenwich Road.

Dear Gary:

We have reviewed the above-referenced C.U.P. proposal with the Engineering and Fire Departments. We understand that the C.U.P. proposal is being submitted to comply with the requirements of the City zoning ordinance relating to commercially zoned properties in excess of 6 acres in size. Upon the completion of our review, we offer the following comments concerning your development plan proposal:

1. With the understanding that the applicants are in the process of developing a new Palace Theater on adjoining property to the west and the fact that a separate addition ("Chelsea Brooke Addition") exists further to the west, Traffic Engineering recommends that the proposed parcel layout and access controls be modified to establish a major entrance into the C.U.P. at the point immediately opposite the Lewis Street entrance to Greenwich Road with a left turn lane on Greenwich for northbound traffic entering the site. A major entrance at this location is an appropriate distance north of the Kellogg/Greenwich Road intersection and would accommodate the alignment of an internal circulation drive along the northern boundary of Parcel No. 5. The drive could be extended westward to tie into the existing ingress/egress easement lying along the west boundary of the C.U.P., thereby providing additional access from Greenwich Road to the Chelsea Brooke Addition to the west. With the construction of the major entrance, the applicant would have the option of (1) retaining an additional access point to each entrance and constructing a continuous deceleration lane to all parcels along Greenwich Road or (2) eliminating the additional access points to the parcels adjacent to the major entrance and constructing a 150-foot deceleration lane to the major entrance with a deceleration lane at the entrances of Parcels 1 and 2 further to the north.

⊕ line missing — "of the parcels adjacent to the major"

2. An additional 40 feet of half-street right-of-way is necessary for the construction of Kellogg improvements which may include a frontage road. The construction of a frontage road along the southern boundary of the proposed C.U.P. which ties into Greenwich Road north of the adjoining property platted as Universal 2nd Addition is considered to be an option to the major entrance requirement specified in item #1 above.
3. An additional 10 feet of right-of-way is necessary on Parcels 2, 3 and 4 along Greenwich Road for construction of Greenwich Road improvement, including necessary deceleration lanes as specified in item #1 above.
4. To further accommodate the increased traffic flow into the site from Kellogg, it is recommended that the applicant guarantee the reconstruction of the medial island at the access point opposite Trig Street to prohibit cross-street traffic and left turns onto Kellogg from the site and from Trig Street.
5. The term "uses as permitted by the zoning district" appearing in the proposed use list of the parcel description is very broad and inclusive and should be further refined to limit uses not contemplated by the applicant.
6. A general provision should be added that reads as follows:

All outside storage of materials, equipment and supplies, except those displayed ^{for} automotive, truck, recreational vehicle and marine sales, shall be effectively screened from view by persons traveling on Kellogg or Greenwich Road. Such screening shall consist of a solid fence or wall constructed of either masonry, architectural tile, wood, louvered wood, or other similar material. The screening wall or fence shall be of such a height as to effectively screen the outdoor storage, but in no instance shall the wall or fence be less than 6 feet in height.

7. To accomplish the traffic improvements set out in items 1 through 4 above, a general provision be added that reads as follows:

At the time of platting, the applicant shall guarantee:

- (a) The construction of a major entrance on Greenwich Road. Those portions of the major entrance to be constructed on public right-of-way shall be guaranteed at the time of

platting. Those portions of the major entrance to be constructed on private property will be required at the time building permits are requested.

- (b) The construction of a left turn lane into the major entrance on Greenwich Road.
- (c1) The construction of a continuous deceleration lane to serve Parcels 1 through 4 on Greenwich Road; or
- (c2) The construction of a deceleration lane to serve the major entrance and Parcels 1 and 2 along Greenwich Road.
- (d) The construction of temporary deceleration lane(s) adjacent to the site along Greenwich Road [Partial development would require partial construction of the deceleration lane(s)].
- (e) The reconstruction of the medial island on Kellogg to prohibit cross-street traffic and outbound left turns from the site and from Trig Street opposite the site.

As an alternative to items (a), (b), and (c2) above:

- (f) The construction of a frontage road along Kellogg which ties into Greenwich Road north of the Universal 2nd Addition.

8. You may want to modify General Provision No. 6 to accommodate signage for the Palace Theater.

We would be happy to discuss these comments with you and your client. Please feel free to call if you have questions and concerns. This C.U.P. proposal can be scheduled for Planning Commission review with the submission of 14 revised copies of the C.U.P. drawing with the delineated and text changes indicated above. The next MAPC closing date is Wednesday, February 28, 1990 for the March 29 meeting.

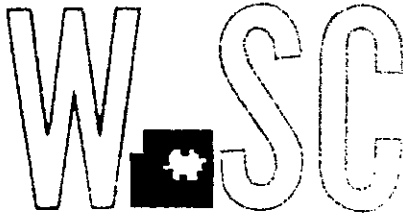
Sincerely,

Robert L. Young
Principal Planner

Gary Wiley/DP-197
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cc: Daniel J. Taylor, 411 N. Webb Rd., Ste. 200, 67206
Cinema Associates, c/o Bill Warren, 535 S. Ridge Rd. Circle,
67209
Ron Spangenberg, 151 N. Main, Ste. 140, 67202
Mike Lindebak, City Engineer
Bill McKinley, City Traffic Engineer

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February 20, 1990

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2. An additional 40 feet of half-street right-of-way is necessary for the construction of Kellogg improvements which may include a frontage road. The construction of a frontage road along the southern boundary of the proposed C.U.P. which ties into Greenwich Road north of the adjoining property platted as Universal 2nd Addition is considered to be an option to the major entrance requirement specified in item #1 above.
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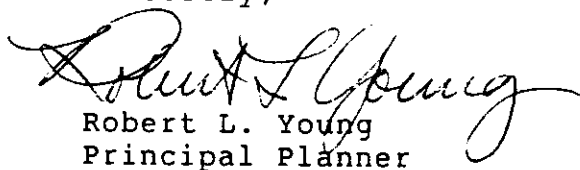
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