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GLENN C. GRAY, PE
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DAVID V. OWSLEY, PE
M. CLARK THOMPSON, PE
IVAN E. UBBEN, PE

ASSOCIATES:
DONALD T. GARDNER, PE
PAUL M. BERTRAND, PE
FRANK HOBBLICK, PE

KENNETH H. LARKIN
FOUNDER, 1908-1973



June 25, 1987

Mr. W. G. Bothwell
Real Estate Manager
Wal-Mart Stores, Inc.
701 South Walton Blvd.
Bentonville, AR 72716

Re: Traffic Impact Analysis
Proposed Wal-Mart Store
Kellogg & Julia
LA #87071

Dear Mr. Bothwell:

As you requested, we have studied the proposed Wal-Mart store development to be located in the northwest corner of the intersection of Kellogg Drive and Julia Street in Wichita, Kansas. This study utilized a previous detailed traffic engineering analysis completed in February, 1986, for the joint Dugan and Landing C.U.P.'s, which included the proposed Wal-Mart development site. At the request of the Wichita City staff, additional traffic counts were recorded to determine the impact of the Builders Square project which is in operation on the Dugan C.U.P. tract and to determine more specifically what the expected trip generation of the proposed Wal-Mart store will be. Traffic counts of the vehicles entering and leaving the Builders Square site were recorded by direction of approach during the evening weekday peak hour (i.e. 4:45-5:45 p.m.) on June 4, 1987. Similar counts were also recorded during the Saturday peak hour (i.e. 1:15-2:15 p.m) on June 5, 1987.

Traffic counts were recorded at an identical size Wal-Mart store at a comparable location on Kansas Route 150 in Olathe, Kansas. The store included about 90,000 square feet of gross leasible floor area including the vestibule and office mezzanine. The Olathe Wal-Mart store also included a fenced area for storage of garden plants and supplies. The traffic counts were recorded during the evening commuter peak hour and the Saturday shopping peak hour.

Based on the counts at the Builders Square store and Olathe Wal-Mart store, the following summaries have been prepared to indicate the typical trip generations from the approved Phase One development sites in the Dugan and Landing C.U.P.'s. These summaries indicate the P.M. weekday and Saturday peak hour trip generations that were used in the previous February, 1986, study, as well as the peak hour trip generations which were measured at the Wichita Builders Square store and the comparable Olathe Wal-Mart store.

Weekday Peak Hour Trip Generation

<u>Site</u>	<u>Previously Assumed</u>		<u>Based on Measurements</u>	
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
Builders Square	192	200	162	191
Wal-Mart	<u>218</u>	<u>233</u>	<u>247</u>	<u>292</u>
Total	410	433	409	483

Saturday Peak Hour Trip Generation

<u>Site</u>	<u>Previously Assumed</u>		<u>Based on Measurements</u>	
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
Builders Square	440	456	307	316
Wal-Mart	<u>346</u>	<u>324</u>	<u>380</u>	<u>403</u>
Total	786	780	687	719

As can be seen, the measured trip generations by the Builders Square store are close to the assumed values during the weekday evening peak hour, but are significantly lower than the assumed rates during the Saturday peak hour. The Wal-Mart store is, however, expected to generate slightly more trips than previously assumed during both the weekday and Saturday peak hours.

It should be noted that these trip generations are recorded at the site driveways and do not reflect multiple stop trips to and from the area. Such trips might include stops, for example, at Builders Square, Sam's, Wal-Mart, and McDonalds. Therefore, the number of trips through major intersections such as Kellogg and Dugan or Mid-Continent and Taft are conservatively over-estimated in this analysis.

The following "TRIP DISTRIBUTION PERCENTAGES" table summarizes three sets of values of the peak hour directional trip distributions. The values listed as "Old" are the assumed percentages used in the February, 1986, study. These values were based on estimated distributions of the potential user market around the Dugan and Landing C.U.P.'s using the City's land use maps. The values listed as "Measured" reflect the directional distributions of the recorded trips traveling to and from the Builders Square store. The values listed as "New" reflect the revised trip

distributions which were used in this analysis. These "New" values reflect a desire for more vehicles to use Taft Street for access to and from the C.U.P.'s after it is paved with a hard surface, as planned.

TRIP DISTRIBUTION PERCENTAGES

	<u>Weekday Peak Hour Trip Generation</u>					
	<u>In</u>			<u>Out</u>		
	<u>Old</u>	<u>Measured</u>	<u>New</u>	<u>Old</u>	<u>Measured</u>	<u>New</u>
East via Kellogg Ave.	56	49	49	36	36	36
West via Kellogg Ave.	27	40	34	38	44	38
North via Mid-Continent	17	11	17	26	20	26

	<u>Saturday Peak Hour Trip Generation</u>					
	<u>In</u>			<u>Out</u>		
	<u>Old</u>	<u>Measured</u>	<u>New</u>	<u>Old</u>	<u>Measured</u>	<u>New</u>
East via Kellogg Ave.	46	30	30	51	50	50
West via Kellogg Ave.	35	57	51	31	27	27
North via Mid-Continent	19	13	19	18	23	23

As can be seen in the "TRIP DISTRIBUTION PERCENTAGES" table, most values are generally consistent. However, significantly more trips were recorded to enter the study site from the west along Kellogg than was assumed previously. As discussed earlier, it is expected that some of these trips would shift to use Taft Street for access when it is improved.

This analysis included the assignment of the revised expected trip generations (i.e. based on measurements) to the available street system using the new trip distribution percentages and considerations of vehicle delay and congestion. The expected peak hour trips in the study area are shown on Exhibits 1 and 2. The assigned peak hour traffic volumes and the respective computed hourly capacities for all movements through the intersections of Kellogg Avenue with Dugan Street and Mid-Continent Drive with Taft Street are listed in Table 1. As can be seen, all movements through these two main access intersections are expected to operate at a Level of Service D or better, except the westbound through movement on Kellogg

Mr. W. G. Bothwell
June 25, 1987
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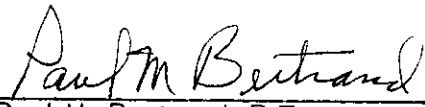
at Dugan. This movement was computed to operate at a level of service E even before the Builders Square store was in operation.

The capacities listed in Table I reflect the Phase One, short-term, additional traffic lanes, signal revisions, and other improvements in the study area which have been recently completed and those which are either under construction or awaiting funding. The operating conditions at other minor intersections in the study area, such as Dugan and Taft or Julia and Kellogg Drive, are expected to be adequate and will not require special lane arrangements or traffic controls.

It should be noted that an improved access point is planned between Kellogg Drive and the westbound lanes of Kellogg Avenue. This point is about 150 feet west of the Julia Street intersection on Kellogg Drive. The two proposed driveways between the Wal-Mart site and Kellogg Drive should be located so that the east drive is east of the improved Kellogg Avenue access point and the west drive is at least 150 feet west of the improved access point.

We hope that this revised traffic impact analysis of the proposed Wal-Mart store at Kellogg and Julia, based on the previous study of Dugan/Landing C.U.P.'s, will provide you with enough information to proceed with the planning of your Wal-Mart store project.

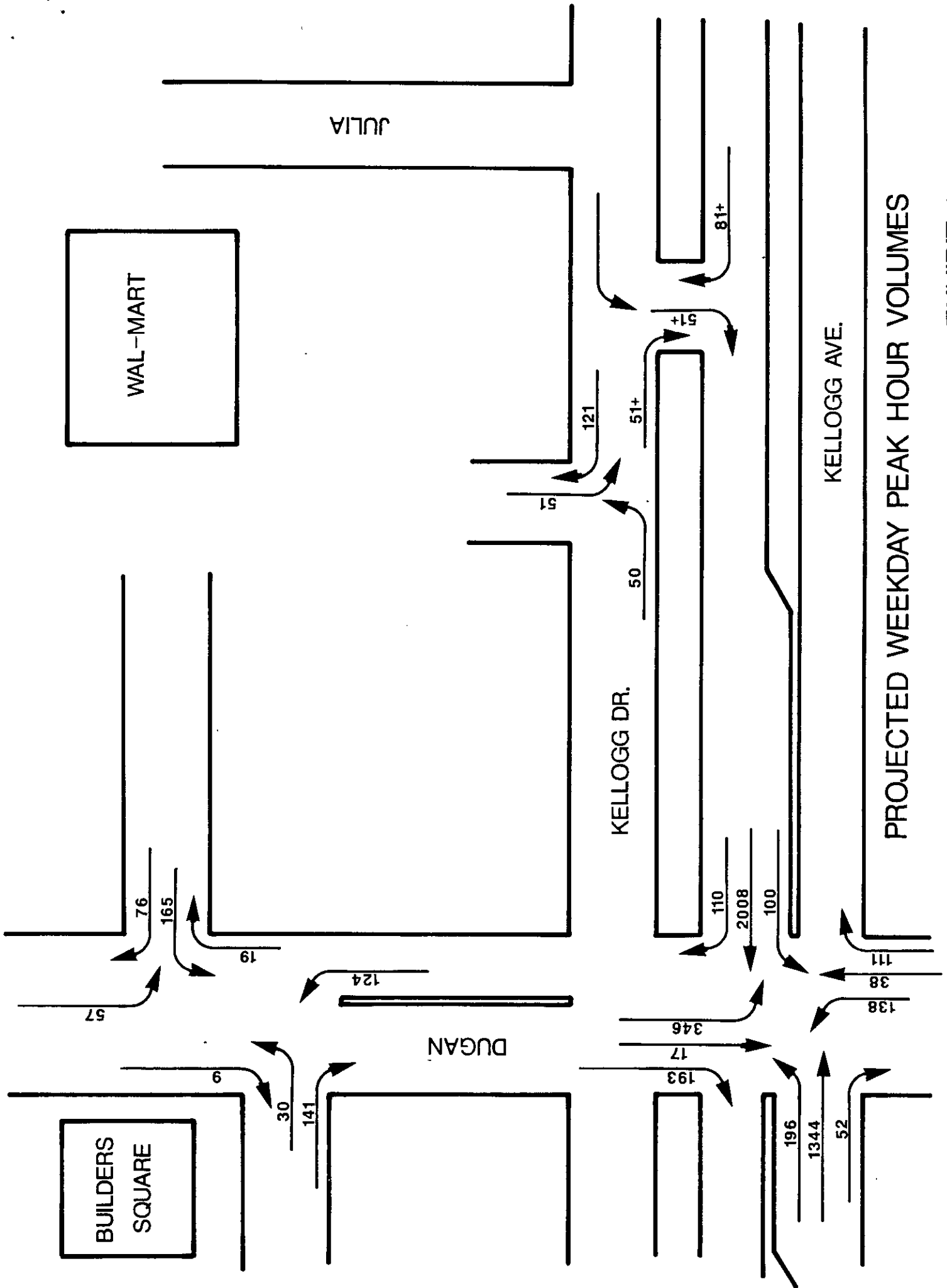
Sincerely,



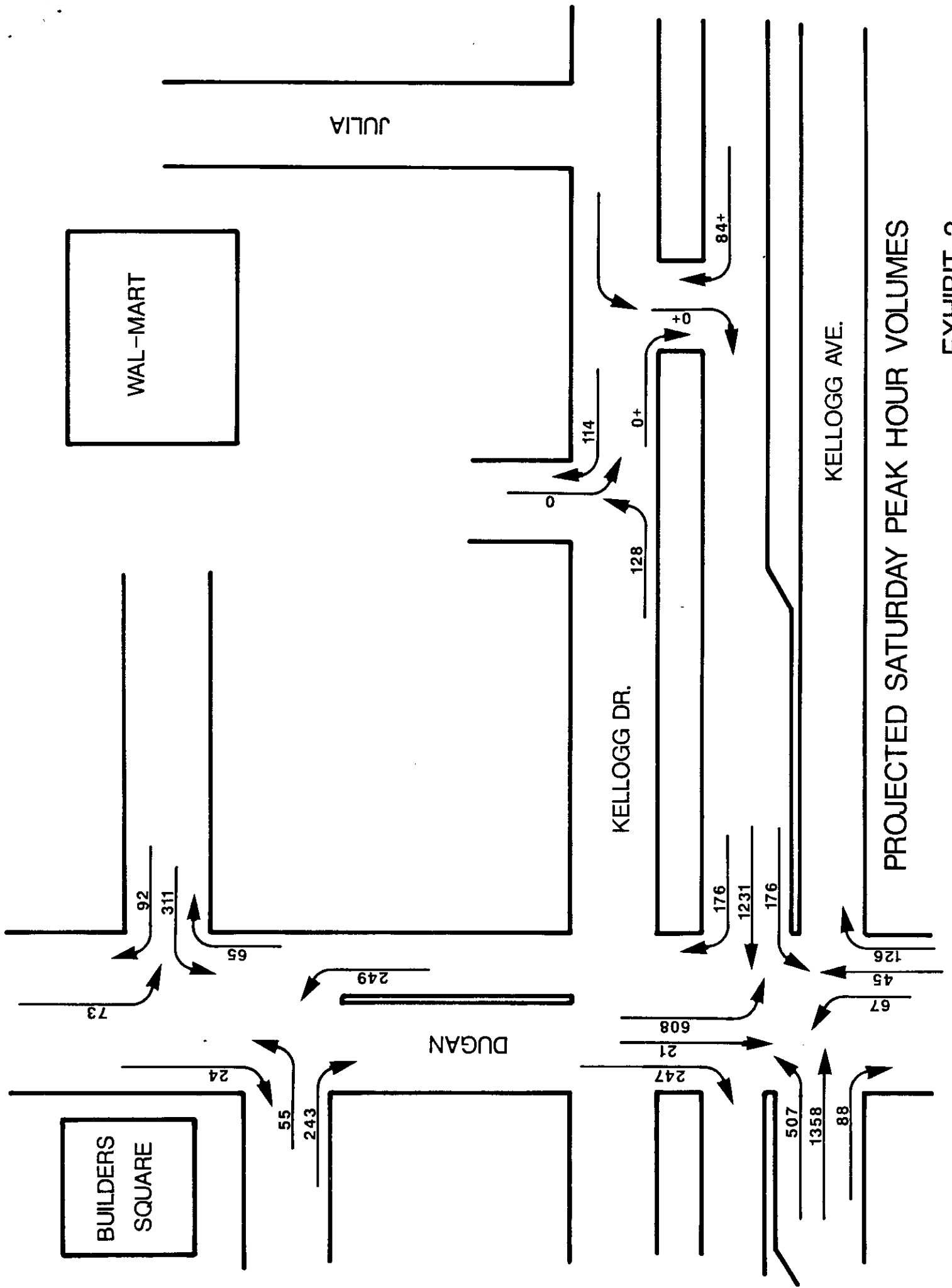
Paul M. Bertrand, P.E.

PMB/sv

Encl.



PROJECTED WEEKDAY PEAK HOUR VOLUMES



PROJECTED SATURDAY PEAK HOUR VOLUMES

TABLE 1
VOLUME/CAPACITY SUMMARY

PROJECTED CONDITIONS - PHASE ONE WITH WAL-MART

Traffic Movement	KELLOGG AVENUE & DUGAN STREET P.M. PEAK HOUR			SATURDAY PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Left Turn	138	120	1.15	67	100	0.67
Thru & Right	149	130	1.15	171	150	1.14
Southbound						
Left Turn	346	300	1.15	608	530	1.15
Thru & Right	210	190	1.11	268	405	0.66
Eastbound						
Left Turn	196	170	1.15	507	440	1.15
Thru	1344	1650	0.81	1358	1300	1.04
Right Turn	52	850	0.06	88	800	0.11
Westbound						
Left Turn	100	110	0.91	201	180	1.12
Thru	2008	1690	1.19	1231	1070	1.15
Right Turn	110	650	0.17	176	650	0.27

Traffic Movement	MID-CONTINENT DRIVE & TAFT STREET P.M. PEAK HOUR			SATURDAY PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Thru	1131	(1)		588	(1)	
Southbound						
Left Turn	114	270	0.42	148	560	0.26
Thru	626	(1)		588	(1)	
Westbound						
Left Turn	17	50	0.34	18	140	0.13
Right Turn	200	270	0.74	224	560	0.40

(1) This movement is not capacity constrained.

LEVELS OF TRAFFIC SERVICE:

Volume / Capacity Ratio

Level of Service

< 0.85

A

0.86 - 0.95

B

0.96 - 1.05

C

(Desirable Design Level)

1.06 - 1.15

D

1.16 - 1.30

E

(Possible Capacity)

> 1.30

F

THE CITY OF WICHITA

OFFICE OF PUBLIC WORKS - ENGINEERING

DATE July 11, 1988

TO Dale Rea, Deputy City Clerk

FROM Steve Lackey, Director of Public Works

SLaw

SUBJECT

Traffic Signal
Improvements at Kellogg
and Dugan Road

Please place the attached petition and resolution on the July 19, 1988 Consent Agenda. The signature on the petition represents 100% of the improvement district. Estimated project cost is \$70,000.00 (dollars). The funding source for this project is special assessments.

Recommendation/Action: Approve the petition and adopt the resolution.

SL:ta

CC: Robert Finch
Deputy City Manager

7033J

**CAPITAL IMPROVEMENT
PROJECT AUTHORIZATION
CITY OF WICHITA**

- USE
TO INITIATE PROJECT **XX**
TO REVISE PROJECT
- FOLLOW INSTRUCTIONS ON RIGHT.
1. PREPARE IN QUADRUPPLICATE
 2. SEND ORIGINAL & 3 COPIES TO BUDGET OFFICE.
 3. CITY MANAGER TO SIGN ALL 4 COPIES
 4. FILE ORIGINAL WITH INITIATING RESOLUTION IN CITY CLERK'S OFFICE
 5. RETURN 2ND COPY TO INITIATING DEPARTMENT
 6. SEND 3RD COPY TO CONTROLLER
 7. SEND 4TH COPY TO BUDGET OFFICE

FORM 000-047 REVISED 2/12/71

1. INITIATING DEPARTMENT Public Works		2. INITIATING DIVISION Engineering		3. DATE 07/11/88		4. PROJECT DESCRIPTION & LOCATION Traffic Signal Improvement at Kellogg and Dugan.	
5. CIP PROJECT NO. NI - 5		6. ACCOUNTING NO.		7. CIP PROJECT DATE (YEAR) 1988		8. APPROVED BY CITY COMMISSION	
10. ESTIMATED STARTING DATE: September 1988		11. ESTIMATED COMPLETION DATE: October 1988					
12. PROJECT COST ESTIMATE							
ITEM	GO	SA	OTHER	TOTAL			
RIGHT-OF-WAY							
PAVING, GRADING & CONSTRUCTION							
BRIDGE & CULVERTS							
DRAINAGE							
SANITARY SEWER							
SIDEWALK							
OTHER Traffic Signals		70,000.00		70,000.00			
TOTALS		70,000.00		70,000.00			
TOTAL CIP AMOUNT BUDGETED							
TOTAL PRELIMINARY ESTIMATE							
13. RECOMMENDATION Approve the petition and adopt the resolution.							
14. DIVISION HEAD <i>Mike Zindolich 2/2/88</i>		15. DEPARTMENT HEAD <i>Steve Laclay, Asst</i>					
16. BUDGET OFFICER				17. CITY MANAGER			
DATE				DATE			
REMARKS: 100% Petition							
472-76-245-81834-000-000-001							

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING

DATE: February 16, 1990

TO: Marvin Krout, Director of Planning
Walt Campbell, Deputy Chief of Operations
Bill McKinley, Traffic Engineer ✓
Mike Lindebak, City Engineer

FROM: Robert L. Young, Principal Planner *RLY*

SUBJECT: Proposed amendment to The Landings Commercial
C.U.P.-DP-150 located on the north side of Kellogg
between Dugan and Julia.

Attached for your review and comments is a copy of an amended development plan for the above-referenced property.

The applicant proposed to lift the January 1, 1991 moratorium on additional development in excess of 98,000 sq.ft. on parcel no.1 now existing on the approved development plan and to reconfigure the boundaries of parcels 1 and 2 to decrease the size of parcel no.1 and increase the size of parcel no.2. The applicant purposes to increase the building set back along Kellogg from 35 to 70 feet on parcels 1 and 2 and grant an additional 5 feet of street right-of-way on parcel no.2. No changes are proposed for parcels 3 and 4. In addition to the delineated changes on the C.U.P. layout, the applicant is proposing a reduction in the total amount of maximum gross floor area approved on the site from 740,704 square feet to 484,077 square feet.

I would appreciate your comments regarding this amended development proposal as soon as possible as it is scheduled for MAPC review on March 29, 1990. Thank you.

RLY:jmc

WILLIAM L. KORBER, L.S.
JOHN E. LUNDBLADE, L.S.
N. BRENT WOOTEN, P.E.



BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

1 planning

June 26, 1987

Mike Lindebak, P.E.
City Engineer
Department of Engineering
455 N. Main
Wichita, KS 67202

Re: The Landing Traffic Report

Attn: Bill McKinley

Mike,

Enclosed is the Traffic Report for the proposed C.U.P. amendment to "The Landing" C.U.P. Please review the report and advise when you would like to meet to discuss the report or we can provide you with additional information.

Wal-Mart would like to schedule the C.U.P. as soon as possible for a hearing date for M.A.P.C.

Thank you.

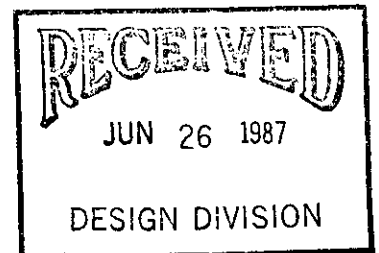
Sincerely,

N. Brent Wooten, P.E.

NBW/kb

File

cc. Bill Bothwell, Wal-Mart
Evert Fettis
Grant Tiedeman
Jack Galbraith, M.A.P.C.



6/29 - Copy of letter w/ report given to McKinley

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

June 30, 1987

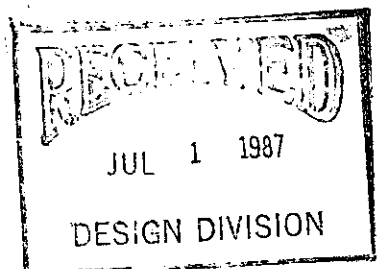
TO: Walt Campbell, Deputy Chief of Operations
Bill McKinley, Traffic Engineer
x Mike Lindebak, City Engineer

FROM: Barbara R. Harris, Senior Planner *B. Harris*

SUBJECT: DP-150, Amendment #1 - The Landing Commercial Community Unit
Plan (formerly Air Park - DP-2). Located between Julia and
Dugan in an area north of Kellogg Drive.

Attached for your review and comments is a copy of the proposed development plan for the above-referenced property. Walmart is the major business proposed on Parcel 1, and per a requirement of a meeting several weeks ago, a traffic report has been submitted. I understand that copies of the associated traffic report for the area have been given to Mike and Bill.

I would appreciate your comments regarding this development proposal by July 7, 1987, so it can be scheduled for MAPC review on August 6, 1987.
Thank you.



WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

November 25, 1987

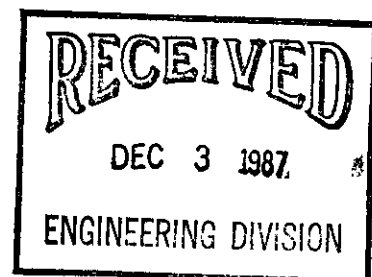
TO: Monty Robson, Superintendent of Central Inspection
FROM: Barbara Harris, Senior Planner, Current Plans *B. Harris*
SUBJECT: Approved landscape plan for Parcel 1 of DP-150, Amendment #1 -
The Landing Commercial Community Unit Plan. Generally located
north of Kellogg between Dugan and Julia.

Attached are two (2) copies of the approved landscape plan required by General Provision 4 of the above-referenced C.U.P. The landscape plan meets all the requirements described in the C.U.P. and is acceptable. The landscape plan indicates the planting design for the 20-foot buffer on the entire north line of Parcel 1 along Taft and the 10-foot buffer for the north 630 feet of the east line of Parcel 1 along Julia.

Please call if you have any questions or comments on this plan. Thank you.

BH:blw
Attachments

cc: Bob Butin, Bill G. Yung Design, 4912 East 29th Street North, Suite One,
Wichita, KS. 67220
‡ Mike Lindebak, City Engineer
Bill McKinley, Traffic Engineer





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KENNETH H. LARKIN
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July 20, 1987

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Real Estate Manager
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701 South Walton Blvd.
Bentonville, AR 72716

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Proposed Wal-Mart Store
Kellogg & Julia
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Traffic counts were recorded at an identical size Wal-Mart store at a comparable location on Kansas Route 150 in Olathe, Kansas. The store included about 91,400 square feet of gross leasible floor area including the vestibule, auto center, and office mezzanine. The Olathe Wal-Mart store also included a fenced area for storage of garden plants and supplies. The traffic counts were recorded during the evening commuter peak hour and the Saturday shopping peak hour.

Based on the counts at the Builders Square store and Olathe Wal-Mart store, the following summaries have been prepared to indicate the typical trip generations from the approved Phase One development sites in the Dugan and Landing C.U.P.'s. These summaries indicate the P.M. weekday and Saturday peak hour trip generations that were used in the previous February, 1986, study, as well as the peak hour trip generations which were measured at the Wichita Buider's Square store and the comparable Olathe Wal-Mart store.

Weekday Peak Hour Trip Generation

<u>Site</u>	<u>Previously Assumed</u>		<u>Based on Measurements</u>	
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
Builders Square	192	200	162	191
Wal-Mart	<u>218</u>	<u>233</u>	<u>247</u>	<u>292</u>
Total	410	433	409	483

Saturday Peak Hour Trip Generation

<u>Site</u>	<u>Previously Assumed</u>		<u>Based on Measurements</u>	
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Builders Square	440	456	307	316
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As can be seen, the measured trip generations by the Builders Square store are close to the assumed values during the weekday evening peak hour, but are significantly lower than the assumed rates during the Saturday peak hour. The Wal-Mart store is, however, expected to generate slightly more trips than previously assumed during both the weekday and Saturday peak hours.

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distributions which were used in this analysis. These "New" values reflect a desire for more vehicles to use Taft Street for access to and from the C.U.P.'s after it is paved with a hard surface, as planned.

TRIP DISTRIBUTION PERCENTAGES

	<u>Weekday Peak Hour Trip Generation</u>					
	<u>In</u>			<u>Out</u>		
	<u>Old</u>	<u>Measured</u>	<u>New</u>	<u>Old</u>	<u>Measured</u>	<u>New</u>
East via Kellogg Ave.	56	49	49	36	36	36
West via Kellogg Ave.	27	40	34	38	44	38
North via Mid-Continent	17	11	17	26	20	26

	<u>Saturday Peak Hour Trip Generation</u>					
	<u>In</u>			<u>Out</u>		
	<u>Old</u>	<u>Measured</u>	<u>New</u>	<u>Old</u>	<u>Measured</u>	<u>New</u>
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This analysis included the assignment of the revised expected trip generations (i.e. based on measurements) to the available street system using the new trip distribution percentages and considerations of vehicle delay and congestion. The expected peak hour trips in the study area are shown on Exhibits 1 and 2. The assigned peak hour traffic volumes and the respective computed hourly capacities for all movements through the intersections of Kellogg Avenue with Dugan Street and Mid-Continent Drive with Taft Street are listed in Table 1. As can be seen, all movements through these two main access intersections are expected to operate at a Level of Service D or better, except the westbound through movement on Kellogg

Mr. W. G. Bothwell
July 20, 1987
Page -4-

at Dugan. This movement was computed to operate at a level of service E even before the Builders Square store was in operation.


The capacities listed in Table I reflect the Phase One, short-term, additional traffic lanes, signal revisions, and other improvements in the study area which have been recently completed and those which are either under construction or awaiting funding. Some modifications of the short-term improvement plans for the intersection of Kellogg and Dugan should be incorporated prior to construction. The median islands on Kellogg should be moved away from the center of the intersection about 12 to 15 feet to the east and to the west. This is necessary to allow north-south left turn traffic to travel together on the same signal phase rather than on separate phases as the improvement plans indicate.

The operating conditions at other minor intersections in the study area, such as Dugan and Taft or Julia and Kellogg Drive, are expected to be adequate and will not require special lane arrangements or traffic controls.

It should be noted that an improved access point is planned between Kellogg Drive and the westbound lanes of Kellogg Avenue. This point is about 150 feet west of the Julia Street intersection on Kellogg Drive. The two proposed driveways between the Wal-Mart site and Kellogg Drive should be located so that the east drive is east of the improved Kellogg Avenue access point and the west drive is at least 150 feet west of the improved access point.

We hope that this revised traffic impact analysis of the proposed Wal-Mart store at Kellogg and Julia, based on the previous study of Dugan/Landing C.U.P.'s, will provide you with enough information to proceed with the planning of your Wal-Mart store project.

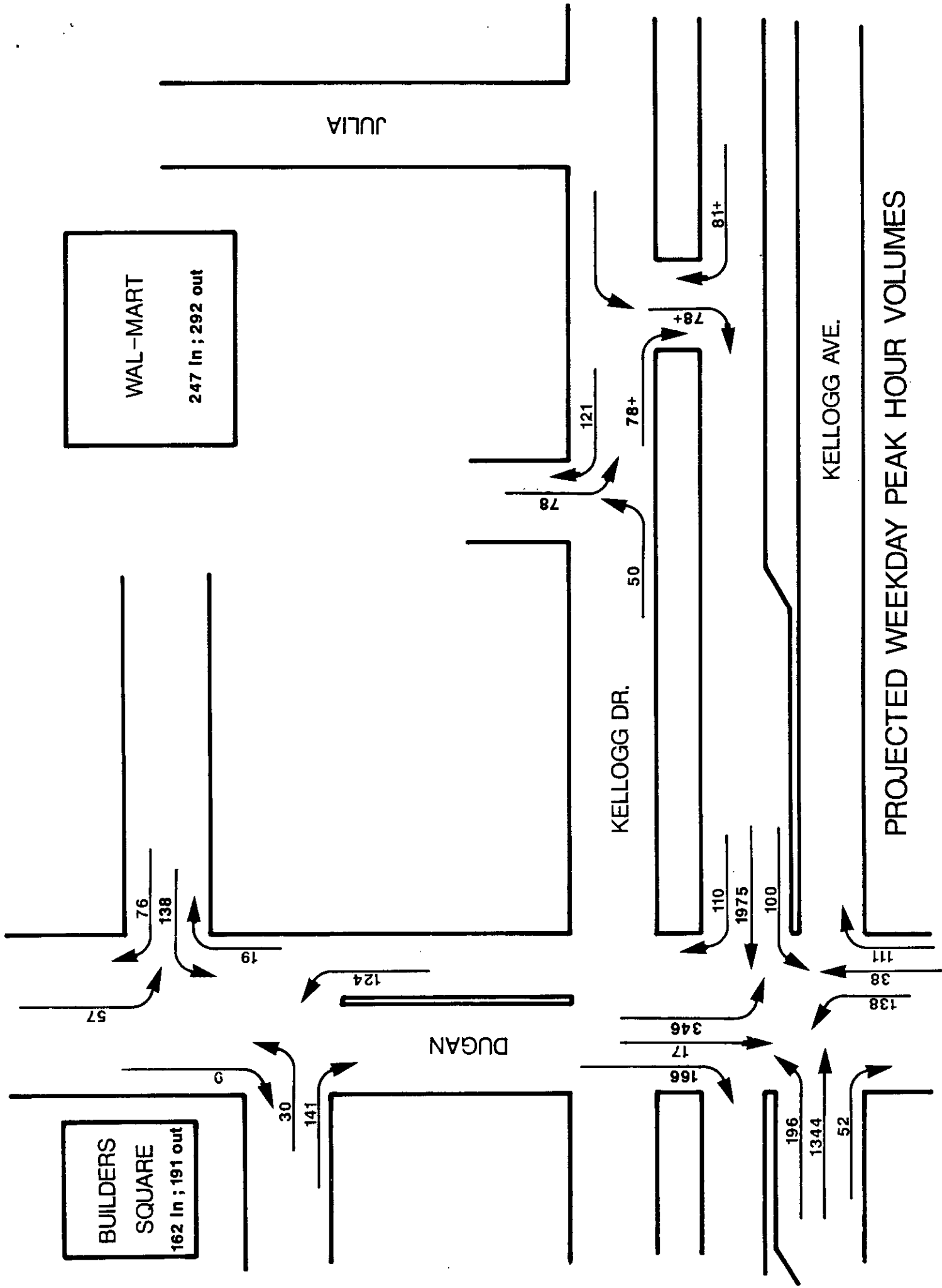
Sincerely,



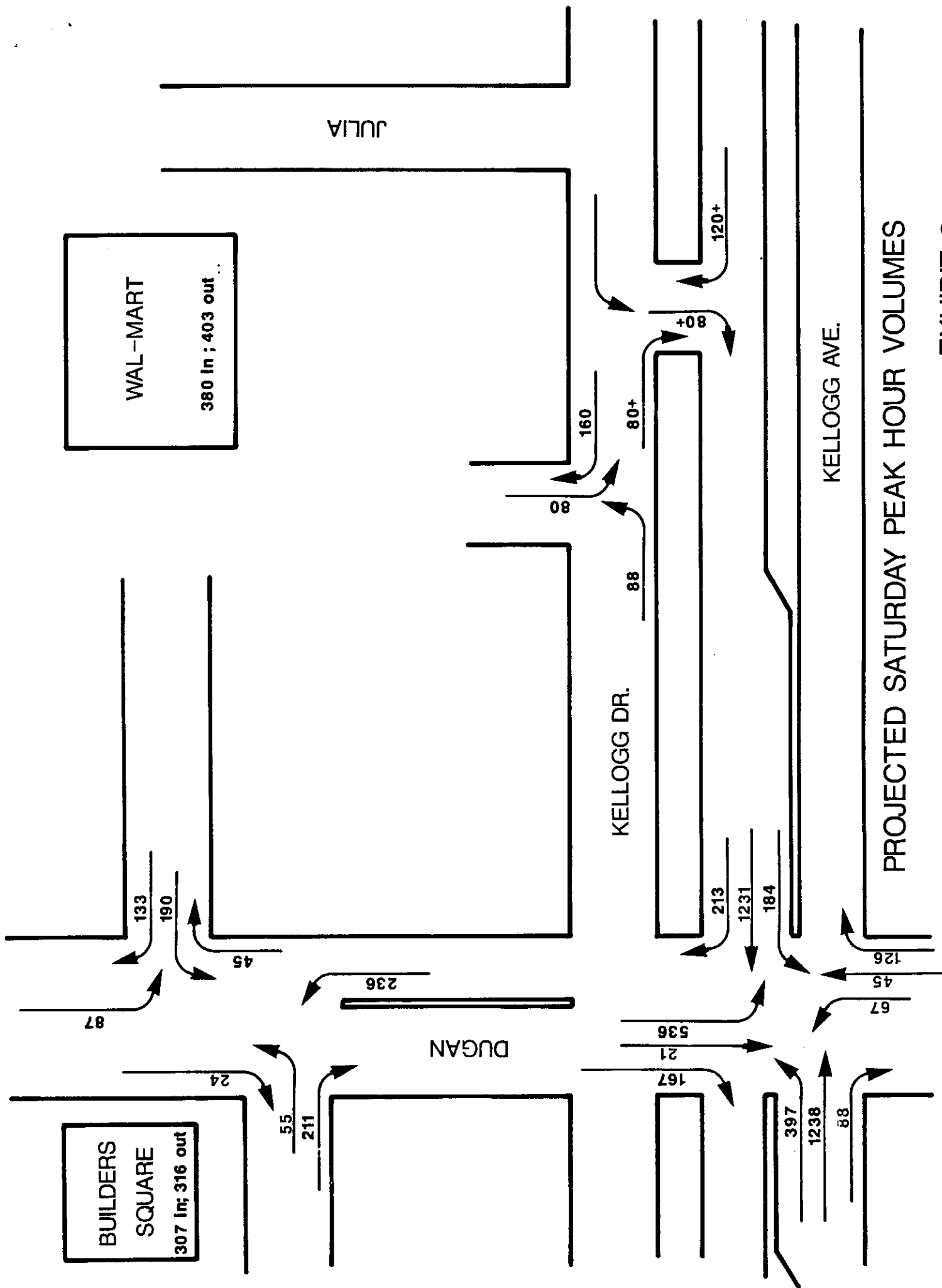
Paul M. Bertrand, P.E.

PMB/sv

Encl.



PROJECTED WEEKDAY PEAK HOUR VOLUMES



PROJECTED SATURDAY PEAK HOUR VOLUMES

EXHIBIT 2

TABLE 1
VOLUME/CAPACITY SUMMARY

PROJECTED CONDITIONS - PHASE ONE WITH WAL-MART

Traffic Movement	KELLOGG AVENUE & DUGAN STREET P.M. PEAK HOUR			SATURDAY PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Left Turn	138	120	1.15	67	70	0.96
Thru	38	90	0.42	45	50	0.90
Right Turn	111	150	0.74	126	180	0.70
Southbound						
Left Turn	346	340	1.02	536	510	1.05
Thru & Right	183	160	1.14	188	300	0.63
Eastbound						
Left Turn	196	170	1.15	397	360	1.10
Thru	1344	1650	0.81	1238	1300	0.95
Right Turn	52	790	0.07	88	600	0.15
Westbound						
Left Turn	100	110	0.91	184	170	1.08
Thru	1975	1650	1.20	1231	1160	1.06
Right Turn	110	820	0.13	213	780	0.27

Traffic Movement	MID-CONTINENT DRIVE & TAFT STREET P.M. PEAK HOUR			SATURDAY PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Thru	1131	(1)		588	(1)	
Southbound						
Left Turn	126	270	0.47	227	560	0.41
Thru	626	(1)		588	(1)	
Westbound						
Left Turn	17	50	0.34	18	140	0.13
Right Turn	200	270	0.74	274	560	0.49

(1) This movement is not capacity constrained.

LEVELS OF TRAFFIC SERVICE:

Volume / Capacity Ratio	Level of Service
< 0.85	A
0.86 - 0.95	B
0.96 - 1.05	C (Desirable Design Level)
1.06 - 1.15	D
1.16 - 1.30	E (Possible Capacity)
> 1.30	F

***** CAPACITY ANALYSIS WORKSHEET *****

PROJECT: Wal-Mart Impact Study
 LOCATION: Kellogg & Dugan
 CONDITION: P.M. Peak Hour

MP FACTOR = 1.15
 AREA = OBD
 CYCLE LENGTH = 150 sec.
 SUM Y+R = 12 sec.

SIGNAL PHASING

G/C	G/C	G/C	G/C	G/C	G/C	G/C
.11	.08	.05	.10	0	0.58	

NORTHBOUND		% TRUCKS =	2	% RIGHTS =	0	% LEFTS =	0
MOVEMENT	LANE WIDTH	CHART	G/C	CAPACITY(vph)	VOLUME(vph)	V/C	
Left Turn	12'	18	.11	120	138	1.15	
Thru	12'	4	.05	90	38	0.42	
Right Turn	11'	18	.15	150	111	0.74	
SOUTHBOUND		% TRUCKS =	2	% RIGHTS =	30+	% LEFTS =	0
MOVEMENT	LANE WIDTH	CHART	G/C	CAPACITY(vph)	VOLUME(vph)	V/C	
Left Turn	22'	22	.19	340	346	1.02	
Thru	12'	4	.13	160	183	1.14	
Right Turn							
EASTBOUND		% TRUCKS =	2	% RIGHTS =	0	% LEFTS =	0
MOVEMENT	LANE WIDTH	CHART	G/C	CAPACITY(vph)	VOLUME(vph)	V/C	
Left Turn	22'	22	.10	170	196	1.15	
Thru	24'	4	.58	1650	1344	0.81	
Right Turn	11'	18	.69	790	52	0.07	
WESTBOUND		% TRUCKS =	2	% RIGHTS =	0	% LEFTS =	0
MOVEMENT	LANE WIDTH	CHART	G/C	CAPACITY(vph)	VOLUME(vph)	V/C	
Left Turn	11'	18	.10	110	100	0.91	
Thru	24'	4	.58	1650	1975	1.20	
Right Turn	11'	18	.72	820	110	0.13	

***** CAPACITY ANALYSIS WORKSHEET *****

PROJECT: Wal-Mart Impact Study
 LOCATION: Kellogg & Dugan
 CONDITION: Saturday Peak Hour

MP FACTOR = 1.15
 AREA = 080
 CYCLE LENGTH = 150 sec.
 SUM Y+R = 12 sec.

SIGNAL PHASING

G/C	G/C	G/C	G/C	G/C	G/C	G/C
0.07	0.21	0.03	0.15	0.06	0.40	

NORTHBOUND		% TRUCKS =	2	% RIGHTS =	0	% LEFTS =	0
MOVEMENT	LANE WIDTH	CHART	G/C	CAPACITY(vph)	VOLUME(vph)	V/C	
Left Turn	12'	18	.07	70	67	0.96	
Thru	12'	4	.03	50	45	0.90	
Right Turn	11'	18	.18	180	126	0.70	
SOUTHBOUND		% TRUCKS =	2	% RIGHTS =	30+	% LEFTS =	0
MOVEMENT	LANE WIDTH	CHART	G/C	CAPACITY(vph)	VOLUME(vph)	V/C	
Left Turn	22'	22	.28	510	536	1.05	
Thru	12'	4	.24	300	188	0.63	
Right Turn							
EASTBOUND		% TRUCKS =	2	% RIGHTS =	0	% LEFTS =	0
MOVEMENT	LANE WIDTH	CHART	G/C	CAPACITY(vph)	VOLUME(vph)	V/C	
Left Turn	22'	22	.21	360	397	1.10	
Thru	24'	4	.46	1300	1238	0.95	
Right Turn	11'	18	.53	600	88	0.15	
WESTBOUND		% TRUCKS =	2	% RIGHTS =	0	% LEFTS =	0
MOVEMENT	LANE WIDTH	CHART	G/C	CAPACITY(vph)	VOLUME(vph)	V/C	
Left Turn	11'	18	.15	170	184	1.08	
Thru	24'	4	.40	1160	1231	1.06	
Right Turn	11'	18	.68	780	213	0.27	

THE CITY OF WICHITA

OFFICE OF TRAFFIC ENGINEERING

DATE July 21, 1987

TO Mike Lindebak, P.E., City Engineer

FROM William G. McKinley, P.E., Traffic Engineer

SUBJECT The Landing Traffic Study

We have reviewed the consultant's revised study with regard to the WalMart Store's anticipated traffic volumes being generated in the vicinity of Kellogg and Dugan. Based upon the assumptions that the consultant uses in his analysis, the intersection of Kellogg and Dugan will operate at capacity during the peak hours. His present analysis assumes that the traffic volumes on Kellogg will not increase except for the increase of WalMart's traffic. This could be an erroneous assumption especially considering that the intersection of Kellogg and West will soon be grade separated and could attract considerable traffic which is presently diverted to Maple and Central. His analysis also requires that approximately a third of the traffic enter the WalMart site by way of Taft Street. The counts so far have indicated that less than ten percent of the traffic comes in by way of Taft. Obviously, Taft in its present condition does not attract traffic. This could be what actually occurs since they are considering other sites in the city for development of WalMart Stores. Also, we've been told that their major competitor is Target which is located on the west side closer to the center of the population.

Another area of concern would be how the June traffic counts study that they conducted in Olathe would compare to moderate to heavy traffic generation days associated with back to school sales, Thanksgiving rush and Christmas shopping. There could be a considerable delay occur at this intersection during those critical times. I believe that if we do approve the WalMart site at this time, we need to push for the development of west Kellogg to freeway standard and for the Julia/Dugan interchange.

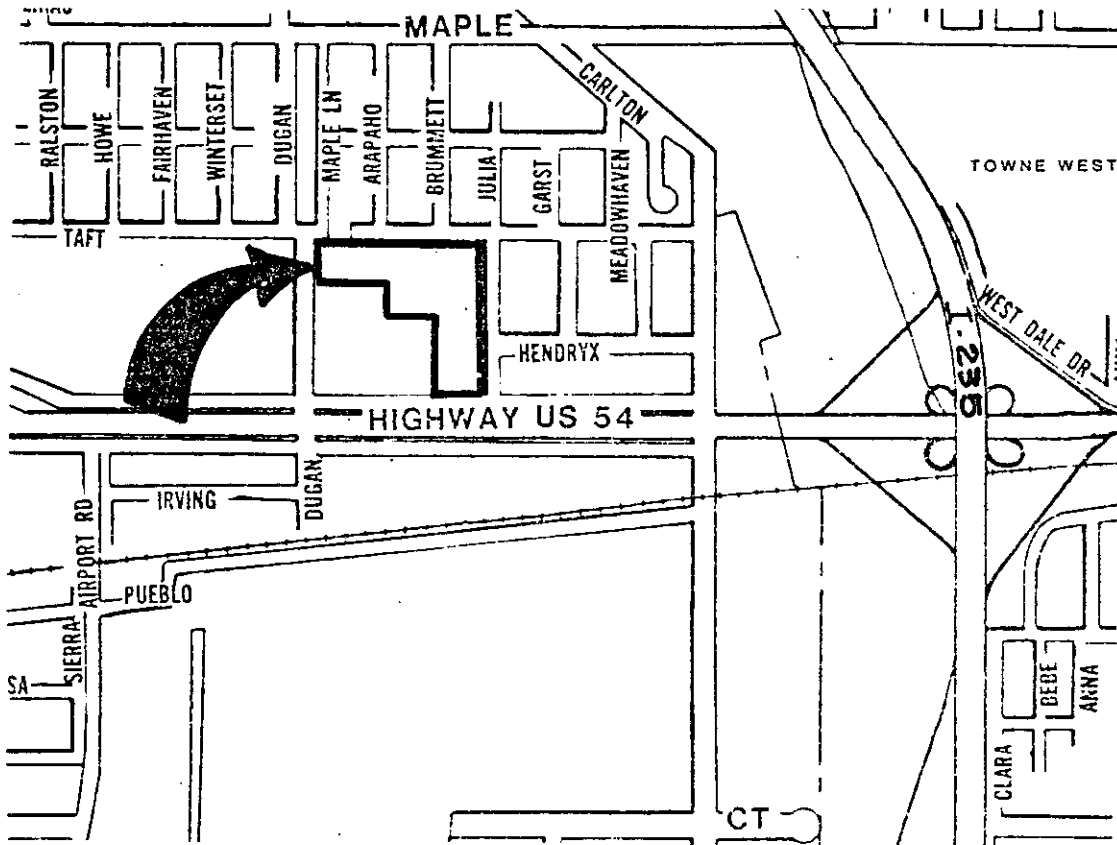
William G. McKinley, P.E.
Traffic Engineer



STAFF REPORT
(Preliminary Plat)

CASE NUMBER: S/D 87-77 - THE LANDING
OWNER/APPLICANT: Kandy-Man Sales, Inc.
SURVEYOR/ENGINEER: Baughman Company, P.A.
LOCATION: North of U.S. 54, in an area east of Dugan.
SITE SIZE: 22.27 Acres
NUMBER OF LOTS:
Residential:
Office:
Commercial: 2
Industrial:
Total: 2
MINIMUM LOT AREA: 108,170.70 Sq. Ft.
CURRENT ZONING: "C" with DP-150
PROPOSED ZONING: "C" with DP-150

VICINITY MAP:



STAFF COMMENTS:

NOTE: This property is subject to the provisions of the Landing Commercial Community Unit Plan (DP-150). Lot 1 corresponds to CUP Parcel #1, whereas Lot 2 corresponds to CUP Parcel #4. A maximum of 6 buildings, with a total floor area of 209,661 square feet, may be constructed on Lot 1. Lot 2 may be developed with a maximum of 2 buildings, with a total floor area of 27,043 square feet.

The associated Community Unit Plan specifies that development of Lot 1 shall not exceed 93,000 square feet of floor area prior to January 1, 1991 unless freeway improvements are made to adjacent Kellogg before that date.

- A. The applicant shall guarantee the paving of Taft Street, from Dugan Road to Julia and shall guarantee the paving of Julia from Taft to Kellogg Drive. The petitions for these street pavings shall provide for sidewalks on the south side of Taft and both sides of Julia.
- B. When the recent CUP amendment was processed, a consulting engineering firm prepared a Traffic Impact Analysis. The consultant concluded, based on traffic counts and typical trip generations, that the traffic handling capacity of the Kellogg-Dugan intersection is adequate to handle the proposed development of this site. The intersection does have to be modified slightly to accommodate simultaneous dual left turns in a south direction and one left turn in a north direction. These improvements are to be constructed in the Spring of 1988.
- C. The applicant shall guarantee the reconstruction of adjacent Kellogg Drive to the standards of a curb and guttered section. This guarantee shall provide for a sidewalk on the north side of the frontage road. (Commercial Zoning)
- D. The applicant shall guarantee construction of the storm sewers required by this plat.
- E. The applicant shall guarantee any drainage improvements required by the platting of this property.
- F. If improvements are guaranteed by petition, a notarized certificate listing the petitions shall be submitted to the Planning Department for recording.
- G. The final plat shall depict the access control, to Kellogg Drive from Lot 1, that has been worked out with City Engineering prior to the [Community Unit Plan] going to the City Council.
- H. The final plat shall indicate the building setbacks required on the Community Unit Plan; i.e., 50-foot from Taft, 35-foot from Dugan, 35-foot from Julia, 35-foot from Kellogg Drive, etc.
- I. The final plat shall indicate the amount of right-of-way existing for Kellogg Drive adjacent to this plat. The final plat shall indicate "complete access control" across the south line of Kellogg Drive to Kellogg, except for the location of the planned intersection.
- J. The final plat shall label the centerlines of adjacent Taft and Julia Streets.

SUBDIVISION REPORT

Preliminary Plat S/D 87-77 - THE LANDING

Page 3

- K. The final plat shall indicate the dedication of additional five (5) feet of right-of-way for Kellogg Drive from Lot 2. Such additional right-of-way is being dedicated from Lot 1.
- L. The applicant shall submit an avigational easement and restrictive noise covenant for this property. Section 7-107.
- M. Prior to, or at the time of submitting the final plat, the applicant shall submit a drainage plan to City Engineering for review and approval.
- N. The applicant shall attempt to obtain, by separate instrument, the 30 feet of street right-of-way needed from the unplatted tract to the north of this plat, for the north half of Taft Street.
- O. The applicant's engineer is advised that the Register of Deeds is requiring the name(s) of the notary public, who acknowledges the signatures on this plat, to be printed beneath the notary's signature.
- P. 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.
- Q. Requirements for a final plat (see pages 20-25, Part 4, Article 5 of the MAPC Subdivision Regulations).
- R. The representative from City Engineering should be prepared to comment on the status of the applicant's drainage concept.

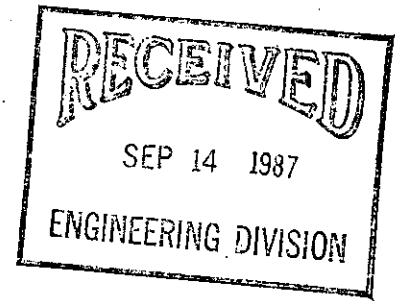
WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL — TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1688
(316) 268-4561

September 11, 1987



Baughman Company, P.A.
315 Ellis
Wichita, KS 67211

Re: Preliminary Plat S/D 87-77 - THE LANDING

Dear Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission on Thursday, September 10, 1987, 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. The applicant shall guarantee the paving of Taft Street, from Dugan Road to Julia and shall guarantee the paving of Julia from Taft to Kellogg Drive. The petitions for these street pavings shall provide for sidewalks on the south side of Taft and both sides of Julia.
- B. When the recent CUP amendment was processed, a consulting engineering firm prepared a Traffic Impact Analysis. The consultant concluded, based on traffic counts and typical trip generations, that the traffic handling capacity of the Kellogg-Dugan intersection is adequate to handle the proposed development of this site. The intersection does have to be modified slightly to accommodate simultaneous dual left turns in a south direction and one left turn in a north direction. These improvements are to be constructed in the Spring of 1988.
- C. The applicant shall guarantee the reconstruction of adjacent Kellogg Drive to the standards of a curb and guttered section. This guarantee shall provide for a sidewalk on the north side of the frontage road. (Commercial Zoning)
- D. The applicant shall guarantee construction of the storm sewers required by this plat.
- E. If improvements are guaranteed by petition, a notarized certificate listing the petitions shall be submitted to the Planning Department for recording.

WICHITA - SEDGWICK COUNTY

Preliminary Plat S/D 87-77 - THE LANDING
Page 2

- F. The final plat shall depict the access control, to Kellogg Drive from Lot 1, that has been worked out with City Engineering prior to the Community Unit Plan going to the City Council.
- G. The final plat shall indicate the building setbacks required on the Community Unit Plan; i.e., 50-foot from Taft, 35-foot from Dugan, 35-foot from Julia, 35-foot from Kellogg Drive, etc.
- H. The final plat shall indicate the amount of right-of-way existing for Kellogg Drive adjacent to this plat. The final plat shall indicate "complete access control" across the south line of Kellogg Drive to Kellogg, except for the location of the planned intersection.
- I. The final plat shall label the centerlines of adjacent Taft and Julia Streets.
- J. The final plat shall indicate the dedication of additional five (5) feet of right-of-way for Kellogg Drive from Lot 2. Such additional right-of-way is being dedicated from Lot 1.
- K. The applicant shall submit an avigational easement and restrictive noise covenant for this property. Section 7-107.
- L. Prior to, or at the time of submitting the final plat, the applicant shall submit a drainage plan to City Engineering for review and approval.
- M. The applicant shall attempt to obtain, by separate instrument, the 30 feet of street right-of-way needed from the unplatted tract to the north of this plat, for the north half of Taft Street.
- N. The applicant shall meet with Gas Service Company regarding an existing gas service line that crosses this property. Once satisfactory arrangements have been made, a letter so stating shall be obtained from the Gas Company for the plat file.
- O. The applicant is authorized to delete Lot 2 from this replat, provided a note is added to the associated Community Unit Plan which prevents Lot 2 from obtaining any further building permits until it is replatted.
- P. The applicant's engineer is advised that the Register of Deeds is requiring the name(s) of the notary public, who acknowledges the signatures on this plat, to be printed beneath the notary's signature.
- Q. 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.

WICHITA -- SEDGWICK COUNTY

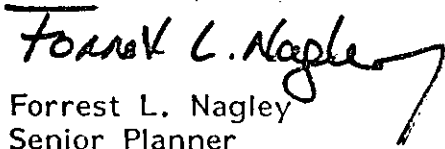
Preliminary Plat S/D 87-77 - THE LANDING

Page 3

R. Requirements for a final plat (see pages 20-25, Part 4, Article 5 of the MAPC Subdivision Regulations).

The enclosed "marked" copy of the plat is for your information and files. If you should have any questions, please call.

Sincerely,

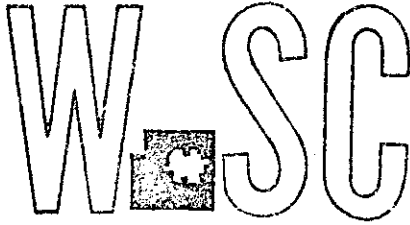

Forrest L. Nagley
Senior Planner

FLN:dik

Enclosure

cc: Kandy-Man Sales, Inc., et al, 1445 N. Rock Road, Wichita, KS 67206
Bill Bothwell, 701 S. Walton Blvd., Wichita, KS 67216
Everett Fettis, 120 S. Market, Wichita, KS 67202
Grant Tiedeman, 150 N. Market, Wichita, KS 67202
Erich Wendt, KPL Gas Service Company, P. O. Box 2161,
Wichita, KS 67251
✓ Mike Lindebak, City Engineer

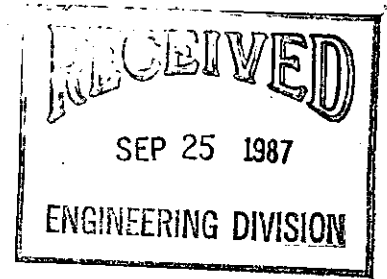
WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL — TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1688
(316) 268-4561

September 25, 1987



Baughman Company, P.A.
315 Ellis
Wichita, KS 67211

Re: Final Plat S/D 87-77 - THE LANDING

Dear Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission on Thursday, September 24, 1987, the above-captioned plat was considered. The action of the Committee was to recommend that this plat be approved subject to:

- A. The applicant shall guarantee the paving of Taft Street, from Dugan Road to Julia and shall guarantee the paving of Julia from Taft to Kellogg Drive. The petitions for these street pavings shall provide for sidewalks on the south side of Taft and both sides of Julia.
- B. When the recent CUP amendment was processed, a consulting engineering firm prepared a Traffic Impact Analysis. The consultant concluded, based on traffic counts and typical trip generations, that the traffic handling capacity of the Kellogg-Dugan intersection is adequate to handle the proposed development of this site. The intersection does have to be modified slightly to accommodate simultaneous dual left turns in a south direction and one left turn in a north direction. These improvements are to be constructed in the Spring of 1988.
- C. The applicant shall guarantee the reconstruction of adjacent Kellogg Drive to the standards of a curb and guttered section. This guarantee shall provide for a sidewalk on the north side of the frontage road. (Commercial Zoning)
- D. The applicant shall guarantee construction of the storm sewers required by this plat.
- 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 submit an avigational easement and restrictive noise covenant for this property. Section 7-107.

WICHITA - SEDGWICK COUNTY

Final Plat S/D 87-77 - THE LANDING

Page 2

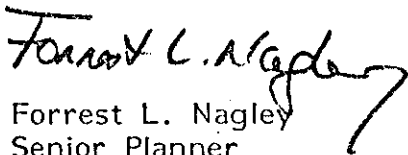
- G. The applicant shall obtain, by separate instrument, the 30 feet of street right-of-way needed from the unplatted tract to the north of this plat, for the north half of Taft Street. If the applicant cannot obtain the needed right-of-way, then the applicant shall provide for condemnation costs in the associated street paving petition.
- H. As agreed at the time of preliminary plat approval, Lot 2 of the overall preliminary plat has been deleted from this final plat. The dropping of this lot from the final plat is acceptable provided a note is added to the associated Community Unit Plan which prevents Lot 2 from obtaining any further building permits until it is replatted.
- I. The applicant's engineer is advised that the Register of Deeds is requiring the name(s) of the notary public, who acknowledges the signatures on this plat, to be printed beneath the notary's signature.
- J. 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.
- K. Perimeter closure computations shall be submitted with the final plat tracing. Section 5-101(C).
- L. Recording of the plat within 30 days after approval by the City Council.

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. The certificate will be required if petitions are submitted. 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, October 1, 1987 at 1:30 p.m. If you have any questions concerning this matter, please call.

Sincerely,


Forrest L. Nagley
Senior Planner

FLN:dik

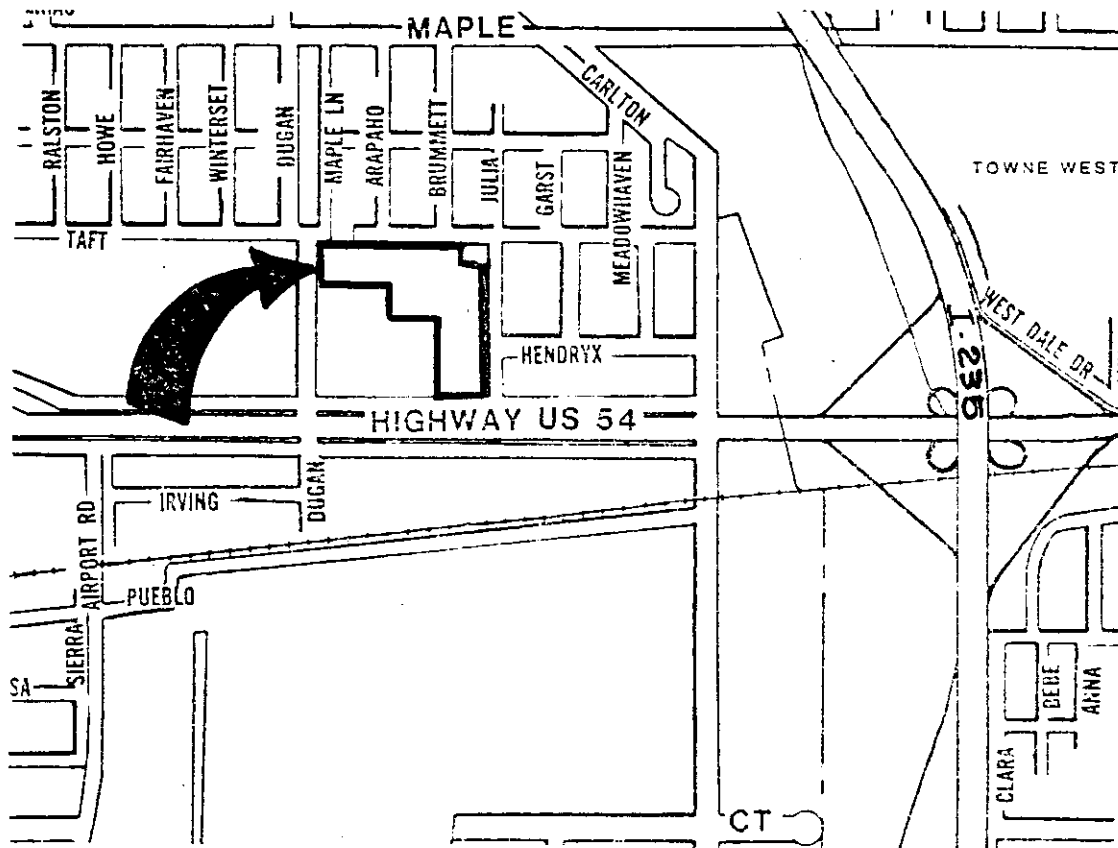
Enclosure

cc: Kandy-Man Sales, Inc., 1445 N. Rock Road, Wichita, KS 67206
Bill Bothwell, 701 S. Walton Blvd., Bentonville, AR 72716
Everett Fettis, 120 S. Market, Wichita, KS 67202
Grant Tiedeman, 150 N. Market, Wichita, KS 67202
✓ Mike Lindebak, City Engineer

STAFF REPORT
(Final Plat; Preliminary Approved 9/10/87)

CASE NUMBER: S/D 87-77 - THE LANDING
OWNER/APPLICANT: Kandy-Man Sales, Inc.
SURVEYOR/ENGINEER: Baughman Company, P.A.
LOCATION: North of U.S. 54, in an area east of Dugan.
SITE SIZE: 22.27 Acres
NUMBER OF LOTS:
Residential:
Office:
Commercial: 2
Industrial:
Total: 2
MINIMUM LOT AREA: 108,170.70 Sq. Ft.
CURRENT ZONING: "C" with DP-150
PROPOSED ZONING: "C" with DP-150

VICINITY MAP:



STAFF COMMENTS:

- A. The applicant shall guarantee the paving of Taft Street, from Dugan Road to Julia and shall guarantee the paving of Julia from Taft to Kellogg Drive. The petitions for these street pavings shall provide for sidewalks on the south side of Taft and both sides of Julia.
- B. When the recent CUP amendment was processed, a consulting engineering firm prepared a Traffic Impact Analysis. The consultant concluded, based on traffic counts and typical trip generations, that the traffic handling capacity of the Kellogg-Dugan intersection is adequate to handle the proposed development of this site. The intersection does have to be modified slightly to accommodate simultaneous dual left turns in a south direction and one left turn in a north direction. These improvements are to be constructed in the Spring of 1988.
- C. The applicant shall guarantee the reconstruction of adjacent Kellogg Drive to the standards of a curb and guttered section. This guarantee shall provide for a sidewalk on the north side of the frontage road. (Commercial Zoning)
- D. The applicant shall guarantee construction of the storm sewers required by this plat.
- 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 submit an avigational easement and restrictive noise covenant for this property. Section 7-107.
- G. The applicant shall attempt to obtain, by separate instrument, the 30 feet of street right-of-way needed from the unplatted tract to the north of this plat, for the north half of Taft Street.
- H. The applicant shall meet with Gas Service Company regarding an existing gas service line that crosses this property. Once satisfactory arrangements have been made, a letter so stating shall be obtained from the Gas Company for the plat file.
- I. As agreed at the time of preliminary plat approval, Lot 2 of the overall preliminary plat has been deleted from this final plat. The dropping of this lot from the final plat is acceptable provided a note is added to the associated Community Unit Plan which prevents Lot 2 from obtaining any further building permits until it is replatted.
- J. The applicant's engineer is advised that the Register of Deeds is requiring the name(s) of the notary public, who acknowledges the signatures on this plat, to be printed beneath the notary's signature.
- 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.
- L. Perimeter closure computations shall be submitted with the final plat tracing. Section 5-101(C).

- M. Recording of the plat within 30 days after approval by the City Council.
- N. The representative from the City Engineer's office should be prepared to comment on the status of the applicant's drainage plan.
- O. The representative from City Engineering should be prepared to comment on the acceptability of the access control being dedicated to Kellogg Drive and on the acceptability of the amount of right-of-way being dedicated for adjacent Julia Street.