

METROPOLITAN AREA PLANNING DEPARTMENT

February 4, 1975

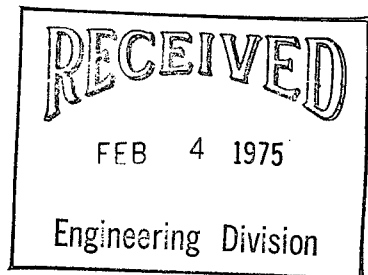
Ray Bruggeman, Director of Public Works
 Paul Graves, Traffic Engineer
 TO Dick Linn, City Engineer
 M. S. Mitchell, Maint. & Flood Control Supervisor
 FROM Jack H. Galbraith, Chief Planner
 SUBJECT Towne West Square Community Unit Plan

As I confirmed with you this date, we have set a meeting for Thursday morning, February 6, 1975, at 9:00 a.m. in the Planning Commission meeting room to discuss Towne West Square Community Unit Plan. Attached is a copy of the C.U.P. and a plan showing building location, parking and interior traffic circulation.



Jack H. Galbraith
 Chief Planner

JHG:js
 Attachment



*Prelim. Comments:
 (detailed review later)*

- ① Maple - Ridge Rd to Elder (incl. flood-way bridge) would have to be improved prior to opening Center. Not incl. in 1975-80 C.U.P.
- ② Maple St. should be improved Elder to West St. to provide channelization, left turn bays, accel-decels, etc.
- ③ Tracy - 40' collector or 4 lane?
 Taft - " " " " " ?
- ④ 30" Sanitary Sewer in Taft & Anna

⑤ Cut-de-sac Westdale Dr.

⑥ " " " Anna

⑦ Access @ Kellogg (US-54)

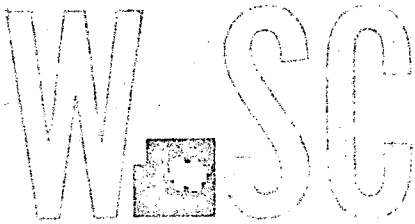
US-54 will probably be Freeway
with interchange @ West St.

Access to & from main-line
freeway will probably be limited
to one-way frontage road with
slip off - slip on west bound
only as a maximum. Distance
between West St. interchange & I-235
too short for additional interchange
or left turn provisions. ^{collected road} with no frontage road.

⑧ Storm sewer: Extent of dev. & type
will require change in design concept.
Ponding area needed on open area
(parking lot) Cost of proj. should
be considered.

⑨ West St. Interceptor under Bldg D

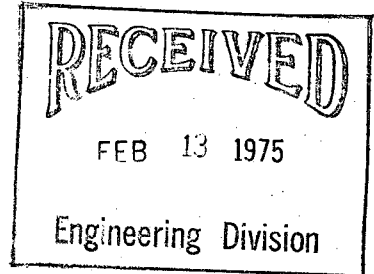
WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

262-0611 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

February 12, 1975



Mr. James Schaefer, Attorney
800 Brown Building
Wichita, Kansas 67202

Re: Towne West Square Preliminary
Development Plan - South side
of Maple between I-235 and
Tracy Street

Dear Mr. Schaefer:

We have reviewed the Commercial Preliminary Development Plan for the proposed 92.7 acres of commercial development on the south side of Maple between I-235 and Tracy Street, and the following are our comments as well as those by other City Departments concerning this project.

As we have previously mentioned to you, there are major problems associated with this CUP, such as drainage, impact upon the surrounding traffic network, and the appropriateness of locating another large regional shopping center in close proximity to other approved regional shopping center sites in this general area.

As you are aware, the policy of the Planning Commission in the past regarding subject property has been to look with favor on the "E" Light Industrial District for small industrial sites, with a buffer zone of a less intensive district along the northern portion of subject property in order to provide protection to the residential areas on the north side of Maple. The Commercial Land Use Plan does propose a Regional Shopping Center in the area of U. S. 54 (Kellogg) and Ridge Road; however, the Planning Commission has already previously approved two large sites in that area, which remain undeveloped and encompass 190 net acres of "LC" Light Commercial or "C" Heavy Commercial zoning, with a development potential of 5,704,773 square feet of gross floor area. When these sites remain undeveloped, it is difficult to imagine a demand for a center such as proposed, and the development of three large regional centers in one quadrant of the City could severely impact existing public service delivery systems, such as roads, sewer, and drainage facilities. It is recommended that a market feasibility study be submitted which not only gauges the demand for a regional shopping center in this location, but also considers the impact of the other regional centers previously approved.

WICHITA—SEDGWICK COUNTY

Page 2 - Mr. James Schaefer
February 12, 1975

Perhaps the major problem associated with the proposed center is the impact the development will have on the surrounding street network. The transportation element of the adopted Master Plan of the Wichita-Sedgwick County Metropolitan Area proposes U. S. 54 (Kellogg) to be a controlled access freeway with a proposed interchange at West Street and U. S. 54. Although the actual improvement of U. S. 54 to freeway standards may not be forthcoming for several years, this link of U. S. 54 is scheduled by the State Highway Department for a corridor location public hearing by next summer. The site traffic analysis prepared by your consultant discounts the possibility of U. S. 54 as a freeway and also projects traffic generation rates far below those currently found in other centers in Wichita. The approval of the traffic solution proposed by the consultant would forever preclude the possibility of freeway status for U. S. 54, which is a policy decision that would have to be made by the governing body and State and Federal Highway Departments. The Department of Public Works has requested that your consultant submit geometrics and plans to show how the center can operate adjacent to a freeway (Kellogg) with access to and from the freeway via the West Street interchange. In addition, the consultant should also submit interim plans for road improvements needed to handle the Center traffic in the interim between construction of the Center and the improvement of U. S. 54 to freeway standards. The plans should contain a capacity analysis of the arterials, the geometrics for at least 6 lanes on Maple, 6 lanes on West Street, and shall be designed so as to accommodate service level "C" as defined in the 1972 Area-wide Topics Plan. The study by the consultant should also address these other preliminary comments by Public Works regarding streets:

1. Maple Street from Ridge Road to Elder (including floodway bridge) would have to be improved prior to opening the Center. It should be noted that the improvement of Maple Street in this area is not a priority item of the City of Wichita as evidenced by the fact that it is not included in the 1975-80 Capital Improvements Program, and the developer should be prepared to request that the governing body revise its priorities and amend the CIP or the developer should guarantee the improvements.
2. Maple Street should be improved from Elder Street east to West Street and beyond an appropriate distance, to provide channelization, left turn bays, accel-decel lanes, etc. as required by the impact of this development.
3. The impact of the Center on Taft and Tracy Streets should be measured in order to determine appropriate design standards for both streets to be four lanes in width with left and right turn bays, channelization, accel-decel lanes, etc.
4. West Dale Drive (which needs to be depicted on the CUP) and Anna Street, should tie into a proposed public street on the southern portion of the CUP in order to provide a loop street

WICHITA--SEDGWICK COUNTY

Page 3 - Mr. James Schaefer
February 12, 1975

system to serve office development to the south of subject property. The proposed public street should be dedicated and constructed to public standards from West Dale Drive to Anna, and the consultant should consider the question of whether the proposed private street should not be made a public street east of Anna to Tracy.

5. The cul-de-sacs proposed in the consultant's report for the residential streets to the north of Maple represent one solution for the protection of the residential area, but alternate solutions should be developed so that the neighborhood residents may express their preference for neighborhood protection. The developers should also be prepared to discuss the method by which they propose to pay for the needed improvements.

It is suggested that your consultant contact the Department of Public Works relative to base data needed for the requested studies. All traffic generation rates used for the requested studies should be those supplied by Traffic Engineering, which are based on actual conditions in the Wichita area and all studies submitted should reflect service level "C" as defined in the 1972 Areawide Topics Plan. It is suggested that you and your consultant arrange a meeting with City staff and State and Federal Highway Department representatives relative to this project prior to developing the requested studies.

The third major problem with the proposed center is that of drainage. The consulting firm of VanDoren, Hazard and Stallings is currently conducting a drainage study of the approximate 160 acres bounded by I-235 on the west, West Street on the east, Maple on the north, and U. S. 54 (Kellogg) on the south. Preliminary reports (which consider your proposed development), by VH&S indicate that the proposed drainage solution would require an expenditure of approximately \$14,000 per acre. M. S. Mitchell of the Maintenance-Flood Control Office, advises that ground water problems in the area would make basement construction in the development extremely unlikely. The Engineering and Maintenance Divisions should be contacted relative to solution of the drainage problems and the estimated costs to the developer.

Another problem that could be quite expensive, involves the location of a 30-inch sanitary sewer beneath subject property, as shown in red on the "marked copy." The proposed building locations would require relocation of the sewer, and it should be noted that an interceptor sewer is proposed in the 1975-80 Capital Improvements Program to run beneath Anna Street and hook into the existing 30-inch line. Your plans should either be revised so as to not locate buildings or mall walkways over these areas, or provision for relocation of the existing lines and a new alignment of the proposed interceptor should be made.

WICHITA—SEDGWICK COUNTY

Page 4 - Mr. James Schaefer
February 12, 1975

In addition to the foregoing comments, the following additions or changes should be made on the plan:

1. The applicant shall depict all existing structures on the CUP and indicate which structures shall be removed.
 2. The zoning districts surrounding subject property shall be labeled on the CUP as well as any district proposed for subject property.
 3. All existing recorded plats, both within and adjacent to "Towne West Square" shall be depicted on the face of the CUP. The applicant shall contact the MAPD staff relative to the location and geometrics of W-C 2nd Addition, Plumb Addition, Jenkins's 4th Addition, Westwind Addition, and Lot 5 of W-C Addition.
 4. Christ the King 2nd Addition is not a recorded plat and reference to said plat shall be deleted from the face of the CUP. General Note #11 shall be amended to read: "The unplatted tract to the east of Christ the King Addition" in lieu of reference to Christ the King 2nd addition.
 5. General Note #2 shall be amended to read:

"Signs shall be as permitted by zoning district. No sign will be placed so as to project over any street right-of-way and no billboard or roof signs shall be allowed. Any nonconforming billboards located on subject property shall be removed prior to issuance of building permits."
 6. The general provisions of each parcel shall be amended to add the term "Floor Area Ratio." The maximum gross floor area permitted in Parcels 4 and 6 shall be amended to reflect a floor area ratio not exceeding .45.
 7. The proposed uses for each parcel shall be amended to reflect uses actually proposed on each parcel. General Note #13 shall be deleted and the proposed uses for each parcel shall be listed under the general provisions of each individual parcel. The applicant shall contact the MAPD staff relative to this requirement.
 8. The words "on this parcel" which follow the phrase "around all main structures" in General Note #9, shall be deleted from the face of the CUP.
 9. The dedicated street, West Dale Drive, shall be depicted on the face of the CUP and, along with Anna Street and a portion of the private street on the southern portion of the CUP, shall form a loop public street system as shown on the "marked copy."
-

WICHITA—SEDGWICK COUNTY

Page 5 - Mr. James Schaefer
February 12, 1975

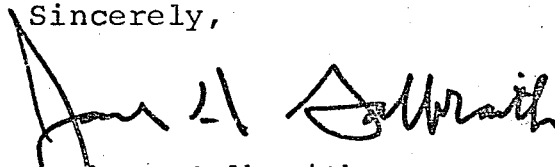
10. A sewer easement shall be labeled over the existing or proposed location of the 30-inch sanitary sewer and the proposed interceptor sewer. The Department of Public Works shall be contacted relative to the size of the easement.
11. Appropriate setbacks shall be labeled adjacent to all streets to minimize strip zoning. We would like to discuss this with you in greater detail.
12. Access controls.

We would like to discuss access points in greater detail as the number and location of access points will be dependent on your consultant's traffic system.

Based on these comments, we see a number of major problems which should be addressed prior to the filing of an application. Prior to submitting an application, we suggest that you meet with the Departments indicated in this letter and attempt to work out solutions. As you are aware, a zone change application to the "LC" Light Commercial District for subject property will also be necessary at such time as the Community Unit Plan is filed.

After you review our comments and concerns, if you have any questions, we will be glad to set a time to discuss these matters. Enclosed is a marked copy of the CUP for your review with your consultant.

Sincerely,



Jack H. Galbraith
Chief Planner

JHG:MM:ber

Enclosure

cc: Mike Weigand, 110 North Main 67202
Keith Parker, 1021 East Waterman 67211



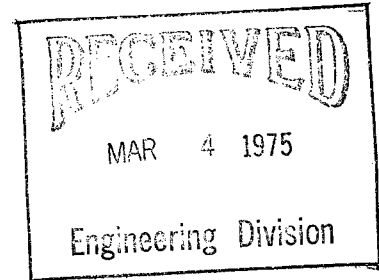
LAW / KINGDON, P. A.

ARCHITECTS, PLANNERS AND ENGINEERS

(316) 265 8584 · 313 S. MARKET P.O. BOX 1139 WICHITA, KANSAS 67201

March 3, 1975

Mr. Richard W. Linn
City Engineer
Department of Public Works
Engineering Division
City of Wichita
City Building Annex
104 South Main Street
Wichita, Kansas 67202



Town West Sq.

Dear Mr. Linn:

Thank you for taking the time to meet with Michael Weigand and myself to discuss the impact of the flood plain and a potential storm on the proposed regional shopping center design.

Mr. Weigand will make appropriate responses to you regarding our discussion and the specifics which we reviewed.

Very truly yours,

LAW/KINGDON, P.A.

Bodrell Joer'dan Smith, AIA
Director of Design

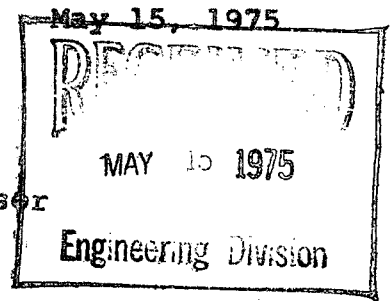
cmb5/14

cc: Mr. Melvin Simon
Mr. Michael Weigand
Mr. B. J. Kingdon, AIA
Mr. Ray G. Simms

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT



TO Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
M. S. Mitchell, Maint./Flood Control Supervisor

FROM Jack H. Galbraith, Chief Planner

SUBJECT DP-71 - Towne West Square Community Unit Plan - South side of
Maple in an area between I-235 and Tracy.

Attached is the revised CUP and associated plans showing building locations and parking and circulation. Consideration of this community unit plan is scheduled for May 21 by the Traffic Commission and May 22 by the Planning Commission. Copies of this plan have been furnished to the Traffic Engineer by the applicant. If you have any comments on these plans prior to either of these meetings, please advise.

Jack H. Galbraith
Chief Planner

JHG:js
Attachment

COPY

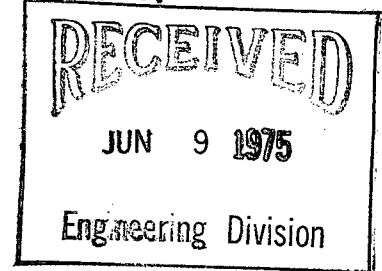
WICHITA-SEDGWICK COUNTY

DATE
June 6, 1975

METROPOLITAN AREA PLANNING DEPARTMENT

TO Ray Bruggeman, Director of Public Works
Paul Graves, Traffic Engineer
Dick Linn, City Engineer

FROM Jack H. Galbraith, Chief Engineer



SUBJECT Preliminary Cost Estimates for Street Improvements associated
with Towne West Square Shopping Center

Attached for your information is a copy of estimates for the proposed street improvements associated with Towne West Square Shopping Center. The first column on the first page indicates an estimate from Grant Stannard, the second column is an estimate from the Law Company estimator, and the third column is a compromise of Bodrell Smith of the Law Company. Mr. Smith has asked that these estimates be kept confidential until we reach agreement on the improvements necessary.


Jack H. Galbraith
Chief Planner

JHG:js
Attachment

TRAFFIC & STREET IMPROVEMENT PROGRAM FOR WEST WICHITA

	1	2	3	4
	Grant's PRICING	BCB PRICING		Use -
Kellogg Street	452932	512196		480000 -
Maple Street	261609	336562		300000 -
Taft Street	133727	193958		160000 -
Tracy Street	172762	258373		210000 -
Kellogg West Intersection	48828	63105		57000 -
TOTALS	1,069,858	1,364,194		1,207,000
Projected 6.5.77				
CONSERVATIVE IMPROVEMENT ESTIMATE -				1,207,000 -
ROW ACQUISITION - 11 SEPARATE PARCELS -				78,850
ROW AND IMPROVEMENTS TOTAL				\$ 1,285,850

TOWNE WEST SQUARE
WICHITA, KS

PREPARED BY LAW/KINGDON, PA DATE
JUNE 4, 1975

PROPOSED STREET IMPROVEMENTS	6.4.75 CURRENT ESTIMATE	ESCAL. FACTOR	6.4.77 PROJECTED ESTIMATE	
A. KELLOGG STREET	\$ 420000	1.25	\$ 525000	1
B. MAPLE STREET	215000	1.25	343750	2
C. TAFT STREET	160000	1.25	200000	3
D. TRACY STREET	210000	1.25	262500	4
E. KELLOGG & WEST ST. INTERSECTION	52000	1.25	65000	5
TOTALS	\$ 1,117,000		\$ 1,390,250	6
NOTE: ESTIMATES INCLUDE ENGINEERING & DESIGN FEES.				
11 PARCELS NEED LAND ACQUISITION FOR NEEDED R.O.W. TOTAL COST FOR LAND				
\$ 78,850 ⁰⁰				

TOWNE WEST SQUARE
WICHITA, KANSAS

PREPARED BY
EONB.

DATE
6/4/75

PREPARED BY:
LAW / KINGDON, P.A.

PROPOSED STREET IMPROVEMENTS (To Inc.)	6/5/75 CURRENT ESTIMATED COSTS	PROJECTED 6/5/76 ESTIMATED INCREASES	PROJECTED 6/5/77 ESTIMATED INCREASES	PROJECTED CONSTRUCTION COSTS IN 2 YEARS
A. KELLOGG STREET - 6/5/1976 - 6/5/1977 PROJECTED COST IN 2 YRS. -	\$374324 (+10%) =	37432.- (+10%) =	41176.-	\$452932.-
B. MAPLE STREET - 6/5/76 6/5/77 PROJECTED COST IN 2 YRS. -	216205.- (+10%) =	21621.- (+10%) =	23783.-	261609.-
C. TAFT STREET - 6/5/76 6/5/77 PROJECTED COST IN 2 YRS. -	110518.- (+10%) =	11052.- (+10%) =	12157.-	133727.-
D. TRACY STREET - 6/5/76 6/5/77 PROJECTED COST IN 2 YRS. -	142778.- (+10%) =	14278.- (+10%) =	15706.-	172762.-
E. KELLOGG & WEST ST. INTERSECTION - 6/5/76 6/5/77 PROJECTED COST IN 2 YRS. -	40354.- (+10%) =	4035.- (+10%) =	4439.-	48828.-
TOTALS: (To Inc.) CURRENT ESTIMATED CONST. COSTS - \$	884,179.-	TOTAL PROJECTED EST. COSTS TO BUILD IN 2 YRS \$		1,069,858.-

ITEM NO.	DESCRIPTION OF WORK ITEMS	QUANTITY	UNIT	DIRECT MATERIAL		DIRECT LABOR		SUB-CONTRACTS		TOTAL COSTS		CHECK	CORRECTIONS
				AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	UNIT		
Kelloge Street													
BALANCE BROUGHT FORWARD													
	REMOVE EXISTING 7" CONC. PAVING	16180	SF							2912	0.18		
	" " " 8" " "												
	" " " 9" " "	3750	SF							675	0.18		
	" " CURB & GUTTERING												
	RELOCATE POWER LINE (BY KEK)												
	" " EXISTING TRAFFIC LIGHTS												
	" " STREET LIGHT POLES	16	EA.										
	NEW CONCRETE CITY PAVING - 7"	37400	SF							8000	0.21		
	" " " - 8"	27010	SF							31416	0.84		
	" " STATE HWY. " - 9"	96760	SF							24039	0.89		
	" " INTEGRAL " CURBS	9140	LF							15288	1.58		
	" " CURBS INLETS	30	EA.							9140	1.00		
	NEW CURBS & GUTTERING ROUNDED TO EXISTING CONC. PAVING	5875	LF							15890	3.63		
	UNDERPIN CURBS, PAVING TO EXIST. PAVING	4675	LF										
	NEW CURB, STORM SEWER LINES	1000	LF										
	" " " MANHOLES	3	EA.							1500	500.00		
	" " TRAFFIC LIGHTS	2	EA.							40000	20000.00		
	" " STREET LIGHT POLES & BASES	16	EA.							16000	11000.00		
	* 4" GRANULAR SUB-BASE (PER OLD HWY SPEC'S)	116112	SF							15095	0.13		
BALANCE FORWARD													
										374324			
										374324			

MAPLE STREET
CONSTRUCTION ESTIMATE

ITEM NO.	DESCRIPTION OF WORK ITEMS	QUANTITY	DISTRIBUTION OF ITEMIZED COSTS			CHECK	CORRECTIONS
			DIRECT MATERIAL	DIRECT LABOR	SUB-CONTRACTS		
			AMOUNT	AMOUNT	AMOUNT		AMOUNT

	BALANCE BROUGHT FORWARD						
	REMOVE EXISTING 7" CONC. PAVING						
"	" 8" " "	91625 SF			0.18	16493.	16493.
"	" 9" " "						
"	NEW CURBS & GUTTERINGS	3650 LF			1.00	3650.	3650.
"	RELOCATE POWER LINES (BY BELL TELEPHONE)	3425 LF			7.00	23975.	23975.
"	EXISTING TRAFFIC LIGHTS						
"	NEW CONCRETE CITY PAVING - 7"						
"	" " - 8"	91680 SF			0.89	86159.	86159.
"	" HWY. " - 9"						
"	" INTEGRAL " CURBS	8295 LF			1.00	8295.	8295.
"	" CURBS INLETS " "						
"	NEW CURBS & GUTTERS UNDER ^{W/} ROUNDED TO EXISTING						
"	CONC. PAVING	1820 LF			7.15	13013.	13013.
"	UNDER-PIN. NEW CONC. PAVING TO EXIST. PAVING	1925 LF			2.40	4620.	4620.
"	NEW HWY. STORM SEWER LINES						
"	" " MANHOLES						
"	" TRAFFIC LIGHTS						
		3 EA.			20000.	60000.	60000.

BALANCE FORWARD

-0-

-0-

216205. 216205.

PROJECT: TOWN WEST SQUARE PROPOSED STREET CHANGES SHEET 1 OF 1 DISTRIBUTION OF ITEMIZED COSTS

TAPT STREET CONSTRUCTION ESTIMATE

ITEM NO.	DESCRIPTION OF WORK ITEMS	QUANTITY	UNIT	AMOUNT	DIRECT MATERIAL		DIRECT LABOR		SUB-CONTRACTS		TOTAL COSTS	CHECK	CORRECTIONS	
					UNIT	AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT			V	UNIT
	BALANCE BROUGHT FORWARD													
	REMOVE EXISTING 7" CONC. RAILS													
	" " 8" " "	27995 SF						0.18		5039.	5039.			
	" " 9" " "													
	" " CURB & GUTTERING	2830 LF						1.00		2830.	2830.			
	RELOCATE POWER LINE (BY KEY)	1963 LF						6.54		12877.	12877.			
	" EXISTING TRAFFIC LIGHTS													
	NEW CONCRETE CITY RAILING - 7"	17400 SF						0.84		14616.	14616.			
	" " " - 8"	55210 SF						0.89		49137.	49137.			
	" " HWY. " - 9"													
	" INTEGRAL " CURB	6543 LF						1.00		6543.	6543.			
	" CURB INLETS	5 EA						363.00		1815.	1815.			
	NEW CURB & GUTTER - ROUNDED TO EXISTING CONC. RAILING	1250 LF						7.15		8938.	8938.			
	UNDER PIN NEW CONC. RAILING TO EXIST. RAILING	2500 LF						2.40		6000.	6000.			
	NEW HWY. STORM SEWER LINE	2100 LF						8.55		2223.	2223.			
	" " " MANHOUSES	1 EA						500.00		500.	500.			
	" TRAFFIC LIGHTS													
	BALANCE FORWARD									110518.	110518.			

PROJECT: TOUNDE WEST SQUARE PROPOSED STREET CHANGES SHEET 1 OF 1

TRACY STREET CONSTRUCTION ESTIMATE

ITEM NO.	DESCRIPTION OF WORK ITEMS	QUANTITY	UNIT	DIRECT MATERIAL		DIRECT LABOR		SUB-CONTRACTS		TOTAL COSTS	CHECK	CORRECTIONS	
				AMOUNT	UNIT	AMOUNT	UNIT	AMOUNT	UNIT			AMOUNT	UNIT
	BALANCE BROUGHT FORWARD												
	REMOVE EXISTING 7" CONC. PAVING	30000	SF					018		5400		5400	
	" " 8" " "												
	" " 9" " "												
	" " CURB & GUTTERING												
	RELOCATE POWER LINE (BY K&E)	1088	LF					656		7137		7137	
	" EXISTING TRAFFIC LIGHTS												
	NEW CONCRETE CURB PAVING - 7"												
	" " " " - 8"	180085	SF					081		121116		121116	
	" " HWY. " " - 9"												
	" INTEGRAL " CURB	9125	LF					100		9125		9125	
	" CURB INLETS " "												
	NEW CURBS & GUTTER UNDER PAVED TO EXISTING CONC. PAVING												
	FIN NEW CONC. PAVING TO EXIST. PAVING												
	NEW HWY. STORM SEWER LINES												
	" " " " MANHOLES												
	" TRAFFIC LIGHTS												
	BALANCE FORWARD									142778		142778	

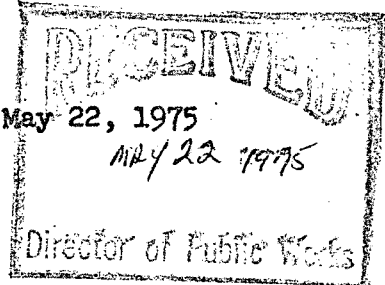
PROJECT: Towne West Square PROPOSED STREET CHANGES **Kellogg & West Intersection**

ITEM NO.	DESCRIPTION OF WORK ITEMS	QUANTITY	UNIT	DISTRIBUTION OF ITEMIZED COSTS		SUB-CONTRACTS	TOTAL COSTS	CHECK	CORRECTIONS
				AMOUNT	AMOUNT				
	BALANCE BROUGHT FORWARD								
	REMOVE EXISTING 7" CONC. PAVING								
	" " 8" " "	9250	SF			11665	11665		
	" " 9" " "								
	" " CURBS & GUTTERINGS	1775	LF			1775	1775		
	RELOCATE POWER LINE (BY K&E)								
	" EXISTING TRAFFIC LIGHTS (2 Poles)		EA.			500	500		
	NEW CONCRETE CURB PAVING - 7"								
	" " " " - 8"	16605	SF			14778	14778		
*	" " STATE HWY " " - 9"	8990	SF			14204	14204		
	" " INTEGRAL " CURBS	2113	LF			2113	2113		
	" " CURBS INLETS @								
	NEW CURBS & GUTTERS - RANDED TO EXISTING CONC. PAVING	50	LF			358	358		
	UNDERPIN NEW CONC. PAVING TO EXIST. PAVING	1483	LF			3559	3559		
	NEW HWY. STORM SEWER LINES								
	" " " " MANHOLES								
	" " TRAFFIC LIGHTS								
*	4" GRANULAR FILL @ STATE HWY 9" PAVING (+20%)	16788	SF			1402	1402		
	BALANCE FORWARD					40354	40354		

THE CITY OF WICHITA

OFFICE OF ENGINEERING

DATE May 22, 1975



TO Robert A. Lakin, Director of Planning

FROM R.W. Linn, City Engineer

SUBJECT Drainage and Sewer Plan -
TowneWest Square

The drainage problems in the general area east of I-235 Highway, between Maple Avenue on the north and 35th Street South on the south, have been under study by the Engineering Division for several years. The City has received approval by the Economic Development Administration for a grant to assist in the financing of a drainage system improvement project for the Southwest Industrial Area.

The area between US-54 and Maple, from I-235 to West Street is identified as Area "A" in the project study. The City has contracted with a Consulting Engineer to develop a preliminary engineering report for recommended improvements. The preliminary report for Area "A" is completed and the report for Area "B" is expected in the immediate future. Area "B" comprises the general area east of I-235, south of US-54, north of 35th Street South, and west of Sheridan.

Final construction plans will be developed and construction of the drainage project scheduled after presentation of the preliminary drainage reports and recommendations to the City Commission. Construction of the Storm Sewer System will permit development in the area.

The proposed Towne West Square development will require modification of the preliminary design of the Storm Sewer System. The modifications are not significant and details can be worked out at the time of platting and design of site improvements.

It will be necessary to require elevation control on the site and easements for retention or ponding in the parking lot area. Easements for the Sewer System will also be required. The preliminary concept for site grading and drainage will not require major change.

There are several Sanitary Sewer problems in connection with the preliminary site plan, but are not considered to be major design or construction problems.

The development of the area cannot proceed until storm drainage improvements are constructed. The E-D-A grant assists in financing of the project, but the estimated cost of the project is significant and will result in substantial special assessments to the properties within the benefit district.

If additional information is desired, please contact me.


R.W. Linn, City Engineer

RWL:gd

CC: R.W. Bruggeman, Director of Public Works ✓

gd

gd

SEDIWICK COUNTY

December 15, 1975



METROPOLITAN AREA PLANNING
COMMISSION

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

RECEIVED

DEC 17 1975

Engineering Division

Mr. Herb Berger
Law-Kingdom
313 South Market
Wichita, Kansas 67202

Re: Towne West Shopping Center

Dear Herb:

Last week Traffic Engineering met with Galbraith and myself and in Topeka with the State Highway personnel concerning the Law-Kingdom Associates proposal. It is my understanding that you wish to have from Traffic Engineering some type of sign-off or O.K. concerning the general design proposals.

At the time we met, along with Public Works, Mr. Schaefer, and others, I suggested that the way we should proceed to resolve some of these issues, including the traffic, was first of all to reduce to writing and obtain agreements in sequence on the following items:

1. The size of the shopping center and its supporting facilities in terms of acreage and square footage.
2. Determine traffic generation rates from the Center.
3. Agree to design criteria and service level for adjacent roadway system and target year for which the design will be made.
4. Prepare preliminary geometrics for review and agreement. Subsequent to this, then propose designs to be tested among adjoining property owners, staffs locally and staffs at the State and Federal levels.

I would request that we follow this procedure prior to beginning to sign-off on general design drawings, such as submitted at the State level. As an example, the particular drawing that I saw in Traffic Engineering dealt apparently with U. S. 54. Double left turns were analyzed at the major entrances on the south and apparently are generally acceptable. However, there has been no setting down the figures in order to provide the basis for these at the present time. However, more importantly, are the other

Page 2 - Mr. Herb Berger
December 15, 1975

problems still remaining on U. S. 54, primarily the service road operation and the West Street intersection, which, in part, will indeed affect the left turn designs down at the main entrances. It also appeared that the State's proposal of bisecting the K-Mart parking lot was an integral part of the drawing which you are asking Traffic Engineering to sign-off on. I am sure that this isn't your request, but I am sure that this appears to be the end result.

Would you please furnish us your current project size that you will be willing to be bound with by a subsequent amendment to the CUP and your response as to the design criteria for the roadway systems under 2. and 3. above.

Sincerely,



Robert A. Lakin
Director of Planning

RAL:ber

cc: Bodrell Joer'dan Smith, Director of Design
Law Kingdom, 313 South Market 67202
James Schaefer, Attorney, Brown Building 67202
Ray Bruggeman, Director of Public Works
*Dick Linn, City Engineer
Paul Graves, City Traffic Engineer

TOWNE WEST

TRAFFIC STUDY

Traffic Engineering Division
City of Wichita

March, 1976

TOWNE WEST TRAFFIC STUDY

INTRODUCTION

The purpose of this report is to give detailed information regarding the forecasted impact on traffic flow that would be created by a major regional shopping center located in the northeast quadrant of the interchange of U. S. 54 and I-235. Special emphasis is given to the analysis of critical intersections around the site.

CAPACITY ANALYSIS BY CRITICAL MOVEMENT SUMMATION METHOD

Basically, the critical movement summation method of capacity analysis applies a technique which analyzes the critical volumes at an intersection. The critical volumes are determined by adding the highest total of through traffic plus the opposing left turning traffic for one street on an hourly per lane basis, and then adding to this the highest total of through plus its opposing left for the other street on an hourly per lane basis.

The general rules of procedure for determining the critical movement capacity analysis are as follows: For a divided street with separate left turn and right turn bays, the critical movements would be the through traffic and the opposing left per lane. Therefore, the number one consideration would be the through volume on each approach. Then, the through volumes on each approach are divided by the number of lanes on that approach and the opposing left turns per lane are added to this number. From these totals, the traffic

movement in the north/south direction, for instance, is compared to determine which one of the opposing lefts plus through movement volumes is greater. The same general rules are followed for the east/west traffic flow. Adding the greater through plus opposing left volumes for both the north/south and east/west direction results in a critical movement value.

From previous analyses of other intersections where heavy vehicular travel has been encountered, it has been determined that under the critical movement summation method, that with a value of 1,200 vehicles per hour, an intersection would be operating at level of service C. If the volumes were to reach 1,350 vehicles, the intersection would be operating at level of service D. If the volumes were to reach 1,450 vehicles, the intersection would be operating at level of service E. For any volumes over 1,500, there is little question of severe congestion and breakdown conditions existing at that intersection. Remember, the City of Wichita attempts to design for a level of service C for the design year; i. e., level of service C generally allows all waiting vehicles to clear out on one signal cycle.

KELLOGG AND WEST

In the analysis of the existing conditions at Kellogg and West using our latest traffic counts, this intersection is presently operating at a level of service D. Congestion does occur at this intersection during the peak highway hours. By 1978, based upon a 4% per year growth rate in highway traffic alone, the intersection will be operating at level of service E; in other words, severe congestion and breakdown conditions will exist. Remember, this is under present design conditions and does not consider the construction of a regional shopping center.

This intersection was then analyzed based upon a 4% per year growth rate in highway traffic to the year 1978 plus the full impact of the shopping center generated traffic. This analysis assumes that the shopping center would be operating at full capacity by 1978 and that the improvements contained in the Art Roberts report entitled "Traffic Report - Towne West Square Shopping Center, Wichita, Kansas" would be accomplished at this time. These improvements are basically that Kellogg would be three through lanes plus two left turn lanes. West Street would be two through lanes plus two left turn lanes.

Even with these improvements, this intersection would operate at level of service D the day it is opened and the full impact of the shopping center traffic is realized. Thus, even with the improvements proposed by Art Roberts in his study, Kellogg and West in 1978 would not be operating at any better level of service than it is presently. Also, this intersection improved as suggested would reach the breakdown and severe congestion level during 1980. In other words, this intersection, if improved as suggested by Art Roberts, couldn't possibly function after the year 1980.

In an attempt to determine the necessary roadway requirements to accommodate the forecasted volume of approximately 60,000 vehicles per day in 1985, this intersection was analyzed based upon four lanes for through traffic plus two left turn lanes and right turn lanes on Kellogg, and three lanes for through traffic plus two left turn lanes and a right turn lane on West Street. With this type of improvement, this intersection will operate at level of service C in 1985.

KELLOGG AND TRACY

The intersection of Kellogg and Tracy was analyzed based upon 1985 forecasted highway and shopping center traffic and the assumed improvements as proposed by the Art Roberts study. By 1985, this intersection will be operating at level of service E or at a capacity approaching the breakdown point. In order to accommodate both the shopping center traffic and the forecasted highway traffic in the year 1985 at a service level C, the minimum roadway improvements would be four through lanes on Kellogg plus two left turn lanes into the center and double left turn lanes plus a through right turn lane on Tracy.

KELLOGG AND WEST SHOPPING CENTER ENTRANCE

The intersection of Kellogg and the west shopping center entrance as proposed will operate at an acceptable level of service based upon the proposed configuration as submitted in the Art Roberts study. It should be noted that this intersection will not be signalized.

WEST AND TAFT

The necessary roadway geometrics to handle level of service C was computed for the intersection of West and Taft. Results of the capacity analysis for this intersection indicate the proper design would be three lanes for through traffic and right turn vehicles, plus left turn bays on West Street. For Taft, this intersection will require two lanes for both approaches.

WEST AND MAPLE

The intersection of West and Maple could operate between level of service C and D with the following improvements: two through lanes plus left and right turn lanes on West Street and two lanes for through and right turn traffic plus left turn bays on Maple.

MAPLE STREET

Adequate capacity could be designed into the Maple Street entrances of the shopping center by providing two through lanes plus left turn and right turn channelization at each appropriate entrance.

WEAVING SECTION

A possible critical weaving section could occur between the west shopping center entrance and the ramp at I-235 for westbound Kellogg traffic wishing to go north on I-235. A capacity analysis of this section was conducted to determine the required length and the level of service which could be accommodated based upon three through lanes on Kellogg plus an additional acceleration/deceleration lane between the ramp termini. The analysis of this weaving section indicates that this will operate at level of service C for the design year 1985 and its length is greater than the minimum length required to accomplish this weaving maneuver.

LEFT TURN STORAGE REQUIREMENTS

Left turn storage requirements at the intersection of Kellogg and Tracy for eastbound traffic on Kellogg wishing to turn left onto Tracy were analyzed. This intersection will require a dual left turn storage bay having a minimum length of 325 feet to accommodate the traffic load which would occur during 7:00 to 8:00 P. M. peak for shopping center traffic entering the center. It should be noted

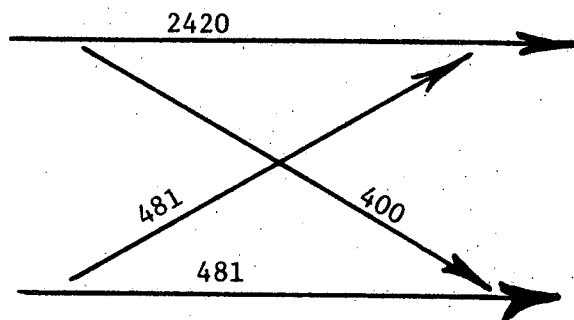
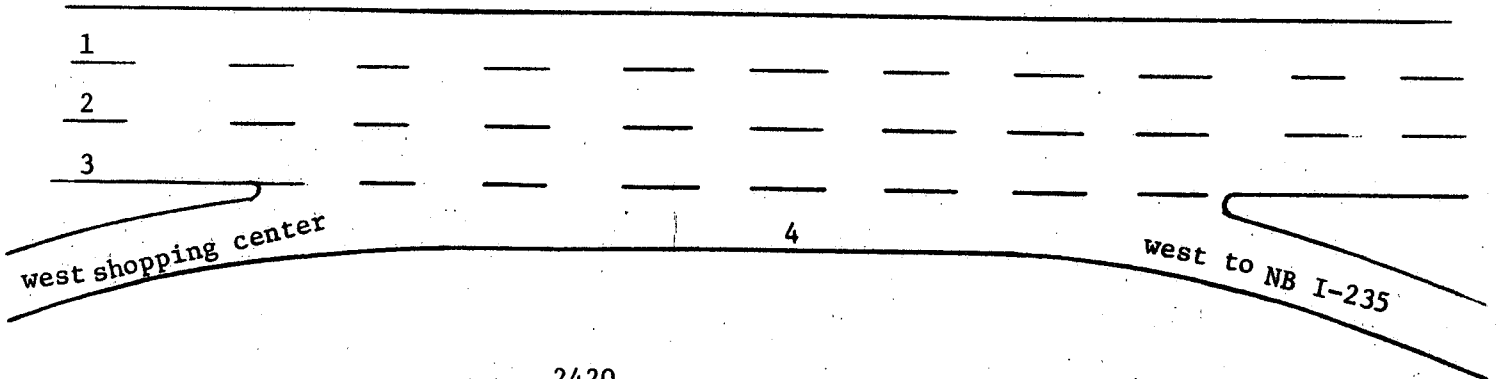
that it will be impossible to attain this minimum distance because of the close spacing between the Kellogg and Tracy intersection and the proposed Kellogg and west shopping center entrance.

At several other key intersection locations, the length of left turn storage will have to be calculated, based upon the turning volumes anticipated. These other intersections were not analyzed at this point since adequate storage can be provided and this is really a process of design which can be better handled later on, if the project is approved.

SUPPORT DATA

Attached to this report is an Appendix which gives the detailed analyses used for computing the capacity analysis by Critical Movement Method, and the requirements for simple weaving. In addition to this capacity analysis, the traffic volume figures existing and forecasted for various design years are also attached.

1985 Simple Weaving - Kellogg between West Shopping Center Entrance
 and I-235 West to North Ramp - 5% commercial vehicles
 12' lane - no shoulders Flat grade



From Table 9 $E_T = 2$

$F_T = 0.95$

Calculate: $W + W^1 = 881$

and

$W + W/F_T = 881/0.95 =$

Figure W - 1 with $\frac{W + W^1}{W + W/F_T} = 930$

Quality of Flow = III (K = 3.0)

L = 500' min. 600 OK

Find widths corresponding to minimum and desirable lengths determined in part I.

Table W-1 - SV C = 1350 pcpl

SV = $1350/(0.95) = 1280$ vph

$N = \frac{V + (K-1) W^1}{SV} = \frac{3782 + (3.0 - 1.0) (400)}{1280}$

$= \frac{4582}{1280} = \underline{\underline{3.8 \text{ lanes}}}$

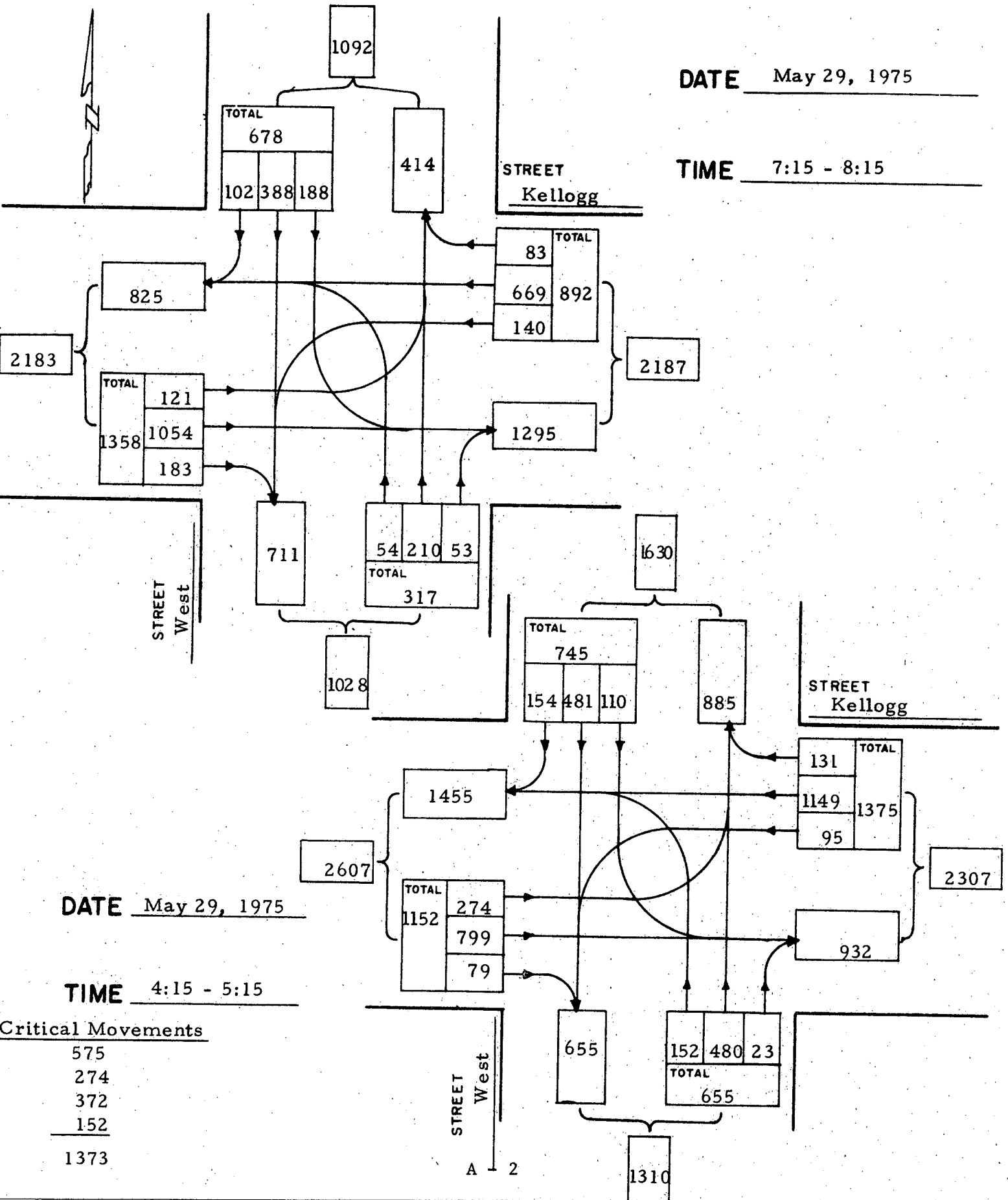
A - 1

4 lanes OK

CITY OF WICHITA
 TRAFFIC ENGINEERING DIVISION
 TRAFFIC VOLUME SUMMARY

DATE May 29, 1975

TIME 7:15 - 8:15



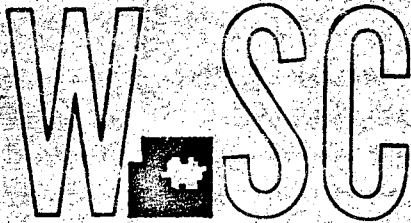
Critical Movements

- 575
- 274
- 372
- 152
- 1373

A 2

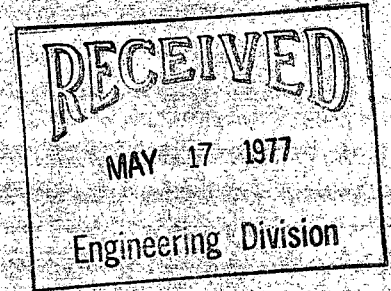
1310

WICHITA — SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

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



May 16, 1977

Campbell and Castle Engineers
P.O. Box 1835
Wichita, Kansas 67201

Re: S/D 77-24 - Final plat of
Towne West Square Addition

Gentlemen:

At the regular meeting of the Metropolitan Area Planning Commission on May 12, 1977, the above-captioned plat was considered. The action of the Commission was to recommend that the plat be approved as recommended by the Subdivision Committee, subject to the conditions stated in our letter of May 9, 1977, and in addition, the following condition:

A legal instrument shall be submitted agreeing that the owner and subsequent owners in title will not object and request damages by virtue of changing U.S. 54 (Kellogg) from expressway/arterial standards to freeway standards.

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:

1. Compliance with the requirements of the Metropolitan Area Planning Commission.
2. Submission of the fully completed and signed tracing of the subdivision to the Metropolitan Area Planning Department.
3. 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.
4. Certification that all taxes due and payable for 1976 and prior years have been paid.

Please call if you have any questions.

Sincerely,

Jack H. Galbraith

Chief Planner

JHG:bh

THE CITY OF WICHITA 2

Campbell and Castle Engineers
May 16, 1977

cc: Towne West Mall Co., and Myrtle A. Rogers
1712 N. Meridian, Indianapolis, Indiana, 46202

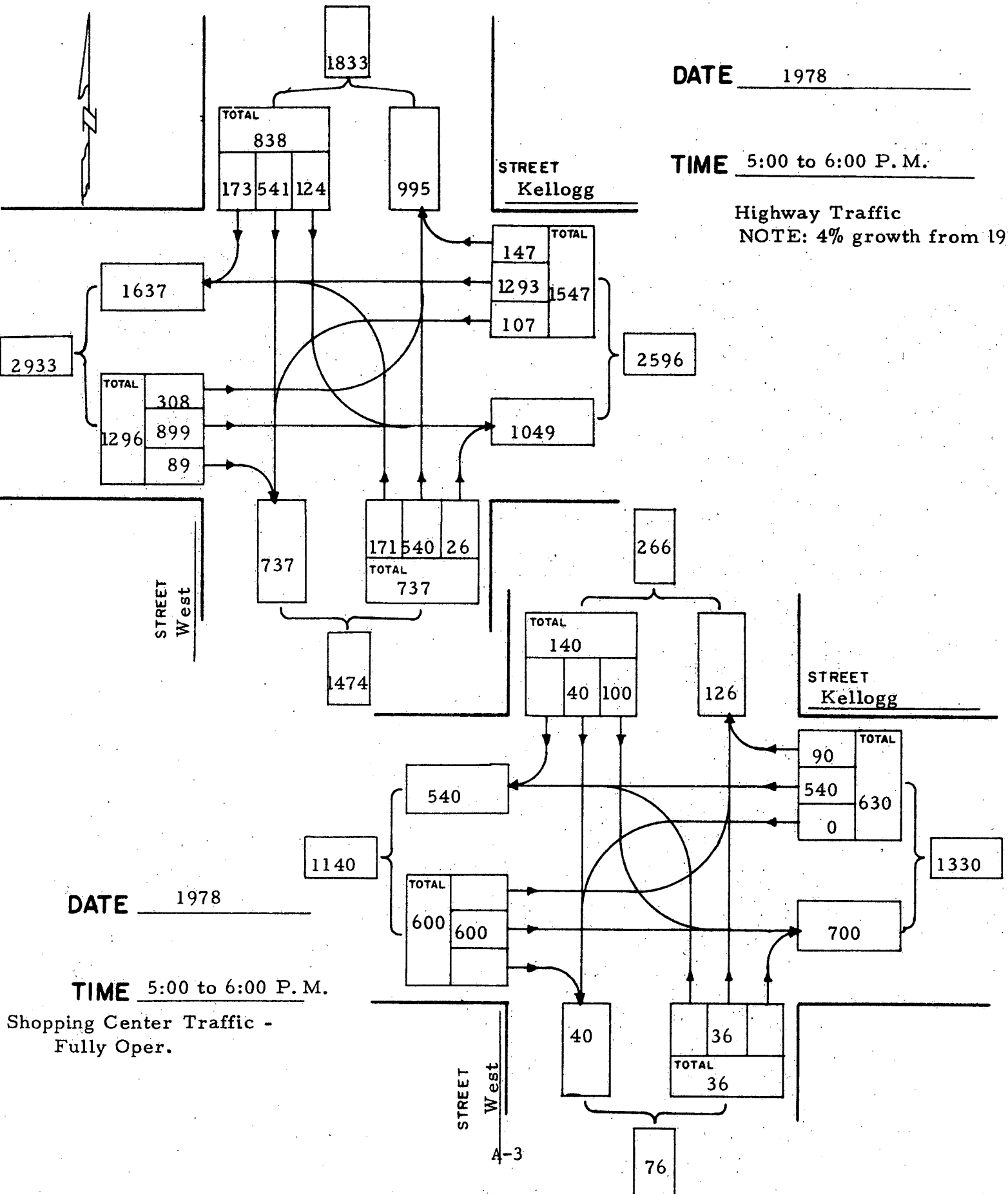
James R. Schaefer, Atty, 800 Borwn Building, 67202
Dean Sellers, Assistant City Engineer
Al McClure, P.O. Box 16025, 67216
Gary Quick, Westport Drive-In 401 S. West Street, 67213

CITY OF WICHITA TRAFFIC ENGINEERING DIVISION TRAFFIC VOLUME SUMMARY

DATE 1978

TIME 5:00 to 6:00 P.M.

Highway Traffic
NOTE: 4% growth from 1975



DATE 1978

TIME 5:00 to 6:00 P.M.

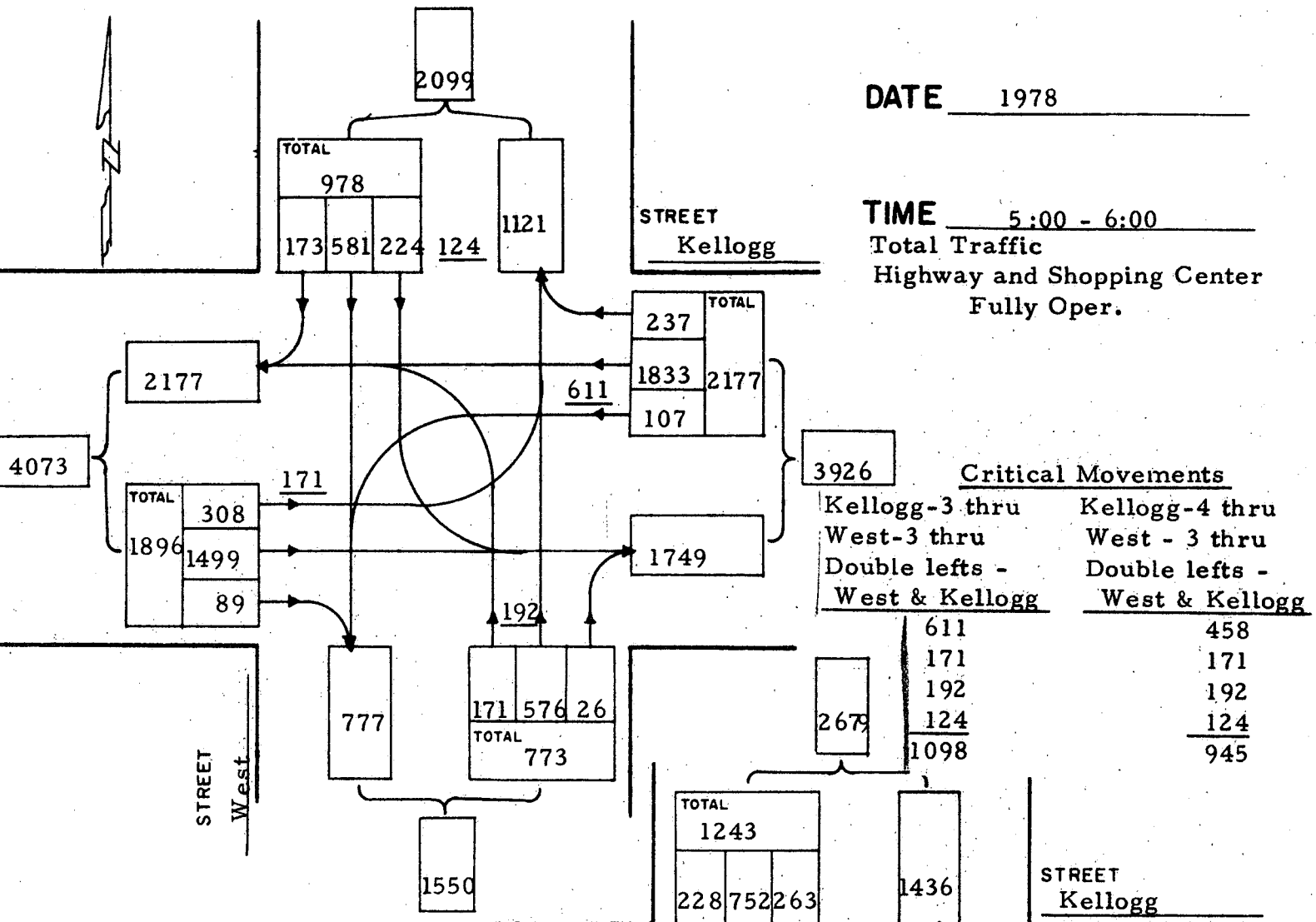
Shopping Center Traffic -
Fully Oper.

**CITY OF WICHITA
TRAFFIC ENGINEERING DIVISION
TRAFFIC VOLUME SUMMARY**

43-024

DATE 1978

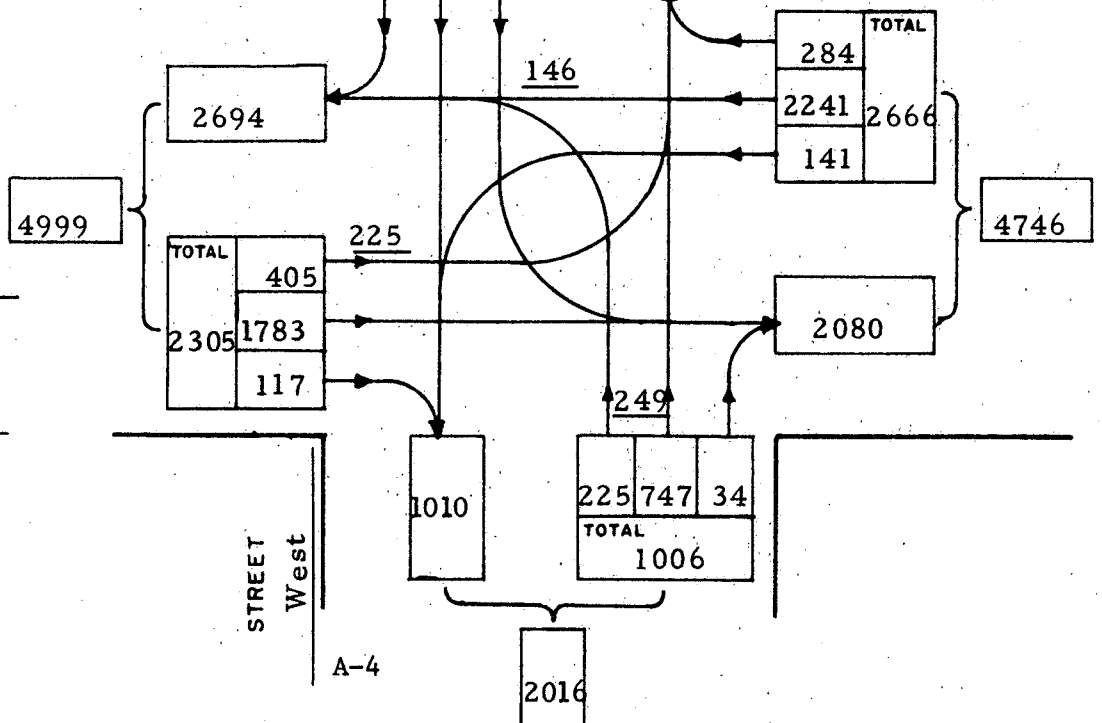
TIME 5:00 - 6:00
Total Traffic
Highway and Shopping Center
Fully Oper.



DATE 1985

TIME 5:00 to 6:00

Critical Movements
560-Kellogg thru 4 lanes
225-Kellogg left turn
249-West thru 3 lanes
146-West left turn
1180

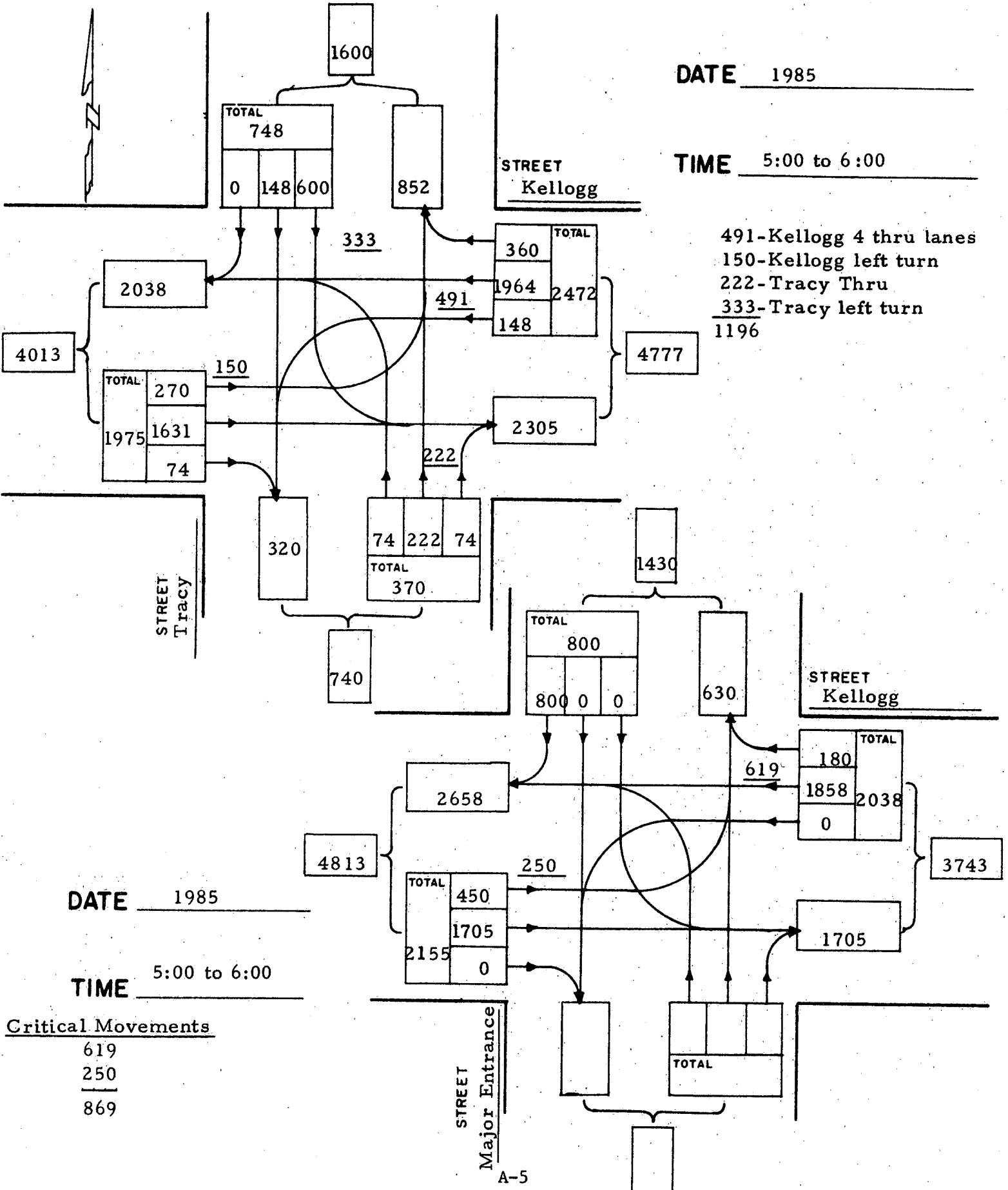


CITY OF WICHITA TRAFFIC ENGINEERING DIVISION TRAFFIC VOLUME SUMMARY

DATE 1985

TIME 5:00 to 6:00

491-Kellogg 4 thru lanes
150-Kellogg left turn
222-Tracy Thru
333-Tracy left turn
1196



DATE 1985

TIME 5:00 to 6:00

- Critical Movements**
- 619
 - 250
 - 869

STREET
Major Entrance
A-5

**CITY OF WICHITA
TRAFFIC ENGINEERING DIVISION
TRAFFIC VOLUME SUMMARY**

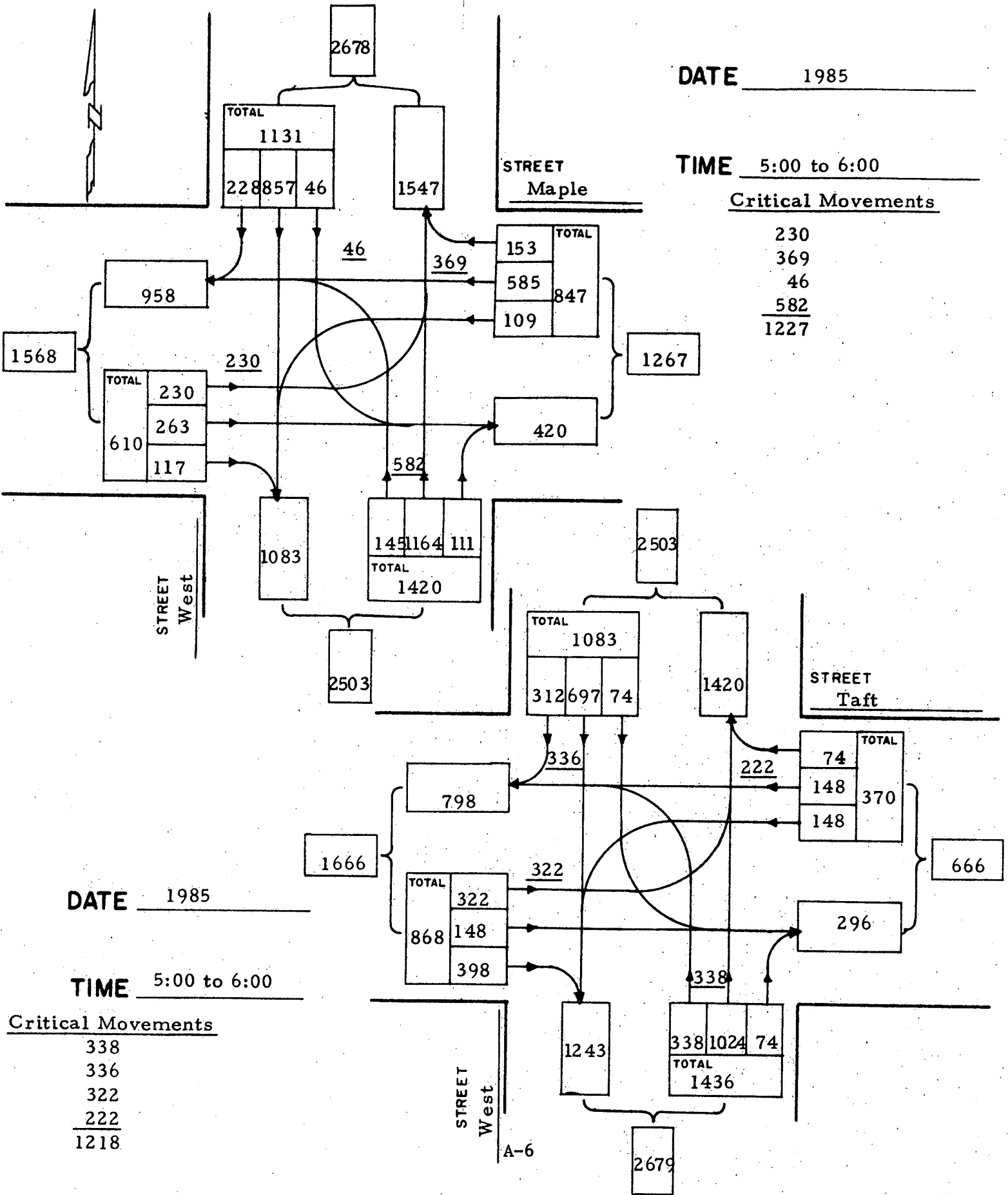
43-024

DATE 1985

TIME 5:00 to 6:00

Critical Movements

230
369
46
582
1227

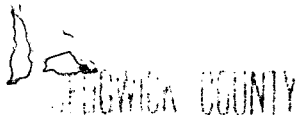


DATE 1985

TIME 5:00 to 6:00

Critical Movements

338
336
322
222
1218

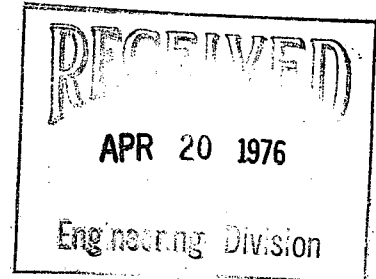


April 19, 1976



METROPOLITAN AREA PLANNING
DEPARTMENT

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



Mr. James R. Schaefer, Attorney
800 Brown Building
Wichita, Kansas 67202

Re: Towne West Square

Dear Mr. Schaefer:

The Planning Commission's last action on the above project was to concur in the general traffic proposals, provided, however, that additional work and resolution was gained on the method and manner of circulation around the Town and Country Motel, and the final design and method of payment for construction of Tracy by K-Mart.

I would like for you to arrange a meeting with the responsible representatives from each of these groups so that we can discuss the specifics of the geometrics which you have revised and propose to handle the Town and Country situation, and to discuss the geometrics and financing with the K-Mart people. Would like to arrange to have the appropriate staff people at these meetings also. I think it will be best if the results of these meetings can be reduced to writing so that we have the signed agreement of these parties when we take this matter next to the Planning Commission. As soon as we have this, and have resolved some of the issues with the State, I am hopeful that we can take this to the Planning Commission sometime in May, with a May or June City Commission approval.

Please give me a call if you have any questions or concerns.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:ber

cc: Ray Bruggeman, Director of Public Works
Paul Graves, City Traffic Engineer
X Dick Linn, City Engineer

P.S. Attached is a draft of the MAPC/TC minutes of March 15.
If you have any comments, check back with McKinley.

PUBLIC HEARING

TOWNE WEST SHOPPING CENTER TRAFFIC IMPROVEMENTS

A JOINT MEETING OF THE METROPOLITAN AREA PLANNING
COMMISSION AND THE WICHITA TRAFFIC COMMISSION

7:00 p.m. - March 17, 1976

City Commission Chambers
1st Floor, City Hall
455 North Main Street, Wichita, Kansas

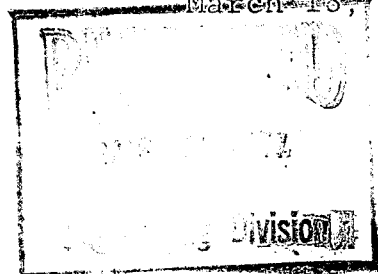
1. Review of Previous Actions - Lakin
 - a. Zoning
 - b. CUP
 - c. Drainage
2. Future Procedures Required - Lakin
 - a. Agreement on design (geometrics) for traffic improvements (recommendations by MAPC, TC, developer, public to Board of City Commissioners).
 - b. Agreement on financing.
 - c. Plat approval.
3. Discussion of specific traffic improvements
 - a. Assumption (traffic generation rates, growth factors and level of service).
 - b. Description and Review of Projects
 - 1) U. S. 54, I-235 to an area east of West Street
 - 2) Maple-West Street Intersection
 - 3) West Street, from South of U. S. 54 to north of Maple
 - 4) West Street-U. S. 54 Intersection
 - 5) Maple, I-235 to an area east of West Street
 - 6) Taft, West Street to Tracy
 - 7) Tracy, U. S. 54 to Maple
 - c. Discussion by Commissions and public of projects described in 3.b. above.

WICHITA-SEDGWICK COUNTY

DATE

March 18, 1977

METROPOLITAN AREA PLANNING DEPARTMENT



✓ TO Dick Linn, City Engineer
Paul Graves, Traffic Engineer
M.S. Mitchell, Maintenance Flood Control

FROM Mike Meek, Senior Planner

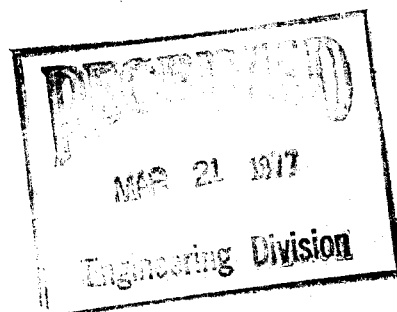
SUBJECT DP-71 - Proposed Amendments to the Towne West Square
Community Unit Plan - South side of Maple in an area between
I-235 and Tracy.

Attached for your information and review is a copy of the proposed amendments to the Towne West Square C.U.P. We are advertising this case to be considered by the MAPC on April 14, 1977 and would appreciate any comments which you might have by Friday, March 25, 1977, in order that we might respond as soon as possible.

Mike Meek

Mike Meek
Senior Planner

MM:el
Attachment



AUG - OPEN DATE FOR TOWNE WEST
MAPLE - 2 OR 3 MONTHS OF WORK AFTER START
WEST - ?

KELLOGG ENT. - STORM SEWER #18 NEEDS TO BE INSTALLED ^{MID} MARCH
15TH TO MID-JULY COMPLETION

2 COPIES - COVER PAGE OF KELL. ENT.

60 DAYS R/W

JOB DESCRIPTION?

SL
2-20-80

2-20-80

To: ~~R.W.~~ BRUNGEMAN, DIRECTOR OF PUBLIC WORKS

FROM: STEVE LACKEY, DESIGN CHIEF ENGINEER

file

~~Re~~ RE: PROJECT DESCRIPTIONS AND STATUS IN TOWNE WEST AREA

MAPLE, E.L. I-235 TO E.L. McCOMAS - LET (RITCHIES)
WEST ST., 475 FT. S. OF TAFT TO 500^{FT. N.} OF MAPLE - LET (RITCHIES)
KELLOGG, E.L. ANNA TO 310 FT. EAST OF E.L. TRACY - LET (MID-KANSAS)
TRACY, N.L. KELLOGG TO S.L. TAFT - LET (RITCHIES)
TRACY, S.L. TAFT TO S.L. MAPLE - REPETITION
TAFT, E.L. TRACY TO W.L. FLORENCE - REPETITION
TAFT, W.L. FLORENCE TO W.L. WEST - REPETITION

STEVE LACKEY

NAME

COMPANY

H. L. BERGER

LAW/KINGDON

L. J. ROAN

M S O.

Mike Lindbeck

City

Steve Jackey

City - Eng.

Mark Dohmer

Utility Cont.

Pat Smith

USA

Tom Bailey

Ritchie Paving Inc

Bob Strauss

KANSAS CONST CO., INC.

John Krays

City Engineering

Ray Bruggeman

Dept. of Public Works

Bill McKinley

Traffic Engineering

MAX FEASTER

Ritchie Paving Inc

JAMES TADTMAN

UTILITY CONTRACTORS

ED VOSS

" " "