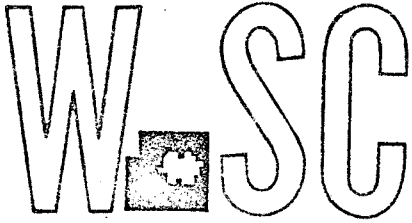


WICHITA — SEDGWICK COUNTY



METROPOLITAN AREA PLANNING  
DEPARTMENT

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

January 19, 1978

Mr. Glen M. Koontz  
Director of Engineering and  
Design  
State Office Building  
Topeka, KS 66612

Dear Glen:

Since our December meeting on Towne West shopping center traffic and the I-235/Maple Street Interchange, city staff has met to review local responsibility for the Maple Street Interchange project. Amendment of the Transportation Plan to include the Maple Street Interchange will be the responsibility of the Planning Department and will be initiated immediately. Funds have been programmed in 1978 for a design study to be administered by the Engineering Division of Public Works. Our goal is to advance the project to right-of-way acquisition and construction during 1979.

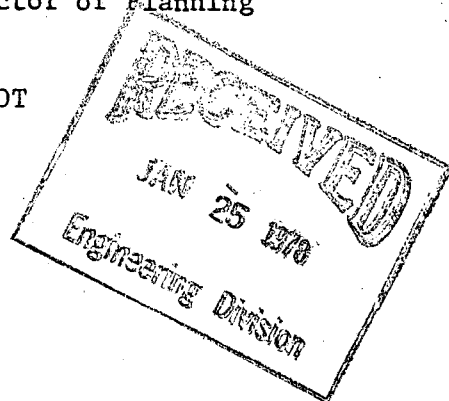
During our December meeting it was decided that the Maple Street Interchange could be included as a part of the US-54, Hoover Road to Topeka Avenue, Location Study/Environmental Impact Statement. The time required to complete the draft environmental impact statement and hold a public hearing was estimated to take nine to twelve months. Do you still plan to include Maple Street as a part of the State's action in the above design study? Also, are you still anticipating completion of the draft EIS and holding a public hearing in August or September of this year? We would appreciate your acknowledgement of the above assumption and responsibilities.

Sincerely,

Robert A. Lakin  
Director of Planning

RAL:MEL:rh

cc: W. H. Ogan, State Transportation Engineer, KDOT  
Eugene Denton, City Manager  
R. W. Bruggeman, Director of Public Works  
Dick Linn, City Engineer



# THE CITY OF WICHITA



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

March 12, 1993

Mr. John Brewer, AIA  
Wilson Darnell Mann  
128 N. Oliver  
Wichita, Kansas 67208

Dear Mr. Brewer:

The plaque for the Transit Center should contain the following wording.

City of Wichita  
Transit Center  
1993

Wichita City Council

Bob Knight	Mayor
Stan Reeser	Vice-Mayor
U. L. "Rip" Gooch	Council Member
Sheldon Kamen	Council Member
Frank Ojile	Council Member
Greg Ferris	Council Member
Alisa Phillips	Council Member

Metropolitan Transit Authority

Charles E. Sutherland	President
Allen Boge	Board Member
Cindy Carpenter	Board Member
James L. Gulick	Board Member
Billie Knighton	Board Member
Jeff Tymony	Board Member
Barton Prince	Board Member

Sincerely,

Gene Rath, P.E.  
Assistant City Engineer



# COMMISSIONERS PROCEEDINGS

5828

March 14, 1978

H. Denton

City Manager reviewed this matter with the Commission and stated that this had been discussed with Mr. Kitchen and it was his understanding that Mr. Kitchen felt this was a fair arrangement. The City Manager further reported that the matter pertaining to prior eligibility to join the City's Group Insurance Plan, was discussed yesterday with the Group Insurance Board. It was determined that there were three persons eligible, all over 60 years of age, and the total liability of the City would be \$70,000 in insurance if they are permitted to participate in the insurance plan. He stated the Board's recommendation, based on the decision of the City Commission and the determination that they were employees, was that the three employees be permitted to join the Group Plan on the same basis as they would be permitted to buy past credit in the retirement fund.

Allen

Tom Allen, President of Wichita Employees Retirement Plan, explained the Board's reason for presenting further options for the Commission's consideration.

Discussion

Discussion.

ion--

Casado moved that the Ordinance be amended as outlined in the redraft and to include Option B in the Ordinance, and place the ordinance upon its passage and adoption.

m. Porter

Commissioner Porter requested a report reviewing the old and new policy regarding leave for maternity reasons and the eligibility of employees to be continued in the retirement program who had taken maternity leave at the time the change in policy occurred.

--carried

Motion carried 5 to 0.

## ORDINANCE NO. 35-501

An Ordinance pertaining to the Wichita Employees' Retirement System, amending Section 2.28.010, Subsection (d) of Ordinance No. 34-742, read for the second time. Casado moved that the ordinance be placed upon its passage and adopted. Motion carried 5 to 0. Yeas: Donnell, Peters, Porter, Shanahan, Casado.

ING PETITIONS  
PLAT OF TOWNE  
SQUARE ADDN.

Paving Petitions in connection with Plat of Towne West Square Addition, presented.

On December 13, 1977, the Commission approved the plat of Towne West Square Addition located between Maple and Kellogg and I-235 and Tracy Street and instructed the Planning Department to withhold release of the plat until all conditions of the plat approval had been completed.

All petitions submitted at the time were 100% with the exception of those petitions involving Tracy and Taft. The Commission was advised that the two petitions would be considered at a later date after appropriate notice had been given to the property owners. Submission of the two petitions does not release the plat. Another remaining plat condition, a letter of agreement from the developer stating no objection to a freeway in the area, had not been received at the time of agenda preparation.

The paving petition for Tracy, from the SL of Taft to the SL of Maple, is a 93.7% petition with an estimated cost of \$215,000 to be financed \$5,000 City-at-large and \$210,000 special assessments.

The paving petition for Taft, from the EL of Tracy to the WL of Florence, is a 92.5% petition with an estimated cost of \$71,000 to be financed in total by special assessments.

The affected property owners have been provided notification of hearing.

The City Manager recommended approval.

c Linn

City Engineer, presented slides and reviewed the petitioned improvements and assessment for same. He stated that the assessment would be based on a typical development at that location and the additional width, turning bays, etc., are the responsibility of Towne West.

an Miller

In answer to inquiry by the Commission, Arden Miller, representing the Developer, stated that the letter of agreement regarding the freeway is in the hands of the Developer's Attorneys in Indianapolis and should be received shortly.

# COMMISSIONERS PROCEEDINGS

5829

March 14, 1978

Mayor Casado

Mayor Casado inquired if anyone present wished to be heard and no one appeared.

Motion--

Casado moved that the petitions be approved and the City Attorney be instructed to prepare the necessary resolutions and hold for development. Motion carried 5 to 0.

--carried

REPORT ON BANK  
STABILIZATION ON  
LITTLE ARKANSAS  
BETWEEN 29 & 31 N.

Report on bank stabilization on the Little Arkansas River between 29th and 31st Streets North, presented.

On December 20, 1977, the City Commission directed that stabilization work along the Little Arkansas River between 29th and 31st Streets North be referred to the affected area CPO's and the Environmental Resource Advisory Board (ERAB) for review and recommendation. The Commission further directed that work on the 29th-31st Street project be suspended until the CPO and ERAB recommendations are available.

Hearings with area residents have been conducted through the area CPO Councils (Areas "J" and "M") and both have endorsed the recommendations of the Waterways Development Advisory Board subject to obtaining the written consent of the owners of each property upon which stabilization will be performed.

The Waterways Development Advisory Board recommended that the bank be stabilized on the west side of the river from the NL of 3208 Porter to 29th Street with a description of the method of work to be used. In addition, the WDAB recommended cutting the channel through the island and sand bar, moving it to the west and filling the east channel and stabilizing as required on the east bank at least on Dunsworth and Bonwell properties.

The Environmental Resource Advisory Board (ERAB) reviewed the proposed stabilization and recommended that:

- 1) Bank stabilization work proceed as originally requested
- 2) Existing upper bank line slopes on all projects be maintained
- 3) A landscape architectural review be conducted on all such projects and landscape conservation service be provided to each landowner for restoration efforts
- 4) Any additional work to aesthetically treat the face of the pads at construction would be at the request of river front owners with cost to be paid by property owners.

In addition, ERAB recommended that the natural preservation of existing vegetation be maintained whenever it is practical from an engineering standpoint.

The Waterways Development Advisory Board recommended that the Commission authorize reinstatement of the stabilization work on the Little Arkansas River between 29th and 31st Streets North subject to obtaining the written consent of property owners and subject to the ERAB recommendations as outlined.

. H. Denton

City Manager, briefly reviewed the matter and stated that there were persons present who may wish to be heard.

The following persons spoke in opposition to the bank stabilization proposed:

Mrs. Sylvia Strathe, 3226 Porter  
Martha Bogle, 3234 Porter  
Jerry Busch, 1574 N. Charles

ITEM # 4 Continued

- (1) Option A provides for the payment of ALL of the prior service credit, or none of it. The original proposal to permit partial buy in of credit was based on the reasoning that a full funding buy in of prior credit might create a hardship to some employees if they were required to buy all prior service and the Board agreed that employees should be permitted to buy whatever credit they could afford. The financial hardship has been lessened by the new proposed funding formula and this option would be in conformance with the option that all other rehired employees have at the time of rehire.
- (2) Option B allows the purchase of all or any prorated portion of service the individual can afford under the following method of proration:

$$\frac{\text{Years purchased}}{\text{Total prior service}} = \frac{\text{Amount to be contributed}}{\text{Total Contributions Required}}$$

Another provision in the proposed ordinance addresses the matter of refunds upon termination of service and provides that if the URA or MTA employees receive funds from other public agencies (such as HUD) to aid them in purchasing the prior credit, upon their termination from City employment prior to retirement the public funds are to remain in the Retirement Fund.

Following adoption of the ordinance and when the actual number of URA and MTA employees who will elect to participate is determined, the City Manager will return with a proposal for consideration in the 1979 Budget process for the City to make-up the dollar amount difference between full funding and the formula proposed above.

The City Manager recommends adoption of Option B for inclusion in the final ordinance.

**ACTION:**

Amend the ordinance as outlined in the redraft deleting the option not desired for inclusion in the ordinance, and place it on its passage and adopt.

*02 Proj 42 & 43 Slide*

SECTION II

5. PAVING PETITIONS IN CONNECTION WITH PLAT OF TOWNE WEST SQUARE ADDITION.

On December 13, 1977, the Commission approved the plat of Towne West Square Addition located between Maple and Kellogg and I-235 and Tracy Street and instructed the Planning Department to withhold release of the plat until all conditions of the plat approval had been completed.

All petitions submitted at the time were 100% with the exception of those petitions involving Tracy and Taft. The Commission was advised that the two petitions would be considered at a later date after appropriate notice had been given to the property owners. Submission of the two petitions does not release the plat. Another remaining plat condition, a letter of agreement from the developer stating no objection to a freeway in the area, has not been received at the time of agenda preparation.

The paving petition for Tracy, from the south line of Taft to the south line of Maple, is a 93.7% petition with an estimated cost of \$215,000 to be financed \$5,000 City-at-large and \$210,000 special assessments.

The paving petition for Taft, from the east line of Tracy to the west line of Florence, is a 92.5% petition with an estimated cost of \$71,000 to be financed in total by special assessments.

The affected property owners have been provided notification of hearing.

The City Manager recommends approval.

**ACTION:**

Approve the petitions and instruct the City Attorney to prepare the necessary resolutions and hold for development.

6. CLAIM FOR DAMAGES - BILLY JOE LINKER, SR., IN THE AMOUNT OF \$11,050.

The claim for damages was filed against the City on January 17, 1978, for the alleged unlawful destruction of the claimant's family dog by the City pound keeper.

In accordance with City Commission policy, the recommendation of the City Attorney and City Manager will be provided at the time the matter is considered.

The attorney for the claimant has been provided notification of this hearing.

**ACTION:**

Take such action as the Commission deems to be in the best interest of the public.

*ca = 93.7%*  
*Lbr, 20,700*  
*ort 20,300*  
*l. 169,000*  
*A. 210,000*  
*5,000*

*ca = 92.5%*  
*ort 20,900*  
*4,500*  
*port 15,600*  
*W. 30,000*  
*S.A. = 71,000*

Town West Square Addition  
file



Melvin Simon & Associates, Inc.  
1712 North Meridian Street  
P. O. Box 44230  
Indianapolis, Indiana 46244  
Phone: (317) 926-6021

FILM 299 IN: 1511

March 31, 1978

STATE OF KANSAS  
SEDGWICK COUNTY  
FILED FOR RECORD AT

APR 14 1978

3 79583

ESTEE F. MCCART  
RECORDED BY

*Amelia Lat  
Deputy*

The Honorable Board of City Commissioners  
City Hall - First Floor  
455 North Main  
Wichita, Kansas 67202

Ms. Peters and Gentlemen:

Re: DP-71

Towne West Mall Company or other real estate included in Community Unit Plan described as Towne West Square Addition, hereby agrees that in the event U. S. 54 (Kellogg) is changed from "Expressway/Arterial" standards to "Freeway" standards, neither it nor its successors in interest or title to said real estate shall object to said change nor request damages as a result thereof.

It is further understood that said agreement by the undersigned shall constitute a covenant of the Community Unit Plan and shall be binding upon all subsequent owners of the real estate described in the Towne West Square Community Unit Plan.

Sincerely,

TOWNE WEST MALL COMPANY

*[Signature]*  
Melvin Simon  
General Partner

MS:mp

STATE OF KANSAS )  
                          ) ss:  
SEDGWICK COUNTY )

The foregoing instrument was acknowledged before me this 31st day of March, 1978, by Melvin Simon, partner on behalf of Towne West Mall Company, an Indiana Limited Partnership.

My Appointment Expires:

*City Clerk*  
*City 12/14*

*will sell*  
Notary Public  
CARL A. BELL, JR.  
NOTARY PUBLIC  
SEDGWICK COUNTY, KANSAS  
MY APPT. EXP. AUG. 14, 1978

*[Signature]*

CONTINGENT DEDICATION

PM 353 W21047

The undersigned, being the owner of the following described real estate, to-wit:

A tract in the Northwest Quarter (NW/4) of Section 26, Township 27 South, Range 1 West of the Sixth Principal Meridian described as follows:

Commencing at the Northeast corner of said Northwest Quarter; thence 80.00 feet on a bearing of South 00°11'32" to the South line of Maple Street; thence 1394.76 feet on a bearing of South 89°48'05" West along said South line of Maple Street to the point of beginning; thence 157.46 feet on a bearing of 89°48'05" West along said South line of Maple Street to the Easterly right of way line of I-235 Highway; thence 575.00 feet on a bearing of South 33°44'17" East along said Easterly right of way line; thence 230.87 feet on a bearing of North 16°05'15" West; thence 254.43 feet on a bearing of 26°56'26" West; thence 34.71 feet on a bearing of North 30°00'00" East to the point of beginning.

hereby dedicates said real estate to the public for road purposes, provided, however, said dedication is contingent upon the occurrence of each of the following events:

- (a) That US Highway 34 (Kellogg Street) from West Street in the City of Wichita to the I-235 interchange at Kellogg is improved to freeway standards; and
- (b) That an urban type interchange designed substantially as shown on the attached Exhibit "A" is constructed at the intersection of West Street and Kellogg Street; and
- (c) That a frontage road is constructed on the north side of Kellogg Street to connect West Street and said Kellogg Street - West Street interchange to the Towne West Square Shopping Mall; and
- (d) That an interchange is built at I-235 and Maple Street within the City of Wichita.

Dated the 9<sup>th</sup> day of April, 1979.

STATE OF KANSAS  
DEPARTMENT OF REVENUE  
RECORDS AND DEEDS  
APR 17 1979  
A 31640  
BETTY F. HODGSON  
REGISTER OF DEEDS

TOWNE WEST MALL COMPANY,  
a limited partnership  
By [Signature]  
Melvin Elmer General Partner

[Signature]

7.00 LTIC



ARCHITECTS - ENGINEERS - PLANNERS  
**VAN DOREN - HAZARD - STALLINGS**  
250 ROCKBOROUGH BUILDING, 260 NORTH ROCK ROAD WICHITA, KANSAS 67206  
TELEPHONE 316 686-7303

*Towne West*

May 3, 1978

Mr. R. W. Linn  
City Engineer  
455 North Main  
Wichita, Kansas 67202

Dear Mr. Linn:

We have reviewed the plans submitted to us by Law Kingdon for Towne West Square site grading and drainage. In the review we found more than adequate storage on the site. A Copy of the plan was submitted to Mr. Seal with areas of storage outlined, and spot elevations marked which corresponded to those mentioned in our report for "Southwest Industrial Park Drainage - Area "A".

However, of major concern to us is the potential ponding depths on the Towne West site. Perhaps some maximum ponding depth should be maintained within this area. Your assistance in this matter would be appreciated.

Very truly yours,

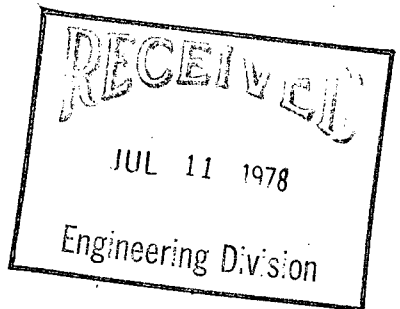
Van Doren-Hazard-Stallings

By: *Kenneth H. Bengtson*  
Kenneth H. Bengtson  
Partner

cc: Mr. Jabara

KHB/js

CONFERENCE REPORT



DATE HELD: May 16, 1978

PLACE HELD: City of Wichita  
Engineering Dept.  
Wichita, Kansas

IN ATTENDANCE: Ken Bengston  
John White  
Sonny Seal ✓  
Dick Linn  
H. L. Berger  
Bob Friesen  
VanDoren, Hazard, Stallings  
VanDoren, Hazard, Stallings  
City of Wichita  
City of Wichita  
Law/Kingdon, P.A.  
Friesen & Associates

SUBJECT: Towne West Square Drainage

Bob Friesen explained that during a typical 100 year design storm with the pump station in operation, we could expect the ponding to amount to 12" ± that would stand over the storm inlets. Mr. Friesen further explained that 18" deep ponding would provide two to three times the predicted storage capacity required by the City.

Dick Linn agreed with the preliminary grading and drainage concept.

Reported by:

A handwritten signature in cursive script, appearing to read "R. D. Friesen".

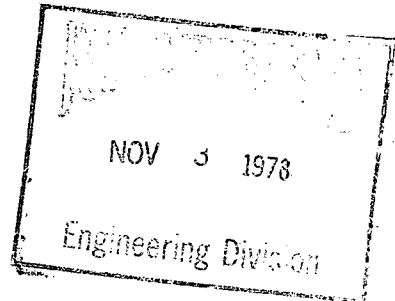
R. D. Friesen

cc: Mr. H. L. Berger



November 2, 1978

Mr. Yash Desai  
Engineering Department  
City of Wichita  
455 North Main  
Wichita, Kansas 67202



Re: J. C. Penney Store No. 1590  
Towne West Square  
Wichita, Kansas

Dear Mr. Desai:

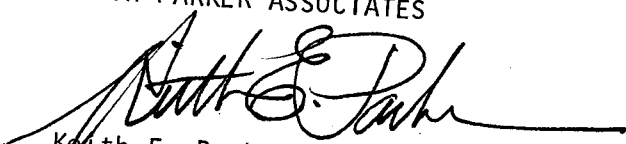
It is my understanding from you of this date that you will require a minimum of 30 days for the developer to have his final drainage and site plans approved so that the Building Inspection Department may issue a building permit.

As we discussed, our client the J. C. Penney Company is in immediate need of said building permit and necessary plan review so that there building can be constructed on schedule.

Please advise if there are any further complications or problems that we are not aware of that may slow the progress of our portion of the project.

Sincerely,

KEITH PARKER ASSOCIATES



Keith E. Parker, A.I.A.

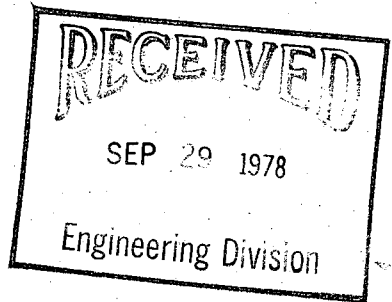
KEP:ep

cc: Mr. Robert B. Feldner, Superintendent of Central Inspection  
Mr. Dick Linn, City Engineer  
Mr. Neil Pask, J. C. Penney Company

# THE CITY OF WICHITA



DEPARTMENT OF PUBLIC WORKS  
TRAFFIC ENGINEERING DIVISION  
CITY HALL — EIGHTH FLOOR  
455 NORTH MAIN STREET  
WICHITA, KANSAS 67202  
(316) 268-4446



September 27, 1978

Mr. Herb Berger  
The Law Company  
313 South Market  
Wichita, Kansas 67202

Dear Mr. Berger:

This letter is in regard to your proposed site plans on Towne West Square. We are in tentative agreement with your proposed layout, but would like to make the following changes.

For your major entrance intersection at the outer ring road, we would suggest minimum radiuses of 25 feet with preferable 30 feet radiuses. We feel this would be particularly beneficial off the Maple major entrances as we anticipate a high volume of traffic using these entrances. It should be noted that on your Taft extension to the major entrance, you provide the 30 feet preferable radiuses there and also on your major entrance off of Kellogg, you exceed this requirement.

You might also wish to study your inner ring road if you are trying to get truck traffic into loading docks. Possibly some of the turning radiuses here would be extremely hard for a truck to negotiate.

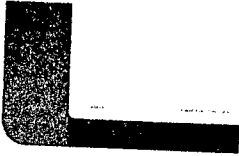
We would like to call your attention to the fact that Wilson and Company has been hired by the City to study alternate interchange configurations of Maple and I-235. Any additional right-of-way needed for these interchange configurations should be anticipated before the site is finalized. We would refer you to Ron Chandler of Wilson and Company for further details as he proceeds with this project.

Sincerely,

Paul B. Graves, P. E.  
City Traffic Engineer

PBG:WGM/gl

cc: R. W. Bruggeman, Director of Public Works  
Dick Linn, City Engineer  
Jack Galbraith, Chief Planner



## Law / Kingdon, P.A.

Architects / Engineers / Planners  
Construction Managers / Consultants

September 29, 1978

Mr. Paul B. Graves, P.E.  
City Traffic Engineer  
Traffic Engineering Division  
455 North Main Street  
Wichita, Kansas 67202

Re: Towne West Square  
Wichita, Kansas

Dear Mr. Graves:

Referring to your letter of September 27, 1978, regarding the site plans for subject project, please be advised that we will comply with your suggestion of increasing the radii at the outer ring road and the major entrances. We will increase said radii to a minimum of 25 feet and possibly to 30 feet whenever feasible.

Accomplishing these revisions, it is our understanding that the interior circulation pattern has been approved.

We would like to thank you for informing us on the progress of the I-235 and Maple Street interchange. We already have a meeting scheduled with Mr. Ron Chandler of Wilson and Company, and it is hoped that we could arrive at a mutually satisfactory solution.

Very truly yours,

LAW/KINGDON, P.A.

H. L. Berger, F.ARA  
Architect

cc 5/6

cc: Mr. R. W. Bruggeman  
Mr. Dick Linn ✓  
Mr. Jack Galbraith  
Mr. Joe Bauer  
Mr. Dave Hoffman

