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Review with Carl

**WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT**

DATE: January 10, 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*

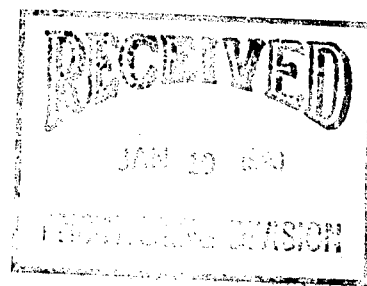
SUBJECT: One Kellogg Place Commercial C.U.P. generally located on the south side of Kellogg east of Greenwich Road.

Attached for your review and comments is a copy of the proposed development plan for the above-referenced property. This property is currently zoned "LC" Light Commercial and has been approved for the "C" General Commercial District. The property was part of a larger area that was approved for "OC" Office Commercial, "C" General Commercial and "E" Light Industrial between Kellogg and the Kansas Turnpike east of Greenwich Road. One condition of the earlier approval of the zone change request by the City Council was that a commercial C.U.P. be submitted on the area approved for "C" prior to the submission of a preliminary plat. The applicant is accordingly submitting the attached commercial development plan proposal.

The parcel is approximately 24 acres in size and is proposed to be encompassed in one parcel divided into 9 pad building sites along a frontage road adjacent to Kellogg. Access is provided through the site to property approved for the "E" Light Industrial District adjacent to the site on the south.

I would appreciate your comments regarding this development proposal as soon as possible so it can be scheduled for MAPC review. Thank you.

RLY:jcm
Attachments



ONE KELLOGG PLACE

GENERAL

TOTAL GROSS AREA = 23.6 ACRES ±

TOTAL NET AREA = 19.3 ACRES ± (EXCLUSIVE OF PUBLIC STREET R/W)

GENERAL PROVISIONS:

- 1.) ACCESS CONTROL: THERE SHALL BE COMPLETE ACCESS CONTROL FROM KELLOGG DRIVE TO KELLOGG. ACCESS TO KELLOGG SHALL BE LIMITED TO THE PROPOSED PUBLIC STREETS AT ELLSON AND ZELTA. ADDITIONAL ACCESS CONTROLS SHALL BE AS INDICATED ON THE PLAN.
- 2.) ALL UTILITIES SHALL BE INSTALLED UNDERGROUND.
- 3.) DRAINAGE WILL BE HANDLED AT THE TIME OF PLATTING. ANY REQUIRED DRAINAGE IMPROVEMENTS WILL BE GUARANTEED WITH THE FINAL PLAT.
- 4.) BUILDING SETBACKS: MINIMUM BUILDING SETBACKS SHALL BE AS INDICATED ON THE PLAN.

IN THE EVENT, MORE THAN ONE PROPOSED LOT IS DEVELOPED UNDER THE SAME OWNERSHIP, THE SETBACK BETWEEN LOTS WILL NOT BE REQUIRED.

- 5.) PARKING RATIO SHALL BE IN ACCORDANCE WITH THE APPROPRIATE CODE OF THE CITY OF WICHITA.
- 6.) SIGNS: ADVERTISING SIGNS SHALL BE IN ACCORDANCE WITH SECTION 28.04.139, OF THE CODE OF THE CITY OF WICHITA. NO OFF-SITE, PORTABLE, FLASHING, ROTATING OR MOVING SIGNS, SIGNS WITH MOVING LIGHTS, OR SIGNS WHICH CREATE THE ILLUSION OF MOVEMENT SHALL BE PERMITTED, EXCEPT FOR DATE, TIME, TEMPERATURE, OR OTHER PUBLIC SERVICE MESSAGES.
- 7.) RESERVES "A", "B", "C" AND "D" ARE RESERVED FOR LANDSCAPING, ENTRY MONUMENTS, IDENTIFICATION SIGNS, AND IRRIGATION SYSTEMS. THE RESERVES ARE TO BE OWNED AND MAINTAINED BY AN OWNERS' ASSOCIATION TO BE FORMED WITHIN ONE KELLOGG PLACE.
- 8.) TRASH RECEPTACLES: TRASH RECEPTACLES SHALL BE APPROPRIATELY SCREENED TO REASONABLY HIDE THEM FROM GROUND VIEW.
- 9.) KELLOGG IMPROVEMENTS: AT THE TIME OF PLATTING, THE APPLICANT SHALL GUARANTEE THE CONSTRUCTION OF A LEFT TURN LANE AND DECEL LANE TO ELLSON AND ZELTA.
- 10.) FIRE LANES: FIRE LANES SHALL BE IN ACCORDANCE WITH THE FIRE CODE OF THE CITY OF WICHITA. NO PARKING SHALL BE ALLOWED IN SAID FIRE LANES, ALTHOUGH THEY MAY BE USED FOR PASSENGER LOADING AND UNLOADING.

PRIOR TO FINAL APPROVAL OF THE PARKING PLAN, THE FIRE CHIEF OR HIS DESIGNATED REPRESENTATIVE, SHALL APPROVE THE PLAN AS TO LOCATION AND DESIGN OF THE FIRE LANE(S).

11.) THE TRANSFER OF TITLE OF ALL OR ANY PORTION OF THE LAND INCLUDED WITHIN THE COMMUNITY UNIT PLAN DOES NOT CONSTITUTE A TERMINATION OF THE PLAN OR ANY PORTION THEREOF, BUT SAID PLAN SHALL RUN WITH THE LAND AND BE BINDING UPON THE PRESENT OWNERS, THEIR SUCCESSORS AND ASSIGNS, UNLESS AMENDED.

PARCEL DESCRIPTION

PARCEL ONE

PROPOSED USE - AUTOMOTIVE, TRUCK, RECREATIONAL VEHICLE, AND MARINE SALES AND SERVICES, INDOOR AMUSEMENT ENTERPRISES, OFFICES, RESTAURANTS, HOTEL/MOTELS, PERSONAL SERVICES, RETAIL SALES, AND THOSE USES AS PERMITTED BY THE ZONING DISTRICT.

NET AREA - 18.9 ACRES ± OR 823,447 SQUARE FEET (EXCLUDES RESERVES)

MAXIMUM BUILDING COVERAGE - 30% OR 247,034 SQUARE FEET

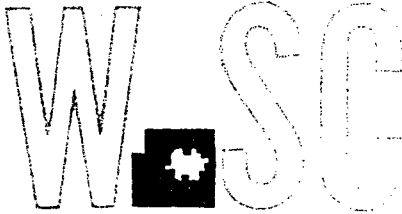
FLOOR AREA RATIO - 40% (50% FOR HOTELS)

MAXIMUM GROSS FLOOR AREA - 329,378 SQUARE FEET

MAXIMUM BUILDING HEIGHT - 55 FEET (120 FEET FOR HOTELS)

NOTE: NO INDIVIDUAL LOT OR TRACT SHALL EXCEED THE MAXIMUM BUILDING COVERAGE OF 30% OR FLOOR AREA RATIO OF 40%-50%.

WICHITA -- SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL — TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1868
(316) 268-4561

February 13, 1990

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

Re: One Kellogg Place Commercial C.U.P. Proposal (DP-196), generally located on the south side of Kellogg in an area east of Greenwich Road.

Dear Gary:

We have reviewed the above-referenced C.U.P. proposal with the Engineering and Fire Departments. We understand that the C.U.P. proposal is being submitted in partial fulfillment of the conditions of approval of a previous zone change request (Case No. Z-2944). Upon completion of our review, we offer the following comments concerning the development plan proposal:

1. A statement should be added under the parcel description specifying the maximum number of buildings to be constructed.
2. To be consistent with the treatment of the property approved for "E" Light Industrial to the south concerning screening of outdoor storage, a general provision should be added that states:

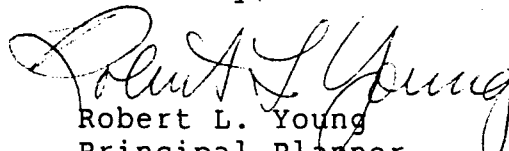
All outdoor storage of materials, equipment and supplies, except those displayed for automotive, truck, recreational vehicle and marine sales, shall be effectively screened from view by persons travelling on Kellogg. Such screening shall consist of a solid fence or wall constructed of either masonry,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

3. The Engineering Department has indicated that they expect to make a number of improvements to the public street system to handle the traffic generated by the anticipated commercial development. General Provision No. 9 shall therefore be modified to read as follows:

- "9. At the time of platting, the applicant shall guarantee:
- a. construction of Kellogg Drive frontage road, Ellson Street and Zelta Street through the site;
 - b. construction of acceleration and deceleration lanes along the south side of Kellogg at Ellson and Zelta Streets;
 - c. construction of a left-turn bay for westbound traffic on Kellogg to turn south on Zelta and a left-turn bay on Zelta for northbound traffic to turn west on Kellogg;
 - d. traffic signalization at the Zelta/Kellogg intersection when warranted by the conditions set out in Section 4C of the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration and on file in the office of the City Traffic Engineer;
 - e. reconstruction of the Kellogg medial at the Ellson/Kellogg intersection to provide for left turns off of Kellogg onto Ellson, prohibit left turns off of Ellson onto Kellogg and prohibit north/south traffic on Ellson from crossing Kellogg. This would include any necessary left-turn storage bays along Kellogg.

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

Sincerely,


Robert L. Young
Principal Planner

Gary Wiley, DP-196
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cc: Kellogg-Greenwich Road Associates, c/o Robert Kaplan, 430 N.
Market, 67202
Mike Lindebak, City Engineer
Bill McKinley, City Traffic Engineer