

IMPORTANT MESSAGE

FOR VH
DATE 12-04 TIME 231 A.M.
M Time P.M.

OF _____
PHONE 636-2323 AREA CODE NUMBER EXTENSION
FAX _____
MOBILE 636-2744 AREA CODE NUMBER TIME TO CALL

TELEPHONED	<input checked="" type="checkbox"/>	PLEASE CALL	<input checked="" type="checkbox"/>
CAME TO SEE YOU	<input type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>
WANTS TO SEE YOU	<input type="checkbox"/>	RUSH	<input type="checkbox"/>
RETURNED YOUR CALL	<input type="checkbox"/>	SPECIAL ATTENTION	<input type="checkbox"/>

MESSAGE E Wilde & Greenwood
Kellogg Lot 1 & 2, B3
KT Wildlife
Business
Park

SIGNED

FAX TRANSMITTAL COVER SHEET

CITY OF WICHITA



DEPT. OF PUBLIC WORKS

City Engineer's Office

455 North Main, 7th Floor
Wichita, Kansas 67202

TO: Name: Tim Goodpasture

Company: _____

Phone: 636-2323

Fax Number: 636-2744

FROM: Name: Vicky Huang

Date: 10/5/97

Phone: 268-4236

Fax Number: (316) 268-4114

Number of pages including cover sheet: 4

COMMENTS: F.Y.I



Date APRIL 11, 1980 Page 1 of 2

Project K.T. WIEDEMANN

Item CHANNEL RE-DESIGN

DESIGN FLOW

STA 10+94.38 (N.R.) 360 CFS (@50 AS PER F.C.)
 STA 0+25 (TRIG AVE) 450 CFS (@50 AS PER F.C.)
 STA 6+50 (E.R.) 400 CFS*
 * $360 + (450 - 360) \left[\frac{10+94.38 - 6+50}{10+94.38 - 0+25} \right] = 39$

FLOOD CONTROL DESIGN CHANNEL

BOTTOM WIDTH 10 FT
 SIDE SLOPES 4:1
 CHANNEL SLOPE 0.346%
 MANNING'S n 0.035 (GRASSED CHANNEL)
 TOTAL DEPTH 7.00 FT
 DEPTH OF FLOW (FOR 450 CFS) 3.93 FT
 FREEBOARD 3 FT

PROPOSED DESIGN CHANNEL

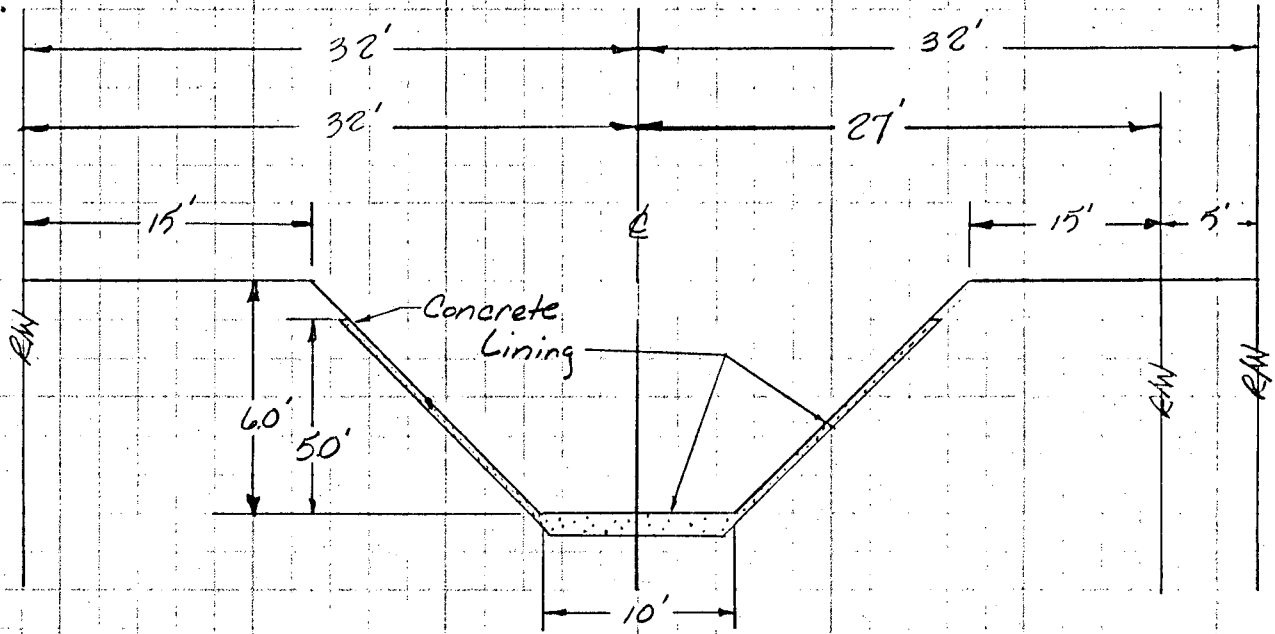
BOTTOM WIDTH 10 FT
 SIDE SLOPES 2:1
 CHANNEL SLOPE 0.30%
 MANNING'S n 0.015 (CONCRETE-LINED CHANNEL)
 TOTAL DEPTH 6.00 FT
 DEPTH OF FLOW (FOR 400 CFS) 2.93 FT
 FREEBOARD 3 FT
 VELOCITY 8.60 FPS



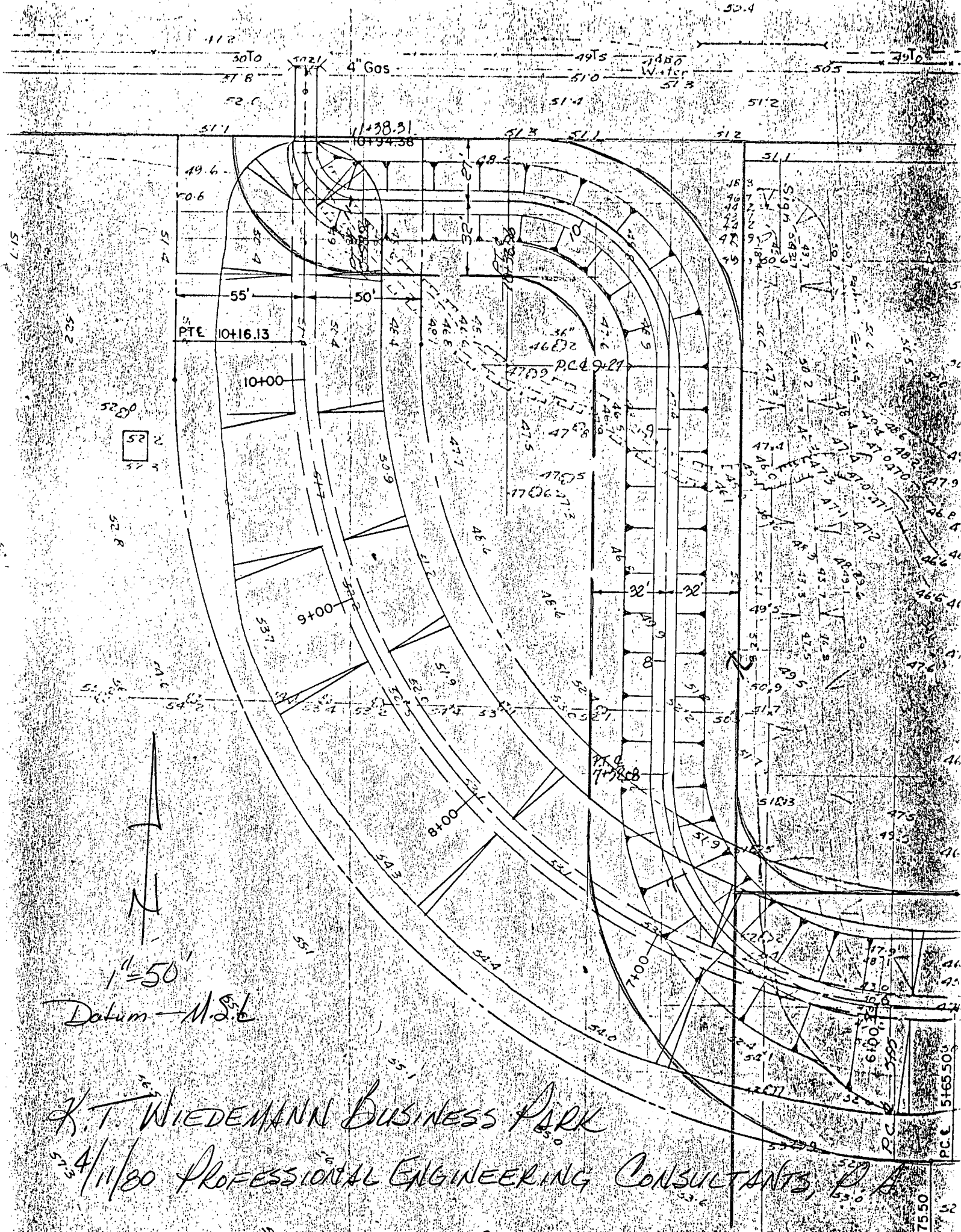
Date _____ Page 2 of 2

Project _____

Item _____



Typical Section



1"=50'

Datum - M.S.L.

K.T. WIEDEMANN BUSINESS PARK

4/11/80 PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

5175.50
5175.50
5175.50

GENERAL

TOTAL GROSS AREA = 41.22 ACRES+

TOTAL NET AREA = 30.58 ACRES+ (EXCLUSIVE OF PUBLIC STREETS AND DRAINAGE R/W)

GENERAL PROVISIONS

1. ALL UTILITIES SHALL BE INSTALLED UNDERGROUND.
2. MINIMUM BUILDING SETBACKS SHALL BE AS INDICATED ON THE PLAN.
3. PARKING RATIO SHALL BE IN ACCORDANCE WITH SECTION 28.04.141 OF THE CODE OF THE CITY OF WICHITA, WITH THE FOLLOWING EXCEPTIONS:
 - (A) WAREHOUSING, WHOLESALERS AND OTHER SIMILAR BUSINESSES NOT ENGAGED IN RETAIL SALES, SHALL PROVIDE ONE PARKING SPACE FOR EVERY TWO EMPLOYEES IN THE LARGEST WORKING SHIFT IN A TWENTY-FOUR (24) HOUR PERIOD.
 - (B) FURNITURE STORES, RETAIL LIGHT FIXTURE STORES, MEDICAL SUPPLIERS (SALES AND RENTAL), AND OTHER SIMILAR BUSINESSES ENGAGED IN RETAIL SALES THAT REQUIRE LARGE DISPLAY AREAS WITH LOW VOLUMES OF TRAFFIC, SHALL PROVIDE ONE (1) PARKING SPACE FOR EACH 1,000 SQUARE FEET OF FLOOR SPACE.
4. DRAINAGE: AT THE TIME OF PLATTING, THE APPLICANT SHALL SUBMIT A DRAINAGE PLAN FOR THE ENTIRE DEVELOPMENT AND GUARANTEE THE CHANNEL IMPROVEMENTS AND STORM DRAIN, AS MAY BE REQUIRED.
5. ADVERTISING SIGNS SHALL BE IN ACCORDANCE WITH SECTION 28.04.139 OF THE CODE OF THE CITY OF WICHITA. NO BILLBOARD ADVERTISEMENT SHALL BE ALLOWED.
6. A FIRE LANE, HARD SURFACED AND TWENTY-FOUR (24) FEET MINIMUM IN WIDTH, SHALL BE PROVIDED AROUND ALL MAIN STRUCTURES TO BE CONSTRUCTED WITHIN PARCELS ONE (1) AND TWO (2). SAID FIRE LANE SHALL HAVE A 3-1/2 INCH ASPHALT BASE WITH 1-1/2 INCH ASPHALT SURFACE OR THE EQUIVALENT THERE-OF. NO PARKING SHALL BE ALLOWED IN SAID FIRE LANE, ALTHOUGH IT 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 THE LOCATION AND DESIGN OF THE FIRE LANE.
7. SCREENING AND LANDSCAPING: DEVELOPMENT ON THOSE LOTS ADJACENT TO THE KANSAS TURNPIKE, THE STORAGE AREAS, SERVICE AREAS, AND REAR OF THE BUILDINGS THAT FACE DIRECTLY INTO THE RESIDENTIAL DISTRICT SOUTH OF THE TURNPIKE SHALL BE ARCHITECTURALLY SCREENED AND/OR FACADED TO BE COMPATIBLE WITH THE FRONTS OF THE BUILDINGS.

A SOLID, OR SEMI-SOLID, WALL AT LEAST FIVE (5) FEET, BUT NOT MORE THAN EIGHT (8) FEET HIGH CONSTRUCTED OF BRICK, STONE, MASONRY, ARCHITECTURAL TILE OR OTHER SIMILAR MATERIAL, SHALL BE CONSTRUCTED WHERE PARCEL TWO (2) ABUTS THE UNPLATTED RESIDENTIAL TRACT ADJACENT ON THE EAST. CONSTRUCTION OF THE WALL WILL NOT BE REQUIRED UNTIL SUCH TIME AS DEVELOPMENT OCCURS ON SAID UNDEVELOPED TRACT. SHOULD SAID TRACT BE DEVELOPED OTHER THAN RESIDENTIAL, NO WALL WILL BE REQUIRED.

PARCEL ONE

PROPOSED USE - AUTOMOTIVE TRUCK AND MARINE SALES AND SERVICES, OFFICES, RESTAURANTS, WAREHOUSING, PROFESSIONAL, PERSONAL SERVICES, COMPARISON AND CONVENIENCE SHOPPING, AND OTHER USES PERMITTED BY THE ZONING DISTRICT.

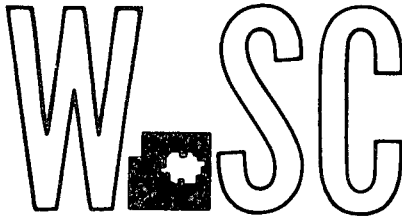
GROSS AREA - 15.14 ACRES+
NET AREA - 8.48 ACRES +
MAXIMUM BUILDING COVERAGE - 35%
FLOOR AREA RATIO - .50
MAXIMUM BUILDING HEIGHT - 55 FEET

PARCEL TWO

PROPOSED USE - AUTOMOTIVE, TRUCK AND MARINE SALES AND SERVICES, WAREHOUSING, WHOLESALE DISTRIBUTORS, OFFICE, MANUFACTURING (AS PERMITTED BY ZONING DISTRICT) AND OTHER USES PERMITTED BY THE ZONING DISTRICT.

GROSS AREA - 26.08 ACRES+
NET AREA - 22.1 ACRES+
MAXIMUM BUILDING COVERAGE - 50%
FLOOR AREA RATIO - .50
MAXIMUM BUILDING HEIGHT - 55 FEET

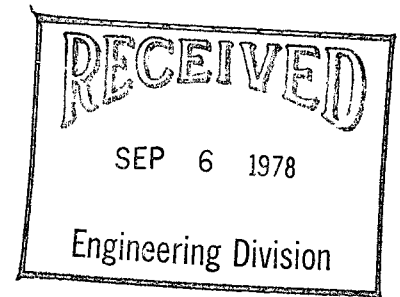
WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

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

August 28, 1978



Glen Kuntz, Director of Engineering and Design
Kansas Department of Transportation
State Office Building
Topeka, Kansas 66616

Re: Wiedeman Business Park Community Unit Plan - Generally
located on the south side of U.S. Highway 54, 1/2 mile
east of Webb Road

Dear Mr. Kuntz:

Enclosed herewith is a copy of the above-referenced to
development plan together with an aerial photo of the
area. The subject property is in the City of Wichita,
is presently zoned commercial, and the proposed develop-
ment is for general businesses, warehouses and other
business-commercial uses. As can be seen on the plan,
two of the existing access drives would be relocated.
We feel that the westernmost access with the "jug handle"
type street intersection, is an acceptable approach, but
we seriously question the need for the other north-south
street having access to the highway at all. It would seem
to us that with the frontage road, another direct access
to the highway is unnecessary and as well from a design
standpoint, it just doesn't function well.

We would appreciate your review of this development plan
and would appreciate your comments concerning the access,
frontage road, etc.

The development plan will be scheduled for consideration
by the Planning Commission after we have responded to the
applicant with our staff comments, so we would appreciate
your comments as soon as possible.

If you have any questions, please call.

Sincerely yours,

Robert A. Lakin
Director of Planning

RAL:CLN:bh

Mr. Glen Kuntz
August 28, 1978
Page 2

cc: Paul Graves, City Traffic Engineer
Dick Linn, City Engineer
Bob Grant, Resident Engineer, 3200 E. 45th St. North 67220



MEMO

TO: Steve Lackey
Design Chief Engineer
City Hall - 7th Floor
455 N. Main
Wichita, Kansas 67202

PROJECT NO. 30-78171-996

PROJECT: K.T. Wiedemann

Business Park

COPIES TO:

ATTN:

DATE: April 11, 1980

Paul Johnston

Yash Desai

Mike Lindebak

Louise Olivarez

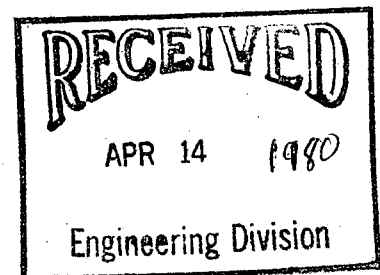
FROM: Chris Brennenstuhl

REFERENCE: Channel realignment and re-design

Gary Wiley & Dick Linn

PLEASE ADVISE IMMEDIATELY OF ANY MISCONCEPTIONS OR OMISSIONS YOU BELIEVE TO BE CONTAINED HEREIN.

As per your conversation this morning with Dick Linn, our client wishes to amend the design channel for that portion of a tributary to Four Mile Creek which crosses the northeast corner of the property being platted as K.T. Wiedemann Business Park. Enclosed are the re-design calculations along with the proposed re-alignment of the portion of the channel within K.T. Wiedemann. If you have any questions, please contact either Dick Linn or myself.



WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

August 28, 1978


TO Max Green, Flood Control Engineer
Dick Linn, City Engineer
Paul Graves, Traffic Engineer

FROM Jack H. Galbraith, Chief Planner, Current Plans Division

SUBJECT DP-88 Wiedemann Business Park CUP

Attached is a copy of a proposed Commercial Community Unit Plan located on the south side of U.S. 54 in an area approximately 1/2 mile east of Webb Road. Please relay any comments which you might have regarding frontage road design, number of access points to U.S. 54, drainage, etc.

Would appreciate having your comments at the earliest possible date.



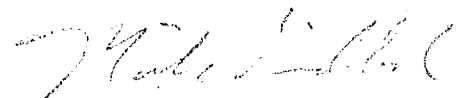
Jack H. Galbraith
Chief Planner
Current Plans Division

JHG:ch
Attachment

9-8-78

Jack,

- ① We will want to review a driveway plan at the time of setting.
- ② Recommend closing the existing access point to the east of the existing restaurant.



10.0 am Thurs 4/17/80

Meeting with Dick Linn on Wiedmann Business Park

(Concept)
Plan, as presented ~~is~~ was acceptable based on reworking the outlet transition of the concrete to earthen (grass lined) ditch. Special design of this transition will be required (see page 313, open channel Hydraulics by Ven Te Chow) and should be considered in the cost estimate.

Various other options were suggested and discussed:

1. Extend box to the East line ^{of the lot} and discharge in an open earth ~~or~~ or concrete lined channel. Compare costs.
 2. ~~Extend~~ ^{Consider} Earthen channel to East line of the lot and then an earthen channel with two 90° bends instead of three.
 3. Consider a concrete channel across to east line of lot and concrete channel with two 90° bends instead of three.
- ~~•~~ Compare various costs and present to developer.

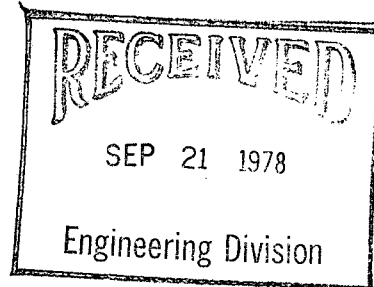
Dick Linn will bring word back.

WICHITA-SEDGWICK COUNTY

DATE
September 20, 1978

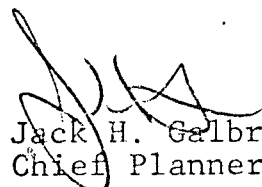
METROPOLITAN AREA PLANNING DEPARTMENT

TO Ray Bruggeman, Director of Public Works
FROM Jack H. Galbraith, Chief Planner
SUBJECT DP-88 - Wiedemann Business Park C.U.P.



The above captioned C.U.P. is for an area on the south side of Kellogg, east of the office building formerly used by Pizza Hut. In our review of the C.U.P., we forwarded a copy to the Kansas Department of Transportation (copy attached) asking them to review the proposed access points as they relate to existing access points. Upon receipt of their response, Lakin asked that I forward to you and the others copied in on this memo, copies of our correspondence.

If there are questions, please call.

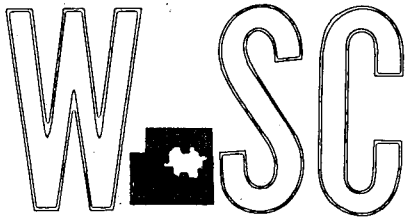

Jack H. Galbraith
Chief Planner

JHG:el

Attachment

cc: ✓ Dick Linn, City Engineer
Paul Graves, Traffic Engineer
Willard Stockwell, Chief Planner - Advanced Plans
Division

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

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

August 28, 1978

Glen Kuntz, Director of Engineering and Design
Kansas Department of Transportation
State Office Building
Topeka, Kansas 66616

Re: Wiedeman Business Park Community Unit Plan - Generally
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Dear Mr. Kuntz:

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area. The subject property is in the City of Wichita,
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Sincerely yours,

Robert A. Lakin
Director of Planning

RAL:CLN:bh

Mr. Glen Kuntz
August 28, 1978
Page 2

cc: Paul Graves, City Traffic Engineer
Dick Linn, City Engineer
Bob Grant, Resident Engineer, 3200 E. 45th St. North 67220

KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612

O. D. TURNER, Secretary of Transportation

ROBERT F. BENNETT, Governor

September 15, 1978

US-54
Sedgwick County

Robert A. Lakin, Director of Planning
Metropolitan Area Planning Department
455 North Main Street
Wichita, Kansas 67202

Dear Mr. Lakin:

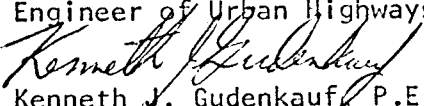
Your letter of August 28, 1978, regarding the Wiedemann Business Park Community Unit Plan along the south side of US-54 between Webb and Greenwich Roads, has been forwarded to this office for our review.

We concur with your recommendation of eliminating the access connection in line with the east street in the development. The west connection and the connection at the east property line will provide adequate access for this development. The existing west access connection is directly across the street from an access control opening on the north side. The west access as proposed would leave a 200 ft. off-set from the access point on the north. This off-set may not create any particular problem, but we believe now is the time to check any potential problem that may be developed by this off-set.

The access control along the south side can be changed by public authority; therefore, any change in access control for the Wiedemann Business Park is subject to approval of the City of Wichita and KDOT. The access control along the north side of US-54 in this area was purchased at specific points and any change in access control would require approval by the Federal Highway Administration. The access openings on the north side of US-54 were located on property lines when the access control was acquired. Any change in the location of access openings could not be accomplished unless the separate properties are developed jointly.

We do not believe the median will be extended to the west, past the driveway for this development. We have no serious objections to the off-set driveway and we will approve either the location as proposed, or the west connection being located at the present connection of the existing frontage road.

Very truly yours,

F. J. Reid, P.E.
Engineer of Urban Highways

Kenneth J. Gudenkauf, P.E.
Urban Lighting Engineer

KJG:mms

cc: Glenn Koontz, Director of Engineering and Design
M. G. Seibel, District Engineer
Cliff Meredith



K. T. Wiedemann Business Park

Street Petitions

① Kellogg Dr. - w.l. Blk 1, ^{K.T.W.B.P.} to w.l. Wiedemann St

75°/64
326,250.00
use 35,000.00

24'-2'-28' A.C.

Est. Cost. = \$
\$

ben. dist.
City for widening

Method of assessment: sq. ft. basis

Ben. Dist.: Lots 1, 2, 3, Blk 1

② Kellogg Dr. - E.L. Wiedemann St. to E.L. Blk 3

75°/64
750 x 35 = 26,250.00
city 30 x 35 = 1,050.00
+ 450.00

24'-2'-28' A.C.

Est. Cost. = \$
\$

unip. dist. (including closing & existing openings)
City for intersections & widening

Method of assessment = sq. ft. basis

Ben. Dist. = Lot 1, Blk 2 & Lots 1 & 2, Blk 3

③ Wiedemann St., N.L. Indianapolis to S.L. Kellogg (U.S.-54)

#120° x 1045
- lot area = 120,000.00
2 x 4000.00

36'-2'-40' A.C.

Est. Cost. = \$125,400.00 (use 120,000.00)
\$10,000.00
decel lane on U.S.-54

ben. dist. (including City for intersections)

Method: sq. ft. basis

Ben. dist.: lots 1 thru 9 incl, Blk 1;
lot 1, exc. the east 190', & lots 2, 3, 4.
\$5,000.00

Streets - Wiedemann

④ Chateau St. - N.L. Indianapolis to
S.L. Kellogg Dr.

$\frac{\$120^{00}}{4}$

36'-2'-40' A.C.

$\frac{\$172^{00} \times 120^{00}}{\$104,700}$

Est. Cost = \$104,700⁰⁰ (use $\frac{\$105,000^{00}}$) comp. dist.

Method : sq. ft. basis

Ben. dist. : The east 190' of Lot 1, Blk 2
lots 6, 7, 8, & 9, Blk 2
lots 1 thru 6, incl, blk 3
lots 10 thru 14, incl, Blk 1

⑤ Indianapolis Circle - W.L. Wiedemann St. &
the E.L. lot 7, Blk 1, to
& incl. cul-de-sac.

$\frac{\$120^{00}}{4}$

36'-2'-40'-A.C.

est. cost : \$38,400 (use $\frac{\$40,000^{00}}$) ben. dist.

Method : sq. ft. basis

Ben. dist. : lots 4, 5, 6, & 7, Blk 1

⑥ Indianapolis - W.L. lot 8, Blk 1 to the
east line of Chateau St.

36'-2'-40' A.C.

Est. Cost = \$54,000⁰⁰

\$12,400⁰⁰

ben. dist.
City for intersections

method : sq. ft. basis

Ben. dist. : lots 8, 9, 10, the west 115.23' lot 11,
Blk 1, & lots 2 thru 9, incl, Blk 2

(P) $\frac{\$50^{00} \times 120^{00}}$

$\frac{\$120^{00}}{5} \times (2000^{00}) \times 2$

$\frac{2 \times 115.23}{100}$

Sts. - Wiedemann

⑦ Indianapolis - E.L. Chatham St. to
E.L. Blocks 1 & 3, KTW
BP

419.59 x 120°

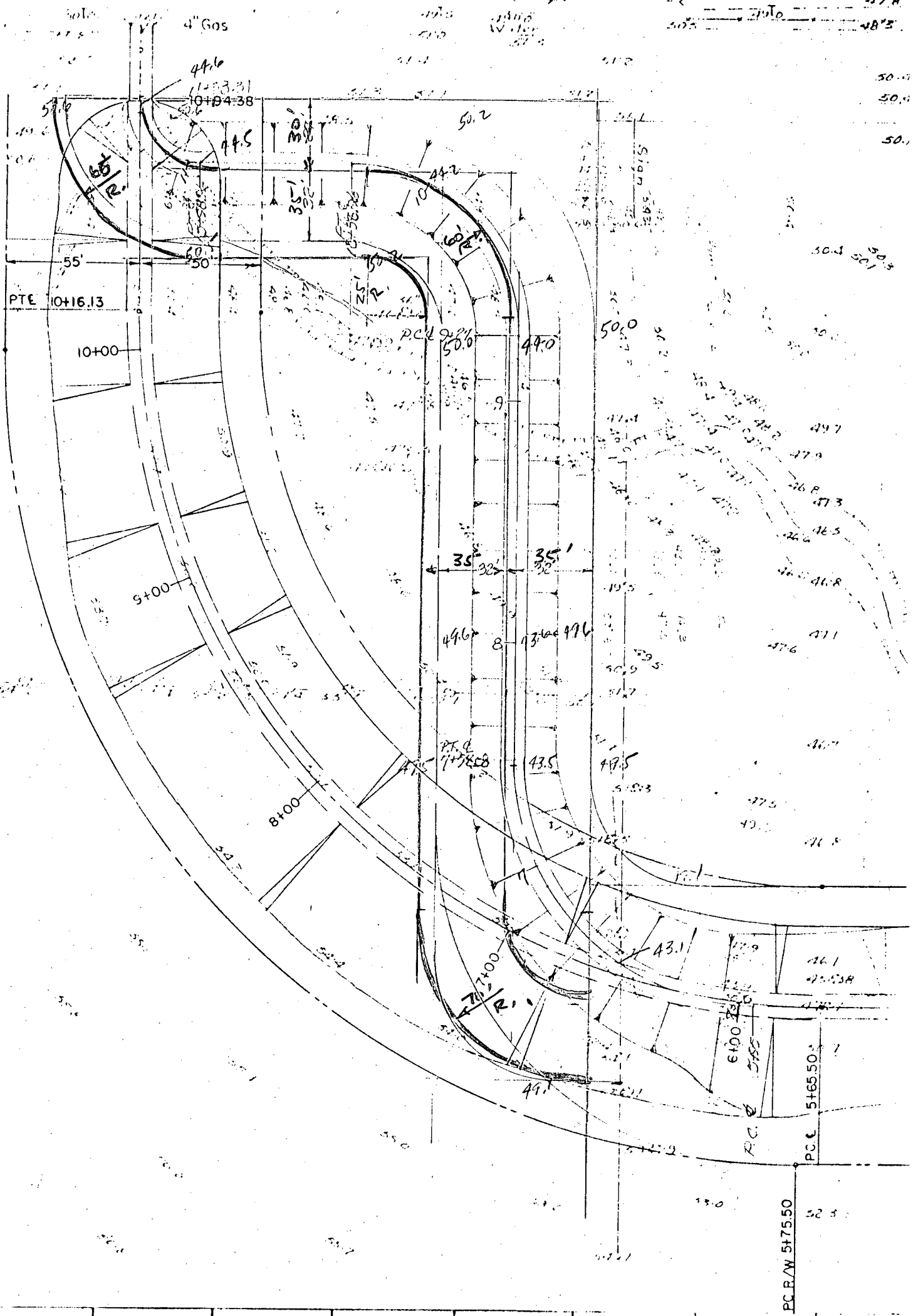
3500°

36-2-40 A.C.

Est. Cost. : \$ 53,846.40 (use \$4,000.00) ben. dist.
including temp. cal. de-so

method : sq. ft. basis

ben. dist. : lots 12, 13, 14, Blk. 1
lots 3, 4, 5, & 6, Blk. 3



Proposed

