

DR 79-15 - Special permit to allow the construction of a helipad for St Joseph Medical Center; generally located on the south side of Lincoln in an area between Clifton and Bluffview.

11-20-79

*Approved as  
Recorded*

BCC

# ACTION

DATE

COMMITTEE \_\_\_\_\_

*Posted  
9-31-79  
POSTED IN 11/108  
7-4-79*

M.A.P.C. *Approved as recorded 9-13-79*

B.C.C./B.C.C. *Return to MAPC 10-9-79*

*with associated  
zone case*

MAPC *Yes action  
necessary* 10-25-79

BCC *Approved as  
recorded* 11-20-79

DR 79-15 - Special permit to allow the construction of a helipad for St. Joseph Medical Center; generally located on the south side of Lincoln in an area between Clinton and Bluff-

Map No. 5746  
 Sec. 86  
 Twp. 27  
 Range 1E

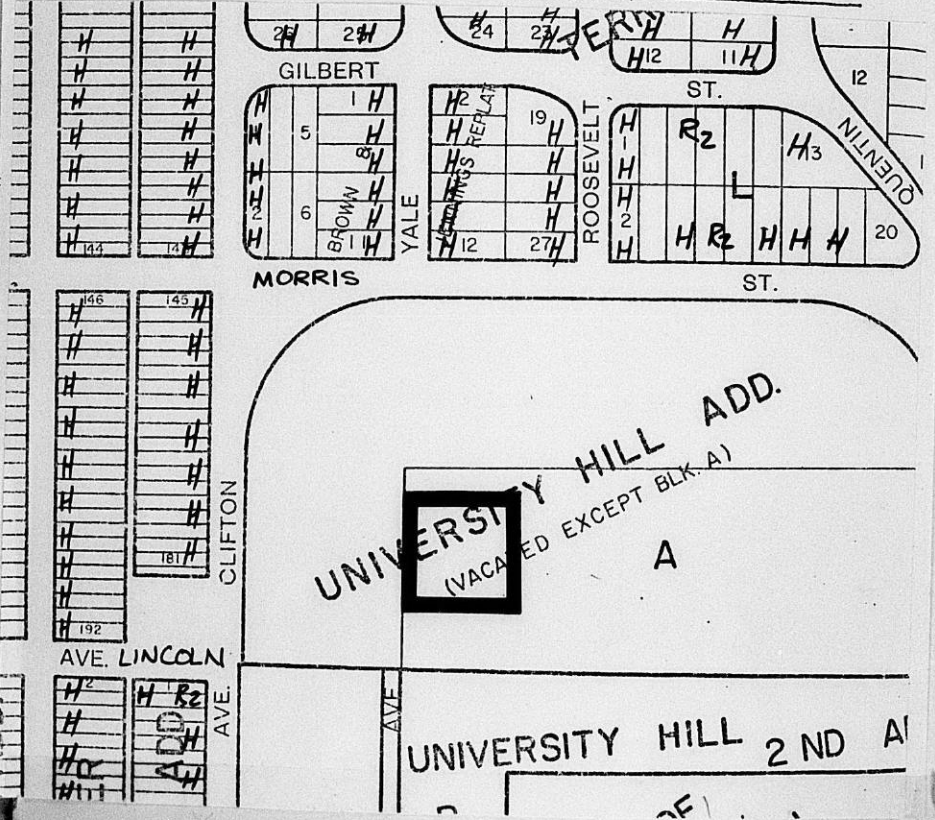
~~DR~~ DR 79-15  
 SCZ- \_\_\_\_\_  
 CU- \_\_\_\_\_  
 Filed \_\_\_\_\_

AREA DATA:

1. Acres: .9 ( 200 ft. by 200 ft.)
2. Adjoining Zoning: E A S A W A N A
3. Land Use: East CONVENT South CONVENT  
 West UNDEVELOPED North UNDEVELOPED
4. Sketch Plan Land Use is for: \_\_\_\_\_
5. Present Land Use is for: UNDEVELOPED
6. Area (is) (is not) platted. \_\_\_\_\_

PHOTO DATA:

Taken by \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_



REGISTERED, SAN LOUIS ANGELES  
 LOCAL, OH - INDEPENDENT, TX, U. S. A.  
 No. 2153C  
**Simpard**



EXCERPT FROM PLANNING COMMISSION MINUTES OF SEPTEMBER 13, 1979:

- 22a. Case No. Z-2178— Sisters of Saint Joseph of Wichita, Kansas, et al, request zone change from "A" to "C" from the Southwest Corner of the East Half of the Northwest Quarter of Section 26, Township 27 South, Range 1 East of the 6th P.M., Sedgwick County, Kansas, thence North along the West line of the East Half of said Northwest Quarter, and with an assumed bearing of North 00°26'45" West, a distance of 91.02 feet; thence North 89°44'56" East, a distance of 317.32 feet to the point of beginning; thence North 89°44'56" East a distance of 200.0 feet; thence North 00°15'04" West, a distance of 200.0 feet; thence South 89°44'56" West, a distance of 200.0 feet; thence South 00°15'04" East, a distance of 200.0 feet to the point of beginning. Generally located on the south side of Lincoln in an area between Clifton and Bluffview.
- 22b. Case No. DR 79-15 - Sisters of Saint Joseph of Wichita, Kansas, et al, request Special Permit to allow the construction of a heliport from the southwest corner of the East half of the northwest quarter of Section 26, Township 27 South, Range 1 East of the 6th P.M., Sedgwick County, Kansas, thence North along the West line of the East Half of said Northwest Quarter, and with an assumed bearing of North 00° 26'45" West, a distance of 91.02 feet; thence North 89° 44'56" East, a distance of 317.32 feet, to the point of beginning; thence North 89°44'56" East a distance of 200.0 feet; thence North 00°15'04" West, a distance of 200.0 feet; thence South 89°44'56" West, a distance of 200.0 feet; thence South 00°15'04" East, a distance of 200.0 feet to the point of beginning. Generally located on the south side of Lincoln in an area between Clifton and Bluffview.

GALBRAITH pointed out adjacent land use, zoning, and showed slides of the general area. He reviewed the following staff reports:

Case No. Z-2178:

COMMENTS:

1. The following items should be considered by the Planning Commission in making findings of fact:

The applicant is requesting a change of zoning from the "A" Two Family District to the "C" Commercial District in order to install a helicopter landing pad for a Helistop. No buildings are proposed for the site. In addition, the applicant has submitted the required special use permit application (DR 79-15), requesting approval of the Helistop.

Subject property is located in a residentially zoned area where "C" zoning would normally not be considered appropriate. The "C" District is the first district that would permit a helistop as the proposed use could not be considered as an accessory use to the hospital which is located several blocks to the south.

2. A recommendation of approval by the Planning Commission should be subject to the approval of the associated Special Use Permit, DR 79-15, by the Board of City Commissioners.

Case No. DR 79-15:

COMMENTS:

1. St. Joseph Medical Center has requested a special permit, under Sections 9.24.010 through 9.24.180 of the Code of the City of Wichita, in order to allow the operation of a

helistop on property located to the north of St. Joseph Hospital in an area south of Lincoln and east of Clifton.

Under Section 28.08.100 of the City Code, no airport shall be established within eight miles of an existing airport reference point unless such is first approved by the Board of City Commissioners after recommendation by the Federal Aviation Administration (FAA) and the Metropolitan Area Planning Commission (MAPC). The public hearing before the MAPC shall be for the purpose of making such recommendation.

2. The applicant advises that the helistop is proposed to be constructed on an undeveloped tract located approximately 3 blocks north of the St. Joseph Hospital and that the helicopters are proposed to be based at a separate location (Comotara Air Park). This application differs somewhat from other similar requests considered in the past in that the helistop would be some distance away from the hospital instead of on the hospital grounds. Emergency cases would then have to be transported from the helistop to the hospital.
3. On August 18, 1977, the Metropolitan Area Planning Commission adopted a policy of not scheduling "aircraft landing" applications until the applicant had submitted a determination or finding in writing from the FAA. Attached is a copy of a letter from the FAA regarding this project.
4. A recommendation of approval of the special permit and waiver of the requirements of Section 28.08.100 should be subject to compliance with the requirements of Chapter 9.24 of the City Code (Helicopters and Helistops) unless amended or waived by the Board of City Commissioners; and subject to the approval of the associated zone change case Z-2178, "A" to "C", by the Board of City Commissioners.

GALBRAITH stated that the staff supports the application for "C" Commercial zoning, and recognizes that it introduces an unusual classification in a residential neighborhood, but the staff understood the purpose of the request as a recognized community need and the area would be buffered by the Sisters' own property.

LOFTON asked if this was to be a permanent pad.

GALBRAITH said that it would be permanent, but he didn't know for how long, that he understood it was on a trial basis. GALBRAITH pointed out that it was not the applicants intent to keep helicopters at this site, that this was proposed strictly as a landing pad. He further commented that he had recently been contacted by St. Francis Hospital also, and he anticipated that they would be filing a similar request.

LAKIN commented that on terms of later rezoning this back to a residential district, the staff could be instructed to initiate a rezoning case at such time as the use discontinues. He said that it was unusual to do spot zoning in this situation, and the staff looked at several alternatives in terms of trying to interpret accessory uses of off-site and away from property not owned by the proposed user, and did not feel that was proper. Looking at the ordinance, the staff felt that this was the only way to reasonably approach the approval of a landing pad. He said that there was some discussion with the applicants whether or not this pad would be a permanent facility, or would they later try to redesign their hospital facility to place the pad on top of their building and that he understood that this program was to be sort of a test to see if this particular service was needed and vital to

the community. If it worked out well, then they would look at making those cost commitments modification to the main structure. They also looked at other areas nearby. LAKIN said that the staff felt that this was a good proposal, and understood that there was some concern in the neighborhood, and the staff believed that the community well being is overshadowed by any infringement that the neighborhood might suffer from this proposal.

GALBRAITH pointed out that CPO Council Area "G" reviewed this case, and there were about 30 people present expressing opposition. There was a motion to recommend that the application not be approved which resulted in a 3-3 vote.

DR. TERRY POLING, Chief of Medical Staff at St. Joseph Medical Center, stated that patients would have a 25 percent better chance of survival when treated at the scene of an emergency and quickly transported to a hospital. The traffic flow problems and the time of transit could be cut drastically within the confines of the City and County and would allow them to establish more direct medical aid to the outlying communities within a hundred mile radius. He pointed out that in case of a mass disaster, one hospital could not handle the overflow, and a helipad landing facility for all of the hospitals would be of major importance in such a disaster. He said that when the Health Systems Agency approved the original helicopter service, it was approved for the City as a corporate effort of Wesley Medical Center, the local physicians, paramedical personnel and Midwest Piper Flight, Inc. He said that the administrators of the three hospitals other than Wesley requested that the Health Planners approve the location of helistops near their respective hospitals. POLING pointed out that the service would be on a trial basis to determine the feasibility of the program. He said that they couldn't project with much accuracy how busy they would be, but would anticipate something in the area of one to two landings a week.

COLE asked that if the patients couldn't be landed next to the hospital and would have to be put in an ambulance anyway, why not land them on Wesley's heliport, and transport them from there to St. Joseph? He said the concept that he understood was speed. If the transfer would have to be made, rather than pour the cement slab which would be temporary and three-fourths of a million dollars would be spent anyway, and Wesley was supposed to be cooperative, he asked if St. Joseph has explored how cooperative Wesley would be about using their heliport.

POLING said that he couldn't say that Wesley had been uncooperative, in fact this has been a cooperative venture. He said to justify the cost of the helicopter and the continuing expense, they have all got to use it. To use the helicopter on top of Wesley's helipad, and then transporting through their elevator system, down through their hospital to an outgoing ambulance, then the distance over to St. Joseph, this would run closer to 15 minutes, as compared to where they want to locate now being just a few blocks away.

RAY ROWHAUFF, Chief Pilot, Midwest Piper Flight, Inc., stated that one of the major concerns of everybody on the Board was the noise level. The noise level was 10 decibels below the FAA required standards, and it was one of their primary concerns when they selected this particular machine. It is a lot quieter than the normal machine. Its a three bladed design and has all of the options installed on the aircraft to reduce the noise level. The cost per mile was three dollars per patient mile.

HENNESSY asked that Rowhauff touch briefly on the safety of the helicopter.

ROWHAUFF said that the helicopter has made great strides in this area as far as safety was concerned. This particular landing site was an excellent area to land in. The helicopter is turbin powered, and turbin power has increased the reliability of the helicopter as far as engine failure was concerned.

SAVINA asked how many times had Wesley used the helicopter since it has been in operation.

ROWHAUFF said that in the last 30 days about 15 runs had been made in about a 40 mile radius.

JOHN REALS, attorney for St. Joseph Medical Center, stated that they looked at a number of sites when they were attempting to select one that was most feasible. After viewing all of the sites, the ones immediately adjacent to the hospital were not feasible to locate the pad. He said that the hospital would have no objections to a restriction as far as the utilization of the pad.

VICLA ALLEN, 714 South Clifton, said that she objected to the commercial zoning because this was a residential area and most of the people had lived there for about 30 years. She felt the noise of the helicopter during the evening would be terrible. She said that another objections she has was that the driveway that leads onto Clifton is very dangerous. Its narrow with a medial strip. She said that she did not see the reasoning for a heliport when Wesley was so close.

LOIS BRYAN, 757 South Clifton, asked that the Commission consider the curve on Lincoln going around the convent. She said that sirens scream around the curve on Lincoln all of the time and they did not need more ambulances.

BAYOUTH returned to the meeting.

MARY SWANSON, 818 South Bluff, said that she was opposed to the zone change to commercial, because of noise and traffic.

LORENE GOSS, 720 South Quentin, was opposed to the zone change, stating that if Wesley did not have a helipad they might reconsider.

GARDNER asked what were St. Joseph's expansion plans for any future facilities of a Capital Improvement nature over the next two to four year span, and were there any future structures anticipated.

POLING stated that there was presently an addition going on in back of the emergency room expanding their outpatient capabilities and their trauma unit.

EDWARD SULLIVAN, Assistant Administrator at St. Joseph Medical Center, stated that there were some capital plans under development that have not been finalized as yet.

Discussion continued on capital improvement plans and cost alternatives.

MOTION: Having considered the factors as contained in Policy Statement No. 10; the relative gain to the public health, safety and welfare and the staff recommendations, I move that we recommend to the Governing Body that the applications be approved subject to the approval of the Special Use Permit,

DR 79-15, by the Board of City Commissioners; and recommend approval of the special permit and waiver of the requirements of Section 28.08.100 subject to compliance with the requirements of Chapter 9.24 of the City Code (Helicopters and Helistops) unless amended or waived by the Board of City Commissioners; and subject to the approval of the associated zone change case Z-2178, "A" to "C", by the Board of City Commissioners. Jones moved, Savina seconded.

SAVINA felt that the Commission was flirting with contract zoning, and felt that the reversionary clause should be left up to the attorney of the hospital to satisfy staff that that action would be taken.

BAYOUTH asked Galbraith why does the zoning have to be changed, why not a special permit.

GALBRAITH pointed out that the applicants were asking for a special permit in one aspect of their request, but the zoning classifications in the City does not permit helicopter landing pads in any District except the "C", "E" or "F" Districts. He said that the Board of Zoning Appeals was the only body that could grant exceptions to the text, and only where they specifically had been given the authority, and this is not one of them. *How about D (C88)?*

Considerable discussion continued on the aspects of contract zoning.

VOTE ON THE MOTION: It carried with a vote of 8 in favor (Jones, Savina, Goebel, Cole, Gardner, Bayouth, Hennessy, and Lofton), and 1 opposed (Shook). Martens was absent.

MOTION: That in the event this is not developed as a helicopter pad or that it is abandoned as a helicopter pad, or that St. Joseph Medical Center establishes another helicopter pad with the hospital, that staff initiate a zoning change to revert the zoning this back to its present zoning classification. Cole moved, Shook seconded.

JONES wondered what they were getting into, and felt that they should not start anticipating passing on zoning cases that might come up in the event the applicant does not use the property as they said they were going to.

VOTE ON THE MOTION: It failed with a vote of 3 in favor (Cole, Shook and Lofton), and 5 opposed (Savina, Jones, Hennessy, Bayouth and Gardner). Martens was absent.

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ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE CHANGING THE ZONING CLASSIFICATIONS OR DISTRICTS OF CERTAIN LANDS LOCATED IN THE CITY OF WICHITA, KANSAS, UNDER THE AUTHORITY GRANTED BY SECTION 28.04.210, THE CODE OF THE CITY OF WICHITA, KANSAS.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS.

SECTION 1. That having received a recommendation from the Planning Commission, and proper notice having been given and hearing held as provided by law and under authority and subject to the provisions of Section 28.04.210, The Code of the City of Wichita, Kansas, the zoning classification or districts of the lands legally described hereby are changed as follows:

Case No. Z-2178

Zone Change from the "A" Two Family Dwelling District to the "C" Commercial District

From the Southwest Corner of the East Half of the Northwest Quarter of Section 26, Township 27 South, Range 1 East of the 6th P.M., Sedgwick County, Kansas, thence North along the West line of the East Half of said Northwest Quarter, and with an assumed bearing of North 00°26'45" West, a distance of 91.02 feet thence North 89°44'56" East, a distance of 317.32 feet to the point of beginning; thence North 89°44'56" East a distance of 200.0 feet; thence North 00°15'04" West, a distance of 200.0 feet; thence South 89°44'56" West, a distance of 200.0 feet; thence South 00°15'04" East, a distance of 200.0 feet to the point of beginning. Generally located on the south side of Lincoln in an area between Clifton and Kluffview.

SECTION 2. That upon the taking effect of the Ordinance, the above zoning changes shall be entered and shown on the "Official Zoning Map" previously adopted by reference, and said official zoning map is hereby reincorporated as a part of the Zoning Ordinance as amended.

SECTION 3. That this Ordinance shall take effect and be in force from and after its adoption and publication in the official City paper.

ADOPTED AT WICHITA, KANSAS, \_\_\_\_\_

ATTEST.

(SEAL)

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

Approved as to form.

\_\_\_\_\_  
City Attorney

EXCERPT FROM PLANNING COMMISSION MINUTES OF OCTOBER 25, 1979:

29a. Case No. 2-2178 - Sisters of Saint Joseph of Wichita, Kansas, et al, request zone change from "A" to "C" from the Southwest Corner of the East Half of the Northwest Quarter of Section 26, Township 27 South, Range 1 East of the 6th P.M., Sedgwick County, Kansas, thence North along the West line of the East Half of said Northwest Quarter, and with an assumed bearing of North 00°26'45" West, a distance of 91.02 feet; thence North 89°44'56" East, a distance of 317.32 feet to the point of beginning; thence North 89°44'56" East a distance of 200.0 feet; thence North 00°15'04" West, a distance of 200.0 feet; thence South 89°44'56" West, a distance of 200.0 feet; thence South 00°15'04" East, a distance of 200.0 feet to the point of beginning. Generally located on the south side of Lincoln in an area between Clifton and Bluffview.

GALBRAITH reviewed the slides and history of the request and stated that at the earlier meeting, there were considerable questions raised about why the hospital could not locate this helicopter landing pad on their premises, and those questions were basically answered, that the hospital was not, at this time, designed to accommodate such a facility. The staff did caution that there were K.C. & E. lines that go up Clifton that were a hazard problem. He said that the applicant had filed this application on a temporary basis to see how it works over the next few years. GALBRAITH mentioned that there were 163 signatures submitted to the Manager's office in protest of this zoning change. The City Commission returned this application to the Planning Commission, feeling that this was a conflict with the surrounding neighborhood and was a potential conflict with the public health of the area. Since the last meeting, GALBRAITH said that he had received a phone call from FAA, and the Commission had been advised earlier that they had no problems with hazard or movements of air traffic within this area. They feel that it is a safe operation. GALBRAITH read a letter from Dean Simonich, Health Systems Agency of Southeastern Kansas, stating that when they reviewed the request for Wesley, they were reviewing it in light that the helicopter service would eventually be used by all of the four local hospitals. GALBRAITH said that the staff recognized the problem of a spot of "C" zoning in this area, and also recognized, what they believed to be in the community's benefit in having such a spot occur, and doubted seriously that the Convent would use this for any other type commercial use that is permitted in "C" zoning. He explained that this is simply the first District that they can request to accommodate a helicopter landing pad. He said that the staff recommended approval of the zone change as recommended previously.

COLE asked if there was enough activity in this area that there should be some reconsideration of a special zoning classification that would allow a heliport, or allow some other approach other than through having to go to the commercial district.

GALBRAITH responded that if there later is a demand for these types of uses, some consideration might be given in processing them as "exceptions" through the Board of Zoning Appeals. An amendment would be needed. GALBRAITH stated that Wesley did not have to request this zoning change. There was considered an accessory use. In this instance, it was felt that this was not the same ownership as St. Joseph Hospital, and it is three blocks removed, it is very difficult to interpret that this is an accessory use.

BAYOUTH asked if the City Commission finally approved the KAKE TV application for a heliport. LAKIN said yes, it was an area zoned light commercial. BAYOUTH continued that he did not think the zoning was the problem, it was the use of the helicopter. He

said the City Commission approved KAKE's for news, and here we are considering lives and saving lives, and he could not understand why they would consider not approving the application.

LAKIN commented that there was a concern by some Commissioners about the establishing of zoning in that area as distinguished from the use of it for helicopters itself. He said that if one of the concerns was zoning as opposed to the use of it for helicopters, then another way to approach it was through a text change, or it could be considered as a governmental use, or a quasi-public use that could be justified in any zoning districts subject to appropriate safeguards after public hearings, and due process.

HENNESSY asked if Galbraith was present at the City Commission meeting, and was it not made clear at the City Commission meeting that they had volunteered an instrument that the zoning would revert back.

GALBRAITH believed that the case was fully understood, and stated that some of the Commissioners expressed that they find the helicopter landing pad to be a noncompatible use in a residential neighborhood.

COLE pointed out that the motion that instructed staff to initiate a change back failed.

BAYCUTH stated for the record that the City Commission approved Wesley and KAKE, and there is more open space in this area than there is at the other two, as far as safety to the neighborhood was concerned.

SAVINA said that one of the Commissioners made a statement that this was a competitive operation. SAVINA said that according to the letter that he had from the Health Systems Agency of Southeast Kansas, he did not feel that it was very much competitive to save lives. The helicopter service is a service being provided to both Wesley and St. Joseph and will probably end up being provided to St. Francis hospital. He said that Wichita should be very proud of its hospital service that's not supported by taxes, government, and that its being supported by private agencies; people are trying to save lives by quick service. He said that what was competitive about it was that helicopter service could probably maintain better rates by serving three hospitals rather than by serving one. He felt that that particular statement may have been made in haste.

COLE remarked that he did not think the Commission was talking about the competitiveness of the helicopter. The more trips the helicopter makes, the lower its per unit cost was going to be. What they were talking about, and what certainly was the case, was that hospitals must compete with one another. They do not compete for patients as they do for doctors, and each hospital wants every service they can possibly have.

SAVINA said that he felt that that was the most inherent competitive spirit of private enterprise.

BAYOUTH said that he felt that two pads were better than one. If anything should happen at Wesley or weather conditions where they can't land at one or the other, he felt it would be a public service to have two or three helipads. He felt that the helicopter pad was needed.

JOHN REALS, attorney representing the applicant, stated that he was present at the City Commission meeting, and he had the feeling that there were two items that they were unhappy with. One was the question of competition between hospitals, and the second issue related to that of land use. He pointed out that the Convent had substantial property and most of it was empty. He said that he

had the feeling that the reason a number of the neighbors were objecting to the project, was not so much that they didn't want the service being offered, but wanted the assurance that the property would revert back to residential classification when no longer in use as a helipad. He said that the applicant has prepared a covenant of agreement, that has been signed by the hospital, the Sisters at the Convent, and by others. The Convent has no use for the property zoned "C", but they have consented to allow the hospital to locate the helipad there. There is no other place they could place a pad for under a half million dollars.

O. C. ESTES, Senior Vice President of Wesley Medical Center, stated that he wanted to assure the Commission that they have no objections, and support that a second helicopter pad would be a benefit to the community. He stressed that the desire of the patient where to be hospitalized should be considered. If they wish to land at a pad close to St. Joseph, they should have that privilege.

MARTENS asked if the Wesley's helipad was used daily, several times a day, once a day, weekly basis, or what has been the frequency of use since it has been installed.

ESTES related that he lived about six blocks away from the helipad and was in the flight pattern which was not objectionable. He said that they might have two flights in a day.

COLE asked how long does it take to get a patient out of the helicopter down to the ambulance and through the elevator system.

ESTES said that this would depend a great deal on the type of patient.

JOHN MCGRAW, Executive Director of the Osteopathic Hospital, said that they endorse this project for a helicopter pad. He mentioned that there was a rule in the City Code and Hospital Code, that a person is taken to the closest facility if he is not able to tell you where he wants to be taken. He said that he would probably be in the flight pattern on Belmont, and mentioned that the City helicopter flies over College Hill park about four nights out of a week, and he could not see where there would be any great danger to the residents if they were not in danger from the Police helicopter.

DON CONROY, Associated Administrator at St. Francis Hospital, stated that there was genuine cooperation between the hospitals, and with the passage of time, the Health Systems Agency will help them to develop even more specialization in one institution than there is in another. He pointed out that the local hospitals in Wichita were really medical centers. The hospitals have 25 percent of the patients coming from outside of Wichita and Sedgwick County. He said that helicopter service was unquestionably a necessity in today's world to accommodate the critical ill patients, and he felt that all four hospitals in the City should be permitted to develop that kind of facility for the sake of the patients.

TERRY POLING, Chief of Staff at St. Joseph Hospital, stated that this facility would entail essentially no cost at present. He felt that this was one of the big factors associated with this move. He said that in case of a internal disaster at Wesley, the elevator systems would be unuseable and they would have to have a landing pad somewhere in that community on a ground level.

LOFTON asked if there were plans in the future to build a landing pad at St. Joseph. POLING said yes, it could be done, but the big thing was the cost factor.

DICK HUFFMAN, 339 North Rutan, said that some of the people were worried about the noise. He said that he lives right off the end of Wesley's runway, and the way the pilots fly, they are off into the sky before you have to worry about the noise.

ROSEMARY DISTIFAN, 708 South Clifton, said that she accused the hospitals of a dog-eat-dog competition that the general public thinks is ridiculous. She said that it was about time that HSA said "specialize". DISTIFAN said that the FAA may say that the helicopter pad was safe, but she felt it was silly and stupid, because who was going to pay the ambulance bill for hauling the patient from the hospital. There would be no business, patient or money lost by not having a helicopter pad within the next year. She said that she did not like her neighborhood being used as an experiment.

MARY SWANSON, 818 South Bluff, said that she was opposed to commercial zoning in their neighborhood, and opposed to helicopters landing in their neighborhood. SWANSON said that she did not agree with the statement that if it saves one life, its alright. As far as she was concerned, the helicopter could land at Wesley and save that one life.

**MOTION:** Having considered the factors as contained in Policy Statement No. 10; and believing that the loss to the neighborhood was overcome by the general gain to the public and community at large, and based on the recommendation of the staff; I move that we recommend to the Governing Body that the application be approved for "C" zoning, subject to the approval of the associated Special Use Permit, by the Board of City Commissioners. Cole moved, Hennessy seconded.

SHOOK commented that this zone request was a difficult one to oppose. Based on the statement made about the frequency of use of the Wesley pad, it would appear to him that there was not an overuse, or there was not generation of enough traffic to cause a jam now on that pad, and therefore it raises a real question in his mind as to a need at this point in the City's history for an additional pad.

SAVINA felt that this Commission was given the responsibility for the community as a whole. Not only the little piece of land on Lincoln, the Commission has to look at the City of Wichita as a whole.

SHOOK said that the Commission has a responsibility to the total community in terms of cost containment, and if this pad is not being overtaxed in its use right now, then lets wait until that point and see if another one is justified.

GARDNER felt that it was pertinent to note for the record that the Planning Commission has considered the proximity of this proposed landing site, and have reflected on the fact that Wesley is much closer to existing residential areas that do not have the buffering that this particular site presently has. They have reflected on the fact that the landing site for KAKE TV does not have the degree of buffering that this site has, and in consideration of the surrounding neighborhood, if its been proper to look with favor on helicopter useage in those other two areas recently, this one would seem to be totally and entirely compatible given those cases which have preceded this one. He said that having

waived the relative benefit and public safety and risk to the neighborhood, this site would seem to be superior even to the other two cases.

VOTE ON THE MOTION: It carried with a vote of 8 in favor (Cole, Hennessy, Savina, Bayouth, Gardner, Martens, Lofton and Goebel), and 1 opposed (Shook). Jones was absent.

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October 30, 1979

John F. Reals  
1005 North Market  
Wichita, Kansas 67214

Re: Z-2178 - "A" to "C" - south side  
of Lincoln, in an area between  
Clifton and Bluffview.

Dear Mr. Reals:

✓  
The Planning Commission at its regular meeting on October 25, 1979, reconsidered the above captioned case. The action of the Planning Commission was to recommend that this application be approved for "C" zoning, subject to the approval of the associated Special Use Permit, by the Board of City Commissioners. No additional action was taken on the associated Special Use case DR 79-15, and the Commission's action on September 13, 1979 will again be forwarded to the City Commission.

These cases will be forwarded to the Board of City Commissioners for their meeting on November 20, 1979; the meeting to be held in the City Commission Meeting Room, First Floor, City Hall, 455 North Main. We would call to your attention that planning items are considered after all other items of business.

If you have any questions, please call our office.

Sincerely,

Jack H. Galbraith  
Chief Planner

JHG:el

cc: Continued on Page Two

Page Two  
John F. Reals  
October 30, 1979

cc: Sisters of St. Joseph of Wichita, Ks.,  
3700 E. Lincoln, 67218  
St. Joseph Medical Center, 3600 E. Harry, 67218  
Dr. Terry Poling, Chief of Medical Staff,  
St. Joseph Medical Center, 3600 E. Harry, 67218  
Edward Sullivan, Assistant Administrator,  
St. Joseph Medical Center, 3600 E. Harry, 67218  
Ray Rowhauff, Chief Pilot, Midwest Piper Flight, Inc.  
3512 N. Webb Road, 67226  
Viola Allen, 714 S. Clifton, 67218  
Lois Bryan, 757 S. Clifton, 67218  
Mary Swanson, 818 S. Bluff, 67218  
Lorene Goss, 720 S. Quentin, 67218  
O. C. Estes, Senior V.P.-Administration, Wesley Medical  
Center, 550 N. Hillside, 67214  
John R. McGraw, Executive Director, Osteopathic Hospital,  
2622 W. Central, 67203  
Donald J. Conroy, Associate Administrator, St. Francis  
Hospital, 929 N. St. Francis, 67214  
Richard E. Dick Huffman, 339 N. Rutan, 67208

Z-2178 &

DP 79-15 - 72 "Notice to adjoining Property Owners" mailed 10-12-79  
advising that the BCC returned this application to  
the MAPC and it has been rescheduled for MAPC 10-25-79.

1 to CPO OFFICE

—  
73 TOTAL

WICHITA-SEDGWICK COUNTY  
METROPOLITAN AREA PLANNING COMMISSION  
CITY HALL, TENTH FLOOR, 455 North Main Street  
Wichita, Kansas 67202

October 11, 1979

NOTICE TO ADJOINING PROPERTY OWNERS:

As a result of the City Commission referring the following cases back to the Planning Commission, this is to advise that the Wichita-Sedgwick County Metropolitan Area Planning Commission will reconsider the following items in the City Commission Meeting Room, First Floor, City Hall, 455 North Main, Wichita, Kansas, at its meeting beginning at 1:30 p.m. on Thursday, October 25, 1979, at which time you may appear either in person or by agent or attorney, if you so desire.

CASE NO. Z-2178

Zone Change from the "A" Two Family Dwelling District  
to the "C" Commercial District

AND

CASE NO. DR 79-15

Special Permit to Allow the Construction of  
A Heliport for St. Joseph Medical Center

From the Southwest Corner of the East Half of the Northwest Quarter of Section 26, Township 27 South, Range 1 East of the 6th P.M., Sedgwick County, Kansas, thence North along the West line of the East Half of said Northwest Quarter, and with an assumed bearing of North 00°25'45" West, a distance of 91.02 feet; thence North 89°44'56" East, a distance of 317.32 feet to the point of beginning; thence North 89°44'56" East a distance of 200.0 feet; thence North 00°15'04" West, a distance of 200.0 feet; thence South 89°44'56" West, a distance of 200.0 feet; thence South 00°15'04" East, a distance of 200.0 feet to the point of beginning. Generally located on the south side of Lincoln, in an area between Clifton and Bluffview.

Robert A. Lakin  
Secretary

October 10, 1979

John F. Reals  
1005 North Market  
Wichita, Kansas 67214

Re: Z-2178 - "A" to "C"; &  
DK 79-15 - Special Permit -  
South side of Lincoln, in an area  
between Clifton and Bluffview

Dear Mr. Reals:

The Board of City Commission at its regular meeting on October 9, 1979, considered the above captioned case. Their action was to return the application to the Planning Commission for reconsideration.

Subject case will be scheduled for the Planning Commission meeting on October 25, 1979. The meeting begins at 1:30 p.m. in the City Commission Meeting Room, City Hall, First Floor, 455 North Main.

If you have any questions concerning this matter, please contact our office.

Sincerely,

Jack H. Galbraith  
Chief Planner

JHG:el

cc: Continued on Page Two

Page Two  
John F. Reals  
October 10, 1979

cc: Sisters of St. Joseph of Wichita, Ks. 3700 E. Lincoln, 67218  
St. Joseph Medical Center, 3600 E. Harry, 67218  
Dr. Terry Poling, Chief Medical Staff  
St. Joseph Medical Center, 3600 E. Harry, 67218  
Edward Sullivan, Assistant Administrator  
St. Joseph Medical Center, 3600 E. Harry, 67218  
Ray Rowhauff, Chief Pilot, Midwest Piper Flight, Inc.  
3512 N. Webb Road, 67226  
Viola Allen, 714 S. Clifton, 67218  
Lois Bryan, 757 S. Clifton, 67218  
Mary Swanson, 818 S. Bluff, 67218  
Lorena Goss, 720 S. Quantin, 67218

WENDELKEN, CLINE, CROCKETT & HULNICK  
ATTORNEYS AT LAW

✓ DR 79-15

(2-2178)

CLYDE WENDELKEN  
CHARLES M. CLINE  
DAVID G. CROCKETT  
LESLIE F. HULNICK

THE AMIDON HOUSE  
1005 N. MARKET  
WICHITA, KANSAS 67214  
(316) 263-7896

September 14, 1979

RECEIVED

SEP 18 1979

METROPOLITAN PLANNING

ROUTE

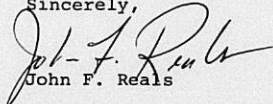
Mr. Robert A. Lakin, Secretary  
Metropolitan Area Planning Commission  
City Hall, Tenth Floor  
455 North Main  
Wichita, Kansas 67202

Dear Bob:

I am writing this letter to express to both you and Jack my appreciation for the assistance that you have provided in the helistop matter. I know that I speak for my client when I say that we are all appreciative of the guidance, help and assistance that you and Jack have so generously provided.

Once again thank you for your help and assistance.

Sincerely,

  
John F. Reals

JFR:amo

cc: Mother Mary Ann McNamara  
Jack Galbraith  
Joseph Heeb  
Stephen M. Blaes

DR 79-15

September 14, 1979

John F. Reals  
1005 N. Market  
Wichita, Kansas 67214

Re: Z-2178 "A" to "C" - south side  
of Lincoln in an area between  
Clifton and Bluffview

Dear Mr. Reals:

At its regular meeting on September 13, 1979, the Metropolitan Area Planning Commission considered the above-captioned zone change request. The action of the Planning Commission was to recommend that this application be approved for "C" zoning subject to the approval of the associated Special Use Permit, DR 79-15, by the Board of City Commissioners.

Regarding the Special Use Permit request, the action was to recommend approval of the special permit and waiver of the requirements of Section 28.08.100 subject to compliance with the requirements of Chapter 9.24 of the City Code (Helicopters and Helistops) unless amended or waived by the Board of City Commissioners; and subject to the approval of the associated zone change case Z-2178, "A" to "C", by the Board of City Commissioners.

This matter will be forwarded to the Board of City Commissioners for consideration at their regular meeting on October 9, 1979, this meeting to be held in the City Commission Meeting Room, First Floor, City Hall, 455 North Main, Wichita, Kansas. We would remind you that Planning items are considered after all other matters of business.

Page 2  
September 14, 1979  
Z-2178 & BR 79-15

If you have any questions concerning this matter, please contact our office.

Sincerely yours,

Jack H. Galbraith  
Chief Planner

JHG:bbc

cc: Sisters of Saint Joseph of Wichita, Kansas, 3700 E.  
Lincoln 67218  
St. Joseph Medical Center, 3600 E. Harry 67218  
Dr. Terry Poling, Chief of Medical Staff, St. Joseph Medical  
Center, 3600 E. Harry 67218  
Edward Sullivan, Assistant Administrator, St. Joseph Medical  
Center, 3600 E. Harry 67218  
Ray Rowhauff, Chief Pilot, Midwest Piper Flight, Inc.,  
3512 N. Webb Road 67226  
Viola Allen, 714 S. Clifton 67218  
Lois Bryan, 757 S. Clifton 67218  
Mary Swanson, 818 S. Bluff 67218  
Lorene Goss, 720 S. Quentin 67218

WICHITA-SEDGWICK COUNTY  
METROPOLITAN AREA PLANNING DEPARTMENT

MAPC HEARING DATE: 9-13-79

Case No. DR 79-15

Request: Special Permit to Allow  
Operation of a Helistop

Location: South side of Lincoln in an area between Clifton  
and Bluffview

Acres: 0.9      Size: 200' x 200'

	Land Use	Zoning
Existing	Convent Property	"A"
North	" "	"A"
East	" "      2 Parking	"A"
South	Lot	"A"
West	Convent Property	"A"
	" "	"A"

Platted: No.      History: None.

COMMENTS:

1. St. Joseph Medical Center has requested a special permit, under Sections 9.24.010 through 9.24.180 of the Code of the City of Wichita, in order to allow the operation of a helistop on property located to the north of St. Joseph Hospital in an area south of Lincoln and east of Clifton.  
  
Under Section 23.08.100 of the City Code, no airport shall be established within eight miles of an existing airport reference point unless such is first approved by the Board of City Commissioners after recommendation by the Federal Aviation Administration (FAA) and the Metropolitan Area Planning Commission (MAPC). The public hearing before the MAPC shall be for the purpose of making such recommendation.
2. The applicant advises that the helistop is proposed to be constructed on an undeveloped tract located approximately 3 blocks north of the St. Joseph Hospital and that the helicopters are proposed to be based at a separate location (Comotara Air Park). This application differs somewhat from other similar requests considered in the past in that the helistop would be some distance away from the hospital instead of on the hospital grounds. Emergency cases would then have to be transported from the helistop to the hospital.

Page 2  
DR 70-15  
MAPC AGENDA  
0-13-70

3. On August 18, 1977, the Metropolitan Area Planning Commission adopted a policy of not scheduling "aircraft landing" applications until the applicant had submitted a determination or finding in writing from the FAA. Attached is a copy of a letter from the FAA regarding this project.
4. A recommendation of approval of the special permit and waiver of the requirements of Section 28.08.100 should be subject to compliance with the requirements of Chapter 9.24 of the City Code (Helicopters and Helistops) unless amended or waived by the Board of City Commissioners; and subject to the approval of the associated zone change case Z-2178, "A" to "C", by the Board of City Commissioners.

78 Notices sent

1 Copy to CPO

DK-79-15- Double Stuffed.

Z-2178 - 78 "Notice to Adjoining Property Owners" mailed 8-30-79 for  
the MAPC meeting for 9-13-79

1 (including map) to CPO Office

79 TOTAL

WICHITA-SEDGWICK COUNTY  
METROPOLITAN AREA PLANNING COMMISSION  
CITY HALL, TENTH FLOOR, 455 NORTH MAIN STREET  
WICHITA, KANSAS 67202

August 30, 1979

NOTICE TO ADJOINING PROPERTY OWNERS:

The Wichita-Sedgwick County Metropolitan Area Planning Commission will consider the following item in the City Commission Meeting Room City Hall, First Floor, 455 North Main Street, Wichita, Kansas, at its meeting on September 13, 1979, which will commence at 1:30 p.m. You may appear either in person or by agent or attorney, if you so desire.

CASE NO. DR 79-15

Special Permit to allow the construction of a  
heliport for St. Joseph Medical Center

From the southwest corner of the East half of the northwest quarter of section 26, township 27, South, range 1 east of the 6th P.M., Sedgwick County, Kansas, thence North along the West line of the East Half of said Northwest Quarter, and with an assumed bearing of North  $00^{\circ} 26'45''$  West, a distance of 91.02 feet; thence North  $89^{\circ}44'56''$  East, a distance of 317.32 feet, to the point of beginning; thence North  $09^{\circ} 44'56''$  East a distance of 200.0 feet; thence North  $00^{\circ} 15'04''$  West, a distance of 200.0 feet; thence South  $89^{\circ} 44'56''$  West, a distance of 200.0 feet; thence South  $00^{\circ} 15'04''$  East, a distance of 200.0 feet to the point of beginning. Generally located on the south side of Lincoln in an area between Clifton and Bluffview.

Under Section 28.08.100 of the Code of the City of Wichita, no airport shall be established within eight miles of an existing airport reference point unless such is first approved by the Board of City Commissioners after recommendation by the Federal Aviation Administration and the Metropolitan Area Planning Commission (MAPC). The public hearing before the MAPC shall be for the purpose of making such recommendation.

NOTE: You are also informed that the Citizen Participation Organization Area Council may consider this case at its next meeting. Additional information regarding such a meeting may be obtained by calling the CPO office, 268-4516.

Robert A. Lakin, Secretary  
Metropolitan Area Planning Commission

## CITY OF WICHITA

APPLICATION FOR LICENSE TO OPERATE A HELISTOP OR  
SPECIAL PERMIT FOR HELICOPTER CONSTRUCTION WORKWichita, Kansas 9 August, 19 79

TO THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

Gentlemen: I hereby apply for a license to operate a Helistop or special permit for Helicopter Construction Work in conformity with the ordinances of the City of Wichita, Kansas. I hereby certify that the statements made on this application and the attached exhibits are true and correct to the best of my knowledge.

- A. Business Name St. Joseph Medical Center
- B. Business Address 3699 East Harry, Wichita, Kansas 67218
- C. Helistop Location
1. Legal Description See Exhibit "A" Attached  
(Lot Numbers, Addition or Metes and Bounds)
  2. Address 3700 East Lincoln, Wichita, Sedgwick County, Kansas
- D. Class (I, II or III) Helistop being applied for II
- E. Does Helistop meet the requirements of this class as defined in Section 1 of Ordinance No. 27-904? Yes
- F. Is this application accompanied by:
1. Proposed plans and specifications for Helistop? Yes
  2. Intended routes or ingress and egress? Yes
  3. Intended emergency landing areas? Yes
- G. Does this conform to FAA requirements? \_\_\_\_\_
- H. Where will list of authorized pilots be kept? Midwest Piper Flight, Inc.  
3515 North Webb Road, Wichita, Kansas
- I. Are you applying for a Special Permit for construction work as defined in Section 16 of Ordinance No. 27-904? No
- J. Has the required insurance policy for Helistop or Special Permit been filed with the City Clerk? No - filing subject to approval

## FOR OFFICIAL USE ONLY

I have examined this application, it is complete and meets the requirements of the Code of the City of Wichita, Kansas.

APPROVED BY

DISAPPROVED

\_\_\_\_\_  
Central Inspection Dept.

\_\_\_\_\_  
Director of Public Works

\_\_\_\_\_  
Chief of Fire Department

\_\_\_\_\_  
City Commission

License No. \_\_\_\_\_ Issued \_\_\_\_\_ Day of \_\_\_\_\_, 19 \_\_\_\_\_ by \_\_\_\_\_

EXHIBIT "A"

TO APPLICATION FOR LICENSE TO OPERATE A HELISTOP OR SPECIAL  
PERMIT FOR HELICOPTER CONSTRUCTION WORK

From the Southwest Corner of the East Half of the Northwest Quarter of Section 26, Township 27 South, Range 1 East of the 6th P.M., Sedgwick County, Kansas, thence North along the West line of the East Half of said Northwest Quarter, and with an assumed bearing of North  $00^{\circ}26'45''$  West, a distance of 91.02 feet; thence North  $89^{\circ}44'56''$  East, a distance of 317.32 feet, to the point of beginning; thence North  $89^{\circ}44'56''$  East a distance of 200.0 feet; thence North  $00^{\circ}15'04''$  West, a distance of 200.0 feet; thence South  $89^{\circ}44'56''$  West, a distance of 200.0 feet; thence South  $00^{\circ}15'04''$  East, a distance of 200.0 feet to the point of beginning.

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

ADVISORY  
ONLY

CENTRAL REGION  
601 EAST 12TH STREET  
KANSAS CITY, MISSOURI 64106



JUL 9 1979

Mr. Bernard T. Keegan  
Director of Materials and Plant Services  
St. Joseph Medical Center  
3600 East Harry Street  
Wichita, Kansas 67218

Subject: St. Joseph Hospital Helistop  
Sedgwick County  
Wichita, Kansas  
Notice of Airspace Determination/Establishment  
Airspace Case No. 79-ACE-041-NRA

Dear Mr. Keegan:

We have reviewed from an airspace-use standpoint the establishment of subject private-use heliport, having a proposed 200' x 200' landing/takeoff area, and an 80' x 80' turf touchdown area. The heliport is located within the city limits of Wichita, Kansas at latitude 37° 40' 18", and longitude 97° 17' 27".

An on-site inspection of subject heliport was made on April 9, 1979 by personnel of the FAA General Aviation District Office (GADO) No. 22. The following comments were submitted for our review:

1. The proposed site is located on a parcel of land which is approximately four city blocks in size and owned by St. Joseph Medical Center. There is a large building in the center of this area which is used to house medical personnel from St. Joseph Hospital. The purpose of establishing a heliport at this site is to determine if sufficient air ambulance traffic would be generated to warrant future capital expenditures for a permanent heliport at the hospital.
2. The large building used for housing is located to the east side of the heliport site. This building would prevent approach/departure paths from an approximate magnetic bearing of 045 degrees to 135 degrees. Otherwise, approach and departure can be made

without any obstructions penetrating the 8 to 1 approach slope. Locating the heliport at the proposed site would not adversely affect air safety to existing traffic patterns at Wesley Medical Center Heliport, Cessna Field or McConnell Air Force Base, if subject operations are limited to VFR.

3. In consideration of noise factors, it is felt that activities at the various schools and churches located near the proposed site would not be affected due to the infrequency of aircraft operations.

Our aeronautical study concludes that the fulfillment of your proposal will not adversely affect the safe and efficient use of airspace by aircraft provided the following conditions are adhered to:

1. That arrivals and departures are restricted from approximately magnetic bearing 045° through 135°.
2. That approach/departure paths to the landing area are maintained for a minimum 8:1 glide slope. Obstruction clearance planes (glide slope), aligned with the direction of the approach/departure paths, extend outward and upward from the landing/takeoff area to the enroute altitude at an angle of 8 feet horizontally to one foot vertically, (8:1).
3. That the transitional surface be maintained for a minimum 2:1 slope. The transitional surface extends outward and upward from the edges of the landing/takeoff area and approach/departure clearance planes at an angle of 2 feet horizontally to one foot vertically (2:1) to a distance of 250 feet from the center of the landing and takeoff area and 250 feet from the centerline of the approach/departure clearance surfaces.

This determination should not be construed to mean FAA approval of the physical development involved in the proposal. It is a determination that refers only to safe and efficient use of airspace by aircraft, and does not preempt or waive ordinances, laws, or regulations of other governmental bodies or agencies. In making this determination, FAA has considered matters such as the effect the proposal would have on existing or contemplated traffic of neighboring airports, effects it would have on existing airspace structure and projected programs of FAA, and effects that existing or proposed man-made objects and natural objects within affected area would have on this proposal.

3

We wish to advise that this agency does not have the statutory authority to prevent construction of any structure near the heliport. Protection of heliport environs can be accomplished most effectively through such means as local zoning ordinances and acquisition of property rights.

This airspace determination does not indicate the proposed development is environmentally acceptable in accordance with Public Laws 91-190, 91-258, and 90-495. An environmental review and finding is a prerequisite to FAA approval for a heliport site for future Federal participation in the development of an existing heliport.

This airspace determination does not constitute endorsement of heliport sites or approval of heliport development plans. Approval of development plans and endorsement of sites are necessary when development of the heliport will be accomplished with Federal assistance under the Airport Development Aid Program.

Enclosed is a copy of FAA Form 5010-5 which is self-addressed and postage paid. As soon as your heliport becomes operational, please complete this form and drop it in the mail. The form will be submitted to Washington, where it will be data-processed and a site number assigned.

This airspace determination expires December 31, 1979, unless you notify our office that construction has started or a written request for an extension is submitted prior to the expiration date.

If we can be of any further assistance to you, please contact us at (816) 374-2181.

Sincerely,

*Frederick D. Cason*

FREDERICK D. CASON  
Airport Operations Specialist

Enclosure

St Joe

STATEMENT OF OWNERSHIP

STATE OF KANSAS )  
 ) SS  
SEDGWICK COUNTY )

The undersigned duly bonded and qualified abstractor within and for the County and State aforesaid, does hereby certify:

That we have examined the records in the office of the Register of Deeds of Sedgwick County, Kansas, with reference to the ownership of the following property in Sedgwick County, Kansas viz:

All Record Owners within 750 feet of the described: From the SW corner of the E $\frac{1}{2}$  of the NW $\frac{1}{4}$  of Sec. 26, T 27S, R1E, of the 6th P.M., Sedgwick County, Kansas, thence North along the West line of the E $\frac{1}{2}$  of said NW $\frac{1}{4}$ , and with an assumed bearing of N. 00°26' 45" W., a distance of 91.02'; thence N. 89° 44' 56" E., a distance of 317.32' to the point of beginning; thence N. 89°44'56" E., a distance of 200.0'; thence N00° 15' 04" W., a distance of 200.0'; thence S. 89°44' 56" W., a distance of 200.0'; thence S. 00°15'04" E., a distance of 200.0' to the point of beginning. The above described tract contains 0.92 acres more or less.



And from such examination find that the owners thereof are as set opposite the description of the property below, viz: (Addresses as given are furnished as a service and not certified.)

<u>LOTS AND BLOCKS</u>	<u>ADDITION</u>	<u>OWNERS</u>
All that part of SE $\frac{1}{4}$ NW $\frac{1}{4}$ Sec. 26, T 27 S, R 1 E, lying South of Morris Street and East of Clifton Avenue.		✓ The Sisters of St. Joseph 3700 E. Lincoln Wichita, Kansas 67218
All the NE $\frac{1}{4}$ of SW $\frac{1}{4}$ of Sec. 26, T 27 S, R 1 E, lying East of Clifton and North of Bayley except Sisters of St. Joseph Second Addition and Sisters of St. Joseph Third Addition,		Sister M. Antoinette Yelek, President of Sisters of St. Joseph of Wichita, Kansas. 3700 E. Lincoln Wichita, Kansas 67218
Lot 1, Block 1,	SISTERS OF ST. JOSEPH SECOND ADDITION	The Sisters of St. Joseph 3700 E. Lincoln Wichita, Kansas 67218
Lot 1,	SISTERS OF ST. JOSEPH THIRD ADDITION	Sister M. Antoinette Yelek Sisters of St. Joseph of Wichita 3700 E. Lincoln Wichita, Kansas 67218

Fidelity  Title  
COMPANY, INC.

<u>LOTS AND BLOCKS</u>	<u>ADDITI ON</u>	<u>OWNERS</u>
Lot 1,	BROWN-JENNINGS REPLAT OF PART OF LONGVIEW TERRACE ADDITION	✓ Collette E. Jones ADDRESS UNKNOWN
Lot 3,	BROWN-JENNINGS REPLAT OF PART OF LONGVIEW TERRACE ADDITION	✓ Dallas B. & Maxine J. Tenbrook 752 S. Erie Wichita, Kansas 67211
Lot 5,	BROWN-JENNINGS REPLAT OF PART OF LONGVIEW TERRACE ADDITION	✓ Mary Alice Breth 711 S. Yale Wichita, Kansas 67218
Lot 7,	BROWN-JENNING REPLAT OF PART OF LONGVIEW TERRACE ADDITION	✓ Adolph Edwin Reese 717 S. Yale Wichita, Kansas 67218
Lot 9,	BROWN-JENNINGS REPLAT OF PART OF LONGVIEW TERRACE ADDITION	✓ Robert J. & Janice A. Erpelding 721 S. Yale Wichita, Kansas 67218
Lot 11,	BROWN-JENNINGSREPLAT OF PART OF LONGVIEW TERRACE ADDITION	✓ Myrtle I. & Charles R. Stevens and Ron E. Stevens 727 S. Yale Wichita, Kansas 67218
Lot 2,	BROWN-JENNINGSREPLAT OF PART OF LONGVIEW TERRACE ADDITION	✓ Betty J. Nelson 702 S. Yale Wichita, Kansas 67218
Lot 4,	BROWN-JENNINGS REPLAT OF PART OF LONGVIEW TERRACE ADDITION	✓ Robert Arthur & Margaret J. Ludwick 708 S. Yale Wichita, Kansas 67218
Lot 6,	BROWN-JENNINGS REPLAT OF PART OF LONGVIEW TERRACE	✓ Claus M. & Marjorie M. Lager 712 S. Yale Wichita, Kansas 67218
Lot 8	"	✓ Lynn W. & Alga Cowman 716 S. Yale Wichita, Kansas 67218
Lot 10	"	✓ Martin J. & Diane O. Clement Address unknown
Lot 12	"	✓ Alfonso & Kathleen V. Flores 728 S. Yale Wichita, Kansas 67218



*7218 of 8  
1000 of 1000  
07/11/52*

<u>LOTS</u>	<u>ADDITION</u>	<u>OWNERS &amp; ADDRESSES</u>
Lots 2,4,6, & 8, on Vassar	MILTNER HILLSIDE ADDITION	✓ John N. & Gertrude M. Edens 2350 S. Spruce Wichita, Kansas
Lots 10 & 12, on Vassar	"	✓ Fred T. & Ernestine C. Stewart 910 S. Vassar Wichita, Kansas 67218
Lots 14 & 16, on Vassar	"	✓ Raymond F. & Doris E. Cox 916 S. Vassar Wichita, Kansas 67218
Lots 18 & 20, on Vassar	"	✓ Mort B. & Victoria V. Sanders 922 S. Vassar Wichita, Kansas 67218
Lots 22 & 24, on Vassar	"	✓ V. R. & Celistia M. Cranmer 928 S. Vassar Wichita, Kansas 67218
Lots 26 & 28, on Vassar	"	✓ LeRoy & Mary O. Bright 932 S. Vassar Wichita, Kansas 67218
Lots 30 & 32, on Vassar	"	✓ Wright H. & Doris M. Myers 938 S. Vassar Wichita, Kansas 67218
The W. 60' of Lots 1,3,5,&7, and the W. 55' of Lot 9, on Clifton Ave.	"	✓ Guy E. & Nina Nugen 3515 E. Lincoln Wichita, Kansas 67218
Lots 1,3,5, & 7, Except the W. 60', on Clifton Ave.	"	✓ Hubert Daniel & Nelda Bly Moore 1906 S. Topeka Wichita, Kansas
Lots 9 & 11 and the N. 5' of Lot 13, Except the W. 55' of the N. 5' of Lot 9, on Clifton Ave.	"	✓ Howard E. Gilmer & Wilmer I. Gilmer 909 S. Clifton Wichita, Kansas 67218
The S. 20' of Lot 13 and all of Lots 15,17 & 19 on Clifton Ave.	"	✓ Chester & Evelyn Mae Zielke 915 S. Clifton Wichita, Kansas 67218
Lots 21 & 23, on Clifton Ave.	"	✓ Gerald D. & Lucy M. Hayes 927 S. Clifton Wichita, Kansas 67218
Lots 25,27, 29 & 31, on Clifton Ave.	"	✓ Donald James & Wydonna M. Ball 937 S. Clifton Wichita, Kansas 67218
Lots 33 & 35, on Clifton Ave.	"	✓ Norman Leslie & Virginia F. Hess 934 S. Clifton Wichita, Kansas 67218
Lots 37 & 39, on Clifton Ave.	"	✓ James Ferrell & Lea Rae Mulvaney 949 S. Clifton Wichita, Kansas 67218



959 B. 200-14  
10-2-27  
10-7-18



<u>LOTS</u>	<u>ADDITION</u>	<u>OWNERS &amp; ADDRESSES</u>
Lots 1 & 3, on Vassar	STEINMEYER HILLSIDE ADDITION	✓ Marie Lies & Margaret Lies Address unknown
Lots 5 & 7, on Vassar	"	✓ Donna Kay Jarris & Janice Elaine Jones 905 S. Vassar Wichita, Kansas 67218
Lot 9 & 11, on Vassar	"	✓ Karen S. Cahow & Alona D. Pharis 909 S. Vassar Wichita, Kansas 67218
Lots 153 & 155, on Vassar	INDIANA SUBDIVISION	✓ Virgil L. & Freda E. Jamison 811 S. Vassar Wichita, Kansas 67218
Lots 157 & 159, on Vassar	"	✓ Vincent R. & Bertha E. Terry 3415 Penley Drive Wichita, Kansas 67218
Lots 161 & 163, on Vassar	"	✓ Caroline E. Andrews 821 S. Vassar Wichita, Kansas 67218
Lots 165 & 167, on Vassar	"	✓ Emily Forster 827 S. Vassar Wichita, Kansas 67218
Lots 169 & 171, on Vassar	"	✓ Barbara Jo Stauffer 2810 E. Harry Wichita, Kansas 67211
Lots 173 & 175, on Vassar	"	✓ P.J. Jr., & Joy A. Murphy 837 S. Vassar Wichita, Kansas 67218
Lots 177 & 179, on Vassar	"	✓ Harold B. & Viola K. Smith 843 S. Vassar Wichita, Kansas 67218
Lots 181, 183 & 185, on Vassar	"	✓ Leo L. & Mary Lou Bean 849 S. Vassar Wichita, Kansas 67218
Lots 187, 189 & 191, on Vassar	"	✓ C.E. & Cora M. Parker Address unknown
Lots 146, 148 & the N. 5' of Lot 150	"	✓ Jamima C. & Walter O. Young 802 S. Vassar Wichita, Kansas 67218
The S. 20' of Lot 150 & Lot 152 & the N. 10' of Lot 154, on Vassar	"	✓ Kenneth Eugene & Helen E. Maples 810 S. Vassar Wichita, Kansas 67218
The S. 15' of Lot 154, all of Lot 156 & the N. 15' of Lot 158, on Vassar	"	Maureen A. Kearney Address unknown
The S. 10' of Lot 158 & all of Lot 160 & the N. 20' of Lot 162, on Vassar	"	✓ G.L. & Rose Stuber Address unknown

3920 E. Omaha  
18

Blue box  
X  
from file

3860 Parker 04

<u>LOTS</u>	<u>ADDITION</u>	<u>OWNERS &amp; ADDRESSES</u>
The S. 5' of Lot 162 & all of Lots 164 & 166 on Vassar.	INDIANA SUBDIVISION	✓ Ogle F. & Marjorie C. French 538 Marcilene Terrace Wichita, Kansas 18
Lots 168 & 170 & the N. 5' of Lot 172 on Vassar	"	<i>See Log</i> ✓ M.E.D. Co., Inc. Address unknown
The S. 20' of Lot 172 & all of Lots 174 & the N. 10' of Lot 176, on Vassar	"	✓ Charles W. & Marjorie E. Mitchell 834 S. Vassar Wichita, Kansas 67218
The S. 15' of Lot 176 & all of Lot 178 & the N. 15' of Lot 180 on Vassar	"	✓ Paul & Neoma M. Nikakis 840 S. Vassar Wichita, Kansas 67218
The S. 10' of Lot 180 & all of Lot 182 & the N. 20' of Lot 184 on Vassar	"	✓ Betty E. Nelson 846 S. Vassar Wichita, Kansas 67218
The S. 5' of Lot 184 & all of Lots 186 & 188 on Vassar.	"	✓ Dwight E. , Jr. & Marsha L.Hate 852 S. Vassar Wichita, Kansas 67218
Lots 190 & 192, on Vassar	"	✓ Albert B. Christenson 856 S. Vassar Wichita, Kansas 67218
Lots 145, 147 & the N. 5' of Lot 149 on Clifton Ave.	"	✓ Gordon E. & Betty L.Nelson 803 S. Clifton Wichita, Kansas 67218
The S. 20' of Lot 149 & all of Lot 151 & the N. 10' of Lot 153 on Clifton	"	<i>See Log</i> ✓ Dan E. Fiser 9Trustee) Address unknown
The S. 15' of Lot 153 & all of Lot 155 & the N. 15' of Lot 157 on Clifton	"	✓ Ross S. & Zelda L.Ricketts 813 S. Clifton Wichita, Kansas 67218
The S. 10' of Lot 157 & all of Lot 159 & the N. 20' of Lot 161 on Clifton	"	✓ Sheryl Warren 819 S. Clifton Wichita, Kansas 67218
The S. 5' of Lot 161 & all of Lots 163 & 165 on Clifton	"	✓ Dwight Lyman & Lillian D. Patton 823 S. Clifton Wichita, Kansas 67218
Lots 167 & 169 & the N. 5' of Lot 171 on Clifton	"	✓ Chester J. & Ruth I. Rypma 829 S. Clifton Wichita, Kansas 67218
The S. 20' of Lot 171 & all of Lot 173 & the N. 10' of Lot 175 of Clifton	"	✓ J.C. & Minnie M. Warren 835 S. Clifton Wichita, Kansas 67218
The S. 5' of Lot 175 & all of Lot 177 and the N. 15' of Lot 179 on Clifton	"	✓ Ronald B. & Mary L. Larson 841 S. Clifton Wichita, Kansas 67218



LOTS	ADDITION	OWNERS & ADDRESSES
The S. 10' of Lot 179 & all of Lot 181 & the N. 20' of Lot 183 on Clifton	INDIANA SUBDIVISION	✓ Carl & Catherine S. Coover, Trustees of the Carl Coover Revocable Trust 6027 Grace Lane Wichita, Kansas X67208
The S. 5' of Lot 183 & all of Lots 185 & 187 on Clifton	"	✓ Paul I. & Lettie M Edwards Address unknown
Lots 189 & 191 on Clifton	"	✓ Charles T. & Qpal M. Wilhite Address unknown
Lots 1,3,& 5, Except the S. 90' Block K	LONGVIEW TERRACE	✓ Mabel V. Lehmann, Trustee 702 S. Clifton Wichita, Kansas 67218
The N. 60' of the S. 90' of Lots 1,3,& 5, Block K	"	✓ Frank & Rosemary J. Distifan 708 S. Clifton Wichita, Kansas 67218
The S. 30' of Lots 1, 3, & 5, & the N. 30' of Lots 2,4,& 6, Block K	"	✓ Edward B. & Viola B. Allen 714 S. Clifton Wichita, Kansas 67218
The S. 60' of the N. 90' of Lots 2,4,& 6, Block K	"	✓ Delphene G. Deskins 708 S. Clifton Wichita, Kansas 67218
Lots 2,4,& 6, Except the N. 90', Block K	"	✓ Jean M. Rose 726 S. Clifton Wichita, Kansas 67218
Lot 19, Except the S. 25', Block K	"	✓ Frank A. & Catherine M. Lindsley 701 S. Roosevelt Wichita, Kansas 67218
The S. 25' of Lot 19 & all of Lot 21, Block K	"	✓ Shirley P. Campbell 703 S. Roosevelt Wichita, Kansas 67218
Lot 23, Block K	"	✓ Peter C. & Marie M. Remacle 715 S. Roosevelt Wichita, Kansas 67218
Lot 25, Block K	"	✓ Donald R. & Carolyn S. McClanahan 719 S. Roosevelt Wichita, Kansas 67218
Lot 27, Block K	"	✓ Michael C. Moline 723 S. Roosevelt Wichita, Kansas 67218
Lot 1, Except the S. 80' & the N. 35; of Lot 3 & the W. 35' of the N. 55' of Lot 5, Block L	"	✓ Claude I. & Elaine M. Scott 702 S. Roosevelt Wichita, Kansas 67218
The N. 75' of the S. 80' of Lots 1,3, & 5, Block L.	"	✓ William G. Krouch 710 S. Roosevelt Wichita, Kansas 67218



*Phony Bank  
Address*

*1927 & 1928*



<u>LOTS</u>	<u>ADDITION</u>	<u>OWNERS &amp; ADDRESSES</u>
The S. 5' of Lots 1, 3, & 5, & the N. 65' of Lots 2 & 4 & the N. 65' of the W. 35' of Lot 6, Block L	LONGVIEW TERRACE	✓ Gilbert & Clara M. Butts 714 S. Roosevelt Wichita, Kansas 67218
The S. 70' of Lots 2 & 4, & the S. 70' of the W. 35' of Lot 6, Block L	"	✓ David L. & Cynthia S. Quillen 724 S. Roosevelt Wichita, Kansas 67218
The S. 70' of the E. 15' of Lot 6, all of Lot 8, & the W. 25' of Lot 10, Block L	"	✓ Howard A. & Jacqueline Von Fange 3820 E. Morris Wichita, Kansas 67218
Lot 10 Except the W. 25' & all of Lot 12, Block L	"	✓ William G. & Mildred H. Houser 3824 E. Morris Wichita, Kansas 67218
Lot 14 & the West half of Lot 16, Block L.	"	✓ Administration of Veterans Affairs 901 George Washington Blvd. Wichita, Kansas 67211
The East half of Lot 16 & all of Lot 18, Block L	"	✓ Bill Bachman & Associates Inc. 2820 Bentbay Wichita, Kansas 67211 <i>47 6/20/76</i>



Dated at Wichita, Kansas this 25th day of July, 1979 at 7:00 A.M.

Fidelity Title Company, Inc.  
by *C. E. Bud Ridder*  
Vice-President

Tracer # 46710



Call John  
Reals  
about ownership  
bit 263 7596

8-6-70

- Two cars are necessary -
- "C" zoning
- Permit to locate within  
8 miles of McConnell Air Base.

John Reals.

263-7596

Foley June 29

- Application for "C" zoning. Steve Blevins
- No Platting
- Letter from "FAA"
- Site Plan reflecting flight approach areas
- Ownership just -  
750' from site  
Preferably - into party or Jim  
Clegg or Baker +  
Flight approach area.

St J Helipad Case

4-11-80

April 5, 1979

John F. Reals  
Attorney at Law  
Century Plaza Building  
Wichita, Kansas 67202

Dear Mr. Reals:

I discussed the St. Joseph heliport with members of my staff and Central Inspection. I believe we are in agreement on the following assessments concerning this project. First of all, the project, if located on the St. Joseph property, would be an accessory use. You were going to look at the alternatives locating the heliport either on the hospital site, or on property leased from Dr. Grilloit and/or property on the old hospital site. It is our view since St. Joseph Medical complex is just that, a complex of several sites all closely related from a physical standpoint and from a function standpoint, that we would have no problem allowing the location in terms of the zoning ordinance on Grilloit's property or on the old hospital site. It is our view, however, that with the property located as far to the north as on the convent's site, that even if ownership or a long term lease was entered into, that this would strain a reasonable interpretation of accessory use. Therefore, if you choose the convent site to proceed on, we believe an application for "C" Commercial zoning would be required. In connection with the commercial application, we do not anticipate making any requirement of platting for the heliport site.

Insofar as providing notice on the exception airport location site under 28.080 of the City code, I am of the opinion that we would be well advised to notify those people under the proposed approach zones, and any property abutting the convent site along either Clifton and/or Lincoln. This would make a fairly large notification area, but I think it is justified in terms of the overfly of predominately residential area.

4/11/79

*Advised St Joe that I would accept a 750' reduction off of pad, but recommended notice under approach patterns, with N+S. Would notify on zone change those abutting Lincoln. RSC*

John F. Reals  
April 5, 1979  
Page 2

If you have any questions concerning the matter, please let me  
or Jack Galbraith know.

Sincerely,



Robert A. Lakin  
Director of Planning

RAL:rme

cc: Robert Feldner, Superintendent of Central Inspection

St. Joseph Medical Center



WICHITA'S CENTER  
FOR FAMILY  
HEALTH CARE

Gilbert R. Thibault

- Ass't. Dir. Material & Plant Services
- Safety Director

316-685-1111 / 3600 EAST HARRY, WICHITA, KANSAS 67218

*Thibault  
Hold*

WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING DEPARTMENT

COMMUNITY DEVELOPMENT DIVISION

Public Inquiry Slip

NAME Gilbert R Thibault DATE 3-19-79  
 PHONE 685-1111 PHONE \_\_\_\_\_ COUNTER \_\_\_\_\_  
 PROPERTY LOCATION \_\_\_\_\_ MAP # \_\_\_\_\_  
Sisters of St. Joseph site on Lincoln  
Associated with St. Joseph's Hospital

NATURE OF REQUEST:

CITY ZONING \_\_\_\_\_ COUNTY ZONING \_\_\_\_\_ CONDITIONAL USE \_\_\_\_\_  
 PLAT \_\_\_\_\_ LOT SPLIT \_\_\_\_\_ BZA \_\_\_\_\_  
 VACATION \_\_\_\_\_ DEDICATION \_\_\_\_\_ STREET NAME CHANGE \_\_\_\_\_

REMARKS:

*Want a helistop. told them procedures and suggested they use ownership list from previous zone case for notification but they wished to discuss notification procedures further because of their problems on the <sup>previous</sup> zone case. Pretty much same idea as on Wesley eg. store & maintain copters at Comotara & only use as emergency dictates. Have not received letter from FAA yet & will file once they have such. They will contact Lakin to further discuss notification area or he may call them if more convenient.*

*Need more info w/air from Mr. Lakin for*

ROUTE TO:

GALBRAITH  SHIRKEY \_\_\_\_\_ NEWBY \_\_\_\_\_ RICHTER \_\_\_\_\_ DOBSON \_\_\_\_\_ MEEK \_\_\_\_\_  
 LAKIN  STOCKWELL \_\_\_\_\_ RETURN TO \_\_\_\_\_

COMMENTS: