

PLAT NO. S/D 68-93 MAP NO. 5445

NAME M. T. A. ADDITION

LOCATION In an area south of Harry, between
Midland Valley RR and Arkansas River.

ENGINEER: Professional Engineering Consultants

OWNER Metropolitan Transit Auth. & City of Wichita

APPLICATION FILED 9-12-68

SKETCH PLAT FILED 9-12-68

PRELIMINARY FILED 2-24-69

S/D ACTION 3-6-69 Approve

FINAL FILED 3-10-69

S/D ACTION 3-20-69 Approve

MAPC ACTION 3-27-69 Approve

BCC ACTION 4-15-69 Approve

RECORDED 5-21-69

REMARKS

S/D 68-93 - M. T. A. ADDITION -
In an area south of Harry, between
Midland Valley R.R. & Arkansas Riv.

POSTED
9-23-68
M

ACTION

	DATE
S/D COMMITTEE (Prelop) Approve	3-6-69
Ad. Committee (Post Prelop) Approve	3-20-69
M.A.P.C. Approve	3-27-69
B.C.C. REDACTED Approve	4-15-69

Map No. 5445
Sec. No. 32
Twp. No. 27
Range _____

Subdivision Report and Progress

S/D No.: 68-93

Name: M. T. A. ADDITION

General Location: In an area south of Harry, between the Midland Valley Railroad and the Arkansas River.

Owner: Wichita Metropolitan Transit Authority & City of Wichita

Address: /815 E. Central Phone: AM 51161

Subdivider: _____ Phone: _____

Address: _____ Phone: _____

Engineer/Surveyor: Professional Engineering Consultants

Address: 1440 English Phone: AM 24355

Application Received 9-12-68
Conf. with Applicant none
Sketch Plat Received 9-12-68
Present Zoning "E"
Proposed Zoning E
Letter of Intent 9-19-68

FINAL PLAT RECEIVED 3-10-69
Tracing Received 4-1-69
S/D Report #2 Prepared 3-12-69
S/D Comm. Action 3-20-69 Approve

Dept. Report on Final 3-21-69

PREL. PLAT RECEIVED 2-24-69
S/D Report #1 Prepared 2-26-69
S/D Comm. Action 3-6-69 Approve

M.A.P.C. ACTION 3-27-69

Dept. Report on Final 3-27-69

*Letter on Irons Received 3-27-69
Title/Taxes Rec'd & Reviewed 4-2-69
Final Review 4-10-69
Letter to B.C.C. 4-10-69

Dept. Report on Prel. 3-7-69

TRACING PROGRESS:
Received 4-1-69
Released _____
Received _____
Released _____
Received _____

B.C.C. ACTION 4-15-69 Approve

Recorded 5-21-69

Annexed _____

Comments:

* Computation sheet received on 3-14-69.
4-21-69 Called Jack Jones office to pick up tracing for recording
5-15-69 called Jack Jones the second time to pick up tracing

REGISTER OF DEEDS
SEDGWICK COUNTY, KANSAS

M.T.A. _____ ADDITION was

filed for record on May 21, 1969

Drawer PQ 4-15

5-21-69
jo

John Hall
Register Of Deeds

T9-328

THE CITY OF WICHITA

OFFICE OF Asst. Supt. Public
Works Maintenance

DATE April 15, 1969



TO Jack Galbraith, Senior Planner

FROM M. S. Mitchell

SUBJECT Final plat of M. T. A.
Addition S/D 68-93

Reference is made to my request before the Subdivision Committee for a lot grading and site plan.

On March 15, 1969, Mr. Sanchez of Professional Engineering Consultants furnished a site plan prepared by the architectural firm of Calvin, Perkins & Jones. After review of the plan I noted that it proposed to drain approximately the west half of the site to right of way of the Texas & Pacific Railway Company. I advised Mr. Sanchez that I did not consider this plan acceptable without proof of the railroad's knowledge and acceptance of it. I further stated that it was my opinion that the railroad right of way itself did not drain well and would become a nuisance.

Last month Mr. Jack Jones, the architect in charge, met with me and produced a letter from the railway company giving their permission to raise the M. T. A. site adjacent to the railroad right of way and to slope to fill onto the railroad property. It was obvious that the railway company was not concerned with accepting drainage from the M. T. A. site.

To my question about water standing on railroad right of way and the possible need for an inlet to be installed over the existing storm water sewer, Mr. Jones agreed to contact the transit authority to determine their position. He later called and advised that the transit authority did not want to spend the money for a storm water inlet unless its need was proven.

Since the railway company has given its approval, and since no private property will be affected if the railroad right of way doesn't drain, I have no objection to deferring construction of the inlet until its need is proven. I trust this information is sufficient to permit final processing of the plat.

M.S. Mitchell
c.s.
M. S. Mitchell
Ass't. Supt. Public
Works Maintenance

MSM/cs

cc: G. H. Wilton
Jack R. Jones
M. T. A. Addition Plat File



RECOMMENDATION FROM METROPOLITAN AREA PLANNING COMMISSION TO
BOARD OF CITY COMMISSIONERS

SUBDIVISION APPROVAL

S/D Number	68-93	Name	M. T. A. ADDITION
Application Filed:	9-12-68	Sketch Filed:	9-12-68
Preliminary Plat Filed:	2-24-69	Approved by S/D:	3-6-69
Final Plat Filed:	3-10-69	Approved by S/D:	3-20-69
Approved by Metropolitan Area Planning Commission:			3-27-69

DESCRIPTION

General Location: In an area south of Harry, between Midland Valley Railroad and Arkansas River

Surveyor or Engineer: Professional Engineering Consultants
Owner: Wichita Metropolitan Transit Authority and City of Wichita
Address: 1815 East Central, Wichita, Kansas

- | | | |
|--------------------------|------------------|--------------------------------|
| 1. Gross Acreage of Plat | 5.86 | 5. Lineal Feet of New Streets: |
| 2. Number of Lots: | | a. 50 R/W 980.43 ft. |
| Residential | _____ | b. _____ R/W _____ ft. |
| Commercial | _____ | c. _____ R/W _____ ft. |
| Industrial | 1 | d. _____ R/W _____ ft. |
| Other | _____ | e. _____ R/W _____ ft. |
| Total Number of Lots: | 1 | TOTAL 980.43 ft. |
| 3. Minimum Lot Frontage: | 985 ft. | 6. Existing Zoning: "E" |
| 4. Minimum Lot Area | 206,361.97sq.ft. | |

A sidewalk was not required as the property is zoned Light Industrial, and McLean Boulevard and the Arkansas River adjoin the property on the east.

Planning Commission Recommendation:

SOULDERS moved and TROUT seconded that the Planning Commission recommend to the City Commission that this plat be approved, subject to:

1. The Metropolitan Transit Authority shall install or guarantee the installation of a deceleration lane on the west side of McLean Boulevard serving the south two access points.
2. The applicant shall contact the Water Department and make satisfactory arrangements for the extension of City water to serve subject property.
3. Recording within 30 days after approval by the Board of City Commissioners.

NOTE: The Metropolitan Transit Authority has advised of the City Commission's earlier discussion and action relative to conditions 1 and 2 above, at a previous Commission meeting of March 18, 1969, such action being that the City of Wichita pay the costs for the deceleration lane and the extension of water lines to serve the property.

Vote of Planning Commission: Unanimous

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

EDWARD F. ARN
RICHARD F. MULLINS
MILD W. UNRUH
H. R. KUHN
LOUIS W. CATES
ROGER K. WILSON
BERNICE BURKET

LAW OFFICES OF
ARN, MULLINS, UNRUH, KUHN & CATES
330 GARVEY BUILDING - 300 WEST DOUGLAS
WICHITA, KANSAS 67202
AMHERST 7-5267

April 2, 1969

Metropolitan Area Planning Commission
City Building Annex
104 South Main Street
Wichita, Kansas 67202

Attention: Mr. Jack H. Galbraith

Gentlemen:

The undersigned, as attorney for the Wichita Metropolitan Transit Authority, has examined legal title to the following described property:

Beginning at the intersection of the East R/W line of the Midland Valley Railroad and the North line of U.S. Government Lot 7, Sec. 32, T. 27 S, R. 1 E, 731.57 feet East of the Northwest Corner of said Lot 7; thence along the East R/W line of the Midland Valley Railroad and bearing N 3°19'30" W a distance of 522.90 feet; thence bearing N 86°40'30"E a distance of 371.73 feet; thence bearing S 74°52'42" E a distance of 50 feet to the centerline of McLean Boulevard and to the P.C. of a curve to the left; thence along said Boulevard centerline and a curve whose radius is 8037.10 feet and through a central angle of 2°30'43" a distance of 352.36 feet; Thence bearing S 12°36'35" W along the centerline of McLean Boulevard a distance of 291 feet to the P.C. of a curve to the left; thence along the centerline of McLean Boulevard and said curve whose radius is 2373.06 feet and through a central angle of 8°01'07" a distance of 332.11 feet; thence N 85°24'32" W a distance of 50 feet; thence S 86°40'30" W a distance of 117.08 feet to the East R/W line of the Midland Valley Railroad; thence along said East R/W line, bearing N 3°19'30" W a distance of 427.10 feet to the point of beginning, said tract containing 269,315 sq. ft. or 6.18 acres.

This is to further certify that all real estate taxes due and payable thereon have been fully paid.


This opinion is given for the purpose of complying with the requirements of the Wichita Metropolitan Area Planning Commission

ARN, MULLINS, UNRUH, KUHN & CATES

Metropolitan Area Planning Commission
April 2, 1969
Page -2-

as set out in your letter of March 27, 1969, and to facilitate
the approval and recordation of the proposed plat of the "MTA
Addition".

Respectfully submitted,

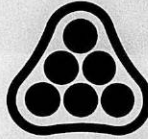

H. R. Kuhn, attorney for
Wichita Metropolitan Transit Authority

HRK:jh

cc: Mr. Paul F. McGinnis
Executive Director
Metropolitan Transit Authority
1815 East Central
Wichita, Kansas



26 March 1968



**PROFESSIONAL
ENGINEERING
CONSULTANTS**

HARTWELL BAXTER,
BRIDGES,
HYSOM AND PEUGH
PROFESSIONAL ASSOC.

Wichita-Sedgwick County
Metropolitan Area Planning
Commission
City Building Annex
104 South Main Street
Wichita, Kansas 67202

Gentlemen:

This is to certify that irons have been set at all
block corners of the MTA Addition to Wichita, Sedgwick
County, Kansas, as required by the Metropolitan Area
Planning Commission.

Very truly yours,

Professional Engineering Consultants

Charles Jeffries
Charles Jeffries

lo

cc: Metropolitan Transit Authority
1815 East Central
Wichita, Kansas 67214

Jack Jones
Architect
Sutton Place Building
Wichita, Kansas 67202



1440 EAST ENGLISH
WICHITA, KANSAS 67211
(316) 262-2691

March 27, 1969

Professional Engineering Consultants
1440 English
Wichita, Kansas 67211

Subject: S/D 68-93 - Final Plat
of M. T. A. Addition

Gentlemen:

At its regular meeting on March 27, 1969, the Metropolitan Area Planning Commission considered the Final Plat of M. T. A. Addition. The action of the Planning Commission was to recommend that the plat be approved as recommended by the Subdivision Committee, subject to the conditions as stated in our letter of March 21, 1969.

In addition to complying with those conditions, it is necessary that you meet the following requirements before this plat can be forwarded to the Board of City Commissioners for its consideration.

1. Compliance with the requirements of the Metropolitan Area Planning Commission.
- OK Submission of the fully completed and signed tracing of the subdivision to the Metropolitan Area Planning Department.
- OK Certification by an attorney that fee title is vested in the platfor.
- OK Certification that all taxes due and payable have been paid.
- OK Certification that the irons have been set as required by the Subdivision Rules and Regulations of the Metropolitan Area Planning Commission.

Professional Engineering Consultants
March 27, 1969
Page 2

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

Sincerely,

Jack H. Galbraith
Senior Planner

JHG:js

cc: Metropolitan Transit Authority
1815 East Central
Wichita, Kansas 67214

Jack Jones, Architect
Sutton Place Building
Wichita, Kansas 67202

Conveyance of site for Transit Center consisting of 6.18 acres on South McLean Blvd. for total sum of \$48,600.00

Anderson --

On basis that MTA will be unable to pay for deceleration lane & water construction, City of Wichita to pay these costs & bal. to be retained for beautification
--Mayor authorized to execute deed on behalf of City

Conveyance of site for transit center, presented.

At the meeting of March 6, 1969, the Metropolitan Transit Authority approved the purchase agreement with the City of Wichita of the proposed site consisting of 6.18 acres on South McLean Boulevard for the total sum of \$48,600.

A deed has been prepared which would convey the ownership of the proposed transit center to the Metropolitan Transit Authority. The Director of Administration recommended that the deed be executed. City Manager concurred.

Mayor Anderson suggested that about \$18,000 be set aside for beautification, possibly a fountain or some other beautification treatment, which would be the approximate amount left after deducting from the total payment the amount of the City of Wichita's contribution the cost of water service and the deceleration lane.

Keeler moved that on the basis that MTA will be unable to pay for the deceleration lane and the water construction, that the City of Wichita pay these costs from the sale of the land and the balance to be retained for specific beautification. Motion carried unanimously.

Keeler moved that the Mayor be authorized to execute the deed on behalf of the City. Motion carried unanimously.

MAR 18 1969



THE WICHITA METROPOLITAN
TRANSIT AUTHORITY



AN 5-7221 AREA CODE 316
TRANSIT GARAGE 1815 E. CENTRAL
WICHITA, KANSAS 67214

March 21, 1969

Mr. Jack Galbraith
Wichita-Sedgwick County Planning Commission
City Building Annex
104 South Main
Wichita, Kansas

Dear Mr. Galbraith:

With further reference to your conversation on this date with Mr. Jack Jones, Architect for the Wichita Metropolitan Transit Authority, we wish to advise that it is the intention of the Transit Authority to provide landscaping on the street side for the entire length of the South McLean property.

Yours very truly,

Paul F. McGinnis
Executive Director

PFM:b

cc: Mr. Glenn J. Shanahan, Chairman
Mr. John M. Spratt
Mr. J. Douglas Stone
Mr. Troy R. Barton, Jr.
Mr. Vann V. Jones
Mr. H. R. Kuhn
Mr. Jack Jones, Calvin, Perkins & Jones



March 21, 1969

Professional Engineering Consultants
1440 English
Wichita, Kansas 67211

Subject: S/D 68-93 - Final Plat of
M.T.A. ADDITION

Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission, March 20, 1969, the above captioned plat was considered. The action of the Committee was to recommend that this plat be approved, subject to:

1. The legal tie on the face of the plat should indicate the section, township number and range as indicated in the engineer's text.

2. The Metropolitan Transit Authority shall install or guarantee the installation of a deceleration lane on the west side of McLean Boulevard serving the south two access points.

3. The applicant and/or his engineer shall submit to, and discuss with, M. S. Mitchell of the Maintenance Division of the Department of Public Works a lot grading and site plan for subject property. The applicant shall obtain a letter from M. S. Mitchell stating that a satisfactory plan has been approved and a copy of this letter shall be submitted to the Planning Department.

4. The applicant shall contact the Water Department and make satisfactory arrangements for the extension of City water to serve subject property.

OK
see copy of BCC minutes on Mar. 18, 1969

see copy of BCC minutes on Mar. 18, 1969

Page 2 - S/D 68-93
Professional Engineering Consultants
March 21, 1969

- Indicating a 20-foot utility easement centered on the existing 69kv power line crossing subject property.
- Contacting the Maintenance Division relative to indicating a utility easement, 10 feet north and parallel to, the existing sanitary sewer running diagonally across the southwest corner of the plat.
- Recording within 30 days after approval by the Board of City Commissioners.

The enclosed "marked" copy of the final plat is for your information and files.

This matter will be forwarded to the Planning Commission for its consideration on Thursday, March 27, 1969, at 1:45 p.m. If you should have any questions concerning this matter, please call.

Very truly yours,

John D. Gist
Planner III

JDG:vjp

Enclosure

cc: Metropolitan Transit Authority
1815 East Central
Wichita, Kansas 67214

Jack Jones
Architect
Sutton Place Building
Wichita, Kansas 67202

March 17, 1969

Wichita Metropolitan Transit Authority
1815 East Central
Wichita, Kansas 67214

Subject: S/D 68-93 - Final Plat and
Landscape Plan for M.T.A. ADDITION

Gentlemen:

We are in receipt of two landscape plans for the M.T.A. tract, the first of which gives the type and name of plant material proposed. The second plan we assume is a follow-up of the first, which gives supplemental information relative to the number and spacing of individual plants.

The Planning Department's request for an amended plan was not for the purpose of indicating the number and spacing of plants, but for a landscape plan which took into account the entire area being platted. The plans which we have received omit a portion of land in the northeast corner of the plat, as well as approximately the south 300 feet of the land being platted. From again reviewing the submitted plans, we would recommend that the landscaping be altered to include the northeast corner of the plat. We also assume that as the M.T.A. expands their facilities to include occupancy of the southern portion of Lot 1, Block A, M.T.A. Addition, that the similar landscaping shown along McLean Boulevard adjacent to the area confined within the chain link fence will also be extended to the south line of the plat.

Page 2
Metropolitan Transit Authority
March 17, 1969

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

Very truly yours,

John D. Gist
Planner III

JDG:vjp

cc: Professional Engineering Consultants
1440 English
Wichita, Kansas 67211

Margaret R. Jones
Landscape Architect
830 Worth Main
Wichita, Kansas 67203

FINAL PLAT
SUBDIVISION REPORT

SUBDIVISION COMMITTEE
METROPOLITAN AREA
PLANNING COMMISSION

S/D NO. 68-93 Name M.T.A. ADDITION Preliminary Approval 3-6-69
Date Application Rec'd. 9-12-68 Scheduled S/D Meeting 3-20-69

DESCRIPTION

General Location In an area south of Harry between the Midland Valley Railroad and the Arkansas River

Owner Wichita Metropolitan Transit Authority and City of Wichita

Surveyor/Engineer Professional Engineering Consultants Phone MU 2-4355

- Address 1440 English
1. Gross Acreage of Plat 5.86
 2. Number of Lots:
 - Residential _____
 - Commercial _____
 - Industrial _____
 - Other _____
 3. Total Number of Lots _____
 4. Minimum Lot Frontage 985 ft.
 5. Minimum Lot Area 206,361.97 sq. ft.
 6. Existing Zoning E
 7. Proposed Zoning E
 7. Lineal Feet of New Streets:
 - a. 980.43 R/W 50 ft.
 - b. _____ R/W _____ ft.
 - c. _____ R/W _____ ft.
 - d. _____ R/W _____ ft.
 - e. _____ R/W _____ ft.
 - TOTAL 980.43 ft.
 8. Sidewalk adjacent to all streets? yes no
 9. Public Water Supply Yes (Yes-No), Name City of Wichita
 10. Public Sanitary Sewers Yes (Yes-No), Name City of Wichita (Yes-No)
 11. Health Department Approval (where applicable) _____
 12. City of Wichita _____ : Three-Mile Area _____

STAFF COMMENTS:

1. The legal tie on the face of the plat should indicate the section, township number and range as is reflected in the engineer's text.
2. The Metropolitan Transit Authority shall install or guarantee the installation of deceleration lane on the west side of McLean Blvd serving the south two access points.
3. A landscape plan showing the proposed landscaping for the entire area being platted shall be prepared and two copies of this plan shall be submitted to the Planning Department.
4. The applicant and/or his engineer shall submit to, and discuss with, M. S. Mitchell of the Maintenance Division of the Department of Public Works a lot grading and site plan for subject property. The applicant shall obtain a letter from M. S. Mitchell stating that a satisfactory plan has been approved, and a copy of this letter shall be submitted to the Planning Department.
5. The applicant shall contact the Water Department and make satisfactory arrangements for the extension of City water to serve subject property.
6. Recording within 30 days after approval by the Board of City Commissioners.

March 7, 1969

Professional Engineering Consultants
1440 English
Wichita, Kansas 67211

Subject: S/D 68-93 - Preliminary Plat
of M.T.A. ADDITION

Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission, March 6, 1969, the above captioned plat was considered. The action of the Committee was to approve the preliminary plat and authorize preparation of the final plat subject to:

- SE* 1. Indicating "access controls" as generally marked on the "engineer's copy" of the sketch plat.
2. The Metropolitan Transit Authority shall install or guarantee the installation of a deceleration lane, on the west side of McLean Boulevard serving the south two access points.
3. A landscape plan showing the proposed landscaping for the entire area being platted, shall be prepared and two copies of this plan shall be submitted to the Planning Department.
- SE* 4. Indicating a 10-foot utility easement adjacent to the north, west, and south lines of the plat.
- SE* 5. Indicating a 20-foot utility easement centered on the existing 69kv power line.
- SE* 6. The applicant and/or their engineer shall meet with the Engineering Division of the Department of Public Works relative to indicating adequate utility easements for the existing sanitary sewers crossing subject property.

Page 2 - S/D 68-93
Professional Engineering Consultants
March 7, 1969

7. The applicant and/or his engineer shall submit to, and discuss with, M. S. Mitchell of the Maintenance Division of the Department of Public Works a lot grading and site plan for subject property. The applicant shall obtain a letter from M. S. Mitchell stating that a satisfactory plan has been approved, and a copy of this letter shall be submitted to the Planning Department.
8. The applicant shall contact the Water Department and make satisfactory arrangements for the extension of City water to serve subject property.
9. Requirements for a final plat (see pages 20-25; Part 4, Article 5 of the MAPC Subdivision Regulations).

Enclosed herewith is the "marked" copy of the preliminary plat for your information and files.

If you should have any questions concerning this matter, please call.

Very truly yours,

John D. Gist
Planner III

JDG:vjp

Enclosure

cc: Wichita Metropolitan Transit Authority
1815 East Central
Wichita, Kansas 67202

PRELIMINARY PLAT
SUBDIVISION REPORT

SUBDIVISION COMMITTEE
METROPOLITAN AREA
PLANNING COMMISSION

S/D NO. 68-93 Name M. T. A. ADDITION
Date Application Rec'd. 9-12-68 Preliminary Approval _____
Scheduled S/D Meeting 3-6-69

DESCRIPTION

General Location In an area south of Harry between the Midland Valley
Railroad and the Arkansas River

Owner Wichita Metropolitan Transit Authority and City of Wichita

Surveyor/Engineer Professional Engineering Consultants

Address 1440 East English Phone MU 2-4355

- | | | | |
|--------------------------------|--|---------------------------------|-------------------|
| 1. Gross Acreage of Plat | <u>5.86</u> | 7. Lineal Feet of New Streets: | |
| 2. Number of Lots: | | a. <u>980.43</u> R/W | <u>50</u> ft. |
| Residential | _____ | b. _____ R/W | _____ ft. |
| Commercial | _____ | c. _____ R/W | _____ ft. |
| Industrial | _____ | d. _____ R/W | _____ ft. |
| Other | _____ | e. _____ R/W | _____ ft. |
| Total Number of Lots | _____ | TOTAL | <u>980.43</u> ft. |
| 3. Minimum Lot Frontage | <u>985</u> ft. | 8. Sidewalk adjacent to all | |
| 4. Minimum Lot Area | <u>206,361.97</u> sq. ft. | streets? <u>yes</u> <u>X</u> no | |
| 5. Existing Zoning | <u>E</u> | | |
| 6. Proposed Zoning | <u>E</u> | | |
| 9. Public Water Supply | <u>Yes</u> (Yes-No), Name <u>City of Wichita</u> | | |
| 10. Public Sanitary Sewers | <u>Yes</u> (Yes-No), Name <u>City of Wichita</u> | | |
| 11. Health Department Approval | (where applicable) _____ (Yes-No) | | |
| 12. City of Wichita | : <u>Three-Mile Area</u> | | |

STAFF COMMENTS:

1. Indicating "access controls" as generally marked on the "engineer's copy" of the sketch plat.
2. The Metropolitan Transit Authority shall install or guarantee the installation of a deceleration lane, on the west side of McLean Boulevard serving the south two access points.
3. A landscape plan showing the proposed landscaping for the entire area being platted shall be prepared and two copies of this plan shall be submitted to the Planning Department.
4. Any easements for the existing utilities shown on the preliminary plat shall be properly indicated.
5. Requirements for a final plat (see pages 20-25, Part 4, Article 5 of the MAPC Subdivision Regulations).

Roy [redacted] [redacted], President
Morris R. Perkins, Vice Pres. Production
Jack Jones, Vice Pres. Design



GALVIN PERKINS JONES / p.a.
ARCHITECTS
SUTTON PLACE WICHITA, KANSAS 67202
Telephone (316) FO 3-2221

Wichita Sedgwick County
Metropolitan Area Planning Dept.
City Building Annex
104 South Main
Wichita, Kansas 67202

September 30, 1968
Proj. PA 117

Att: Mr. Jack H. Galbraith,
Senior Planner

Re: Transit Center
Metropolitan Transit Authority

Enclosed herewith are two (2) copies of a revised landscape plan for this project, and a copy of a letter from the Landscape Architect for this project. I believe they are self-explanatory. If there are any questions, please call on us.

Calvin, Perkins & Jones, p.a.

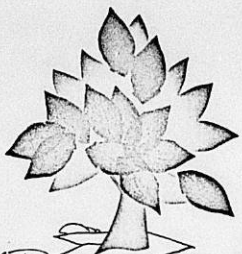
Jack Jones
Jack Jones, Vice President



JJ/sb
encls.

cc: Professional Engineering Consultants, Mr. F. McGinnis

Members: American Institute of Architects



Margaret R. Jones Landscape Architect

830 NORTH MAIN - WICHITA, KANSAS - AM 2-7735
221 W. 21st - Wichita, Kansas 67208 - AM 2-5448

September 27, 1968

Calvin, Perkins, Jones, Architects
Sutton Place
Wichita, Kansas

Subject: Landscape Plan
Transit Center, Wichita Metropolitan Transit Authority

Gentlemen:

The suggested change in shade trees has been made, substituting Thornless Honeylocust. If the budget allows, one of the patented varieties would be desirable.

Peking Cotoneaster, *Cotoneaster acutifolia*, is a medium sized (5-7') deciduous shrub with small, lustrous, dark green leaves on gracefully spreading branches. It has pink flowers followed by black berries. Its fall color ranges from yellow to red depending on climatic conditions. Another characteristic that makes this a valuable shrub is its ability to grow in partial shade (under trees) as well as in full sun.

Peking Cotoneaster is recommended by Kansas State University as a good shrub for all parts of Kansas. (See "What Shall I Plant", Extension Bulletin No. 302.) It is grown extensively in Western Kansas where nurserymen and county agents consider it the hardiest shrub for that area. Joe Brady, graduate horticulturist and Wichita nurseryman has grown *C. acutifolia* for years and highly recommends it for both screening and decorative purposes. Although not as extensively planted in our area as Van Houtte Spirea or the Honey-suckles, a great many residential plantings prove its adaptability.

In this particular landscape design Peking Cotoneaster was chosen not only for the above listed qualifications, but also for the esthetic value of the color contrast of its dark green leaves in combination with the lighter shades of the Honeylocusts and London Planetrees.

Sincerely,

Margaret R. Jones
Margaret R. Jones

September 19, 1968

Professional Engineering Consultants
1440 English
Wichita, Kansas 67211

Subject: Sketch Plat of M. T. A. ADDITION

Gentlemen:

We have reviewed the Sketch Plat of M. T. A. Addition as well as the accompanying Schematic Plot Plan and the proposed landscape plan. In our review of the proposed landscape plan with representatives of the Park Department, they suggest another type of tree other than Silver Maples. This variety of maple is not an approved street tree in Wichita and presents problems because of its soft wood characteristics and interior rotting and its tendency to break in wind storms. They commented that because of the sandy soil next to the river that a variety of locust would be a good selection. Regarding the Peking Cotton-easter, their comment was that they have no experience with this shrub in Wichita, and did not know whether or not it would do well as a screen for the parking lot. We would suggest that you select another tree instead of the Silver Maples and further investigate the Cotton-easter as being satisfactory for screening purposes, and re-submit two copies of the landscape plan to our office for the files.

The sketch plat and the architects plot plan have also been reviewed by other departments of the City, resulting in our authorization of the preliminary plat subject to the following comments and conditions:

1. Indicating a 35-foot building setback from the westerly line of McLean Boulevard.

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Professional Engineering Consultants
September 19, 1968

2. Indicating access controls in compliance with the architects plot plan and as generally marked on the "engineer's copy" of the sketch plat, and provide the proper dimensions for such controls accordingly.
3. The Metropolitan Transit authority shall install or guarantee the installation of a deceleration lane, on the west side of McLean Boulevard serving the south two access points.
4. Submitting two (2) copies of a revised landscape plan to the Planning Department.
5. Requirements for a preliminary plat of the Subdivision Regulations of the Wichita-Sedgwick County Metropolitan Area Planning Commission.

It should be pointed out that due to the existing "E" Light Industrial zoning, and McLean Boulevard and the Arkansas River adjoining subject property on the east, it will be the recommendation of the Planning Department that the requirement of sidewalks be waived.

The enclosed marked copy of the sketch plat is for your information and files. If you have any questions concerning this matter, please contact our office.

Very truly yours,

Jack H. Galbraith
Senior Planner'

JHG:JDS:vjp

Enclosure

cc: M. T. A.
815 East Central
Wichita, Kansas 67203

Ralph Wuls, City Manager

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Professional Engineering Consultants
September 19, 1968

Jack Jones
Colvin, Perkins & Jones
Sutton Place
Wichita, Kansas 67202

Margaret R. Jones
721 West Winth Street
Wichita, Kansas 67203

Map No.: 5445
Section No.: 32
Twp. No.: 27
Range: _____

S/D No. 68-93

APPLICATION FOR SUBDIVISION APPROVAL

Name of Subdivision: M. T. A. ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS.

General Location: Between the Midland Valley R.R. R/W and the Arkansas River 1/4 of a mile South of the centerline of Harry Street.

Name of Property Owner: M.T.A. and City of Wichita
Address: 815 East Central Phone: AM 51161

Name of Subdivider: _____
Address: _____ Phone: _____

Name of Agent/Surveyor: Professional Engineering Consultants
Address: 1440 English Phone: AM 2-4355

Date of Application: ~~August 5, 1968~~ September 10, 1968

SUBDIVISION INFORMATION:

1. Gross Acreage of Plat 5.86
2. Number of Lots: _____
 - Residential _____
 - Commercial _____
 - Industrial _____
 - Other _____
3. Minimum Lot Frontage 985 ft.
4. Minimum Lot Area 206,361.97 sq.ft.
5. Existing Zoning _____
6. Proposed Zoning _____
7. Lineal Feet of New Streets:
 - a. 980.43 R/W 50 ft.
 - b. _____ R/W _____ ft.
 - c. _____ R/W _____ ft.
 - d. _____ R/W _____ ft.
 - e. _____ R/W _____ ft.
 - TOTAL 980.43 ft.
8. Sidewalk adjacent to all streets? ~~yes~~ no

9. Public Water Supply (Yes-No), Name City of Wichita
10. Public Sanitary Sewers (Yes-No), Name City of Wichita
11. Health Department Approval (where applicable) _____ (Yes-No)
12. City of Wichita Three-Mile Area

13. The applicant requests waiver of the \$50.00 filing fee, and other charges The owner herein agrees to comply with the Subdivision Rules and Regulations for the Wichita-Sedgwick County Metropolitan Area, as amended, and all other pertinent ordinances of the City of Wichita and/or Resolutions of Sedgwick County, Kansas, and Statutes of the State of Kansas. He further agrees that he waives the 60-day statutory period in which the Planning Commission or governing body must act. In addition, it is agreed that all costs of recording the plat and supplemental documents thereto including petitions for improvements such as streets, sewer, sidewalks, etc. with the register of deeds as well as all costs of publication of initiating resolutions approving any petition for improvements shall be assumed and paid by the owner when billed. The undersigned further states that he is the owner of the property proposed for platting.

Owner's Signature: Wichita Metropolitan Transit Authority
By Glenn J. Shanahan, Chairman

Wichita-Sedgwick County Metropolitan Area
Planning Commission, Room 402, City Building
Annex, 104 South Main Street, Wichita, Kansas

Received by John Hest
Date 9-12-68
Fee Submitted none req.



THE CITY OF WICHITA

OFFICE OF Assistant City Manager DATE August 29, 1968

TO Robert A. Lakin, Assistant Director of Planning

FROM Ralph Wulz, Assistant City Manager



SUBJECT Sketch Plat - MTA Garage

By memorandum dated August 15, 1968 you transmitted a copy of a sketch plat for the MTA garage on the Prison Farm site. At that time you raised two basic questions for consideration.

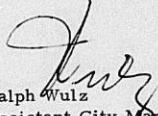
The first question was concerned with the platting of the entire area which would be designated for ultimate use and also the matter of access points to the site. In this regard it is my understanding that the MTA plans to improve and use immediately at least 4-1/2 acres of the total ultimate 6 acres. It would therefore appear necessary for the City to join with the MTA in platting the entire site. Personally, I have no objections to the access to the site as proposed unless the Traffic Engineering Division feels that a better plan could be developed. I believe that the circulation pattern which is proposed along with the construction of a deceleration lane will permit ingress and egress to and from the site without unduly interfering with traffic on McLean Boulevard. In other words, it would be my professional opinion that McLean Boulevard traffic would suffer less interruption with the proposed plan than if only a single entrance point was provided.

Your second area of concern with regard to beautification treatment of the site. I have discussed this with Mr. Jones and with members of the MTA and have been assured that it is their intention to adequately screen the parking areas with evergreens and other deciduous type plants. Personally I have no objection to an open view of the building from McLean Boulevard as I would certainly hope that a \$250,000 building of this size would be attractive in appearance. I feel that our concern should be with screening the bus parking lot from McLean Boulevard and I have been assured that they intend to do this. If you feel that this feature needs to be more clearly delineated on the plat, I would have no objection. I note that you suggest in the last paragraph in your memorandum that perhaps this could best be accomplished by the establishment of a special permit for governmental use with a hearing before the Planning Commission. Again, I would have no objection to this



Robert A. Lakin
Page 2
August 29, 1968

procedure, if you feel that it is necessary. I am not too enthused about the solid fence idea as I do not feel that this would add aesthetically to the area.


Ralph Wulz
Assistant City Manager

RW:jh

cc: R. W. Bruggeman, Director of Public Works
Paul B. Graves, Traffic Engineer
Dick Linn, Design Chief Engineer
Jack Galbraith, Senior Planner

August 15, 1968

Ralph Wuls, Assistant City Manager

Robert A. Lakin, Assistant Planning Director

Sketch Plat - MEA Garage

We have received from FEC a sketch plat for the MEA garage on the Prison Farm site. Before we reply to FEC and submit our comments concerning the plat, I would like to have any comments you might have in connection with the Administration's position, and commitments that may exist in connection with the transfer of land to MEA, and under what conditions such transfer will occur. The plat appears to be the 60-acre site originally discussed; the sketch plat shows a one-lot plat with no apparent restrictions or controls indicated. We will, of course, want to establish, at a very minimum, the number of access points to McLean Boulevard and their locations, as well as considering any setback lines that would be appropriate for structures within the area.

We have checked with Traffic Engineering and found that they do have preliminary plot plans on this, submitted to them for review and comment through Ray Bruggeman. One plot plan shows the potential for full development of the site, based on more equipment and employees than at present. The second schematic shows a re-defining of the development, using a smaller portion of the site to accommodate the existing level of the equipment and employees. We have not talked to the architect, and perhaps we should, although before we do, I would like to have your comments. I am concerned about two particular problems. One, if only the smaller portion of the site is to be developed at this time, then the access points as established will not meet the ultimate development plans at some future date. My belief is that the entire tract should be platted that is being reserved for the MEA and that the access points should be as ultimately needed. This would mean, in affect, the movement of the south drive to the south end of the tract and the extension of the bus return lanes to that drive. This assumes that you are agreeable to the three access points and that this remains satisfactory to the traffic engineers. Although three access points are about two more than I had originally imagined we would be dealing with, in viewing the site problems, I cannot quarrel with the three openings. I would point out, however, that three openings for this

page 2 - Ralph Wuls
August 15, 1968

tract, as compared to what we have required of other developers in similar sized tracts on Seneca, 13th and other areas, will leave us wide open for additional pressures on McLean, as well as on other streets.

The second area of concern is the apparent lack of any beautification treatment for this site. This particular site, from our viewpoint, was a compromise and the compromise was supported on the belief that some effort would be made toward beautification of the tract as viewed from McLean Boulevard and from across the River. It would seem terribly short sighted to be thinking on one hand of beautification and dams on the River and on the other hand placing a development of this nature which has no such treatment. As I look at their schematic, there will be nothing but parking lots, buildings and buses viewed from McLean Boulevard. I am sure some plan for the screening of the property could be developed by the architects, I am aware that this takes money and that the MTA is in short supply of money, but it is one of the situations that once it is done, it is terribly difficult to ever get it redone to a better standard. In talking with Galbraith on this, the best type of screening would probably be a fence or wall of some type, with landscaping in front of the wall to break up the wall pattern. The wall should probably be located only along those areas in front of the parking and holding areas for buses and employees' cars, with landscaping being accomplished in front of the building area. If a wall approach was used, the parking area for the cars immediately adjacent to the property line could probably be conserved; otherwise any landscaping plans with sufficiently mature plants to actually accomplish a screening affect would probably utilize the first tier of car spaces along McLean. I would think that the 25 employee car area in front of the building would be moved elsewhere and that this area would be landscaped.

As soon as we have your comments, we will contact PEC or the MTA and make known our comments and suggested requirements for the submission of a preliminary plat. If there is to be some landscaping device provided for the development, I would think that this could be best accomplished by the establishment of a special permit for governmental use, with a hearing before the Planning Commission. If there is to be any different procedure followed, please advise.

ML:ber
cc: Ray Bruggeman, Director of Public Works
Paul Graves, Traffic Engineer
Dick Linn, Assistant City Engineer
Jack Galbraith, Senior Planner

*Two schematic
plat plans
return to JE.
Return sketch
plat to Galbraith*

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

February 27, 1968

TO Don E. Anderson, Director of Administration
FROM Robert A. Lakin, Assistant Planning Director *RAL*
SUBJECT Garage Site for the MTA

You have requested that we list the planning requirements that would need to be fulfilled on the McLean Boulevard site relative to its use as a transit garage. There would appear to be both procedural and specific site requirements involved in the use of this site.

Procedurally, the MTA should make a request to the City Manager that the Board of City Commissioners grant a special use permit under the provisions of 28.04.180.4 of the Code of the City of Wichita. The ordinance does not provide that any action need be taken other than approval of the City Commission. However, it has been policy in the past that the Manager, in referring such request to the Commission, recommends that the request be forwarded to the MAPC to hold a public hearing and to make recommendations to the governing body. This would require that an ownership list be submitted giving us the names and mailing addresses of all property owners within 200 feet of the land in question. Also, it has been the Planning Commission's request that a plot plan showing the proposed use be submitted to the Planning Commission for its review. Any additional information that would be available would also assist the Planning Commission, such as location of the structure on the site, type of structure involved and landscaping plans, etc. if any are available. The second item that will need to be accomplished would be the platting of the land. This is normally done by an engineering firm although the City Engineer's office is capable of doing this work, subject to workload requirements. The plat would have to be approved by the MAPC and by the Board of City Commissioners and recorded with the Register of Deeds.

It is difficult to determine all of the requirements that may be involved with the special use permit or the plat until we would have some idea of the nature of the operation on the site in question, specifically concerning the location of the buildings, the storage area for the buses, wash areas, etc., the drawing of conditions would be difficult. However, with the continued emphasis toward beautification, particularly along the River and our river drives, I would think the Planning Commission, as well as

COPY

Page 2 - Don E. Anderson
February 27, 1968

the staff, would recommend substantial screening and landscaping of the site as viewed from McLean Boulevard. In connection with the plat, I would expect the Subdivision Committee and the Planning Department would recommend that no access be granted from the site to McLean Boulevard and that an access easement through the Prison Farm to the north to Harry Street be provided. I would also expect to see some requirement made in connection with drainage on the site. Until we would have topo available and could determine the extent and manner in which the bus wash would be operated, it would be impossible to set the requirements. There may also be requirements as to the establishment of setback lines on the plat to control the location of the structure in relation to McLean Boulevard. This plat would be somewhat unusual as it has not been the policy to encourage platting of landlocked tracts of land which require access easements in order to make them useable. However, such a procedure, I think, would be preferable to having the activity level oriented to McLean Boulevard and breaking of access along this section of McLean.

At such time as we would have the architect's preliminary site plan, indication of type of structure, and a description of activities to be carried out on the site, we can then further evaluate the proposal in making our recommendations to the Planning Commission and your office.

RAE:ber

cc: Joe Arnn
Executive Director, MIA

~~Jack Galbraith~~
Senior Planner

James Looney
Planner III