

PLAT NO. S/D 77-2 MAP NO. 5542

NAME BROOKINGS BY-PASS 2ND ADDITION

LOCATION: East side of Santa Fe Avenue just north
of 47th Street South.

ENGINEER Baughman Company

OWNER B.F.P., Inc. & Fred W. Reust

APPLICATION FILED 1-3-77

SKETCH PLAT FILED _____

PRELIMINARY FILED 1-3-77

S/D ACTION 1-13-77 defer 2 weeks.

S/D " 1-27-77 defer 2 weeks; 3-10-77 defer 2 wks

FINAL FILED 5-8-78

S/D ACTION 5-14-78 approve

MAPC ACTION 5-25-78 Approved

ECC ACTION 9-26-78 Approved

RECORDED October 9, 1978

REMARKS _____

*S/D (Prelim) 2-24-77 defer 2 wks, S/D (Prelim) 3-10-77 defer 2 wks
S/D (Prelim) 3-24-77 defer indef. intely; S/D (Prelim) 10/19/77 defer 2 weeks*

S/D (Revised Prelim) 1-12-78 approve

S/D 77-2 - BROOKINGS BY-PASS AND
 ADD. - East side of Santa Fe Ave.
 just north of 47th St. So.
 Baughman Co.

POSTED
 1-10-77

ACTION

	DATE
S/D COMMITTEE (Prelim) defer 2 weeks	1-13-77
S/D (Prelim) defer 2 weeks	1-27-77
M.A.P.C. <u>Approved</u>	5-25-78
B.C.C./B.C.C. <u>Approved</u>	9-26-78
S/D (Prelim) defer 2 weeks	2-10-77
S/D (Prelim) defer 2 weeks	2-24-77
S/D (Prelim) defer 2 weeks	3-10-77
S/D (Prelim) defer judgment by	3-26-77
BCC <u>Approved</u> CM and PD	5-24-77
committee on method of financing stud and bridge important -	
S/D (Revised Prelim) defer 2 weeks	12-29-77
S/D (Revised Prelim) <u>approve</u>	1-12-78
S/D (final) <u>approve</u>	5-18-78
BCC written to require 8-11-81 the closing of the subbid as originally approved 3-2	

Map No. 5542
Sec. No. 16
Twp. No. 28
Range 1E

Subdivision Report and Progress
S/D No.: 77-2

Name: BROOKINGS BY-PASS 2ND ADDITION

General Location: East side of Santa Fe Avenue just north of 47th Street South.

Owner: B.F.P., Inc. & Fred W. Reust, c/o Jim Smith

Address: 1901 W. 13th & 200 W. Douglas

Phone: 267-7331 & 263-7209

12-27-77

Subdivider: THE SANTA FE TRAIL TRANSPORTATION COMPANY

ATTN: MR. DE. SHIRBY

Address: P.O. Box 56 WICHITA, Ks. 67201

Engineer/Surveyor: Baughman Company

Address: 330 Laura, 67211

Phone: 262-7271

ADDITIONAL OWNER: FRED W. REUST c/o H.W. FANNING, ATTORNEY

Application Received 1-3-77 630 O.W. GARVEY BLDG. 67202

Conf. with Applicant 200 W. HOWARD PLANS RECEIVED 5-9-78

Sketch Plat Received _____

Present Zoning AA

Proposed Zoning E (2-1893)

Letter of Intent _____

S/D Comm. Action 5-18-78 approve

Dept. Report on Final 5-14-78

M.A.P.C. ACTION 5-25-78 approved

Dept. Report on Final 5-28-78

Letter on Irons Received NA

Title/Taxes Rec'd & Reviewed 8-28-78

Final Review 9-18-78

Referral to B.C.C. 9-18-78

PREL. PLAT RECEIVED 1-3-77

S/D Comm. Action 1-13-77 defer 2 weeks

S/D (Prelim.) 1-27-77 defer 2 weeks

Dept. Report on Prel. _____

B.C.C. ACTION 9-26-78 approved

Recorded 10-9-78

TRACING PROGRESS:

Received _____

Released _____

Received _____

Released _____

S/D (Prelim.) 2-10-77 defer 2 weeks

S/D (Prelim.) 2-24-77 defer 2 weeks

S/D (Prelim.) 3-10-77 defer 2 weeks

Comments: _____

S/D (Prelim.) 3-24-77 defer indefinitely

S/D (Revised Prelim.) 12-27-77 defer 2 weeks

S/D (Revised Prelim.) 1-12-78 approve

~~S/D (Prelim.) 5-18-78 approve~~

THE CITY OF WICHITA

OFFICE OF CITIZEN PARTICIPATION

DATE January 12, 1984

TO Bill McKinley, Traffic Engineer

FROM Shirley Mast, Administrative Aide III

SUBJECT Southwest Mayor's Meeting -
Crosswalk Signal

As indicated in an earlier telephone conversation, at the Southwest Mayor's Meeting, an area resident reported the need for an adjustment to the Walk/Don't Walk light at 31st and Seneca. The resident complained that once the "Walk" light is activated, a person can only walk to the middle of the street before the "Don't Walk" light is activated, and traffic begins moving on the green light.

Another resident also reported a malfunctioning left turn signal at Seneca and MacArthur.

Please look into the concerns and make this office aware of the findings and any corrective actions.

If you have questions, please contact me at 4516.

Shirley Mast
Shirley Mast
Administrative Aide III

SM:sm

RECEIVED
JAN 12 1984
TRAFFIC OPERATIONS
AND
MAINTENANCE DIVISION

4/26/77

03-02
03-01 Zone 44
advis - 03-05
03-06

E. H. Denton, City Manager
Robert A. Lakin, Director of Planning
Santa Fe - 47th Street South (Z-1893)

Background

When zoning case Z-1893 was before the Planning Commission and City Commission there was concern expressed by the CPO and the governing bodies as to a traffic problem which would be created by the continuance of the existence (legal) of Santa Fe Avenue which would empty traffic out into the throat of an on ramp of the 47th and Kansas Turnpike interchange. Compounding this problem was the fact that there were at least two additional subdivisions in progress in the immediate vicinity which have street patterns which must be developed in a manner to make compatible the street entrance locations off of 47th Street South. As a result of the hearings, the zoning was granted contingent upon platting and with the direction that the medial at Santa Fe and 47th Street be closed. The Director of Public Works has contacted the state and reached an agreement as to the closing subject to design review. The construction is being withheld pending resolution of the platting problems with associated case Z-1893.

Problem

The basic problem that occurs is three-fold: (1) With the closing of the medial at Santa Fe, another means of access has to be developed to serve the properties lying between the Riverside drainage ditch and the Kansas Turnpike. This has to be done by bridging the drainage ditch. There are two or more alternates as to the location of the bridge. One would be the continuation of a service road immediately along the north side of 47th Street South. This would produce awkward turning movements particularly if the Santa Fe truck terminal were located in an area to the north. The other alternates include bridges at locations further to the north such as at 46th Street South or approximately 45th South. (2) The second problem relates to coordinating the street designs of the plat to the west of the drainage ditch and to the south of 47th Street South so as to provide an acceptable medial location and to provide an extension of the street leading to whatever bridge is established as appropriate. (3) The third problem is the issue of "who pays." The issue evolves around the cost of the bridge. It has been the city's policy to pay for a bridge only when located on an arterial or collector street. Anything beyond that one bridge has been expected to be at the cost of the

(internally)

Memorandum to E. H. Denton, City Manager
Santa Fe-47th Street South (Z-1893)
4/26/77 Page 2

developer.

Alternates

Because the principals in the three areas involved are interlocked with the exception of the owner of Brookings By-Pass Addition and with the exception of the potential purchaser, Santa Fe Truck-lines, it has been possible to coordinate the design of the plats in a manner satisfactory to the Planning Department. In addition the owners have agreed among themselves as to the following suggested solutions for the paying of the development costs. (1) The owners of Brookings By-Pass Addition and the proposed Brookings By-Pass 2nd Addition would agree to the paving of Santa Fe Avenue from 47th Street South to its northern terminus in a cul-de-sac. This cost of this paving would be borne by a benefit district which would pay for 1/2 of the normal industrial street width (20.5 feet). This would be spread against the benefit district on either a square footage or a front footage basis at the option of the property owners. The city would pay for an additional 8 foot of width together with intersection costs. 1200 feet of this type of street (which would be from 47th Street to approximately the bridge location) plus intersections would be \$47,000 to the benefit district and \$23,000 to the city at large. The additional distance from the bridge to the northern terminus would be on the same pro rata basis. The distance is unknown at this time depending upon the size of the lots involved as to where the northern terminus and the cul-de-sac would be located. However, this distance is not expected to be more than 600 additional feet. Therefore, the cost would be approximately an additional one-half of the above monies. (2) The owners of the land on the east side of the ditch would agree to assume 1/2 of the cost of both the construction of a bridge across the Riverside drainage channel and the cost of the street needed to connect the bridge to the first north-south street west of the bridge. They would also like to have the cost of closing the medial at 47th and Santa Fe included in these cost figures to be split half and half. The cost of this bridge and the connecting pavement would be \$150,000 plus \$4,000 for the closing of the medial. A 50-50 split then would be \$77,000 to the benefit district on the east side of the ditch and \$77,000 to the city at large. This is predicated on the ability of the plattors to be able to assume these costs on a special assessment basis. (3) They have agreed to control the platting of the land both north and south of 47th Street South as to be compatible with medial openings. (4) As owners of the land west of the ditch, they will agree to dedicate the necessary street right-of-way for the connecting street to the bridge.

The only item not fully agreed to by staff at this point is the cost of the connecting bridge and street. The Director of Public Works cites the existing city policies on bridge construction and believes that the City of Wichita should not participate in the cost of the


Memorandum to E. H. Denton, City Manager
Santa Fe-47th Street South (Z-1893)
4/26/77 Page 3

bridge. It is my belief that the problem of requiring the bridge to be built is essentially one created by the City of Wichita when it changed its views as to the proper location of Santa Fe Avenue and the medial serving it. By closing the medial or major modification thereof, does require a change of access in order to serve the land to the east. If we had not made that policy decision the land could have been served through the medial and Santa Fe Avenue thus eliminating the requirement of the bridge. Although a bridge might have been convenient, it would not have been required except for the action of closing the medial. Because of this act, it is my recommendation that the city participate on a 50-50 basis under the terms suggested above.

This has been a most difficult problem of having at least 4 different pieces of property with different ownerships and interests involved. The problem with access has been difficult to resolve and the issue of financing appears to be fairly submitted by the diverse ownerships. It should be acknowledged that Mr. Feldman and his group has worked hard and obtained the cooperation of the other owners and property interests in the area. Because of the difficulties on this particular piece of land and the others adjacent, it is recommended that the alternative of assuming part of the costs would be to the advantage of the city in order to resolve design problems and allow the land to go into production for the intended purposes.

Recommended Action

I would recommend that you place this action on the City Commission agenda requesting their decision from a policy standpoint as to their participation in costs and as to their general agreement as to the solution of the design problems. If the Commission agrees, the applicants are ready to proceed with the platting of the area at which time petitions and guarantees for the improvements will be made.


Robert A. Lakin, Director of Planning

cc: Jerrold A. Feldman, B.F.P., Inc. 1901 W. 13th, 67203
H. W. Fanning, Attorney-at-Law, 200 W. Douglas, 67202
Fred W. Reust, R.F.D. #1, Topeka, KS 67551
Santa Fe Trail Transportation Co., 204 S. St. Francis, 67202
Bill Shook, Chairperson, CPO Council Area "C",
4209 S. Hydraulic, 67216
William L. Korber, Baughman Company, 330 Laura, 67211
Ray Bruggeman, Director of Public Works

RAL:ew

bc: Ken Kitchen, Urban Renewal Agency

1. BRIDGE EST. \$120,000

2. PAVING SANTA FE
47TH TO BRIDGE 1200' ±

BRN. DIST. (20.5' WIDTH) = \$47,000

CITY (WIDENING & INTER) = 29,000

3. PART ACCESS ACROSS BRIDGE - \$30,000

NORMAL SPLIT 19,000 BRN DIST
11,000 CITY

INDUSTRIAL ST. PAVEMENT COST = \$80 LIN. FT.

SOMETIMES POSSIBLE TO SPLIT COST $\frac{1}{2}$ CITY & $\frac{1}{2}$

BRN. DIST. EXAMPLE: 40' ST. 20.5' COST TO BRN. DIST.

BAL. TO CITY

Bremer/Seller 1/4/22/77,

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL - THIRTEENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4351

August 13, 1981

RECEIVED

AUG 14 1981

METROPOLITAN PLANNING
ROUTE

LO 40

Mr. Don E. Shirey
Vice President-General Manager
Santa Fe Trail Transportation Company
80 E. Jackson Boulevard
Chicago, Illinois 60604

Dear Mr. Shirey:

Please reference the previous correspondence concerning your request that certain of the platting requirements in connection with the Brookings Bypass Second Addition be waived.

The Wichita City Commission considered this matter on August 11, 1981, and voted to reaffirm the original platting requirements. The City will now be proceeding with the balance of the street and bridge construction and the closing of the median at Santa Fe and 47th Street South.

If you have any questions about the timing of the public improvements and the closing of the Santa Fe/47th Street South median, you may contact the Director of Engineering, Mr. Ray Bruggeman.

Sincerely,

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

Robert G. Finch
Deputy City Manager

RGF/tpd

cc: Ray Bruggeman, Director of Engineering
Robert A. Lakin, Director of Planning

Bob: Please go ahead and secure new petitions as we discussed.

THE CITY OF WICHITA
OFFICE OF Director of Engineering

DATE July 27, 1981

RECEIVED

JUL 27 1981

TO Robert G. Finch, Deputy City Manager
FROM R. W. Bruggeman, Director of Engineering

METROPOLITAN PLANNING
ROUTE 10
 21

SUBJECT Santa Fe Trail Transportation Company -
Brookings Bypass Second Addition

You have requested information regarding actions and expenditures to date to implement the platting requirements for the Brookings Bypass Second Addition.

In response to your request, I wish to advise that a contract was awarded to Ritchie Paving on July 24, 1979 for the paving of Santa Fe Avenue which included the closing of a medial at Santa Fe Avenue and 47th Street South. Santa Fe Avenue has been paved; however, the Engineering Department was requested to delay the closing of the medial until the bridge across the Riverside Drainage Ditch at 46th Street South and other related paving was completed. The bridge is now in the design phase and could be ready for bidding in August, 1981.

On January 30, 1981, new petitions providing for current cost of construction on the balance of the required projects were submitted to Mr. Jerrold Feldman and as of this date, have not been returned.

In addition to the paving of Santa Fe Avenue and the closing of the medial at Santa Fe Avenue and 47th Street South, the platting requirements for the Brookings Bypass Second Addition and the Brookings Bypass Third Addition required a petition for the paving of 46th Street South across the Riverside Drainage Ditch right-of-way and the construction of the bridge at the Riverside Drainage Ditch. The petition for this improvement provided for an assessment to the Brookings Bypass Second Addition, the Brookings Bypass Third Addition and to the South Broadway Industrial Park Addition in an amount as agreed to by the various property owners. The petition also provides that one-half of the cost of the bridge shall be paid for by the City-at-large.

The amount expended for the 46th Street South paving and bridge project as of this date is \$12,300.00 (design only).

The projects required by the South Broadway Industrial Park Plat and the amounts expended to date for design are as follows:

46th Street South and Emporia	\$ 4,600.00
47th Street South and its connection with Emporia	8,800.00
Emporia Circle	1,400.00

Robert G. Finch, Deputy City Manager
July 27, 1981

Page 2

The closing of the medial on 47th Street South at Santa Fe Avenue can be completed within thirty days after the contractor is so advised.

Please advise if additional information is desired.



R. W. Bruggeman
Director of Engineering

RWB:gr

cc: Robert A. Lakin, Director of Planning ✓

THE CITY OF WICHITA

OFFICE OF Director of Engineering

DATE July 15, 1981

RF
RWB

TO Robert G. Finch, Deputy City Manager

FROM R. W. Bruggeman, Director of Engineering

SUBJECT Santa Fe Trail Transportation
Company - Brookings Bypass
Second Addition

A contract was awarded to Ritchie Paving for the paving of Santa Fe Avenue which included the closing of a medial at Santa Fe Avenue and 47th Street South. The Engineering Department was requested to delay the closing of the medial until the bridge across the Riverside Drainage Ditch at 46th Street South and other related paving was completed.

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46th Street South and Bridge	12,300.00
47th Street South and its connection with Emporia	8,800.00
Emporia Circle	1,400.00

The closing of the medial on 47th Street South at Santa Fe Avenue can be completed within thirty days if the contractor is so advised.

Please advise if additional information is desired.

RWB
R. W. Bruggeman
Director of Engineering

RWB:gr

cc: Robert A. Lakin, Director of Planning ✓

RECEIVED

JUL 15 1981

METROPOLITAN PLANNING
ROUTE *Lakin*

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE July 13, 1981

TO R. W. Bruggeman, Director of Engineering
FROM Robert G. Finch, Deputy City Manager

SUBJECT Santa Fe Trail Transportation
Company -- Brookings Bypass
Second Addition

On March 30, 1981, I provided you with a copy of a request from the Santa Fe Trail Transportation Company (SFTTC) that the platting requirements for closing the medial at 47th Street and Santa Fe, with the concurrent construction of a bridge across the canal and paving of 46th Street east from Santa Fe, be dropped.

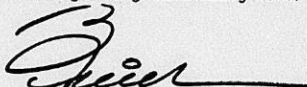
SFTTC contends that traffic conditions and experience in their new location do not warrant these improvements.

Staff reports since that time (Lakin's and McKinley's) indicate that the original platting requirements should be met.

It is planned to place the SFTTC's request on the City Commission agenda for July 28, 1981. *Changed to 8-11-81*

Prior to that time it is requested that you provide a comprehensive status report on the actions taken to date to implement the platting requirements to include any design work done, expenses incurred, and a timetable for completion of the projects.

Please contact me if you have any questions regarding this assignment.



Robert G. Finch
Deputy City Manager

RGF/pd
cc: Robert A. Lakin, Director of Planning
Bill McKinley, Traffic Engineer

RECEIVED

JUL 13 1981

Lakin

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL - THIRTEENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4351

July 13, 1981

Mr. Don E. Shirey
Vice President-General Manager
Santa Fe Trail Transportation Company
80 E. Jackson Boulevard
Chicago, Illinois 60604

Dear Mr. Shirey:

If the date of July 28, 1981, is satisfactory to you, we will place your request of March 9, 1981, regarding platting requirements of Brookings Bypass Second Addition on the City Commission Agenda for Tuesday, July 28, 1981.

City staff review of the matter indicates that a potential hazard still exists at the intersection of Santa Fe and 47th Street South and it will be our recommendation that the projects be constructed as originally required.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Finch".

Robert G. Finch
Deputy City Manager

RGF/pd

cc: R. W. Bruggeman, Director of Engineering
Robert A. Lakin, Director of Planning
Mr. Leonard Peters, Santa Fe Trail Transportation Company
433 East Waterman

RECEIVED

JUL 13 1981

Lakin

RECEIVED

JUL 13 1981

METROPOLITAN
ROUTE

THE CITY OF WICHITA
OFFICE OF Traffic Engineer

DATE March 27, 1981

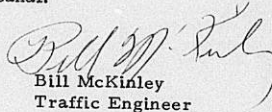
TO Robert Lakin, Director of Planning
FROM Bill McKinley, Traffic Engineer

SUBJECT Santa Fe Trail Transportation Company -
Santa Fe and 47th Street South

I have reviewed the request from The Santa Fe Trail Transportation Company for a rehearing on the need of closing the medial on 47th Street South at Santa Fe Street and constructing a bridge across the drainage canal at 46th Street South and tying into a north/south street for access to 47th Street South at a point approximately 150' west of the drainage canal.

I have reviewed the accidents occurring on 47th Street South at and adjacent to the intersection of Santa Fe and confirm the company's statement that their operation has not caused any accidents or complaints. However, because of the magnitude of the operation of these multiple trailer units in proximity of the KTA southbound off and on-ramps and the minimal vertical ^{site} ~~for~~ _{distance} westbound motorists on 47th Street South due to the KTA overpass, I still believe a potential hazard exists at the intersection of Santa Fe and 47th Street South if the existing roadway geometrics remain unchanged.

In view of this, I strongly recommend adherence to platting requirements regarding access to the Santa Fe Trail Transportation Company property from a point 150' west of the drainage canal.


Bill McKinley
Traffic Engineer

BM:mgr

RECEIVED

MAR 30 1981

METROPOLITAN PLANNING
ROUTE _____

RMB

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL - THIRTEENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4331

RECEIVED

MAR 30 1981

METROPOLITAN PLANNING

ROUTE

March 30, 1981

Mr. Don E. Shirey
Vice President-General Manager
The Santa Fe Trail Transportation Company
80 E. Jackson Boulevard
Chicago, Illinois 60604

Dear Mr. Shirey:

Your letter of March 9, 1981, to Mayor Knight has been referred to this office for response.

Your request is now being studied by those City departments concerned with the implementation of the paving and bridge projects in the area of the Wichita Santa Fe Trail Transportation Company facilities.

As soon as our Planning and Engineering Departments have had the opportunity to analyze the matter, we will arrange to formally place your request before the City Commission.

Sincerely,

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

Robert G. Finch
Deputy City Manager

RGF/pd

cc: The Honorable Board of City Commissioners
Mr. Leonard Peters, Santa Fe Trail Transportation Company
433 East Waterman
Robert A. Lakin, Director of Planning
R. W. Bruggeman, Director of Engineering

March 26, 1981

Robert Finch, Deputy City Manager

Robert A. Lakin, Director of Planning

Brookings Bypass Second Addition - 47th Street South
and Santa Fe

I have reviewed the correspondence submitted to Mayor Knight concerning the Santa Fe's concern with the closing of the medial on 47th Street South at Santa Fe. As indicated by all of the correspondence which was attached thereto, this was the subject of considerable debate at the time of platting. At that particular time there was considerable negotiations entered into between owners of land both north and south of 47th Street to determine the most appropriate place to have a medial break. There apparently was also some important dialogue held between City officials and the State Highway Department concerning the change in medial configurations.

It appears that the design of the bridge in question has proceeded and currently there is some ten to twelve thousand dollars logged against this project. In the event that there were any changes to proceeding with this project, there would have to be a determination as to who will pay for the ten or twelve thousand dollars already expended.

The construction project which would involve the closing of the medial on 47th Street is being held in abeyance until the bridge is constructed and the other pavement is completed. Thus, there is no immediate danger of the project proceeding and a solution being foreclosed before additional analysis of the project occurs.

The petitions that are referred to as not being signed by property owners to the west of the drainage canal apparently have not been signed due to their concern that they will not be able to be issued a building permit due to flood insurance regulations. An examination of this subject would indicate that based on current flood maps, the platted land and zoning regulations that permits are immediately available if the owners of land desire such permits. I am furnishing that information to those property owners. The issue of petitions thus may be resolved.

In addition, McKinley wants to examine traffic records and to observe, in the field, the operation of the existing truck traffic before making any specific recommendations. He estimates that this would be done in about two weeks.

Robert Finch, Deputy City Manager
March 26, 1981
Page 2

I would recommend that you respond on behalf of the Mayor that we are aware of the problems involved, that we are examining the traffic operations through McKinley, and that the issue of petitions is still open and we will be able to report, perhaps, on each of those at the end a two week period. If there is any additional information that I can provide, please let me know.

Robert A. Lakin
Director of Planning

RAL:rue

cc: Ray Bruggeman, Director of Engineering
Jack H. Galbraith, Chief Planner, Current Plans Division
bcc: Joel Pollack, Bill Bachman & Associates Realtors
237 N. Waco, 67202



THE SANTA FE TRAIL TRANSPORTATION COMPANY
80 E. Jackson Blvd. Chicago, IL 60604 · Phone: 312/427-4900

March 9, 1981

The Honorable Robert G. Knight
Mayor of Wichita, Kansas
City Building
455 North Main
Wichita, KS 67202

MAYOR'S OFFICE RECEIVED MAR 11 1981 "All City Commissioners Received"
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Dear Mr. Mayor:

The Santa Fe Trail Transportation Company owns and operates a freight terminal located at 4520 South Santa Fe, Wichita, Kansas. This property was purchased in 1978 after more than 12 months of work to have a zoning change and platting approved. The terminal was opened October 1, 1979 and has operated continually since that time.

One of the requirements for approval of the platting of our property, as well as that to the south of us, owned by Ford Motor Company, was closing of the intersection of Santa Fe and 47th Street South to traffic turning east on 47th Street South from Santa Fe. To allow for this traffic, a bridge is to be constructed across the drainage canal at 46th Street South, and a roadway (46th Street) to run west to a north-south street with access to 47th Street South approximately 150 feet west of the drainage canal. The reasons for closing the median at 47th Street South, submitted by the Kansas Department of Transportation, were the near proximity of the bridge over the Kansas Turnpike access road east of 47th Street South and the slow start up movement of trucks entering 47th Street from Santa Fe, which together would be dangerous and cause accidents.

The original estimate for the construction of the 46th Street bridge and roadway was \$180,000 to be paid equally by the property owners and the City of Wichita. In addition, there is the cost to close the median on 47th Street South, which was left open when Santa Fe Avenue was paved, to allow access to our property.

The receipt of a revised petition gives me cause to write to you to report our operating and safety statistics since October 1, 1979 and to request a rehearing of the need or lack of it for further progressing the plans for the bridge and 46th Street, and the closing of the 47th Street median. The estimated cost of construction has risen to \$308,000, with possible additional increase before construction is completed.

Since October 1, 1979, 7873 tractor-trailer units have used the Santa Fe Avenue - 47th Street South intersection, one-half of these making a left turn at 47th Street, which would be stopped under present plans. 4434 of units were multiple trailer units which means they were up to 105 feet long and move via the Turnpike. Again, at least one-half of these over-length units made the left turn at 47th Street. In addition, we have 50-60 local movements per day using the intersection in question.

A COMMON CARRIER TRUCK LINE



A Santa Fe Industries Company

- 2 -

All of these movements were made in and out of the terminal and not one incident has occurred nor one complaint received. We are proud of this record and feel that it should warrant consideration of our request by you and the Wichita City Commissioners. We feel the cost of this construction could be used to much better advantage by the City of Wichita and the property owners.

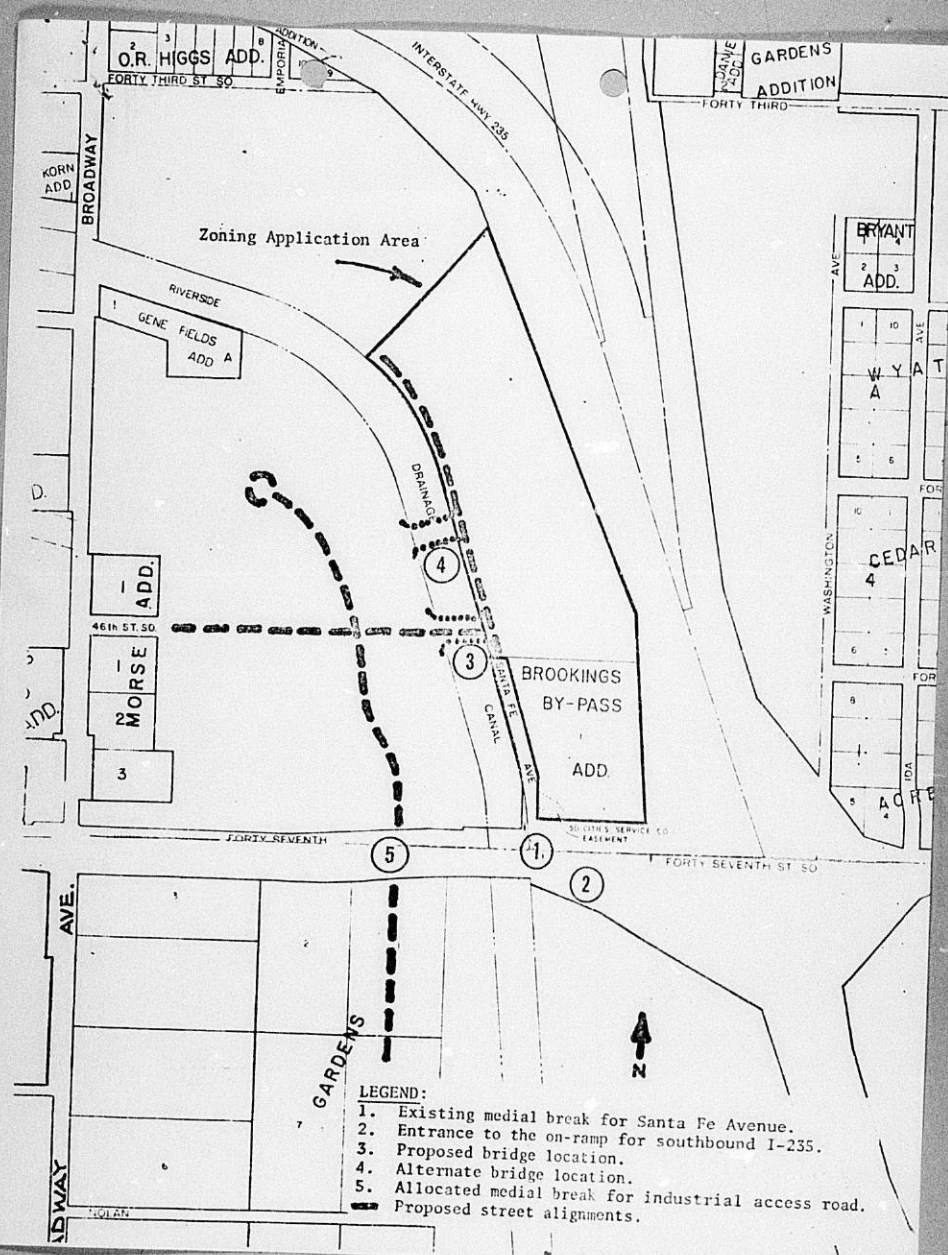
If you would like for me to meet with you, please set a date and time. To facilitate this, you may contact Mr. Leonard Peters at our Wichita General Office, 433 East Waterman, Telephone 264-3306. Your favorable consideration will be greatly appreciated.

Enclosed are copies of letters, reports, and petitions pertinent to this matter for your information. I am sure that City files are more complete.

Very truly yours,

Don E. Shirey
Vice President-General Manager

cc: Messrs. Tony F. Casada - Commissioner - Wichita
Robert C. Brown - Commissioner - Wichita
Connie Kennard - Commissioner - Wichita
Garry Porter - Commission - Wichita ✓
Leonard Peters - Wichita
Clarence F. Offenstein - Wichita
Kenneth H. Bengtson - Wichita
Jerry Feldman - Wichita
L. W. McMurray - Detroit





**SITE
LOCATION
MAP**

INDUSTRIAL (E)
RESIDENTIAL (F)

LIGHT INDUSTRIAL (D)

COMMERCIAL (C)

RESIDENTIAL

(B)

MULTIFAMILY

COMMERCIAL

MULTIFAMILY

(A)

KANSAS TURNPIKE
ENTRANCE / EXIT

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

MAPC HEARING DATE: 1-20-77

Case No. Z-1893

Request: "AA" & "LC" to "E"

Location: North side of 47th St. South between Riverside
Drainage Canal and I-235 Highway.

Reason: "Relocation of Santa Fe Trail Transportation Company's
loading docks and contemplated truck stop with some
mechanical work being done."

Acres: 24.6

Size: 593' x 2,210' (irregular shape)

	Land Use	Zoning
Existing	Undeveloped	"AA" & "LC"
East	I-235 Highway	"AA"
South	Undeveloped	"LC"
West	Drainage Canal	"AA"

Necessary street right-of-way
to be acquired at the time of
platting.

Platted: In part.
Sidewalk: None
History: A portion of subject
property was in Z-0499-"AA" to
"LC"
10-17-63 - MAPC defer
11-21-63 - MAPC approve
12-10-63 - BCC approve

Comments:

1. The applicant is requesting a change from the "AA" Single Family and "LC" Light Commercial District to the "E" Light Industrial District for subject property located on the north side of 47th Street South between I-235 Highway and the Riverside Drainage Canal.
2. On September 30, 1975, the Board of City Commissioners approved a change to the "C" Commercial and "E" Light Industrial District for a large tract located to the west of subject property across the drainage canal (Z-1730). Although a preliminary plat has been filed on that property, the approved zoning will not take affect until such time as a final plat is recorded.
3. A portion of subject property is unplatted and a recommendation of approval should be subject to platting within one year of the date of approval by the Board of City Commissioners; or the case be considered denied and closed.

KAHRS, NELSON, FANNING, HITE & KELLOGG
ATTORNEYS AT LAW

AUSTIN M. COWAN (DECEASED)
W. A. KAHRS
ROBERT H. NELSON (RETIRED)
H. W. FANNING
RICHARD C. HITE
DARRELL D. KELLOGG
RICHARD L. HONEYMAN
LARRY A. WITHERS
GARY A. WINFREY

CLARK R. NELSON
JOHN K. PEARSON
HARKER E. RUSSELL
JOHN B. RATHMEL
STEVEN D. GOUGH

SUITE 630 - 200 WEST DOUGLAS AVENUE
WICHITA, KANSAS 67202

January 28, 1977

AREA 316
265-7761

Mr. Jerry Feldman
Bill Bachman Associates
1901 West Thirteenth
Wichita, Kansas 67203

Mr. W. L. Korber
Baughman Company
330 Laura
Wichita, Kansas 67211

Mr. Shirey
Santa Fe Trail Transportation
204 South St. Francis
Wichita, Kansas 67202

Mr. Fred W. Reust
R.F.D. No. 1
Topeka, Kansas 66600

Mr. James Smith
Jim Smith Realty, Inc.
200 West Douglas
Wichita, Kansas 67202

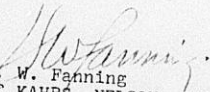
Re: Brookings By-Pass Addition

Gentlemen:

This is to confirm a meeting here in our office at
2:30 o'clock p.m., Thursday, February 3, 1977, for the purpose
of discussing the problems which have arisen in connection with

the platting of the Brookings By-Pass Addition. The two major problems which present obstacles to the platting are the drainage across the land and the truck traffic entering and exiting the east side of the drainage ditch.

Very truly yours,


H. W. Fanning
Of KAHR'S, NELSON, FANNING, HITE & KELLOGG

HWF:ps

WICHITA-SEDGWICK COUNTY

DATE 2/18/77

METROPOLITAN AREA PLANNING DEPARTMENT

TO Wichita Board of City Commissioners
FROM Robert A. Lakin, Director of Planning

SUBJECT Report on Issues Associated with Zoning Change Request No. Z-1893 - Santa Fe Trail Transportation Co. et. al. Requests Change from "AA" and "LC" to "E" on North Side of 47th Street South between Riverside Drainage Canal and I-235 Highway.

This zoning change request encompasses an irregular shaped area approximately 593 feet wide and 2210 feet long containing 24.6 acres. The area is bounded on the east by I-235 highway, on the west by the Riverside Drainage Canal, and on the south by 47th Street South, which is a State and Federal Highway (see the attached map of the general area).

The southern one-third (approx.) of the area was platted into one lot in 1964 as Brookings By-Pass Addition and is currently zoned "LC". The northern portion of the area is currently zoned "AA" and is in the preliminary plat stage as Brookings By-Pass 2nd Addition. The preliminary plat proposes dividing the area into two large lots and is scheduled for consideration by the Subdivision Committee on February 24, 1977. Sketch plats have also recently been submitted to the Planning Department for the large unplatted area west of the Drainage Canal and for the replatting of a portion of Nolan's Gardens south of 47th Street South. It should be noted that one of the owners participating in the Brookings By-Pass 2nd Addition preliminary plat is also associated with the sketch platting of the other two areas.

In regard to the requested zoning change from "AA" and "LC" to "E", the applicants have indicated a desire to use the northern portion of the application area for the relocation of Santa Fe Trail Transportation Company's loading docks and the southern portion as a general truck stop area associated with I-235 traffic. The requested zoning change appeared to be appropriate in relation to other uses and zoning districts surrounding the application area and, following a January 20, 1977, public hearing, the Planning Commission passed a motion recommending approval of the request. Several days prior to the public hearing, the Citizen Participation Organization Area Council "C" reviewed the proposed zoning change and recommended unanimously that the request be denied. CPO's primary concern was with the potentially dangerous traffic problem that would be created along 47th Street South and its interchange with I-235. Similar concerns were expressed by the Subdivision Committee during the January 27, 1977, consideration of the preliminary

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Since the closing of the
medical break on 47th
was discussed and decided
by BCC in conjunction with the
zone case before any
preliminary plat was
approved, I think it
would be appropriate
to take this request
straight to BCC for
discussion.

Mike Lindeloh said Santa
Fe Ave. has been built
and the contract for closing
the medical break has been
let but the contractor has
been asked to delay that
work until the bridge and
46th (and probably Empava
down to 47th) have been
built. Mike said the City

has spent much time & money
designing the bridge but
that since paving costs have
gone up so much, the
all petitions, even with the
escalation clause, are no
longer valid.

New petitions were sent
to Pollack for the streets
in S. Broadway Ind. Park
but Pollack has hinted
he will not sign them because
the City won't let him build
anyway (due to floodway).

L

February 18, 1977

plat of Brookings By-Pass 2nd Addition. The Subdivision Committee deferred action on the preliminary plat to allow time to discuss the possible platting problems between City and State engineering staff, and the applicants.

Most specifically, the potential traffic problem associated with the proposed zoning change request relates to truck traffic entering and exiting the site and making left turn movements from Santa Fe Avenue across 47th Street South into the southbound on-ramp I-235.

The south portion of the application area platted as Brookings By-Pass Addition established Santa Fe Avenue along the western boundary of the plat for access to the north. This street alignment is across from and less than 100 feet west of the entrance of the southbound on-ramp for I-235. There is a break in the raised medial on 47th Street to accommodate left turns into and from Santa Fe at this location. The on-ramp entrance and the intersection of Santa Fe and 47th street South are also significantly higher in elevation than the existing ground surface of the application area. Under these circumstances, heavy truck traffic exiting the site would be required to negotiate an incline at reduced speed while making a turning movement at 47th Street South. Although right turn movement onto 47th from the site may not present a serious problem, a left turn movement could be slow enough to create a hazard. This would be particularly true with large "piggy-back" and "triple bottom" type vehicles making the left turn and attempting the immediate merge to the right required to enter the southbound on-ramp entrance of I-235. The Traffic Engineering Department has drawn a diagram to scale which indicates that "triple bottom" vehicles (which may be up to 110 feet in length) making such a movement would block all five lanes of traffic at one time. In discussing this potential problem during a recent meeting between City Staff, State Highway officials, and the applicants several solutions were offered.

The applicants suggested placing traffic signalization at the Santa Fe Avenue-47th Street South intersection. City and State Engineering staffs indicated that the intersection would not warrant a traffic signal and in all probability such a signal would increase rather than decrease vehicular accidents at the particular location. It was further indicated that the intersection would not meet the conditions specified in the Manual on Uniform Traffic Control Devices for traffic signalization.

Another solution mentioned by the City Traffic Engineering Staff was to close the median break and thereby limit access to right turns in and right turns out of the application area. The applicant associated with the zone change request and the preliminary plat of Brookings By-Pass Second Addition indicated that eliminating the medial break would render the site unusable for truck stop purposes.

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A third solution presented by the City Traffic Engineering staff was to locate an east-west bridge across the Riverside Drainage Canal approximately where Santa Fe Avenue now terminates and to reconstruct the existing medial break to eliminate the left turn exiting movement from Santa Fe onto 47th Street South. The right turn out and the right and left turns into the site would be retained. The bridge would align with what was proposed to be an extension of 46th Street South and an intersecting north-south street would be extended back down to 47th Street at a point approximately 600 feet west of the southbound on-ramp to I-235 (see map attached). A medial break would be provided at this location designed to allow all turning movements. It was also suggested that the roadway design tentatively suggested on the sketch plat of the property south of 47th Street South be realigned to tie into the medial break and the north-south roadway proposed north of 47th Street South. This would create a more manageable 4-way intersection which could be constructed with appropriate channelization and possibly qualify for signalization. The frontage road existing along 47th Street South at this location could also be eliminated and replaced by accel-decel lanes with access to adjacent property reoriented to the internal north-south street.

In response to this solution, the applicants associated with the sketch plats of the area's north and south of 47th Street South and west of the Drainage Canal indicated they would be agreeable to realigning their proposed streets provided they did not have to pay for the bridge or the reconstruction of medials. The Santa Fe representative indicated that the bridge may present him with some on site turning problems. The applicant interested in developing a truck stop on the southern portion of the application area indicated that the elimination of the left turn movement from Santa Fe Avenue to 47th Street South was unacceptable.

In terms of costs, the Engineering Division of the Department of Public Works has estimated the cost of constructing a bridge at \$120,000. The Engineering Division has furthermore estimated the cost of paving the bridge and bridge access west to the north-south street at \$30,000. Under regular city policy, bridge construction is paid by the city-at-large for those bridges constructed on arterial and collector streets. Bridge paving and access is normally divided between the city-at-large and the benefitting properties. In this instance, engineering staff estimates the paving would be financed \$11,000 to the city and \$19,000 to the benefit district. The bridge proposed to be constructed in this instance, however, is not located on an arterial nor collector street. This would indicate that the cost under present city policy of the improvements be assessed 100% to the benefitting properties. The owners of properties west of the Drainage Canal have stated that they are not agreeable to paying any of the costs for these improvements as the improvements would be made to solve the

February 18, 1977


potential traffic problems associated with the properties east of the drainage Canal. The owners of the properties east of the Canal in Brookings By-Pass Addition and Brookings By-Pass Second Addition area also opposed to paying for the construction of the improvements as they feel the only improvement needed is a traffic signal at the Santa Fe Avenue-47th Street South intersection.

In an attempt to off-set some of the improvement costs involved, an alternate solution was offered whereby the proposed location of the bridge would be moved further north on Santa Fe Avenue to the southern boundary of the northern most lot of the preliminary plat of Brookings By-Pass Second Addition (the lot intended for use by Santa Fe Transportation Co.) This location would be approximately 1200 feet north of 47th Street South. (No. 4 on the attached map.) In association with this proposed location it was then suggested that the 1200 feet of Santa Fe Avenue be eliminated as a public street. Engineering estimated the cost of constructing this portion of Santa Fe Avenue to be \$70,000, which if constructed as a frontage road along the canal would be divided \$47,000 to the benefit district (adjoining property on the east) for a 20.5' width and \$23,000 to the City-at-large for addition widening and intersection construction.

The elimination of Santa Fe Avenue as a public street was not acceptable to Santa Fe Transportation Company as they would have to rely on agreements with the adjoining landowner to the south to retain any remaining access to 47th by way of a private drive across Brookings By-Pass Addition and the southern portion of Brookings By-Pass Second Addition.

Throughout these discussions the State officials indicated that they support the proposal to redesign the Santa Fe-47th Street South medial break but they had no funds available for this or any of the other modifications suggested for 47th Street South. At the present time, there have been no cost estimates prepared for the modifications suggested along 47th Street.

The preceding comments reflect the status of discussions to date. As indicated, the preliminary plat of Brookings By-Pass Second Addition will be reviewed by the Subdivision Committee on February 24, 1977. The Board of City Commissioners will be further advised of the results of the Subdivision Committee meeting.


Robert A. Lakin
Director of Planning

RY:ew

Wichita Board of City Commissioners
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February 18, 1977

cc: E. H. Denton, City Manager
R. W. Bruggeman, Director of Public Works
Dick Linn, City Engineer
John Dekker, Director of Law
Paul Graves, Traffic Engineer
H. W. Fanning, Attorney-at-Law, 630, O. W. Garvey Building 67202
Santa Fe Trail Transportation Co., 204 S. St. Francis 67202
Fred W. Reust, R.F.D. #1, Topeka, Kansas 67551
Hazel D. Brookings, 1732 S. Topeka 67211
Bill L. Shook, Chairperson CPO Council Area "C", 4209
S. Hydraulic 67216
Jerrold A. Feldman, B.F.P., Inc. 1901 W. 13th St. 67203

Trucking company receives tentative approval for move

By Terry Horne
Wichita Beacon staff

A controversial zone change apparently will be allowed so that a local trucking company can relocate from downtown to south Wichita near the Kansas Turnpike.

The city commission Tuesday gave tentative approval to the zone change for Santa Fe Trail Transportation Co. Final approval won't come until a plat is presented to the commission that shows safety problems involving truck traffic access to 47th Street South are solved.

The property considered is on 47th Street South between the Riverside

Drainage Ditch and the turnpike. The requested zone change is from single family and light commercial to light industrial.

Citizen Participation Organization (CPO) area council "C" opposed the zone change, its members saying a traffic hazard would be caused by trucks entering and leaving the property.

They contend the access proposed in the property's preliminary plat is too close to on and off ramps of the Kansas Turnpike.

Paul Graves, city traffic engineer, told the commission that it was his opinion that left turns from the property to the east would create a hazard as the trucks then attempted to cut across lanes to get on the turnpike ramp.

Bob Lakin, director of the Metro-

politan Area Planning Department (MAPD), said the city has discussed other alternatives for access with the applicant that would be considered for the final plat of the property.

Among those would be building a bridge over the drainage ditch to the west, at least partly at city expense, and providing access to 47th on a platted street on the adjoining property. This would put the access further from the turnpike ramps and be less of a hazard, he said.

Another alternative would be to allow only right turns into and out of the property's present proposed access, Lakin said.

Santa Fe is planning to locate its truck docks on the site. The Urban Renewal Agency (URA) is apparently planning to purchase Santa Fe's downtown dock facility.

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

DATE 4/26/77

*OK
Please
return
PS
5/3*

TO E. H. Denton, City Manager
FROM Robert A. Lakin, Director of Planning
SUBJECT Santa Fe - 47th Street South (Z-1893)

Background

When zoning case Z-1893 was before the Planning Commission and City Commission there was concern expressed by the CFO and the governing bodies as to a traffic problem which would be created by the continuance of the existence (legal) of Santa Fe Avenue which would empty traffic out into the throat of an on ramp of the 47th and Kansas Turnpike interchange. Compounding this problem was the fact that there were at least two additional subdivisions in progress in the immediate vicinity which have street patterns which must be developed in a manner to make compatible the street entrance locations off of 47th Street South. As a result of the hearings, the zoning was granted contingent upon platting and with the direction that the medial at Santa Fe and 47th Street be closed. The Director of Public Works has contacted the state and reached an agreement as to the closing subject to design review. The construction is being withheld pending resolution of the platting problems with associated case Z-1893.

Problem

The basic problem that occurs is three-fold: (1) With the closing of the medial at Santa Fe, another means of access has to be developed to serve the properties lying between the Riverside drainage ditch and the Kansas Turnpike. This has to be done by bridging the drainage ditch. There are two or more alternates as to the location of the bridge. One would be the continuation of a service road immediately along the north side of 47th Street South. This would produce awkward turning movements particularly if the Santa Fe truck terminal were located in an area to the north. The other alternates include bridges at locations further to the north such as at 46th Street South or approximately 45th South. (2) The second problem relates to coordinating the street designs of the plat to the west of the drainage ditch and to the south of 47th Street South so as to provide an acceptable medial location and to provide an extension of the street leading to whatever bridge is established as appropriate. (3) The third problem is the issue of "who pays." The issue evolves around the cost of the bridge. It has been the city's policy to pay for a bridge only when located on an arterial or collector street. Anything beyond that one bridge has been expected to be at the cost of the

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Memorandum to E. H. [redacted] ton, City Manager
Santa Fe-47th Street South (Z-1893)
4/26/77 Page 2

developer.

Alternates

Because the principals in the three areas involved are interlocked with the exception of the owner of Brookings By-Pass Addition and with the exception of the potential purchaser, Santa Fe Truck-lines, it has been possible to coordinate the design of the plats in a manner satisfactory to the Planning Department. In addition the owners have agreed among themselves as to the following suggested solutions for the paying of the development costs. (1) The owners of Brookings By-Pass Addition and the proposed Brookings By-Pass 2nd Addition would agree to the paving of Santa Fe Avenue from 47th Street South to its northern terminus in a cul-de-sac. This cost of this paving would be borne by a benefit district which would pay for 1/2 of the normal industrial street width (20.5 feet). This would be spread against the benefit district on either a square footage or a front footage basis at the option of the property owners. The city would pay for an additional 8 foot of width together with intersection costs. 1200 feet of this type of street (which would be from 47th Street to approximately the bridge location) plus intersections would be \$47,000 to the benefit district and \$23,000 to the city at large. The additional distance from the bridge to the northern terminus would be on the same pro rata basis. The distance is unknown at this time depending upon the size of the lots involved as to where the northern terminus and the cul-de-sac would be located. However, this distance is not expected to be more than 600 additional feet. Therefore, the cost would be approximately an additional one-half of the above monies. (2) The owners of the land on the east side of the ditch would agree to assume 1/2 of the cost of both the construction of a bridge across the Riverside drainage channel and the cost of the street needed to connect the bridge to the first north-south street west of the bridge. They would also like to have the cost of closing the medial at 47th and Santa Fe included in these cost figures to be split half and half. The cost of this bridge and the connecting pavement would be \$150,000 plus \$4,000 for the closing of the medial. A 50-50 split then would be \$77,000 to the benefit district on the east side of the ditch and \$77,000 to the city at large. This is predicated on the ability of the plattors to be able to assume these costs on a special assessment basis. (3) They have agreed to control the platting of the land both north and south of 47th Street South as to be compatible with medial openings. (4) As owners of the land west of the ditch, they will agree to dedicate the necessary street right-of-way for the connecting street to the bridge.

The only item not fully agreed to by staff at this point is the cost of the connecting bridge and street. The Director of Public Works cites the existing city policies on bridge construction and believes that the City of Wichita should not participate in the cost of the


Memorandum to E. H. Deacon, City Manager
Santa Fe-47th Street South (Z-1893)
4/26/77 Page 3

bridge. It is my belief that the problem of requiring the bridge to be built is essentially one created by the City of Wichita when it changed its views as to the proper location of Santa Fe Avenue and the medial serving it. By closing the medial or major modification thereof, does require a change of access in order to serve the land to the east. If we had not made that policy decision the land could have been served through the medial and Santa Fe Avenue thus eliminating the requirement of the bridge. Although a bridge might have been convenient, it would not have been required except for the action of closing the medial. Because of this act, it is my recommendation that the city participate on a 50-50 basis under the terms suggested above.

This has been a most difficult problem of having at least 4 different pieces of property with different ownerships and interests involved. The problem with access has been difficult to resolve and the issue of financing appears to be fairly submitted by the diverse ownerships. It should be acknowledged that Mr. Feldman and his group has worked hard and obtained the cooperation of the other owners and property interests in the area. Because of the difficulties on this particular piece of land and the others adjacent, it is recommended that the alternative of assuming part of the costs would be to the advantage of the city in order to resolve design problems and allow the land to go into production for the intended purposes.

Recommended Action

I would recommend that you place this action on the City Commission agenda requesting their decision from a policy standpoint as to their participation in costs and as to their general agreement as to the solution of the design problems. If the Commission agrees, the applicants are ready to proceed with the platting of the area at which time petitions and guarantees for the improvements will be made.


Robert A. Lakin, Director of Planning

cc: Jerrold A. Feldman, B.F.P., Inc. 1901 W. 13th, 67203
H. W. Fanning, Attorney-at-Law, 200 W. Douglas, 67202
Fred W. Reust, R.F.D. #1, Topeka, KS 67551
Santa Fe Trail Transportation Co., 204 S. St. Francis, 67202
Bill Shook, Chairperson, CPO Council Area "C",
4209 S. Hydraulic, 67216
William L. Korber, Baughman Company, 330 Laura, 67211
Ray Bruggeman, Director of Public Works

262-7271

RAL:ew

PUBLIC AGENDA

1. DISCUSSION OF CITY CODE PERTAINING TO PERMITTING WATER TO RUN INTO STREETS.

Requested by Ms. Diana L. Taylor, 1849 Litchfield.

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

2. PRESENTATION OF PROPOSED BIKE ROADWAYS ALONG MAIN ARTERIALS.

Requested by Ms. Eleanor Parsons, 1639 Coolidge.

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

3. DISCUSSION OF DAMAGES TO HOMES ON THE NORTH SIDE OF KELLOGG BETWEEN HILLSIDE AND BLUFF DUE TO CONSTRUCTION ON KELLOGG.

Requested by Mr. and Mrs. A. P. Cooke, 437 South Clifton.

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

CITY MANAGER'S AGENDA

SECTION I

1. REQUEST TO DETERMINE CITY PARTICIPATION IN SANTA FE--47TH STREET SOUTH PROJECT (Z-1893).

Deferred two weeks from the meeting of May 10, 1977, for consideration by a full Commission.

On March 1, 1977, the Commission approved a zone change from single family and light commercial to light industrial on the north side of 47th Street South between Riverside Drainage Canal and I-235 Highway subject to platting of the entire area within one year.

The City Manager and staff were instructed to initiate procedures to close the medial at Santa Fe and 47th Street South. The Director of Public Works contacted the State Highway Department and reached an agreement as to the closing, subject to design review. The construction is being withheld pending resolution of the platting problems.

The basic problems and potential solutions that occur with the closing of the medial at Santa Fe are outlined in a memorandum provided the Commissioners. The only item not fully agreed to by staff is the cost of the connecting bridge and street. Current City policy on bridge construction would determine that the City should not participate in the cost of the bridge; however, it should be noted that the necessity for a bridge was created when the City changed its views as to the proper location of Santa Fe Avenue and the medial serving it.

*Approved
unanimously
5/24/77
RS*

ITEM # 1 Continued

The City Manager recommends that the Commission concur in the solutions to the design problems in the area of 47th and Santa Fe as outlined, and instruct the Planning Department to proceed with platting of the area. The City Manager further recommends that the Commission approve funding for the City to participate on a 50/50 cost basis with the area property owners for construction of the bridge.

ACTION: Concur in the recommendations to design problems in the area of 47th and Santa Fe and approve funding for participation in the construction of a bridge for the area.

SECTION II

2. PROPOSED ORDINANCES DESIGNATING THE USE OF THE AD VALOREM TAX LEVY, ESTABLISHING A SPECIAL TRUST FUND, AND AMENDING SECTION 2.12.650 OF THE CITY CODE RELATIVE TO THE WICHITA PUBLIC BUILDING COMMISSION.

On May 17, 1977, the City Commission placed on first reading three (3) ordinances which are necessary to issue \$2,000,000 in land and facilities acquisition revenue bonds on behalf of the Wichita State University Board of Trustees. It was pointed out at that time that changes in the ordinances might be necessary prior to adoption; therefore, the matter is being returned on the City Manager's Agenda.

The proceeds will be used to acquire certain identified properties and facilities in order for WSU to continue toward the completion of the University's master plan.

ACTION: Place the ordinances upon their passage and adopt.

3. WATER SYSTEM IMPROVEMENT IN AND FOR THE PROPERTY ADJACENT TO EISENHOWER FROM CENTRAL TO MURDOCK, MURDOCK FROM EISENHOWER TO GILDA, GILDA FROM MURDOCK TO 8TH, 8TH FROM GILDA TO ARAPAHO, ARAPAHO FROM 8TH TO APPROXIMATELY 400 FEET NORTH OF 8TH AND MILES LAKEWOOD LIVING.

A petition has been submitted for this improvement signed by property owners of record of 62.27% of the area liable to be assessed. The total estimated cost is \$81,500.00, which is to be paid in total by the benefit district, in compliance with the present main extension policy.

The design features of the proposed system include approximately 6,336 lineal feet of 8-inch water main and appurtenances in Eisenhower from Central to Murdock, Murdock from Eisenhower to Gilda, Gilda from Murdock to 8th, 8th from Gilda to Arapaho, Arapaho from 8th to approximately 400 feet north of 8th and Miles Lakewood Living.

The improvement district's cost shall be assessed as follows: Eighty-Two and Eighty-Two Hundredths percent (82.82%) of the final costs shall be assessed to the property in Miles Lakewood Living and Seventeen and Eighteen Hundredths percent (17.18%) of the final costs shall be assessed equally per square foot against all other land in the improvement district liable for assessment, and so assessed as a special benefit.

The Director of Water and Water Pollution Control reports favorably on the Engineering feasibility of the system and recommends granting the petition, the adoption of the resolution of finding as to the advisability of the project and a resolution ordering and directing the improvement.

Expected traffic problem costs taxpayers

Wichita Beacon staff

THURS 5/24/77

Wichita taxpayers will have to pay \$75,000 to alleviate traffic problems anticipated to result from city commission approval for a local trucking company to relocate in south Wichita.

The commission Tuesday agreed to pay half the cost, or \$75,000, of constructing a bridge over 47th Street S so that trucks coming and going from

Santa Fe Transportation Co.'s proposed docks north of 47th Street near 1-235 would not create a traffic problem.

It was the commission that March 1 approved a zoning change permitting the docks to be located there, despite heavy opposition from the Citizens Participation Organization in that area.

The citizens complained that the existence of the trucking company would increase the area's traffic con-

gestion and that trucks getting on and off of 47th Street would pose a traffic and pedestrian hazard.

The commission apparently agreed and ordered the closing of the median opening on 47th Street to the truck facility, leaving no way for the trucks to get to the docks from one direction.

To solve the problem, it was suggested that a bridge be constructed. City policy, however, said that the city could not aid in paying for the bridge because it served a private

business.

City Manager Gene Denton, however, recommended that the city pay half the construction cost because it was the commission's action that closed the traffic opening to the company. The city's Urban Renewal Agency had displaced the company from its south St. Francis location.

Besides, Denton argued, the city would eventually get its money back because the trucking company will be paying property taxes.

WICHITA—SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL — TENTH FLOOR
452 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 258-4561

Mr. Jerrold A. Feldman
B.F.P., Inc.
1901 West 13th Street
Wichita, Kansas 67203

May 27, 1977

Re: Plats in the area of 47th
Street South and Broadway
relating to the closing of
the medial opening in 47th
Street South and new bridge
construction across the
drainage channel.

Dear Mr. Feldman:

On May 24, 1977, the Board of City Commissioners considered the methods of financing and the participation in the cost of the proposed new bridge to be constructed across the drainage channel to serve the Brookings Bypass Second Addition. The action of the governing body was to approve the recommendation of the Director of Planning and the City Manager, that the City participate 50-50 on the bridge construction cost with the developers all as outlined in the memorandum dated April 26, 1977 from the Director of Planning to the City Manager.

Based on the action of the governing body, this is to advise you that you may now proceed with the platting of properties involved. It will be necessary for you to request another extension of platting time for the South Broadway Industrial Park as the deadline for recording that plat and thereby receiving the zone change (2-1730 "AA" & "LC" to "C" and "E") is May 30, 1977. Please address your request to the City Manager with a copy to me. If you have any questions concerning this matter, please call.

Sincerely,

Curtis L. Newby
Curtis L. Newby
Junior Planner

CLN:rme

PRELIMINARY PLAT
REPORT

SUBDIVISION COMMITTEE
METROPOLITAN AREA
PLANNING COMMISSION

Name Brookings By-Pass 2nd Addition
Application Rec'd. 1-3-77 Preliminary Approval
Scheduled S/D Meeting 12-29-77

DESCRIPTION

Location East side of Santa Fe Avenue north of 47th Street South

Santa Fe Trail Transportation Co.

Surveyor/Engineer Baughman Company

Address 330 Laura

Phone 262-7271

Gross Acreage of Plat 8.8± acres

Number of Lots:

Residential _____

Commercial _____

Industrial 1

Other _____

Total Number of Lots 1

3. Minimum Lot Frontage 653.77 ft.

4. Minimum Lot Area 8.8± Acres

5. Existing Zoning AA

6. Proposed Zoning E

7. Lineal Feet of New Streets:

a. 60 R/W 653 ft.

b. _____ R/W _____ ft.

c. _____ R/W _____ ft.

d. _____ R/W _____ ft.

e. _____ R/W _____ ft.

TOTAL 653 ft.

8. Sidewalk adjacent to all streets? yes x no

9. Public Water Supply yes (Yes-No). Name City of Wichita

10. Public Sanitary Sewers yes (Yes-No). Name City of Wichita

11. Health Department Approval (where applicable) _____ (Yes-No)

12. City of Wichita x: Three-Mile Area _____

STAFF COMMENTS:

NOTE: This is a revised preliminary plat on which the south lot has been eliminated. However, the Planning Commission and City Commission in approving the associated zone changes from "AA" and "LC" to "E" required the entire application area to be included in the replat.

- amost*
led by
- A. In accordance with the requirements of approval of the associated zone change Z-1893, "AA" and "LC" to "E", the plat shall be revised to include all the application area, being the area shown on the plat, the unplatted tract to the south, and the Brookings By-Pass Addition.
 - B. The appropriate 60-foot right-of-way for Santa Fe Avenue shall be dedicated on the plat from the north line of 47th Street to the north line of this plat.
 - C. The applicant shall guarantee the paving of Santa Fe Avenue and shall submit a guarantee for half the cost of the bridge over the canal as approved by the City Commission. The Engineering Division of the Department of Public Works shall be contacted regarding this matter.
 - D. The applicant shall guarantee the extension of sanitary sewer to serve each lot.
 - E. The applicant shall guarantee the extension of City water to serve each lot.
 - F. A 35-foot building setback from Santa Fe Avenue and from 47th Street shall be indicated on the plat.
 - G. Since access to subject property involves the bridge construction and the property to the west being platted as South Broadway Industrial Park, approval of this plat shall be subject to the recording of the South Broadway Industrial Park plat.

WICHITA - SEDGWICK COUNTY
W.S.C.

METROPOLITAN AREA PLANNING DEPARTMENT
CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 258-4541

January 13, 1978

Baughman Company
330 Laura
Wichita, Kansas 67211

Re: S/D 77-2 - Second Revised Preliminary Plat of Brookings
By-Pass Second Addition

Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission, January 12, 1978, the above captioned plat was considered. The action of the Committee was to approve the preliminary and authorize preparation of the final plat, subject to the following:

- A. A 130-foot drainage easement shall be indicated on the south side of Lot 2 or a 30-foot drainage easement and a guarantee for construction of an underground storm sewer. Dean Sellers, Assistant City Engineer, shall be contacted regarding the matter.
- B. The appropriate 60-foot right-of-way for Santa Fe Avenue shall be dedicated from the north line of 47th Street to the north line of this plat and a temporary cul-de-sac shall be provided at the north end.
- C. The applicants shall guarantee the paving of Santa Fe Avenue and shall submit a guarantee for half the cost of the following projects: (1) the bridge over the canal; (2) the paving of 46th Street from the bridge to Emporia Avenue; and (3) the closing of the medial on 47th Street at Santa Fe Avenue.
- D. Since access to subject property involves the bridge construction and the property to the west being platted as South Broadway Industrial Park, approval of this plat shall be subject to the recording of the South Broadway Industrial Park plat.

Dean Sellers, Assistant City Engineer

Baughman Company
January 13, 1978
Page Two

- E. The applicant shall guarantee the extension of sanitary sewer to serve each lot.
- F. The applicant shall guarantee the extension of City water to serve each lot.
- G. A 35-foot building setback from Santa Fe Avenue shall be indicated on the plat.
- H. A 10-foot utility easement shall be indicated on the northerly side of Lot 1.
- I. A 10' x 20' anchor easement shall be indicated between Lots 1 and 2 just east of Santa Fe Avenue.
- J. A minimum building pad of 87 shall be designated for Lot 1 and a minimum building pad of 86 for Lot 2.
- K. The applicant shall install or guarantee the installation of all utilities and facilities which are applicable and described in Article 8 of the MAPC Subdivision Regulations.
- L. 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.

Sincerely

Louise Olivarez
Louise Olivarez
Junior Planner

LO:et

cc:

- ✓ The Santa Fe Trail Transportation Co., Attn: Mr. D. E. Shirey,
P. O. Box 56, Wichita, Kansas 67201
- Fred Reust, &H. W. Fanning, Attorney at Law, 200 W. Douglas,
Wichita, Kansas 67202
- Dean Sellers, Assistant City Engineer

4. S/D 77-164 - Preliminary plat of The Buttonwood Tree, generally located at the southeast corner of Harry and Cypress.

Engineer: Bill G. Yung
Minimum lot area: 12.17 acres
Acreage: 12.17 acres
Number of lots: 1

NOTE: This plat was deferred at the last Subdivision Committee meeting until after the zone case could be heard by the Metropolitan Area Planning Commission on January 5, 1978. The change from AA to R-6 zoning was recommended for approval by a 4-2 vote.

5. S/D 77-2 - Revised preliminary plat of Brookings By-Pass Second Addition, generally located on the east side of Santa Fe Avenue in an area north of 47th Street South.

Engineer: Baughman Company
Minimum lot area: 3.8± acres
Acreage: 3.8± acres
Number of lots: 1

NOTE: This plat was deferred at the last Subdivision Committee meeting to give the applicant time to meet with the adjacent south property owner regarding access to the site.

6. S/D 77-172 - Final plat of Krablin's T&C Addition generally located at the southeast corner of Paence and Custer.

Engineer: Baughman Company
Minimum lot area: 17,606.6 feet
Acreage: .45
Number of lots: 1

7. S/D 77-168 - Final plat of Schaefer Addition generally located on the east side of Hillside in an area between English and Waterman.

Engineer: Hoehring & Associates
Minimum lot area: 17,779.2 square feet
Acreage: 0.48
Number of lots: 1

8. S/D 78-1 - Preliminary plat of Suburban Equipment Addition generally located on the south side of U.S. 54 approximately 3/4 mile east of Greenwich Road.

Engineer: Hoehring & Associates
Minimum lot area: 148,630 square feet
Acreage: 3.5
Number of lots: 1

9. Other Business

WICHITA-SEDCWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

SUBDIVISION COMMITTEE

May 18, 1978

RECEIVED

MAY 15 1978

OFFICE OF
GENERAL MGR

The regular meeting of the Metropolitan Area Planning Commission Subdivision Committee with representatives of the utility companies and officials from various departments of the City of Wichita and County of Sedgwick will be held on Thursday, May 18, 1978, at 1:00 p.m. in the Board Room, First Floor, City Hall, 455 North Main, Wichita, Kansas.

1. DR 78-16 City Department of Public Works requests the establishment of street names generally located on the south side of Kellogg from Pattie to Hydraulic, from Poplar to Chautauqua and from Rutan to Yale, North side of Kellogg from Pattie to Hydraulic, from Poplar to Lorraine and from Holyoke to Yale; Lewis Street from Hydraulic east to the cul-de-sac and Giltner from Hydraulic east to the cul-de-sac.
2. D-0818 Kenneth S. Stewart, etal. dedicates the street right-of-way generally located on the east 30 feet of Lot 19 of the R. A. Morris tracts and the west side of Doris in an area north of 11th Street.
3. D-0820 John P. and Beverly Stinson dedicate the street right-of-way generally located on the west side of Leonine being the east 20 feet of the north 100 feet of Lot 28, Freeman's Addition.
4. V-0884 Imell Razook and Jack Ellis Bayouth request vacation of a street and an alley legally described as that portion of Pearl Street, formerly known as Pacific Street, between Dodge and Exposition Avenue, in the City of Wichita, Sedgwick County, Kansas, and the alley running east to west and the north half (N/2) of the alley running north to south in the block bounded by Douglas Avenue on the south, Dodge Avenue on the east, Exposition Avenue on the west and Pearl street on the north, all in the supplemental plat to Martinson's Addition, Wichita, Sedgwick County, Kansas. Generally located north of Douglas between Dodge and Exposition Avenues.
5. S/D 78-39 Final plat of H.A.T. Addition, generally located on the south side of 21st Street in an area west of Woodlawn.

Engineer:	K. O. Taylor
Acreage:	8.96
Number of Lots:	30

REPORT

SUBDIVISION COMMITTEE
METROPOLITAN AREA
PLANNING COMMISSION

No. 77-2 Name Brookings By-Pass 2nd Addition
 Site Application Rec'd. 1-3-77 Preliminary Approval 1-12-78
 Scheduled S/D Meeting 5-18-78

DESCRIPTION

General Location East side of Santa Fe Avenue in an area north of 47th Street South
 Owner Santa Fe Trail Transportation Co. & Fred W. Reust
 Surveyor/Engineer Baughman Company
 Address 330 Laura (67211) Phone 262-7271

- 6. Gross Acreage of Plat 17
- Number of Lots:
 - Residential _____
 - Commercial _____
 - Industrial 2
 - Other _____
- Total Number of Lots 2
- Minimum Lot Frontage 548 ft.
- Minimum Lot Area 6.3 acres ~~6.3~~
- Existing Zoning AA
- Proposed Zoning E
- 7. Lineal Feet of New Streets:
 - a. 60 R/W 1201 ft.
 - b. _____ R/W _____ ft.
 - c. _____ R/W _____ ft.
 - d. _____ R/W _____ ft.
 - e. _____ R/W _____ ft.
 - TOTAL 1201 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
- 1. Health Department Approval (where applicable) _____ (Yes-No)
- 2. City of Wichita yes: Three-Mile Area _____

STAFF COMMENTS:

- A. The associated zone case Z-1893 was approved subject to the platting of the entire application area, including the property between the south line of this plat and 47th Street South. Approval of the zone change on only a portion of the application area will be at the discretion of the Board of City Commissioners.
- B. The applicant shall submit an acceptable drainage plan to the Department of Public Works and shall guarantee any drainage improvements required by the platting of this property. Additional drainage easements, if any, over property to the south, shall be submitted by separate instrument to be recorded with the plat.
- C. The appropriate 60-foot right-of-way for Santa Fe Avenue shall be dedicated from the north line of 47th Street to the north line of this plat and a temporary cul-de-sac shall be provided at the north end. Dedication of the right-of-way between 47th Street and the south line of this plat shall be by separate instrument. The temporary cul-de-sac shall be indicated on the plat and dedicated by separate instrument.
- D. The applicants shall guarantee the paving of Santa Fe Avenue from 47th Street to the north line of the plat and shall submit a guarantee for half the cost of the following projects: (1) the bridge over the canal; (2) the paving of 46th Street from the bridge to Emporia Avenue; and (3) the closing of the medial on 47th Street at Santa Fe Avenue.
- E. Since access to subject property involves the bridge construction and the property to the west being platted as South Broadway Industrial Park, approval of this plat shall be subject to the recording of the South Broadway Industrial Park plat.
- F. The applicant shall guarantee the extension of sanitary sewer to serve each lot.
- G. The applicant shall guarantee the extension of City water to serve each lot.

That there be constructed to Industrial Street Standards pavement on Santa Fe Avenue from the North line of 47th Street South to the North line of Lot 1, Brookings By-Pass 2nd Addition; that said pavement between aforesaid limits be constructed for a width of 24 feet from gutter line to gutter line, cement combined curb and gutter to be 2 feet and 6 inches in width, making a total roadway of 28 feet; that said pavement shall consist of an asphalt base 8 inches in thickness, and an asphaltic concrete wearing surface 2 inches in thickness, composed of stone, sand, mineral filler, and asphalt according to specifications to be furnished by the City Engineer. Drainage to be installed where necessary.

- (b) That the median in 47th Street South at the intersection with Santa Fe Avenue be improved, altered or otherwise reconstructed. That said improvement shall include the closing of the medial opening presently located from ten (10) feet more or less West of west line Santa Fe Avenue to forty (40) feet more or less East of east line Santa Fe Avenue. Said improvement shall be constructed according to plans and specifications furnished by the City Engineer.
- (c) That the estimated and probable cost of the foregoing improvement being \$115,000.00 payable by the improvement district and \$75,000.00 payable by the City of Wichita at large for Intersections, the West eight and five tenths (8.5) feet of pavement on Santa Fe Avenue, and 50 per cent of cost of median construction, Grading and Drainage along north side 47th Street South and along west side I-235. Said estimated cost as above setforth is hereby increased at the pro-rata rate of 1% per month from and after the date of approval of this petition.
- (d) That the land or area above described be constituted as an improvement district against which shall be assessed 100% of the total cost of the improvements for which the improvement district is liable.
- (e) That the method of assessment of all costs for the improvements for which the improvement district shall be liable shall be on a square foot basis except when driveways are requested to serve a particular tract, lot, or parcel, the cost of said driveway shall be a direct assessment to said tract, lot, or parcel and shall be in addition to the assessment for other improvements.

2. It is requested that the improvements hereby petitioned be made without notice and hearing, which, but for this request, would be required by K. S. A. 12-6a04.

3. That names may not be withdrawn from this petition by the signers thereof after the Governing Body commences consideration of the petition or later than seven (7) days after filing, whichever occurs first.

4. That when this petition has been filed with the City Clerk and it has been certified that the signatures thereon are according to the records of the Register of Deeds of Sedgwick County, Kansas, the petition may be found sufficient if signed by either (1) a Majority of the resident owners of record of property liable for assessment under the proposal, or (2) the resident owners of record of more than one-half of the area liable for assessment under the proposal, or (3) the owners of record (whether resident or not) of more than one-half of the area liable for assessment under the proposal. The Governing Body is requested to proceed in the manner provided by statute to the end that the petitioned improvement may be expeditiously completed and placed in use.

WITNESS our signatures attached with respect to each of which is indicated the property owned and the date of signing.

LEGAL DESCRIPTION	SIGNATURE	DATE
Lot 1, Brookings By-Pass Addition	/s/ Fred W. Reust	8/1/78
Lots 1 and 2, Brookings By-Pass 2nd Addition	/s/ A. Jane Reust Vice President	8/1/78
	/s/ D. E. Shirey	8/2/78

to Industrial Street Standards pavement on

West South _____ from the West _____

Block 1, South Broadway Industrial Park to the West _____

Santa Fe Avenue _____;

Said pavement between aforesaid limits be constructed for a width of _____ feet from gutter line to gutter line, cement combined curb and gutter to be _____ feet and _____ inches in width, making a total roadway of _____ feet; that said pavement shall consist of an asphalt base _____ inches in thickness, and an asphaltic concrete wearing surface _____ inches in thickness, composed of stone, sand, mineral filler, and asphalt according to specifications to be furnished by the City Engineer. Drainage to be installed where necessary, including a 4- 12' x 14' Reinforced Concrete Box Culvert

- (b) That the estimated and probable cost of the foregoing improvement being _____ \$90,000.00 payable by the improvement district and _____ \$90,000.00 payable by the City of Wichita at large for _____ 50% of cost of said pavement and Reinforced Concrete Box Culvert.

Said estimated cost as above setforth is hereby increased at the pro-rata rate of 1% per month from and after the date of approval of this petition.

- (c) That the land or area above described be constituted as an improvement district against which shall be assessed 100% of the total cost of the improvements for which the improvement district is liable.
- (d) That the method of assessment of all costs for the improvements for which the improvement district shall be liable shall be _____ on a square foot basis except when driveways are requested to serve a particular tract, lot, or parcel, the cost of said driveway shall be a direct assessment to said tract, lot, or parcel and shall be in addition to the assessment for other improvements.

2. It is requested that the improvements hereby petitioned be made without notice and hearing, which, but for this request, would be required by K. S. A. 12-6a04.

3. That names may not be withdrawn from this petition by the signers thereof after the Governing Body commences consideration of the petition or later than seven (7) days after filing, whichever occurs first.

4. That when this petition has been filed with the City Clerk and it has been certified that the signatures thereon are according to the records of the Register of Deeds of Sedgwick County, Kansas, the petition may be found sufficient if signed by either (1) a majority of the resident owners of record of property liable for assessment under the proposal, or (2) the resident owners of record of more than one-half of the area liable for assessment under the proposal, or (3) the owners of record (whether resident or not) of more than one-half of the area liable for assessment under the proposal. The Governing Body is requested to proceed in the manner provided by statute to the end that the petitioned improvement may be expeditiously completed and placed in use.

WITNESS our signatures attached with respect to each of which is indicated the property owned and the date of signing.

LEGAL DESCRIPTION	SIGNATURE	DATE
Lot 1, Brookings By-Pass Addition	/s/ Fred W. Reust	8/1/78
	/s/ A. Jane Reust	8/1/78
Lots 1 and 2, Brookings By-Pass 2nd Addition	/s/ D. E. Shirey	8/2/78

AN ABTRACTOR'S CERTIFICATE OF OWNERSHIP MUST ACCOMPANY THIS PETITION

- (a) That there be constructed pavement on 46th Street South from the west line of Lot 14, Block 1, South Broadway Industrial Park to the west line of Santa Fe Ave.
 from the _____ line of _____
 to the _____ line of _____

That said pavement between aforesaid limits be constructed for a width of 36 feet from gutter line to gutter line, cement combined curb and gutter to be 2 feet and 6 inches in width, making a total roadway of 40 feet; that said pavement shall consist of an asphaltic concrete base and an asphaltic concrete wearing surface, composed of stone, sand, mineral filler, and asphalt according to Ordinance No. 36-572 with plans and specifications to be furnished by the City Engineer. Drainage to be installed where necessary, including a reinforced concrete box culvert, 4 - 12' x 14'.

- (b) That the estimated and probable cost of the foregoing improvement being _____
\$ 154,000.00 payable by the improvement district and \$154,000.00
 payable by the City of Wichita at large for 50 percent of cost of said pavement
and reinforced concrete box culvert
 Said estimated cost as above setforth is hereby increased at the pro-rata rate of
1½ percent per month from and after February 1, 1981
- (c) That the land or area above described be constituted as an improvement district against which shall be assessed 100 percent of the total cost of the improvements for which the improvement district is liable.
- (d) That the method of assessment of all costs for the improvements for which the improvement district shall be liable shall be on a fractional basis: All lots and blocks in South Broadway Industrial Park Addition shall pay 324/9000 of the total cost payable by the improvement district. Said costs shall be distributed to all lots in South Broadway Industrial Park Addition on a square foot basis. Lot 1, Brookings By-Pass 2nd Addition shall pay 5949/9000 of the total cost payable by the improvement district; Lot 2, Brookings By-Pass 2nd Addition shall pay 1436/9000 of the total cost payable by the improvement district; Lot 1, Brookings By-Pass 3rd Addition shall pay 1291/9000 of the total cost payable by the improvement district.

except when sidewalk is constructed adjacent to a particular tract, lot, or parcel or when driveways are requested to serve a particular tract, lot, or parcel, the cost of said sidewalk or driveway shall be a direct assessment to said tract, lot, or parcel and shall be in addition to the assessment for other improvements. The cost of sidewalk constructed adjacent to the reserve areas will be assessed to the entire improvement district with the method of assessment being as setforth above. Where the ownership of a single lot is or may be divided into two or more parcels, the assessment to the lot so divided shall be assessed to each ownership or parcel on a square foot basis.

2. It is requested that the improvements hereby petitioned be made without notice and hearing, which, but for this request, would be required by K.S.A. 12-6a04.

3. That names may not be withdrawn from this petition by the signers thereof after the Governing Body commences consideration of the petition or later than seven (7) days after filing, whichever occurs first.

4. That when this petition has been filed with the City Clerk and it has been certified that the signatures thereon are according to the records of the Register of Deeds of Sedgwick County, Kansas, the petition may be found sufficient if signed by either (1) a majority of the resident owners of record of property liable for assessment under the proposal or (2) the resident owners of record of more than one-half of the area liable for assessment under the proposal, or (3) the owners of record (whether resident or not) of more than one-half of the area liable for assessment under the proposal. The Governing Body is requested to proceed in the manner provided by statute to the end that the petitioned improvements may be expeditiously completed and placed in use.

WITNESS our signatures attached with respect to each of which is indicated the property owned and the date of signing.

LEGAL DESCRIPTION	SIGNATURE	DATE
<u>BROOKINGS BY-PASS 3RD ADDITION:</u>		
Lot 1		

AN ABSTRACTOR'S CERTIFICATE OF OWNERSHIP MUST ACCOMPANY THIS PETITION

October 12, 1978

Donald C. Gisick, City Clerk

Jack H. Galbraith, Chief Planner

Z-1893 - "AA" to "E"; and
✓ S/D 77-2 - Brookings By-Pass 2nd Addition

At the regular meeting of the Board of City Commissioners on March 1, 1977, the above captioned request for zone change was considered and approved, and the City Clerk was instructed to withhold publication of the ordinance effectuating the zone change until such time as the plat had been recorded. The associated plat was approved by the Board of City Commissioners on September 26, 1978.

This is to advise you that the final plat of Brookings By-Pass 2nd Addition was recorded with the Register of Deeds on October 9, 1978 and, therefore, the ordinance effectuating the zone change may now be published.

Jack H. Galbraith
Chief Planner

JHG:el

RECOMMENDATION FROM METROPOLITAN AREA PLANNING COMMISSION TO
BOARD OF CITY COMMISSIONERS

SUBDIVISION APPROVAL

S/D Number 77-2 Name Brookings By-Pass 2nd Addition
Application & Sketch Filed: 1-3-77
Preliminary Plat Filed: 1-3-77 Approved by S/D: 1-12-78
Final Plat Filed: 5-8-78 Approved by S/D: 5-18-78
Approved by Metropolitan Area Planning Commission: 5-25-78

DESCRIPTION

General Location: East side of Santa Fe and north of 47th Street South.

Surveyor or Engineer: Baughman Company
Owner: Santa Fe Transportation Company, et al.
Address: P.O. Box 56, 67201

- | | | | |
|-------------------------------|--|-----------------------|--------------|
| 1. Gross Acreage of Plat | <u>17</u> | 6. Access Control | not required |
| 2. Number of Lots: | | St. | No. Openings |
| Residential | | St. | No. Openings |
| Commercial | | St. | No. Openings |
| Industrial | <u>2</u> | 7. Req'd Improvements | |
| Other | | St. Paving | req'd |
| Total Number of Lots: | <u>2</u> | Sidewalk | not req'd |
| 3. Minimum Lot Area: | <u>6.3</u> Acres | Sewer | req'd |
| 4. Existing Zoning | <u>"AA"</u> | Water | req'd |
| 5. Special Problems Discussed | <u>All land required to be platted by zone case approval not included in the plat and medial closing in 47th St.</u> | | |

Valid petitions have been submitted guaranteeing the paving of Santa Fe and 46th Street, construction of drainage improvements including a box culvert, installation of sanitary sewer, closing of a median opening in 47th Street and installation of water service. A certificate has been submitted certifying the petitions.

Planning Commission Recommendation: That this plat be approved subject to:

- A. The applicant shall submit by separate instrument a utility easement and a drainage easement on the Brookings By-Pass Addition.
- B. A temporary cul-de-sac to terminate Santa Fe north of the north line of the plat shall be submitted by separate instrument.
- C. Recording of the plat within 30 days after approval by the Board of City Commissioners.

Bell moved, Cole seconded and it carried unanimously.

Note: Associated zone case Z-1893 "AA" and "LC" has been approved by the Board of City Commissioners subject to platting.

ACTION: Accept the easements and cul-de-sac dedication, approve the petitions and instruct the Director of Law to prepare the necessary resolutions and instruct the City Clerk to file the certificate, easement and cul-de-sac dedication with the Register of Deeds, the publication and filing costs of which shall be billed to the applicant; and approve the plat as approved by the Metropolitan Area Planning Commission and authorize the Mayor to sign.

THE CITY OF WICHITA
OFFICE OF WATER DEPARTMENT

DATE September 14, 1978

TO Jack H. Galbraith, Chief Planner

FROM Bill H. Otten, Chief Engineer-Water Engineering

SUBJECT Brookings By-Pass 2nd Addition

The plattors of Brookings By-Pass 2nd Addition have submitted a valid 100% petition for a water benefit district to serve this plat. Therefore, our requirements for water service to this area have been fulfilled. The petition and resolution will be placed on the City Commission Agenda for approval on or about September 26, 1978.



Bill H. Otten
Chief Engineer-Water Engineering

BHO:sd

CERTIFICATE

City of Wichita)
Sedgwick County) ss
State of Kansas)

I, Fred W. Reust, A. Jane Reust & Sanra Fe Trails, owner and plat-
Transportation Company
tor of Brookings By-Pass Addition, do hereby
certify that petitions for the following improvements have been submitted to the
Board of Commissioners of the City of Wichita, Kansas:

1. Asphaltic Concrete Paving
2. Sanitary Sewer
3. Water
4. *Drainage*
5. *CLOSING MEDIAN OPENING IN 47th ST.*
- 6.
- 7.

As a result of the above-mentioned petitions for improvements, lots within
Brookings By-Pass Addition may be subject to special
assessments assessed thereto for the cost of construction the above-described im-
provements.

Signed this 1st day of August, 19 78.

A. J. Shively Vice President

A. Jane Reust

Fred W. Reust

City of Wichita)
Sedgwick County) ss
State of Kansas)

Be it remembered that on this 1st day of August 19 78, before
me, a notary public in and for said County and State, came X
to me personally known to be the same person who executed the fore-going instrument
of writing and duly acknowledge the execution of same.

In Testimony Whereof, I have hereunto set my hand and affixed my notarial
seal the day and year above written.

A. Jean Smith
Notary Public

My Appointment Expires:

June 9, 1982



EASEMENT

THIS EASEMENT made this 16th day of MAY, 1978
by and between FRED W. REUST & A. JANE REUST
of the first part and The City of Wichita
of the second part

WITNESSETH: That the said first party ies, in consideration of the sum of One Dollar (\$1.00) and other valuable consideration, the receipt whereof is hereby acknowledged, do hereby grant and convey unto the said second parties a perpetual right-of-way and easement for the purpose of constructing, maintaining, and repairing their drainage channel, over, along and under the following described real estate situated in Sedgwick County, Kansas, to wit:

That part of Brookings By-Pass Addition to Wichita, Kansas described as follows:

Beginning at the southeast corner of Brookings By-Pass Addition thence west along the south line of said Addition bearing N 90° 00' 00" W, 30.00 feet; thence N 7° 31' 26" E, 50.32 feet; thence N 3° 54' 45" E, 50.00 feet; thence N 7° 31' 26" E, 100.63 feet; thence S 3° 54' 45" E, 200.00 feet to the point of beginning. Containing 0.074 acres more or less.

And said second party are hereby granted the right to enter upon said premises at any time for the purpose of constructing, operating, maintaining, and repairing their drainage channel, including the right to open and excavate in any streets or ways that may be constructed on the surface of said easements, provided that upon completion of the necessities of grantee's operations the surface of such easements shall be restored as nearly as possible to its original condition.

IN WITNESS WHEREOF: The said first party ies has signed these presents the day and year first written.

Fred W. Reust
A. Jane Reust

STATE OF KANSAS
SHAWNEE COUNTY

Personally appeared before me a notary public in and for the County and State aforesaid FRED W. REUST
+ A. JANE REUST

to me personally known to be the same persons who executed the fore-going instrument of writing and said person duly acknowledged the execution thereof.

Dated at
1978.



this 16 day of May,
Robert Cudley
Notary Public

City Commission Expires:

4-Oct-1981

EASEMENT

THIS EASEMENT made this 1st day of August, 1978
by and between Fred W. Reust & A. Jane Reust
of the first part and The City of Wichita
of the second part

WITNESSETH: That the said first parties, in consideration of the sum of One Dollar (\$1.00) and other valuable consideration, the receipt whereof is hereby acknowledged, do hereby grant and convey unto the said second parties a perpetual right-of-way and easement for the purpose of constructing, maintaining, and repairing their utilities, over, along and under the following described real estate situated in Sedgwick County, Kansas, to wit:

That part of Brookings By-Pass Addition to Wichita, Kansas described as follows:

A 20 foot wide utility easement running parallel to, east of, and adjoining the east right of way line of Santa Fe Avenue.

And said second party are hereby granted the right to enter upon said premises at any time for the purpose of constructing, operating, maintaining, and repairing their utilities, including the right to open and excavate in any streets or ways that may be constructed on the surface of said easements, provided that upon completion of the necessities of grantee's operations the surface of such easements shall be restored as nearly as possible to its original condition.

IN WITNESS WHEREOF: The said first parties, ha s signed these presents the day and year first written.

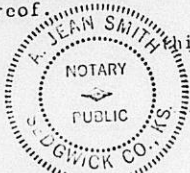
A. Jane Reust
Fred W. Reust

STATE OF Kansas
Sedgwick (COUNTY)

Personally appeared before me a notary public in and for the County and State aforesaid Fred W. Reust and A. Jane Reust

to me personally known to be the same persons who executed the fore-going instrument of writing and said persons duly acknowledged the execution thereof.

Dated at Wichita this 1st day of August, 1978.



Dean Smith
Notary Public

TEMPORARY CUL DE SAC DEDICATION

KNOW ALL MEN BY THESE PRESENTS:

That for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable considerations, the receipt of which is hereby acknowledged,

the undersigned, _____

being the owner of the following described real estate in Sedgwick County, Kansas, to wit:

SEE ATTACHED EXHIBIT "A"

do hereby dedicate the above described real estate to the public for street purposes. Said temporary cul de sac dedication shall expire at the time subject streets are extended in the future.

Executed this 5th day of Sept, 1978.

B.F.P. Inc.
per Gerald A. Selman
Vice Pres.

STATE OF KANSAS)
SEDGWICK COUNTY) SS

BE IT REMEMBERED, that on this 5th day of September, 1978, before me a Notary Public in and for the said County and State came

Gerald A. Selman

to me personally known to be the same person who executed the foregoing instrument and duly acknowledged the execution of the same.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal, the day and year last above written.

G.O. Willcutt
Notary Public

My Commission expires 3-6-82.

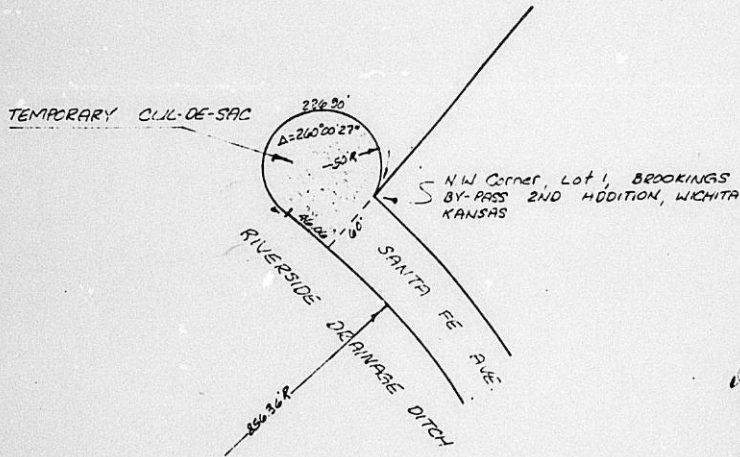
WILLIAM L. KORBER
BAUGHMAN CO.
SURVEYORS

PHONE 316-262-7271

330 LAURA

WICHITA, KANSAS 67211

EXHIBIT "A"



30 AUG 78

CHICAGO TITLE INSURANCE COMPANY

COMMITMENT FOR TITLE INSURANCE

CHICAGO TITLE INSURANCE COMPANY, a corporation of Missouri, herein called the Company, for a valuable consideration, hereby commits to issue its policy or policies of title insurance, as identified in Schedule A, in favor of the proposed Insured named in Schedule A, as owner or mortgagee of the estate or interest covered hereby in the land described or referred to in Schedule A, upon payment of the premiums and charges therefor, all subject to the provisions of Schedules A and B and to the Conditions and Stipulations hereof.

This Commitment shall be effective only when the identity of the proposed Insured and the amount of the policy or policies committed for have been inserted in Schedule A hereof by the Company, either at the time of the issuance of this Commitment or by subsequent endorsement.

This Commitment is preliminary to the issuance of such policy or policies of title insurance and all liability and obligations hereunder shall cease and terminate six months after the effective date hereof or when the policy or policies committed for shall issue, whichever first occurs, provided that the failure to issue such policy or policies is not the fault of the Company.

IN WITNESS WHEREOF, Chicago Title Insurance Company has caused this Commitment to be signed and sealed as of the effective date of Commitment shown in Schedule A, the Commitment to become valid when countersigned by an authorized signatory.

Issued by:
THE SECURITY ABSTRACT &
TITLE COMPANY, INC.
434 North Main Street
Wichita, Kansas 67202
(316) AM 7-8371

CHICAGO TITLE INSURANCE COMPANY

Miriam W. Long
President.

ATTEST:

Chester C. McCullough
Secretary.

Franklin B. Henderson
Authorized Signatory



CONDITIONS AND STIPULATIONS

1. The term "mortgage," when used herein, shall include deed of trust, trust deed, or other security instrument.
2. If the proposed Insured has or acquires actual knowledge of any defect, lien, encumbrance, adverse claim or other matter affecting the estate or interest or mortgage thereon covered by this Commitment other than those shown in Schedule B hereof, and shall fail to disclose such knowledge to the Company in writing, the Company shall be relieved from liability for any loss or damage resulting from any act of reliance hereon to the extent the Company is prejudiced by failure to so disclose such knowledge. If the proposed Insured shall disclose such knowledge to the Company, or if the Company otherwise acquires actual knowledge of any such defect, lien, encumbrance, adverse claim or other matter, the Company at its option may amend Schedule B of this Commitment accordingly, but such amendment shall not relieve the Company from liability previously incurred pursuant to paragraph 3 of these Conditions and Stipulations.
3. Liability of the Company under this Commitment shall be only to the named proposed Insured and such parties included under the definition of Insured in the form of policy or policies committed for and only for actual loss incurred in reliance hereon in undertaking in good faith (a) to comply with the requirements hereof, or (b) to eliminate exceptions shown in Schedule B, or (c) to acquire or create the estate or interest or mortgage thereon covered by this Commitment. In no event shall such liability exceed the amount stated in Schedule A for the policy or policies committed for and such liability is subject to the insuring provisions, the Exclusion from Coverage and the Conditions and Stipulations of the form of policy or policies committed for in favor of the proposed Insured which are hereby incorporated by reference and are made a part of this Commitment except as expressly modified herein.
4. Any action or actions or rights of action that the proposed Insured may have or may bring against the Company arising out of the status of the title to the estate or interest or the status of the mortgage thereon covered by this Commitment must be based on and are subject to the provisions of this Commitment.

SCHEDULE A

Number	Effective Date	
268049	August 24, 1978 @ 7:00 A.M.	
1. Owners Policy to be issued:	ALTA Form B - 1970 (Amended 10-17-70)	Amount: Unknown
Proposed Insured:		
City of Wichita		
Loan Policy to be issued:	ALTA Form 1970 (Amended 10-17-70)	Amount:
Proposed Insured:		

2. The estate or interest in the land described or referred to in this Commitment and covered herein is a fee simple and title thereto is at the effective date hereof vested in:

Fred W. Reust and Jane Reust, husband and wife, as to S 520 feet of captioned property;
The Santa Fe Trail Transportation Company, as to remainder of captioned property.

3. The land referred to in this Commitment is described as follows:

A tract in the Southwest Quarter of Section 16, Township 28 South, Range 1 East of the 6th Principal Meridian, Sedgwick County, Kansas, beginning at a point on the Westerly right-of-way of Interstate Highway No. 235, (Case A-76777), said point being 1195 feet North of the South line of said Southwest Quarter; thence Southeasterly along said highway right-of-way, 381.12 feet; thence Southerly with a deflection to the right of 20°25'39" and continuing along said highway right-of-way 173.08 feet to a point 675 feet North of the South line of said Southwest Quarter; thence West parallel with the South line of said Southwest Quarter, 561.26 feet to the East line of the Riverside Drainage Ditch (Case 72947); thence Northwesterly with a deflection to the right of 71°40'09" a distance of 698.29 feet to the P.C. of a curve having a radius of 856.85 feet; thence Northwesterly and Westerly along said curve, a distance of 451.97 feet; thence Northeasterly 624.91 feet to a point on the Westerly right-of-way of Interstate Highway No. 235, said point being 1079.89 feet Northwesterly from the point of beginning; thence Southeasterly along said highway right-of-way, 1079.89 feet to beginning.

SCHEDULE B

Upon payment of the full consideration to, or for the account of, the grantors or mortgagors, and recording of the deeds and/or mortgages, the form and execution of which is satisfactory to the Company, the policy or policies will be issued containing exceptions in Schedule B thereof to the following matters (unless the same are disposed of to the satisfaction of the Company):

1. If an owner's policy is to be issued, the mortgage encumbrance, if any, created as part of the purchase transaction.
2. Defects, liens, encumbrances, adverse claims or other matters, if any created, first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date the proposed Insured acquires for value of record the estate or interest or mortgage thereon covered by this commitment.
3. Rights or claims of parties in possession not shown by the public records.
4. Encroachments, overlaps, boundary line disputes, and any other matters which would be disclosed by an accurate survey and inspection of the premises.
5. Easements or claims of easements not shown by the public records.
6. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the public records.
7. Taxes or special assessments which are not shown as existing liens by the public records.
8. General and special taxes and assessments as hereafter listed, if any (all amounts shown being exclusive of interest, penalties and costs): Year 1977 taxes \$544.63 paid. Key #B-86-UP (Santa Fe Trail Transportation Co.); Year 1977 taxes \$73.00 paid. Key #B-86-7-UP (Fred W. Reust)
9. All mineral interest of record.
10. Lack of direct access to Interstate Highway I-235 from the premises in question, such right of access having been taken by the State of Kansas by Condemnation Case No. A-76777 in District Court of Sedgwick County, Kansas.

May 25, 1978

Baughman Company
330 Laura
Wichita, Kansas 67211

Re: S/D 77-2 Final plat of Brookings By-Pass 2nd Addition

Gentlemen:

At the regular meeting of the Metropolitan Area Planning Commission on May 25, 1978, the above-captioned plat was considered. The action of the Planning Commission was to recommend that the plat be approved as recommended by the Subdivision Committee subject to the conditions stated in our letter of May 19, 1978.

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 consideration:

1. Compliance with the requirements of the Metropolitan Area Planning Department.
- 8-3-78² — Submission of the fully completed and signed tracing of the subdivision to the Metropolitan Area Planning Department.
- 6-28-78¹ — Submission of a title report by an abstract or title insurance company or an attorney's opinion that fee title is vested in the platlor.
- 6-29-78¹ — Certification that all taxes due and payable for 1977 and prior years have been paid.

If you have any questions, please call.

Yours very truly,

Jack H. Galbraith
Chief Planner

JHG:bn

cc: Santa Fe Trail Trans. Co., Atten: D. E. Shirey, P.O. Box 56,
67201
Fred W. Reust, c/o H. W. Fanning, Attorney at Law, 630 O.W. Garvey
Bldg., 67202
Dean Sellers, Assistant City Engineer

May 19, 1978

Baughman Company
330 Laura
Wichita, Kansas 67211

Re: S/D 77-2 Final plat of Brookings By-Pass 2nd Addition

Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission, May 18, 1978, the above captioned plat was considered. The action of the Committee was to recommend that this plat be approved, subject to:

X. The associated zone case Z-1693 was approved subject to the platting of the entire application area, including the property between the south line of this plat and 47th Street South. Approval of the zone change on only a portion of the application area will be at the discretion of the Board of City Commissioners.

drawn in paving petition
B. The applicant shall submit an acceptable drainage plan to the Department of Public Works and shall guarantee any drainage improvements required by the platting of this property. Additional drainage easements, if any, over property to the south, shall be submitted by separate instrument to be recorded with the plat. PK

9-7-78 *al*
A temporary cul-de-sac shall be provided at the north end of Santa Fe. The temporary cul-de-sac shall be dedicated by separate instrument.

D. The applicants shall guarantee the paving of Santa Fe Avenue from 47th Street to the north line of the plat and shall submit a guarantee for half the cost of the following projects: (1) the bridge over the canal; (2) the paving of 46th Street from the bridge to Emporia Avenue; and (3) the closing of the medial on 47th Street at Santa Fe Avenue.

petition?

- E. Since access to subject property involves the bridge construction and the property to the west being platted as South Broadway Industrial Park, approval of this plat shall be subject to the recording of the South Broadway Industrial Park plat.
- F. The applicant shall guarantee the extension of sanitary sewer to serve each lot.
- G. The applicant shall guarantee the extension of City water to serve each lot.
- H. A 10-foot utility easement shall be indicated on the northerly side of Lot 1.
- I. A 10' x 20' anchor easement shall be indicated between Lots 1 and 2 just east of Santa Fe Avenue.
- J. A minimum building pad of 87 for Lot 1 and a minimum building pad of 86 for Lot 2 shall be designated on the face of the plat.
- K. Recording of the plat within 30 days after approval by the Board of City Commissioners.

Enclosed is a "certificate form" which needs to be filled out and returned to the Planning Department in connection with the petitions for the street, water and sewer.

Enclosed with the applicant's copy of this letter is a list of the five methods which have been adopted as being acceptable for guaranteeing improvements required in the approval of plats. Forms for the bond and irrevocable letter of credit are available from this office.

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, May 25, 1978, at 1:30 p.m. If you should have any questions concerning this matter, please call.

Sincerely,

Curtis L. Newby
Junior Planner

CLN:et

cc:

Dean Sellers, Assistant City Engineer
The Santa Fe Trail Transportation Company, Attn: Mr. D. E. Shirey,
P. O. Box 56, Wichita, Kansas 67201
Fred W. Reust & H. W. Fanning, Attorney at Law, 630 O. W. Garvey
Bldg., Wichita, Kansas 67202

FINAL PLAT
SUBDIVISION REPORT

SUBDIVISION COMMITTEE
METROPOLITAN AREA
PLANNING COMMISSION

S/D NO. 77-2 Name Brookings By-Pass 2nd Addition
Date Application Rec'd. 1-3-77 Preliminary Approval 1-12-78
Scheduled S/D Meeting 5-18-78

DESCRIPTION

General Location East side of Santa Fe Avenue in an area north of 47th Street South

Owner Santa Fe Trail Transportation Co. & Fred W. Reust

Surveyor/Engineer Baughman Company

Address 330 Laura (67211) Phone 262-7271

1. Gross Acreage of Plat 17
2. Number of Lots:
 - Residential _____
 - Commercial _____
 - Industrial 2
 - Other _____
3. Total Number of Lots 2
4. Minimum Lot Frontage 548 ft.
5. Minimum Lot Area 6.3 acres ~~xxx~~
6. Existing Zoning AA
7. Proposed Zoning E
7. Lineal Feet of New Streets:
 - a. 60 R/W 1201 ft.
 - b. _____ R/W _____ ft.
 - c. _____ R/W _____ ft.
 - d. _____ R/W _____ ft.
 - e. _____ R/W _____ ft.
 - TOTAL 1201 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
11. Health Department Approval (where applicable) _____ (Yes-No)
12. City of Wichita yes: Three-Mile Area _____

STAFF COMMENTS:

- A. The associated zone case Z-1893 was approved subject to the platting of the entire application area, including the property between the south line of this plat and 47th Street South. Approval of the zone change on only a portion of the application area will be at the discretion of the Board of City Commissioners.
- B. The applicant shall submit an acceptable drainage plan to the Department of Public Works and shall guarantee any drainage improvements required by the platting of this property. Additional drainage easements, if any, over property to the south, shall be submitted by separate instrument to be recorded with the plat.
- C. The appropriate 60-foot right-of-way for Santa Fe Avenue shall be dedicated from the north line of 47th Street to the north line of this plat and a temporary cul-de-sac shall be provided at the north end. Dedication of the right-of-way between 47th Street and the south line of this plat shall be by separate instrument. The temporary cul-de-sac shall be indicated on the plat and dedicated by separate instrument.
- D. The applicants shall guarantee the paving of Santa Fe Avenue from 47th Street to the north line of the plat and shall submit a guarantee for half the cost of the following projects: (1) the bridge over the canal; (2) the paving of 46th Street from the bridge to Emporia Avenue; and (3) the closing of the medial on 47th Street at Santa Fe Avenue.
- E. Since access to subject property involves the bridge construction and the property to the west being platted as South Broadway Industrial Park, approval of this plat shall be subject to the recording of the South Broadway Industrial Park plat.
- F. The applicant shall guarantee the extension of sanitary sewer to serve each lot.
- T9-303 G. The applicant shall guarantee the extension of City water to serve each lot.

- H. A 10-foot utility easement shall be indicated on the northerly side of Lot 1.
- I. A 10' x 20' anchor easement shall be indicated between Lots 1 and 2 just east of Santa Fe Avenue.
- J. A minimum building pad of 87 for Lot 1 and a minimum building pad of 86 for Lot 2 shall be designated on the face of the plat.
- K. Recording of the plat within 30 days after approval by the Board of City Commissioners.

January 13, 1978

Baughman Company
330 Laura
Wichita, Kansas 67211

Re: S/D 77-2 - Second Revised Preliminary Plat of Brookings
By-Pass Second Addition

Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission, January 12, 1978, the above captioned plat was considered. The action of the Committee was to approve the preliminary and authorize preparation of the final plat, subject to the following:

- A. A 130-foot drainage easement shall be indicated on the south side of Lot 2 or a 30-foot drainage easement and a guarantee for construction of an underground storm sewer. Dean Sellers, Assistant City Engineer, shall be contacted regarding the matter.
- B. The appropriate 60-foot right-of-way for Santa Fe Avenue shall be dedicated from the north line of 47th Street to the north line of this plat and a temporary cul-de-sac shall be provided at the north end.
- C. The applicants shall guarantee the paving of Santa Fe Avenue and shall submit a guarantee for half the cost of the following projects: (1) the bridge over the canal; (2) the paving of 46th Street from the bridge to Emporia Avenue; and (3) the closing of the medial on 47th Street at Santa Fe Avenue.
- D. Since access to subject property involves the bridge construction and the property to the west being platted as South Broadway Industrial Park, approval of this plat shall be subject to the recording of the South Broadway Industrial Park plat.

Baughman Company
January 13, 1978
Page Two

- E. The applicant shall guarantee the extension of sanitary sewer to serve each lot.
- F. The applicant shall guarantee the extension of City water to serve each lot.
- G. A 35-foot building setback from Santa Fe Avenue shall be indicated on the plat.
- H. A 10-foot utility easement shall be indicated on the northerly side of Lot 1.
- I. A 10' x 30' anchor easement shall be indicated between Lots 1 and 2 just east of Santa Fe Avenue.
- J. A minimum building pad of 87 shall be designated for Lot 1 and a minimum building pad of 86 for Lot 2.
- K. The applicant shall install or guarantee the installation of all utilities and facilities which are applicable and described in Article 8 of the MAPC Subdivision Regulations.
- L. 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.

Sincerely

Louise Olivarez
Junior Planner

LO:et

cc:

The Santa Fe Trail Transportation Co., Attn: Mr. D. E. Shirey,
P. O. Box 56, Wichita, Kansas 67201
Fred Reust, 8H. W. Fanning, Attorney at Law, 200 W. Douglas,
Wichita, Kansas 67202
Dean Sellers, Assistant City Engineer

January 3, 1978

Baughman Company
330 Laura
Wichita, Kansas 67211

Re: S/D 77-2 Revised Preliminary Plat of Brookings By-Pass
Second Addition

Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission on December 29, 1977, the above captioned plat was considered. The action of the Committee was to defer this plat for two weeks so that the Santa Fe Trail Transportation Company and Fred Reust can meet to resolve the problem of access to the site. It was pointed out that the industrial zoning was granted subject to platting all of the area, including Brookings By-Pass Addition, the unplatted tract north of Brookings By-Pass Addition owned by Fred Reust, and the property now owned by Santa Fe.

This plat will be re-scheduled for the January 12, 1978 Subdivision Committee meeting. If we can be of help to you in resolving this problem or if you wish to review the previous agreements which the city negotiated with B.F.P. and Fred Reust regarding the access to this site, please let us know.

Sincerely,

Louise Olivarez
Junior Planner

LO:et

cc:

The Santa Fe Trail Transportation Co., Attn: Mr. D. E. Shirey,
P. O. Box 56, Wichita, Kansas 67201
H. W. Fanning, Attorney at Law, 200 W. Douglas, Wichita, Kansas 67202

REVISED PRELIMINARY PLAT
SUBDIVISION REPORT

SUBDIVISION COMMITTEE
METROPOLITAN AREA
PLANNING COMMISSION

S/D NO. 77-2 Name Brookings By-Pass 2nd Addition
Date Application Rec'd. 1-3-77 Preliminary Approval _____
Scheduled S/D Meeting 12-29-77

DESCRIPTION

General Location East side of Santa Fe Avenue north of 47th Street South

Owner Santa Fe Trail Transportation Co.
Surveyor/Engineer Bauchman Company
Address 330 Laura Phone 262-7271

- | | |
|---|--|
| 1. Gross Acreage of Plat <u>8.8± acres</u> | 7. Lineal Feet of New Streets: |
| 2. Number of Lots: | a. <u>60</u> R/W <u>653</u> ft. |
| Residential _____ | b. _____ R/W _____ ft. |
| Commercial _____ | c. _____ R/W _____ ft. |
| Industrial <u>1</u> | d. _____ R/W _____ ft. |
| Other _____ | e. _____ R/W _____ ft. |
| Total Number of Lots <u>1</u> | TOTAL <u>653</u> ft. |
| 3. Minimum Lot Frontage <u>653.77</u> ft. | 8. Sidewalk adjacent to all streets? <u>yes</u> <u>x</u> <u>no</u> |
| 4. Minimum Lot Area <u>8.8± Acres</u> | |
| 5. Existing Zoning <u>AA</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>x</u> : Three-Mile Area _____ | |

STAFF COMMENTS:

NOTE: This is a revised preliminary plat on which the south lot has been eliminated. However, the Planning Commission and City Commission in approving the associated zone changes from "AA" and "LC" to "E" required the entire application area to be included in the replat.

- A. In accordance with the requirements of approval of the associated zone change Z-1893, "AA" and "LC" to "E", the plat shall be revised to include all the application area, being the area shown on the plat, the unplatted tract to the south, and the Brookings By-Pass Addition.
- B. The appropriate 60-foot right-of-way for Santa Fe Avenue shall be dedicated on the plat from the north line of 47th Street to the north line of this plat.
- C. The applicant shall guarantee the paving of Santa Fe Avenue and shall submit a guarantee for half the cost of the bridge over the canal as approved by the City Commission. The Engineering Division of the Department of Public Works shall be contacted regarding this matter.
- D. The applicant shall guarantee the extension of sanitary sewer to serve each lot.
- E. The applicant shall guarantee the extension of City water to serve each lot.
- F. A 35-foot building setback from Santa Fe Avenue and from 47th Street shall be indicated on the plat.
- G. Since access to subject property involves the bridge construction and the property to the west being platted as South Broadway Industrial Park, approval of this plat shall be subject to the recording of the South Broadway Industrial Park plat.

- H. The applicant shall install or guarantee the installation of all utilities and facilities which are applicable and described in Article 8 of the MAPC Subdivision Regulations.
- I. Requirements for a final plat (see pages 20-25, Part 4, Article 5 of the MAPC Subdivision Regulations).

Map No.: _____
Section No.: _____
Twp. No.: _____
Range: _____

S/D No. _____

APPLICATION FOR SUBDIVISION APPROVAL

Name of Subdivision: BROOKINGS BY-PASS 2ND ADDITION

General Location: North of 47th St. So. west side of I-235

Name of Property Owner: The Santa Fe Trail Transportation Company

Address: P. O. Box 56, Wichita, Kansas

Name of Subdivider: Att; Mr. D. E. Shirey Phone: 264-3306

Address: _____

Name of Agent/Surveyor: Baughman Co. Phone: _____

Address: 330 Laura

Date of Application: Dec 19 1977 Phone: 262-7271

SUBDIVISION INFORMATION:

1. Gross Acreage of Plat 9.999 Acres
2. Number of Lots:
 - Residential _____
 - Commercial _____
 - Industrial _____
 - Other _____
3. Total Number of Lots 1
4. Minimum Lot Frontage 653.77' ft.
5. Minimum Lot Area 327,912.9 sq. ft.
6. Existing Zoning _____
7. Proposed Zoning _____
7. Lineal Feet of New Streets:
 - a. 60 R/W 653.77 ft.
 - b. _____ R/W _____ ft.
 - c. _____ R/W _____ ft.
 - d. _____ R/W _____ ft.
 - e. _____ R/W _____ ft.
 - TOTAL 37,661.5 sq. ft.
8. Sidewalk adjacent to all streets? yes no
9. Public Water Supply _____ (Yes-No), Name _____
10. Public Sanitary Sewers _____ (Yes-No), Name _____
11. Health Department Approval (where applicable) _____ (Yes-No)
12. City of Wichita Three-Mile Area

The owner herein agrees to comply with the Subdivision Regulations for the Wichita-Sedgwick County Metropolitan Area, as approved, 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 with the Register of Deeds, as well as all costs of publication of initiating resolutions approving any petition for improvements, such as streets, sewer, sidewalks, etc. 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: D. E. Shirey J.P.

Wichita-Sedgwick County Metropolitan Area
Planning Commission, 10th Floor, City Hall,
455 North Main, Wichita, Kansas 67202.

Received by _____
Date 12-19-77
Fee Submitted _____

May 27, 1977

Ray Bruggeman, Director Public Works

Jack H. Galbraith, Chief Planner

S/D 77-2 - Brookings Bypass 2nd Addition and other related plats in the Broadway-47th Street South area.

As you are aware, the Board of City Commissioners at their meeting of May 24, approved the 50-50 proposal for financing the construction of the new proposed bridge across the drainage channel north of 47th Street. Since the City therefore will be paying 50% of the construction cost and since the developers are wanting to proceed as fast as possible, this matter should be included in your 1978 C.I.P. proposals.

Jack H. Galbraith
Chief Planner

APPROVED BY:

Robert A. Lakin
Director of Planning

JHG:CLN:rme

cc: Glen E. Dockery, Budget and Management

May 27, 1977

Mr. Jerrold A. Feldman
B.F.P., Inc.
1901 West 13th Street
Wichita, Kansas 67203

Re: Plats in the area of 47th
Street South and Broadway
relating to the closing of
the medial opening in 47th
Street South and new bridge
construction across the
drainage channel.

Dear Mr. Feldman:

On May 24, 1977, the Board of City Commissioners considered the methods of financing and the participation in the cost of the proposed new bridge to be constructed across the drainage channel to serve the Brookings Bypass Second Addition. The action of the governing body was to approve the recommendation of the Director of Planning and the City Manager, that the City participate 50-50 on the bridge construction cost with the developers all as outlined in the memorandum dated April 26, 1977 from the Director of Planning to the City Manager.

Based on the action of the governing body, this is to advise you that you may now proceed with the platting of properties involved. It will be necessary for you to request another extension of platting time for the South Broadway Industrial Park as the deadline for recording that plat and thereby receiving the zone change (E-1730 "AA" & "LC" to "C" and "E") is May 30, 1977. Please address your request to the City Manager with a copy to me. If you have any questions concerning this matter, please call.

Sincerely,

Curtis L. Newby
Junior Planner

CLN:rme

Mr. Jerrold A. Feldman
May 27, 1977
Page 2

cc: Fred W. Raust, R.F.D. #1, Topeka, Ks., 67551
H. W. Fanning, Attorney, 206 W. Douglas, 67202
Santa Fe Trail Transportation Co., 204 S. St. Francis, 67202
Bill Shook, Chairperson, CPO Council Area C, 4209 S. Hydraulic,
67216
Baughman Company, 330 Laura, 67211

THE CITY OF WICHITA
OFFICE OF CITIZEN PARTICIPATION

DATE May 5, 1977

TO E. H. Denton, City Manager
FROM Sarah Gilbert, CPO Administrative Aide

SUBJECT Zoning Case No. Z-1893



At the May 2 meeting of CPO Area "C", the following recommendation was made concerning Zoning Case No. Z-1893:

"CPO Area "C" goes on record as supporting Public Works in their decision to uphold the City policy that bridges built on non-arterial streets be paid for by the developer."

Your consideration of this matter will be appreciated.

Sarah Gilbert
Sarah Gilbert
CPO Administrative Aide

SG:rh

cc: Bob Lakin, Director, Planning Department
Ray Bruggeman, Director of Public Works

NOTED:

DF
David Furnas
CPO Coordinator

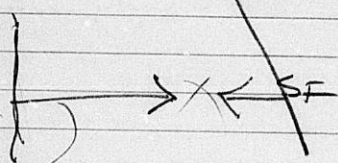
4/22/77 g

1. Continue Santa Fe - ^{extend to end to us at ~~request~~} ^{N Boundary} _{of Santa Fe} ^{per}
 # or frontage at request of platto
 ← normal 1/2 cost.

28' St (20' to B/D 8' C/D)
 w/ no parking

2. Agree on bridge placed across MAPP = med pt +
 Land owner 1/2 road + bridge (one end of closing)
 Root / Santa Fe + unplatted part
 Spread on apert to allow ↑

47th med
 8.4m. ?
 at
 Santa
 Fe
 medical
 carts ?



Bottom line flr.

land to be dedicated by owner of west.

Owner S of 47 will agree to conform pattern of St to match that to the South.

ack

April 1, 1977

Baughman Company
330 Laura
Wichita, Kansas 67211

Re: S/D 77-2 - Preliminary plat
of BROOKINGS BY-PASS 2ND
ADDITION.

Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission, March 24, 1977, the above captioned plat was considered. The action of the Committee was to defer this case indefinitely at the request of the applicant. At such time as you wish to have this case rescheduled for consideration by the Subdivision Committee please contact our office.

Sincerely,

Curtis L. Newby
Junior Planner

CLN:rme

cc: B.F.P., Inc., 1901 W. 13th, 67203
H. W. Fanning, Attorney, 200 W. Douglas, 67202
Bill Shook, 4209 S. Hydraulic, 67216
Santa Fe Trail Transportation Co., 204 S. St. Francis, 67202
Dean Sellers, Assistant City Engineer

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE March 31, 1977



TO R. W. Bruggeman, Director of Public Works

FROM E. H. Denton, City Manager

SUBJECT Transfer of Funds - Closing of
Medial at Santa Fe and 47th
Street South

This office concurs with your request for a transfer of funds for the construction associated with the closing of a medial at Santa Fe and 47th Street South.

However, actual construction on this project should be delayed until the problems associated with Zone Case Z-1893 have been resolved.

A handwritten signature in dark ink, appearing to be "E. H. Denton".

E. H. Denton
City Manager

EHD/cps

cc: ✓ Robert A. Lakin, Director of Planning
R. W. Linn, City Engineer

THE CITY OF WICHITA

OFFICE OF Department of Public Works - DATE March 18, 1977
Office of Director

TO E. H. Denton, City Manager
FROM R. W. Bruggeman, Director of Public Works

SUBJECT Closing of Medial at Santa Fe
and 47th Street South



Attached is a letter from W. H. Ogan, State Transportation Engineer, in regard to the above subject.

After receiving Mr. Ogan's letter and in following the direction of the City Commission taken at their meeting of March 1, 1977 to close the medial at Santa Fe and 47th Street South, it is my recommendation that funds be allocated for this purpose. If you concur, please approve the transfer of \$4,000 from BHKB 501000 to BHKB 502101.

However, I have discussed this matter with Mr. Lakin and it is my recommendation that you defer action on this item until the issues associated with zoning change request number Z-1893 have been resolved. Mr. Lakin indicated this date that this matter would be transmitted to you in the near future.

RWB

R. W. Bruggeman
Director of Public Works

RWB:gr

Attachment

cc: Robert A. Lakin, Director of Planning ✓
R. W. Linn, City Engineer



KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612

O. D. TURNER, Secretary of Transportation

ROBERT F. BENNETT, Governor

March 11, 1977



1776 1976

47th (US 81) and Santa Fe Street
City of Wichita
Sedgwick County

Mr. R. W. Bruggeman
Director of Public Works
City of Wichita
455 North Main Street
Wichita, Kansas 67202

Dear Mr. Bruggeman:

This will acknowledge receipt of your letter of March 4, 1977 concerning the closing of the median on 47th Street at Santa Fe.

The Department of Transportation has no objection to the City of Wichita closing the above median opening. I would suggest, however, that a sketch or plan and permit be prepared and submitted to Mr. M. G. Seibel, District Engineer at Hutchinson, for his concurrence.

It was not indicated in your letter, but the cost of closing this median will be at the expense of the City of Wichita.

If you have any questions or require any additional information, please advise.

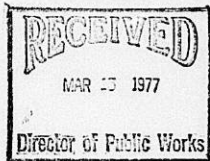
Very truly yours,

W. H. OGAN, P. E.
State Transportation Engineer

3-16-77 Sallas will prepare estimate, RWTB.

3-18-77 " estimate @ \$4000 - RWTB

Transfer
from BHKB SD 1000 Const
to " " 502 001



RWTB

Brookings Bypass - 3-18-77

Kerber
Feldman
Songstad
Ray Bruggeman
Lakin
Hawley

4
129
12

— Close medal or eliminate left turn movement
Feldman wants modified medal (eliminate left turn out)
Need to clarify this with B.C.C. as soon as possible
so Bruggeman will know to advise State and proceed with
medal reconstruction.

— \$150,000 Bridge & pavement across bridge
Applicant wants to split cost 50-50 with City
and to place the bridge at north prop. line of Santa Fe
lot (Lot 1, Brookings Bypass Add).

— Bruggeman recommends City not participate in bridge
cost, but would recommend participation of City in steel
paving cost.

Lakin would prefer City to pay for some of bridge.

alternates

- ① Put in all of Santa Fe: modify median
Who pays for bridge? Feldman still go 50-50
Bruggeman - stay with paving
Lakin - City pay some part of bridge
- ② - Bridge at north end of Santa Fe site - Lakin not support
no Santa Fe street.
Need costs fig. from Songstad
on bridge, pavement, etc.
Take who pays issue to B.C.C. before
proceeding further with plans

Kenner: Fieldmen rework design location of bridge
and try to ~~really~~ really decide where bridge
location will actually function best.

March 16, 1977

Baughman Company
330 Laura
Wichita, Kansas 67211

Re: S/D 77-2 - Preliminary plat
of BROOKINGS BY-PASS 2ND
ADDITION.

Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission, March 10, 1977, the above captioned plat was considered. The action of the Committee was to defer this case for two weeks at the applicant's request. This case will be rescheduled for consideration by the Subdivision Committee on March 24, 1977. If you have any questions, please call.

Sincerely,

Curtis L. Newby
Junior Planner

CLN:rmo

cc: B.F.P., Inc., 1901 W. 13th, 67203
E. W. Fanning, Attorney, 200 W. Douglas, 67202
Bill Shook, 4209 S. Hydraulic, 67216
Santa Fe Trail Transportation Co., 204 S. St. Francis, 67202
Dean Sellers, Assistant City Engineer

March 1, 1977

Baughman Company
330 Laura
Wichita, Kansas 67211

Re: S/D 77-2 - Preliminary plat
of BROOKINGS BY-PASS 2ND
ADDITION.

Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission, February 24, 1977, the above captioned plat was considered. The action of the Committee was to defer this case for two weeks. The case will be rescheduled for consideration by the Subdivision Committee on March 10, 1977. If you have any questions concerning this matter, please call.

Sincerely,

Curtis L. Newby
Junior Planner

CLN:rme

cc: B.F.P., Inc., 1901 W. 13th, 67203
H. W. Fanning, Attorney, 200 W. Douglas, 67202
Bill Shock, 4209 S. Hydraulic, 67216
Santa Fe Trail Transportation Co., 204 S. St. Francis, 67202
Dean Sellers, Assistant City Engineer

from:

Newby

date:

2-16-77

admin. **shy. plans** **cur. plans** **social** **graphics**

- lakin
- branham
- rathke
- eubanks
- nelson, v
- lakin, e
- henderson
- brothers
- hanson
- redetzke

- hickwell
- lindelak
- shen
- netson, p
- lasow
- curmen
- babbitt
- looney
- relve
- may
- ontiveros
- butler
- glazer
- browne c.
- stahlschmidt
- forinash
- schranz
- wilson
- mccladden

- galbreith
- lyde
- young
- meek
- shirkey
- newby
- debson
- olivarez

- mitchell
- gibson
- kohl i.
- hart
- krebbiel
- brown
- waller
- kohl i.
- lane
- syal
- luettens
- sharpe
- harvey
- smith
- crawford
- laughary

- pierce
- stafford
- garland
- pata
- commer
- york
- crook
- livesay

- | | |
|---|--------------------------------------|
| <input type="checkbox"/> all staff | <input type="checkbox"/> information |
| <input type="checkbox"/> comment | <input type="checkbox"/> files |
| <input checked="" type="checkbox"/> note & return | <input type="checkbox"/> signature |
| <input type="checkbox"/> handle | <input type="checkbox"/> library |

remarks:

Bob Note:

Staff meeting with Highway Dept Feb 16, 1977

47th ST. FRONTAGE RD.

- I found a letter in our files to Delamater from Jack explaining C.U.P. proposals which included elimination of frontage road. Jack asked that Delamater advise us if we should contact the State people or if the 81 Highway re-improvement plans for this intersection were different from what the C.U.P. proposed.
- State people Fred Terry & F. J. Reid indicated that their latest ~~plans~~ plans proposed to ~~leave~~ leave frontage road in from Broadway to K-Mart Entrance and complete access control along 47th Street except at the easternmost portion of the corner site to assure that all traffic from the corner site would go east on the frontage road to the K-Mart Entrance and ~~then~~ onto 47th at that location. Terry and Reid ~~was~~ agreed that this was not a very good solution, but thought it better than the continuous 3rd lane proposed by City Staff.
- Notes Bertle was at meeting and after further discussion everyone agreed he would advise Higgins that, one - City will have contractor replace the frontage road west to the corner site or, two - City will work out

access lanes, driveway locations, etc. to accommodate development on the corner when Higgins has a development site plan ready.

WEBB RD & KELLOGG SITE

Public Works and State people agreed that Kellogg should be an expressway between Webb and Greenwich with no ~~direct~~ direct access to Kellogg

47th Street MEDIAN BREAK LOCATIONS

State people in agreement with staff on redesign of median breaks.

1 PM MEETING WITH Roger Sherwood & MK Bentley,

After much discussion concerning Sherwood's proposal to allow one driveway from Kellogg to the corner site and the staff's proposal of Kellogg expressway, Sherwood and Bentley ~~said~~ indicated they would ~~might~~ drop the corner site and that they would have to get with the TGSV people to see if they could live with access from Webb and Wildcat Lane only. Sherwood is agreeable to extending Wildcat Lane south and then west along south property line to Webb. He indicated however, the landowner to the south is not interested in having Wildcat Lane extended west to Webb Road. He said land owner to

the south is presently thinking only one or two big land uses which could get access from cul-de-sac at south end of Wildcat Lane.

2 PAX MEETING 47th Median relocation and design.

H. W. Fanning representing Alfred Ruth owner of Brookings Bypass 1st Addn said Ruth would withdraw applications and not develop if he can't ~~keep it~~ keep the existing left turn movement on 47th St.

Don Shirley; Lenard Peters representing Lantz Fe said they could not ~~agree to~~ agree to the alternate proposal either.

Feldman and Pollock would not agree to alternate unless City pays for bridge. They are agreeable however to having the two north-south streets align ~~with~~ with each other ~~and~~ at 47th Street.

Two issues still to be resolved are

1. Who will have to pay for bridge
2. Will the City insist on closing off left turn movement on 47th Street.

The Brookings Bypass Addition people want to carry these two issues on up through Subdivision Committee, Planning Commission to City Commission as quickly as possible.

February 11, 1977

Baughman Company
330 Laura
Wichita, Kansas 67211

Re: S/D 77-2 - Preliminary plat
of BROOKINGS BY-PASS 2ND
ADDITION.

Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission, February 10, 1977, the above captioned plat was considered. The action of the Committee was to defer this case for two weeks to allow for further review of the 47th Street access problems with the State and City staff. This case will be rescheduled for consideration by the Subdivision Committee on February 24, 1977.

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

Sincerely,

Curtis L. Newby
Junior Planner

CLN:rme

cc: B.F.P., Inc., 1901 W. 13th, 67203
H. W. Fanning, Attorney, 200 W. Douglas, 67202
Dean Sellers, Assistant City Engineer
Bill Shook, 4209 S. Hydraulic, 67216

February 1, 1977

Baughman Company
330 Laura
Wichita, Kansas 67211

Re: S/D 77-2 - Preliminary plat
of BROOKINGS BY-PASS 2ND
ADDITION

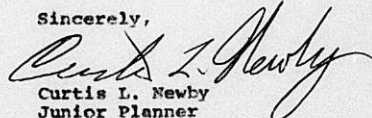
Gentlemen:

The Subdivision Committee at its regular meeting of January 27, 1977, considered the above captioned preliminary plat. Their action was to defer the case for two weeks to allow additional time to further investigate several alternatives as to access to and from 47th Street.

Enclosed is a copy of our letter to the State Department of Transportation concerning this matter. Prior to the next Subdivision Committee meeting, it would be helpful to meet and discuss the several alternatives for access. I have asked Dick Linn to attempt to give us some estimated costs relative to alternative designs for a new street across the drainage ditch and the estimated costs associated with bridging the ditch versus paving of Santa Fe.

We would appreciate your attempting to arrange a time with your clients including representatives of the property to the west of the drainage ditch. This case will be reconsidered by the Subdivision Committee on February 10, 1977.

Sincerely,



Curtis L. Newby
Junior Planner

CLN:rme
Encl.

cc: H. W. Fanning, Attorney, 200 West Douglas, 67202
Jerry Feldman, 6306 East 12th, 67208
Dick Linn, City Engineer
Bill McKinley, Traffic Engineering
Bill Shook, 4209 S. Hydraulic, 67216

2/18/77

Wichita Board of City Commissioners

Robert A. Lakin, Director of Planning

Report on Issues Associated with Zoning Change
Request No. Z-1893 - Santa Fe Trail Transportation
Co. et. al. Requests Change from "AA" and "LC" to "E"
on North Side of 47th Street South between Riverside
Drainage Canal and I-235 Highway.

This zoning change request encompasses an irregular shaped area approximately 593 feet wide and 2210 feet long containing 24.6 acres. The area is bounded on the east by I-235 highway, on the west by the Riverside Drainage Canal, and on the south by 47th Street South, which is a State and Federal Highway (see the attached map of the general area).

The southern one-third (approx.) of the area was platted into one lot in 1964 as Brookings By-Pass Addition and is currently zoned "LC". The northern portion of the area is currently zoned "AA" and is in the preliminary plat stage as Brookings By-Pass 2nd Addition. The preliminary plat proposes dividing the area into two large lots and is scheduled for consideration by the Subdivision Committee on February 24, 1977. Sketch plats have also recently been submitted to the Planning Department for the large unplatted area west of the Drainage Canal and for the replatting of a portion of Nolan's Gardens south of 47th Street South. It should be noted that one of the owners participating in the Brookings By-Pass 2nd Addition preliminary plat is also associated with the sketch platting of the other two areas.

In regard to the requested zoning change from "AA" and "LC" to "E", the applicants have indicated a desire to use the northern portion of the application area for the relocation of Santa Fe Trail Transportation Company's loading docks and the southern portion as a general truck stop area associated with I-235 traffic. The requested zoning change appeared to be appropriate in relation to other uses and zoning districts surrounding the application area and, following a January 20, 1977, public hearing, the Planning Commission passed a motion recommending approval of the request. Several days prior to the public hearing, the Citizen Participation Organization Area Council "C" reviewed the proposed zoning change and recommended unanimously that the request be denied. CPO's primary concern was with the potentially dangerous traffic problem that would be created along 47th Street South and its interchange with I-235. Similar concerns were expressed by the Subdivision Committee during the January 27, 1977, consideration of the preliminary

February 18, 1977

plat of Brookings By-Pass 2nd Addition. The Subdivision Committee deferred action on the preliminary plat to allow time to discuss the possible platting problems between City and State engineering staff, and the applicants.

Most specifically, the potential traffic problem associated with the proposed zoning change request relates to truck traffic entering and exiting the site and making left turn movements from Santa Fe Avenue across 47th Street South into the southbound on-ramp I-235.

The south portion of the application area platted as Brookings By-Pass Addition established Santa Fe Avenue along the western boundary of the plat for access to the north. This street alignment is across from and less than 100 feet west of the entrance of the southbound on-ramp for I-235. There is a break in the raised medial on 47th Street to accommodate left turns into and from Santa Fe at this location. The on-ramp entrance and the intersection of Santa Fe and 47th Street South are also significantly higher in elevation than the existing ground surface of the application area. Under these circumstances, heavy truck traffic exiting the site would be required to negotiate an incline at reduced speed while making a turning movement at 47th Street South. Although right turn movement onto 47th from the site may not present a serious problem, a left turn movement could be slow enough to create a hazard. This would be particularly true with large "piggy-back" and "triple bottom" type vehicles making the left turn and attempting the immediate merge to the right required to enter the southbound on-ramp entrance of I-235. The Traffic Engineering Department has drawn a diagram to scale which indicates that "triple bottom" vehicles (which may be up to 110 feet in length) making such a movement would block all five lanes of traffic at one time. In discussing this potential problem during a recent meeting between City Staff, State Highway officials, and the applicants several solutions were offered.

The applicants suggested placing traffic signalization at the Santa Fe Avenue-47th Street South intersection. City and State Engineering staffs indicated that the intersection would not warrant a traffic signal and in all probability such a signal would increase rather than decrease vehicular accidents at the particular location. It was further indicated that the intersection would not meet the conditions specified in the Manual on Uniform Traffic Control Devices for traffic signalization.

Another solution mentioned by the City Traffic Engineering Staff was to close the median break and thereby limit access to right turns in and right turns out of the application area. The applicant associated with the zone change request and the preliminary plat of Brookings By-Pass Second Addition indicated that eliminating the medial break would render the site unusable for truck stop purposes.

February 18, 1977

A third solution presented by the City Traffic Engineering staff was to locate an east-west bridge across the Riverside Drainage Canal approximately where Santa Fe Avenue now terminates and to reconstruct the existing medial break to eliminate the left turn exiting movement from Santa Fe onto 47th Street South. The right turn out and the right and left turns into the site would be retained. The bridge would align with what was proposed to be an extension of 46th Street South and an intersecting north-south street would be extended back down to 47th Street at a point approximately 600 feet west of the southbound on-ramp to I-235 (see map attached). A medial break would be provided at this location designed to allow all turning movements. It was also suggested that the roadway design tentatively suggested on the sketch plat of the property south of 47th Street South be realigned to tie into the medial break and the north-south roadway proposed north of 47th Street South. This would create a more manageable 4-way intersection which could be constructed with appropriate channelization and possibly qualify for signalization. The frontage road existing along 47th Street South at this location could also be eliminated and replaced by accel-decal lanes with access to adjacent property reoriented to the internal north-south street.

In response to this solution, the applicants associated with the sketch plats of the area's north and south of 47th Street South and west of the Drainage Canal indicated they would be agreeable to realigning their proposed streets provided they did not have to pay for the bridge or the reconstruction of medials. The Santa Fe representative indicated that the bridge may present him with some on site turning problems. The applicant interested in developing a truck stop on the southern portion of the application area indicated that the elimination of the left turn movement from Santa Fe Avenue to 47th Street South was unacceptable.

In terms of costs, the Engineering Division of the Department of Public Works has estimated the cost of constructing a bridge at \$120,000. The Engineering Division has furthermore estimated the cost of paving the bridge and bridge access west to the north-south street at \$30,000. Under regular city policy, bridge construction is paid by the city-at-large for those bridges constructed on arterial and collector streets. Bridge paving and access is normally divided between the city-at-large and the benefitting properties. In this instance, engineering staff estimates the paving would be financed \$11,000 to the city and \$19,000 to the benefit district. The bridge proposed to be constructed in this instance, however, is not located on an arterial nor collector street. This would indicate that the cost under present city policy of the improvements be assessed 100% to the benefitting properties. The owners of properties west of the Drainage Canal have stated that they are not agreeable to paying any of the costs for these improvements as the improvements would be made to solve the

February 18, 1977

potential traffic problems associated with the properties east of the drainage Canal. The owners of the properties east of the Canal in Brookings By-Pass Addition and Brookings By-Pass Second Addition area also opposed to paying for the construction of the improvements as they feel the only improvement needed is a traffic signal at the Santa Fe Avenue-47th Street South intersection.

In an attempt to off-set some of the improvement costs involved, an alternate solution was offered whereby the proposed location of the bridge would be moved further north on Santa Fe Avenue to the southern boundary of the northern most lot of the preliminary plat of Brookings By-Pass Second Addition (the lot intended for use by Santa Fe Transportation Co.) This location would be approximately 1200 feet north of 47th Street South. (No. 4 on the attached map.) In association with this proposed location it was then suggested that the 1200 feet of Santa Fe Avenue be eliminated as a public street. Engineering estimated the cost of constructing this portion of Santa Fe Avenue to be \$70,000, which if constructed as a frontage road along the canal would be divided \$47,000 to the benefit district (adjoining property on the east) for a 20.5' width and \$23,000 to the City-at-large for addition widening and intersection construction.

The elimination of Santa Fe Avenue as a public street was not acceptable to Santa Fe Transportation Company as they would have to rely on agreements with the adjoining landowner to the south to retain any remaining access to 47th by way of a private drive across Brookings By-Pass Addition and the southern portion of Brookings By-Pass Second Addition.

Throughout these discussions the State officials indicated that they support the proposal to redesign the Santa Fe-47th Street South medial break but they had no funds available for this or any of the other modifications suggested for 47th Street South. At the present time, there have been no cost estimates prepared for the modifications suggested along 47th Street.

The preceding comments reflect the status of discussions to date. As indicated, the preliminary plat of Brookings By-Pass Second Addition will be reviewed by the Subdivision Committee on February 24, 1977. The Board of City Commissioners will be further advised of the results of the Subdivision Committee meeting.

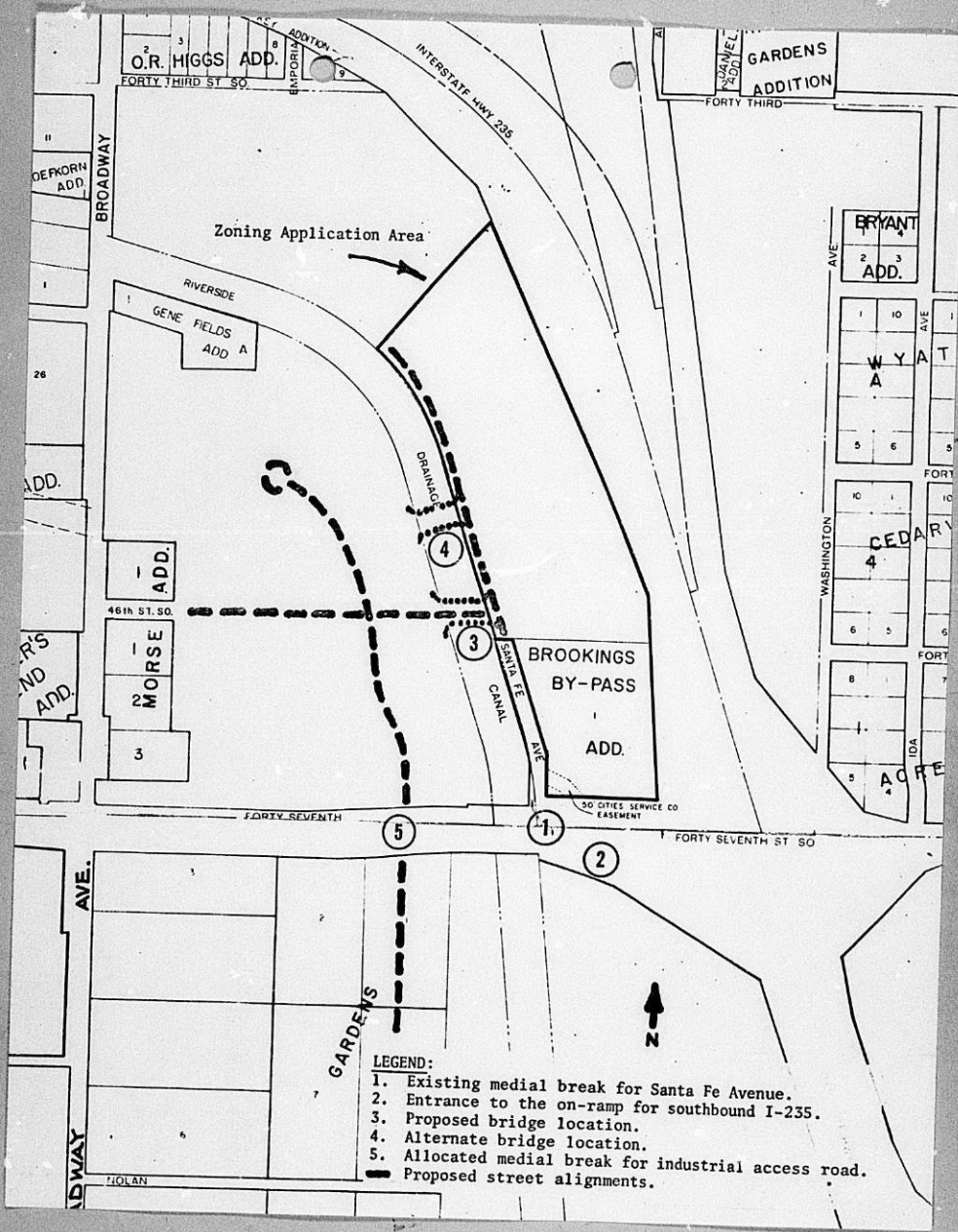
Robert A. Lakin
Director of Planning

RY:cw

Wichita Board of City Commissioners
Page 5

February 18, 1977

cc: E. H. Denton, City Manager
R. W. Bruggeman, Director of Public Works
Dick Linn, City Engineer
John Dekker, Director of Law
Paul Graves, Traffic Engineer
H. W. Fanning, Attorney-at-Law, 630, O. W. Garvey Building 67202
Santa Fe Trail Transportation Co., 204 S. St. Francis 67202
Fred W. Reust, R.F.D. #1, Topeka, Kansas 67551
Hazel D. Brookings, 1732 S. Topeka 67211
Bill L. Shook, Chairperson CPO Council Area "C", 4209
S. Hydraulic 67216
Jerrold A. Feldman, B.F.P., Inc. 1901 W. 13th St. 67203



THE CITY OF WICHITA

OFFICE OF CITY TRAFFIC ENGINEER

DATE January 28, 1977



TO Jack Galbraith, Chief Planner, Current Plans Division

FROM William G. McKinley, Assistant Traffic Engineer

SUBJECT Brookings Bypass 2nd Addition

This is to reiterate the Traffic Engineering Division's stand with regard to access to the Brookings Bypass 1st Addition. As previously indicated in a letter to Dave Furnas, CPO Coordinator, we believe that access control across the entire frontage of the Brookings Bypass 1st Addition should have been established when the right-of-way for the Kansas Turnpike and I-235 was established; but since this is past history, we must proceed from there.

We are really only concerned with access out of the site by way of a left turn onto 47th Street and then on southward to the Kansas Turnpike ramp. We believe this access is extremely hazardous from a traffic point of view since it is anticipated that a high volume truck service facility and trucking terminal will be located within the Brookings Addition. This point of access requires a truck driver to enter the roadway through a steep grade out of the Brookings Bypass Addition. Also the Santa Fe Freight Line presently has a permit with the City of Wichita to operate triple-bottoms up to a length of 110 feet. We presented a drawing yesterday illustrating the effect the triple-bottom truck would have on 47th Street heading for the Kansas Turnpike ramp. It would actually bring all traffic on 47th Street to a standstill, again on the grade situation.

In order to provide access to the site at a safe location, we would suggest that the developers on the north and south sides of 47th Street work with us and your department in developing an industrial site with adequate access to serve all proposed users. We believe this could be to the advantage of both the citizens of Wichita and the developers. In general, we would recommend a common access point, a couple hundred feet west of the existing access point. This would allow us to develop a roadway network to the north and south and then east and west which should provide improved and safer service to the three property owners involved.

Getting back to the Brookings Bypass 1st Addition plat, we would only be restricting one maneuver which is presently allowed today; that would be the left turn out of the site. We would recommend allowing left turns into the site off of 47th Street and of course right turns on and off 47th into the site. It is suggested that we forward copies of our proposed roadway improvements on 47th Street to the Kansas Department of Transportation since this is a connecting State highway to seek approval for the opening of a new medial opening,

Jack Galbraith

Page 2

January 28, 1977

the closing of the first medial opening west of the drainage ditch, and the modification of the medial opening in front of Brookings Bypass 1st Addition. We might also wish to solicit their comments with regard to the attorney's suggestion for signalization of the access to Brookings 1st Addition.

William G. McKinley

William G. McKinley
Assistant Traffic Engineer

WGM/g1
cc:R. W. Bruggeman

February 1, 1977

Mr. Joe Reid
Urban Highway Division
Kansas Department of
Transportation
State Office Building
Topeka, Kansas 66612

Re: Proposed medial opening
reconstruction and relocation
on 47th Street South immediately
west of the Interstate I-235 and
Turnpike Interchange located in
South Wichita.

Dear Mr. Reid:

The Planning Department has recently received several applications for subdividing lands in the vicinity of 47th Street and the I-235 interchange as outlined in the orange color on the enclosed aerial photo. These applications are presently being reviewed in preliminary form by the Subdivision and Utility Advisory Committees of the Metropolitan Area Planning Commission. One plat in particular, Brookings By-Pass Second Addition is causing concern due to a potentially dangerous access situation at the existing medial opening located just west of the interchange on-ramp from 47th Street. It is anticipated that a high volume truck terminal and service facility will be located on this site. The freight line company which will be operating from the site will be running triple-bottoms up to a length of 110 feet. The Traffic Engineering Division of the Department of Public Works has indicated, with the steep grades involved, 47th Street would be completely blocked by these types of trucks attempting to make left turns out of the site to reach the highway on-ramp to the Turnpike entrance.

The Traffic Engineering Division is recommending that the existing medial opening on 47th Street South be redesigned to eliminate left turns out of this site while retaining left turn in (from the west) and right turn in and out movements. As an alternate,

Mr. Joe Reid
February 1, 1977
Page 2

it has been suggested by the developer that traffic signalization at this medial opening could be the solution to handle the left turn out problem. The Traffic Engineering Division, however, has indicated their opinion is that the traffic signalization would create even more of a problem because of ramp locations and grades.

In addition to the foregoing situation, as can be seen in the orange color on the aerial photo, further west on both sides of 47th Street are proposed plats which are indicating street access to 47th Street. The existing medial opening on 47th Street in this area is not at a location which could serve both of these plats. In our opinion, moving this medial opening a few hundred feet further west would provide for better access for both plats, and as has been suggested by the Traffic Engineering Division could also provide left turn out movements for the Brookings By-Pass plat via a new street system north of 47th, as indicated on the aerial photo in the black dashed lines.

Prior to these proposed plats proceeding further in the review process, we would appreciate your comments and recommendations concerning the proposals to redesign the one medial opening to eliminate left turn movements, relocation of the medial opening to the west and your reaction to the traffic signalization suggestion.

If changes are to be made in the medial system, what procedures are to be followed. As this will be a multi-benefit change, i.e., to the owner, the City and the State, we would like to know to what extent the State would participate in the cost of any medial reconstruction and relocation.

As the plat of Brookings By-Pass Second Addition will again appear on our agenda on February 10, 1977, we would appreciate any comments you have prior to that meeting. Should you desire to transmit your comments by phone, please call for Jack Galbraith (316) 268-4421. We appreciate your attention to this matter.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:CLN:rme
Encl.

cc: Bill Ogan, State Transportation Engineer
Bill McKinley, Traffic Engineering
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer

January 21, 1977

4209
Mr. Bill L. Shook
~~1905~~ S. Hydraulic
Wichita, Kansas 67216

Re: Z-1893 - Zone Change request
from "AA" & "LC" to "E" and
✓ S/D 77-2 Brookings By-Pass
2nd Addition, generally loca-
ted on the north side of 47th
South, in an area just west of
the I-235 interchange.

Dear Mr. Shook:

In response to your concern about access to the proposed industrial development on the north side of 47th Street South, in an area just west of the I-235 interchange, I wanted to advise you that a preliminary plat of this area, known as Brookings By-Pass 2nd Addition, has been submitted for review by the Subdivision Committee of the Metropolitan Area Planning Commission. The Committee will review this plat at their meeting of January 27, 1977, to be held in the Board Room at City Hall, beginning at 1:00 p.m.

I have enclosed a copy of the agenda for this meeting. The Brookings By-Pass plat is item number six on the agenda.

Sincerely,

• Jack H. Galbraith
Chief Planner

JHG:LO:el

Enclosure

5/0 77-2 fee

4209 South Hydraulic
Wichita, Kansas 67216
January 18, 1977

Metropolitan Area Planning Commission
City Hall
455 North Main Street
Wichita, Kansas 67202

Dear Commissioners:

On January 17, 1977, Citizen Participation Organization Area Council "C" unanimously recommended that the Metropolitan Area Planning Commission (MAPC) deny the zone change request in Z-1893 from "AA" to "E" Light Industrial and from "LC" Light Commercial to "E" Light Industrial District.

The Council's opposition to this request is not based on the proposed land use, but in relation to the very dangerous traffic problem that will be created. In our estimation, the location, elevation and lack of safe access to this parcel of land precludes meaningful development. It is our position that the proposed use of this land be denied unless there are requirements which will prevent this development from becoming very hazardous to the motorists using 47th Street.

The grade caused by the elevation of the bridge over I-235 and the exit ramp from this highway creates the very difficult safety problems. Mr. McKinley, Assistant Traffic Engineer, has confirmed the misgivings we have concerning the placement of a truck terminal on this land. As is pointed out in a memo from Mr. McKinley dated January 17, 1977, (enclosed) the mistakes made in the past in regard to the construction of the 47th and I-235 interchange contributes much to the safety problem.

Our Council does not feel we should continue to compound the effects of this mistake but rather seek to eliminate as much of the hazard as possible. It was the opinion of the Council that traffic from the terminal be directed onto Broadway by perhaps acquiring access along the drainage Canal over to Broadway.

We deem it necessary to point out to the MAPC that the volume of traffic in this area has been increased substantially since the opening of a new

Metropolitan Area Planning Commission
January 18, 1977
Page 2

shopping center at 47th and Broadway. This raises the possibilities of accidents if this hazardous development is allowed. Therefore, we are requesting the MAPC to deny this request until there are guarantees to insure the safe flow of traffic on 47th Street.

Sincerely,



Bill L. Shook
Chairperson
CPO Council Area "C"

BLS:rh

Enclosure

cc: Jack Galbraith, MAPD

THE CITY OF WICHITA
OFFICE OF CITY TRAFFIC ENGINEER

DATE January 17, 1977



TO David Furnas, Citizen Participation Coordinator
FROM Bill McKinley, Assistant Traffic Engineer

SUBJECT Brookings Bypass Second Addition

CPO representative Bill Shook contacted me last Friday with regard to any problems that we might envision in the platting of Brookings Bypass Second Addition on the north side of 47th Street just west of I-135.

A field investigation of the site indicates that when the 47th and I-135 interchange was constructed by the State Highway Department, access to said site was provided just to the west of the interchange. Today there is a field entrance and a medial break to this site. This entrance is probably less than 100' west of an on ramp for southbound traffic from 47th Street headed to the turnpike toll gate. It is also within a couple hundred feet of an off ramp for southbound traffic on I-135 wishing to head west on 47th Street. Proper planning of today's interchanges would require preserving access control several hundred feet beyond the termini to the interstate highway system. In retrospect, the land to the north of 47th Street, better known as the Brookings Bypass Second Addition, should have had access control condemned across its frontage at the time the interstate was constructed. Today we are faced with the right of the owner to have access to his land verses the safety of the motoring public on 47th and I-135 interchange area.

Our first recommendation would be to completely prohibit access to 47th, if this wouldn't landlock the property owner. Our second recommendation would be to close the medial opening in 47th thereby permitting only right turns in and out of the property. Probably the only alternative left today would be to allow access in this area since I believe the land would be landlocked otherwise, but I would suggest the developer fills the site at least 100' into the site to provide a level approach to 47th Street thereby eliminating the upgrade any trucks would encounter in addition to the hazardous crossing of 47th within this area.

Bill McKinley
Bill McKinley
Assistant Traffic Engineer

WGM/dw
cc: R. W. Bruggeman, Director of Public Works
Carol Burch, CPO Staff

SOCU-Cons-5 (11/75)

RESOURCE MANAGEMENT INVENTORY FOR URBANIZING LAND

Property Name Brookings By-Pass 2nd Add.

MAILED TO:

Location East of Santa Fe Ave. and just
North of 47th St. South

WM. KORBER
Name

BAUGHMAN COMPANY
Firm

Date 1-11-77

Phone _____

Prepared by Larry L. Henry, District Conservationist
USDA-Soil Conservation Service,
4100 Maple, Wichita, Kansas 67209
Phone: 943 9471

Requested by: Wichita-Sedgwick County Metropolitan
Area Planning Commission

A. SOIL TYPE: Canadian fine sandy loam - Class I

B. SITUATION: This soil has a critical wind erosion problem if left
uncovered. It must be covered at all times.

Conservation Starts When Construction Starts. A Ground Plan Outdoors Is
As Important As A Floor Plan Inside.

C. EROSION CONTROL RECOMMENDATIONS: (The recommendations which apply to
the above named property will be indicated by a checkmark.)

1. Disturb only the area needed for construction.
2. Remove only those trees, shrubs, and grasses that must be removed
for construction; protect the rest to preserve their esthetic and
erosion-control values.
3. Stockpile topsoil and protect it with anchored straw mulch or jute
mat material.
4. Disturbing as small an area as possible, install streets, curbs,
water mains, electric and telephone cables, storm drains, and
sewers in advance of home or other building construction.
5. Install erosion and sediment control practices according to the
Sedgwick County Conservation District standards and specifications.

* CONTINUED *

6. Temporarily stabilize each segment of graded or otherwise disturbed land, including the sediment-control devices not otherwise stabilized, by seeding and mulching or by mulching alone. Permanently stabilize these areas as work on the land is completed. Both temporary and permanent stabilization practices are to be installed according to the Sedgwick County Conservation District standards and specifications.

The following are adapted perennial grasses and should be seeded at the following rates:

STANDARD RATES:

Native bluestem mix, 3 pounds per 1,000 square feet
Tall fescue, 3 pounds per 1,000 square feet
Bromegrass, 3 pounds per 1,000 square feet

SPECIAL RATES: _____

Apply nitrogen fertilizer at the rates listed below or have the soil tested and apply fertilizer accordingly.

STANDARD RATES:

Tall fescue, 2 pounds per 1,000 square feet
Bromegrass, 2 pounds per 1,000 square feet

SPECIAL RATES: _____

Adapted perennial grasses for sodding are fescue, zoysia, and bluegrass.

7. Loose-pile material that is excavated for building construction purposes. Keep it loose-piled until it is used for foundation backfill or until the lot is ready for final grading and permanent vegetation.
8. Stabilize each lot within 60 days after work starts on home or other building construction.
9. Backfill, compact, seed and mulch trenches within 60 days after they are opened.
10. Discharge water from outlet structures at non-erosive velocities.
11. If additional information or on-site assistance is needed relative to soils, seeding procedures, structure design or related problems, call this number: 316-943-9471.
12. Divert foreign runoff water around area during construction.
13. Remove all debris such as tree stumps, scrap lumber, mortar or concrete, and rocks. Do not bury them; wood will eventually rot and cause settling; rocks, mortar and concrete can cause real difficulties in lawn maintenance and later construction.
14. OTHER _____

DISTRIBUTION: Original to Developer and/or Owner
Copy to Metropolitan Area Planning Dept. Staff
File Copy: Sedgwick County Conservation District

January 14, 1977

Baughman Company
330 Laura
Wichita, Kansas 67211

Re: S/D 77-2 - Preliminary plat
of BROOKINGS BY-PASS 2ND
ADDITION.

Gentlemen:

At the regular meeting of the Subdivision Committee of the Metropolitan Area Planning Commission, January 13, 1977, the above captioned plat was considered. The action of the Committee was to recommend that this plat be deferred two weeks at the request of the applicant.

This case will be rescheduled for the Subdivision Committee meeting of January 27, 1977. If you have any questions concerning this matter, please call.

Sincerely,

Curtis L. Newby
Junior Planner

CLN:rme

cc: B.F.P., Inc., 1901 W. 13th St., 67203
Fred W. Reust, c/o Jim Smith, 200 W. Douglas, 67202
Dean Sellers, Assistant City Engineer

PRELIMINARY PLAT
SUBDIVISION REPORT

SUBDIVISION COMMITTEE
METROPOLITAN AREA
PLANNING COMMISSION

S/D NO. 77-2 Name BROOKINGS BY-PASS 2ND ADDITION
Date Application Rec'd. 1-3-77 Preliminary Approval _____
Scheduled S/D Meeting 1-13-77

DESCRIPTION

General Location East side of Santa Fe Avenue just north of 47th Street South.
Owner B.F.P., Inc. & Fred W. Reust
Surveyor/Engineer Baughman Company
Address 330 Laura Phone 262-7271

- | | |
|--|--|
| 1. Gross Acreage of Plat <u>17</u> | 7. Lineal Feet of New Streets: |
| 2. Number of Lots: | a. <u>60</u> R/W <u>1201.72</u> ft. |
| Residential _____ | b. _____ R/W _____ ft. |
| Commercial _____ | c. _____ R/W _____ ft. |
| Industrial <u>2</u> | d. _____ R/W _____ ft. |
| Other _____ | e. _____ R/W _____ ft. |
| Total Number of Lots <u>2</u> | TOTAL <u>1201.72</u> ft. |
| 3. Minimum Lot Frontage <u>547.78</u> ft. | 8. Sidewalk adjacent to all |
| 4. Minimum Lot Area <u>271,562.9</u> sq. ft. | streets? <u>yes</u> <u>X</u> <u>no</u> |
| 5. Existing Zoning <u>AA</u> | |
| 6. Proposed Zoning <u>E</u> | |
| 9. Public Water Supply <u>Yes</u> (Yes-No), Name _____ | |
| 10. Public Sanitary Sewers <u>Yes</u> (Yes-No), Name _____ | |
| 11. Health Department Approval (where applicable) _____ (Yes-No) | |
| 12. City of Wichita <u>X</u> : Three-Mile Area _____ | |

STAFF COMMENTS:

NOTE: An application for zone change from "AA" to "E" has been filed on this property (Z-1893). It is scheduled for M.A.P.C. hearing January 20, 1977.

- A. Additional right-of-way is needed for the Riverside Drainage Ditch. The applicants shall work with the Flood Control Office to determine the location and extent of the additional right-of-way.
- B. A 35-foot building setback from Santa Fe Avenue shall be shown on the face of the plat.
- C. A drainage easement or right-of-way is needed on subject property to provide for drainage from the Washington Square Addition plat located east of the Turnpike. Said drainage has to be carried under the Turnpike and across this property to the Riverside Drainage Ditch.
- D. Since the Brookings By-Pass (1st) Addition is included in the request for industrial zoning, the staff recommends that this area be included in the final plat of Brookings By-Pass 2nd Addition in order to facilitate the vacation of the 8-foot easement (as indicated on the preliminary plat) and the dedication of right-of-way for the Riverside Drainage Ditch.
- E. The applicants shall guarantee the paving of Santa Fe Avenue.
- F. The applicants shall guarantee the extension of city sewer and water to serve the lots being platted.
- G. The applicants shall install or guarantee the installation of all utilities and facilities which are applicable and described in Article 8 of the MAPC Subdivision Regulations.
- H. Requirements for a final plat (see pages 20-25, Part 4, Article 5 of the MAPC Subdivision Regulations).

Map No.: 5542
Section No.: 16
Twp. No.: 28
Range: 1E

S/D No. 77 2

APPLICATION FOR SUBDIVISION APPROVAL

Name of Subdivision: Brookings By-Pass 2nd Addition

General Location: east side of Santa Fe Ave. just north of 47th St. So.

Name of Property Owner: See back of sheet
Address: _____ Phone: _____
Name of Subdivider: _____
Address: _____ Phone: _____
Name of Agent/Surveyor: Baughman Company
Address: 330 Laura Phone: 262-7271
Date of Application: January 3, 1977

SUBDIVISION INFORMATION:

1. Gross Acreage of Plat 17 acres
2. Number of Lots:
Residential _____
Commercial _____
Industrial 2
Other _____
Total Number of Lots 2
3. Minimum Lot Frontage 547.78 ft.
4. Minimum Lot Area 271,562.9 sq.ft.
5. Existing Zoning AA
6. Proposed Zoning Z-1873 request for "E" zoning (MAP agenda 4-20-77)
7. Lineal Feet of New Streets:
a. 60 R/W 1201.72 ft.
b. _____ R/W _____ ft.
c. _____ R/W _____ ft.
d. _____ R/W _____ ft.
e. _____ R/W _____ ft.
TOTAL 1201.72 ft.
8. Sidewalk adjacent to all streets? yes no
9. Public Water Supply (Yes-No), Name _____
10. Public Sanitary Sewers (Yes-No), Name _____
11. Health Department Approval (where applicable) _____ (Yes-No)
12. City of Wichita Three-Mile Area

The owner herein agrees to comply with the Subdivision Regulations for the Wichita-Sedgwick County Metropolitan Area, as approved, 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 with the Register of Deeds, as well as all costs of publication of initiating resolutions approving any petition for improvements, such as streets, sewer, sidewalks, etc. 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: SIGNED APPLICATION IN THE MAIL

Wichita-Sedgwick County Metropolitan Area
Planning Commission, 10th Floor, City Hall,
455 North Main, Wichita, Kansas 67202.

Received by LO
Date 1-3-77
Fee Submitted 53⁰⁰

Owners: B.F.P. Inc.
1901 W. 13th St.
Wichita, Kansas 67203

Phone: 267-7331

And
Fred W. Reust
% Jim Smith
200 W. Douglas
Wichita, Kansas

Phone: 263-7209

483.62
170.32
547.78

1201.72

Map No.: _____
Section No.: _____
Twp. No.: _____
Range: _____

S/D No. _____

APPLICATION FOR SUBDIVISION APPROVAL

Name of Subdivision: Brookings By-Pass 2nd Addition

General Location: east side of Santa Fe Ave. just north of 47th St. So.

Name of Property Owner: Fred W. Reust and Mrs. Brookings

Address: _____ Phone: _____

Name of Subdivider: % Attorney H.W. Fanning

Address: 200 W. Douglas Phone: 265-7761

Name of Agent/Surveyor: Baughman Company

Address: 330 Laura Phone: 262-7271

Date of Application: January 3, 1977

SUBDIVISION INFORMATION:

1. Gross Acreage of Plat 17 acres
2. Number of Lots:
 - Residential _____
 - Commercial _____
 - Industrial _____
 - Other _____
3. Minimum Lot Frontage 547.78 ft.
4. Minimum Lot Area 271,562.9 sq.ft.
5. Existing Zoning _____
6. Proposed Zoning _____
7. Lineal Feet of New Streets:
 - a. _____ R/w _____ ft.
 - b. _____ R/w _____ ft.
 - c. _____ R/w _____ ft.
 - d. _____ R/w _____ ft.
 - e. _____ R/w _____ ft.
 - TOTAL _____ ft.
8. Sidewalk adjacent to all streets? yes no
9. Public Water Supply _____ (Yes-No), Name _____
10. Public Sanitary Sewers _____ (Yes-No), Name _____
11. Health Department Approval (where applicable) _____ (Yes-No)
12. City of Wichita Three-Mile Area

The owner herein agrees to comply with the Subdivision Regulations for the Wichita-Sedgwick County Metropolitan Area, as approved, 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 with the Register of Deeds, as well as all costs of publication of initiating resolutions approving any petition for improvements, such as streets, sewer, sidewalks, etc. 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: *H.W. Fanning*
Agent for owners.

Wichita-Sedgwick County Metropolitan Area
Planning Commission, 10th Floor, City Hall,
455 North Main, Wichita, Kansas 67202.

Received by _____
Date _____
Fee Submitted _____

FORM 25-1

PAYMENT NOTICE

City of Wichita

PAY AT TREASURER'S OFFICE - SECOND FLOOR

Bldg & Elev.	Elec.	Elev. Insp.	Exam. Fees
Hse. Mvr.	Hse. Moving	Licse.	Mech.
Oil Well	Pav. Cuts	Plan.	Plbg. Cert.
Sanitation	Sewer	Signs	Sidewalk
Street	Trailer		

DESCRIPTION	AMOUNT
<i>Water</i>	<i>4.00</i>

Name

Address

Type

Due Date

Comments:

Date

BY