

DP-12 -

Amendment - File No. 3
At the NW corner of Rock
Road and Kellogg

ACTION

DATE

COMMITTEE

Refer to Subdivision
 & Utility Advisory Committee
 M.A.P.C. For further review 6-8-72
 5/10 + Utility Advisory Committee - Approval 6-29-72
~~B.C.C.~~ ~~75-000~~ M.A.P.C. Approval added 7-13-72
 B.C.C. Consent approved only to conditions 8-8-72

Map No. 5947
Sec. 19
Twp. 27 S
Range 2 E

DATA SHEET
COMMUNITY UNIT PLAN

DP- 12
Z-
Filed 4-12-72

APPLICATION REQUEST: Approval of proposed planned Commercial development.

1. Applicant Chrysler Realty Corporation, et. al.
Address P. O. Box 1919, Detroit, Michigan 48231 Phone 313-956-251
2. Agent James R. Schaefer
Address 800 Brown Building 67202 Phone 262-4403
3. General Location At the northwest corner of Rock Road and Kellogg
Address
4. Proposed Use

AREA DATA

1. Acres 160
2. Existing Zoning "LC" Proposed Zoning "LC" (ft. by ft.)
3. Area (is) (is not) platted.
4. Existing R/W ft. ft. ft. Addition
ft. ft. ft.
Proposed R/W ft. ft. ft.
ft. ft. ft.
ft. ft. ft.

HISTORY

PROCEDURE DATA

1. MAPC Meeting:
Date Action
6-8-72 Refer to 5/19 + Utility Advisory Committee
6-29-72 Approved subject to conditions of the Sub. Com. by
7-13-72 MAPC Approves sub. to conditions
8-
2. Governing Body Board of City Commissioners
Date Action
8-8-72 Approved subject to conditions of Planning Comm.

6-29-72 5/19 Approve subject to conditions



Law / Kingdon, P.A.

Architects / Engineers / Planners
Construction Managers / Consultants

Metropolitan Area Planning Department
TO: City of Wichita
City Hall
10th Floor
455 North Main
Wichita, Kansas 67202

PROJECT
EL CHICO RESTAURANT
Wichita, Kansas

ATTN: Mr. Bob Young TENANT SPACE _____

WE SEND YOU HEREWITH UNDER SEPARATE COVER

One (1) copy of Landscape Plan, Douglas Street, dated November 18, 1977.

THESE ARE:

- For your review and approval. Please return _____ copies with approval or corrections noted.
- For your information. For your files.
- Reviewed for compliance with Contract Documents.
- Reviewed and required corrections noted. Send _____ sepia transparencies and _____ ozalid prints of corrected drawings.
- Revise and resubmit per required corrections. Send _____ sepia transparencies and _____ ozalid prints of corrected drawings. Send _____ copies of submittal data.
- Rejected. See Contract Documents.

Sending per your request.

Remarks: _____

- By Carrol E. Littlejohn
- Carrol E. Littlejohn
 - Architects Preliminary Drawings
 - Architects Drawings for Pricing
 - Architects Drawings for Construction
 - Tenant Drawings
 - Shop Drawings
 - Submittal Data
 - Samples

Copies To:
Mr. W. C. Allen
Mr. G. F. Kirkpatrick
Mr. John Sharpe



Date: November 22, 1977.

TRANSMITTAL **TR**

File DP-12

Wichita, Kansas
December 20, 1978



Mr. Gary L. Sherrer, First Vice President
Capitol Federal Savings & Loan
700 Kansas Avenue
Topeka, Kansas 66603

Amendments to The Kellogg Mall
(Towne East Square) Community Unit Plan

Dear Mr. Sherrer:

Since approval of subject amendments, we would like to go on record with our concerns as to how certain provisions will be carried out.

- I. We are concerned with the night traffic of the younger generation who seem to use Towne East Square as a race track, particularly after business hours. While the entrance from Douglas is ingress only, we think the Capitol Savings & Loan should be aware that it might take even a chain barricade after business hours to prevent traffic egressing on to Douglas.
- II. The trees on Douglas from Eastborough to drainage ditch screen this facility from our homes across the street. It is our understanding a plan will be submitted for approval. We want to maintain a screen and we hope that not too many trees will be eliminated and that they will not be trimmed too high. It might be necessary to maintain a proper screen by planting additional shrubbery.
- III. Since no signs are permitted on Douglas, we are curious as to how the Capitol Savings & Loan will identify the turn into their facility.
- IV. We assume any lighting of the Capitol Savings & Loan facility will not be directed to the north which would be a problem for those of us living on the north side of Douglas Avenue.

We have tried to be cooperative but we are going to be insistent on certain provisions of approved amendments. We would like to discuss these items with the Capitol Federal Savings & Loan or owners whichever are responsible in the planning stage.

Yours very truly,

Howard N. Fullington
HOWARD N. FULLINGTON, PRESIDENT
PATIO HOMES HOMEOWNERS ASSOCIATION

HNF:SS

C
O
P
Y

Page 2
December 20, 1978
Mr. Gary L. Sherer

cc Mr. B. J. Kingdon
513 South Market Street
Wichita, Kansas 67202

Mr. Nester Weigand, Jr.
151 North Market
Wichita, Kansas 67202

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

Mr. Phillip S. Falck
700 Fourth Financial Center
100 North Broadway
Wichita, Kansas 67202

C
O
P
Y



*Edie
File in DP-12*

November 20, 1978

Mr. Karl Walker
M. S. Management
Associates, Inc.
7700 East Kellogg
Wichita, Kansas 67207

Re: Landscape Plan Amendment
for Kellogg Mall CUP (DP-12)

Dear Mr. Walker:

In reviewing the landscape plan amendment and the approval letter by Mr. Galbraith, I have concluded that the format of the amendments are such that it may leave doubt in some people's mind as to the intent of the amended plan. It should be clear that this plan is amendatory to the original plan and as such, all the requirements of the original plan remain in force unless specifically addressed by the amendments. The total impact of the amended plan is to also provide that the existing plant material is to remain and not be removed unless specifically provided for in the amended plan. Thus, the landscaping will constitute the original plant material remaining plus the new material indicated by the words "add" together with whatever other deletions have been authorized and for those changes in species which have been authorized as set forth on the amendment. Accordingly, I will provide the following language to be attached to and made a part of the amended plan:

"This amendment adds plant material, deletes plant material and changes species. The "landscape plan" includes the total original plan plus these amendments. The amendment identifies existing material (shaded) which is to remain, plus new plant material identified by the phrase "add"."

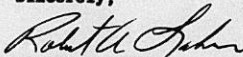
Robert A. Lakin
11-20-78

In addition, the landscape plan amendments are approved subject to water being available before the plant material. Inasmuch as you have water hydrants within the landscape area along Rock Road,

Mr. Karl Walker
November 20, 1978
Page 2

it will be necessary to provide assurances for the watering of plant material along the Douglas shelterbelt area. You have indicated that you have a 300 gallon tank which you drive out to the area to water this material. The landscape plan amendment is approved subject to your providing to Central Inspection, a letter acknowledging responsibility for the watering of the landscape material along Douglas Avenue. Failure to utilize these watering systems will obviously result in the loss of plant material and place the landscape plan in violation. This letter is in addition to the one provided by Mr. Galbraith to you dated November 16, 1978, and constitutes further requirements and additions to approval of the landscape plan amendment.

Sincerely,



Robert A. Lakin
Director of Planning

RAL:rme

cc: Melvin Simon & Associates
1712 North Meridian
Indianapolis, Indiana 46202

Robert Feldner, Superintendent of Central Inspection

July 31, 1978

Mr. Bob Friesen
Friesen and Associates
421 State
Augusta, Kansas 67010

Re: Landscaping deficiencies on
Towne East Square CUP - DP12

Dear Mr. Friesen:

As I previously discussed with you by phone on July 17, 1978, several neighborhood residents appeared at the C.P.O. Area "H" meeting and complained that the landscaping on the site of the Kellogg Mall Community Unit Plan was not in accordance with what had been assured to the neighborhood during the many public hearings on the Towne East proposal. In discussing this with the CPO administrative aide, we noted that only those plantings adjacent to Rock Road and the hedgerow adjacent to Douglas are required by the approved C.U.P. and that the 10 foot planting strips were intended to provide a visual amenity rather than to screen the entire center from view. However, we did agree to check the site for compliance with the approved plan and on July 20, 1978, Jack Galbraith and myself viewed the plant materials in the field.

Many of the required plant materials apparently have died and have been removed and others appear to be in poor condition. Although the original plant materials which were established on the site were some of the highest quality materials which we have seen in this area, it is clear that maintenance of the required planting areas has not been sufficient to retain many of the materials and some of the materials still existing will not survive unless remedial maintenance measures are taken. Beginning at a point north of the motel on Rock Road and proceeding north along Rock Road as depicted on pages 5A.1 and 5A.2 of the approved landscape plan of August 16, 1973, the situation is as follows (covers only the area adjacent to Rock Road and not interior site plantings):

Page Two
Mr. Bob Friesen
July 31, 1978

<u>Required by approved landscape plan</u>	<u>In existence on site</u>
6 Austrian Pine	3
2 Cottonwood	0
2 Redbud	1
30 Pfitzer jun.	30 (some in poor condition)
30 Pfitzer jun.	30 (some in poor condition)
4 Redbud	1
7 Scotch pine	0
6 Jap. Pagoda	5
7 Scotch pine	5
2 Cottonwood	2 Silver maple
2 Redbud	2
60 Pfitzer jun.	60
4 Redbud	2
7 Scotch pine	6
7 Golden rain tree	7
2 Hawthorne	0
9 Scotch pine	4
2 Cottonwood	1 Sweetgun
2 Redbud	2
60 Pfitzer jun.	60
2 Redbud	2
4 Pistacia	4 Jap. pagoda
2 Redbud	2
23 Austrian pine (extending west along bank parcel)	7

Over the past year and a half, the Board of City Commissioners has shown increasing concern over the provision of required landscape materials adjacent to Commercial C.U.P.'s. Their general policy has been one of refusing additional building permits on the entire site until such time as the landscaping is in compliance with the approved landscape plan. Our recommendation will be that any amendments to the present plan be subject to the replanting of the missing plant materials along Rock Road. In addition, the approved plan requires that the 50 foot shelter belt along the north shall be improved and maintained as a landscaped buffer and we note a gap in planting materials in the area between Armour Drive and the first

DP-12 ?

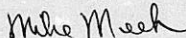
Page Three
Mr. Bob Friesen
July 31, 1978

access point east of Armour Drive. Additional plant materials should be placed in that area.

It is our feeling that you should review with your client the existing maintenance system regarding the landscaping materials on the Towne East Square site and improvement thereof. Inasmuch as the development is in violation of the approved landscape plan, it will be necessary to replant the missing materials during the fall 1978 planting season and any proposed amendments to the existing C.U.P., if approved, would be subject to compliance with or amendment of the existing landscape plan. As I previously stated, your clients made rather large expenditures in providing some of the best landscaping materials seen in Wichita, however, a significant amount has been lost with several other materials in danger of being lost.

Any thoughts or comments which you have regarding this matter would be appreciated.

Sincerely,



Mike Meek
Senior Planner

MM:el

cc: Phillip S. Frick, 700 Fourth Financial Center, 67202
B.J. Kingdon, Law Kingdon Company, 313 S. Market, 67202
Kellogg Mall Associates, 1712 N. Meridian St.,
Indianapolis, Indiana 46200
Robert Feldner, Superintendent of Central Inspection
Bill Morris, Citizen Participation Organization

February 17, 1978

Robert Feldner, Superintendent of Central Inspection

Jack H. Galbraith, Chief Planner, Current Plans Division

Amendment to Required Landscape Plan for ElChico Restaurant site
in Kellogg Mall (DP-12).

Attached are two copies of a proposed amendment to the approved landscape plans for Lot 2 of the Kellogg Mall CUP (DP-12). As you are aware, this is the present site of the ElChico Restaurant now under construction south of Douglas and west of Rock Road. We have reviewed the proposed plan amendments which consist primarily of changes in plant material types and sizes and have found them to be acceptable.

In our conversations with the landscape contractor for this project, we have advised him of the necessity of posting a financial guarantee with your office for the planting of the materials if the same is not accomplished prior to the time an occupancy permit for the structure is desired.

We will, by copy of this memorandum, advise the landscape contractor of the approval of the amendment to the original landscape plan. If you have any questions concerning this matter please contact me.

Jack H. Galbraith, Chief Planner

JHG:RLY:vn
cc: A. W. Borst, 802 N. Ridge Road, Wichita, KS 67212
Attachment

"Ours are Better"

The Dutchman's

NURSERY & GARDEN CENTER

A. W. BORST (316) 843-0484
802 NORTH RIDGE ROAD WICHITA, KANSAS 67212

November 22, 1977

Mr. Carrol E. Littlejohn
Law/Kingdon, P.A.
313 South Market
Wichita, Kansas 67202

Re: Landscape Plan for Parcel No.2
of Kellogg Mall C.U.P.- DP-12

Dear Mr. Littlejohn:

We are in receipt of and have reviewed the landscape plan associated with Parcel No. 2 of the Kellogg Mall community unit plan located on the southwest corner of Douglas Avenue and Rock Road. On the basis of our review, we find that the plant materials proposed and their suggested locations are acceptable and the landscape plan is, therefore, considered approved for meeting the requirements of General Note No.9 of the previously approved community unit plan.

General Note No. 9 sets forth the following requirements:

"9. A landscape plan for the 10 foot planting area along Rock Road and Douglas indicating the location, type, and specifications of planting materials, shall be submitted to the Planning Department for approval prior to the issuance of any building permit on parcels 1, 2 and 4."

We will, by copy of this letter, advise the office of the Superintendent of Central Inspection of the City of Wichita of the receipt and approval of an acceptable landscape plan for Parcel No. 2. This plan approval is based in part on the understanding that the plant materials will be installed at the earliest time possible consistent with local planting practices and that they will be properly maintained to assure continuous health growth. In association with proper maintenance, there should be provisions for adequate watering. It would appear that the proposed building location will accommodate watering requirements through the use of hoses from the structure to the planting strip and adjoining street right-of-way. If this is not

Page Two
Mr. Carrol E. Littlejohn
November 22, 1977

possible, the developers may wish to consider the installation of a system of recessed street washers to provide appropriately spaced water faucets adjacent to the planting area. If you have any questions concerning this matter, please contact our office.

Sincerely yours,

Jack H. Galbraith
Chief Planner

JHG:RLY:el

Enclosure

cc: Robert Feldner, Superintendent of Central Inspection
John Sharpe, 3925 Weyburn, Fort Worth, Texas, 76109
G.F. Kirkpatrick, El Chico Corporation
1925 Valley View Lane, Dallas, Texas, 75234
Melvin Simon & Associates, 1712 North Meridian,
Indianapolis, Indiana, 46202

Send copies of letter to

John Shorge
3925 Weyburn
Ft Worth Texas ~~76104~~
76109

G. F. Kirbypatrick
El Chico's Corporation
1925 Valley View Lane
75234



Low / Kingdon, P.A.

Architects / Engineers / Planners
Construction Managers / Consultants

TO: Metropolitan Area Planning Department
City of Wichita
City Hall
455 North Main
Wichita, Kansas 67202

PROJECT
EL CHICO RESTAURANT
Wichita, Kansas

ATTN: Mr. Jack H. Galbraith TENANT SPACE _____

WE SEND YOU HEREWITH UNDER SEPARATE COVER

Three (3) copies of Landscape Plan (at Douglas Street) dated November 18, 1977.

THESE ARE:

- For your review and approval. Please return _____ copies with approval or corrections noted.
- For your information. For your files.
- Reviewed for compliance with Contract Documents.
- Reviewed and required corrections noted. Send _____ sepia transparencies and _____ ozalid prints of corrected drawings.
- Revise and resubmit per required corrections. Send _____ sepia transparencies and _____ ozalid prints of corrected drawings. Send _____ copies of submittal data.
- Rejected. See Contract Documents.

Remarks: _____

By Carrol E. Littlejohn
Carrol E. Littlejohn
 Architects Preliminary Drawings
 Architects Drawings for Pricing
 Architects Drawings for Construction
 Tenant Drawings
 Shop Drawings
 Submittal Data
 Samples

Copies To:
Mr. John Sharpe 3925
Weyburn

Date: November 18, 1977

TRANSMITTAL TR

WICHITA-SEDGWICK COUNTY

DATE
October 11, 1977

METROPOLITAN AREA PLANNING DEPARTMENT

TO "THE FILES"
FROM Jack H. Galbraith, Chief Planner
SUBJECT DP-12 - Proposed use on Parcel 2

On October 10, 1977, Central Inspection had a request as to whether or not an El Chico restaurant with a private club could be developed on Parcel 2 at the southwest corner of Douglas and Rock Road. I discussed the nature of restaurant and reviewed the CUP with Thad Cox and Glen Kirkpatrick of Dallas, Texas. I advised and Central Inspection concurred that a fast food service restaurant of the outdoor service type was not permitted, however, a restaurant and a private club as an accessory use was permitted.

Cautioned them about General Provision #9 which requires a 10' planting area along Douglas and that a landscape plan had to be submitted for review and approval prior to the issuance of a building permit. They understood all setback, access, and landscaping requirements and advised that someone locally would be contacted to prepare the landscape plan.

Jack H. Galbraith
Chief Planner

JHG:e1



THAD COX



GLEN F. KIRKPATRICK

VICE PRESIDENT

PROPERTIES
EL CHICO CORPORATION
BUS 214/241-2181
HOME 214/242-2379

1925 VALLEY VIEW LANE
DALLAS, TEXAS 75234

CONSTRUCTION CO-ORDINATOR

EL CHICO CORPORATION
(214) 241-2181

1925 VALLEY VIEW LANE
DALLAS, TEXAS 75234

May 19, 1976

Richard K. Nolen, Architect
Law/Kingdon, P.A.
313 South Market
Wichita, Kansas 67202

Re: Towne East Square
Sears Roebuck Outdoor
Storage Area

Dear Mr. Nolen:

This is to advise that we are in receipt of and have reviewed your plans for the construction of an outdoor storage enclosure associated with the new Sears Roebuck building in Towne East Square. We understand that these plans have been submitted to meet the requirements for modifying the fence and wall screening provisions in the "LC" zoning district as they relate to outdoor storage and display of merchandise.

The section of the Code of the City of Wichita providing for such modification; Section 28.04.090 paragraph 1.28b. states, in part, the following:

"... For outside storage areas within a community unit plan, the fence or wall screening provisions may be modified provided that:

- (1) A design plan is submitted to the planning director for review and recommendation;
- (2) Such plan shall provide an acceptable environment for the surrounding area, based on the physical characteristics of the property, distances from adjacent properties and public streets, and the type of merchandise to be displayed or stored; and
- (3) Such plan shall be approved by the director of planning and the superintendent of central inspection, with the right to appeal to the board of city commissioners within forty-five days."

On the basis of our review, it would appear that the design and materials proposed are in keeping with the overall concept of


Richard K. Nolen, Architect
May 19, 1976
Page 2


the Sears-Roebuck structure and that the proposal will provide an acceptable environment as it relates to the total Towne East Square development.

It is, therefore, our recommendation that the fence and wall screening provisions be modified as shown on the plans entitled "Exhibit A-2, Sheet 2 of 18, Exterior Design Drawings and Details, Wichita, 'Towne East Square', Kansas, 824EW, Sears Roebuck and Company, Property and Construction Department, 1000 Belleview Street, Dallas, Texas, 75295." It is further recommended that care be taken to avoid the continuous storage of merchandise in such a fashion as to protrude above the enclosure in the uncanopied area (i.e., boats stored on end).

Subject to these comments, the plans, as submitted, are hereby considered approved by the Director of Planning and the Superintendent of Central Inspection to meet the requirements for modifying the fence and wall screening provision for outdoor storage areas in the "LC" zoning district. If you have any questions concerning this matter, please contact our offices.

Sincerely,


Robert Feldner, Superintendent
of Central Inspection


Robert A. Lakin
Director of Planning

RAL:RLY:rme

cc: Robert Feldner, Superintendent, Central Inspection
James R. Shaefer, Attorney, 800 Brown Building, 67202
Sears Roebuck and Company, Property and Construction Dept.
1000 Belleview Street, Dallas, Texas 75295
Melvin Simon & Associates, 1712 North Meridian
Indianapolis, Indiana 46202

HOLMES, DARRAH & MELLOR
ATTORNEYS AT LAW
800 BROWN BUILDING

WICHITA, KANSAS 67202
TELEPHONE (910) 262-4403

WILBUR H. JONES
COUNSEL

R. L. HOLMES (1880-1938)
W. E. HOLMES (1887-1938)
JOHN J. DARRAH (1910-1972)
RICHARD W. HOLMES
PHILIP MELLOR
JAMES R. SCHAEFER
GEORGE R. COMPTON
ARDEN P. MILLER

May 12, 1975

Mr. James Crossland
Phillips Petroleum Company
7701 East Kellogg
Suite 595
Wichita, Kansas 67207

*Blk 7/12
Rev +
5/13/75*

Re: Towne East - Phillips Service Station Access

Dear Mr. Crossland:

This letter will serve to clarify our oral agreement relative to the granting of an access easement to Phillips Petroleum Company from its service station property located at the corner of Kellogg and Rock Road to the ring road situated in the Towne East Shopping Center.

Mel Simon and Associates, developers of the Towne East Shopping Center, will grant to Phillips an easement along the east 35 feet of Lot 4 in Kellogg Mall Addition and thence to the parking lot located on Lot 1 to the ring road situated on said Lot 1.

This will, in effect give Phillips an easement for access to its service station property from the Towne East ring road and the entrances and exits which are connected thereto from public rights-of-way.

I am in the process of having an easement right-of-way defined by a surveyor and as soon as this is prepared, I shall draft an easement for submission to legal counsel of Phillips with the end in sight of putting this matter to rest once and for all.

I would appreciate your acknowledging receipt of this letter on the acknowledgement below.

Yours very truly,

James R. Schaefer
James R. Schaefer

of HOLMES, DARRAH AND MELLOR

JRS:cv

Acknowledgement of this Letter Agreement is hereby confirmed this 13 day of May, 1975, and agree that it does set forth an oral agreement between James R. Schaefer, attorney for Mel Simon & Associates and James Crossland of Phillips Petroleum Company.

James Crossland
James Crossland

CONFERENCE REPORT



Date Held: May 10, 1976
Place Held: City of Wichita Offices
Metropolitan Area Planning Department
Subject: Sears, Roebuck and Co.
Towne East Square
Wichita, Kansas

In Attendance: Mr. Jack Galbraith - Assistant Director of Planning,
Metropolitan Area Planning Department
Mr. Bob Lakin - Director of Planning,
Metropolitan Area Planning Department
Mr. Larry Krier - Law/Kingdon, P.A.
Mr. Richard Nolen - Law/Kingdon, P.A.

The Outdoor Sales area for the above referenced project was discussed with Mr. Lakin and Mr. Galbraith. Law/Kingdon, P.A., pointed out that the design and materials used were in keeping with the overall design concept of the Sears, Roebuck and Co. Building. Mr. Lakin and Mr. Galbraith agreed with the above statement and directed Law/Kingdon, P.A., to submit three copies of the Outdoor Sales Area Plan and Details for Metropolitan Area Planning Department's approval.

Attached to this conference report please find one photograph of the Sears, Roebuck and Co. rendering and three copies of the Outdoor Sales Area Plan and Details.

Please sign one copy of this conference report and return same along with approved Outdoor Sales Area Plan and Details to the Law/Kingdon, P.A., offices.

Reported by:

LAW/KINGDON, P.A.

Richard K. Nolen
Richard K. Nolen
Architect

vp3/1

Attachment

cc: All in Attendance
Mr. Bob Feldner
Mr. John Riddel
Mr. B. J. Kingdon

APPROVED:

METROPOLITAN AREA PLANNING DEPARTMENT

BY: _____

DATE: _____

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE March 26, 1975

TO Ray W. Bruggeman, Director of Public Works
FROM Ralph Wuls, City Manager

SUBJECT Access to Phillip's Service Station
at Kellogg and Rock Road

On March 25, 1975, the City Commission deferred the subject question for three weeks in order to allow interested parties additional opportunity to attempt to work out a solution.

The contractor is to be requested to delay any further work on the reconstruction of the access road until that time.

It was also requested that when the matter is returned to the City Commission on April 15, 1975, a copy of the Traffic Engineer's original recommendation for treatment for this area be provided.

Please accept responsibility for coordinating the above activities that pertain to Divisions within the Department of Public Works.

Ralph Wuls
City Manager

RW/imp

cc: Dick Linn, City Engineer
Paul B. Graves, Traffic Engineer
Robert A. Lakin, Director of Planning ✓

- 3/31/75 *RAZ* discussed w R. Bruggeman, Wm. M. Kelly the following
- 1) Greater removal of previous about preferred course of center
14 drive slips + 2 way frontage w/ agreed on portion of
public works + MARD
 - 2) Name TC for 4/15 provide schematics of:
 - a) 2 slip from Kellogg to Phillip
 - b) 2 way SW rd w/ no slips + no lane
mainline lanes 3 to 2.



WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

March 20, 1975

TO Ralph Wulz, City Manager
FROM Robert A. Lakin, Director of Planning
SUBJECT Access to Phillips Service Station
at Kellogg and Rock Road

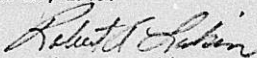
Attached is a copy of our memorandum to the Planning Commission on the above-captioned subject. The Planning Commission, at its regular meeting on March 13, 1975, considered this item. Representatives of Phillips, Mr. Crossland and Mr. Giggy were present, as well as Mr. Schaefer representing Towne East Square. Representatives of the Traffic Engineering Division were also present. The Planning Commission discussed the various alternates and Mr. Schaefer stated that his client was willing to provide access from the Phillips station property to the interior private road system of the Towne East Square Shopping Center. Although the Planning Commission was sympathetic with the Phillips problem, their action was to adopt the following motion:

MOTION: That the Planning Commission recommend to the City Commission that Alternate No. 5 as submitted in the Staff memorandum, be pursued, said alternate being as follows:

That the developers of Towne East Square and Phillips work out a solution satisfactory to both parties. Such solution might include Phillips having access to the Towne East Center's private road system;

and in the event a solution cannot be reached, that the City continue with the construction of improvements as designed, which provide movement into Phillips from southbound traffic on Rock Road as stated in Alternate No. 1. Hennessy moved, Bayouth seconded and it carried unanimously. (Rising, Taylor and Gardenhire absent.)

Consideration of this matter should be scheduled for the City Commission meeting of March 25, 1975.



Robert A. Lakin
Director of Planning

RAL:JHG:ber
Attachment

WICHITA-SEDGWICK COUNTY

DATE

March 7, 1975

TO Wichita-Sedgwick County Metropolitan
Area Planning Commission

FROM Jack H. Galbraith, Chief Planner

SUBJECT Access to Phillips Service Station
at Kellogg and Rock Road

On February 4, 1975, Mr. J. A. Crossland, District Manager of the Phillips Petroleum Company, appeared before the City Commission regarding the proposed changes to U. S. 54 (Kellogg), Rock Road and Kellogg frontage road in the area of the Towne East development. Special concern was expressed as to the effect the changes in the intersection improvements would have on the Phillips Station, as the reconstruction would limit access to the station from Rock Road to southbound traffic only.

The City Commission has referred the matter to the Planning Commission, with the request that it be reviewed and a recommendation made to effect whatever changes are needed to rectify the situation.

With regard to the previous hearings on the Towne East requests, an application for amending the Kellogg Mall Community Unit Plan was received on April 12, 1972, and the case was advertised and scheduled for public hearing on June 8, 1972. Five hundred fifty-two (552) notices were mailed on May 25, 1972, one of which was to Reproco, Inc., c/o Phillips Petroleum Company, KSB&T Building, 123 North Market. Consideration and action on this case was as follows:

MAPC:	Referred to Subdivision Committee	6-8-72
Subdivision Committee:	Approved subject to various conditions	6-29-72
MAPC:	Approved subject to conditions	7-13-72
BCC:	Approved subject to conditions	8-8-72

During these hearings, no one appeared to represent the Phillips Company, however, it should be pointed out that they received only the usual original notice. Notices of subsequent hearings were sent to those who had appeared at the first meeting. Those appearing at later meetings were added to the list and kept advised of future hearings.

From the beginning, the major issues raised were traffic generations, the method of handling traffic, parking, interior circulation and the improvements needed on Rock Road and U. S. 54, Kellogg frontage road and Douglas. It was pointed out that Rock

Page 2 - Metropolitan Area Planning Commission
March 7, 1975

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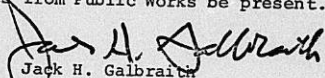
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These are the alternates as we view them. It is the recommendation of the Planning Department that we continue with the project as designed (Alternate 1); and urge that the two property owners work toward a satisfactory solution for circulation from the Phillips property into the Towne East Center (Alternate 5). Any other solution would appear to substantially reduce the capacity for handling traffic in this area.

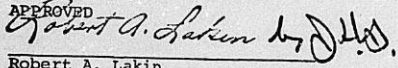
Consideration of this matter is scheduled for your agenda on March 13, 1975. We have notified those parties concerned and have requested that representatives from Public Works be present.


Jack H. Galbraith
Chief Planner

JHG:ber

cc: Ralph Wulz, City Manager
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Paul Graves, City Traffic Engineer

APPROVED


Robert A. Lakin
Director of Planning

Re Don & I'd like to
sketch another alt or 2 -
Paul is to provide his 1st set of
Kellogg improvements ideas from that
time. I think Paul finished tonight
today - late talk.

WICHITA-SEDGWICK COUNTY *Item 5*

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

March 20, 1975

TO Ralph Wulz, City Manager
FROM Robert A. Lakin, Director of Planning
SUBJECT Access to Phillips Service Station
at Kellogg and Rock Road

Attached is a copy of our memorandum to the Planning Commission on the above-captioned subject. The Planning Commission, at its regular meeting on March 13, 1975, considered this item. Representatives of Phillips, Mr. Crossland and Mr. Giggy were present, as well as Mr. Schaefer representing Towne East Square. Representatives of the Traffic Engineering Division were also present. The Planning Commission discussed the various alternates and Mr. Schaefer stated that his client was willing to provide access from the Phillips station property to the interior private road system of the Towne East Square Shopping Center. Although the Planning Commission was sympathetic with the Phillips problem, their action was to adopt the following motion:

MOTION: That the Planning Commission recommend to the City Commission that Alternate No. 5 as submitted in the Staff memorandum, be pursued, said alternate being as follows:

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and in the event a solution cannot be reached, that the City continue with the construction of improvements as designed, which provide movement into Phillips from south-bound traffic on Rock Road as stated in Alternate No. 1. Hennessy moved, Bayouth seconded and it carried unanimously. (Rising, Taylor and Gardenhire absent.)

Consideration of this matter should be scheduled for the City Commission meeting of March 25, 1975.

Robert A. Lakin
Robert A. Lakin
Director of Planning

RAL:JHG:ber
Attachment

Refer 3wks
Shaeffer's worked to correct
Re not allowing access from 1st Street

WICHITA-SEDGWICK COUNTY

DATE

March 7, 1975

TO Wichita-Sedgwick County Metropolitan
Area Planning Commission

FROM Jack H. Galbraith, Chief Planner

SUBJECT Access to Phillips Service Station
at Kellogg and Rock Road

On February 4, 1975, Mr. J. A. Crossland, District Manager of the Phillips Petroleum Company, appeared before the City Commission regarding the proposed changes to U. S. 54 (Kellogg), Rock Road and Kellogg frontage road in the area of the Towne East development. Special concern was expressed as to the effect the changes in the intersection improvements would have on the Phillips Station, as the reconstruction would limit access to the station from Rock Road to southbound traffic only.

The City Commission has referred the matter to the Planning Commission, with the request that it be reviewed and a recommendation made to effect whatever changes are needed to rectify the situation.

With regard to the previous hearings on the Towne East requests, an application for amending the Kellogg Mall Community Unit Plan was received on April 12, 1972, and the case was advertised and scheduled for public hearing on June 8, 1972. Five hundred fifty-two (552) notices were mailed on May 25, 1972, one of which was to Reproco, Inc., c/o Phillips Petroleum Company, KSB&T Building, 123 North Market. Consideration and action on this case was as follows:

MAPC:	Referred to Subdivision Committee	6-8-72
Subdivision Committee:	Approved subject to various conditions	6-29-72
MAPC:	Approved subject to conditions	7-13-72
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During these hearings, no one appeared to represent the Phillips Company, however, it should be pointed out that they received only the usual original notice. Notices of subsequent hearings were sent to those who had appeared at the first meeting. Those appearing at later meetings were added to the list and kept advised of future hearings.

From the beginning, the major issues raised were traffic generations, the method of handling traffic, parking, interior circulation and the improvements needed on Rock Road and U. S. 54, Kellogg frontage road and Douglas. It was pointed out that Rock

Road and Kellogg could no longer handle the traffic without major improvements. Neighborhoods were quite vocal and as a result, medial openings for streets in Bonnie Brae were closed to prohibit commercial traffic from filtering through the neighborhood. One of the fifteen conditions as recommended by the Subdivision Committee was "Additional street right-of-way for Kellogg, Kellogg Drive, Douglas, and Rock Road, and the guarantee of improvements will be determined at the time of platting." The CUP was adjusted, and after considerable deliberation, the plan was approved by the City Commission on August 8, 1972.

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Consideration of this matter is scheduled for your agenda on March 13, 1975. We have notified those parties concerned and have requested that representatives from Public Works be present.

Jack H. Galbraith
Jack H. Galbraith
Chief Planner

JHG:ber

cc: Ralph Wulz, City Manager
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Paul Graves, City Traffic Engineer

APPROVED

Robert A. Lakin
Robert A. Lakin
Director of Planning

March 20, 1975

Mr. James Crossland
District Manager for Marketing
Phillips Petroleum Company
595 East Side Financial Center
7701 East Kellogg
Wichita, Kansas 67207

Re: Access to Phillips Service Station at Kellogg and Rock Road

Dear Mr. Crossland:

This is to advise you, and those receiving copies of this letter, of the action of the Planning Commission concerning the above-captioned subject, that was considered at their meeting on March 13, 1975. Attached for your information is a copy of our memorandum to the Manager with the action of the Planning Commission, and a copy of our original memorandum to the Planning Commission.

Consideration of this matter is scheduled for the Board of City Commissioners meeting of March 25, 1975, the meeting to begin at 9:00 a.m. in Room 201 City Building, 204 South Main, Wichita, Kansas.

If you have any questions, please contact our office.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:ber

Attachments

cc: James R. Schaefer, Attorney, Brown Building 67202
Tom Giggy, Area Manager, Phillips Petroleum,
7701 East Kellogg 67207
Wm. Harrison, 8226 Peach Tree 67207
Melvin Simon & Associates, 1712 North Meridian,
Indianapolis, Indiana 46202
Ralph Wulz, City Manager
Ray Bruggeman, Director of Public Works
Paul Graves, City Traffic Engineer

March 20, 1975

Ralph Wulz, City Manager

Robert A. Lakin, Director of Planning

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Robert A. Lakin
Director of Planning

RAL:JHG:ber
Attachment

THE CITY OF WICHITA

OFFICE OF ENGINEERING

DATE March 10, 1975.

TO Jack Galbraith, Chief Planner

FROM Dean Sellers, Assistant City Engineer

SUBJECT Phillips 66 Station
Rock Road/Kellogg Avenue

Enclosed is correspondence between Phillips Petroleum Company and Mr. Allen Terrell in connection with the acquisition of right-of-way on Rock Road, Kellogg to Douglas.

In talking with Mr. Terrell he indicates that he was referred by Mr. Crossland to Mr. Deaton after his February 12, 1974 letter regarding the appraisal of the Phillips Company. This referral was apparently not by letter but either a telephone call or a personal call by Mr. Terrell to Mr. Crossland's office.

Dean Sellers

Dean Sellers, Assistant City Engr.

DS:mcc
enclosures

cc: R. W. Bruggeman, Director of Public Works





284-2318

The Terrell Agency

Allen Terrell, Realtor, M.A.I.
800 SOUTH BROADWAY
WICHITA, KANSAS 67211



FARMS
AND
RANCHES

March 7, 1975

Mr. Dean Sellers
City of Wichita
Department of Public Works
Engineering Division
104 South Main
Wichita, Kansas 67202

RE: Phillips 66 Station
Rock Road/Kellogg Avenue

Dear Mr. Sellers:

Enclosed please find copies of correspondence with Mr. Gene F. Deaton of the Phillips Petroleum Company, Oklahoma City in reference to the above mentioned appraisal.

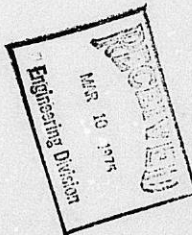
We hope this will be of help to you.

Very truly yours,

THE TERRELL AGENCY
Allen Terrell
Realtor, M.A.I.

Encl.
ment.

AT:am





PHILLIPS PETROLEUM COMPANY

OKLAHOMA CITY, OKLAHOMA 73102
100 PARK AVENUE BUILDING

TAX, INSURANCE AND CLAIMS DEPARTMENT

March 1, 1974

SS# 20841
City of Wichita
Condemnation

Mr. Allen Terrell
800 South Broadway
Wichita, Kansas 67211

Dear Mr. Terrell:

This will acknowledge the copy of your February 12, 1974 letter written to Mr. J. A. Crossland. The letter, in its last paragraph, mentions a plat but none was attached.

We have ordered an appraisal of this property and did not furnish our own appraiser any information other than the description of the station land, and what your letter stated as to what the City wants (a strip along Rock road 22 feet wide and 97.05 feet long). The appraiser said he will check with the City and get the details.

We did not give him more information because we do not want in any way to prejudice his opinion. For this reason, and others, we are reluctant to furnish you the information you requested.

As you know, the service station business is most unpredictable at this time. Also, the year 1973 was a very poor indicator as to what a station can do. This station was built to operate many hours a day and on weekends; however, due to the shortage of gasoline, the station closed on Sundays and closed early other days. I feel that the income approach is not a good indicator for service stations at this time. I believe a better approach is the market, especially since the land around the station will be used as a shopping center and probably sold not long ago.

As to the lease between Reproco and Phillips, we are not willing to send this out since it is a business arrangement between Phillips and a subsidiary and cannot be considered as a bona fide lease. This would be the same principal as a sale between relatives.

I am sorry we are unable to accommodate your wishes but really feel you would be at a disadvantage rather than helped in receiving this data.

We will be interested in hearing from the City as to the outcome of your appraisal. As soon as our appraisal is completed we will be able to discuss this with the City of Wichita.

Very truly yours,

Gene F. Dutton
Gene F. Dutton

GFD/sw

March 7, 1974

Mr. Deaton Gene
Tax & Insurance Claims Dept.
100 Park Avenue Building
Oklahoma City, OK 73102

Dear Mr. Gene:

Enclosed please find the right-of-way acquisition plat
that we meant to enclose in our letter of February 27
of the station located at East Rock Road, Wichita,
Kansas.

Very truly yours,

THE TERRELL AGENCY
Allen Terrell
Realtor, M.A.I.

AT:klw

Enclosure (1)

February 27, 1974

Mr. Deaton Gene
Tax & Insurance Claims Dept.
100 Park Avenue Building
Oklahoma City, OK 73102

Dear Mr. Gene:

Enclosed please find a copy of my letter to J. A. Cross-
land with the Phillips Petroleum Company of February 12.

If you can get the information I need for the appraisal,
it will be appreciated.

Very truly yours,

THE TERRELL AGENCY
Allen Terrell
Realtor, M.A.I.

AT:klw

Enclosure (1)

cc: Mr. Merrill Chestain
City of Wichita

WICHITA-SEDGWICK COUNTY

RE: AGENDA ITEM NO. 170

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

March 7, 1975

TO Wichita-Sedgwick County Metropolitan
Area Planning Commission

FROM Jack H. Galbraith, Chief Planner

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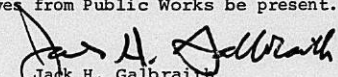
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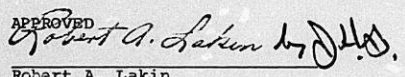
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APPROVED


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Director of Planning

Jack

March 7, 1975

Wichita-Sedgwick County Metropolitan
Area Planning Commission

Jack H. Galbraith, Chief Planner

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Since the approval of the plat, Rock Road improvements have been completed, a consultant for the City has designed the improvements on Kellogg, the intersection at Rock Road, and the frontage road with slip-on and slip-off to Kellogg to provide access to the major approach to the Towne East Center.

The City of Wichita retained Mr. Allen Terrell to appraise the right-of-way taking from Phillips Petroleum Company. Mr. Crossland, District Manager of Phillips, was contacted by letter dated February 12, 1974 by the City's appraiser, Mr. Terrell, and was asked to comment on "the present value and items of damage due" the Phillips Company as a result of taking the necessary right-of-way on Rock Road. It appears that he was referred by Mr. Crossland to Mr. Gene Deaton, a Phillips employee in Oklahoma City. After considerable correspondence, the east 22 feet of the Phillips Tract was purchased for the amount of \$20,540.

It should be pointed out that there have been other recent requests for review of the new Rock Road improvements by the owner and tenants of the Peach Tree Shopping area to the east of Rock Road. Their request was that they be given a medial break for southbound traffic on Rock Road for left turning movements into their area. The City Commission did not approve their request. We have met with representatives of the Department of Public Works and reviewed several alternatives, which are as follows:

Page 3 - Metropolitan Area Planning Commission
March 7, 1975

1. Continue with the construction of the improvements as designed, which provides movement into Phillips from southbound traffic on Rock Road.
2. Cancel the contract and make no further improvements on either Kellogg, the frontage road or the intersection of Rock Road and Kellogg. This would not provide for the improved access to Towne East.
3. Eliminate the third lane on Kellogg for westbound traffic, which would require the elimination of the slip-on and slip-off to the frontage road. This would permit the existing frontage road to remain as two way.
4. Continue with Kellogg improvements as designed, except for the removal of the slip-ons and slip-offs. Reconstruct the frontage road for two way movements. This alternate requires substantial additional right-of-way from the Phillips tract.
5. Suggest that the developers of Towne East and Phillips work out a solution satisfactory to both parties. Such solution might include Phillips having access to the Towne East Center's private interior road system.

These are the alternates as we view them. It is the recommendation of the Planning Department that we continue with the project as designed (Alternate 1); and urge that the two property owners work toward a satisfactory solution for circulation from the Phillips property into the Towne East Center (Alternate 5). Any other solution would appear to substantially reduce the capacity for handling traffic in this area.

Consideration of this matter is scheduled for your agenda on March 13, 1975. We have notified those parties concerned and have requested that representatives from Public Works be present.

Jack H. Galbraith
Chief Planner

JHG:ber

cc: Ralph Wulz, City Manager
Ray Bruggeman, Director of Public Works
Dick Linn, City Engineer
Paul Graves, City Traffic Engineer

APPROVED

Robert A. Lakin
Director of Planning

March 7, 1975

Mr. James R. Schaefer, Attorney
800 Brown Building
Wichita, Kansas 67202

Subject: Access to the Phillips
Service Station at
Kellogg and Rock Road

Dear Mr. Schaefer:

On February 4, 1975, Mr. J. A. Crossland, District Manager for Phillips Petroleum Company, appeared before the Board of City Commissioners regarding the proposed changes to Kellogg Drive, U. S. 54 and Rock Road in the area of the Towne East development. Inasmuch as you represent both Towne East and Robert W. Moore, this is to advise you that the Planning Commission at their regular meeting on March 13, 1975, 401 City Building Annex, 104 South Main, the meeting to begin at 1:30 p.m., will consider this matter as referred to them by the City Commission. Attached for your information is our memorandum to the Planning Commission explaining the concerns of Phillips and pointing out several alternatives. Also attached is a copy of the Planning Commission agenda.

We have checked our files and find no current address for your client, Robert W. Moore; therefore, we are enclosing a copy of this letter and a complete set of the attachments and would appreciate you forwarding him this material.

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

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:js

March 6, 1975

Mr. J. A. Crossland
Phillips Petroleum Company
595 East Side Financial Center
7701 East Kellogg
Wichita, Kansas 67207

Subject: Access to the Phillips
Service Station at
Kellogg and Rock Road

Dear Mr. Crossland:

As a result of you appearing before the Board of City Commissioners concerning the above captioned matter, this is to advise you that the Metropolitan Area Planning Commission will consider this matter at its regular meeting on March 13, 1975, in Room 401 City Building Annex, 104 South Main, the meeting to begin at 1:30 p.m. Attached for your information is our memorandum to the Planning Commission and a copy of their agenda. If you have any questions concerning this matter please call.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:js
Attachment

March 6, 1975

Melvin Simon and Associates
1712 North Meridian
Indianapolis, Indiana 46202

Subject: Access to the Phillips
Service Station at
Kellogg and Rock Road

Dear Mr. Simon:

On February 4, 1975, Mr. J. A. Crossland, District Manager of the Phillips Petroleum Company, appeared before the Board of City Commissioners regarding the proposed changes to Kellogg Drive, Kellogg and Rock Road in the area of the Towne East development. Special concern was expressed as to the effect of the changes upon the Phillips service station located on the northwest corner of Kellogg and Rock Road, which under the planned reconstruction would limit access to the station from Rock Road for south bound traffic only. As you are aware, the Kellogg Frontage road is proposed for only one way west traffic. The action of the City Commission was to refer this item to the Metropolitan Area Planning Commission with the request that they review the problem and make a recommendation.

Attached for your information is a copy of our memorandum to the Planning Commission outlining subject problem and several alternatives. Also attached is a copy of the Planning Commission agenda.

Melvin Simon and Associates
March 6, 1975
Page Two

Paul Graves advises that you are expected in town next Tuesday and perhaps we will have an opportunity to discuss this matter with you at that time. We have also advised Mr. Schaefer of this problem.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:js

Attachment

cc: James R. Schaefer, 800 Brown Building, 67202

THE CITY OF WICHITA
OFFICE OF CITY MANAGER

DATE February 13, 1975

TO Robert A. Lakin, Director of Planning

FROM Ralph Wulz, City Manager

SUBJECT Access to Service Station at
Kellogg and Rock Road

On February 4, 1975, Mr. J. A. Crossland, District Manager of the Phillips Petroleum Company, appeared before the City Commission regarding the proposed changes to Kellogg Drive, Kellogg Street and Rock Road in the area of the Towne East development.

Special concern was expressed as to the effect of the changes upon the Phillips Service Station located on the northwest corner of Kellogg and Rock Road which under the planned reconstruction would limit access to the station from Rock Road southbound traffic only.

The City Commission referred the matter to MAPC with the request that it be reviewed and a recommendation made to effect whatever changes are needed to rectify the situation. The resources of the Engineering and Traffic Engineering Division of the Department of Public Works will be available to assist in this assignment.

Please bring this matter to the attention of the Planning Commission at the earliest possible time for its review and recommendation.



Ralph Wulz
City Manager

RW/fsc

cc: R. W. Bruggeman, Director of Public Works
Dick Linn, City Engineer
Paul B. Graves, Traffic Engineer

January 29, 1974

Mr. Allen Terrell
800 South Broadway
Suite 4
Wichita, Kansas

Subject: Rock Road from the NL
Kellogg to the SL Douglas

Dear Mr. Terrell:

You have been selected by the City of Wichita to appraise a tract of land described as

Lot 1, Rockwood South Second Addition,

the east twenty-two (22) feet of which is required for additional right-of-way in connection with the subject project.

The certificate of title and tract drawings are enclosed along with your copy of the appraisal contract.

If anything further is required, please advise.

Very truly yours,

Merrill L. Chastain
Administrative Assistant

MLC:tn

Enc.



264-2318

The Cerrell Agency

Allen Cerrell, Realtor, M.A.I.

800 SOUTH BROADWAY
WICHITA, KANSAS 67211

February 12, 1974



FARMS
AND
RANCHES

Mr. J. A. Crossland
District Manager
Phillips Petroleum Company
1415 Kansas State Bank
and Trust Company Building
125 North Market
Wichita, KS 67202



Dear Mr. Crossland:

As conveyed to you orally this morning, I have been requested by the City of Wichita to appraise the Phillips service station at 7960 East Kellogg. The City wishes to acquire a strip along Rock Road 22 feet wide and 97.05 feet long on the street side.

The City's purpose in acquiring the land is for widening the right-of-way of Rock Road. The additional strip from your station to Douglas was acquired in the platting.

Compensation to the owner in such an acquisition is the value of land taken plus damage to the remainder, if any. The law provides that such compensation be measured by the value of the whole property before acquisition minus the value after acquisition. It is necessary, therefore, to start with a full value of the station as it is now.

Appraisals take into consideration the following:

1. Market Comparisons. This is comparison of sales of similar properties as recently as possible. In this case, there has been a rash of sales and offerings for sale of closed stations. This appraisal will not consider this station to be in a distressed situation.
2. Cost Approach. This is an estimate of the present cost to build a similar station less depreciation and plus present land value.

Allen Terrell, Realtor, M. A. I.

Mr. J. A. Crossland
February 12, 1974
Page Two

3. Income Approach. A capitalization of the probable present net income stream generated by the land and improvements. This will involve consideration of the fee owner, Reproco Incorporated, and the tenant, Phillips Petroleum Company.

It is my job to make the very best appraisal that I can giving full consideration to all of the items of value, both before and after the acquisition by the City. In order to make the appraisal based on sound information, the following is requested:

1. Any comments you or your company may have as to the present value and items of damage due to the acquisition.
2. A copy of the lease between Reproco, Inc. and Phillips Petroleum Company.
3. A report of the total gallonage of gasoline pumped during either the 1973 calendar year or the last 12 months or both.

The cooperation of yourself and your company in this matter will be appreciated, and I am sure it will result in the most satisfactory final conclusion.

Enclosed is a plat of the Phillips property indicating the proposed acquisition by the City.

Very truly yours,

Allen Terrell

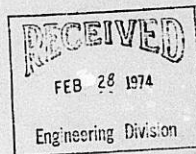
THE TERRELL AGENCY
Allen Terrell
Realtor, M.A.I.

AT:klw

Enclosure (1)

cc: Mr. Merrill Chastain
City Engineers

February 27, 1974



Mr. Deaton Gene
Tax & Insurance Claims Dept.
100 Park Avenue Building
Oklahoma City, OK 73102

Dear Mr. Gene:

Enclosed please find a copy of my letter to J. A. Cross-
land with the Phillips Petroleum Company of February 12.

If you can get the information I need for the appraisal,
it will be appreciated.

Very truly yours,

THE TERRELL AGENCY
Allen Terrell
Realtor, M.A.I.

AT:klw

Enclosure (1)

cc: ✓ Mr. Merrill Chestain
City of Wichita

April 17, 1974

Reproco, Inc.
129 South State Street
Dover, Delaware 19901

RE: Rock Road, Kellogg to Douglas
Tract No. 1
DAWR573055

Gentlemen:

An appraisal was made recently of the property you own described as Lot 1, in Rockwood South Second Addition to the City of Wichita, Sedgwick County, Kansas, a portion of which is required by the City of Wichita for right-of-way for the above named project.

As a result of the appraisal, the City of Wichita offers you the sum of \$20,540.00, which has been determined to be the fair market value of that portion of your property shaded red on the attached drawing. This offer is subject to approval by the City Commission.

Please respond to this offer by writing to Dean Sellers, Assistant City Engineer, 104 South Main, Wichita, Kansas 67202; or by calling Area Code 316 262-0611, Extension 326.

Very truly yours,

Dean Sellers
Assistant City Engineer

DS:ta

Attachment



PHILLIPS PETROLEUM COMPANY
BARTLESVILLE, OKLAHOMA 74003

Reproco, Inc.
Lot 1 Rockwood South
Second Addition
Wichita, Kansas

April 25, 1974

Mr. Othel Griffis
TIEC Department
Phillips Petroleum Company
100 Park Avenue Building
Oklahoma City, Oklahoma 73102

Enclosed is a letter from Mr. Dean Sellers, Assistant City Engineer,
Wichita, Kansas received by Reproco, Inc. and forwarded to me for my
further handling.

Since Phillips has a long term lease on this property, it is my responsi-
bility under the lease to handle details of all sales, partial and total.
You may already be aware of this offer, but I, nevertheless, will appreci-
ate your representing Reproco in this transaction keeping me advised
of all pertinent developments so I may in turn keep Reproco currently
informed. Thank you.

ORIGINAL SIGNED BY

R. E. Wahlgren

REW:bt
Enc.

cc: Mr. J. L. Keller, 556 PBA
Mr. W. B. Clementson, 1201 PB

Dean Sellers
Assistant City Engineer
Department of Public Works
104 South Main Street
Wichita, Kansas 67202



May 15, 1974

Mr. R. E. Wahlgren
Phillips Petroleum Company
Bartlesville, Oklahoma

RE: Rock Road, Kellogg to Douglas
DAKR573055
Tract No. 1, Reproco, Inc.

Dear Mr. Wahlgren:

By copy of your letter of April 25, 1974, to Mr. Othel Griffis, I am advised of your handling of the sale of property owned by Reproco, Inc., needed for right-of-way for the above named project.

We would appreciate your prompt response to the offer heretofore made, as we are anxious to complete the right-of-way acquisition and begin construction.

Very truly yours,

Dean Sellers
Assistant City Engineer

DS:tn

cc: Mr. Othel Griffis

THE CITY OF WICHITA



DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
262-0611 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN—WICHITA, KAN. 67202

May 31, 1974.

Mr. Gene Deaton
100 Park Avenue Building
Oklahoma City, Oklahoma

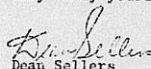
Subject: Rock Road Right-of-Way
Kellogg to Douglas

Dear Mr. Deaton:

The City of Wichita employed Mr. Allen Terrell to appraise that portion of the Phillip 66 property needed for the improvement of Rock Road. Mr. Terrell's opinion of fair market value of the property is \$18,568.00. This appraisal was reviewed for the City by Mr. Paul Brown. Mr. Brown's analysis of the appraisal resulted in an opinion of value of \$20,540.00 for the tract of land.

The City's estimate for the fair market value is \$20,540.00, which was the offer made.

Very truly yours,


Dean Sellers
Assistant City Engineer

DS/mrc



PHILLIPS PETROLEUM COMPANY

OKLAHOMA CITY, OKLAHOMA 73102
100 PARK AVENUE BUILDING

TAX, INSURANCE AND CLAIMS DEPARTMENT

June 3, 1974

SS# 20841
E. Kellogg & Rock Road
Wichita, Kansas
Condemnation

Mr. Dean Sellers
Assistant City Engineer
Engineering Division
City Building Annex
104 S. Main
Wichita, Kansas 67202

Dear Mr. Sellers:

As per our phone conversation I am enclosing two copies of an Offer to Purchase form with an attachment of a Special Warranty Deed. This is the type of deed that we will issue if this sale is completed.

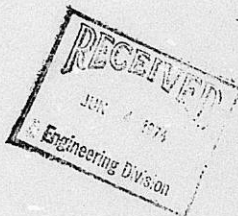
Please have an authorized agent of your city execute the original of the Offer to Purchase form and return it to my office. I will then be in a position to recommend to my management that your offer be accepted.

Very truly yours,

Gene F. Deaton
Gene F. Deaton *fw*

GFD/sw

Enclosure



11. By his signature hereon, Purchaser acknowledges and understands that this is an offer to purchase the

June 11, 1974

Mr. Gene F. Deaton
Phillips Petroleum Company
Tax, Insurance and Claims Department
100 Park Avenue Building
Oklahoma City, Oklahoma

RE: Rock Road, Kellogg to Douglas
Tract No. 1

Dear Mr. Deaton:

We are in receipt of your letter of June 3, 1974, along with its accompanying instruments attached thereto.

Due to the complexities of executing such an instrument, the City of Wichita respectfully declines to perform as requested in your letter.

We do, however, wish to re-affirm our position in this matter; that being our desire to purchase the subject tract for the sum of \$20,540.00.

We sincerely hope that you will still be in a position to recommend that our offer be accepted.

Please advise the writer of your decision at your earliest convenience.

Very truly yours,

Darrell R. Brewer
Right-of-Way and Estimating Engineer

DRB:tn

June 20, 1974

Subject: Rock Road, Kellogg
to Douglas

Gene Deaton
Phillips Petroleum Company
100 Park Avenue Building
Oklahoma City, Oklahoma 73102

Dear Mr. Deaton:

The cost of paving of Rock Road and the cost of a new drive approach to your site, at the intersection of Kellogg and Rock Road, will not be charged or assessed to your ownership.

Very truly yours,

Dean Sellers
Assistant City Engineer

DS/mcc

7/17/74

Talked on phone with
Gene Deaton, Phillip (905-239-2611).
Offer accepted. Oral authority
from Deaton to enter on Phillip's
property and grave.

D.S.

THE CITY OF WICHITA

OFFICE OF ENGINEERING

DATE August 6, 1974



TO Eugene Pirtle - Law Department
FROM Dean Sellers, Assistant City Engineer

SUBJECT Rock Road, Kellogg to Douglas
DAKRS73055
Reproco, Inc. - Tract #1

The owner of the subject tract has accepted the offer the City made of \$20,540.00 for the required right-of-way.

Enclosed is a copy of the appraisal, appraisal review, and two (2) copies of the tract map and description. The certificate of title has been sent for updating and will be forwarded to you upon receipt.

Please acquire this tract at your earliest convenience.

/tn

Enclosure



ON SAFETY
PHASE II

THE CITY OF WICHITA

OFFICE OF DEPARTMENT OF LAW

DATE September 20, 1974

TO Dean Sellers, Assistant City Engineer
FROM Eugene L. Pirtle, First Assistant City Attorney

SUBJECT Rock Road, Kellogg to Douglas
DAKR 573055
Reproco, Inc. - Tract #1

Attached is a copy of a Partial Release of Mortgage and of Lease Agreement from Reproco, Inc. granting the necessary right-of-way to the City of Wichita in the captioned project. This acquisition was completed in August, however we have been waiting to receive a copy of the document with the filing information thereon. A copy of this Partial Release has not been forwarded to the City Clerk.

I am returning herewith your appraisal for Tract No. 1, and herewith close my file on this transaction.

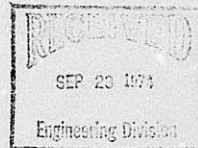
Eugene L. Pirtle

Eugene L. Pirtle
First Assistant City Attorney

ELP

ELP:cg
Attachment

cc: Robert Vinson, Administrative Supervisor





THE LAW COMPANY, INC.

Jo

1318 260 0584 313 S. MARKET PO. BOX 1139 WICHITA, KANSAS 67201

August 28, 1973

Mr. Paul B. Graves, P.E.
City Traffic Engineer
City of Wichita
Department of Public Works
City Annex Building
104 South Main
Wichita, Kansas 67202

Re: Towne East Square
(Formerly Kellogg Mall)
Rock Road and Kellogg
Wichita, Kansas

Dear Mr. Graves:

Your letter of August 20, 1973 to Mr. James R. Schaefer has been referred to me for answering. We understand your concern for review of proper engineering procedures and design discussions with our engineers. As you know, this major shopping complex will be open for business in February, 1975; therefore, I am in agreement with your feelings that the need for immediate action is critical.

Upon receipt of your letter, we immediately contacted POE & Associates, the firm the City has selected to do the final engineering drawings for the Kellogg Avenue portion of this project. I was amazed to find out that during the month that has passed since their selection, nothing has been started by their firm or the City. Since the roadway improvements at Kellogg are to be handled through the benefit petitions that have been processed and the engineering firm is under the jurisdiction of the City of Wichita, we must insist that this work be started immediately. We think that this would be in your best interest as well as that of our client. Our office will be available to meet with your staff and the consulting design engineers at your convenience. By copy of this letter we are advising Mr. Bruggeman of the urgency for this project to push forward.




Page 2
Mr. Paul B. Graves, P.E.
August 28, 1973

If there are other areas that require joint discussions between this office and any other City departments, we are at your disposal.

Very truly yours,

THE LAW COMPANY, INC.



Keith E. Parker
Marketing

KEP/kw

cc: Mr. R. W. Bruggeman
Mr. Jack Galbraith ✓
Mr. Dick Linn
Mr. Bill McKinley
Mr. W. H. Ogan
Mr. A. J. Basile
Mr. Don Faust
Mr. Herb Simon
James R. Schaefer, Esq.
Mr. Mike Thompson
Mr. Harold Hubbard
Mr. Jim Hutcherson



THE LAW COMPANY, INC.

DESIGN BUILD

(316) 265 8584 313 S. MARKET PO. BOX 1138 WICHITA, KANSAS 67201

TO: Metropolitan Area Planning Department
City of Wichita
City Building
Wichita, Kansas 67202

PROJECT
TOWNE EAST SQUARE
Wichita, Kansas

ATTN: Mr. Jack Galbraith TENANT SPACE _____

WE SEND YOU HEREWITH UNDER SEPARATE COVER

Two (2) each sheets SA-1, SA-2, SA-3, PA-3, PA-4, and PA-9, all dated 8-8-73

THESE ARE:

- For your review and approval. Please return _____ copies with approval or corrections noted.
- For your information. For your files.
- Reviewed for compliance with Contract Documents.
- Reviewed and required corrections noted. Send _____ sepia transparencies and _____ ozalid prints of corrected drawings.
- Revise and resubmit per required corrections. Send _____ sepia transparencies and _____ ozalid prints of corrected drawings. Send _____ copies of submittal data.
- Rejected. See Contract Documents.
- Per plat requirements**



Remarks: _____

*Bob Young
revising
"Jordan's
Plan"*

By: *Keith*
Keith E. Parker, Marketing

Copies To: Mr. Don Faust
Mr. Harold Hubbart
Mr. Jim Hutcherson

- Architects Preliminary Drawings
- Architects Drawings for Pricing
- Architects Drawings for Construction
- Tenant Drawings
- Shop Drawings
- Submittal Data
- Samples

Date: August 10, 1973

TRANSMITTAL TR

August 16, 1973

Mr. Keith Parker
The Law Company
Marketing
313 S. Market
Wichita, Ks. 67201

RE: Landscape Plan for Kellogg
Mall CUP - DP-12

Dear Mr. Parker:

This letter is to acknowledge receipt of two copies of a landscape plan and plant specification list for the Kellogg Mall project as required under the general notes of the approved Community Unit Plan dated August 8, 1972. The general note referred to identifies the following requirement:

9. A landscape plan for the 10-foot planting area along Rock Road and Douglas, indicating the location, type, and specifications of planting materials, shall be submitted to the Planning Department for approval prior to the issuance of any building permit on parcels 1, 2, and 4.

In reviewing the materials submitted, one deficiency was noted. The landscape plan does not indicate the intended landscape treatment along the north side of Parcel No. #2 adjacent to Douglas Avenue. We have been advised that Parcel No. #2 is retained in separate ownership which may explain its exclusion from the landscape plan. If this is the case, we shall, by copy of this letter, advise Mr. Robert Feldner, the Superintendent of the Central Inspection Division, to refrain from issuing building permits on Parcel #2 of the Kellogg Mall CUP until a landscape plan and specifications on that parcel are received and approved at a future date.

Mr. Keith Parker
Page 2

In regard to the submitted landscape plan as it relates to Parcels #1 and #4, as required by General Provision #9, this is to advise you and Mr. Feldner that we have approved the submitted plan only as it relates to the required planting strip adjacent to Rock Road. This is not to indicate that the landscape plan for the remaining area is not satisfactory, however, the landscaping of the other areas was not a requirement of the CUP. It should be noted that prior to the issuance of any permit on Parcel #2, it is first necessary that a landscape plan be submitted and approved by this Department.

In accordance with this approval, we have marked both copies of the plan and specification list "approved" as of this date, and have forwarded one copy to Mr. Feldner for his office files.

If you have any questions, please call.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:rw

cc: Robert Feldner
attachment

May 1, 1973

Robert Feldner, Superintendent
Central Inspection
Curtis L. Newby, Junior Planner

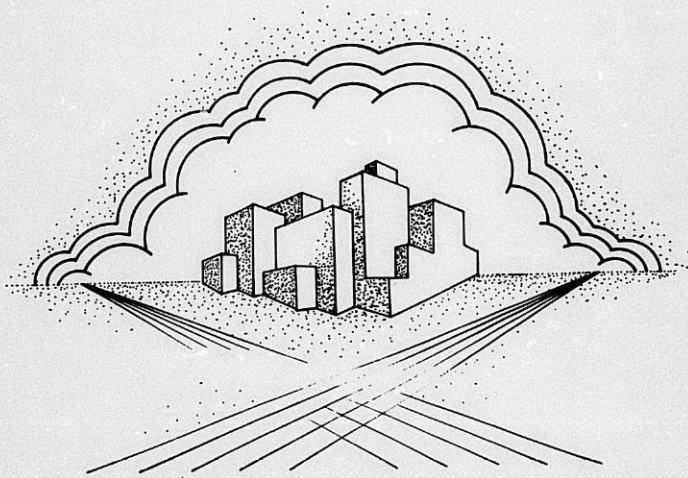
DP-12 - Kellogg Mall Commercial C.U.P., change in
approved access points to Rock Road

Attached is a copy of a letter submitted to the Planning
Department from the Developers agent. The letter indicates
that the applicant no longer wishes access to Rock Road
from Parcel #4 on the approved C.U.P. Therefore, you should
mark your file and copy of the C.U.P. accordingly.

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

CLN:rme
Attachment

Kellogg Mall Traffic Study



Traffic Engineering
Division
City of Wichita
- Jan 1973 -

KELLOGG MALL TRAFFIC STUDY

PURPOSE

It is the purpose of this report to analyze a report entitled, "Traffic Report - Proposed Commercial Development, Wichita, Kansas." This report was prepared by Raymond Keyes Engineers, Inc., Consulting Site Engineers based at Elmsford, New York.

SCOPE

This study analyzes the impact of a regional shopping center on the existing street network surrounding the proposed site. Included in this report will be a recommended roadway design to accommodate the anticipated shopping center traffic for the year 1980. A capacity analysis of all key intersections associated with this project will be evaluated.

THE SITE

The proposed location of this regional shopping center is at the northwest corner of Kellogg and Rock Road. In general, the area is bounded on the north by Douglas, on the east by Rock Road, on the south by Kellogg and on the west by Armour Drive. Included within this area are approximately 64 acres of land available to the proposed Kellogg Mall Shopping Center.

EXISTING AND FORECASTED TRAFFIC

The Traffic Engineering Division conducts biyearly 24-hour traffic volume counts at key intersections throughout the city of Wichita. These counts are then factored to represent an annual average daily traffic volume. The Raymond Keyes Report bases its highway and arterial street traffic upon the 1970 traffic flow map. The following table entitled, "Existing and Forecasted AADT" lists the existing and forecasted traffic volumes at key locations.

EXISTING AND FORECASTED AADT*

	Actual	Projected		
	1970	1974	1975	1980
Rock Road				
north of Douglas	8,926	10,400	10,730	12,550
south of Douglas	8,529	9,880	10,220	11,930
north of Kellogg	10,151	11,780	12,200	14,200
south of Kellogg	10,373	12,050	12,450	14,520
Douglas				
east of Rock Road	2,306	2,665	2,760	3,220
west of Rock Road	3,340	3,880	4,010	4,680
Kellogg				
east of Rock Road	19,602	22,750	23,550	27,400
west of Rock Road	20,824	24,200	25,000	29,200

*Source: Traffic Report - Proposed Commercial Development, Wichita, Kansas by Raymond Keyes Engineers, Inc.

TABLE 1

The figures in the above table were projected upon a 4% growth rate per year. The following table indicates our projection of the existing 1970 volumes based upon a 4% growth rate per year.

EXISTING AND FORECASTED AADT

	Actual	Projected		
	1970	1974	1975	1980
Rock Road				
north of Douglas	8,926	10,442	10,860	13,213
south of Douglas	8,529	9,978	10,377	12,625
north of Kellogg	10,151	11,875	12,350	15,026
south of Kellogg	10,373	12,135	12,620	15,355
Douglas				
east of Rock Road	2,306	2,698	2,806	3,413
west of Rock Road	3,340	3,907	4,064	4,944
Kellogg				
east of Rock Road	19,602	22,932	23,848	29,016
west of Rock Road	20,824	24,361	25,336	30,825

TABLE 2

The difference between the two tables is the result of the compounding effect of a 4% growth rate per year. The first table actually reveals a 40% increase in traffic volumes at each of the key locations which would be somewhat less than a 4% growth rate per year, while the second table reveals a 4% growth rate per year compounded for the ten-year period for a total growth rate of approximately 148%.

FORECASTED KELLOGG MALL TRAFFIC

The forecasted Kellogg traffic generated by the proposed site must be divided into two major segments. They are (1) shopping center traffic and (2) office and motel traffic.

The shopping center traffic in the Raymond Keyes Report was projected at a generation rate of 18 vehicles per thousand square feet of gross leasable area. This represents only the trips generated to the site. In addition to these trips, of course, you would have the return trip which would be generated from the site. Therefore, the 18 vehicles per thousand square feet trip generation rate actually accounts for 36 trips to and from the proposed site per thousand square feet of gross leasable area.

The office and motel traffic generation rate was computed at eight vehicles per thousand square feet. Again, this actually represents 16 vehicles to and from the site per thousand square feet of gross leasable area.

In forecasting the total anticipated site generated traffic in the Raymond Keyes Report, some basic assumptions were used. They were revealed in a table entitled, "Total Anticipated Site Generation Traffic." The following table is reproduced from that report.

TOTAL ANTICIPATED SITE GENERATION TRAFFIC

	<u>Stage I</u>	<u>Stage II</u>
Year of Completion	1974	1975
Year of Ultimate Traffic	1979	1980
Gross Leasable Area (retail) (s.f.)	700,000	1,135,000
Office and Motel Area (s.f.)	--	296,950
Parking Available (spaces)	7,768	7,768
Parking Index (space/1,000 s.f.)		
Retail	18	18
Office and Motel	8	8
Estimated Daily Vehicles		
Retail	12,600	20,430
Office and Motel	--	2,372

TABLE 3

Of special interest to us in the analysis of the anticipated generated traffic are the two major factors in determining the forecasted traffic: (1) gross leasable area and (2) daily trip generation rate per thousand square feet. All forecasted volumes were based upon a gross leasable area for retail of 1,135,000 square feet, while the office and motel area was based upon 296,950 square feet. The daily trip generation rate per thousand square feet for retail was based upon 18 trips per thousand square feet while the office and motel was based upon eight trips per thousand square feet. By multiplying the gross leasable area retail times the daily trip generation per thousand square feet retail, one arrives at the estimated daily vehicles per retail as revealed in the next to the last line of Table 3. The table reveals 20,430 trips generated to this retail site on an average day. In addition to this count, we must also add on the volume of traffic generated for office and motel use. Again this figure is arrived at by multiplying the office and motel area of square feet times the total traffic generation rate per thousand square feet of office and motel. This will result in an additional 2,372 trips generated to the site.

For comparison of daily generation rates which are forecast by the consultant to the actual daily generation rates which we have experienced in the city of Wichita, the following table is included:

DAILY GENERATION RATES

<u>Date</u>	<u>Location</u>	<u>Generation Rate</u>
August 27, 1971 (Friday)	Harry Street Mall	15
August 28, 1971 (Saturday)	Harry Street Mall	24
March 10, 1972 (Friday)	Twin Lakes	18
March 11, 1972 (Saturday)	Twin Lakes	25
April 22 & 29, 1971 (Thursday)	Metcalf South (Overland Park, Kansas)	18
April 24 & May 1, 1971 (Saturday)	Metcalf South (Overland Park, Kansas)	25
December 17, 1971 (Friday)	Twin Lakes	31
December 18, 1971 (Saturday)	Twin Lakes	42

TABLE 4

The preceding daily generation rates are based upon shopping centers of a magnitude considerably smaller than the one proposed as the Kellogg Mall. Both the Harry Street Mall and the Twin Lakes Center are approximately 300,000 square feet of gross leasable area, while the Metcalf South Shopping Center in Overland Park is approximately 800,000 square feet. Of special concern to the Traffic Engineering Division is the actual trip generation rate applied to this proposed shopping center. Presently, the city of Wichita is experiencing a daily generation rate of between 15 and 42 trips per thousand square feet. It should be further clarified that the lower generation rates experienced in the city of Wichita occur during off-retail sale days as compared to the higher generation rates which occur during the Christmas shopping rush. We realize that it is impossible to design a facility to handle the maximum anticipated forecasted traffic, but we do believe that this facility should be designed to handle approximately 85% of the maximum forecasted traffic.

Assuming that the December 18, 1971 Twin Lakes generation rate of 42 actually becomes a reality at this shopping center, the proposed shopping center will be designed to handle only approximately 43% of its traffic; or stating this another way, the 18 trips generated per thousand square feet of retail area will actually become 42 trips generated per thousand square feet of retail area. This will result in a peak day vehicular demand of approximately 47,670 trips generated to this site compared to the projected generation rate of 20,430 trips.

In summary, we feel that the consultant has picked a trip generation rate which he believes is realistic from his studies of various shopping centers throughout the United States of equal magnitude to the Kellogg Mall Shopping Center. He has indicated to us that several of the centers which he has studied are actually generating more traffic than which he is forecasting for this center, while the opposite has occurred in other centers where they have actually experienced less traffic generation rates than he is forecasting for this center.

It is our concern, substantiated by the daily generation rate table and the impact of the vehicle on Wichita citizens that the generation rate which he has chosen may be somewhat lower than what will actually occur. From our somewhat limited studies, we would anticipate a generation rate to the shopping center of from 22 to 25 vehicles per one thousand square feet of retail area on an average day. This would result in a traffic increase to the site of from 122% to 139%, depending upon whether you use the 22 or 25 generation rate.

DISTRIBUTION OF SHOPPING CENTER TRAFFIC

The actual origin and distribution of shopping center traffic to this site could be debated for many years to come. Each forecaster would probably have somewhat of a different opinion as to the actual distribution, although the overall effect would be much the same. It is for this reason that the Traffic Engineering Division will agree with the proposed distribution presented in the Keyes Report.

ANTICIPATED SHOPPER DISTRIBUTION*

<u>From</u>	<u>Percent</u>
Douglas Avenue (westbound)	2
Douglas Avenue (eastbound)	15
Kellogg Street (westbound)	3
Kellogg Street (eastbound)	45
Rock Road (northbound)	20
Rock Road (southbound)	<u>15</u>
Total --	100

*Source: Traffic Report - Proposed Commercial Development, Wichita, Kansas.
Raymond Keyes Engineers, Inc.

TABLE 5

The actual distribution of this traffic into the site is illustrated on Figures 2, 3 and 4 of the Raymond Keyes Engineers Report. These figures are attached in the appendix of this report.

TOTAL FORECASTED TRAFFIC

The design of the roadway network for handling the traffic at this location must be based upon the following elements:

1. Forecasted Arterial or Highway Traffic - For the purpose of this study, this is all the traffic which is presently existing on Kellogg, Rock Road and Douglas. The existing volumes used in this study were based upon the 1970 volumes which were shown in Table 1. Mr. Keyes, the consulting engineer on this study, indicates that historically, these volumes can be expected to increase by approximately 4% to 5% per year. His study was based upon a lower rate of 4% a year and these projections were made by himself and this Division as indicated in Tables 1 and 2, respectively of this report.

2. Forecasted Shopping Center Traffic - In order for us to make a comparative analysis of the Keyes Report, we have assumed a trip generation rate of 18 vehicles per one thousand square feet of gross leasable area for the design year.
3. Office and Motel Traffic - Again, for comparison figures, the Traffic Engineering Division has used an average trip generation rate of eight vehicles per thousand square feet to analyze the traffic generated by office and motel users.

The forecasted traffic volumes by various years are reproduced from the Raymond Keyes Report (Table No. 6) which are denoted on page 8 of this report. Using the same assumptions that Mr. Keyes uses in developing his traffic volumes for years 1974, 1975 and 1980, we have arrived at Table 7 (page 9) of this report. This table reveals that our figures are from 3% to 4% higher at all locations except the Kellogg count, west of Rock Road. At this point, our figures are approximately 1% lower than the forecasted figures in the Keyes report. A portion of the errors between the two tables may be due to rounding, especially with the columns entitled, "Retail" and "Office". In almost all cases, the column entitled, "Highway", the error is due to the 4% per year compounded compared to the 4% for ten years equaling 40% growth rate; in other words, comparing 40% to the actual compounded 4% of 48%.

The actual distribution of the traffic into and around this shopping center is illustrated on Exhibit 1. This exhibit reveals the forecasted traffic volume on the major street during the peak highway hour. The volumes forecasted for Kellogg are in excess of any volumes which are presently being recorded within the city of Wichita during any peak hour.

RECOMMENDED IMPROVEMENTS

Kellogg (U. S. 54)

The traffic volumes which are forecasted along Kellogg in the vicinity of this shopping center are in excess of those which can be handled by an expressway facility. This analysis was based upon level of service C, which in layman terms would accommodate all traffic waiting at a signal during each signal cycle. Theoretically, this facility could be designed to handle service level F or maximum capacity. In reality, the theoretical capacity has very seldom been reached

	1974				1975				1980			
	Highway	Retail	Office	Total	Highway	Retail	Office	Total	Highway	Retail	Office	Total
Kellogg, west of Rock Road	24,200	2,520	-	26,720	25,000	4,075	107	29,182	29,200	8,150	107	37,457
Kellogg, east of Rock Road	22,750	380	-	23,130	23,550	615	142	24,307	27,400	1,230	142	28,772
Rock Road, north of Kellogg	11,780	4,790	-	17,570	12,200	7,750	1,020	20,970	14,200	15,500	1,020	30,720
Rock Road, south of Kellogg	12,050	2,520	-	14,570	12,450	4,075	950	17,475	14,520	8,150	950	23,620
Rock Road north of Douglas	10,400	1,880	-	12,280	10,730	2,050	710	14,490	11,550	6,100	710	19,360
Rock Road south of Douglas	9,880	1,700	-	11,580	10,220	2,750	808	13,778	11,930	5,500	808	18,238
Douglas, west of Rock Road	3,880	442	-	4,322	4,010	715	0	4,725	4,680	1,430	0	6,110
Douglas, east of Rock Road	2,665	252	-	2,917	2,760	407	95	3,262	3,220	817	95	4,130
Kellogg, west of Armour	24,200	5,650	-	29,850	25,000	9,175	2,140	36,315	29,200	18,350	2,140	49,690
Douglas, west of Armour	3,880	1,880	-	5,760	4,010	3,050	710	7,770	4,680	6,100	710	11,490

Source: Traffic Report - Proposed Commercial Development, Wichita, Kansas.
Raymond Keyes Engineers, Inc.

TABLE 6

	1974				1975				1980			
	Highway	Retail	Office	Total	Highway	Retail	Office	Total	Highway	Retail	Office	Total
Kellogg west of Rock Road	24,361	1,894	-	26,255	25,336	3,065	71	28,472	30,825	6,129	71	36,925
Kellogg, east of Rock Road	22,932	379	-	23,311	23,848	613	142	24,603	29,016	1,226	142	30,384
Rock Road north of Kellogg	11,875	4,799	-	16,674	12,350	7,764	1,020	21,134	15,026	15,527	1,020	31,573
Rock Road south of Kellogg	12,135	2,526	-	14,661	12,620	4,086	950	17,656	15,355	8,172	950	24,477
Rock Road north of Douglas	10,442	1,894	-	12,336	10,860	3,065	710	14,635	13,213	6,129	710	20,062
Rock Road south of Douglas	9,978	1,705	-	11,683	10,377	2,758	808	13,943	12,625	5,516	808	18,949
Douglas, west of Rock Road	3,907	442	-	4,349	4,064	715	0	4,779	4,944	1,430	0	6,374
Douglas, east of Rock Road	2,698	253	-	2,951	2,806	409	95	3,310	3,413	817	95	4,325
Kellogg, west of Armour	24,361	5,683	-	30,044	25,336	9,194	2,135	36,665	30,825	18,387	2,135	51,347
Douglas, west of Armour	3,907	1,894	-	5,801	4,064	3,065	710	7,839	4,944	6,129	710	11,783

TABLE 7

on existing conditions as other factors cause a breakdown in its ultimate occurrence. The theoretical capacity does represent a jammed condition where, during all signal cycles during the peak hour, it would be completely jammed and there would always be cars waiting, and these cars would be waiting for four, five, six and more cycles before they were able to proceed on through the intersection. Assuming one was able to accept theoretical capacity for this segment of Kellogg, Kellogg would require six lanes plus dual left and right turn lanes where they are needed. In order to help you visualize this facility, we will follow eastbound Kellogg as it proceeds through the project. Approximately one-quarter to one-half mile west of Armour Drive, the present two-lane Kellogg facility for eastbound traffic would be widened to three lanes. Then as we approach the Kellogg and Armour intersection, a dual left turn lane for eastbound Kellogg traffic to turn north into Armour Drive would be required. Therefore, the eastbound approach at Kellogg and Armour Drive would be composed of three lanes of through traffic with an optional right turn in the outside lane plus a dual left turn lane. This requires a five lane approach.

Proceeding east of the Kellogg and Armour intersection, we would continue the three lanes of eastbound traffic until we approach the intersection of Kellogg and Rock Road. As we approach this intersection, it becomes necessary to widen Kellogg to accommodate a dual left turn for eastbound Kellogg to go north on Rock Road and also to develop a right turn lane which is really a free right turn lane for eastbound traffic to go south on Rock Road. This would require a sixth lane approach for eastbound traffic at Kellogg and Rock Road. As you continue east, beyond the intersection of Kellogg and Rock Road, three through lanes for eastbound Kellogg traffic would be required for several hundred feet until they could be combined into two through lanes, approximately one-quarter to one-half mile west of Kellogg and Rock Road.

Following westbound Kellogg traffic through the project, we will begin our trip at approximately one-quarter to one-half mile east of Rock Road. At this point, we will make a transition from a two-lane roadway for westbound traffic into a three-lane roadway. As we approach the Kellogg and Rock Road intersection, it will become necessary to develop a left turn lane and a right turn lane in addition to the three through lanes. Therefore, the actual approach for westbound traffic at Kellogg and Rock Road will be composed of a left turn lane, three through lanes, and a right turn lane for a total of five

lanes. As we proceed west from the Kellogg and Rock Road intersection, it will be necessary to maintain the three through lanes plus an additional deceleration/acceleration lane as required for the slip-off ramp and slip-on ramp. As westbound traffic approaches the intersection of Kellogg and Armour, it will become necessary to develop a left turn lane for westbound traffic wishing to turn south on Armour Drive. At this point, the westbound approach is composed of three through lanes and a left turn lane for a total of four lanes.

Proceeding on west from the intersection of Kellogg and Armour Drive, it is necessary to maintain three through lanes for several hundred feet. Then it will be necessary to make a transition of the three through lanes into two through lanes, approximately one quarter to one-half mile west of the Kellogg and Armour intersection. The alignment of this proposed roadway is illustrated on Exhibit 2.

The forecasted traffic volumes at the intersection of Kellogg and Armour Drive will require signalization. It is our recommendation that the signalization be a fully actuated dual left turn controller.

Up to this point, we have been talking only about the mainline Kellogg traffic. In addition to this roadway, it will also be necessary to reconstruct the existing service roads, both north and south of Kellogg. A proposed alignment for this frontage road is also illustrated on Exhibit 2. The right-of-way required to accomplish this widening project will vary from 220 to 345 feet.

Rock Road

Alternate No. 1 -

Based upon the assumption set forth in the Raymond Keyes Report, Rock Road could be designed to accommodate the anticipated traffic for 1980. In general, this roadway would be three lanes southbound for through traffic and two lanes northbound for through traffic with additional left turn lanes where required. To help you visualize the proposed Rock Road improvements, we will follow Rock Road south of Douglas to Kellogg. Just beyond the intersection of Douglas and Rock Road, it will be necessary to construct a third lane for southbound traffic for the entire length of this project. This southbound lane will serve a dual purpose as a through lane for southbound traffic and also to serve traffic wishing to enter and exit the shopping center at entrances labeled C, D and E. As we approach the intersection of Kellogg and Rock Road, it will be necessary to

widen Rock Road for an additional two lanes. One of these lanes will be for a left turn lane for southbound Rock Road traffic to turn east onto Kellogg and an additional right turn lane so that we can form a dual right turn lane for southbound traffic wishing to turn west on Kellogg. The actual approach on Rock Road for southbound traffic at Kellogg will be composed of a left turn lane, two through lanes, and a dual right turn lane for a total of five lanes approaching the intersection.

As you proceed south of the Kellogg and Rock Road intersection, it will be necessary to reconstruct Rock Road to accommodate two lanes of through traffic plus an acceleration lane for cars wishing to turn right off Kellogg onto Rock Road.

Starting at a point several hundred feet south of the intersection of Kellogg and Rock Road, we will follow northbound traffic as it proceeds along Rock Road. At this point, it is necessary to reconstruct Rock Road to a minimum of two lanes of through traffic northbound. As we approach the intersection of Kellogg and Rock Road, it will be necessary to widen the Rock Road approach to accommodate a left turn lane and a right turn lane for a total of four lanes for the northbound approach. As you proceed on north through the intersection of Kellogg and Rock Road, it will be necessary to continue a three lane, northbound Rock Road to the intersection of Rock Road at Entrance C. At this point, the outside through lane will be transitioned into the middle lane for northbound traffic. As we continue on north through the length of this project, it will be necessary to maintain two lanes of through traffic plus a left turn lane at each major intersection (shown on Exhibit 3).

Three new signals will be required along Rock Road at the three major entrances to the Kellogg Mall Shopping Center. These intersections would require fully actuated traffic signals. Analysis indicates that signal progression cannot be accomplished along Rock Road. Since Rock Road is classified as a major arterial street, we believe the primary function of Rock Road should be to handle through traffic. Without signal progression between Douglas and Kellogg on Rock Road, through traffic will be penalized for the benefit of the shopping center.

Alternate No. 2

This alternate was designed for the primary function of accommodating through traffic along Rock Road and local traffic into the shopping center. Instead of the three signals proposed under Alternate #1, this alternate would provide for only one signal at the main entrance labeled D.

Following southbound Rock Road traffic through the project, we will begin our trip south of Douglas Avenue. As we proceed south from Douglas on Rock Road, the existing two-lane facility will have to be widened into three through lanes for southbound traffic as we approach Entrance E. The outside lane of these three through lanes is an optional through and right turn acceleration/deceleration lane. These three through lanes continue south between Entrances E and D. As we proceed on south at Entrance D, an additional lane for southbound traffic must be developed. This lane is a combination acceleration/deceleration lane for right turn lanes, exiting Entrance D and right turn lanes entering Entrance C. In other words, between Entrance C and D, southbound Rock Road will be composed of four moving lanes.

Continuing on south at Entrance C, four moving lanes of traffic will be required as we approach the intersection of Kellogg and Rock Road. The outside lane again will be used for acceleration/deceleration lanes for through movement. Just prior to Kellogg, an additional left turn lane for traffic wishing to turn left off Rock Road southbound onto Kellogg eastbound will be required. The total approach southbound at Kellogg on Rock Road will be composed of five lanes (left turn lane, two through lanes and a dual right turn). As you proceed south of the Kellogg and Rock Road intersection, it will be necessary to reconstruct Rock Road to accommodate two lanes of through traffic plus an acceleration lane for cars wishing to turn right off Kellogg onto Rock Road. Several hundred feet south of Kellogg and Rock Road, southbound Kellogg traffic will make a transition from three lanes to two lanes.

Starting at a point several hundred feet south of the intersection of Kellogg and Rock Road, we will follow northbound traffic as it proceeds along Rock Road. At this point, it is necessary to reconstruct Rock Road to a minimum of two lanes of through traffic northbound. As we approach the intersection of Kellogg and Rock Road, it will be necessary to widen the Rock Road approach to accommodate a left turn lane and a right turn lane for a total of four lanes on the approach. As you proceed on north through the intersection of Kellogg and Rock Road, it will be necessary to continue a three lane northbound Rock Road.

Also, as you approach Entrance C, a left turn lane must be developed. Continuing on north from Entrance C, Rock Road will be composed of three through lanes through the intersection of Rock Road and Entrance D. Prior to the intersection of Rock Road and Entrance D, a dual left turn lane for northbound traffic wishing to enter the shopping center must be constructed. Therefore,

the northbound approach at Entrance D will be composed of dual left turn lanes plus three through lanes.

Proceeding on north, beyond the intersection of Kellogg and Entrance D, we will make a transition of the three lanes of through traffic into two lanes northbound just south of Linwood. As we approach the intersection of Rock Road and Entrance E, northbound traffic will be composed of a left turn lane and two through lanes. North of Entrance E, Rock Road northbound will follow the existing alignment (shown on Exhibit 4).

Douglas Avenue

Based upon the forecasted traffic volumes which will be using Douglas, we do not see any capacity deficiencies in the existing Douglas Avenue. The volumes forecasted on Douglas at Armour and the other entrances to the shopping center do not require signalization. We believe a word of caution is due here: Douglas is the only main roadway into the shopping center with excess capacity. As the other two main roadways become saturated with vehicular traffic, the attractiveness of Douglas will be an influential factor.

Armour Drive

Based on the assumptions of this report, it will be necessary to construct Armour Drive from Douglas south to the existing Armour Drive. This construction will be limited to a proposed two-lane facility on the east bank of the drainage ditch. The existing two-lane facility just north of Kellogg will have to be re-designed to accommodate three moving lanes northbound and two moving lanes southbound. The three lanes northbound are necessary to accommodate the dual left turn movement from Kellogg eastbound to Armour Drive northbound. One of the moving southbound lanes will be a free right turn lane.

SITE CIRCULATION

Special consideration must be given to the interior circulation route and its relationship to the major entrances along Rock Road. The actual storage requirement at each of the major intersections of Rock Road will dictate the proper location for the interior circulation route. Exhibit 4, which is a plan view of Alternate #2, reveals the required storage for each of the major entrances along Rock Road and the proposed location of the interior circulation route.

CONCLUSIONS

This report has been based on three of the assumptions used in the Raymond Keyes Report. They are as follows:

1. Forecasted arterial/highway traffic was projected at a 4% growth rate per year
2. The gross leasable area retail was based upon 1,135,000 square feet while the office and motel area was based upon 296,950 square feet
3. The daily trip generation rates per 1,000 square feet of retail and office/motel were based upon 18 and 8, respectively

If the total net results of the above assumptions exceed the forecasted values, the validity of this study will be negated.

The improvements of Kellogg are beyond feasibility as an expressway. Therefore, no improvements to the existing Kellogg should be proposed under anything less than freeway standards. NOTE: Freeway requirements in the way of design standards and right-of-way have not been analyzed.

Rock Road should be improved to the minimum geometrics as shown on Exhibit 4, which is Alternate #2 of the report.

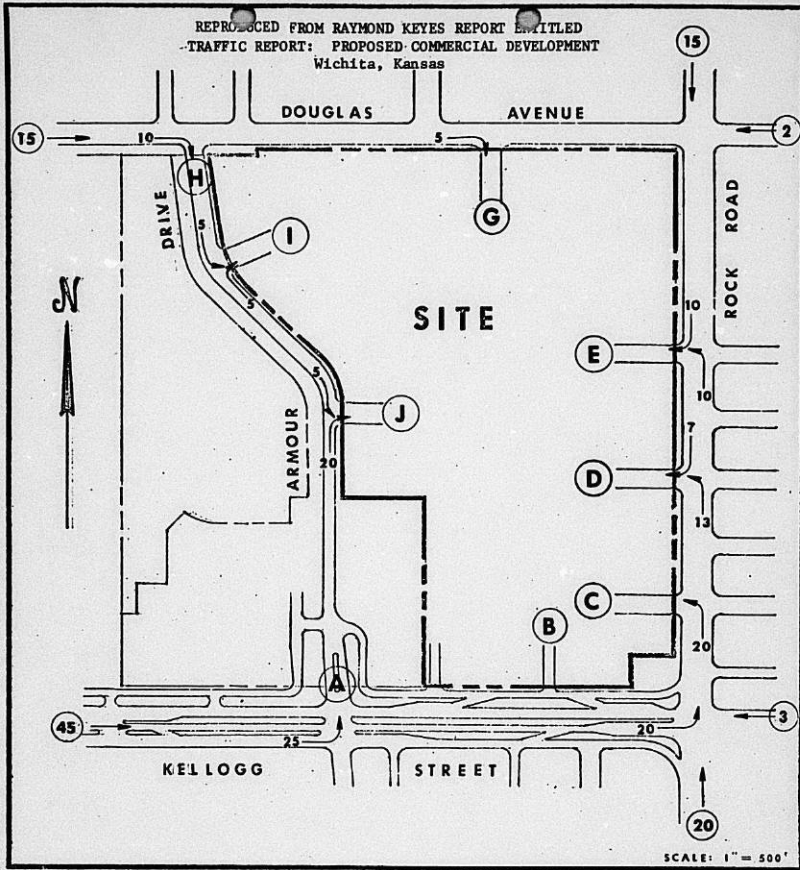
The signalization for this project shall be based upon recommendations from the Traffic Engineering Division. Any proposed signals will be at the expense of the developer.

The major entrances shall be redesigned to accommodate the peak highway traffic demand.

Neither the Raymond Keyes Report nor this report analyzes a proposed medial cut on Kellogg between Armour and Rock Road for eastbound traffic to enter the shopping center. This proposed cut has been illustrated on several site plans shown by the developer. This Division cannot support a medial cut at this location due to the existing openings at Armour and Rock Road.

APPENDIX

REPRODUCED FROM RAYMOND KEYES REPORT ENTITLED
 TRAFFIC REPORT: PROPOSED COMMERCIAL DEVELOPMENT
 Wichita, Kansas



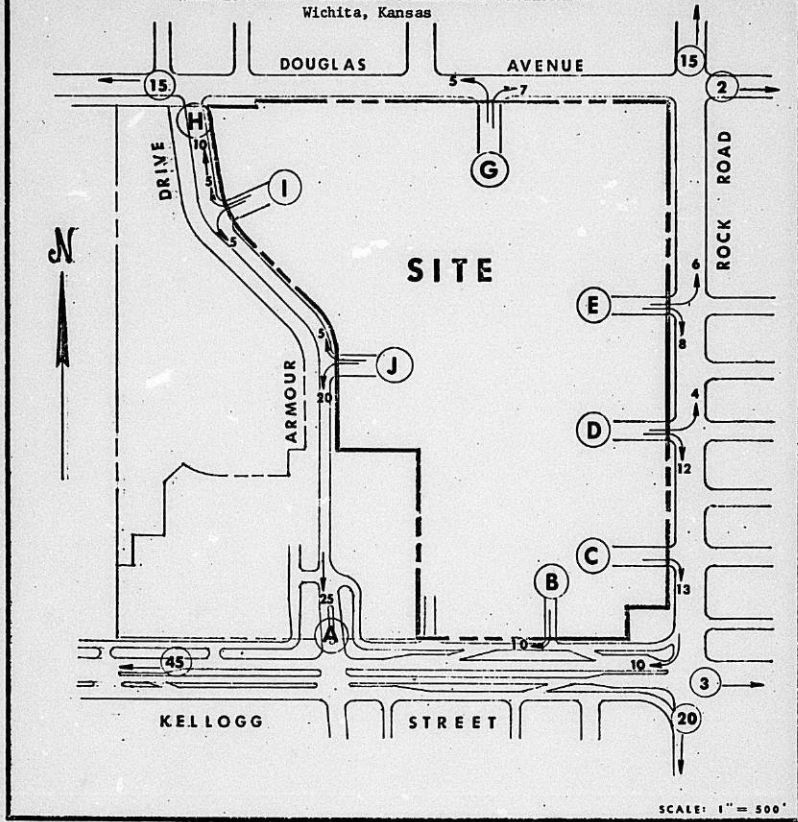
SHOPPING CENTER
DISTRIBUTION OF ENTERING TRAFFIC
 IN PERCENT
PROPOSED DEVELOPMENT
 WICHITA KANSAS

DATE: 3-7-72

RAYMOND KEYES ENGINEERS, P.C.

FIGURE " 2 "

REPRODUCED FROM RAYMOND KEYES REPORT ENTITLED
 TRAFFIC REPORT: PROPOSED COMMERCIAL DEVELOPMENT
 Wichita, Kansas



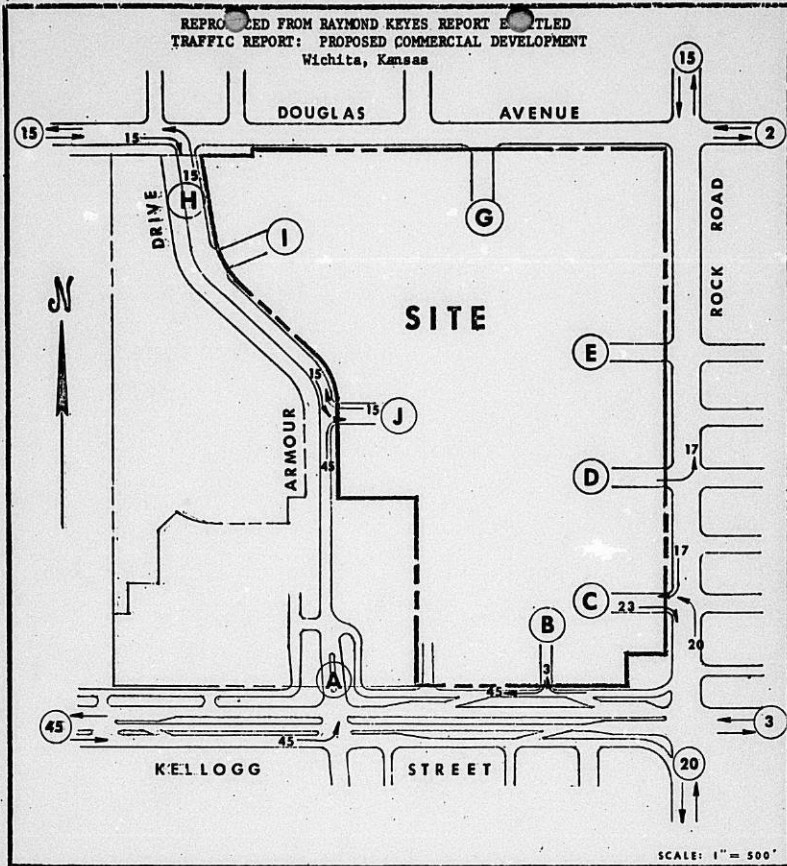
SHOPPING CENTER
DISTRIBUTION OF EXITING TRAFFIC
 IN PERCENT
PROPOSED DEVELOPMENT
 WICHITA KANSAS

DATE: 3-7-72

RAYMOND KEYES ENGINEERS, P.C.

FIGURE " 3 "

REPRODUCED FROM RAYMOND KEYES REPORT ENTITLED
 TRAFFIC REPORT: PROPOSED COMMERCIAL DEVELOPMENT
 Wichita, Kansas



OFFICE AND MOTEL
DISTRIBUTION OF ENTERING AND EXITING TRAFFIC
IN PERCENT
PROPOSED DEVELOPMENT
 WICHITA KANSAS

DATE: 3-7-72

RAYMOND KEYES ENGINEERS, P.C.

FIGURE " 4 "



THE LAW COMPANY, INC.

DESIGN BUILD

(316) 265 8584 · 313 S. MARKET · P.O. BOX 1139 · WICHITA, KANSAS 67201

March 21, 1973

Mr. Curtis Newby
Metropolitan Planning Commission
City Building
104 South Main
Wichita, Kansas 67202

Re: Kellogg Mall
Wichita, Kansas

Dear Curt:

It is our understanding from the Developer that he no longer wishes access from Rock Road to the area know as Parcel 4 on the approved Community Unit Plan. This letter is per your request so that the file is clear as to our intentions at Parcel 4 for the above referenced project.

Very truly yours,

THE LAW COMPANY, INC.


Keith E. Parker
Marketing

KEP/kw

cc: Mr. Dick Mullins
Mr. Jim Schaefer
Mr. Herb Simon
Mr. Melvin Simon



THE CITY OF WICHITA

86-



DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
262-0611 — AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN — WICHITA, KAN. 67202

March 17, 1972

Mr. Raymond Keyes, P. E., President
RAYMOND KEYES ENGINEERS, INC.
44 Executive Boulevard
Elmsford, New York 10523

Dear Mr. Keyes:

This is with reference to your letter of March 15, 1972 and the report that accompanied it entitled, "Traffic Report - Proposed Commercial Development, Wichita, Kansas" (Rock Road and Kellogg).

Mr. Keith Parker of The Law Company and I visited a few minutes about this proposed development; our office will be discussing this matter in greater detail with Mr. Parker within the next few days. However, there are other agencies involved with the various decisions that will be required on this project, and some of these are as follows: R. W. Bruggeman, Director of Public Works; Dick Linn, City Engineer; George Wilton, Supt. of Public Works Maintenance; M. S. Mitchell, Asst. Supt. of Public Works Maintenance-Flood Control; and Bob Lakin, Director of Planning. It would be helpful if you could send the above persons a copy of your report so that we can all move expeditiously towards a satisfactory solution to the many problems involved.

After we have reviewed your report in greater detail, we will advise you if any additional information or clarification is required. A quick review of your traffic projections which are contained in Table 1, page 4, appear to be inconsistent with the information in the last paragraph on page 3 which states, "Table 1 projects AADT for each of these years, based upon an average 4% increase per year." The first road listed is Rock Road north of Douglas, which indicates an existing AADT of 10,130 and a proposed increase for 1974 up to 10,400 vehicles AADT. For a four-year period, this does not appear to be mathematically correct.

Sincerely yours,

Paul B. Graves
Paul B. Graves, P. E.
City Traffic Engineer

PPG/gl

cc: R. W. Bruggeman, Director of Public Works
G. H. Wilton, Supt. of Public Works Maintenance
M. S. Mitchell, Asst. Supt. of Public Works Maintenance
Dick Linn, City Engineer
Bob Lakin, Director of Planning
Keith Parker, The Law Company



August 25, 1972

Robert Feldner, Superintendent of Central Inspection
Jack H. Galbraith, Chief Planner

DP-12 - Amendment to the Rockwood South Community
Unit Plan - northwest corner of Kellogg and Rock Road.

The Board of City Commissioners at their regular meeting of August 8, 1972 considered the above captioned CUP. It was the action of the City Commission to approve the request subject to the following conditions:

1. Platting of subject property prior to the issuance of building permits.
2. Adequate assurances at the time of platting that buildings will be designed to minimize the noise factor.
3. The development of this property shall proceed in accordance with the development plan as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.
4. Any major changes in this development plan shall be resubmitted to the Planning Commission and to the City Commission for its consideration.
5. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for development and be binding upon the present owners, their successors and assigns, unless amended.

Attached is a copy of the approved CUP for your information and files. If you have any questions, please call.

JHG:rme

Attachment

THE CITY OF

DP-12



OFFICE OF THE CITY MANAGER
262-0611 — AREA CODE 316
CITY BUILDING — 204 S. MAIN ST.
WICHITA, KANSAS 67202

August 9, 1972

Mrs. Janice Bishop
8002 Mockingbird Lane
Wichita, Kansas 67207

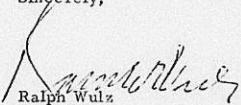
Dear Mrs. Bishop:

As you have no doubt heard, during the afternoon session of the City Commission meeting of August 8, 1972, the Commission reconsidered its earlier action and approved a community unit plan proposed for the area northeast of Douglas and Rock Road.

In taking this action the Commission expressed the hope that planners of the development and residents of the area would work together to develop the most agreeable plan feasible for the property.

Additional consideration will be given to the final plan for this area by the Planning Commission and the City Commission during the platting phase which follows this initial approval.

Sincerely,


Ralph Wulz
City Manager

RW:kmp

cc: Robert A. Lakin, Director of Planning



THE CITY OF

DP-12



OFFICE OF THE CITY MANAGER
262-0611 — AREA CODE 316
CITY BUILDING — 204 S. MAIN ST.
WICHITA, KANSAS 67202

August 9, 1972

Mrs. E. H. Cooper
7507 Huntington
Wichita, Kansas 67206

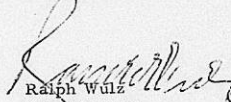
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Sincerely,


Ralph Wulz
City Manager

RW:kmp

cc: Robert A. Lakin, Director of Planning



DP-12

August 9, 1972

Mr. James R. Schaefer
Attorney
800 Brown Building
Wichita, Kansas 67202

RE: Amendment to Rockwood
South Community Unit
Plan

Dear Mr. Schaefer:

The City Commission approved yesterday the amendment to the Community Unit Plan as recommended by the Metropolitan Area Planning Commission. Although most of the changes and amendments had been made on the plan furnished the Planning Commission and City Commission, the additional items set forth as conditions in our letter to you of July 17 need to be added to the Community Unit Plan sheet. When this is done, please furnish us with four (4) copies. With these copies we will place on them the appropriate approvals and forward them to Central Inspection, our files, and return a copy to you.

If there are any specific questions on this please contact John Gist or Jack Galbraith.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:rw

August 9, 1972

Don Gissick, Deputy City Clerk

Robert A. Lakin, Director of Planning

DP-12 Amendment

The City Commission yesterday received and filed the petition submitted on the DP-12. Since the Metropolitan Area Planning Commission has also received and filed them, we have moved them from our files and hereby transfer them to you for the record.

RAL:rw
attachments
cc: DP-12 file

EXCERPT FROM PLANNING COMMISSION MINUTES OF JUNE 8, 1972:

13. Case No. DP-12 - Chrysler Realty Corporation and Melvin Simon and Associates, Inc. request approval of an amendment to the Community Unit Plan on property described as follows: The SE 1/4 of Section 19, Township 27 South, Range 2 East of the 6th P.M., except Rockwood South Second Addition. Generally located on the north side of Kellogg, south of Douglas, between Eastborough and Rock Road.

GALBRAITH pointed out the area on the map and reviewed the following staff report:

Comments

Proposed Amendments

In 1966 a Community Unit Plan - DP-12 and known as Rockwood South, was approved on approximately 160 acres of land located at the northwest corner of Kellogg and Rock Road. The applicant has now submitted an application to amend a major portion of the original approved CUP. The proposed amendments involving most of subject property east of Armour Drive are as follows:

- A. Changing the name from Rockwood South to Kellogg Mall Community Unit Plan.
- B. Parcels RS-1, 2, 3, 4, 7 and 11, which are adjacent to the City of Eastborough and Armour Drive are not being amended and will remain as originally approved.
- C. Parcels RS-5, 6, 8, 9 and 10, as approved in 1966, are being redesigned and described as Parcels 1, 2, 3, 4 and 5.
- D. Parcel 1 (originally RS-8 and proposed for a shopping center) is to be increased from 55 acres to 85 acres and is proposed for a Regional Shopping Center.
- E. The proposed maximum gross floor area for the amended parcels is to be increased from 1,119,885 square feet to 2,025,400 square feet.
- F. Proposed building setback from Rock Road to be decreased from 300 feet to 35 feet, 100 feet and 200 feet.
- G. Building setback from Douglas to be increased from 50 feet to 85 feet.
- H. Building setback from Kellogg Drive to be decreased from 300 feet to 75 feet.
- I. Proposed access points to Rock Road to be increased from 4 to 8 and on Douglas from no access control to 5 openings.
- J. Elimination of the bridge across the drainage ditch between East Armour and West Armour.

Traffic

On major centers such as this, traffic can be a significant problem. The issue is not whether 160 acres of "LC" zoning should be granted at this intersection, as that decision was made in 1966, even though no general comments were made about traffic. This proposal does, however, increase the intensity of use by increasing the proposed floor area. The owners have had a consultant review the traffic situation and submit recommendations. A copy of this report is attached. When reviewing the report, note that "trips" defined by the consultant is both a "to and from" operation where local use of the term "trip" is a one direction movement. The trip home becomes a second "trip".

Based on this report and the proposed intensity, when the center develops to its maximum potential, the existing street system (Rock Road and Kellogg) will no longer handle the traffic. Congestion will exist and possibly stoppages will exist. To even come close to handling the traffic, several alterations in pavement geometrics and signalization will be required. This may include double left turn bays into the center, additional thru lanes on Kellogg and converting service roads to a one-way operation. The consultant's solutions would create problems, such as denying left turns to Holiday Inn East, use of the service road for the left turns into the center from Kellogg eastbound and almost complete reconstruction of the relatively new section of Rock Road north of Kellogg. Kellogg reconstruction would be nearly prohibitive, on a local basis, due to cost. Besides the additional right-of-way needed, spreading the road will create a major engineering problem due to grade differentials.

To handle the traffic (if it can be done) will require significant expenditures. Making these improvements now would create a real problem if City participation is to be considered, based on current CIP commitments. In all probability, traffic will require that improvements be made in the short range (3-7 years). When that time comes, the residential area should not have to pay (thru special assessments). The developer should be advised that the major share of these improvements, if needed, will be required as a result of their development and as such they should be prepared to assume their share of the costs.

Specific and immediate requirements related to traffic are set forth in a memo from the Traffic Engineer's Office. The requirements should be met at the time of platting. These may include construction of accel-decel lanes, medial reconstruction and modification of curb cuts. They also suggest, and the Commission may wish to require, as a condition of approval, that the internal circulation of the center be developed on an internal ring road system. This will tend to keep movements smoother. If congestion occurs, it would be held in the ring system rather than on the arterial street system. An illustration of such a system will be shown at the Commission meeting.

Additional Comments

1. Parcels 2, 3 and 4, with 35-foot minimum setbacks, have been introduced along Rock Road where originally 300-foot setbacks were proposed. Rather than a few specific individual uses for each parcel, a wide range of uses, including practically any use permitted in the light commercial district have been listed as proposed uses. It is also proposed that the precise location of these parcels will be determined at the time of platting. It should be recognized that the uses proposed on these parcels, and the minimum setbacks will have the affect of strip type development across from single-family homes.
2. As previously approved, this plan also proposes that the existing "shelter belt" along the south side of Douglas is to be retained and function as the required planting screen for those residences to the north. However, the plan also proposes five points of access to Douglas, and considering the necessary vision angle distances needed at each opening, a considerable portion of the shelter belt might have to be removed. Recognizing that Parcel 2, at the corner of Douglas and Rock Road may be developed as a service station and based on their usually having two access points to each street, consideration should be given to only permitting one major access point to Douglas between Parcel 2 and Armour Drive.
3. Subject property is located within the flight pattern of McConnell Air Force Base and based on previous discussions on the recently approved CUP to the south, at the time of platting, adequate assurances should be provided that the buildings will be designed to minimize the noise factor.

Should the Planning Commission recommend the approval of the amended Community Unit Plan, in addition to consideration of the above comments, such approval should include the following:

- A. Platting of subject property prior to the issuance of building permits.
- B. Adequate assurances, at the time of platting, that buildings will be designed to minimize the noise factor.
- C. Adding the following under "General Notes": Additional street right-of-way for Kellogg Drive, Douglas and Rock Road, if needed, and the guarantee of improvements will be determined at the time of platting, and if required, building setback lines will be adjusted accordingly.
- D. Amending the proposed uses for Parcels 2, 3 and 4 to indicate specific uses.
- E. The development of this property shall proceed in accordance with the development plan as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.
- F. Any major changes in this development plan shall be resubmitted to the Planning Commission and to the City Commission for its consideration.
- G. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for development and be binding upon the present owners, their successors and assigns, unless amended.

HENNESSY asked why this was brought to the Planning Commission when it seemed it should be heard by the Subdivision Committee. GALBRAITH said that CUP's are advertised for public hearings as are zoning cases and are considered and approved by the Planning Commission and City Commission and are usually not referred to the Subdivision Committee unless there are unusual traffic or drainage problems or other factors which are within the scope of Subdivision Committee consideration. He briefly reviewed the zoning ordinance section relating to CUP's and what is required in a CUP development.

GALBRAITH said that several people in the area have questioned the indication of 5 access points to Douglas when no reference was made to access control points in the original approval. It was the feeling of the staff that access control was to be determined at the time of platting. GALBRAITH said he could not determine if this matter of access to Douglas was discussed in the approval of the original CUP, but that the plan provided that the shelter belt would be retained.

He noted that the new parcels being requested for approval on Rock Road indicate general uses covering almost everything permitted in the "LC" district and that the staff felt each parcel should be limited to the uses actually proposed for development.

GALBRAITH pointed out that the Commissioners have been provided a copy of the applicant's consultant's report on traffic. He stated that it was the staff opinion that if over two million square feet is developed, Rock Road and Kellogg will not be able to carry the traffic without substantial changes in the geometrics for the Kellogg service roads and Douglas and Rock Road. It was pointed out that in the platting process definite needs for right-of-way would be determined and the staff felt that the developer should be required to provide such right-of-way and also bear the cost of improvement of the street system inasmuch as they would be creating the problem which necessitated the additional improvement. He noted the staff concern for the proposed amend-

right-of-way would be determined and the staff felt that the developer should be required to provide such right-of-way and also bear the cost of improvement of the street system inasmuch as they would be creating the problem which necessitated the additional improvement. He noted the staff concern for the proposed amendment to the setback along Rock Road and that the two parcels at the southwest corner of Douglas and Rock Road are across from developed "LC" zoning so that it would not be adding any additional strip type zoning on Douglas; however, Parcel #4 farther south on Rock Road would be across from homes in the Bonnie Brae residential area.

GALBRAITH said that the area would have to be platted prior to any building permits being issued and that additional right-of-way, drainage, and handling of traffic could be resolved at that time. He also suggested that an avigational easement be required at the time of platting.

HENNESSY asked the staff if there was any other center in the City that has or is likely to have the problems that may occur at this location so far as traffic is concerned.

LAKIN said the amount of square footage for development exceeds the concentration in any other given area with the possible exception of the one proposed on U. S. 54 at Ridge Road, but there is a difference in the streets and geometrics. He said it exceeds the Twin Lakes area which has been the subject of much discussion because of the traffic generated by that area. Subject center, if developed to full potential, will require reconstruction of U. S. 54 and Rock Road.

RISING asked if it was likely that residents of Bonnie Brae and Rockwood could be assured that the problems would be solved through platting before actual development can occur.

LAKIN commented that, based on the traffic analysis prepared by the applicant's consultant and staff evaluation of potential traffic problems, they will not be solved merely through platting and the streets will not be operating at Level C or better, which is the design volume desired. He pointed out that there are a number of suggestions by the consultant (changes in the service roads to a oneway pattern, double left turn lanes, etc.) and this does mean reconstruction or changes in geometrics and in all probability left turn lanes on Rock Road and reconstruction of the median and probably changing of the main lanes.

LAKIN doubted that such a requirement would be made at the time of platting, but that an attempt would be made to provide for right-of-way for pavement of accel-decel lanes on Rock Road. He commented that some decision should be made as to the number of access openings on Douglas and Rock Road so that in the platting process, the staff would be guided by the decision the Planning Commission makes today so far as establishing maximums.

RISING asked if other property owners in the area could assume that they would not be asked to share in the payment of the improvements that will be required from the traffic generated by the development.

LAKIN stated that the benefit district together with the city at large paid for the improvements on Rock Road in its existing form and if the streets have to be reconstructed it will be because of the demand placed thereon by the development of the center and the department is of the opinion that the residential area should not be asked to contribute to the reconstruction of the roadway. This point (that it be at the cost of the shopping center and the degree it benefits the city as a whole), he stated, would be subject to discussion at the Subdivision Committee in considering the plat, and later when the improvements were determined necessary.

HENNESSY asked if right-of-way had been obtained from Kellogg north on both sides of Rock Road. LAKIN said it had been to the width of 120 feet which was acquired years ago when Rock Road was developed as an approach to the air base. He stated that it may be, if double left turns are necessary and the continuance of the accel-decel lanes, that additional width would be needed for both Rock Road and Kellogg, which would be required in the platting process.

HENNESSY questioned comment G. of the staff report and LAKIN said this is a standard provision that is placed on all CUP's so that if the owner submitting the request for a change today passes title to someone else, the buyer knows what his obligations and requirements are. He pointed out that this applies to not only the parcels being amended, but to the total parcels.

HENNESSY questioned the procedure and LAKIN said the Planning Commission previously approved the original CUP and that it had been amended at least once or twice already by holding a public hearing and notifying property owners within a radius of 1,000 feet. In further discussion, it was pointed out that the developer must limit development within the constraints of the approved CUP.

RISING asked if apartments could be constructed without another amendment. LAKIN referred to the previous statement of the staff that the uses proposed should be more definitely indicated on the plan and answered specifically that apartments could be permitted since it is zoned light commercial.

RISING asked if there is any limitation on the density of apartment construction. LAKIN said the only restriction would be that which is applicable to any such development in a light commercial area, which would be 74 dwelling units per acre. He said the use list on the CUP could be modified to indicate there would be no residential uses.

JAMES R. SCHAEFER, attorney for the applicants, spoke in support of the request. He noted that this is an extremely complicated situation and that there is nothing comparable to it in the City and it will take considerable work in platting to solve the problems involved.

SCHAEFER asked that the Commissioners keep in mind that subject property is already a CUP and zoned light commercial. He pointed out that it can be utilized in its existing configuration for "LC" uses, but that in the last six years since approval of the previous CUP, conditions have changed. He noted that the property could be used in the present configuration, but to a much better advantage under the new proposal. He pointed out that the 300-foot setback from Kellogg originally approved is definitely unrealistic, and the proposal is to reduce this setback; however, on Douglas, the plan is to increase the setback. He stressed the fact that the proposed amendments apply only to the area east of Armour Drive and the conditions as previously approved are still applicable west of Armour which is adjacent to Eastborough.

SCHAEFER suggested that platting problems related to the traffic on Kellogg should be discussed at great length by the Subdivision Committee. He did not feel they needed to be discussed at this time because even with approval of the amended CUP, the ground cannot be utilized under its existing situation until it is platted. The traffic, drainage, etc., would be considered at that time.

SCHAEFER referred to the comparison in the staff report of the present square footage and that requested by the amendment, and said that while he was not disputing the statement, one should not confuse the square footage in buildings with the gross leasable floor area, because a certain percentage of any building must be utilized for storage and other necessary equipment for the operation of a center. So he maintained that there is not really as much difference in the square footage as there might appear from reading the statement.

the operation of a center. So he maintained that there is not really as much difference in the square footage as there might appear from reading the statement.

SCHAEFER referred again to the traffic report, noting again that it could be taken care of in the platting as the Planning Commission cannot do anything at this stage until the basic needs are known which will take considerable study.

SCHAEFER referred to the architect's site plan posted on the wall. He pointed out that the major portion of the leasable square footage is proposed for construction on Parcel #1 (which is the largest parcel proposed under the amendment). The other parcels were pointed out by Galbraith as Schaefer referred to them in his discussion. SCHAEFER pointed out that by the architect's calculation, about 42% of this parcel will be covered by building and the balance used for parking. This would be the major usage (about 1 1/2 million) of the over two million square feet pointed out in the staff report.

In discussing Parcel #2, SCHAEFER said that theoretically a 16,000 square foot building could be constructed, but as a practical matter it would never happen because of the parking requirements; however, it can be done and it is conceivable that a building could have self-contained parking. But if a one story building is constructed, it could not possibly contain 16,000 square feet and still meet the parking requirements for this parcel. He commented that development of this parcel is limited by its location and that the traffic problems would have to be resolved, which is discussed in the consultant's report and which will be resolved in the platting process, which must occur before any development can take place. He indicated he would prefer not to get involved with discussion of traffic, preferring to discuss such with the Subdivision Committee when the plat is considered.

Parcel #4, SCHAEFER stated, would probably be the location of a tire, battery and accessory center, which would have to be a self-contained unit and within a building, except for limited outside display allowed under the zoning ordinance.

SCHAEFER said it is not known what might be placed on Parcel #5, but it is a corner location at a major intersection and there could be a motel complex developed.

He referred to the northwest area where there is no immediate proposal for development, however, there could be an office type building developed but it is questionable whether at this time the general area could support another office building.

SCHAEFER referred to the proposed amendments as shown in the staff report (F. G. and H.) and pointed out the changes requested. He said the shelter belt along Douglas would remain as originally required in previous approval of the CUP, but the setback has been increased from 50 to 85 feet. He considered a 300-foot setback on Kellogg unreasonable in view of the existing development which has occurred on the south side of Kellogg and also the setback suggested would be in line with existing development on the north side of Kellogg.

In discussing access on Rock Road and Douglas, SCHAEFER pointed out that presently there is no control of access on Douglas, and that Armour Drive will have to remain. SCHAEFER referred only briefly to the access points, noting the desirability of proper major accesses to the major facilities. He much preferred to leave such matters to discussion before the Subdivision Committee.

The bridge referred to in the staff report as item J., SCHAEFER stated, is not a proper subject for discussion of this amendment request because the only area concerned with the amendment is that east of the west line of Armour Drive and the bridge is west of Armour Drive. The bridge would remain as indicated in the original CUP.

LAKIN pointed out that the original CUP involved the entire 160 acres and this application relates only to the area east of Armour; therefore, everything west of Armour remains as originally approved; however, it was requested by the staff that the bridge be drawn in by the engineer as indicated in the original approval.

SCHAEFER said that one reason for breaking the area into several parcels was so that each parcel would stand alone so far as providing its own parking. He stated that the overall parking ratio is 5.2 spaces per 1,000 square footage of buildings, and the architect has indicated that is in excess of what is generally used and the entire area for parking will not often be utilized. He said the figures are all set forth in the various reports which have been provided and all requirements set forth in the proposal are in excess of the generally accepted standards on a national scale.

In a closing statement, SCHAEFER pointed out that there is nothing as large as being proposed in the City of Wichita and although there are many shopping centers throughout the country as large and larger, one cannot draw on past experience in other Wichita locations.

RISING asked if in the development of the center all setback policies of the Planning Commission would be observed. SCHAEFER said that on a CUP they are a little different than the usual commercial development and that in this case they have been developed in cooperation with the planning staff. LAKIN agreed that there are no standard policies for setbacks on this size shopping center.

RISING asked if it was possible for the Commission to agree on a total number of openings to Douglas at this time and LAKIN said the matter could be deferred so far as access points and the decision left to the Subdivision Committee during platting; however, the practice has been to provide guidelines to the Subdivision Committee as to the sentiments of the Commission so that the Subdivision Committee will have some idea of how to handle the problems.

SCHAEFER pointed out that access points as now shown on the amended plan or the architect's rendering does not necessarily mean that is what will ultimately be approved in the plat - it could be less, but not more.

RISING asked for a quick answer as to the approximate dollar investment proposed and SCHAEFER said an attempt had been made to determine a figure and after all angles were considered, the result was between \$25 and \$30 million dollars, and he added that such an investment should result in about \$100,000 ad valorem taxes a year.

RISING asked if he could refer to any centers of comparable size in other communities that some of the Commissioners might be familiar with. Penn Square in Oklahoma City and South Road in Tulsa were cited.

Reference was made to interior circulation and SCHAEFER pointed out that complete outer circulation is proposed as shown on the architect's rendering and while not actually on the periphery of the site itself, it does provide complete interior circulation.

LAKIN stated that letters were received from Robert McCroskey, 7413 Pagent, William Tinker, Jr., 7412 Pagent and W. M. Houghland, 7514 Pagent, whose primary protest related to the number of entrances on Douglas and increased traffic through Eastborough and on other residential streets.

HAROLD DICK, Mayor of Eastborough, said the City Commission of Eastborough is quite concerned because of the increased number of exits proposed on Douglas and the increased traffic which would occur through Eastborough. He pointed out that the streets are narrow (14 feet) and utilized by residents of the area for walk-

ing and for children's play, and it was considered that any additional traffic would be a safety hazard through the East-borough residential area. DICK asked that whenever a final decision is made that serious consideration be given to safety.

E. H. COOPER, 7507 Huntington Avenue, submitted his protest in letter form, pointing out specifically that his objection is based on the following reasons:

1. Increase in traffic accesses from Douglas Avenue.
2. Increase in traffic on Douglas Avenue, Rutland Road, and Post Oak Road, with the resultant increase in safety and health hazards.
3. Increase in noise, glaring lights, unsightly view, and refuse caused by establishment of commercial enterprises in close proximity to Douglas Avenue.
4. Probability of destruction of the line of established mature trees and shrubs bordering the south side of Douglas.
5. Marked increase in space proposed for the commercial complex.

When questioned as to value of homes in the neighborhood referred to by Mr. Cooper, he said the homes were in the range from \$45,000 to \$80,000 and there would be 200 to 250 homes involved. He submitted protest petitions signed by a number of residents in the area.

HENNESSY asked if there were sidewalks in the area represented by Mr. Cooper and it was stated that there were some, but not in all areas.

THOMAS CURRY, 8002 Peach Tree, spoke in opposition. He said that when the original CUP was approved there was much discussion with the developer at that time and a 300-foot setback on Rock Road was agreed to and the residents all thought the matter was settled. He was also concerned because of the potential increased traffic congestion which would occur, particularly because his home is so near the major intersection.

LAKIN noted that the development proposed is a complex undertaking. The CUP presently indicates a large central structure and provides for a 300-foot setback on Rock Road. Now the proposal is to separate the square footage proposed by providing free-standing structures with a lesser setback on Rock Road at some points.

CURRY asked that special consideration be given to ingress and egress and pointed out that the less traffic channeled to Douglas would result in more on Rock Road. LAKIN pointed out that the Commissioners have been furnished a report prepared by the applicant's consultant relating to traffic possibilities and solution and also a memorandum from the City Traffic Engineer.

CURRY said he was confused as to what decisions are to be made at this meeting. LAKIN said the Planning Commission has the responsibility of making its recommendation to the governing body on all the changes requested. Even after approval by the Planning Commission and City Commission, development cannot occur until the property is platted, and he pointed out that adjacent residents are not usually notified when plats are discussed but that in this case the staff would notify those who speak at this meeting of when the plat will be considered by the Subdivision Committee.

JANICE BISHOP, 8002 Mockingbird Lane, spoke in opposition and pointed out that there are nine homes on the east side of Rock Road and that it is not a commercial street as implied earlier by Mr. Schaefer. She said they purchased their home in 1957 and were assured of the wide buffer established on the west side of

Rock Road and that there was a "gentleman's agreement" that Rock Road frontage would not be developed commercially. She pointed out also that when her home was appraised several years ago, it was discounted \$2,500 because of "nuisance value".

R. D. MARTENS spoke in opposition on behalf of the Rockwood Homes Association represented by approximately 280 families with homes averaging \$40,000. He estimated that 300 homes at \$40,000 would be an investment in the Rockwood Area of \$12 million and if each homeowner paid \$1,000 ad valorem taxes a year it would be \$300,000 in real estate taxes so there is considerable investment represented in this opposition. MARTENS said that their principal objection is the additional access proposed on Douglas and he pointed out also that the existing CUP showed a buffer zone of multiple-family with the commercial development to the south. It was his feeling that the applicant is asking for blanket approval for the entire area to be developed for commercial. He commented that traffic is a basic part of the plan and it should have serious consideration. MARTENS referred to the limited access to Douglas from the Rockwood area which he considered an advantage to the residents. It was his opinion that the development and access proposed would result in considerably more traffic in the Rockwood area which the streets are not designed to handle and which would be hazardous to children in the area.

MARTENS stated they were not opposed to commercial development; they were aware of the zoning and people bought homes based on the existing CUP. He was not opposed to the setback proposed on Douglas, but felt that plans should be more definite rather than the indication that they want five openings on Douglas which they may or may not use and so many openings on Rock Road which may or may not be used.

HENNESSY asked Martens if there was any doubt in his mind that the access control would be handled by the Subdivision Committee in considering a plat of the area. MARTENS agreed it would be handled, but suggested the Planning Commission should give some direction to the Subdivision Committee as to its general opinion about access points on Rock Road and Douglas. MARTENS said he did not object to the development, but it appeared as now approved, there were more restrictions than what is being requested for approval.

JACKSON pointed out that the Subdivision Committee would expect to lean heavily on the opinions of City staff agencies represented on the Utility Advisory Committee which meets with the Subdivision Committee for consideration of plats. In further discussion, it was brought out that Martens considered a service road on the outer limits of subject property with two openings to Douglas much more acceptable.

ELIZABETH SKINNER, 8008 Mockingbird, spoke in opposition. She said they were not opposed to the shopping center because they have known about it, but are opposed to the fact that the setback on Rock Road is proposed for reduction and development is proposed on the frontage. She was also opposed to eight openings on Rock Road and the traffic which would be generated. She stressed the need for beautification in the development of the center, especially since it is proposed to be the largest in the State, and she considered the existing plan much better so far as aesthetics of such a development.

JACK COOK, a resident of Eastborough, said he agreed with others who have spoken in opposition, but continued to state that he is not so much concerned with traffic on Douglas as he is with traffic through Eastborough getting onto Douglas.

COOK agreed there must be some openings in and out of the center from Douglas, but that the increased setback might facilitate movement of truck traffic serving the proposed commercial enterprises. He said he was in favor of the center but asked that the Commission be especially aware of possible through traffic on the narrow residential streets of Eastborough.

MRS. WM. BANTA, 27 Huntington, was opposed because of the potential increase of traffic especially related to the intersection of Douglas, Woodlawn and Huntington which she noted is a traffic hazard now.

SCHAEFER referred to Mr. Dick's comments on access on Douglas and pointed out that the existing plan indicates two openings on Douglas and the request is for five. SCHAEFER also pointed out that there had been some feeling expressed that the shelter belt was to be removed, which is not the case, as it is a part of the existing CUP and no change in this respect is contemplated and in fact it is provided that maintenance and landscaping thereof will be under the supervision of the Park Department, except access points which would be approved by the Engineering Division. SCHAEFER pointed out that the consultant's report includes a specific study of the Rockwood Addition and the affect the proposed shopping center may have on that area, and it was the opinion that there would be no traffic generated into or out of Rockwood Addition because of the alignment of the existing streets. He pointed out that the Rockwood Addition plat is rather inaccessible which is why it is such a fine addition. SCHAEFER said it is realized that they certainly cannot do anything they want to with the property under the requested amendment, as inferred by one of the protestors; however, under the existing CUP they could utilize the 300-foot setback for parking, but the point is that better utilization could be made of the area and a more desirable development under the new proposal. SCHAEFER stated that it is important that all points be kept in mind and not just individual factors that affect specific individuals.

HENNESSY suggested if a service road is provided completely around the project (Rock Road and Douglas) as presently on Kellogg and then two openings provided on Douglas and appropriate openings on Rock Road, it would tend to alleviate much of the traffic problem that might be created and at the same time bring the traffic flow into the center.

SCHAEFER displayed another drawing which depicted the interior handling of traffic via driveways all around the center, commenting that while it is not on the periphery it would serve the same purpose. SCHAEFER doubted that a setback area could be used for access road, and LAKIN thought for a shopping center of this size it would be much more effective if what might be described as a double ring might be developed where there would be the arterial system ring and then an interior ring.

LAKIN said the consultant's report estimates that about 15% of the center traffic will come from the Douglas area from the west and it would seem that the number of ingress and egress points would not have a big affect on that movement because they could utilize Armour for access into the center and there would still be the same number of vehicles entering. He agreed a reasonable number of curb cuts would be needed, but no more than absolutely necessary because the more access points, the more the shelter belt would have to be cut back for safety at entrance points.

RISING asked about commitments and SCHAEFER said nothing could be solidified until a potential tenant can be shown the complete proposal and there is something definite to offer, but to answer the question as well as possible he said they have three strong possibilities for tenants. RISING asked if the matter of openings had to be known before commitments could be obtained and SCHAEFER thought they could be decided at the Subdivision Committee and pointed out again that just because the curb cuts are as shown on the CUP does not necessarily mean they will be located there.

BURNETT asked about the protest petition submitted earlier and whether or not the names mentioned as being 124 were husband and wife or represented 124 properties. It was stated that it appeared to be 124 signatures (husband and wife).

MARTENS was still unhappy about the indefiniteness of the request and thought that the developer should say at this time definitely how many openings he wanted on Douglas and Rock Road rather than what is shown as the maximum. He stated that if there was a definite plan being considered, the residents would not be so upset about the proposal.

MRS. SKINNER said they still don't want the small business buildings on the Rock Road frontage with only a 35-foot setback as she was fearful it could lead to commercial on the east side and the eventual stripping of the east side of Rock Road. She pointed out that 6 years ago when the existing plan was approved there were to be no buildings along Rock Road as it was to be a buffer area.

In further discussion of the handling of traffic, it was pointed out that the required right-of-way would have to be dedicated by the developers and would not be at the taxpayers expense. CURRY commented that anything assessed to the City at large for improvement of the street, signalization, etc. would be taxpayers' money.

KAMEN said the Commissioners have listened to the statements made and he felt they have in mind the feeling of the people concerned, but so far as the Planning Commission being able to do anything at this point, the proposed amendment will have to go to the Subdivision Committee where the traffic problems can be resolved.

MOTION: KAMEN moved, JACKSON seconded and it carried unanimously that this matter be referred to the Subdivision Committee and the Utility Advisory Committee for further review.

It was pointed out that the Planning Commission at this time is not establishing the number of access points, or approving the requested amendments.

GALBRAITH said the next meeting of the Subdivision Committee would be on June 15, 1972; however, there are a large number of plats already scheduled, and it was his suggestion this matter be placed on the agenda for their first meeting in July. After brief consultation with Kamen (Chairman of the Subdivision Committee), it was decided to hold a special meeting for consideration of this one item. GALBRAITH then announced to those who had appeared on this case that this matter would be discussed by the Subdivision Committee at a special meeting at 2:00 p.m. on Thursday, June 29, 1972, in Room 401 City Building annex.

13
EXCERPT FROM PLANNING COMMISSION MINUTES OF JULY 27, 1972:

24. Case No. DP-12 - Chrysler Realty Corporation and Melvin Simon and Associates, Inc. request approval of an amendment to the Community Unit Plan on property described as follows: The SE 1/4 of Section 19, Township 27 South, Range 2 East of the 6th P.M., except Rockwood South Second Addition. Generally located on the north side of Kellogg, south of Douglas, between Eastborough and Rock Road.

GALBRAITH reported that the Subdivision Committee has considered this application and he reviewed previous considerations of the original CUP on subject property which was approved in 1967. (See Planning Commission minutes of June 8, 1972 for complete staff report and previous discussion on this application for amendment of the CUP.) GALBRAITH pointed out that at the previous hearing there was considerable opposition because of the reduced setback on Rock Road and the plan to establish retail facilities along Rock Road. He briefly reviewed the following memorandum to the Planning Commission prepared after Subdivision Committee consideration:

The Subdivision Committee of the Planning Commission, at a special meeting on June 29, 1972, reviewed the above-captioned CUP along with members of the Utility Advisory Committee. In addition to considering the CUP as originally presented, the Committee also considered proposed amendments presented by Mr. Parker which included establishing a 200-foot setback for Parcel #1 along Rock Road; reduction of the gross leaseable area for Parcel #1 to 1,300,000 square feet; two major access approaches to Douglas on Parcel #1 and two curb cuts on Parcel #2; three major access approaches to Rock Road and two right turn only curb cuts for Parcels #2, #3 and #4; reduction of the proposed square feet of leaseable area on Parcel #5 to 200,000 square feet; and a list of uses to be eliminated for Parcels #2, #3, #4, and #5.

The Committee also reviewed traffic proposals proposed by the applicant's consultant, Raymond Keys, and William McKinley of the Traffic Engineering Division, which included, but were not limited to, proposals for five parking spaces per 1,000 square feet of gross leaseable square feet of retail floor space; the future needs for improvements on Kellogg and Rock Road for additional through lanes, plus dual left turning lanes at Armour and the intersection of Rock Road and at major entrances from Rock Road; and an interior loop system redesigned to eliminate sharp turns.

Although Keys was of the opinion that substantial improvements could be made within the existing right-of-way for Kellogg, it was the position of the Traffic Engineering Division that additional lanes would eventually be required which could not be handled within existing rights-of-way.

In the discussion of improvements for Rock Road, McKinley commented that for the eventual improvement predicted by their office, an estimated 140 feet to 160 feet of right-of-way would be needed, however, he commented that more detailed design would be necessary nearer the time of platting for a final determination.

After considering questions and comments presented by property owners to the north, east and west, it was the action of the Subcommittee to recommend the approval of the CUP as submitted, including the proposed changes as presented by the applicant's representatives, subject to the following conditions:

1. All proposed amendments to the plan, including clarification of major approaches and curb cuts, a 200-foot setback for Parcel 1, changes in proposed gross floor areas, elimination of several of the proposed uses for Parcels 2, 3, 4, and 5 etc., are to be reflected on the revised plan.
2. Adding the following under "General Notes" - "An interior circulation roadway shall be designed and submitted for review and approval by the Department of Public Works prior to the issuance of any building permits on Parcel #1."
3. The elimination of the 90° turn on the interior roadway.
4. Adding the following under "General Notes":
A 5'-8" solid or semi-solid wall of brick, stone, masonry, architectural tile or similar material shall be constructed within one foot of the interior side of the indicated 50-foot shelter belt adjacent to Douglas, and within one foot of the interior side of the 10-foot planting strip adjacent to Rock Road, if the service area, storage area or rear of the commercial development faces an "AA", "A", "RB", or "B" district, even if separated by an alley, publicway or street. A planting strip no less than 10 feet in width of low shrubbery shall be provided adjacent to the property line when the commercial development fronts toward any "AA", "A", "RB" or "B" district and is separated by an alley, publicway or street.
5. Adding the following under "General Notes":
"A landscape plan for the 10-foot planting area along Rock Road and Douglas, indicating the location, type, and specifi-

cations of planting materials, shall be submitted to the Planning Department for approval prior to the issuance of any building permit on Parcels 1, 2 and 4.

6. Amending the proposed parking ratio under Parcel 1 to provide for a minimum five parking spaces per 1,000 square feet of gross floor area.
7. Indicate the bridge across Armour as shown on the original CUP.
8. Platting of subject property prior to the issuance of building permits.
9. Adequate assurances at the time of platting that buildings will be designed to minimize the noise factor.
10. Adding the following under "General Notes": Additional street right-of-way for Kellogg Drive, Douglas and Rock Road, and the guarantee of improvements will be determined at the time of platting, and building setback lines will be adjusted accordingly.
11. Amending the proposed uses for Parcels 2, 3 and 4 to indicate specific uses.
12. The development of this property shall proceed in accordance with the development plan as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.
13. Any major changes in this development plan shall be resubmitted to the Planning Commission and to the City Commission for its consideration.
14. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for development and be binding upon the present owners, their successors and assigns, unless amended.

(Note: Items 8-14 above, as indicated in the Planning Department report, were recommended for approval.)

15. The applicant should make every effort to eliminate Parcel 4, however, if not possible, the building setback from Rock Road shall be increased to 65 feet.

In regard to condition #15, there is considerable opposition to the location of this parcel across from the homes in Bonnie Brae and the subcommittee urged that every effort be made by the applicant to relocate this intended tire, battery and accessory use to another location.

An additional question raised at the Subcommittee meeting that was not discussed at length was a request to provide a means to keep blowing debris from crossing Rock Road into the residential area. We recommend that the architect give some thought to this as some architecturally designed fence might be incorporated in the 10-foot planting area.

Inasmuch as the action of the Subdivision Committee included forwarding this case on to the Planning Commission for reconsideration, the applicant was requested to make the necessary corrections to the CUP and submit revised copies to our office so that this item could appear on your agenda for your regular meeting of July 13, 1972. Attached is the revised copy.

Also, inasmuch as there are many other items scheduled for that meeting and inasmuch as there are several who desire to speak on this item, the Committee directed that this case be placed

last on the agenda and they advised all those who spoke at previous meetings that the case would not be considered prior to 4:00 p.m. This time was set by the Subcommittee so those interested in this case would not have to sit through the entire agenda.

GALBRAITH said the consultant for the developer and the City Traffic Engineer agree that when the center is developed to its maximum, major improvements will have to be made on Kellogg and Rock Road.

GALBRAITH referred to the conditions of approval as recommended by the Subdivision Committee and indicated action with respect to such conditions 1 through 15 as follows:

1. and 2. - Basically satisfied as the corrections have been made on the plans.
3. Provisions have been made on the plan that this condition will be resolved during platting.
4. and 5. - Satisfied on the amended plan.
6. This is satisfied on the plan. GALBRAITH pointed out that the word "leasable" should be inserted between "gross" and "floor area."
7. and 8. - Satisfied on the plan.
9. Will be complied with in the platting process.
10. and 11. - Have been complied with by wording on the plan.
12. 13. and 14. - Are the three standard conditions approved on each CUP.

Condition 15 relates to Parcel 4 - the proposed location for a tire, battery and accessory store. GALBRAITH said it was strongly urged by the Subdivision Committee that the applicant try to eliminate this parcel and proposed use or move the intended use to another location, and if not possible then increase the setback to at least 65 feet from Rock Road. GALBRAITH said the plan, although revised to indicate all other changes as suggested by the Subdivision Committee, retains this parcel and proposed use with an indication of a 65-foot setback from Rock Road. GALBRAITH stated that it is the applicant's opinion that it would be impossible to relocate the proposed use to an area farther north on Rock Road where it would be across the street from existing light commercial development. He pointed out that the text of the plan indicates that all building setback lines will be adjusted at such time as platting occurs and adjustments are made for future street right-of-way. GALBRAITH said that at the Subdivision Committee meeting, the applicant indicated that a landscape plan would be submitted during platting to show the type, size and quality of shrubs and trees.

GALBRAITH also indicated that some minor corrections were necessary related to punctuation, etc., which the applicant has agreed should be made. It was stated that while the applicants want two access points on parcel 3, the plan actually shows only one, which is in error as two points were agreed upon.

JAMES SCHAEFFER, attorney for the applicant, agreed that there were some minor corrections and changes which should be made on the plan. He stated that he would answer questions either the Commission or opposition had.

JANICE BISHOP, 8002 Mockingbird, representing the Bonnie Brae area, said they had recommended relocation of the tire, battery and accessory store (parcel 4) farther to the west and north of parcel 5, and asked if the revised plan indicates such a change.

JAMES SCHAEFER, attorney for the applicant, said the revised plan indicates parcel 4 as originally located with the setback increased to 65 feet from Rock Road as recommended by the Subdivision Committee. SCHAEFER pointed out that to locate this use behind Parcel 5 would destroy the effectiveness of the automobile center as it would be concealed by other structures, and it is a situation where, from a marketing standpoint, it would not be feasible.

MRS. BISHOP suggested as an example, shoppers wanting to patronize a Ward Store automotive shop would know it could be reached through the main Ward Store if located as a part thereof rather than in a separate structure. She considered it an invalid assumption that such a use depends on highway traffic or would have more business if located across from residential property.

SCHAEFER pointed out that one of the reasons for moving it away from the primary structure is to avoid pedestrian and vehicular conflicts.

KAMEN commented that there are regional centers, however, that do have the automotive center connected with the major facility.

RAYMOND KEYS, consulting engineer engaged by the developer, said his dealings in this case have been primarily with traffic, but in respect to the question asked, he stated he has seen many shopping centers where automotive centers are located by the principal use; however, he has observed more located on adjacent roads. He pointed out that it is a matter of individual merchandizing preference and in this case the tenant wants it located on Rock Road. KEYS continued that they are looking for exposure at this particular corner.

The possibility of it facing Kellogg where there is a service road and there is a high traffic count, was suggested, but KEYS said he had not talked to the proposed tenant about such a possibility.

SCHAEFER said as far as he knew, the proposed tenant has remained firm in their position so far as location of this proposed use. He said this was discussed throughly by the Subdivision Committee and the possibility of moving the location back to the west, but then there is the problem of destroying the interior circulation system.

HENNESSY commented that if total access control is taken on Parcel 4, then there would be a need for access inside the development. BLAKEY also suggested interior access to the automotive center rather than have additional curb cuts to Rock Road.

SCHAEFER said that was discussed at the Subdivision Committee also, but if that was done there would probably be a less desirable looking structure because of the parking situation and the building would have to be moved forward in order to have sufficient parking. It was his opinion that it was the thinking of the majority of those involved that as shown is probably the best way - leaving the interior circulation and fronting Parcel 4 on Rock Road, rather than having it back into Rock Road, which he did not think would be practical.

RISING asked if it would be possible to move the major structure in Parcel 1 farther north thus placing the automobile accessory use on the south portion. HENNESSY observed that apparently the customer wants the most exposure and feels it is available only at the location indicated.

RISING thought it desirable to explore all possibilities to get the best for the community and asked if it had been considered moving it to the north end across from existing commer-

cial zoning and development.

SCHAEFER said it was discussed at the Subdivision Committee, however, the particular client involved remained firm in his desire for the location as indicated.

KAMEN asked if it was definite that Parcel 4 was to be used for an automotive center. SCAEFER said there was discussion about limiting it to such use, but inferred that until they have a tenant signed on a lease, it was not considered advisable.

KAMEN asked if it would be possible to eliminate "new and used car lots" and "body and fender work." SCHAEFER agreed that this was a matter which could be clarified through punctuation.

GALBRAITH pointed out that Parcels 2, 3 and 4 all have the same potential uses listed. SCHAEFER suggested that in the "General Notes" where restaurants are referred to, that language be added to prohibit outside food service, which would eliminate the possibility of the drive-in type restaurant.

HENNESSY asked Mrs. Bishop if the residents of Bonnie Brae are agreeable with everything except the location of Parcel 4 and its possible use. MRS. BISHOP pointed out that once Rock Road is opened up for commercial across from residents, then it provides leverage for future commercial zoning on the east side.

TOM CURRY said he lives across from Parcel 4. He offered objection to the fact that there is so much uncertainty about the plans, and alternatives have been left open so far as drives in and drives out, and so far as uses, very little has been eliminated from Parcel 4.

CURRY said the location and uses proposed on Parcel 4 has been brought up several times, however the developer doesn't want to put the building anyplace else because they are afraid of congestion and interference with shopping center traffic; however, little consideration has been given to the affect on traffic on Rock Road. CURRY also referred to the uncertainty of tenants and apparently no tenant is signed on the dotted line as yet.

SCHAEFER said that from a business standpoint it is impossible to get signatures on leases until preliminary problems are out of the way.

CURRY commented that the developer wants Parcel 4 as now shown in order to obtain an automotive center lessor, but if that does not materialize, then they can establish some other use.

HENNESSY pointed out to Mr. Curry that the Commission must consider the people who are investing money as well as the residents and that is what is being attempted at this hearing. He commented that this is one of the prime pieces of land in Wichita and that, when developed, this area will have the biggest traffic problem.

CURRY said he appreciated the attention the Commission and the Subdivision Committee members had given on the matter and he felt he had received a "fair shake."

MRS. BISHOP agreed that, while the land may have been zoned light commercial for sometime, the development plan previously approved and agreed to by adjacent owners, provided a 300-foot setback from Rock Road, which the present plan does not. She said they were originally led to believe that this would be a beautiful center and would be 300 feet back from Rock Road. She said they are fighting the amended plan now and not the light commercial zoning or the previously approved plan.

SCHAEFER agreed that the whole area is light commercial and that the original plan included the 300-foot setback referred to, and it was his opinion that very little consideration was given to practicality in the previously approved plan.

SCHAEFER continued that there will be 225 feet from any structure placed on Parcel 4 and any existing use on the east side of Rock Road, when one considers the 65-foot setback, the required future street right-of-way and the setback on the homes to the east.

There was considerable discussion about the possibility of needing more right-of-way from the east side of Rock Road, and MRS. BISHOP commented that additional right-of-way had come from the east side previously when Rock Road was widened and if any more is taken, it will mean the removal of trees which they have planted.

KAMEN stated that at the Subdivision Committee meeting, this was discussed and the Traffic Engineering representative said that in order to keep the street in line, not all of the right-of-way would come from the west side.

LAKIN commented that if any additional right-of-way has to be taken from the east side to prevent curvature of the street, it would have to be condemned.

Some of the owners on the east side of Rock Road questioned whether the City could take any of their property. LAKIN reviewed the eminent domain process, and indicated that if it is a matter of six moving lanes and double left turn lanes for a total of 9 lanes, there is no way of answering how much right-of-way will be required until actual designing of the street is proposed.

SCHAEFER pointed out that the full 140 or 160 feet (whatever is eventually determined to be necessary) will not be needed for the full length of the street, but only a designated distance from the intersection.

BLAKEY asked if there is anywhere in the City where 160 feet has been taken. LAKIN said the usual maximum has been 120 feet, but that at Amidon and 21st Street, some 150-foot rights-of-way were taken.

DONNA COOPER, a resident of Rockwood, spoke in opposition to five access points on Douglas (one at Armour, two at Rock Road and two in between). She pointed out that this would mean the elimination of much of the shelter belt by the time one considers the removal of trees necessary to provide proper site distances for entering at the access point. She felt there would not be many trees left and from her home she would be looking into the activity at the center, which she understood might be a grocery store and other shops where they would be exposed to the traffic and trucks, etc. She pointed out that not all traffic from this development is going to utilize Rock Road and Kellogg.

KAMEN pointed out that at the Subdivision Committee it was brought out that truck traffic could be prohibited through the Eastborough area or the Rockwood area, or at least limited.

MRS. COOPER said there had been no indication of what might be built along the Douglas frontage until at the Subdivision Committee meeting when it was stated the corner of Douglas and Armour would be a twin theater and small shops. She was opposed to such activities so near her home.

HAROLD DICK, Mayor of Eastborough, said that Eastborough currently has a limit of 5-ton vehicle limitation on its streets. He said they would like to see the amount of traffic on Douglas held to a minimum because the streets are not equipped to handle additional traffic.

He stated that if there is too much traffic, the only alternative will be to eliminate all through traffic, which he said they could do. He said they can control all their roads and stop all truck traffic except those servicing the area within Eastborough. He felt this would help the problem and perhaps satisfy some of the concern of the Eastborough residents.

MAYOR DICK said they have discussed this with the County Engineer, and at the Subdivision Committee meeting asked that the number of access points to Douglas be held to a minimum. He said they have no alternative other than after a decision is made as to the minimum number of openings, from then on the problem is Eastborough's and it will be up to that City to determine how best to handle the traffic through the area.

MRS. LORRAINE SOUTHERLAND, an owner on Mockingbird Lane was informed as to the right-of-way thought to be needed for Rock Road improvements. She said she had faith that the Commission would do everything within its power to protect the nice living area and still have a good shopping center on the west side of Rock Road.

MRS. COOPER asked again if it was really necessary to have so many access points on Douglas. SCHAEFER pointed out that they are really only asking for two major openings as Armour is already approved and there will be two curb cuts to Parcel 2 which is a small tract.

MRS. COOPER commented that traffic can drive to the major shopping center from the small parcel with the so-called "curb cuts." SCHAEFER commented that there are setback requirements and there will be no access from Parcel 2 into Parcel 1. GALBRAITH said he did not agree completely with Mr. Schaefer's comment because the plan does not specifically specify that there is no access from one tract to the other. Comparison was made with the Mall center where it is possible to drive from one parcel to any other parcel on that approved plan.

MRS. COOPER was still anxious that there be only one access to Douglas and she felt more access points would tend to encourage motorists to utilize Douglas to avoid the traffic congestion on Rock Road and Kellogg.

KEYS commented that regardless of how many access points there are on Douglas, there will be some traffic utilizing the streets of Rockwood; however, the plan is to try to siphon off as much traffic as possible on Armour.

KAMEN stated that much of what has come up at this time was brought up at the Subdivision Committee hearing, at which time the Committee listened to all the problems and granted a fair hearing to everyone concerned. It was his opinion that apparently every effort has been made to relocate Parcel 4, but a setback of 65 feet from Rock Road has been decided on by the applicant. It was Kamen's opinion that the applicant has done everything possible to further their development and also protect the neighborhood, and further assurance of such protection will be complied with in the platting process.

MOTION: KAMEN moved and BLAKEY seconded that the planning Commission recommend approval of this application, subject to the conditions as recommended by the Subdivision Committee and the additional comments made at this meeting.

TAYLOR said she felt every effort had not been made to relocate Parcel 4. Another Commissioner said he welcomed new industry and business into Wichita, but thought there should be some way it could be handled without having to sacrifice the protection of residents.

RISING felt this development would be good for the community, and pointed out that all are willing to attempt to resolve problems and differences, and in view of progress in other parts of the country, he did not feel that every effort had been made in this case regarding the location of Parcel 4, however, he did not feel the Planning Commission should prevent the moving ahead of a development such as proposed.

BLAKEY said the inability to relocate Parcel 4 or the intended use for an automobile center, was of concern to him, and he thought a different arrangement so far as access to such a center would be more desirable than as planned. He said he still thought the center should be built and welcomed the additional tax base from a tract which heretofore has remained vacant.

GALBRAITH asked for clarification so far as the adding of words to prevent a drive-in restaurant on certain parcels, and it was agreed such wording should be added to Parcels 2, 3 and 4.

There was indication from several Commissioners of a desire to discuss further Parcel 4.

BLAKEY withdrew his second to Kamen's motion.
RISING seconded the motion.

There was brief discussion among the Commissioners with respect to Parcel 4 and KAMEN indicated he would like to hear from the proponents again on this question. Inasmuch as a motion was before the Commission, it was pointed out that such was not possible.

WITHDRAWAL OF MOTION: With the consent of the second, KAMEN withdrew the above motion.

The Chairman then asked the proponents to speak again concerning efforts to relocate the automobile center. KEITH PARKER, architect, said that since the Subdivision Committee meeting he had conferred with the applicant in Indianapolis and then in New York, and he reported that the particular major retailer they are dealing with has insisted on the automobile center being as shown at this time (Parcel 4 and 65-foot setback from Rock Road), and that agreement on the 65-foot setback was only after much deliberation. The major tenant involved feels there must be another major tenant at the opposite side of the development and a developer must more or less compromise with a major tenant's desires. PARKER said their last conversation on the subject was on Tuesday of this week at which time the proposed tenant insisted on the layout as shown.

PARKER related further the efforts made in coordinating tenants or retailers throughout the country to make the development a significant shopping complex.

MOTION: KAMEN moved, RISING seconded and it carried by a vote of 3 in favor (Kamen, Rising and Blakey) and 2 opposed (Taylor and Hennessy) that inasmuch as most of the conditions of approval as recommended by the Subdivision Committee had been amended on the plan, that the Planning Commission recommend to the City Commission that this request for amendment of the CUP be approved, subject to the following conditions:

1. Platting of subject property prior to the issuance of build-permits.
2. Adequate assurances at the time of platting that buildings will be designed to minimize the noise factor.
3. The development of this property shall proceed in accordance with the development plan as recommended for approval by the Planning Commission and approved by the governing

body; and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.

4. Any major changes in this development plan shall be resubmitted to the Planning Commission and to the City Commission for its consideration.
5. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for development and be binding upon the present owners, their successors and assigns, unless amended.
6. Indicating two points of access to Rock Road for Parcel 3.
7. Approving the parking ratio for Parcel 1 as 5 spaces per 1,000 square feet of gross leasable floor area.
8. Adding the following after "restaurant" in General note #6: "Excluding outdoor food service."



THE LAW COMPANY

13161 265 8584 313 S MARKET PO BOX 1138 WICHITA, KANSAS 67201

TO: Metropolitan Area Planning Commission
104 South Main
Wichita, Kansas 67201

PROJECT:
KELLOGG MALL
Wichita, Kansas

ATTN: Mr. Jack Galbraith TENANT SPACE _____

WE SEND YOU HEREWITH UNDER SEPARATE COVER
Ten (10) copies of revised Kellogg Mall Community Unit Plan, per
your instructions.

THESE ARE:

- For your review and approval. Please return _____ copies with approval or corrections noted.
- For your information. For your files.
- Reviewed for compliance with Contract Documents.
- Reviewed and required corrections noted. Send _____ sepia transparencies and _____ ozalid prints of corrected drawings.
- Revise and resubmit per required corrections. Send _____ sepia transparencies and _____ ozalid prints of corrected drawings. Send _____ copies of submittal data.
- Rejected. See Contract Documents.
- _____

Remarks: _____

By Douglas Walker
Douglas Walker, Marketing

Copies To: Mr. Keith Parker

- Architects Preliminary Drawings
- Architects Drawings for Pricing
- Architects Drawings for Construction
- Tenant Drawings
- Shop Drawings
- Submittal Data
- Samples
- Community Unit Plan

Date: August 1, 1972

TRANSMITTAL TR

July 17, 1972

Mr. James R. Schaefer, Attorney
800 Brown Building
Wichita, Kansas 67202

Re: DP-12 - Amendment to Rockwood
South Community Unit Plan

Dear Mr. Schaefer:

The Planning Commission, at its regular meeting on July 13, 1972, considered the above-captioned CUP. Inasmuch as most of the conditions of approval as recommended by the Subdivision Committee and stated in our letter of June 30, 1972, had been amended on the plan, it was the action of the Planning Commission to recommend the approval of the CUP, subject to the following conditions:

1. Platting of subject property prior to the issuance of building permits.
2. Adequate assurances at the time of platting that buildings will be designed to minimize the noise factor.
3. The development of this property shall proceed in accordance with the development plan as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.
4. Any major changes in this development plan shall be resubmitted to the Planning Commission and to the City Commission for its consideration.
5. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for development and be binding upon the present owners, their successors and assigns, unless amended.

Page 2 - Mr. James R. Schaefer
July 17, 1972

- ~~A~~ Indicating two points of access to Rock Road for Parcel #3.
- ~~B~~ Approving the parking ratio for Parcel #1 as 5 spaces per 1,000 square feet of gross leasable floor area.
- ~~C~~ Adding the following after "restaurant" in General Note #6: "Excluding outdoor food service."

In addition to these conditions of approval, there are some minor changes in the text we discussed prior to the meeting that need to be corrected. Please have the architect make these corrections and submit 10 revised copies to our office by 5:00 p.m. on August 1, 1972. Although it was announced at the meeting that this matter would be forwarded on to the City Commission for consideration on August 1, at your request after the meeting, this is to advise those receiving copies of this letter that the case will be forwarded to the City Commission for consideration at their next meeting at 9:00 a.m. on Tuesday, August 8, 1972, in Room 201 City Building, 204 South Main.

We are enclosing a marked copy of the plan in the letter to Keith Parker.

If you have any questions concerning these comments, please contact our office.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:ber

cc: Chrysler Realty Corporation, Attention: John E. Schippel
P. O. Box 1919, Detroit, Michigan 48231
Melvin Simon and Associates, Inc., 1712 North Meridian,
Indianapolis, Indiana 46282
B. J. Kingdom, c/o The Law Company, 313 South Market 67202
- Keith Parker, c/o The Law Company, 313 South Market 67202
- Raymond Keys, P.E., 44 Executive Boulevard,
Elmsford, New York 10523
- William McKinley, Assistant Traffic Engineer
Mrs. and Mrs. Edwin H. Cooper, 7507 Huntington Avenue 67206
Robert McCroskey, 7413 Pagent 67206
Wm. Tinker, Jr., Suite 530, R. H. Garvey Bldg. 67202
W. M. Houghland, Pres., Rockwood Homes Association
7514 Plaza Lane 67206

Page 3 - Mr. James R. Schaefer
July 17, 1972

cc: (Continued)

Mrs. Janice Bishop, 8002 Mockingbird 67207
R. D. Martens, 217 Post Oak 67206
Mrs. Elizabeth Skinner, 8008 Mockingbird 67207
Mr. and Mrs. Wm. Banta, 27 Huntington 67206
Jack Cook, 26 East Douglas 67206
Harold Dick, 10 Lakeside Boulevard 67207
Thomas J. Curry, 8002 Peach Tree 67207
Lynn Whiteside, 8101 Mockingbird 67207
Paul Messner, 162 Lochinvor 67207
H. Briggs Walls, 201 Rutland 67206
Mrs. Elan Boyers, 8102 Willowbrook 67207
Carol McMillen, 8001 Willowbrook 67207
Robert Wagon, 320 Heather Road 67207
Lloyd W. Harris, 24 Willowbrook 67207
Mrs. Lorene Sutherland, 8026 Mockingbird Lane 67207

July 10, 1972

Dick Linn, City Engineer
Paul Graves, City Traffic Engineer
M. S. Mitchell, Asst. Supt. Maintenance & Flood Control
Jack H. Galbraith, Chief Planner

DP-12 - Kellogg Mall - Northwest
corner of Kellogg and Rock Road

Attached is a copy of the revised CUP plans for Kellogg
Mall. This is provided for your information and files
and is scheduled for the Planning Commission meeting of
July 13, 1972, at 4:00 p.m.

JHG:ber

Attachment



THE LAW COMPANY

(316) 265 9564 - 313 S. MARKET - P.O. BOX 1128 - WICHITA, KANSAS 67201

TO: Wichita-Sedgwick County Metropolitan
Area Planning Commission
City Hall, 104 South Main
Wichita, Kansas 67202

PROJECT
KELLOGG MALL
Wichita, Kansas

ATTN: Mr. Jack Galbraith TENANT SPACE _____

WE SEND YOU HEREWITH UNDER SEPARATE COVER
Fourteen (14) prints of revised Kellogg Mall CUP and fourteen (14)
prints of preliminary Kellogg Mall site leasing plan, per your
instructions.

THESE ARE:

- For your review and approval. Please return _____ copies with approval or corrections noted.
- For your information. For your files.
- Reviewed for compliance with Contract Documents.
- Reviewed and required corrections noted. Send _____ sepia transparencies and _____ ozalid prints of corrected drawings.
- Revise and resubmit per required corrections. Send _____ sepia transparencies and _____ ozalid prints of corrected drawings. Send _____ copies of submittal data.
- Rejected. See Contract Documents.
- _____

Remarks: _____

By: Douglas Walker
Douglas Walker, Marketing

Copies To: Mr. Melvin Simon
Mr. Keith Parker

- Architects Preliminary Drawings
- Architects Drawings for Pricing
- Architects Drawings for Construction
- Tenant Drawings
- Shop Drawings
- Submittal Data
- Samples
- _____

Date: July 7, 1972

TRANSMITTAL TR

July 5, 1972

Wichita-Sedgwick County Metropolitan
Area Planning Commission

Jack H. Galbraith, Chief Planner

DP-12 - Amendment to Rockwood
South Community Unit Plan

The Subdivision Committee of the Planning Commission, at a special meeting on June 29, 1972, reviewed the above-captioned CUP along with members of the Utility Advisory Committee. In addition to considering the CUP as originally presented, the Committee also considered proposed amendments presented by Mr. Parker which included establishing a 200-foot setback for Parcel #1 along Rock Road; reduction of the gross leaseable area for Parcel #1 to 1,300,000 square feet; two major access approaches to Douglas on Parcel #1 and two curb cuts on Parcel #2; three major access approaches to Rock Road and two right turn only curb cuts for Parcels #2, #3 and #4; reduction of the proposed square feet of leaseable area on Parcel #5 to 200,000 square feet; and a list of uses to be eliminated for Parcels #2, #3, #4, and #5.

The Committee also reviewed traffic proposals proposed by the applicant's consultant, Raymond Keys, and William McKinley of the Traffic Engineering Division, which included, but were not limited to, proposals for five parking spaces per 1,000 square feet of gross leaseable square feet of retail floor space; the future needs for improvements on Kellogg and Rock Road for additional through lanes, plus dual left turning lanes at Armour and the intersection of Rock Road and at major entrances from Rock Road; and an interior loop system redesigned to eliminate sharp turns.

Although Keys was of the opinion that substantial improvements could be made within the existing right-of-way for Kellogg, it was the position of the Traffic Engineering Division that additional lanes would eventually be required which could not be handled within existing rights-of-way.

In the discussion of improvements for Rock Road, McKinley commented that for the eventual improvement predicted by their office, an estimated 140 feet to 160 feet of right-of-way would be needed, however, he commented that more detailed design would be necessary nearer the time of platting for a final determination.

After considering questions and comments presented by property owners to the north, east and west, it was the action of the Subcommittee to recommend the approval of the CUP as submitted, including the proposed changes as presented by the applicant's representatives, subject to the following conditions:

1. All proposed amendments to the plan, including clarification of major approaches and curb cuts, a 200-foot setback for Parcel 1, changes in proposed gross floor areas, elimination of several of the proposed uses for Parcels 2, 3, 4, and 5' etc., are to be reflected on the revised plan.
2. Adding the following under "General Notes" - "An interior circulation roadway shall be designed and submitted for review and approval by the Department of Public Works prior to the issuance of any building permits on Parcel #1."
3. The elimination of the 90° turn on the interior roadway.
4. Adding the following under "General Notes":
A 5'-8' solid or semi-solid wall of brick, stone, masonry, architectural tile or similar material shall be constructed within one foot of the interior side of the indicated 50-foot shelter belt adjacent to Douglas, and within one foot of the interior side of the 10-foot planting strip adjacent to Rock Road, if the service area, storage area or rear of the commercial development faces an "AA", "A", "RB", or "B" district, even if separated by an alley, publicway or street. A planting strip no less than 10 feet in width of low shrubbery shall be provided adjacent to the property line when the commercial development fronts toward any "AA", "A", "RB" or "B" district and is separated by an alley, publicway or street.
5. Adding the following under "General Notes":
"A landscape plan for the 10-foot planting area along Rock Road and Douglas, indicating the location, type, and specifications of planting materials, shall be submitted to the Planning Department for approval prior to the issuance of any building permit on Parcels 1, 2 and 4.
6. Amending the proposed parking ratio under Parcel 1 to provide for a minimum five parking spaces per 1,000 square feet of gross floor area.
7. Indicate the bridge across Armour as shown on the original CUP.
8. Platting of subject property prior to the issuance of building permits.
9. Adequate assurances at the time of platting that buildings will be designed to minimize the noise factor.
10. Adding the following under "General Notes": Additional street right-of-way for Kellogg Drive, Douglas and Rock Road, and the guarantee of improvements will be determined at the time of platting, and building setback lines will be adjusted accordingly.
11. Amending the proposed uses for Parcels 2, 3 and 4 to indicate specific uses.

12. The development of this property shall proceed in accordance with the development plan as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.
13. Any major changes in this development plan shall be resubmitted to the Planning Commission and to the City Commission for its consideration.
14. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for development and be binding upon the present owners, their successors and assigns, unless amended.

(Note: Items 8-14 above, as indicated in the Planning Department report, were recommended for approval.)

15. The applicant should make every effort to eliminate Parcel 4, however, if not possible, the building setback from Rock Road shall be increased to 65 feet.

In regard to condition #15, there is considerable opposition to the location of this parcel across from the homes in Bonnie Brae and the Subcommittee urged that every effort be made by the applicant to relocate this intended tire, battery and accessory use to another location.

An additional question raised at the Subcommittee meeting that was not discussed at length was a request to provide a means to keep blowing debris from crossing Rock Road into the residential area. We recommend that the architect give some thought to this as some architecturally designed fence might be incorporated in the 10-foot planting area.

Inasmuch as the action of the Subdivision Committee included forwarding this case on to the Planning Commission for reconsideration, the applicant was requested to make the necessary corrections to the CUP and submit revised copies to our office so that this item could appear on your agenda for your regular meeting of July 13, 1972. Attached is the revised copy.

Also, inasmuch as there are many other items scheduled for that meeting and inasmuch as there are several who desire to speak on this item, the Committee directed that this case be placed last on the agenda and they advised all those who spoke at previous meetings that the case would not be considered prior to 4:00 p.m. this time was set by the Subcommittee so those interested in this case would not have to sit through the entire agenda.

Page 4 - Metropolitan Area Planning Commission
July 5, 1972

If you have questions on this case prior to the meeting, please
call.

JHG:ber

Attachment

June 30, 1972

Mr. James R. Schaefer, Attorney
800 Brown Building
Wichita, Kansas 67202

Re: DP-12 - Amendment to Rockwood
South Community Unit Plan

Dear Mr. Schaefer:

The Subdivision Committee of the Metropolitan Area Planning Commission, at a special meeting on June 29, 1972, reviewed the above-captioned CUP along with members of the Utility Advisory Committee. In addition to considering the CUP as originally presented, the Committee also considered proposed amendments presented by Mr. Parker which included establishing a 200-foot setback for Parcel #1 along Rock Road; reduction of the gross leaseable area for Parcel #1 to 1,300,000 square feet; two major access approaches to Douglas on Parcel #1 and two curb cuts on Parcel #2; three major access approaches to Rock Road and two right turn only curb cuts for Parcels #2, #3 and #4; reduction of the proposed square feet of leaseable area on Parcel #5 to 200,000 square feet; and a list of uses to be eliminated for Parcels #2, #3, #4, and #5.

The Committee also reviewed traffic proposals proposed by the applicant's consultant, Raymond Keys, and William McKinley of the Traffic Engineering Division, which included, but were not limited to, proposals for five parking spaces per 1,000 square feet of gross leaseable square feet of retail floor space; the future needs for improvements on Kellogg and Rock Road for additional through lanes, plus dual left turning lanes at Armour and the intersection of Rock Road and at major entrances from Rock Road; and an interior loop system redesigned to eliminate sharp turns.

Although Keys was of the opinion that substantial improvements could be made within the existing right-of-way for Kellogg, it was the position of the Traffic Engineering Division that additional lanes would eventually be required which could not be handled within existing rights-of-way.

Page 2 - Mr. James R. Schaefer
June 30, 1972

In the discussion of improvements for Rock Road, McKinley commented that for the eventual improvement predicted by their office, an estimated 140 feet to 160 feet of right-of-way would be needed, however, he commented that more detailed design would be necessary nearer the time of platting for a final determination.

After considering questions and comments presented by property owners to the north, east and west, it was the action of the Subcommittee to recommend the approval of the CUP as submitted, including the proposed changes as presented by the applicant's representatives, subject to the following conditions:

1. All proposed amendments to the plan, including clarification of major approaches and curb cuts, a 200-foot setback for Parcel 1, changes in proposed gross floor areas, elimination of several of the proposed uses for Parcels 2, 3, 4, and 5 etc., are to be reflected on the revised plan.
2. Adding the following under "General Notes" - "An interior circulation roadway shall be designed and submitted for review and approval by the Department of Public Works prior to the issuance of any building permits on Parcel #1."
3. The elimination of the 90° turn on the interior roadway.
4. Adding the following under "General Notes":
A 5'-8' solid or semi-solid wall of brick, stone, masonry, architectural tile or similar material shall be constructed within one foot of the interior side of the indicated 50-foot shelter belt adjacent to Douglas, and within one foot of the interior side of the 10-foot planting strip adjacent to Rock Road, if the service area, storage area or rear of the commercial development faces an "AA", "A", "RB", or "B" district, even if separated by an alley, publicway or street. A planting strip no less than 10 feet in width of low shrubbery shall be provided adjacent to the property line when the commercial development fronts toward any "AA", "A", "RB" or "B" district and is separated by an alley, publicway or street.
5. Adding the following under "General Notes":
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6. Amending the proposed parking ratio under Parcel 1 to provide for a minimum five parking spaces per 1,000 square feet of gross floor area.
7. Indicate the bridge across Armour as shown on the original CUP.

Page 3 - Mr. James R. Schaefer
June 30, 1972

8. Platting of subject property prior to the issuance of building permits.
9. Adequate assurances at the time of platting that buildings will be designed to minimize the noise factor.
10. Adding the following under "General Notes": Additional street right-of-way for Kellogg Drive, Douglas and Rock Road, and the guarantee of improvements will be determined at the time of platting, and building setback lines will be adjusted accordingly.
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12. The development of this property shall proceed in accordance with the development plan as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.
13. Any major changes in this development plan shall be resubmitted to the Planning Commission and to the City Commission for its consideration.
14. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for development and be binding upon the present owners, their successors and assigns, unless amended.

(Note: Items 8-14 above, as indicated in the Planning Department report, were recommended for approval.)
15. The applicant should make every effort to eliminate Parcel 4, however, if not possible, the building setback from Rock Road shall be increased to 65 feet.

These are the conditions as recommended by the Subdivision Committee. In regard to condition #15, it is my opinion that there is considerable opposition to the location of this parcel across from the homes in Bonnie Brae and every effort should be made by the applicant to relocate this intended tire, battery and accessory use to another location.

An additional comment I had in my notes that was not discussed at length was a request to provide a means to keep blowing debris from crossing Rock Road into the residential area. You might have your architect give some thought to this as some architecturally designed fence might be incorporated in the 10-foot planting area.

Page 4 - Mr. James R. Schaefer
June 30, 1972

Inasmuch as the action of the Subdivision Committee included forwarding this case on to the Planning Commission for reconsideration, it is necessary that you make all the necessary changes and submit 14 corrected copies to our office by noon on July 7, so this case can be considered by the Planning Commission at their regular meeting of July 13, 1972.

Inasmuch as there are many other items to discuss at that meeting, this is to notify all those who have expressed interest in this case that discussion of this matter will not begin before 4:00 p.m. in the Planning Commission Meeting Room, 401 City Building Annex, 104 South Main. This time was set by the Subcommittee so those interested in this case would not have to sit through the entire agenda.

If you or any of those who receive copies of this letter have questions, please call.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:ber

cc: Chrysler Realty Corporation, Attention: John E. Schippel
P. O. Box 1919, Detroit, Michigan 48231
Melvin Simon and Associates, Inc., 1712 North Meridian,
Indianapolis, Indiana 46282
B. J. Kingdom, c/o The Law Company, 313 South Market 67202
Keith Parker, c/o The Law Company, 313 South Market 67202
Raymond Keys, P.E., 44 Executive Boulevard,
Elmsford, New York 10523
William McKinley, Assistant Traffic Engineer
Edwin H. Cooper, 7507 Huntington Avenue 67206
Robert McCroskey, 7413 Pagent 67206
William Tinker, Jr., Suite 530, R. H. Garvey Bldg. 67202
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Mr. and Mrs. Wm. banta, 27 Huntington 67206
Jack Cook, 26 East Douglas 67206
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Lynn Whiteside, 8101 Mockingbird 67207
Paul Messner, 162 Lochinvor 67207
H. Briggs Walls, 201 Rutland 67206
Mrs. Elan Boyers, 8102 Willowbrook 67207
Carol McMillen, 8001 Willowbrook 67207
Robert Wagnon, 320 Heather Road 67207
Lloyd W. Harris, 24 Willowbrook 67206

Lloyd W. Harris

24 Willowbrook Wichita, Kansas 67207

June 21, 1972

Mr. Robert A. Lakin
Director
Metropolitan Area Planning Commission
City of Wichita
104 South Main Street
Wichita, Kansas 67202

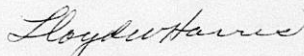
Dear Mr. Lakin:

I refer to the attached clipping from the front page of the June 9, 1972, issue of The Wichita Eagle.

It is distressing to contemplate that this tract of precious land may be committed to acres of tarmac, dozens of shops. The east side of Wichita is amply served by shops, filling stations, and acres of tarmac. What we do not have is ample park areas, trees, shrubbery. Once this area is "improved" to this dreary mediocrity, the citizens of the area will have lost.

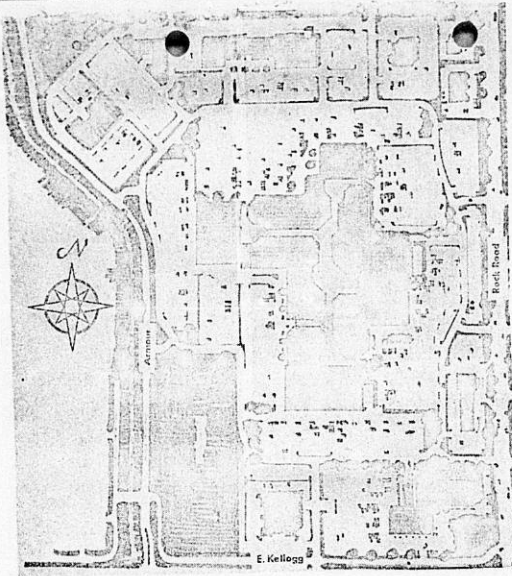
I believe there are five filling stations between the intersections of Douglas and Kellogg on Rock Road. Near by are a number of shopping centers. Where are the parks, gardens, public play areas for civilized people to use and enjoy?

Sincerely,



Lloyd W. Harris

cc:
H. G. Dick - Mayor of
Eastborough
Councilmen of Eastborough
J. Galbraith
Elizabeth Skinner
E. H. Cooper
Editor, Wichita Eagle
and Beacon



PRELIMINARY PLANS FOR \$30 MILLION MALL UNVEILED
 ... Development draws storm of complaints from area dwellers...

Chrysler's Kellogg Mall Runs Into Traffic Snarl

By BRUCE SANKEY
 Eagle Business Writer

Chrysler Corp. representatives encountered roadblocks Thursday as they approached the first government hurdle in their plan to develop Kellogg Mall, a \$30 million regional

shopping center at the northwest corner of Kellogg and Rock Road.

Local representatives and planners for the mall appeared before the Metropolitan Area Planning Commission seeking changes

in the Community Unit (development) Plan (CUP) for the 168-acre site where the shopping center will be built.

The requested changes met opposition from nearly 50 area residents who objected to a proposed reduction in the distance commercial structures can be built from streets, and who were concerned the mall would create major traffic congestion on already heavily traveled streets.

STAFF MEMBERS of Metropolitan Area Planning Department (MAPD) expressed concern about the capacity of the existing street system when the center develops to its maximum potential.

"Kellogg and Rock Road will break down," said Jack Galbraith, chief planner - community development.

★ From Page 1

handling the traffic, several alterations in pavement geometrics and signalization will be required, a staff report by MAPD said.

"To handle the traffic — if it can be done — will require significant expenditures," the MAPD report continued. "Making these improvements now would create a real problem if city participation is to be considered, based on current capital improvements program commitments.

"In all probability, traffic will require that improvements be made in the short range (three to seven years). When that time comes, the residential area should not have to pay (through special assessments).

"The developer should be advised that the major share of these improvements, if needed, will be required as a result of their development and as such they should be prepared to assume their share of the costs."

THE CHRYSLER request for CUP changes were referred to the MAPC subdivision committee for its study and recommendations.

"As far as being able to do anything, in subdivision we can get down to the nitty-gritty and work out the problems," said MAPC member Harlan Kamen.

James R. Schaefer, attorney representing automobile-building giant Chrysler, presented preliminary drawings of the shopping center — the largest ever planned for Kansas — showing a huge, million-square-foot mall near the center of the site,

approximately 300 feet from surrounding streets.

However, on the perimeter of the site, plans call for construction of smaller commercial structures, some as close as 35 feet from Rock Road.

Several residents of Bonnie Brae residential area, directly east across Rock Road from the proposed development, objected to the CUP changes that would allow the structures along Rock Road.

Elizabeth Skinner, who lives on Mockingbird Lane,

said, "I don't want those (shops) and eight openings (for mall access and egress) on Rock Road."

She and others said they had fought six years ago, when the original CUP for the site was filed, to keep commercial structures away from Rock Road to protect the residents whose homes are along the north-south street.

Preliminary Chrysler plans call for two self-contained commercial structures near the corner of Douglas and

Rock Road, another — possibly a fire, battery and auto accessory store — along the west side of Rock Road roughly between Willowbrook and Peach Tree, and an office structure at the corner of Kellogg and Rock Road.

HAROLD DICK, mayor of Eastborough, said a number of that community's residents were upset about the possibility of increased traffic on East Douglas.

"Any increase in traffic is going to present quite a safety hazard," he said.

E. H. Cooper, a resident of Rockwood Apartments, Douglas and Rock Road, presented a petition signed by 200 persons (124 families) proclaiming unanimous disapproval of proposed traffic access to Douglas, anticipated marked increase in auto-truck traffic and safety-health hazards and destruction along Douglas of access.

Chrysler plans show access points at Armour, on the west edge of the site, and two other points along Douglas. Along

Rock Road there would be at least four access points. Additionally, the plan calls for an inner drive completely around the shopping mall that would eliminate some of the traffic problems, city staff officials said.

The first phase of the shopping center, with three or four major department stores and dozens of other shops, is tentatively scheduled to be completed by late 1974, with the entire development finished by 1980.

August 9, 1972

Don Gissick, Deputy City Clerk

Robert A. Lakin, Director of Planning

DP-12 Amendment

The City Commission yesterday received and filed the petition submitted on the DP-12. Since the Metropolitan Area Planning Commission has also received and filed them, we have moved them from our files and hereby transfer them to you for the record.

RAL:rw
attachments

List

WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION

SUBDIVISION COMMITTEE

AGENDA

June 29, 1972

A special meeting of the Metropolitan Area Planning Commission Subdivision Committee with representatives of utility companies and officials from various departments of the City of Wichita and County of Sedgwick, has been called by Chairman Harlan R. Kamen to be held on Thursday, June 29, 1972, at 2:00 p.m., in Room 401 City Building Annex, 104 South Main, Wichita, Kansas. The following item, which has been referred to the Subdivision Committee by the Metropolitan Area Planning Commission, will be considered.

1. Request for amendment to CUP known as ROCKWOOD SOUTH, generally located at the northwest corner of Rock Road and Kellogg. (Memo attached)

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

June 20, 1972

TO Subdivision Committee and
Utility Advisory Committee

FROM John D. Gist, Principal Planner *JDG*

SUBJECT Special Meeting 6/29/72 - Amendment to C.U.P. known as
Rockwood South, DP-12.

You were previously furnished a notice concerning the above captioned special meeting, outlining the principal points of discussion before the Planning Commission on June 8th and their action to refer the matter to the Subdivision Committee. Attached for your review prior to the special meeting is a copy of the MAPD staff report outlining our comments concerning the requested amendment to the C.U.P. Also attached for those members of the Utility Advisory Committee who regularly attend the Subdivision Committee meetings, and who have not previously been furnished copies, is a copy of the applicant's amended C.U.P. It should be noted that the western portion of the amended plan that is "cross-hatched" is not proposed to be changed from the originally approved C.U.P. - Rockwood South. The legend on the left hand side of the drawing is information concerning certain parcels of the current approved C.U.P. and they carry the prefix of "RS" in the labeling of same. The legend on the right is the statistical information concerning the parcels in the proposed amended plan.

Most of subject property is not platted and will be coming to the Subdivision and Utility Advisory Committees in the form of a plat(s) at a later date for further review, comments, easement requests, etc. The main points of discussion at the special meeting are anticipated to concern themselves with traffic, access points to Douglas, interior circulation, setbacks and the now proposed strip type of development along Rock Road.

If you have a conflict and cannot attend this meeting, or feel that you do not have comments to make at this time on the amended C.U.P., please advise.

JDG:rme

Attachment

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

MAPC HEARING DATE: June 8, 1972

Case No. DP-12

Request: Amendment to the Rockwood
South Community Unit Plan

Location: North side of Kellogg, south of Douglas, between
Eastborough and Rock Road

Acres: 160

	<u>Land Use</u>	<u>Zoning</u>
Existing	Undeveloped	"LC"
North	Single-family & apartments	"AA" & "B"
East	Single-family & general business	"AA" & "LC"
South	Motel, new & used car dealership & approved shopping center	"LC"
West	New & used car dealership, motel, apartments, single-family and undeveloped	"LC"

Street rights-of-way for Kellogg Drive,
Rock Road and Douglas to be determined
at the time of platting.

Platted: No
Sidewalk: On Rock
Road only

History: Case Z-0350 - "AA" to "LC" - Deferred indefinitely at
applicant's request - October, 1961
Case Z-0408 - "AA" to "LC"
MAPC: Approved 10-4-62 BCC: Deferred 10-23-62
BCC: Denied 10-30-62
Case Z-0427 - "AA" to "LC" - CUP
MAPC: Approved "BB" for Lot 2, except S 380 feet
thereof, Rockwood South First Addition
CUP was deferred 1-17-63
BCC: Approved north portion for "BB" 2-5-63
Case Z-0557 - MAPC: Approved 7-2-64
BCC: Approved 7-21-64
DP-1 - MAPC: Approved 7-21-64
DP-12 - MAPC: Deferred indefinitely 1-20-66
MAPC: Approved 6-16-66
BCC: Approved 6-28-66
DP-12 - Amendment to increase sign height
MAPC: Approved 2-9-67
BCC: Approved 2-28-67

Comments

Proposed Amendments

In 1966 a Community Unit Plan - DP-12 and known as Rockwood South, was approved on approximately 160 acres of land located at the northwest corner of Kellogg and Rock Road. The applicant has now submitted an application to amend a major portion of the original approved CUP. The proposed amendments involving most of subject property east of Armour Drive are as follows:

- A. Changing the name from Rockwood South to Kellogg Mall Community Unit Plan.
- B. Parcels RS-1, 2, 3, 4, 7 and 11, which are adjacent to the City of Eastborough and Armour Drive are not being amended and will remain as originally approved.
- C. Parcels RS-5, 6, 8, 9 and 10, as approved in 1966, are being redesigned and described as Parcels 1, 2, 3, 4 and 5.
- D. Parcel 1 (originally RS-8 and proposed for a shopping center) is to be increased from 55 acres to 85 acres and is proposed for a Regional Shopping Center.
- E. The proposed maximum gross floor area for the amended parcels is to be increased from 1,119,885 square feet to 2,025,400 square feet.
- F. Proposed building setback from Rock Road to be decreased from 300 feet to 35 feet, 100 feet and 200 feet.
- G. Building setback from Douglas to be increased from 50 feet to 85 feet.
- H. Building setback from Kellogg Drive to be decreased from 300 feet to 75 feet.
- I. Proposed access points to Rock Road to be increased from 4 to 8 and on Douglas from no access control to 5 openings.
- J. Elimination of the bridge across the drainage ditch between East Armour and West Armour.

Traffic

On major centers such as this, traffic can be a significant problem. The issue is not whether 160 acres of "LC" zoning should be granted at this intersection, as that decision was made in 1966, even though no general comments were made about traffic. This proposal does, however, increase the intensity of use by increasing the proposed floor area. The owners have had a consultant review the traffic situation and submit recommendations. A copy of this report is attached. When reviewing the report, note that "trips" defined by the consultant is both a "to and from" operation where local use of the term "trip" is a one direction movement. The trip home becomes a second "trip".

Based on this report and the proposed intensity, when the center develops to its maximum potential, the existing street system (Rock Road and Kellogg) will no longer handle the traffic. Congestion will exist and possibly stoppages will exist. To even come close to handling the traffic, several alterations in pavement geometrics and signalization will be required. This may include double left turn bays into the center, additional thru lanes on Kellogg and converting service roads to a one-way operation. The consultant's solutions would create problems, such as denying left turns to Holiday Inn East, use of the service road for the left turns into the center from Kellogg eastbound and almost complete reconstruction of the relatively new section of Rock Road north of Kellogg. Kellogg reconstruction would be nearly prohibitive, on a local basis, due to cost. Besides the additional right-of-way needed, spreading the road will create a major engineering problem due to grade differentials.

To handle the traffic (if it can be done) will require significant expenditures. Making these improvements now would create a real problem if City participation is to be considered, based on current CIP commitments. In all probability, traffic will require that improvements be made in the short range (3-7 years). When that time comes, the residential area should not have to pay (thru special assessments). The developer should be advised that the major share of these improvements, if needed, will be required as a result of their development and as such they should be prepared to assume their share of the costs.

Specific and immediate requirements related to traffic are set forth in a memo from the Traffic Engineer's Office. The requirements should be met at the time of platting. These may include construction of accel-decel lanes, medial reconstruction and modification of curb cuts. They also suggest, and the Commission may wish to require, as a condition of approval, that the internal circulation of the center be developed on an internal ring road system. This will tend to keep movements smoother. If congestion occurs, it would be held in the ring system rather than on the arterial street system. An illustration of such a system will be shown at the Commission meeting.

Additional Comments

1. Parcels 2, 3 and 4, with 35-foot minimum setbacks, have been introduced along Rock road where originally 300-foot setbacks were proposed. Rather than a few specific individual uses for each parcel, a wide range of uses, including practically any use permitted in the light commercial district have been listed as proposed uses. It is also proposed that the precise location of these parcels will be determined at the time of platting. It should be recognized that the uses proposed on these parcels, and the minimum setbacks will have the affect of strip type development across from single-family homes.

2. As previously approved, this plan also proposes that the existing "shelter belt" along the south side of Douglas is to be retained and function as the required planting screen for those residences to the north. However, the plan also proposes five points of access to Douglas, and considering the necessary vision angle distances needed at each opening, a considerable portion of the shelter belt might have to be removed. Recognizing that Parcel 2, at the corner of Douglas and Rock Road may be developed as a service station and based on their usually having two access points to each street, consideration should be given to only permitting one major access point to Douglas between Parcel 2 and Armour Drive.
3. Subject property is located within the flight pattern of McConnell Air Force Base and based on previous discussions on the recently approved CUP to the south, at the time of platting, adequate assurances should be provided that the buildings will be designed to minimize the noise factor.

Should the Planning Commission recommend the approval of the amended Community Unit Plan, in addition to consideration of the above comments, such approval should include the following:

- A. Platting of subject property prior to the issuance of building permits.
- B. Adequate assurances, at the time of platting, that buildings will be designed to minimize the noise factor.
- C. Adding the following under "General Notes": Additional street right-of-way for Kellogg Drive, Douglas and Rock Road, if needed, and the guarantee of improvements will be determined at the time of platting, and if required, building setback lines will be adjusted accordingly.
- D. Amending the proposed uses for Parcels 2, 3 and 4 to indicate specific uses.
- E. The development of this property shall proceed in accordance with the development plan as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.
- F. Any major changes in this development plan shall be resubmitted to the Planning Commission and to the City Commission for its consideration.
- G. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for development and be binding upon the present owners, their successors and assigns, unless amended.

June 12, 1972

Mr. James R. Schaefer, Attorney
800 Brown Building
Wichita, Kansas 67202

Re: DP-12 - Amendment to Rockwood
South Community Unit Plan

Dear Mr. Schaefer:

The Planning Commission, at its regular meeting of June 8, 1972, considered the above-captioned application. After considerable discussion relative to traffic, interior circulation, number of access points to Douglas, setbacks from Rock Road and the location of proposed parcels along Rock Road, it was the action of the Planning Commission to refer this matter to the Subdivision Committee and the Utility Advisory Committee for further review. Therefore, this is to advise you and those receiving copies of this letter, that a special meeting of the Subdivision Committee has been called for June 29, 1972, at 2:00 p.m. in Room 401 City Building Annex, 104 South Main, Wichita, Kansas.

We would appreciate your authorizing Mr. Parker to forward nine more copies of the plan to our office by June 19, 1972, so that we can make them available to members of the Utility Advisory Committee.

If you have any questions concerning this matter or desire to discuss the plan in detail, please call and we will set a time for a meeting.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:ber

cc: Chrysler Realty Corporation, Attention: John E. Schippel
P. O. Box 1919, Detroit, Michigan 48231
Melvin Simon and Associates, Inc.
1712 North Meridian, Indianapolis, Indiana 46282
B. J. Kingdom, c/o The Law Company, 313 South Market 67202
Keith Parker, c/o The Law Company, 313 South Market 67202

Page 2 - Mr. James R. Schaefer
June 12, 1972

cc: (Continued)


Edwin H. Cooper, 7507 Huntington Avenue 67206
Robert McCroskey, 7413 Pagent 67206
William Tinker, Jr., Suite 530 R. H. Garvey Building 67202
W. M. Houghland, President, Rockwood Homes Association,
7514 Plaza Lane 67206
Mrs. Janis Bishop, 8002 Mockingbird 67206
R. D. Martens, 217 Post Oak 67206
Mrs. Elizabeth Skinner, 8008 Mockingbird 67206
Mrs. William Banta, 27 Huntington 67206
Jack Cook, 26 East Douglas 67206
Harold Dick, 10 Lakeside Blvd. 67206
Thomas J. Curry, 8002 Peach Tree 67206

Sub. Com. special meeting 6/29/72

THOSE WHO ATTEND:

* (3) Sub. Com. members

(U.A.C.)

- 1 1 Haz. Serv. Co
- 2 1 SWB
- 3 1 KG & E
- 4 1 Co. ENG. _____ ?
- 5 1 POST OFFICE
- 6 1 FIRE DEPT. (CITY)
- 1 D. LINN
- 1 M^c KINLEY
- 1 M.S. MITCHELL
- 7 1 OTTEN
- 1 HEALTH DEPT. _____ ?
- 8 1 PARK DEPT
- 9 1 SOIL CON. SER 

* (13)

16 TOTAL

QUESTION (3) U.A.C. — 3

SUB. COM. ALREADY HAVE — 3

ENG, T.E. & MITCH " — 3

16

— 9
— 7 more plans ?

June 9, 1972

Subdivision Committee and
Utility Advisory Committee

Jack H. Galbraith, Chief Planner

NOTICE OF SPECIAL MEETING

The Planning Commission, at its regular meeting on June 8, 1972, considered an amendment to the Rockwood Community Unit Plan which is generally located at the northwest corner of Rock Road and U. S. 54. After considerable discussion of this matter with particular concerns with respect to traffic, number of access points to Douglas, interior circulation system, setbacks and proposed strip type development adjacent to Rock Road, it was the action of the Planning Commission to refer this matter to the Subdivision Committee.

Because of the heavy agenda for your next meeting on June 15, the Chairman of the Subdivision Committee requested that we hold a special meeting on the fifth Thursday of this month - June 29, 1972 - at your regular meeting time and place. We will later forward you an agenda and a copy of the proposed Community Unit Plan.

Please mark this date on your calendar.

JHG:ber

Rev + Jile
MAPS
6-8-72

7507 Huntington Avenue
Wichita, Kansas 67206
June 7, 1972

Metropolitan Area Planning Commission
104 S. Main Street
Wichita, Kansas

Sirs:

Attached is copy of letter from your agency, dated May 25, 1972, regarding the proposed changes to the construction of the commercial complex in the area bounded by Douglas Avenue, Rock Road, Kellogg Avenue, and the City of Eastborough.

I reside in Rockwood II Addition, specifically 7507 Huntington Avenue. The rear of the residence and yard are located immediately adjacent to the north side of Douglas Avenue. When I purchased this property, it was with the understanding that pleasing and eye appealing garden type apartments would be constructed immediately south of Douglas Avenue within the area in question.

The objective for dispatch of this letter is to voice objection to: (1) The proposed increase in traffic accesses from Douglas Avenue to the commercial complex; (2) The anticipated increase in traffic on Douglas Avenue, Rutland Road, and Post Oak Road with the resultant increase in safety and health hazards; (3) The increase in noise, glaring lights, unsightly view, and refuse caused by establishment of commercial enterprises in close proximity to Douglas Avenue; (4) The probability of destruction of the line of established mature trees and shrubs bordering the south side of Douglas Avenue; (5) The marked increase in space proposed for the commercial complex.

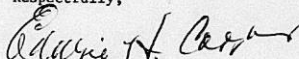
The Rockwood II Addition is composed of a group of substantial homes in which reside civic minded citizens interested in the maintenance of a pleasing appearance for their desirable neighborhood and the Wichita metropolitan area. The annual city taxes from these citizens is further evidence of their interest in the City of Wichita and the local neighborhood.

I am of the opinion that the establishment of a commercial complex of the magnitude that necessitates numerous accesses from Douglas Avenue will bring to the Rockwood residential area a series of undesirable elements which will jeopardize the pleasure and desirability of living in this neighborhood. Concurrently with entry of these undesirable elements, the value of the property and pleasure of living presently enjoyed by the residents will significantly decline.

I am definitely for progress within the City of Wichita, but with the reservation that this progress be obtained without detriment to the economic well-being, security and peace of mind of the residents of this fine city.

I hereby voice the objection to the contents of your letter of May 25, 1972, specifically as stated in paragraph three (3) above. Further, I respectfully request that, if your approval of plans for establishment of the commercial complex previously mentioned is finalized, that this approval be granted to the extent so as to cause no detriment, not only to my residential property, but also to the existing pleasant living conditions of the Rockwood residential area and the residents therein.

Respectfully,


EDWIN H. COOPER

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY BUILDING ANNEX, 104 South Main
WICHITA, KANSAS 67202

NOTICE TO ADJOINING PROPERTY OWNERS:

May 25, 1972

NOTICE IS HEREBY GIVEN that on June 8, 1972, at 1:30 p.m., the Wichita-Sedgwick County Metropolitan Area Planning Commission, in Room 401 City Building Annex, 104 South Main, Wichita, Kansas, will consider an application amending the COMMUNITY UNIT PLAN - PLANNED COMMERCIAL DEVELOPMENT, known as Rockwood South, for property legally described as follows:

DP-12 - The SE 1/4 of Section 19, Township 27 South, Range 2 East of the 6th P.M., Wichita, Sedgwick County, Kansas, except Rockwood South Second Addition. Generally located on the north side of Kellogg, south of Douglas, between Eastborough and Rock Road.

This amendment to the Rockwood South Development Plan has been submitted as required under the Community Unit Plan provisions of the City Zoning Ordinance, Section 28.04.190 of the Code of the City of Wichita. The amendments generally are as follows:

1. Changing the name to Kellogg Mall Community Unit Plan.
2. Parcels RS-1, 2, 3, 4, 7 and 11, which are adjacent to the City of Eastborough and Armour Drive are not being amended and will remain as originally approved.
3. Parcels RS-5, 6, 8, 9 and 10, as approved in 1967, are being redesigned and described as Parcels 1, 2, 3, 4 and 5.
4. Parcel 1 (originally RS-8 and proposed for a shopping center) is being increased from 55 acres to 85 acres and is proposed for a Regional Shopping Center.
5. The proposed maximum gross floor area for the amended parcels has been increased from 1,119,885 square feet to 2,025,400 square feet.
6. Proposed building setback from Rock Road has been decreased from 300 feet to 35 feet, 100 feet and 200 feet.
7. Building setback from Douglas has been increased from 50 feet to 85 feet.

(over)

8. Building setback from Kellogg Drive has been decreased from 300 feet to 75 feet.
9. Proposed access points to Rock Road have been increased from 4 to 8 and on Douglas from no access to 5 openings.

This hearing is to be held as provided in Section 28.04.190 of the Code of the City of Wichita, and the same will there be discussed and considered by the said Wichita-Sedgwick County Metropolitan Area Planning Commission. Those persons interested in this matter will be heard at that time. The Development Plan is on file in the office of the Planning Director, Room 402 City Building Annex, 104 South Main, Wichita, Kansas, and is available for public information and review.

NOTE: It is the policy of the Planning Commission that any request for a deferral of the hearing of this case shall be submitted to the Secretary, Robert A. Lakin, 104 South Main, 7 days prior to the meeting. The Chairman or the Secretary may grant such a request for deferral. Persons requesting deferrals will be charged with the cost of preparing and mailing new notices.

Robert A. Lakin
Secretary

Rec. & File
MAPC
6-8-72

PETITION

TO

WICHITA AREA PLANNING COMMISSION

8 June 1972

The undersigned citizens of Rockwood ~~W~~ Addition, citizens of Wichita, Kansas, specifically residing adjacent to Douglas Avenue, Post Oak Road and Rutland Road, hereby proclaim unanimous disapproval of the proposed changes to the plan for development of the commercial complex bounded on the north by Douglas Avenue, on the east by Rock Road, on the south by Kellogg Avenue and on the west by the City of Eastborough to the extent as listed below:

- a. Proposed traffic accesses from Douglas Avenue to the commercial complex.
- b. The anticipated marked increase in automobile/truck traffic and attendant increase in safety/health hazards generated on Douglas Avenue, Post Oak Road and Rutland Road by establishment of accesses to the commercial complex from Douglas Avenue.
- c. The destruction of the existing line of mature trees and shrubs bordering the south side of Douglas Avenue caused by the establishment of traffic accesses to the proposed commercial complex.

Paul Gragg *7515 Huntington*

Bill Davis *7523 Huntington*

Jan Davis

Betty Herricks *109 Post Oak Bl.*

Name	Address
Jane Lee Steik	7315 Huntington, Wichita Ks. 67206
Marjorie J. Bernicles	155 W. Armour Dr.
Ethel E. Niernberger	145 No. Armour - Wichita, Ks. 67206
James Ramsey	210 N. Armour ← ← 67206
James D. Cavanaugh	144 No. ARMOUR DR. WICHITA, KAN 67206
B. A. Staats	144 Rutland Rd 684-3466
Walter J. Murphy	154 N. Armour Dr. 67206 -
J. H. Mattheis	200 N. Armour Dr. 67106
Jack J. Milford	220 N. Armour Dr. 67206
Marguerite Danning	234 N. Armour
Gary C. D.	250 N. Armour 67206
Lyle F. Tribner	260 N. Armour 67206
Clyde Niernberger	145 N. Armour Dr 67206
Francis V. Nulton	271 N. Armour 67206
Mary Driener	251 N. Armour 67206
Donna Kuderell	231 N. Armour 67206
J. H. Mattheis	221 N. Armour 67206
J. H. Mattheis	134 N. Armour 67206
Bertha A. Cavanaugh	144 No Armour 6820066
Mr + Mrs. C. Laurin Sandberg	229 N. Rutland 67206
L. H. Steik	7315 Huntington 67206

PETITION

TO

WICHITA AREA PLANNING COMMISSION

8 June 1972

The undersigned citizens of Rockwood Addition, citizens of Wichita, Kansas, specifically residing adjacent to Douglas Avenue, Post Oak Road and Rutland Road, hereby proclaim unanimous disapproval of the proposed changes to the plan for development of the commercial complex bounded on the north by Douglas Avenue, on the east by Rock Road, on the south by Kellogg Avenue and on the west by the City of Eastborough to the extent as listed below:

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- c. The destruction of the existing line of mature trees and shrubs bordering the south side of Douglas Avenue caused by the establishment of traffic accesses to the proposed commercial complex.

Paul West - 119 Burr Oak
Louis West - 119 Burr Oak
Joyce Crowl - 123 Burr Oak
Herbert A. Gray - 123 Burr Oak
Earl W. Johnson - 7776 Huntington
Kelvin M. Johnson - 7733 Huntington

Ann Brooks - 102 Pennace

Marge Martin - 7324 Janglewood Lane

Donald A Martin 7324 Janglewood Lane

Margaret Hale - 7711 Huntington

John A. Haley 7711 Huntington

PETITION

TO

WICHITA AREA PLANNING COMMISSION

8 June 1972

The undersigned citizens of Rockwood ~~II~~ Addition, citizens of Wichita, Kansas, specifically residing adjacent to Douglas Avenue, Post Oak Road and Rutland Road, hereby proclaim unanimous disapproval of the proposed changes to the plan for development of the commercial complex bounded on the north by Douglas Avenue, on the east by Rock Road, on the south by Kellogg Avenue and on the west by the City of Eastborough to the extent as listed below:

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- c. The destruction of the existing line of mature trees and shrubs bordering the south side of Douglas Avenue caused by the establishment of traffic accesses to the proposed commercial complex.

Julie Lynch 101 Penrose Dr. (Radio KFBI)
Dorothy A. Lynch 101 Penrose Dr.
Mary Ann Amundson 109 Penrose
Joan D. Reeder 117 Penrose
Thomas A. Spunk 125 Penrose
Mrs Robert Kaminski 133 Penrose

Mrs. R. D. Hammond 201 Penrose
Mr. R. D. Hammond 201 Penrose
Mr. R. D. Kiel 217 Penrose
Alfred M. Tocker, M.D. 225 Penrose
L. Rodriguez Tocker, M.D. 225 Penrose -
B. R. Tocker 232 Penrose
Mrs. Jack T. Milbourn 224 Penrose
J. Milbourn 224 Penrose
L. E. Hall 216 Penrose
Elizabeth Roberts 208 Penrose
Daryl Roberts 208 Penrose
Mrs. John Ryan Jr. 134 Penrose
Ray Stealy 7615 Huntington
Donna C. Stealy 7615 Huntington

PETITION

TO

WICHITA AREA PLANNING COMMISSION

8 June 1972

The undersigned citizens of Rockwood # Addition, citizens of Wichita, Kansas, specifically residing adjacent to Douglas Avenue, Post Oak Road and Rutland Road, hereby proclaim unanimous disapproval of the proposed changes to the plan for development of the commercial complex bounded on the north by Douglas Avenue, on the east by Rock Road, on the south by Kellogg Avenue and on the west by the City of Eastborough to the extent as listed below:

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- c. The destruction of the existing line of mature trees and shrubs bordering the south side of Douglas Avenue caused by the establishment of traffic accesses to the proposed commercial complex.

Jean L. Smith 116 Live Oak Rd.

Patricia H. 116 Post Oak

Susan M. Schreiber 241 Rutland

Barbara C. Jundt 124 Burr Oak

Bobby S. Jundt 205 Live Oak Lane

Janet Overman 204 Burr Oak

Jeanne M. Nyberg 7701 Huntington

M. J. Nyberg 7701 Huntington

PETITION

TO

WICHITA AREA PLANNING COMMISSION

8 June 1972

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- c. The destruction of the existing line of mature trees and shrubs bordering the south side of Douglas Avenue caused by the establishment of traffic accesses to the proposed commercial complex.

Mrs. Dale Steen 108 Rutland Rd
Mrs. J. D. Gibert 122 Rutland Rd
Mr & Mrs B. Steate - 144 Rutland Rd
Dr & Mrs Lowell H. Alder - 7305 Norfolk Dr.
Mr & Mrs Fred W. Reed 7307 Rockwood
Mr & Mrs Jim B. Olander 314 Rutland
Mr & Mrs David A. Jennings 353 Rutland

Mr. + Mrs. Charles Wiggins 330 Rutland Rd.

Mr. + Mrs. John E. Monroe 338 Rutland Rd.

Mr. + Mrs. Samuel C. Bachman 346 Rutland Rd.

Mr. + Mrs. O. C. Gray 345 Rutland

Mr. + Mrs. Jas. B. Libanoff 321 Rutland

Mr. + Mrs. Leeland 311 Rutland

Mrs. David James 301 Rutland

Mr. + Mrs. W. W. Grimes 261 Rutland

Mr. + Mrs. J. L. Daniels 251 Rutland

Mr. + Mrs. B. B. Yankin 235 Rutland

Mr. + Mrs. Joseph A. Bulger 109 Bunkerwood Ct.

Mr. + Mrs. R. H. Anderson 115 Rutland

Mr. + Mrs. C. Laurin Sandberg 209 Rutland

Mr. + Mrs. R. C. Des Marceaux 1810 Regent -

Pyth. Co. Niennberger - 145 No. Armour

Mr. + Mrs. Don Louis - 305 N. Armour

Mr. + Mrs. R. V. Hopkins - 321 N. Armour

PETITION

TO

WICHITA AREA PLANNING COMMISSION

8 June 1972

The undersigned citizens of Rockwood ~~is~~ Addition, ~~east~~ of Wichita, Kansas, specifically residing adjacent to Douglas Avenue, Post Oak Road, ^{PAGAWANT} and Rutland Road, hereby proclaim unanimous disapproval of the proposed changes to the plan for development of the commercial complex bounded on the north by Douglas Avenue, on the east by Rock Road, on the south by Kellogg Avenue and on the west by the City of Eastborough to the extent as listed below: ^{LANE}

- a. Proposed traffic accesses from Douglas Avenue to the commercial complex.
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- c. The destruction of the existing line of mature trees and shrubs bordering the south side of Douglas Avenue caused by the establishment of traffic accesses to the proposed commercial complex.

Karen Cunningham 7405 Pagant Ln
Lynn Cunningham 7405 Pagant Ln
Angie Tub Baskin 7401 Pagant
Linda Tub Baskin 7401 Pagant
Ed Van Bellen 7329 Pagant Lane
Harriet Van Bellen 7329 Pagant Lane
W. Hoffmann 7315 Pagant
Wade S. Hoffmann 7315 Pagant
Mrs. Wm. C. Grant 7302 Pagant

PETITION

TO

WICHITA AREA PLANNING COMMISSION

8 June 1972

The undersigned citizens of Rockwood ~~in addition~~, ~~citizens of~~ Wichita, Kansas, specifically residing adjacent to Douglas Avenue, Post Oak Road, ^{PLACANT-GWE} and Rutland Road, hereby proclaim unanimous disapproval of the proposed changes to the plan for development of the commercial complex bounded on the north by Douglas Avenue, on the east by Rock Road, on the south by Kellogg Avenue and on the west by the City of Eastborough to the extent as listed below:

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Lois P. Duroch 104 Post Oak
Allen W. Duroch
James R. Herricks 109 Post Oak
Elmer C. Lawrence 1215 Post Oak
Naomi L. Lawrence
Margie E. Smith 110 Post Oak Rd.

D. Martens	217	Post Oak
Edwin J. Martens	277	Post Oak
Russell W. Campbell	116	Post Oak
Elizabeth A. Campbell	116	Post Oak Road
Ans E. Stoneburner	124	" " "
Juan Stoneburner	124	" " "
Lue B. Simbrel	157	" " "
C. R. Kimbel	157	" " "
John H. Cooper	200	Post Oak
Randy R. Cooper	300	Post Oak
Jim Conully	206	Post Oak
Leah M. Connelly	206	Post Oak
Lomer S. Decker	212	Post Oak
John B. Schonee	225	Post Oak
William J. Schonee	225	Post Oak
Robert E. Mallonee	243	Post Oak Rd
Barbara Mallonee	243	Post Oak Rd.
Harriett J. Navrat	7416	Pagett Lane
Phyllis Navrat		
Lia K. Bailey		
Norma M. Bailey	7404	Pagett Lane

Robert B. Meeker	7400	Regent Lane
Betty J. Meeker	7400	Regent Lane
Joan E. Proter	7328	Regent Lane
Lewis W. Madden	7316	Regent Lane
Norris J. Madden	7316	Regent Lane
Lois P. Hawkins	201	Post Oak
John P. Hawkins	201	Post Oak
Hubert O. Hugley	143	Post Oak Rd
Barbara Hugley	143	Post Oak Rd

PETITION

TO

WICHITA AREA PLANNING COMMISSION

8 June 1972

The undersigned citizens of Rockwood Addition, citizens of Wichita, Kansas, specifically residing adjacent to Douglas Avenue, Post Oak Road and Rutland Road, hereby proclaim unanimous disapproval of the proposed changes to the plan for development of the commercial complex bounded on the north by Douglas Avenue, on the east by Rock Road, on the south by Kellogg Avenue and on the west by the City of Eastborough to the extent as listed below:

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- c. The destruction of the existing line of mature trees and shrubs bordering the south side of Douglas Avenue caused by the establishment of traffic accesses to the proposed commercial complex.

R. S. Huston - 110 Brendonwood Ct.

Mrs R. S. Huston 110 Brendonwood Ct.

Mr. Ellie G. McNeil 118 Brendonwood Ct.

Thelma B. McNeil 118 Brendonwood Ct.

W. N. Webster 142 Brendonwood

Nancy J. McLeod 123 Brendonwood

G. L. McLeod 123 Brendonwood

Harriet M. Fritz	126 Brandonwood
Shirley G. Skilton	134 Brandonwood
J. W. Skilton Jr.	134 Brandonwood
M. F. Schick	139 Brandonwood
Katherine J. Schell	139 Brandonwood
R. C. Jackson Jr.	115 Brandonwood
Katherine J. Jackson	115 Brandonwood
Mrs. Glenn E. Smith	107 Brandonwood
Glenn E. Smith	107 Brandonwood
Lois D. Janow	106 Brandonwood
Mrs. Roger Janow	106 Brandonwood



KANSAS GAS AND ELECTRIC COMPANY

June 2, 1972

Mr. Keith Parker
The Law Company
301 South Market
Wichita, Kansas 67202

Dear Mr. Parker:

This letter is to confirm the results of our phone conversation Thursday, June 1, 1972.

As you recall, I indicated that KG&E could provide if needed, 277/480 volt, four wire wye service to the proposed shopping center at Pawnee and Broadway.

If you need any further information, please contact me at your convenience.

Sincerely,

Rod Nicholson
Commercial/Industrial
Sales Supervisor

RN:ps

THE LAW COMPANY MARKETING DIV.	
REC'D JUN 5 1972	
PS	RD
CJ	JK
MS	FILE
RKS	
COPY -	

DP-12

Wichita-Sedgwick County Metropolitan
Area Planning Commission

Jack H. Galbraith, Chief Planner

DP-12 - Amendment to CUP

Attached is a copy of the Community Unit Plan and copies
of letters received from representatives of the residential
area to the north which are associated with item No. 12
on your agenda for the meeting of June 8, 1972.

JHG:ber

Attachments

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

MAPC HEARING DATE: June 8, 1972

Case No. DP-12

Request: Amendment to the Rockwood
South Community Unit Plan

Location: North side of Kellogg, south of Douglas, between
Eastborough and Rock Road

Acres: 160

	<u>Land Use</u>	<u>Zoning</u>
Existing	Undeveloped	"LC"
North	Single-family & apartments	"AA" & "B"
East	Single-family & general business	"AA" & "LC"
South	Motel, new & used car dealership & approved shopping center	"LC"
West	New & used car dealership, motel, apartments, single-family and undeveloped	"LC"

Street rights-of-way for Kellogg Drive,
Rock Road and Douglas to be determined
at the time of platting.

Platted: No
Sidewalk: On Rock
Road only

History: Case Z-0350 - "AA" to "LC" - Deferred indefinitely at
applicant's request - October, 1961
Case Z-0408 - "AA" to "LC"
MAPC: Approved 10-4-62 BCC: Deferred 10-23-62
BCC: Denied 10-30-62
Case Z-0427 - "AA" to "LC" - CUP
MAPC: Approved "BB" for Lot 2, except S 380 feet
thereof, Rockwood South First Addition
CUP was deferred 1-17-63
BCC: Approved north portion for "BB" 2-5-63
Case Z-0557 - MAPC: Approved 7-2-64
BCC: Approved 7-21-64
DP-1 - MAPC: Approved 7-21-64
DP-12 - MAPC: Deferred indefinitely 1-20-66
MAPC: Approved 6-16-66
BCC: Approved 6-28-66
DP-12 - Amendment to increase sign height
MAPC: Approved 2-9-67
BCC: Approved 2-28-67

Comments

Proposed Amendments

In 1966 a Community Unit Plan - DP-12 and known as Rockwood South, was approved on approximately 160 acres of land located at the northwest corner of Kellogg and Rock Road. The applicant has now submitted an application to amend a major portion of the original approved CUP. The proposed amendments involving most of subject property east of Armour Drive are as follows:

- A. Changing the name from Rockwood South to Kellogg Mall Community Unit Plan.
- B. Parcels RS-1, 2, 3, 4, 7 and 11, which are adjacent to the City of Eastborough and Armour Drive are not being amended and will remain as originally approved.
- C. Parcels RS-5, 6, 8, 9 and 10, as approved in 1966, are being redesigned and described as Parcels 1, 2, 3, 4 and 5.
- D. Parcel 1 (originally RS-8 and proposed for a shopping center) is to be increased from 55 acres to 85 acres and is proposed for a Regional Shopping Center.
- E. The proposed maximum gross floor area for the amended parcels is to be increased from 1,119,885 square feet to 2,025,400 square feet.
- F. Proposed building setback from Rock Road to be decreased from 300 feet to 35 feet, 100 feet and 200 feet.
- G. Building setback from Douglas to be increased from 50 feet to 85 feet.
- H. Building setback from Kellogg Drive to be decreased from 300 feet to 75 feet.
- I. Proposed access points to Rock Road to be increased from 4 to 8 and on Douglas from no access control to 5 openings.
- J. Elimination of the bridge across the drainage ditch between East Armour and West Armour.

Traffic

On major centers such as this, traffic can be a significant problem. The issue is not whether 160 acres of "LC" zoning should be granted at this intersection, as that decision was made in 1966, even though no general comments were made about traffic. This proposal does, however, increase the intensity of use by increasing the proposed floor area. The owners have had a consultant review the traffic situation and submit recommendations. A copy of this report is attached. When reviewing the report, note that "trips" defined by the consultant is both a "to and from" operation where local use of the term "trip" is a one direction movement. The trip home becomes a second "trip".

Based on this report and the proposed intensity, when the center develops to its maximum potential, the existing street system (Rock Road and Kellogg) will no longer handle the traffic. Congestion will exist and possibly stoppages will exist. To even come close to handling the traffic, several alterations in pavement geometrics and signalization will be required. This may include double left turn bays into the center, additional thru lanes on Kellogg and converting service roads to a one-way operation. The consultant's solutions would create problems, such as denying left turns to Holiday Inn East, use of the service road for the left turns into the center from Kellogg eastbound and almost complete reconstruction of the relatively new section of Rock Road north of Kellogg. Kellogg reconstruction would be nearly prohibitive, on a local basis, due to cost. Besides the additional right-of-way needed, spreading the road will create a major engineering problem due to grade differentials.

To handle the traffic (if it can be done) will require significant expenditures. Making these improvements now would create a real problem if City participation is to be considered, based on current CIP commitments. In all probability, traffic will require that improvements be made in the short range (3-7 years). When that time comes, the residential area should not have to pay (thru special assessments). The developer should be advised that the major share of these improvements, if needed, will be required as a result of their development and as such they should be prepared to assume their share of the costs.

Specific and immediate requirements related to traffic are set forth in a memo from the Traffic Engineer's Office. The requirements should be met at the time of platting. These may include construction of accel-decel lanes, medial reconstruction and modification of curb cuts. They also suggest, and the Commission may wish to require, as a condition of approval, that the internal circulation of the center be developed on an internal ring road system. This will tend to keep movements smoother. If congestion occurs, it would be held in the ring system rather than on the arterial street system. An illustration of such a system will be shown at the Commission meeting.

Additional Comments

1. Parcels 2, 3 and 4, with 35-foot minimum setbacks, have been introduced along Rock road where originally 300-foot setbacks were proposed. Rather than a few specific individual uses for each parcel, a wide range of uses, including practically any use permitted in the light commercial district have been listed as proposed uses. It is also proposed that the precise location of these parcels will be determined at the time of platting. It should be recognized that the uses proposed on these parcels, and the minimum setbacks will have the affect of strip type development across from single-family homes.

2. As previously approved, this plan also proposes that the existing "shelter belt" along the south side of Douglas is to be retained and function as the required planting screen for those residences to the north. However, the plan also proposes five points of access to Douglas, and considering the necessary vision angle distances needed at each opening, a considerable portion of the shelter belt might have to be removed. Recognizing that Parcel 2, at the corner of Douglas and Rock Road may be developed as a service station and based on their usually having two access points to each street, consideration should be given to only permitting one major access point to Douglas between Parcel 2 and Armour Drive.
3. Subject property is located within the flight pattern of McConnell Air Force Base and based on previous discussions on the recently approved CUP to the south, at the time of platting, adequate assurances should be provided that the buildings will be designed to minimize the noise factor.

Should the Planning Commission recommend the approval of the amended Community Unit Plan, in addition to consideration of the above comments, such approval should include the following:

- A. Platting of subject property prior to the issuance of building permits.
 - B. Adequate assurances, at the time of platting, that buildings will be designed to minimize the noise factor.
 - C. Adding the following under "General Notes": Additional street right-of-way for Kellogg Drive, Douglas and Rock Road, if needed, and the guarantee of improvements will be determined at the time of platting, and if required, building setback lines will be adjusted accordingly.
 - D. Amending the proposed uses for Parcels 2, 3 and 4 to indicate specific uses.
 - E. The development of this property shall proceed in accordance with the development plan as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.
 - F. Any major changes in this development plan shall be resubmitted to the Planning Commission and to the City Commission for its consideration.
 - G. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for development and be binding upon the present owners, their successors and assigns, unless amended.
-

THE CITY OF WICHITA

OFFICE OF CITY TRAFFIC ENGINEER

DATE June 1, 1972



**ON SAFETY
PHASE II**

TO Robert Lakin, Director of Planning

FROM William G. McKinley, Assistant Traffic Engineer

SUBJECT Kellogg Mall Shopping Center

It is my understanding that the Planning Commission will consider a C.U.P. for the Kellogg Mall site on June 8, 1972. For that reason, I am writing this memo to advise you of my recommendations with regard to traffic which I believe should be presented to the Planning Commission at their meeting.

I have received and reviewed a traffic report entitled, "Proposed Commercial Development, Wichita, Kansas", prepared by Raymond Keyes Engineering, Inc., which contains a number of conclusions and proposals for the Kellogg Mall site and adjacent street system. I am in general agreement with the content of the report; however, I believe several areas deserve additional study and a more detailed evaluation. Those areas will be discussed individually and include the following:

- Kellogg and Rock Road right-of-way and lane requirements
- Douglas improvements
- Interior circulation
- Generation rates
- Parking requirements
- Site development

Kellogg and Rock Road Lane and Right-of-Way Requirements

I concur with the lane requirements specified in the report at all locations except the intersection of Rock Road with Kellogg, where I believe a dual left turn will be required for the eastbound left turn movement. The distribution of entering traffic (Fig. 2, Keyes' report) indicates that 25% of the shopping center traffic will turn left from Kellogg onto Armour Drive, and that 20% will turn left at Rock Road. A dual left turn is recommended at Armour, but not at Rock Road. I believe that 20% of the shopping center traffic, plus the existing left turn traffic at Rock Road, will exceed the left turn volumes at Armour. In addition, the Rock Road turn is at a more critical location since all four legs of the intersection can be expected to carry high volumes of traffic while Armour should function essentially as a "T" intersection.

Although not indicated in the report, I believe that additional right-of-way will be required along Kellogg to accommodate the proposed geometrics, particularly at the Armour intersection. I am sure this right-of-way would be difficult to obtain and certainly very expensive. A similar situation exists on Rock Road in that the proposed lane requirements appear to be adequate; however, additional right-of-way will be required.

Douglas Improvement

It is my opinion that five points of access, as requested on the C.U.P., cannot be justified on Douglas. One or two properly designed major approaches with acceleration and deceleration lanes should adequately carry the expected traffic volumes. It appears that other improvements, such as channelization and signalization, will not be required to handle the Douglas traffic.

Interior Circulation

The Keyes report does not contain any proposals for interior circulation. Although I have limited experience in the design of shopping center circulation systems, I believe that a few basic requirements can greatly improve both the on-site and off-site traffic movement.

It is my recommendation that a circulation roadway, forming a closed loop around the site, be required. This roadway would be located essentially at the back of the exterior parcels and would be curbed to provide positive control of access points. A circulation system of this type has been used at a number of successful regional shopping centers, and it is believed that it would greatly improve access to and from the site.

Generation Rates

I would like to point out that the generation rates supplied by Keyes represent an average day, and do not reflect the peak seasons. Thus, the activity at the center will exceed the projection on all "above average" days. It is not feasible to design for the peak day; however, I believe a design based on the average day will be deficient more than an acceptable number of days.

Parking Requirements

Current literature recommends 5.5 parking spaces per 1,000 square feet of gross leasable area for regional shopping centers. The Keyes report reflects a proposal to provide approximately the recommended number of spaces. Unfortunately, the proposed C.U.P., with provisions for additional retail area, provides only 4.0 spaces per 1,000 square feet of gross leasable area. I realize that the minimum City requirements are only 4.0 spaces per 1,000 square feet of G.L.A.; however, it must be realized that this is a standard minimum requirement for all commercial applications and does not reflect accurately the parking demands of regional centers.

¹Paul C. Box, Chairman, Committee on Parking, Highway Research Board, Special Report 125, Parking Principles, 1971, page 20

June 1, 1972

Site Development

All of the above points are contingent on the magnitude of the site development. The Keyes report was based on 1,135,000 square feet of gross leasable retail area, plus approximately 300,000 square feet of office and motel space, which totals nearly 1.45 million square feet G.L.A. The proposed C.U.P. contains over 2.0 million square feet of G.L.A., which is more than 38% larger than the development analyzed by Keyes.

If the C.U.P. is approved with 2 million square feet G.L.A., it is a certainty that the street improvement proposed by Keyes will not provide adequate capacity to handle the traffic that can be expected with full development.

Summary

In summary, I would like to make the following comments:

1. It is questionable if the site (with respect to parking) and the adjacent street system could handle the traffic generated by the Kellogg Mall if the site is developed as proposed in the Keyes report. It appears that full development under the proposed C.U.P. would create a parking demand in excess of the supply and create intolerable congestion on the adjacent streets.
2. Interior circulation requirements would greatly enhance access to and from the center.
3. Two points of access on Douglas would adequately carry the estimated ingress to and egress from the center to that street.
4. Required improvements on the adjacent streets would probably require the acquisition of additional right-of-way along both Kellogg and Rock Road.

William G. McKinley

William G. McKinley
Assistant Traffic Engineer

WGM:RJ/g1

cc:R. W. Bruggeman, Director of Public Works

June 6, 1972

Mr. Robert A. Lakin
Wichita-Sedgwick County Metropolitan Area
Planning Commission
City Building Annex
104 South Main
Wichita, Kansas 67206

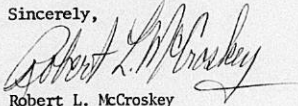
Dear Mr. Lakin:

I received the notice of the proposed amendment to the community unit plan for the development of Chrysler shopping area off Rock Road between Douglas and Kellogg. As a homeowner in the Rockwood area I would like to express my strong personal objection to this change. I feel quite certain that this will affect adversely what is now a very nice, safe residential area and the whole situation would be less desirable.

I do not believe additional entrances are necessary in view of the openings from major thoroughfares on two sides and the proposed openings from Armour Drive.

I hope there is some way you can assist the residents of this area in blocking the proposed addition of entrances on Douglas Avenue. The other amendments proposed seem reasonable and I have no objection to them, but I am genuinely concerned about the possible effects of this one change on our residential area.

Sincerely,



Robert L. McCroskey

RLM/cy



LAW OFFICES
McDONALD, TINKER, SKAER, QUINN & HERRINGTON

SUITE 530 R. H. GARVEY BUILDING
300 WEST DOUGLAS AVENUE

WICHITA, KANSAS 67202

(316) 263-8285

WILLIAM TINKER
ARTHUR W. SKAER
HUGH P. QUINN
ALVIN D. HERRINGTON
RICHARD T. POSTER
WILLIAM TINKER, JR.
NORMAN I. COOLEY
JAMES Z. HERNANDEZ

DAVID M. DALE (1882-1920)
SAMUEL D. AMIDON (1863-1925)
HARRY W. HART (1885-1937)
GLENN PORTER (1889-1948)
W. GETTO McDONALD (1902-1965)

May 31, 1972

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

Attention: Mr. Robert A. Lakin, Secretary

Re: DP-12 - The SE 1/4 of Section 19, Township 27 South, Range 2
East of the 6th P.M., Wichita, Sedgwick County, Kansas,
except Rockwood South Second Addition. Generally located
on the north side of Kellogg, south of Douglas, between
Eastborough and Rock Road.

Dear Mr. Lakin:

I have your letter notice of May 25, 1972, concerning the referenced zoning change request. A home owner in adjacent Rockwood, I am concerned about the requested change. Because of required Court appearances, I will be unable to attend the hearing, and am writing this letter to express my thoughts on this subject.

The proposed shopping center hopes to generate large commercial sales by attracting persons to its tenants' stores. Necessarily this means a large number of cars - a heavy volume of traffic and motor vehicles. As the site now stands, motor vehicles have access to the center only from Rock Road and Kellogg, which are designed to carry large numbers of motor vehicles. The proposal is to add five openings into the shopping center from Douglas Avenue. As the matter now stands, no openings are allowed.

If motor vehicles are permitted to enter and exit the center from Douglas, many of these vehicles will travel through Rockwood to and from Central Avenue. Rockwood is a residential area which is being encroached upon by commercial developments along Rock Road as it is. Many of the residents of the area have small children who move freely through the area. The homes are well maintained and represent consider-



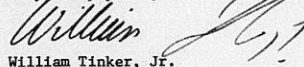
Wichita-Sedgwick County Metropolitan Area Planning Commission
Page #2

able investment. High traffic volume, not only endangers the residents, but serves to diminish the value of the residences.

No compensation is being made to the residents of the area for their losses if this zoning change is requested. Nor, does it seem to me that any consideration is being given to the hazard posed by the increased traffic volume.

In my absence, please consider this letter to express my views on the subject. I ask that the request for openings on to Douglas Avenue be denied. There is adequate facilities for traffic to enter and exit on to Rock Road and Kellogg, and there is no need to disrupt the entire neighborhood with additional traffic.

Very truly yours,



William Tinker, Jr.

OF McDONALD, TINKER, SKAER, QUINN & HERRINGTON

WTJr.:bfb

W. M. Houglan
Rockwood Home Association
7514 Plaza Lane
Wichita, Kansas

June 2, 1972

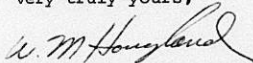
Mr. Robert A. Lakin
Wichita-Sedgwick County Metropolitan
Area Planning Commission
City Building Annex
104 S. Main
Wichita, Kansas 67206

Dear Mr. Lakin:

It has come to the attention of the Rockwood Home Association, which is an association of the homeowners in the Rockwood Addition, that there is an application to amend the community unit plan for the development of Chrysler shopping area off of Rock Road between Douglas and Kellogg. The proposed amendment would materially affect the Rockwood area in that it plans to make five entrances to the shopping center from Douglas as contrast to none in the original plan. This obviously would materially affect the traffic conditions in Rockwood and along Douglas.

The Board of Directors of the Rockwood Home Association has discussed this change in the community unit plan and unanimously voted to oppose this change. We feel as earlier stated that this would definitely affect Rockwood and feel that the developers should not be allowed to have the planned five entrances to the shopping center from Douglas. We hope that the Planning Commission will consider the increased traffic that will be thrown into Douglas Street and the effect it will have on the Rockwood area.

Very truly yours,



W. M. Houglan, President
Rockwood Home Association

WMH:slb



DP-12 - 552 NOTICES MAILED 5-25-72 FOR MAPC 6-8-72

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY BUILDING ANNEX, 104 South Main
WICHITA, KANSAS 67202

NOTICE TO ADJOINING PROPERTY OWNERS:

May 25, 1972

NOTICE IS HEREBY GIVEN that on June 8, 1972, at 1:30 p.m., the Wichita-Sedgwick County Metropolitan Area Planning Commission, in Room 401 City Building Annex, 104 South Main, Wichita, Kansas, will consider an application amending the COMMUNITY UNIT PLAN - PLANNED COMMERCIAL DEVELOPMENT, known as Rockwood South, for property legally described as follows:

DP-12 - The SE 1/4 of Section 19, Township 27 South, Range 2 East of the 6th P.M., Wichita, Sedgwick County, Kansas, except Rockwood South Second Addition. Generally located on the north side of Kellogg, south of Douglas, between Eastborough and Rock Road.

This amendment to the Rockwood South Development Plan has been submitted as required under the Community Unit Plan provisions of the City Zoning Ordinance, Section 28.04.190 of the Code of the City of Wichita. The amendments generally are as follows:

1. Changing the name to Kellogg Mall Community Unit Plan.
2. Parcels RS-1, 2, 3, 4, 7 and 11, which are adjacent to the City of Eastborough and Armour Drive are not being amended and will remain as originally approved.
3. Parcels RS-5, 6, 8, 9 and 10, as approved in 1967, are being redesigned and described as Parcels 1, 2, 3, 4 and 5.
4. Parcel 1 (originally RS-8 and proposed for a shopping center) is being increased from 55 acres to 85 acres and is proposed for a Regional Shopping Center.
5. The proposed maximum gross floor area for the amended parcels has been increased from 1,119,885 square feet to 2,025,400 square feet.
6. Proposed building setback from Rock Road has been decreased from 300 feet to 35 feet, 100 feet and 200 feet.
7. Building setback from Douglas has been increased from 50 feet to 85 feet.

(over)

552

8. Building setback from Kellogg Drive has been decreased from 300 feet to 75 feet.
9. Proposed access points to Rock Road have been increased from 4 to 8 and on Douglas from no access to 5 openings.

This hearing is to be held as provided in Section 28.04.190 of the Code of the City of Wichita, and the same will there be discussed and considered by the said Wichita-Sedgwick County Metropolitan Area Planning Commission. Those persons interested in this matter will be heard at that time. The Development Plan is on file in the office of the Planning Director, Room 402 City Building Annex, 104 South Main, Wichita, Kansas, and is available for public information and review.

NOTE: It is the policy of the Planning Commission that any request for a deferral of the hearing of this case shall be submitted to the Secretary, Robert A. Lakin, 104 South Main, 7 days prior to the meeting. The Chairman or the Secretary may grant such a request for deferral. Persons requesting deferrals will be charged with the cost of preparing and mailing new notices.

Robert A. Lakin
Secretary



RAYMOND KEYES ENGINEERS, INC.
CONSULTING SITE ENGINEERS

RAYMOND KEYES, P.E.
RANDOLPH W. LAURENT, P.E.
JOHN H. MEYER, P.E.

THE LAW COMPANY MARKETING DIV.	
REC'D MAY 15 1972	
RS	RD
CB	JK
<i>kp</i>	FILE
RKS	

44 EXECUTIVE BOULEVARD
ELMSFORD, NEW YORK 10523
914-592-4040

May 3, 1972



Mr. Paul Graves, P.E.
Traffic Engineer
City of Wichita
Department of Public Works
Traffic Engineering Division
104 South Main
Wichita, Kansas 67202

COPY - Jack Halperath - metro planning dept.

RE: Proposed Commercial Development
Kellogg and Rock Roads
Wichita, Kansas

Dear Mr. Graves:

We have been furnished a copy of your study on Shopping Center Generation Rates, dated March 30, 1972, and ask to compare this with the rate used in our recent "Traffic Report for Proposed Commercial Center", prepared under date of March 7, 1972.

In this connection, may we respectfully comment as follows:

1. Since the traffic characteristics of shopping centers varies considerably with their size, particularly the Trip Generation Rates, we believe Metcalf South offers the only reasonable comparison with the shopping center covered by our Report.

Even thus, it is not directly comparable, since Metcalf South contains only 792,000 s.f. GLA, whereas the proposed center will contain over 1,100,000 s.f.

2. Your study obviously uses Trip Generation Rates as one-way trips, whereas we have generally used one trip as a round trip. For this reason, our Daily Trip Generation Rate would be comparably 36.
3. To arrive at our Trip Generation Rates, we considered data in our files from a job of similar size and characteristics. Just before Easter 1971, we made a detailed three (3) day count of a very successful regional shopping center in Northern New Jersey (New York Metropolitan Area), which contains 1,363,000 s.f. of Gross Leasable Area. The results of these counts were analyzed to adjust our standard factors where we felt they were applicable.

Mr. Paul Graves

- 2 -

May 3, 1972

4. On Table No 1, attached, we have summarized the results of your Study, our Report and the New Jersey counts. The comparison between the three is indicated.
5. We feel sure you will agree that the overall Daily Rate is not so important as the individual Hourly Rate, since traffic must be handled on an hourly basis, and the influence of the shopping center on adjacent traffic would be measured in these terms.

For this reason, we believe the comparison of the Peak Hourly Rates is more significant than the Daily Rates.

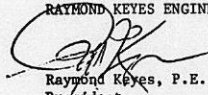
6. Taken in proper context, we believe there are few significant differences pointed out by Table No. 1.

From the above, we trust you will have a better insight into the Rates we used for our Report, which we feel are proper for the proposed center. If there is any further information we can supply please do not hesitate to call upon us.

We appreciate receiving the results of your Study, and will be pleased to add it to our data file for future reference.

Cordially,

RAYMOND KEYES ENGINEERS, INC.



Raymond Keyes, P.E.
President

EK:pm

Enc.

cc: Mr. M. Simon
Mr. K. Parker
Mr. R. Simms
Mr. E. Homer

P.S. Please forgive the delay in mailing this letter - it was unfortunately held for my return from a trip to verify some figures.



R. Keyes

TABLE NO. 1
COMPARISON OF TRIP GENERATION RATES
REGIONAL SHOPPING CENTERS

	<u>CITY</u> (A)	<u>RKE</u> (B)	<u>RKE</u> <u>Over &</u> <u>Under</u>	<u>NEW JERSEY</u> (C)	<u>NEW JERSEY</u> <u>Over & Under</u>
<u>DAILY RATE</u>					
Thursday	37.73	36.0	- 5%	23.0	- 39%
Saturday	50.0	36.0	- 28%	43.0	- 14%
<u>PEAK ENTRY HOUR</u>					
In (Thursday)	2.07	2.88	+ 39%	1.09	- 47%
In (Saturday)	2.67	2.88	+ 8%	2.35	- 12%
<u>PEAK EXIT HOUR</u>					
Out (Thursday)	2.24	3.60	+ 61%	1.66	- 32%
Out (Saturday)	2.73	3.60	+ 32%	3.50	+ 28%
<u>PEAK HOUR IN & OUT</u>					
Thursday	3.94	4.68	+ 19%	3.15	- 20%
Saturday	5.33	4.68	- 12%	5.80	+ 9%

(A) - City of Wichita, Kansas Study, dated March 30, 1972 using "Metcalf South", containing 792,000 s.f. GLA.

(B) - Raymond Keyes Engineers "Traffic Report" for Proposed Commercial Development, Wichita, Kansas, dated March 7, 1972 for shopping center proposed to contain 1,135,000 s.f. GLA.

(C) - Based on actual three (3) day counts in 1971 by RKE at well-established regional shopping center in New Jersey (Metropolitan New York area), containing 1,360,000 s.f. GLA.

May 15, 1972

Mr. Jack H. Galbraith
Chief Planner
Wichita-Sedgwick County
Metropolitan Area Planning Department
City Building Annex
104 South Main Street
Wichita, Kansas 67202

Re: DP-12 Amendment to Rockwood
South Community Unit Plan
(Kellogg Mall Community Unit Plan)

Dear Mr. Galbraith:

Enclosed please find twelve (12) copies of the revised CUP per your letter of May 4, 1972 to Mr. James R. Schaefer, Attorney.

In general, the questions raised have been answered and are noted on the enclosed plans. Relative to Mr. Mitchell's question, there are at this time no plans for a bridge over the drainage channel at Armour Court. Drainage as well as traffic circulation and design will be coordinated with Mr. Mitchell and City Engineering Departments.

If there are any questions concerning this submittal, do not hesitate to contact this office.

Very truly yours,

THE LAW COMPANY
Keith E. Parker
Keith E. Parker
Marketing

KEP/kw

Enclosures

- cc: Mr. Edmund W. Flynn
- Mr. Raymond Kubuls
- Mr. James R. Schaefer
- Mr. John E. Schippel
- Mr. Melvin Simon
- Mr. B. J. Kingdon

May 4, 1972

Mr. James R. Schaefer, Attorney
800 Brown Building
Wichita, Kansas 67202

Re: DP-12 Amendment to Rockwood
South Community Unit Plan

Dear Mr. Schaefer:

We have reviewed the submitted amended development plan for the Rockwood South Community Unit Plan with representatives of the City Engineering, Traffic Engineering and Flood Control divisions of the Department of Public Works. Although we have several general questions concerning information provided for each parcel, and under "General Notes", most of the questions raised by these divisions have to do with traffic, accel-decel lanes, needed street right-of-way, location of access points and drainage.

At a previous meeting with Mr. Kingdom and Mr. Parker, several questions were raised by Paul Graves relative to the Traffic Report submitted by Raymond Keyes. Mr. Graves provided trip generation information on local shopping centers and raised questions as to why Keyes projections were considerably below other centers in Wichita. We were advised that your representatives would raise these questions with Keyes and provide us with additional information. Without this information and proposed gross floor areas for each parcel, we are unable to complete our review of street improvements that may be needed to provide adequate ingress and egress and circulation to the proposed center. Based on what information has been provided, 10 feet of additional right-of-way is needed for the frontage road along Parcel #5 and additional right of way, if needed, along Rock Road and possibly Douglas, depends on revisions to pavement geometrics.

Relative to drainage, M. S. Mitchell cautions that the drainage channel north of the existing pavement on Armour Drive has not been accepted, that finishing the channel and filling the wash areas needs to be completed. He has raised the question as to whether or not the new development proposes a bridge across

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May 4, 1972

the channel at Armour Court as originally proposed as the new plan has not indicated the bridge. He also points out that drainage of the site will be a problem; however, this can be resolved at the time of platting.

As we discussed previously with those revising the plan, we would prefer a new name for the CUP if no longer to be known as "Rockwood South", and we also recommended that Parcels RS 1, 2, 3, 4, 7 and 11 remain on the CUP as previously approved, with all the previous notations and explanations for each parcel, or all of those parcels labeled as previously approved with notations to refer to the "Rockwood South CUP" approved by MAPC on February 9, 1967 and the Board of City Commissioners on February 28, 1967. In our opinion, it would be cleaner to have all the information on the one plan rather than having to refer to a previously approved plan for information on some of the parcels.

In addition to these comments, the following comments and suggestions should be taken into consideration.

1. The submitted legal description should exclude Rockwood South 2nd Addition as it was not part of the original CUP.
- JS* The amended CUP should indicate existing plats - Rockwood South 1st and 3rd Additions.
- JS* The required 10-foot planting strip should be indicated along Rock Road on Parcel #4.
- JS* The maximum gross floor area must be provided for each parcel.
- JS* The plan should indicate the existing 40 feet of half-street right of way for Douglas.
- JS* General Note #1, relative to sign heights and location, conflicts with conditions on Parcel #1 which indicates 35-foot high signs and 55-foot high signs on the south 400 feet. Parcels 1 and 5 should reflect 30-foot high signs, except on the south 300 feet where a 55-foot maximum sign shall be permitted upon the approval by the Board of City Commissioners.
- JS* The "automotive sales and service" under Parcels 2, 3, and 4, should be clarified as not permitting new and used car lots or body and fender shops both of which are not permitted in "LC".
- JS* Provide minimum 30-foot setbacks for circulation between each parcel.

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- 99. The note under Parcel #1 relative to the location of Parcels 2, 3 and 4 should be changed to reflect that their location will be determined at the time of platting.
- 100. The location of all access points will be determined by the Engineering Division instead of the Traffic Engineer.
- 101. There shall be 40 feet of complete access control in each direction from the intersecting right of way lines at Douglas and Rock Road.

In addition to these comments, during the discussion of a recent CUP to the south, questions were raised concerning the level of noise in this flight cone of McConnell Air Force Base. Based on this previous discussion, at the time of platting, adequate assurances should be provided that the buildings will be designed to minimize the noise factor.

We have stated our concern before over the potential strip type effect that will result along Rock Road as a result of Parcels 2, 3 and 4 and as a result of the previous 300-foot setback being reduced to 35 feet. We would therefore urge that specific uses be indicated for each parcel, rather than saying "and other compatible uses". This suggested open-ended use list will no doubt permit uses which will not be desirable across from single family homes.

These are most of the suggestions we have at this time. Prior to our advertising this amendment for a public hearing, these suggested corrections should be made and 12 copies submitted to our office. We would suggest that every effort be made to provide information for handling future traffic to and from this regional center. If the corrected copies are received by May 15, this amendment will be advertised for public hearing for the Planning Commission meeting of June 8, 1972. A marked copy of the plan is enclosed, and with the copy of this letter to Mr. Kingdom.

If you have any questions concerning our comments or desire a meeting to discuss these remarks, please call.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:ber

cc: Chrysler Realty Corporation, Attn. John E. Schippel
P. O. Box 1919, Detroit, Michigan 48231

Melvin Simon and Associates, Inc.
1712 North Meridian, Indianapolis, Indiana 46282

B. J. Kingdom, c/o The Law Company
313 South Market, Wichita 67202

April 13, 1972

Dick Linn, City Engineer
Paul Graves, Traffic Engineer
M. S. Mitchell, Asst. Supt. of Flood Control

Jack H. Galbraith, Chief Planner

Amended Community Unit Plan at the northwest corner
of Rock Road and Kellogg

Attached for your information and review is a copy of the proposed amended plan for the area originally known as the Rockwood South Community Unit Plan. Your files may reflect that a CUP was first approved for this area in 1964 and later amended and reapproved in February, 1967.

Although this plan does not propose to amend the parcels west of extended Armour Drive, it does propose to enlarge the shopping center area west of Rock Road, and proposes to change the office and apartment uses adjacent to Douglas to light commercial uses.

We would appreciate your review and comments by Friday, April 21, 1972, so that we may respond to the applicants. If you have any questions or desire a meeting, please advise.

JHG:ls

III. This property is located at (address) None.

The general location is (use appropriate section)

a. at the _____ corner of _____
and _____; or

b. on the _____ side of _____ (Ave.,
Street) between _____ (Ave., Street) and
_____ (Ave., Street).

Quarter section bounded by Douglas, Rock Road, Kellogg, and the
City of Eastborough.

IV. I (we), the applicant(s), acknowledge receipt of the instruction
sheet explaining the method of submitting this application. I
(we) realize that this application cannot be processed unless it
is completely filled in and accompanied by a current abstractor's
certificate as required in the instruction sheet.

Chrysler Realty Corporation Melvin Simon & Associates, Inc.

By James R. Schaefer By James R. Schaefer
Authorized Agent (if any) Authorized Agent (if any)

By _____ By _____
Authorized Agent (if any) Authorized Agent (if any)

V. OFFICE USE ONLY

This application was received at the Planning Department at
3:35 PM (AM, PM) on April 12 (Day, Month,
Year). It has been checked and found to be complete and accom-
panied by required documents and the appropriate fee of
\$ 400.00.

Curtis L. Newby Name
Planning Analyst Title

CERTIFICATE OF OWNERSHIP

GUARANTEE TITLE CO. Inc. hereby certifies the following to be a true and correct list of the property owners as shown by the last deed of record in the office of the Register of Deeds, Sedgwick County, Kansas, of:

Southeast Quarter of Section 19, Township 27 South, Range 2 East of the 6th P.M. in Sedgwick County, Kansas, except:

1. Rockwood South First Addition.
2. Rockwood South Third Addition.
3. Rockwood South Second Addition.
4. West 58 Feet of the North 165 Feet of the South 630 Feet of said SE/4.

5. Beginning at a point on the West line of Armour Drive as platted in Rockwood South Third Addition, Wichita, said point being 80 feet North of the Northeast corner of Lot 1 in said Addition; thence West parallel with the North line of said Lot 1, 429.67 Feet to the plint of curvature of a curve to the right having a central angle of 90° 00' and a radius of 50 feet; thence along said curve 78.54 Feet to the point of tangency of said curve; thence along tangent of said curve 279.99 feet to the point of curvature of a curve to the right having a central angle of 90° 00" and a radius of 50 feet; thence along said curve 78.54 feet to the point of tangency of said curve; thence East along tangent of said curve and parallel with the North line of said Lot 1, 426.59 Feet to the West line of said Armour Drive extenced North; thence South along said Armour Drive extended North, 380 feet to beginning; together with all lots and tracts lying within a 1000 foot radius thereof.

DESCRIPTION	OWNER/OWNERS/ADDRESS	
SE/4 19-27-2 East, exc. 5 tracts above described	✓ Chrysler Realty Corporation P. O. Box 1919, Detroit, Michigan	48231
✓ <u>Rockwood South First Addn.</u> Lots 1 and 2	do	48231
✓ <u>Rockwood South Third Addn.</u> Lot 1	do	48231
Lot 2	✓ Rob Moore Oldsmobile, Inc. c/o Davis-Moore Oldsmobile, Oklahoma City, Okla.	73100
<u>Rockwood South Second Addn.</u> Lot 1	✓ Reproc, Inc. c/o Phillips Petr. Co. KSE&T Bldg. 123 No. Market	67202
✓ Tract in the SE/4 of 19-27-2 E, described as exception 5 above.	✓ Yingling Chevrolet Company, Inc. and E. V. Yingling, Jr. 300 South Topeka.	67202
West 58 Feet of the North 165 Feet of the South 630 Feet of the SE/4 of 19-27-2 East.	✓ Kansas Gas and Electric Company, 201 North Market St.	67202
<u>Rockwood Third Addition</u> <u>Block 1</u> Lot 6	✓ Robert J. Sivley and Elsebeth L. 6420 Claytonia	67206
Lot 7	✓ George A. Stovall and Donna L. 211 No. Armour	67206
Lot 8	✓ Fred Erwin Fruhauf and Neoma Sue 201 No. Armour	67206
Lot 9, exc. W. 20'	✓ Joseph R. Beemiller and Marjorie J. 155 No. Armour	67206

Rockwood Third continued-
Block 1

W 20' of Lot 9 and W 20' of N 9.8 Feet of Lot 10	✓ Jimmie Lee Kuhlmann and Jose M. 203 E. Douglas	67202
Lot 10, exc. W 20'	✓ Clyde Niernberger and Angeline B. 145 No. Armour	67206
W 20' of S 80.2 Ft. of Lot 10, and W. 20' of N 19.9' of Lot 11	✓ Robert B. Dockum 40 Stratford	67206
W 20' of S 70.2' of Lot 11	∇ Chrysler Realty Corporation P. O. Box 1919, Detroit, Mich.	48231
S 80.2 Feet of W 20' of Lot 11	do	48231
Lot 11, exc. W 20'	✓ Guilford Jones, Jr. & Elizabeth E. 9724 Von Thaden	67206
Lots 12-13-14	∇ Chrysler Realty Corporation P. O. Box 1919, Detroit, Mich.	48231
<u>Block 2</u>		
<u>Lot 6</u>	✓ Milford Wencel and Joan E. 228 No. Armour	67206
Lot 7	✓ Fred E. Fox and Anita J. 220 No. Armour	67206
Lot 8	✓ Harold E. Ramsey and Frances N. 210 No. Armour	67206
Lot 9 and N 2' of Lot 10	✓ Kenneth S. Martin and Dena G. 200 No. Armour	67206
Lot 10, exc. N 2'	✓ Edwin G. Rieg, Jr. and Margaret S. 154 No. Armour	67206
Lot 11	✓ James D. Cavanagh and Dorothy A. 144 No. Armour	67206
Lot 12	✓ H. H. Marsh and Barbara H. 134 No. Armour	67206
Lot 13	✓ Gale W. Doner and Esther L. 124 No. Armour	67206
Lot 14, exc. Beg. SE/cor. W along front line of said Lot 10 ft. NEerly parl with E/1 79', Nerly 75' m/1 to NEerly corner Lot 14, S 144 Feet m/1 to beg.	✓ John M. Roberts and Marcella S. 104 N. Armour	67206
Lot 15 and that part of Lot 14 shown as an exception immediately above	✓ C. Howard Nelson and Mary Joyce c/o 4th National B & Tr. Co. box 1090	67202
Lot 16	✓ Glen E. Seaton and Joan M. 105 No. Rutland	67206
Lot 17	✓ Randall P. Anderson and Reeva M. 108 N. Rutland	67206
Lot 18	✓ Eleanor C. Bowman 135 N. Rutland	67206
Lot 19	✓ Kenneth C. Mattley and Jane A. 1000 So. Woodlawn	67218
Lot 20	✓ W. Nolan Artz and H. Irene Scimeca 155 N. Rutland	67206

Rockwood Third continued ---

Block 2

Lot 21	✓ H. B. Walls, c/o Fidelity Inv't. Co. 229 S. Market	67202
Lot 22	✓ Hugh D. Wallace and Janet F. 211 Rutland	67206
Lot 23	✓ Joe Berry Floyd and Eva Louise 221 Rutland	67206
Lot 24	✓ C. L. Sandberg and Helen H. 229 Rutland	67206

Rockwood 4th Addition

Block 1

Lot 1	✓ J. Elaine Grant 7302 Pagent Lane	67206
Lot 2 and W. 0.25' of Lot 3	✓ Morris H. Madden and Doris W. 7316 Pagent Lane	67206
Lot 3, exc. W. 0.25'	✓ Donald Russ Prater and Joan E. 7328 Pagent Lane	67206
Lot 4 and that part of 5, beg. SW/c Lot 5, th Northerly to Nwerly cor., th along rear line 2½ ft, th SWrly to SWerly/cor Lot 5, to beg.	✓ Robert E. Meeker and Betty J. 7400 Pagent Lane	67206

Lot 5, except that part described immediately above	✓ Leo K. Bailey and Norma M. 7404 Pagent Lane	67206
Lot 6	✓ Joseph P. Farmer, Sr. 7408 Pagent Lane	67206
Lot 7	✓ William Tinker, Jr. and Sina Marilyn 7412 Pagent Lane	67206

Block 2

<u>Lot 1</u>	✓ Dale F. Steen and Barbara A. 108 Rutland	67206
Lot 2	✓ John D. Gebert and Stephanie D. 122 Rutland	67206
Lot 3	✓ B. A. Staats and Evelyn 144 Rutland	67206
Lot 4	✓ Gary M. Henssen and Suzanne S. 154 Rutland	67206
Lot 5	✓ Frank A. Addis and Lorena M. 200 Rutland	67206
Lot 6	✓ Harvey A. Campbell and Mary Starr c/o Wichita Perp. B. and L., 120 S. Main	67202
Lot 7	✓ Donald E. Hofmann and Merle S. 7315 Pagent Lane	67206
Lot 8	✓ Fred C. Van Bebber and Harriett E. 7329 Pagent Lane	67206

Rockwood 4th continued-
Block 2

Lot 9	✓ D. L. Van Buskirk and Linda S. 7401 Pagent Lane	67206
Lot 10	✓ Karen W. Cunningham 7405 Pagent Lane	67206
Lot 11	✓ Ronald L. Wickham and Jo Ann 7409 Pagent Lane	67206
Lot 12	✓ Robert L. McCroskey and Maribel B. 7413 Pagent Lane	67206
Lot 13	✓ Robert E. Mallonee and Barbara C. c/o Mid Kansas Fed. sav. and loan. 230 So. Market	67202
Lot 14	✓ Jo Ann B. Shovee 225 Post Oak	67206
Lot 15	✓ Richard D. Martens and Elinor J. 217 Post Oak	67206
Lot 16	✓ Peters Bros. Const. Co. 1106 No. Armour	67206
Lot 17	✓ Marion K. Mathews and Carol Jeanne 171 Post Oak	67206
Lot 18	✓ Claude R. Kimbrel and Sue B. 157 Post Oak	67206
Lot 19	✓ Hubert B. Hughey and Barbara E. 143 Post Oak	67206
Lot 20	✓ Elmer C. Lawrence and Naomi L. 125 Post Oak	67206
Lot 21	✓ Jerald R. Hinrichs and Betty J. 109 Post Oak	67206
Lot 22	✓ R. S. Huston and Vere M. 110 Brendenwood Way	67206
Lot 23	✓ Elbie G. McNeil and Phyllis B. 118 Brendenwood Way	67206
Lot 24	✓ George E. Fritz 126 Brendenwood Way	67206
Lot 25	✓ F. W. Shelton, Jr. and Shirley G. 134 Brendenwood Way	67206
Lot 26	✓ Willis H. Webster and Melva B. 142 Brendenwood Way	67206
Lot 27	✓ Alfred L. Redburn and Gertrude C. 150 Brendenwood Way	67206
Lot 28	✓ William F. Schell and Katharine S. 139 Brendenwood Way	67206
Lot 29	✓ Gerald W. Carr and Eleanor R. 131 Brendenwood Way	67206

Rockwood 4th-continued

Block 2

Lot 30	✓ Allan L. McLeod and Nancy J. 123 Brendenwood Way	67206
Lot 31	✓ L. C. Jackson, Jr. and Katherine 115 Brendenwood Way	67206
Lot 32	✓ Glenn E. Smith and Eleanor M. 107 Brendenwood Way	67206

Block 3

Lot 1	✓ Roger D. Farrow and Nancy J. 106 Brendenwood Way	67206
Lot 2	✓ Stevens B. Acker, MD and Glenna Ann 114 Brendenwood Way	67206
Lot 3	✓ Warren E. Meyer and Dorothy P. 130 Brendenwood Way	67206
Lot 4	✓ Norman Durmaskin and Gloria W. 133 Brendenwood Wat	67206
Lot 5. exc. S. 5'	✓ J. G. Phipps, MD 117 Brendenwood Way	67206
S 5' of Lot 5 and all of Lot 6	✓ Joseph A. Bulger and Hazel Ruth 109 Brendenwood Way	67206

Block 4

Lot 1	✓ James T. Murphy and Alice Ann 1217 Paige	67207
Lot 2	✓ Andrew Jackson Shirk and Jane Lee 7315 Huntington	67206
Lot 3	✓ Ann Valerius Petrie 7329 Huntington	67206
Lot 4	✓ Norman D. Collins and Patricia A. 3408 E. Kinkaid	67218
Lot 5	✓ A. Wayne Rose and Iona E. 7409 Huntington	67206
Lot 6	✓ Steven T. Loranth and Irene 7417 Huntington	67206
Lot 7	✓ Edwin H. Cooper and Regona J. 2828 Foullois Drive	67210
Lot 8 exc. E 8 ft.	✓ Colliatie Const. Co. Inc 145 Rutland	67206
E 8' of Lot 8, and all of Lot 9	✓ William G. Davis and Janice M. 7523 Huntington	67206

Rockwood 5th Addition
Block 1

Lot 1	✓ Robert C. Beaver and Helen L. 220 Post Oak	67206
Lot 2	✓ Walter S. Gick and Pauline 216 Post Oak	67206
Lot 3	✓ Homer G. Nester 212 Post Oak	67206
Lot 4	✓ James B. Connely and Isabelle M. 206 Post Oak	67206
Lot 5	✓ John K. Cooper and Randy R. Cooper 200 Post Oak	67206
Lot 6	✓ Montieth M. McCormick and Maxine M. 130 Post Oak	67206
Lot 7	✓ A. R. Loomis 20 Lakeside Blvd.	67207
Lot 8	✓ Russell W. Campbell and Elizabeth Ann 116 Post Oak	67206
Lot 9	✓ John E. Smith and Margie E. 110 Post Oak	67206
Lot 10	✓ Allen W. Snook and Lois P. 104 Post Oak	67206
Lot 11	✓ Francis Fredrick Lynch and Dorothy Ann 101 Penrose Drive	67206
Lot 12	✓ Eldon Dee Amandus and Mary Ann 1129 Gouverneur Court	67206
Lot 13	✓ James H. Reeder and Joan G. 117 Penrose Drive	67206
Lot 14	✓ Thomas D. Spink and Barbara J. 125 Penrose Drive	67206
Lot 15	✓ Robert Namisnak and E. Jerrine 133 Penrose Drive	67206
Lot 16	✓ Bernie T. Witt, J r. and A. Nadine 141 Penrose Drive	67206
Lot 17	✓ Reginald Gilbert Hammond and Kathleen Mona 201 Penrose Drive	67206
Lot 18	✓ Raymond H. Davis and Hazel Elair <i>1238 Furrow Avenue 67203</i>	
Lot 19	✓ Robert N. McNeil and Rae E. 217 Penrose Drive	67206
Lot 20	✓ Alfred M. Tocker and Lilia Rodriquez 225 Penrose	67206

Rockwood 5th c continued--
Block 2

Lot 3	✓ Jack V. Milbourn and Alease C. 643 So. Holyoke	67218
Lot 4	✓ Lawrence E. Hall and Pauline B. 216 Penrose Drive	67206
Lot 5	✓ Darryl S. Roberts and Elizabeth Orth 208 Penrose Drive	67206
Lot 6	✓ Juanita Rich Woodburn 200 Penrose Drive	67206
Lot 7	✓ Forrest H. Rousey and Hazel D. 142 Penrose Drive	67206
Lot 8	✓ John M. Ryan, Jr. 134 Penrose Drive	67206
Lot 9	✓ A. James King and Alma Jane 126 Penrose Drive	67206
Lot 10	✓ Frank E. Barr and Esther H. Barr 118 Penrose Drive	67206
Lot 11	✓ Lawrence A. Gittrich and Annabelle H. 110 Penrose Drive	67206
Lot 12	✓ Frank M. Brooks and Harriett Ann 102 Penrose Drive	67206

Block 3

Lot 1	✓ Maurice E. Hylton and Flo F. 7601 Huntington Drive	67206
Lot 2	✓ Robert L. Kasha and Ruth E. 7615 Huntington Dr.	67206
Lot 3	✓ Raymond E. Holstad and Mary B. 7623 Huntington Drive	67206
Lot 4	✓ Milton J. Nyberg and Jeanne M. 7701 Huntington Drive	67206
Lot 5	✓ John Hale, Jr. and Margaret 7711 Huntington	67206

Rockwood Sixth Addition
Block 1

Lot 4	✓ Lewis M. Turner and Doris A. 223 Burr Oak	
Lot 5	✓ Harter, Inc. 8031 E. Kellogg	67207
Lot 6	✓ Investment Resources, Inc. 715 South Bluff	67218
Lot 7	✓ Myron Eugene Chamberlain and Marjorie Jean/ c/o American Savings 201 No. Main	67202

Rockwood Sixth Addn. continued--

Block 1

Lot 8	✓ Fred M. Gorges and Ruthann 201 Burr Oak	67206
Lot 9	✓ Investment Resources, Inc. ✓	
Lot 10	✓ Theodore A. Swan and Joyce C. 123 Burr Oak	67206
Lot 11	✓ Paul H. West and Lois J. 119 Burr Oak	67206
Lot 12	✓ Charles DeThample and Patricia I. 111 Burr Oak	67206
Lot 13	✓ Earl W. Johnson and Kathryn M. P. O. Box 11453	67202

Block 2

Lots 6-7-8-13	✓ Investment Resources, Inc. 715 South Bluff	
Lot 9	✓ Robert B. Morton and Dorothy C. 237 Live Oak	67206
Lot 10	✓ Stephen F. Barton and Gilda Z. c/o American Savings, 201 N. Main	67202
Lot 11	✓ Bobby F. Larmer and Vivian E. 205 Live Oak Lane	67206
Lot 12	✓ Terry O. Everson and Barbara A. 1732 N. Roosevelt	67208
Lot 14	✓ Wm. P. Veatch Co. Inc. 1046 Stratford	67206
Lot 15	✓ F. Wesley Park and Ruth M. 216 Burr Oak	67206
Lot 16	✓ R. W. Womer 120 Lyrwood	67218

Block 3

Lot 9	✓ Jim L. Shadid and Joyce A. 7838 Pagent	67206
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Block 4

Lot 1	✓ Ralph L. Haas and Marijane 244 Live Oak	67206
Lot 2	✓ Walter R. Olson and Mina R. 236 Live Oak	67206
Lots 3-4 -6	✓ Investment Resources, Inc. 715 South Bluff	67218
Lot 5	Paul M. Fisher and Margaret A. no address <i>not found</i>	
Lot 7	✓ Ralph Edward Umbarger and Dorothy E. 433 Harding	67208
Lot 8	✓ Stanford J. Smith and Joan B. R. H. Garvey Bldg.	67202

Rockwood 6th Add.

Block 4

Lots 9-10-11-12, exc. W 2' of Lot 12 ✓ Investment Resources, Inc.
715 S. Bluff 67218

W 2' of Lot 12 ✓✓ John Hale and Margaret
7711 Huntington 67206

Rockwood Reserve "A" Addition

Lot 1 ✓✓ W. W. Taylor and A. Genevieve
7826 E. Douglas 67206

CLAYTON ADDITION

Lot 3 & W 60' of Lot 1 ✓ Irwin Baron, John A. Cervieri, Jr.,
Richard S. Ellwood, Carroll J. Force,
Lathrop S. Haskins, John C. Slagle,
and Walter F. Leinhardt, as Trustees
of Property Capital Trust, a
Massachusetts Business Trust.
c/o Jack P. DeBoer Associates, Inc.
240 N. Rock Road 67206

All of Lots 1 & 2, Except the W 130.6'
of Lot 1 and Except N 120' of Lot 2 and
N 120' of E 19.6' of Lot 1 ✓ W. K. & Ada J. Azim
422 S. Oliver 67218

N 120' of E 19' 6" of Lot 1 and N 120'
of Lot 2 ✓ Pizza Hut, Inc.
10225 E. Kellogg 67209

Lot 1, Except W 60' & Exc E 19.6' ✓ Philip F. & Gloria E. Farha
557 N. Armour 67206

CHAMPLIN ADDITION

Lot 1 ✓ ✓ Champlin Petroleum Co.
1632 Ka State Bank & Trust Bldg. 67202

Lot 2 ✓ ✓ Grove's Schwinn Cyclery, Inc.
5600 East Lincoln 67218

BONNIE BRAE 2ND ADD

Lot 1 ✓ ✓ Harvey W. Hefley
200 S. Rock Road 67207

Lots 2 & 3 ✓ ✓ Dan J. Caliendo
632 Tara Ct. 67206

Lot 6 ✓ ✓ Dale S. & Marion Gray Romig
21 Cyphress 67206

Lots 7 & 8 ✓ ✓ O'Donnell Corporation
1928 E. Kellogg 67211

Lot 9 (Part lying S of E&W line beg
NE cor Lot 3, E to E line Lot 9) ✓ ✓ Harvey W. Hefley
200 S. Rock Road 67207

Lot 9 (Part lying N of E & W line beg
NE cor Lot 3, E to E line of Lot 9) ✓ ✓ Builders, Inc.
930 R. H. Garvey Bldg. 67202

BONNIE BRAE ADD

Block 1

Lot 1 ✓ ✓ Dean O. & Corlie G. Mason
8002 E. Lynwood Blvd 67207 ✗

Lot 2 ✓ ✓ Evangelical Covenant Church
8008 E. Lynwood Blvd. 67207 ✗

Lot 3 ✓ ✓ Elmer R. & Diana E. Olson
not found

Lot 4 ✓ ✓ Charles W. & Loretta M. Barchers
8020 E. Lynwood Blvd 67207 ✗

Lot 5 ✓ ✓ Harrison C. & Patricia A. Boughton
8026 E. Lynwood Blvd 67207 ✗

Lot 6 ✓ ✓ George & Amelia Peters
1530 N. Stratford 67206 ✗

Lot 7 ✓ ✓ *Arthur W. Rotsloff*
312 N. Quentin 67208
Terry G. & Maryann Paup
545 Oakwood Drive 67208 ✗

Lot 8 ✓ ✓ Robert E. & Errolene McClintick
145 Lochinvar Drive 67207 ✗

Lot 9 ✓ ✓ *Edgar L. Moore*
2520 E Lincoln
Hal W. & Nancy McCoy
139 Lochinvar Drive 67207 ✗

Lot 10 ✓ ✓ Marion M. & Stella J. Corson
133 Lochinvar Drive 67207 ✗

Lot 11 ✓ ✓ Hassan H. & Delores J. Jabara
127 Lochinvar Drive 67207 ✗

Lot 12 ✓ ✓ Lester F. & Jo Anne Penzler
121 Lochinvar Drive 67207 ✗

BONNIE BRAE ADD Cont'd

Block 1 Cont'd

Lot 13 ✓ Alfred F. & Mary Agnes Angulo
115 Lochinvar Drive 67207 X

Lot 14 ✓ Clarence M. & Dolores B. Carroll
107 Lochinvar Drive 67207 X

Lot 15 Anna Lee Halbower
not found

Part of Lot 16 - Beg 356' S of NE cor
Lot 16, W 100', SW 126.2' M/L, S 320'
to S line of Lot 16, E to SE cor, NWly
349' to Beg. ✓ Y M C A EAST
8025 E. Douglas 67206

Block 2

Lot 1 ✓ John D. & Dorothy V. Dye
8002 Morningside Drive 67207 X

Lot 2 Lloyd W. & Patricia B. Anderson
8008 Morningside X

Lot 3 ✓ John & Veenetia B. Johntz
8014 Morningside Drive 67207 X

Lot 4 *Donald Blasi* ✓ A. Max & Helen A. Hatfield.
8020 Morningside Drive 67207 X

Lot 5 ✓ Olive Ann Beech
48 Mission 67207 X

Lot 7 *lot 6 J. Edw. Dunkel
8102 Morningside ** ✓ Minnie M. Coleman
Jack W. & LaVetta M. Coleman
15 Hawthorne Road
8108 Morningside 67206 X

Lot 8 *8114 Morningside* ✓ Donald D. & Sharen Powers
not found X

Lot 9 ✓ Maynard C. & Laurretta Kitchen
8120 Morningside Drive 67207 X

Lot 10 *Reita Rabanowitz* ✓ Eldon C. & Esther Mays
8126 Morningside Drive 67207 X

Lot 11 ✓ Arnold F. & Marie Minks
8132 Morningside Drive 67207 X

Lot 13 ✓ Keith Russell, Jr. & Frieda
157 Lochinvar Drive 67207 X

Lot 14 ✓ James D. & Hilaria M. Corrigan
155 ~~151~~ Lochinvar Drive 67207 X

Lot 15 ✓ William A. Turpen
8121 Lynwood Blvd 67218 X

Lot 16 Hans H. G. & Antonia F. Leissing
not found

Lot 17 ✓ James D. & Georgia M. Pagel
8107 Lynwood Blvd 67218 X

Lot 18 *Mark Babich
8101 Lynwood* ✓ Jack M. & Virginia Marie Dotson
8108 Lynwood Blvd 67218 X

Lot 19 ✓ Charles E. & Shirley A. Moore
8027 E. Lynwood Blvd. *Green* X

Lot 20 ✓ James Rudolph & Elaine E. Otwell
8021 Lynwood Blvd 67218 X

BONNIE BRAE ADD. Cont'd

Block 2 Cont'd

Lot 21 ✓ John A. & Saralen E. Pike 67218 x
8015 Lynwood Blvd

Lot 22 ✓ Charles C. & G. Lillian Forsyth 67218 f
8007 Lynwood Blvd

Lot 23 ✓ Sterl & Genevieve L. Smith 67218 s
8001 Lynwood Blvd

Block 3

Lot 1 ✓ Bobby John & Janice L. Nelson
229 Denmark 8002 Mockingbird x

Lot 2 ✓ Wm. A. & Elizabeth M. Skinner 67207 f
8008 Mockingbird Lane

Lot 3 ✓ Margaret W. Buzzi 67207 f
8014 Mockingbird Lane

Lot 5 & E 8' of Lot 4 ✓ Eugene Keith & Lorene A. Thomas 67207 f
8026 Mockingbird Lane

W 90' of Lot 4 ○ ✓ Herman A. Osment^{SR} & Geraldine M.
8020 Mockingbird Lane

Lot 6 ✓ A. V. & Gwen B. Harter 67207 f
8102 Mockingbird Lane

Lot 7 ✓ Edward Wayne & Mary Margaret Weeks
Bill Veatch 1096 Stratford
8108 Mockingbird Lane 67207 f

Lot 8 ✓ Dale H. & Doris H. Kendall
Kenneth Harland 1845 So. Hyden
8109 E. Kellogg 67213 f

Lot 9 ✓ H. B. & Ardevina Moriconi 67207 f
8120 Mockingbird Lane

Lot 10 ✓ Clifford L. & Eleanor A. Malone 67207 f
8126 Mockingbird Lane

Lot 11 ✓ James A. & Carol J. Loeffler 67218 f
8127 Morningside Drive

Lot 12 ✓ James H. & Gertrude M. Childers 67207 f
8121 Morningside Drive

Lot 13 ✓ Richard & Alma L. Prophet
Roland Gibbs No. Ad.
8115 Morningside Drive 67207 f

Lot 14 ✓ Orland J. & Jean E. Peterka 67207 x
8107 Morningside Drive

Lot 15 ✓ Warren S. & Rita J. DeArmond 67207 f
8101 Morningside Drive

Lot 16 ✓ Ronald D. & Emily D. Barton
not found 80270 Morningside

Lot 17 ✓ James B. Richards, Jr. & June E.
not found

Lot 18 ✓ Eli S. & Ramona L. Rusk *Rusk*
8015 Morningside Drive 67207 f

Lot 19 ✓ Marlyn L. & Vera L. Matz 67207 f
8007 Morningside Drive

Lot 20 ✓ Ambrose & Reese P. Saricks
Tommy G. Johnson
8001 Morningside Drive 67207 f

BONNIE BRAE ADD. Cont'd

Block 4

Lot 1	✓	Roger L. & Phoebe Harter 8000 Willowbrook Road	67207
Lot 2	✓	<i>Harold Davis</i> John & D Jean Harper 8008 Willowbrook Road	67207
Lot 3	✓	G. William & Lenora A. Miller 8014 Willowbrook Road	67207
Lot 4	✓	Robert O. & Dorothy D. Wall 8020 Willowbrook Road	67207
Lot 5	✓	Elon B. & Frances D. Boyers 8102 Willowbrook Road	67207
Lot 6	✓	<i>Sonnie W. Cole</i> Jerome D. & Yvonne I. Holt 8108 Willowbrook Road	67207
Lot 7	✓	<i>Paul Sticker</i> Edward A. & Joan S. Kappelman 8114 Willowbrook Road	67207
Lot 8	✓	Daniel L. & Lois P. Goldschmidt 8120 Willowbrook Road	67207
Lot 9	✓	<i>Mary Louise Robinson William Robinson</i> Virgil L. & Norma J. Shaw 8126 Willowbrook Road	67207
Lot 10	✓	Maynard & Jacqueline Klein 8127 Mockingbird Lane	67207
Lot 11	✓	H. M. & Miriam C. Pack 8121 Mockingbird Lane	67207
Lot 12	✓	Kenneth L. & Bonnie M. Epley 8115 Mockingbird Lane	67207
Lot 13	✓	Ronald E. & Mildred L. Stevens 8107 Mockingbird Lane	67207
Lot 14	✓	Lynn W. & Mildred K. Whiteside 8101 Mockingbird Lane	67207
Lot 15	✓	Jorgen J. & Margaret E. Jorgensen 8021 Mockingbird Lane	67207
Lot 16	✓	Bobby J. & Delores J. Thomas 8015 Mockingbird Lane	67207
Lot 17	✓	William J. & Pamela A. Hamrick 8007 Mockingbird Lane	67207
Lot 18	✓	Bernard B. & Okla M. Fairchild 8001 Mockingbird Lane	67207

Block 5

Lot 1	✓	<i>Shedore B. Jim Bent</i> Thomas J. & Elsie Jean Curry 8002 Peach Tree Lane	67207
Lot 2	✓	W. P. & Martha E. McMillan 8008 Peach Tree Lane	67207
Lot 3	✓	E. Eugene & Helen L. Lawler 8014 Peach Tree Lane	67207
Lot 4	✓	Carl F. Newman, Jr. & Clara J. 8020 Peach Tree Lane	67207

BONNIE BRAE ADD. Cont'd

Block 5 Cont'd

Lot 5	✓ ✓	Lyn R. & Mary Ann Ikerd 8102 Peach Tree Lane	67207 ✓
Lot 6	✓	Roy C. & Tillie M. Lindell 8108 Peach Tree Lane	67207 ✓
Lot 7	✓	✓ James & Harriet G. Blakemore 8114 Peach Tree Lane	67207 ✓
Lot 8	✓	Richard R. & Marlys P. Johnson 8120 Peach Tree Lane	67207 ✓
Lot 9	✓	<i>Robert L. Hopkins 845 Barber 67207</i> ✓ E. D. Patterson & Eva Goss 8126 Peach Tree Lane	67207 ✓
Lot 10	✓	<i>Michael H. Quinn 2127 Willowbrook</i> ✓ Richard L. & Jacqueline C. Hilton 8127 Willowbrook Road	67207 ✓
Lot 11	✓	William W. Garner 8121 Willowbrook Road	67207 ✓
Lot 12	✓	<i>Gene Louis Willis 8115 Willowbrook 67207</i> ✓ Bill E. & Nancy Lee Cohlma 8115 Willowbrook Road	67207 ✓
Lot 13	✓	J. F. & Olive E. Kemper 8107 Willowbrook Road	67207 ✓
Lot 14	✓	Joseph F. & Doris R. Moos 8101 Willowbrook Road	67207 ✓
Lot 15	✓	David F. & Phyllis S. Bryan 8021 Willowbrook Road	67207 ✓
Lot 16	✓	<i>Benson W. Barber 8015 Willowbrook 67207</i> ✓ Donald C. & Marilyn L. Davidson 8015 Willowbrook Road	67207 ✓
Lot 17	✓	Andrew J. & Betty J. Progar 8007 Willowbrook Road	67207 ✓
Lot 18	✓	Robert A. & Carol L. McMillen 8001 Willowbrook Road	67207 ✓

Block 6

Lot 1	✓	✓ Lambert Lawrence & Marie J. Honton 8020 Peach Tree Lane <i>8121</i>	67207 ✓
Lot 2	✓	<i>This Name Address Unknown</i> ✓ Edward V. & Helen Louise Geary 8101 Peach Tree Lane	67207 ✓
Lot 3	✓	Willie C. & Evelyn M. Unruh 8107 Peach Tree Lane	67207 ✓
Lot 4	✓	James B. & Evelyn M. Tucker 8115 Peach Tree Lane	67207 ✓
Lot 5	✓	Andrew & Mathilda Small 8121 Peach Tree Lane	67207 ✓
Lot 6	✓	Odetta C. Schnitzler 8127 Peach Tree Lane	67207 ✓

Block 14

Lot 1	✓	✓ Luther C. & Lily T. Gartin 102 Lochinvar Drive	67207 ✓
Lot 2 & N 3' of Lot 3	✓	✓ Alfred J. & Ruth M. Misak 108 Lochinvar Drive	67207 ✓

BONNIE BRAE ADD. Cont'd

Block 14 Cont'd

Lot 3 (Exc N 3')	✓	✓	John E. & Jan Siefkes 114 Lochinvar Drive	67207 X
Lot 4	✓	✓	William J. & Oretta E. Schmidt 120 Lochinvar Drive	67207 X
Lot 5	✓	✓	Bill J. & Mary Alice Hawks 126 Lochinvar Drive	67207 X
Lot 6	✓	✓	Harold W. & Velma K. Volkman 132 Lochinvar Drive	67207 X
Lot 7	✓	✓	Cecil J. & Lavone M. Legerquist 138 Lochinvar Drive	67207 X
Lot 8	✓	✓	Hugh H. & Laura F. Claypool 144 Lochinvar Drive	67207 X
Lot 9	✓	✓	Glenn W. & Marilyn O. Walsh 150 Lochinvar Drive	67207 X
Lot 15	✓	✓	James B. & Jeanette S. Rees 139 Bonnie Brae	67207 X
Lot 16	✓	✓	Neil J. & Dolores B. Coady 133 Bonnie Brae	67207 X
Lot 17	✓	✓	<i>Robert M. Lindsey 127 Bonnie Brae</i> Floyd L. & Mildred J. Treiber 127 Bonnie Brae	67207 X
Lot 18	✓	✓	<i>Alvin D. Henderson, Jr. 121 Bonnie Brae</i> Noble L. Morton, Jr. & Harriette-J. 121 Bonnie Brae	67207 X
Lot 19	✓	✓	<i>Luigi S. Heaped Address Unknown</i> James L. & Ahlene G. Salomon 119 Bonnie Brae	67207 X
Lot 20	✓	✓	Calvin D. & Marjorie N. Homolka 107 Bonnie Brae	67207 X
Lot 21	✓	✓	Jack J. & Levada R. Armstrong 101 Bonnie Brae	67207 X

Block 15

Lot 1	✓	✓	Howard N. & Winifred A. Tucker 102 Bonnie Brae	67207 X
Lot 2	✓	✓	Allen & Grace W. Terrell 108 Bonnie Brae	67207 X
Lot 3	✓	✓	Wallace M. Hilfinger 114 Bonnie Brae	67207 X
Lot 4	✓	✓	J. E. & Fern E. Gillett 120 Bonnie Brae	67207 X

CLEMONS ADD

Lot 1			Irwin Kallman <i>not found</i>	
Lots 2-3-4-5-6-7	✓	✓	Nona Clemons 60 Stratford	67206 X

RUTH ADD

Lot 8 (E 170')	✓	✓	Graham-Michaels Drilling Co. composed of William L. Graham, Marjorie Lois Graham & W. A. Micheels, Jr. 211 North Broadway, Room 301	67202
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RUTH ADDITION Cont'd

Lot 8 (W 130')

Morco, Inc.

not found

Lot 7 (W80' of W 175')

✓ Taco Grande, Inc.
8144 E. Kellogg 67209

Lot 7 (E 95' of W 175')

Maverick Dev. Co., Inc.

not found

Lot 7 (E 125')

D Maverick Development Co., Inc.

EASTRIDGE 5TH ADDITION

Block 1

Lot 1

✓ Gerald D. & Phyllis J. Darbro
6933 E. Orme 67207

Lot 2,

✓ Marvin T. & Vivian V. Mapes
6939 E. Orme 67207

Lot 3

Carla M. Murphy

Lot 4

✓ Mary Ann Simon
7013 E. Orme 67207

Lot 5

✓ Ray W. & Monica M. Goscha
7019 E. Orme 67207

Lot 6

✓ Warren W. & Freda J. Cochran
7025 E. Orme 67207

Lot 7

✓ Robert A. Phillips
7031 E. Orme 67207

Lot 8

✓ William Robert & Dorothy J. O'Donnell
7037 E. Orme 67207

Lot 9

✓ Nelson C. & Norene C. Shull
7044 E. Gilbert 67207

Lot 10

✓ Robert E. & Diana G. Brown
7038 E. Gilbert 67207

Lot 11

✓ Vernon S. & Evelyn M. Anderson
7032 E. Gilbert 67207

Lot 12

✓ Forrest J. & Ann Reynolds
153 N. Oliver 67208

Lot 13

✓ Robert A. & M. Christine McElroy
7020 E. Gilbert 67207

Lot 14

✓ John E. & Kay E. Herndon
1202 E. Bayley 67207

Lot 15

✓ George Perry & Betty L. Koch
7008 E. Gilbert 67207

Lot 16

✓ William Donald & Jessie L. Forbis
7002 E. Gilbert 67207

Block 2

Lot 1

✓ Myrtle Browning
502 Mission 67207

Lot 2

✓ Oscar & Flossie Hollingsworth
611 S. Mission 67207

Lot 3

✓ Marjorie G. Randall
514 S. Mission 67207

EASTRIDGE 5TH ADD. Cont'd

Block 2 Cont'd

Lot 4	✓ Donald W. & Martha L. Reep 520 S. Mission	67207
Lot 11	✓ George R. & Patricia L. Andrews 521 Drury Lane	67207
Lot 12	✓ Terry Paul & Jane Ann Gordon 517 Drury Lane	67207
Lot 13 & S 1.5' of Lot 14	✓ Ronald R. & Carol A. Roberts 511 Drury Lane	67207
Lot 14 (Exc S 1.5')	✓ Robert A. & Karen Jo Braden 507 Drury Lane	67207
Lot 15	✓ George I. & Martha Rorabaugh 503 Drury Lane	67207

Block 3

Lot 1	✓ Guy Neil & Vineta Dee Belden 7001 E. Gilbert	67207
Lot 2	✓ Michael Porter & Marsha J. Moore 7020 E. Orme	67207
Lot 3	✓ Jerald D. & Ilene Godsey 7013 E. Gilbert	67207
Lot 4	✓ Tom W. & Eva Aldean Hanan 7019 E. Gilbert	67207
Lot 5	✓ Ronald D. & Wilma J. Chippeaux 7025 E. Gilbert	67207
Lot 6	✓ Donald D. & Karyn C. Ziegler 7031	67207
Lot 7	✓ Ernest F. & June Matlock 7037 E. Gilbert	67207
Lot 8	✓ William Douglas & Shirley Mae Griffing 7043 E. Gilbert	67207

BRIDWELL ADDITION

Lots 1-2-3	✓ Chester F. Farrow & Fred M. Bauslaugh 6303 Peach Tree Lane	67218
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RIPSTRA ADDITION

Lot 1	✓ J. G. Ripstra, Trustee of Ripstra Trust Fund #3 61 Stratford	67207
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McHUGH ADDITION

Lot 1	Ferris Enterprises, Inc. <i>not found</i>	
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EAST MISSION ADDITION

Lots 1-2-3	✓ Evangelical Lutheran Church of the Reformation, Inc. 6909 E. Kellogg	67207
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Beg 914.5' W & 64.10' S of NE Cor of NW $\frac{1}{4}$
30-27-2E, W 250', S 280', E 250', N 280'
to Beg.

✓ W. C. King Estate
c/o Beulah B. King, Exec
4001 Hammond Drive 67230 |

EASTRIDGE 6TH ADDITION Cont'd

Block A Cont'd

Lot 5,	✓ Charles W. & Vera A. London 626 Gouverneur Road	67207
Lot 6	✓ Harvey E. & Avis A. Deck 632 Gouverneur Road	67207
Lot 7	✓ Administrator of Veterans Affairs 5500 E. Kellogg	67218
Lot 22	✓ Bill H. & Betty L. Otten 7322 Clay	67207
Lot 23	✓ Olen & Thelma C. Allison 633 S. Whittier Road	67207
Lot 24	✓ Frank J. & Margaret Schneller 627 S. Whittier Road	67207
Lot 25	✓ Bobby D. & Evelyn M. Price 621 S. Whittier Road	67207
Lot 26	✓ Jack S. & Wilma A. Sample 615 S. Whittier Road	67207
Lot 27	✓ Frank & Vivian Setens 602 S. Whittier Road	67207
Lot 28	✓ Walter L. & Lorene B. Johnson 601 S. Whittier Road	67207

Block B

Lot 1	Guy E. & Virginia Norred <i>not found</i>	
Lot 2	D Frank L. & Vivian Seten 602 S. Whittier Road	67207
Lot 3	✓ Lee G. & Johnie M. Grady 614 S. Whittier Road	67207
Lot 4	✓ Cecil I. & Betty L. Peterson 620 S. Whittier Road	67207
Lot 5	✓ Arthur Woodling & Marylyn A. Van Dresser 626 S. Whittier Road	67207
Lot 6	✓ Charles Herbert & Neva R. Jamis 632 S. Whittier Road	67207
Lot 17	✓ Donald F. & Marilyn Gattis 633 Calhoun Drive	67207
Lot 18	✓ Virgil & Sylvia L. Kelly 627 Calhoun Drive	67207
Lot 19	✓ John P. & Leora K. Redman 621 Calhoun Drive	67207
Lot 20	✓ Kinley Leon & Lela Mae Landers 615 Calhoun Drive	67207
Lot 21	✓ Vera E. Stiverson 607 Calhoun Drive	67207
Lot 22	✓ Burt J. Truster, Jr. & Lyle D. Botkin d/b/a B & T Company 9332 Briarwood Court	67212

EASTRIDGE ADDITION

Block 1

E 38' of Lot 7 & W 16' of Lot 8 ✓ Paul L. & Paula L. Whisenhaut
6824 E. Orme 67207

Lot 8 (E 60') ✓ Colia M. Jenkins
324 S. Terrace 67218

Block 10

Lot 1 (W 65') ✓ Bertina Warner & Joe E. Beshka
6902 E. Orme 67207

E 19' of Lot 1 & W 41' of Lot 2 George E. & Cora G. Meade
not found

E 39' of Lot 2 & W 21' of Lot 3 ✓ Evangelical Lutheran Church of the
Reformation, Inc.
6909 E. Kellogg 67207

E 59' of Lot 3 & W 1' of Lot 4 ✓ B. J. & Alice C. Schroeder
6306 E. 11th St. 67208

Lot 4 (E 56' of W 57') ✓ Una Camien & Gwenda Faye Matheny
853 Faulkner 67230

E 23' of Lot 4 & W 33' of Lot 5 ✓ Corrine Blanche Squire
6932 E. Ormer 67207

E 47' of Lot 5 & W 9' of Lot 6 ✓ Amber & E. Louise Dial
6938 E. Orme 67207

Lot 6 (E 56' of W 65') ✓ Gerald W. & Lutie Dee Edwards
455 Courtleigh 67218

E 15' of Lot 6 & W 41' of Lot 7 Lloyd M. Shenk

E 39' of Lot 7 & W 17' of Lot 8 ✓ V. L. & Wanda L. Durrington
546 Trig 67207

E 56' of W 73' of Lot 8 ✓ Chester H. & Mildred Jane Mills
1545 N. Market 67214

E 7' of Lot 8 & W 49' of Lot 9 Chester Irvin & Joan Mills

E 31' of Lot 9 & W 25' of Lot 10 ✓ Woodrow E. & Jeanette M. James
130 S. Greenwich Road 67207

Lot 10 (Exc W 25') ✓ Joyce E. Martin
6407 Rockwood 67206

CHRYSLER ADDITION

Lot 1 ✓ Chrysler Realty Corp.
P.O. Box 1919
Detroit, Michigan 48231

EASTRIDGE 6TH ADDITION

Block A

Lot 1 ✓ Charles W. & Vera A. London
626 Gouverneur Road 67207

Lot 2 ✓ Irvin R. & Martha A. Penner
11521 Wilshire

Lot 3 ✓ William P. & Jewell M. Timmerman
614 Gouverneur Road 67207

Lot 4 ✓ Percy Milton, Jr. & Jennifer C.
620 Gouverneur Road 67207

KEYS ADDITION

Lots 1 & 2	✓ Pizza Hut, Inc. 10225 East Kellogg	67207
Lot 3	✓ Beecher J. & Waunita B. Brunton 520 Whittier	67207
Lot 4	Frank W. Buchholz, Jr. & Meriam Jane <i>not found</i>	
Lot 5 (Exc S 50')	✓ Francis Eugene & Bonnie J. Monroe 537 Calhoun Drive	67207
S 50' of Lot 5 & S 36.1' of Lot 6	✓ Curtis L. & Verona V. Day 543 Calhoun Drive	67207
Lot 6 (Exc S 36.1') & Lot 7 (Exc N 41.1')	✓ William & Bertha Stockdale 531 Calhoun Drive	67207
N 41.1' of Lot 7 & all of Lots 8 & 9	✓ Edward M. Steven 905 Stratford Road	67207

KEYS 2ND ADDITION

Lot 1 & W 37' of Lots 2 & 3	✓ Elizabeth Norning Opal Ramsdell 542 Whittier Drive	67207
Lot 2 (Exc W 37')	Raymond Leon & Delores Leona Szymanski <i>not found</i>	
Lot 3 (Exc W 37')	✓ Lewis M. & Margaret P. Slater 818 Toh-N-Hah Trail	67212

EASTRIDGE 8TH ADDITION

Block 1

Lot 2	✓ Manford Allen & Velma Maxine Garner 241 S. Battin	67218
Lot 3	✓ Richard Lee & Carolyn Lee Wheeler 542 Calhoun Drive	67207
Lot 4	✓ Thomas & Marcella M. Forster 548 Calhoun Drive	67207
Lot 5	✓ Carl L. & Margaret K. Burrows 554 Calhoun Drive	67207

Block 2

Lot 1	✓ George R. & Mary E. Sellars 602 Calhoun Drive	67207
Lot 2	✓ Edmund Arthur & Lucila Woodcox 7309 E. Orme	67207
Lot 3	✓ Chester C. & Betty J. Ramsey 7315 E. Orme	67207
Lot 4	✓ Robert D. & Betty L. Mickelson 7321 E. Orme	67207
Lot 5	✓ Edward L. & Mauricia Radell 7327 E. Orme	67207
Lot 6	✓ Helen Y. White & Lois Tefft 609 Armour Drive	67207

EASTRIDGE 8TH ADDITION Cont'd

Block 2 Cont'd

Lot 7	✓ Lawrence E. & Helen L. Lybarger 2214 S. Rutan	67218
Lot 8	✓ Sicney L. Foulston, Jr. & Helen Ruth 625 Armour Drive	67207
Lot 9	✓ Rosamond N. Battles 7332 E. Indianapolis	67207
Lot 10	✓ Harvey Neil & Elizabeth K. Gough 7326 E. Indianapolis	67207
Lot 11	✓ Virgil James & Yvonne D. Griffith 7320 Indianapolis	67207
Lot 12	✓ Howard & Rose A. DeMoure 7314 E. Indianapolis	67207
Lot 13	✓ Judith L. & Julia D. Black 7308 E. Indianapolis	67207
Lot 14	✓ Max L. & Judi A. Olenberger 618 Calhoun Drive	67207

Block 3

Lot 1	✓ Carl M. Elling, Jr. & Patricia Ann 636 Calhoun Drive	67207
Lot 2	✓ Floyd W. & Maxine L. West 7309 E. Indianapolis	67207
Lot 3	✓ Archie L. & Cecilia R. Meairs 7315 E. Indianapolis	67207
Lot 4	✓ William G. Underwood 7321 E. Indianapolis	67207
Lot 5	✓ Glenn A. & Inez A. Brown 7327 E. Indianapolis	67207
Lot 6	✓ Clifton C. & Barbara A. Eldridge 7335 E. Indianapolis	67207
Lot 7 & S 6.5' of Lot 8	✓ Fred D. & Virginia P. Wasson 641 Armour Dr.	67207
Lot 8 (Exc S 6.5')	✓ Ferdinand & Virginia L. Sauer 119 N. Terrace	62708

Block 4

All of Block 4	✓ Eugene W. Lightner 219 N. Market	67202
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LIGHTNER ADDITION

Lots 1 & 2	✓ Robert S. Lightner Eugene W. Lightner 219 N. Market	67202
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EASTRIDGE 11TH ADDITION

Block 1

Lots 1-2-3

Lot 4

✓ Gladys H. G. Wiedemann & Fourth
Nat'l Bank & Trust Co., Trustees,
K. T. Wiedemann, Dec'd
200 E. Douglas

67202

Jerry Weldon & Joyce M. Steward

not found

EASTRIDGE 11TH ADDITION Cont'd

Block 2

Lots 1-2-3

✓ Gladys H. G. Wiedemann & Fourth
Nat'l Bank & Trust Co., Trustees,
K. T. Wiedemann, Dec'd
200 East Douglas 67202

Lot 4

✓ Larry G. & Jean B. Elliott
553 Longfellow St. 67207

Lot 5

✓ Koakish W. Cleaton, Jr. & Glenysse M.
7604 E. Orme 67207

Block 4

Lot 1 & W 2' of Lot 2

✓ Eugene O. & Kiyoko Schenk
7503 E. Orme 67207

Lot 2 (Exc W 2')

Carter Hart, Jr. & Mozelle W.
not found

Lot 3

Robert E. & Bettye A. Pittman
not found

Lot 4

✓ Olen & Thelma C. Allison
633 Whittier 67207

Lot 5 (S4') & all of Lot 6

✓ Robert B. & Nadine Walker
609 Longfellow 67207

Lot 5 (Exc S 4')

✓ Wesley L. & Bonita Mahamah
603 Longfellow St. 67207

Lot 7 & N 2.5' of Lot 8

✓ Lowell K. & Katherine L. Ferris
615 Longfellow St. 67207

Lot 8 (Exc N 2.5')

✓ Thomas S. & Corliss J. Shireman
7610 E. Indianapolis 67211

Lot 9 (The W 0.75') & all of Lot 10

✓ Doyle E. & Jeanne S. Mead
7516 E. Indianapolis 67211

Lot 9 (Exc W 0.75')

✓ Hugh H. & LaRita K. Amick
7604 E. Indianapolis 67211

Lot 11

✓ Sam & Laura A. Heinze
7510 E. Indianapolis 67211

Lot 12

✓ Sam A. & Mildred J. Lessley
7504 E. Indianapolis 67211

Block 5

Lot 1

✓ Katherine E. & Edna S. Voth
7701 E. Orme 67207

Lot 2

✓ John D. & Suzanne Moody
608 Longfellow St. 67207

Lot 3

✓ Dale L. & Martha Morss
614 Longfellow St. 67207

Lot 4

✓ Robert E. & Margaret M. Haynes
622 Longfellow St. 67207

Lot 5

✓ Vaughn O. & Grace I. Stevens
220 Lochinvar 67207

Lot 6

James E. & Marjorie Merrey

Lot 7

not found
✓ James Parker & Jeanette M. Resch
7802 Indianapolis 67207

EASTRIDGE 11TH ADDITION Cont'd

Block 5 Cont'd

Lot 8	✓ John Adam & Robert Smith 7808 Indianapolis	67207
Lot 9	✓ Cleve C. Holland, Jr. & Marion 7814 E. Indianapolis	67207
Lot 10	✓ Robert A. & Phyllis Ann Barnes 7820 E. Indianapolis	67207
Lot 11	Ambrose D. & Jacqueline Allison <i>not found</i>	
Lot 12	✓ Eugene V. & Carol M. Moser 7908 E. Indianapolis	67207
Lot 13	✓ Steven R. & Patricia J. Krueger 7914 E. Indianapolis	67207
Lot 14	✓ James Russell & Ruth R. Harris 7920 E. Indianapolis	67207

KELLOGG CREST

Block 2

✓ K. T. Wiedemann
D c/o Fourth Natl Bank Trust Dept.
200 E. Douglas 67202

REPLAT OF BLOCK 1 KELLOGG CREST ADD

Lot 1

✓ Gladys H. G. Wiedemann & Fourth
D Natl Bank & Trust Co., Trustees,
K. T. Wiedemann, Dec'd
200 E. Douglas 67202

Lots 2 & 3

✓ Robert S. & Gwendolyn H. Lightner
219 N. Market 67202

Beg at NE cor NE $\frac{1}{4}$ of Sec. 30-27-2E,
W 705', S 827', E 705', N to Beg.,
Exc Rock Rod on East

✓ K. T. Wiedemann Trust
D c/o Fourth Natl Bank & Trust Co.
200 E. Douglas 67202

Beg. 827' S of NE corner NE $\frac{1}{4}$ of
Sec. 30-27-2E, W 165', S 50', E 165',
N to Beg., Exc Rock Road on East.

✓ K. T. Wiedemann Trust
D c/o Fourth Natl Bank & Trust Co.
200 E. Douglas 67202

EASTMOOR ADDITION

Block 1

Lots 2-3-4-5-6-7-8-9-10-11 ✓ Levitt Jewelry Co., Inc.
3945 E. Harry 67213

N 360' of Lot 1 ✓ F. M. & Nellie Brady
26 Lakeside Blvd 67207

Lot 1 (Exc N 360') ✓ Levitt Jewelry Co., Inc.
3945 E. Harry 67213

Block 6

Lot 1 (Exc N 360') & All of Lot 2 ✓ Levitt Jewelry Co., Inc.
3945 E. Harry 67213

N 360' of Lot 1 ✓ F. M. & Nellie Brady
26 Lakeside Blvd 67207

Block 2

Lot 1 ✓ M. I. Meher, Jr. & Patricia Joy
8001 E. Orme 67207

Lot 2 ✓ Larry Lee & Nima M. McKee
8007 E. Orme 67207

Lot 3 ✓ Calvin Carrol & Anna Blanche Case
8013 E. Orme 67207

Lot 4 ✓ Herbert & Lila Lee Berger
8019 E. Orme 67207

Lot 5 ✓ Bernard Virgil & Vicki Sue Fairchild
8204 East Harry 67207

Lot 6 ✓ William H. & Kathleen Smith
8031 E. Orme 67207

Lot 7 ✓ Robert R. & Mildred H. Browning
8037 E. Orme 67207

Lot 8 ✓ Robert H. & Ella Rice Collins
8043 E. Orme 67207

Lot 9 ✓ Billy Ray & Dorothy J. Evans
8049 E. Orme 67207

Lot 14 ✓ Presbytery of Wichita, Synod of Kansas.
8038 E. Indianapolis 67207

Lot 15 ✓ Joseph A. & Mary Severt
8032 E. Indianapolis 67207

Lot 16 ✓ Donald M. & Vivian N. DeVore
8026 E. Indianapolis 67207

Lot 17 ✓ William R. & Joean Calhoun
8020 E. Indianapolis 67207

Lot 18 ✓ John E. & Marilyn J. Huston
8014 E. Indianapolis 67207

Lot 19 ✓ Ernest H. & James L. Dennison
6345 E. Kellogg 67218

Lot 20 ✓ Roy D. & Nancy J. Flock
8002 E. Indianapolis 67207

ROCKBOROUGH ADDITION

Lot 1 (Exc Beg NW cor Lot 1, S 468.17' to SW Cor of Lot 1, E 320', N 50', E 69.5', N at Right Angles 392.69' to N line of Lot 1, Westerly along N line 391.9' to beg.

Rockpark Company Ltd Partnership

not found

Beg NW cor Lot 1, S 468.17' to SW cor Lot 1, E along S line Lot 1, 320', N 50', E along S line Lot 1, 69.5', N at Right Angles 392.69' to N line, Westerly 391.9' to Beg.

✓✓ Transamerican Investment Properties, Inc.
260 N. Rock Road 67206

Block A

Lot 2

✓ Third ICM Realty
220 East 42nd St.
New York, N. Y.

NESTORS ADDITION

Lots 1 & 2

✓ M. E. Britting
200 N. Main 67202

Beg 50' E and 40' N of SW Cor NW $\frac{1}{4}$ Sec. 20-27-2E, N 175', E 175', S 175', W 175' to Beg.

J. A. Vickers
✓ c/o Vickers Refining Co., Inc.
P.O. Box 2240
Wichita, Kansas. 67201

Beg. 550' E of SW Cor NW $\frac{1}{4}$ of Sec. 20-27-2E, N 275', E 270', S 275', W 270' to Beg, Exc S 40' for Road

✓ Home Mission Board of Southern Baptist Church
1350 Spring St. NW
Atlanta, Georgia. 30309

Beg 820' E of SW Cor NW $\frac{1}{4}$ Sec. 20-27-2E, N 275', E 270', S 275', W 270' to Beg, Exc Road on South.

✓ J. A. Vickers
1100 Vickers KSET Bldg.
Wichita, Kansas. 67202

EASTBOROUGH 2ND ADDITION

Block I

Lot 1

✓ Valma H. Hass
42 Stratford Road 67207

Lot 2

✓ Robert B. Dockum
40 Stratford Road 67207

Lot 3

✓ Jimmie Lee & Jane M. Kuhlmann
203 E. Douglas 67202

Lot 4

✓ Edward A. & Marlene E. Delfin
36 Stratford Road 67207

Lot 5

✓ David H. & Sarah T. Brasted
34 S. Stratford Road 67207

Lot 6

✓ Robert A. & Catherine L. Boucher
32 S Stratford Road 67207

Lot 7 (Exc S 20')

✓ Peggy Steel Meyer
Chloe Cory Steel
3 Huntington Ave 67207

All of Block L

✓ John J. & Patricia C. Helfrich
46 Stratford Road 67207

EASTBOROUGH 2ND ADDITION

Block K

Lot 2	✓ Gerald D. & Mary V. Lasswell 13 Huntington Ave. 67206
Lot 3	✓ William S. & Martha Jean Richardson 909 Gouverneur Road 67207
Lot 4	✓ Perry A. & Ruth Anne Thayer 17 Huntington Ave. 67206
Lot 5	✓ Robert L. & Betty J. Schmidlapp 19 Huntington Ave. 67206
Lot 6	✓ Geo. C. & Dorothy B. Croston 21 Huntington Ave. 67206
Lot 7 & W 10' of Lot 8	✓ Robert A. & Gertrude L. Finney 23 Huntington Ave. 67206
Lot 8 Exc W 10' & W 15' of Lot 9	✓ Marshall W. & Mary L. Crofts 25 Huntington Ave. 67206
Lot 9 (Exc W 15')	✓ William & Elizabeth B. Banta <i>27 Huntington</i>
Lot 11	✓ Richard V. & Ruth Sardou 14 E. Douglas 67206
Lots 12 & 13	✓ Wilbur E. & Bernice H. Walker 16 E. Douglas 67206
Lot 14	✓ Hugh S. & Imogene Edgerton 20 E. Douglas Ave. 67206
Lot 15	✓ Virgil L. & Nola Moody 22 E. Douglas 67206
Lot 16	✓ Joseph F. & Nora Morgan 24 E. Douglas 67206
Lot 17	✓ John M. Cook, Jr. & Donna M 26 E. Douglas 67206
Lot 18	✓ Fred M. & Maryrose N. Bouslaugh 28 E. Douglas Ave. 67206

Block H

Beg S/cor Lot 2, Nwely along SW/1 Lot 2, 75' m/1 to Nerly most cor of Lot 8, th NEly 98.6' m/1 to N/1 Lot 2, E along N/1 Lot 2, 100' to Ely most cor Lot 2, SW along SEly line Lot 2, 164.3' to Beg. Being a part of Lot 2 AND all of Lot 3	✓ Lyndon & Georgia Gamelson 1 Stratford Road 67207
Lot 4	✓ Ealon S. & Marcelle R. Hocutt 33 Stratford Road 67207
Lot 5	✓ Charles B. & Lucia Jean Jenney c/o Mid Kansas Fed Svgs & Loan 230 S. Market 67202
Lot 6 & SE 35' of Lot 7	✓ Geo. H. & Maxine A. Vandenberg 27 Huntington 67206

EASTBOROUGH 2ND ADDITION Cont'd

Block H Cont'd

NWerly 25' of Lot 8 & Lot 9 Exc NWerly 5'
and Lot 2 Except Beg S/cor Lot 2, NWerly
along SW/1 Lot 2, 75', m/1 to Nerly most
cor of Lot 8, th NEerly 98.6' m/1 to N/1
Lot 2, E along N/1 Lot 2, 100' to Ely most
cor Lot 2, SW along SEerly line Lot 2, 164.3'
to beg.

NO ✓ James Frederick & Suzanne Burpee
202 N. Rock Road 67207

SEerly 75' of Lot 8 & N 65' of Lot 7

✓ M. W. Heller
6 Brookfield Drive 67206

Block J

Lot 1

✓ D. M. & Ruth T. Joseph
6 Park Ave 67206

Lot 2

✓ Mary Elizabeth Orr & Dorothy Taylor
32 Park Ave 67206

Lot 3 and part of Lot 5 descr as: Beg
SE cor Lot 3, Nerly along rear line Lot 3,
80', th SWerly 60' to beg

✓ Elizabeth Orr & Roy Thomas
32 Park Ave 67206

Lot 4 & Lot 5 Except, Beg SE cor Lot 3,
Nerly along rear line Lot 3, 80', th SWerly
60' to beg. And Except that part of Lot 5
owned by Van Auken

✓ Mildred M. Powers
30 Park Ave. 67206

Part of Lot 5 descr as Beg SE cor Lot 5
being the cor of High Drive common to Lots
5 & 6, running in a SWerly dir, a dist of
172.6' along lot line between 5 & 6 to SE
cor Lot 5, NWerly along back lot line of
Lot 5 a dist of 45' ad pt being cor common
to lots 2-3-5-10, th NEerly to pt on front
lot line lot 5, High Drive which pt is located
50' NWerly of pt of beg. SEerly along front
line Lot 5, 50' to beg. And all of Lot 6

✓ H. M. & Norma A. Van Auken
9 High Drive 67206

Lot 7

✓ Brace A. & Stella C. Helfrick
15 High Drive

Lot 8

✓ Arthur H. & Lorraine E. Bacon
3244 E. Douglas 62718

Lot 9

✓ George D. France
18 Huntington 67206

Lot 10

✓ Herbert A. & Virginia Maxine Jones
942 S. West St. 67213

EASTBOROUGH 3RD ADDITION

Block O

Lot 1	William K. & Margaret C. Jackson <i>not found</i>	
Lot 2	✓ Lewis L. & Susan E. Edwards 3 East English	67207
Lot 3	✓ C. H. Steve & Evelyn Jordan 5 East English	67207
Lot 4	✓ Gale A. & Roberta D. Lair 7 East English	67207
Lot 5	✓ Victor N. & Lola B. Harris 9 East English	67207
Lot 6	✓ Morris D. & Helen G. McCready 11 East English	67207
Lot 7	✓ Wilbur H. & Marjorie H. Weedin 13 East English	67207
Lot 8	✓ Tom Palmer 15 East English	67207
Lot 9	✓ Dwight J. & Lola Ann Wilson 52 Mission	67207
Lot 10	✓ Wm. P. Higgins 502 Rutland	67207
Lot 11	✓ Elizabeth E. Carey 20 Lynwood Blvd E.	67207
Lot 12	✓ Everett & Judith S. Thompson 22 Lynwood Blvd E.	67207
Lot 13	✓ Donald J. Robinson & Agnes M. 24 Lynwood Blvd E.	67207
Lot 14	✓ Lawrence W. & M. Grace Shannon 26 Lynwood Blvd E.	67207
Lot 15	✓ J. G. & Hazel Aleta Ripstra 61 Stratford	67207
<u>Block WMS</u>		
Lot 1	✓ Olive Ann Beach 48 Mission	67207
W 155' of Lot 2	✓ James R. & Mary Boyd 13 E Douglas	67206
E 81.74' of Lot 2 & W 78.74' of Lot 3	✓ Cora Armstrong 15 E. Douglas	67206
E 158' of Lot 3	✓ Frank R. Solomon 17 E. Douglas	67206
Lot 4	✓ William H. & Hazel B. Avery 19 E. Douglas	67206
Lot 5	✓ Olive Ann Beach 48 Mission	67207
W 115' of Lot 6	✓ John C. & Dona J. Frank 615 Union Natl Bldg.	67202
Lot 6 (Exc W 115')	Robert L. & Francis E. Burns <i>not found</i>	

EASTBOROUGH 3RD ADDITION Cont'd

Block WMS Cont'd

W 158' of Lot 7 ✓ Eric T. & Katharine H. Knorr 67207
10 English

E 78.74' of Lot 7 & W 79.26' of Lot 8 ✓ Theo A. & Kathryn S. Hiebert 67207
✓ 12 English

E 157.48' of Lot 8 ✓ Luis A. & Vera J. Casado 67207
✓ 14 English

Block T

Lot 1 ✓ Alfred G. & Violet G. Pitzner 67207
11 Lynwood Blvd E.

Lot 2 ✓ Nadyne M. Hershberger 67207
✓ 13 Lynwood Blvd E.

Lot 3 ✓ Jay K. & Isabel F. Wisdom 67207
✓ Lynwood Blvd E.

Lot 4 ✓ Lester & Joan I. Peterson 67207
17 Lynwood Blvd E.

Lot 5 ✓ Amos C. Small 67207
✓ 19 Lynwood Blvd E.

Lot 6 ✓ Paul W. & Nedra Evans Fleegeer 67207
✓ 21 Lynwood Blvd E.

Lot 7 ✓ Robert R. & Lila M. Arnold 67207
✓ 23 Lynwood Blvd E.

Lot 8 ✓ Herman A. & Louise L. Osment 67207
✓ 56 Mission

Lots 9 & 10 ✓ Jeff & Mildred C. King 67207
✓ 9 Willowbrook

Lot 11 ✓ Dwane L. & Velma Wallace 67207
✓ 5 Willowbrook

Lot 12 L. C. & Myrtle A. Sarten
not found

Lot 13 ✓ Dean Allison & Jacqueline K. 67207
✓ 1 Willowbrook

Block Z

Lot 1 ✓ Jess H. King, Jr. & Marian Nadine 67206
✓ 58 Mission Road

W $\frac{1}{2}$ of Lot 2 ✓ J. H. King, Jr. 67207
✓ 9 Willowbrook Road

E $\frac{1}{2}$ of Lot 2 & All of Lot 3 ✓ Robert S. & Mary F. Wise 67207
✓ 4 Willowbrook Road

Lot 4 ✓ June H. Mayer 67207
✓ 60 Mission Road

Lot 5 ✓ Wm. T. & Regina M. West 67207
✓ 3 Drury Lane

Lot 6 ✓ Chas. B. & Joanne D. McIlwaine 67207
✓ 5 Drury Lane

Lot 7 ✓ Robert M. & Katherine Lee 67207
✓ 62 Mission Road

EASTBOROUGH 3RD ADDITION Cont'd

Block Z Cont'd

Lot 8	✓ Persian N. Nacheff 7 Drury Lane	67207
Lot 9	✓ Merle & Eleanor Knott 67 Mission Road	67207
Lot 10	✓ Earl E. & Barbara E. Leshner 9 Drury Lane	67207

Block AZ

Lot 1	✓ David V. Walker, Jr. & Irene 66 Mission Road	67207
Lot 2	✓ F. E. & Dorothy L. Kappelman 11 Drury Lane	67207
Lot 3	✓ Ralph & Donna D. Hale 68 Mission Road	67207
Lot 4	✓ Harry M. & Frances M. Klenda 13 Drury Lane	67207
Lot 5	✓ Harry M. Klenda 13 Drury Lane	67207
Lot 6	✓ James F. & Betty Perdew Ralstin 70 Mission Road	67207
Lot 7	✓ David & Shirley McElhiney 17 Drury Lane	67207
Lot 8 (Exc S 25' for Road)	✓ Vincent L. & Rea M. Scott 72 Mission Road	67207
Lot 9 (Exc S 25' for Road)	✓ Lois S. Cranor 436 Harding	67208

Block DZ

Lot 1 (Exc S 15')	✓ Loper Electric Co. Inc. 914 E. Gilbert	67211
Lot 4 & S 15' of Lot 1	✓ Mid Kans Fed Svgs & Loan 230 S. Market	67202
Lot 6	✓ Carl F. & Mary L. Cannon 6 Drury Lane	67207
Lot 8	✓ Kenneth L. & Sheila G. Frahm 8 Drury Lane	67207
Lot 10	✓ Delmar A. Kuhlman, Jr. & Rose M. 10 Drury Lane	67207

Block EZ

Lot 1	✓ Grey & Grace A. Dresie 12 Drury Lane	67207
Lot 3	✓ R. Reid & Dollie D. Hatfield 14 Drury Lane	67202
Lots 5 & 7	Elinor J. Martens <i>not found</i>	
Lot 9 (Exc S 25' for Street)	✓ Richard L. & Beverly A. Holstead 20 Drury Lane	67207

EASTBOROUGH 3RD ADDITION Cont'd

Block P

Lot 1	✓ Austin B. & Mildred E. Craig 56 Stratford Road	67207
Lot 2	✓ Gaylord & Louise E. Martin 58 Stratford Road	67207
Lot 3	✓ Nona Clemons 60 Stratford Road	67207
Lot 4	✓ Edward G. & Opal M. Fahnestock 62 Stratford Road	67207
Lot 5	✓ George & Elizabeth Temple 64 Stratford Road	67207
Lot 6	✓ Ralph S. Lightner 66 Stratford Road	67207
Lot 7	✓ Robert M. Smith, Sr. & Florence L. 68 Stratford Road	67207
Lot 8	✓ Geo. A. & Reba L. Angle 70 Stratford Road	67207

Block U

Lot 1	✓ Richard H. & Eunice H. Barton 215 N. Battin	67208
Lot 2	✓ Philip W. & Suzanne G. Russell 428 S. Oliver	67218

Block Y

Lots 4 & 5	✓ Thomas H. & Alice D. Allan 12 Willowbrook Road	67207
Lot 6 (Exc S 10')	✓ Thomas C. Raum, Jr. & Doris V. 1209 N. River Blvd	67203
S 10' of Lot 6 & all of Lot 7	✓ Luella L. Malone 73 Mission Road	67207
Lot 8	✓ W. Dean & Sarah C. Vickery 75 Mission Road	67207
Lot 9	✓ L. J. Pracht, Jr. & Mary B. 77 Mission Road	67207
Lot 10	✓ Forrest S. Woodside, Jr. & Shirley A. 79 Mission	67207
Lot 11 (Exc E 135')	✓ Kirk M. & Jean S. Ward 81 Mission	67207
E 135' of Lot 11	Roy E. & Gertha J. Miller <i>not found</i>	
Lot 12	✓ Ray A. & Lorraine H. West 83 Mission	67207
Lot 13 (Exc S 25' for Street)	✓ Byron L. Adkison & James B. McKinney 89 Mission	67207

Witness our Hand and Seal this 4th day of April, 1972 at 7:00 A.M.

No. 37319

GUARANTEE TITLE CO., INC.

By *Nelle M. Kestinger*
Vice-President.

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY BUILDING ANNEX, 104 South Main
WICHITA, KANSAS 67202

NOTICE TO ADJOINING PROPERTY OWNERS:

May 25, 1972

NOTICE IS HEREBY GIVEN that on June 8, 1972, at 1:30 p.m., the Wichita-Sedgwick County Metropolitan Area Planning Commission, in Room 401 City Building Annex, 104 South Main, Wichita, Kansas, will consider an application amending the COMMUNITY UNIT PLAN - PLANNED COMMERCIAL DEVELOPMENT, known as Rockwood South, for property legally described as follows:

DP-12 - The SE 1/4 of Section 19, Township 27 South, Range 2 East of the 6th P.M., Wichita, Sedgwick County, Kansas, except Rockwood South Second Addition. Generally located on the north side of Kellogg, south of Douglas, between Eastborough and Rock Road.

This amendment to the Rockwood South Development Plan has been submitted as required under the Community Unit Plan provisions of the City Zoning Ordinance, Section 28.04.190 of the Code of the City of Wichita. The amendments generally are as follows:

1. Changing the name to Kellogg Mall Community Unit Plan.
2. Parcels RS-1, 2, 3, 4, 7 and 11, which are adjacent to the City of Eastborough and Armour Drive are not being amended and will remain as originally approved.
3. Parcels RS-5, 6, 8, 9 and 10, as approved in 1967, are being redesigned and described as Parcels 1, 2, 3, 4 and 5.
4. Parcel 1 (originally RS-8 and proposed for a shopping center) is being increased from 55 acres to 85 acres and is proposed for a Regional Shopping Center.
5. The proposed maximum gross floor area for the amended parcels has been increased from 1,119,885 square feet to 2,025,400 square feet.
6. Proposed building setback from Rock Road has been decreased from 300 feet to 35 feet, 100 feet and 200 feet.
7. Building setback from Douglas has been increased from 50 feet to 85 feet.

(over)

WICHITA-SEDGWICK COUNTY
W.S.C.
METROPOLITAN AREA PLANNING COMMISSION
CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

DP-12

RECEIVED
JUN 2 1972
METROPOLITAN PLANNING

Wichita, Kansas 67202

Nelson C. & Norene C. Shull
7044 East Gilbert
Wichita, Kansas 67207

U.S. POSTAGE
08

NOT AT THIS ADDRESS

RETURN TO WRITER

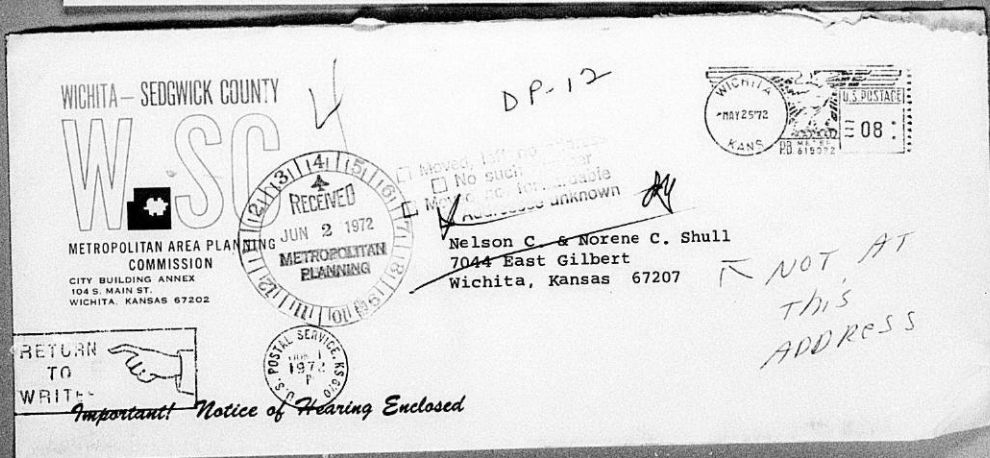
Important Notice of Hearing Enclosed

8. Building setback from Kellogg Drive has been decreased from 300 feet to 75 feet.
9. Proposed access points to Rock Road have been increased from 4 to 8 and on Douglas from no access to 5 openings.

This hearing is to be held as provided in Section 28.04.190 of the Code of the City of Wichita, and the same will there be discussed and considered by the said Wichita-Sedgwick County Metropolitan Area Planning Commission. Those persons interested in this matter will be heard at that time. The Development Plan is on file in the office of the Planning Director, Room 402 City Building Annex, 104 South Main, Wichita, Kansas, and is available for public information and review.

NOTE: It is the policy of the Planning Commission that any request for a deferral of the hearing of this case shall be submitted to the Secretary, Robert A. Lakin, 104 South Main, 7 days prior to the meeting. The Chairman or the Secretary may grant such a request for deferral. Persons requesting deferrals will be charged with the cost of preparing and mailing new notices.

Robert A. Lakin
Secretary



April 11, 1972

Mr. Michael C. Weigand
110 North Main Street
Wichita, Kansas 67202

Re: Request for information at the
northwest corner of Rock Road
and Kellogg.

Dear Mr. Weigand:

At your request, this is to certify that the general area bounded by Kellogg and Douglas, on the west side of Rock Road to the 1/2 mile line is zoned the "LC" Light Commercial District in the City of Wichita. This district generally permits all purely retail businesses, including, but not limited to, shopping centers, banks, barber and beauty shops, service stations, parking garages, motels and hotels, restaurants, private clubs, indoor theaters, etc.

In addition to the requirements of the "LC" district, this area is also regulated by the conditions of approval on the Rockwood South Community Unit Plan, which was approved in 1964 and later amended in 1967. The existing CUP describes the uses proposed in 12 separate parcels, only 2 of which have been developed by the Ford agency and the Howard Johnson motel. A large area adjacent to Rock Road north of Kellogg is described as proposed for a shopping center. The parcels to the west and north propose such uses as medical and professional offices, garden and high rise apartments, automobile sales, banks and other retail uses permitted in the "LC" district.

As you are aware, since this CUP was approved, the property has been sold and just recently we have been contacted by representatives of the new owner as well as representatives of the proposed developer

Page 2 - Michael C. Weigand
April 11, 1972

regarding again amending the CUP. We have been advised that an application for amending the plan will be submitted in the very near future as it is proposed to eliminate some of the parcels and increase the area proposed for shopping center development.

I hope this general information will be of benefit. If we can furnish additional information, please advise.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:ls
cc Melvin Simon and Associates, 1712 North Meridian,
Indianapolis, Indiana 46202



RAYMOND KEYES ENGINEERS, INC.

CONSULTING SITE ENGINEERS

RAYMOND KEYES, P.E.
RANDOLPH W. LAURENT, P.E.
JOHN H. MEYER, P.E.

44 EXECUTIVE BOULEVARD
ELMSFORD, NEW YORK 10523
914-592-4040

JK

December 6, 1971

Mr. Robert Lakin
Director of Planning
City Hall
Wichita, Kansas

RE: Proposed Shopping Center
Wichita, Kansas

Dear Bob:

Just a note to convey my sincere thanks for your making time available on such short notice to discuss the Chrysler Realty regional shopping center in Wichita. The advice you and Jack Galbraith gave me will be invaluable in preparing the necessary plans for the zoning revisions, as well as the shopping center site plans.

We look forward to the pleasure of working with you on this project.

Cordially,

RAYMOND KEYES ENGINEERS, INC.

Raymond Keyes, P.E.
President

RK:pm



RAYMOND KEYES ENGINEERS
CONSULTING SITE ENGINEERS

RAYMOND KEYES, P.E.

*Disenrolled from planning CUP
on 12/2/71 JH*

914-592-4040

44 EXECUTIVE BOULEVARD
ELMSFORD, NEW YORK 10523



Form 223-021

PAYMENT NOTICE

City of Wichita

PAY AT TREASURER'S OFFICE - FIRST 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>City of Wichita</i>	<i>4.00</i>

Name _____

Address _____

Type _____ Due Date _____

Comments: _____

Date *4/12/77* By *LC*

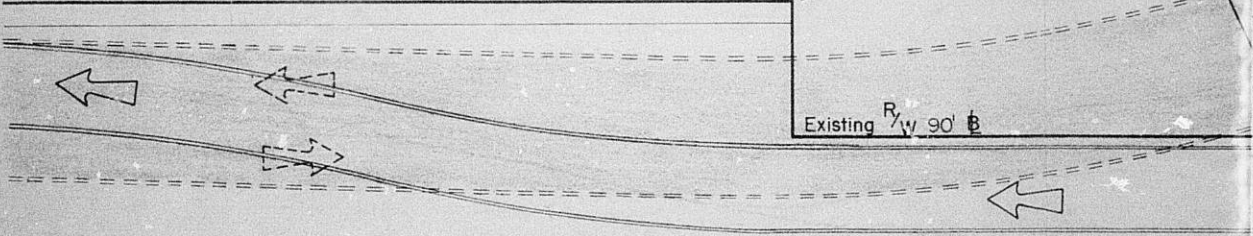


SCALE 1"=20'

EXISTING ROADWAY

PROPOSED ROADWAY

Existing R/W 115' \pm



Existing R/W 90' \pm

"PHILLIP SERVICE"

KELLOGG

ROCK ROAD

"PHILLIP'S 66"
SERVICE STATION

PROPOSED R/W

ing R/W 90' B

PROPOSED FRONTAGE ROAD

SCALE 1" = 20'

APPROVED BY

DATE MARCH 1975

DRAWN BY A.R.E.

REVISED

DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION

CITY TRAFFIC ENGINEER

DRAWING NUMBER

PAUL B. GRAVES

WICHITA-SEDGWICK COUNTY

DATE
April 13, 1972

METROPOLITAN AREA PLANNING DEPARTMENT

Dick Linn, City Engineer
Paul Graves, Traffic Engineer
TO M. S. Mitchell, Asst. Supt. of Flood Control
FROM Jack H. Galbraith, Chief Planner JHG/ew
SUBJECT Amended Community Unit Plan at the northwest corner
of Rock Road and Kellogg

Attached for your information and review is a copy of the proposed amended plan for the area originally known as the Rockwood South Community Unit Plan. Your files may reflect that a CUP was first approved for this area in 1964 and later amended and reapproved in February, 1967.

Although this plan does not propose to amend the parcels west of extended Armour Drive, it does propose to enlarge the shopping center area west of Rock Road, and proposes to change the office and apartment uses adjacent to Douglas to light commercial uses.

We would appreciate your review and comments by Friday, April 21, 1972, so that we may respond to the applicants. If you have any questions or desire a meeting, please advise.

JHG:ls

*Comments indicated on plan.
Plat review will be in more
detail.*

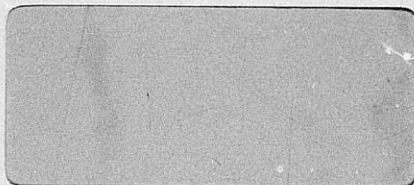
Dick Linn

please return



RAYMOND KEYES ENGINEERS, INC.

CONSULTING SITE ENGINEERS



44 EXECUTIVE BOULEVARD
ELMSFORD, NEW YORK 10523
914-592-4040



RAYMOND KEYES ENGINEERS, INC.

CONSULTING SITE ENGINEERS

RAYMOND KEYES, P.E.
RANDOLPH W. LAURENT, P.E.
JOHN H. MEYER, P.E.

44 EXECUTIVE BOULEVARD
ELMSFORD, NEW YORK 10523

914-592-4040

TRAFFIC REPORT

PROPOSED COMMERCIAL DEVELOPMENT

WICHITA, KANSAS

CLIENT: Chrysler Realty Corporation
One Northfield Plaza
P. O. Box 500
Troy, Michigan 48084

PROJECT NO. 1904

March 7, 1972

1. DESCRIPTION OF PROPERTY

The basic site covered by this Report is to be developed by Chrysler Realty Corporation and has a total of some 94 acres. The development will consist of a regional shopping center of three department stores, a large number of small shops, an office building and a motel. The shopping center will have a Gross Leasable Retail Area of some 1,135,000 square feet, plus the office and motel space of 296,950 square feet.

Additional property owned by Chrysler west of Armour Creek is not included, since development for this acreage is not planned at this time.

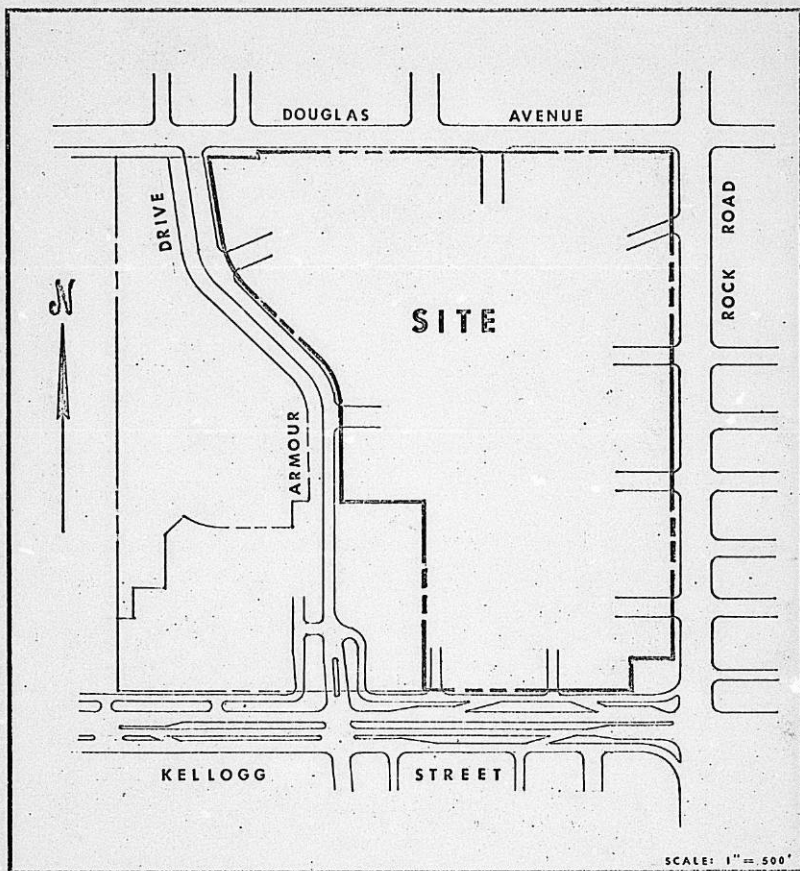
2. SCOPE OF STUDY

This study involves the evaluation of the impact of the anticipated site generated traffic on the existing roads, recommendations for changes in the existing roadways to handle the anticipated traffic and capacity analysis of key intersections.

3. SITE LOCATION

The site is located in the easterly section of the City of Wichita, Sedgwick County, Kansas, approximately 4 miles due east of the downtown area of Wichita.

As shown in Figure 1, the property is bounded on the south by Kellogg Street (U.S. 54), on the east by Rock Road (a City Street), on the north by Douglas Road (a City Street) and on the west by Armour Creek and undeveloped lands in the City of Wichita.



SITE LOCATION PLAN

PROPOSED DEVELOPMENT

WICHITA

KANSAS

PROJ.: 1904

DATE: 3-7-72

RAYMOND KEYES ENGINEERS, P.C.

FIGURE " 1 "

4. EXISTING ACCESS ROADS

The site is served by and has frontage on these roadways:

Kellogg Street

Along the southerly property line, Kellogg Street (U.S. Highway 54), the major east-west highway of Wichita, is a four lane road, separated by a 20 foot concrete median, with appropriate left turn storage lanes, and in addition two-way Service Roads on either side of the main road. There are rather frequent connections between the Service Roads and the main traffic lanes, in a very confusing pattern. Property along Kellogg Road in all directions is generally developed commercially.

Rock Road

Along the easterly frontage of the site, Rock Road is a four lane north-south highway, constructed to provide a continuous median and left turn storage lanes at appropriate places. There are three such left turn storage lanes along the frontage of the site: at Peachtree Lane, Mockingbird Lane and Lynwood Street. Another left turn storage lane is provided at Douglas Road. Property along the easterly frontage on Rock Road is generally commercial.

Douglas Road

Along the northerly frontage of the site, Douglas Road is a two lane east-west road with two parking lanes for the full length of the frontage. Property to the north of Douglas Road is presently developed residentially.

Armour Drive

As part of the development, it is planned that Armour Drive will be extended as a four lane undivided roadway from its present terminus, some 300 feet north of Kellogg Street, to Douglas Road, paralleling the reconstructed Armour Creek.

5. PRESENT AND FUTURE HIGHWAY TRAFFIC

Table 1 indicates the existing Annual Average Daily Traffic (AADT) on the streets bordering the site, based upon the 1970 traffic flow map prepared by the City Traffic Engineer's office.

Completion of Stage I is estimated for late 1974, and completion of Stage II in 1975, at which time shopper traffic should approach 50% of ultimate. By 1980, 100% of shopper traffic should be realized. Table 1 projects AADT for each of these years, based upon an average 4% increase per year.

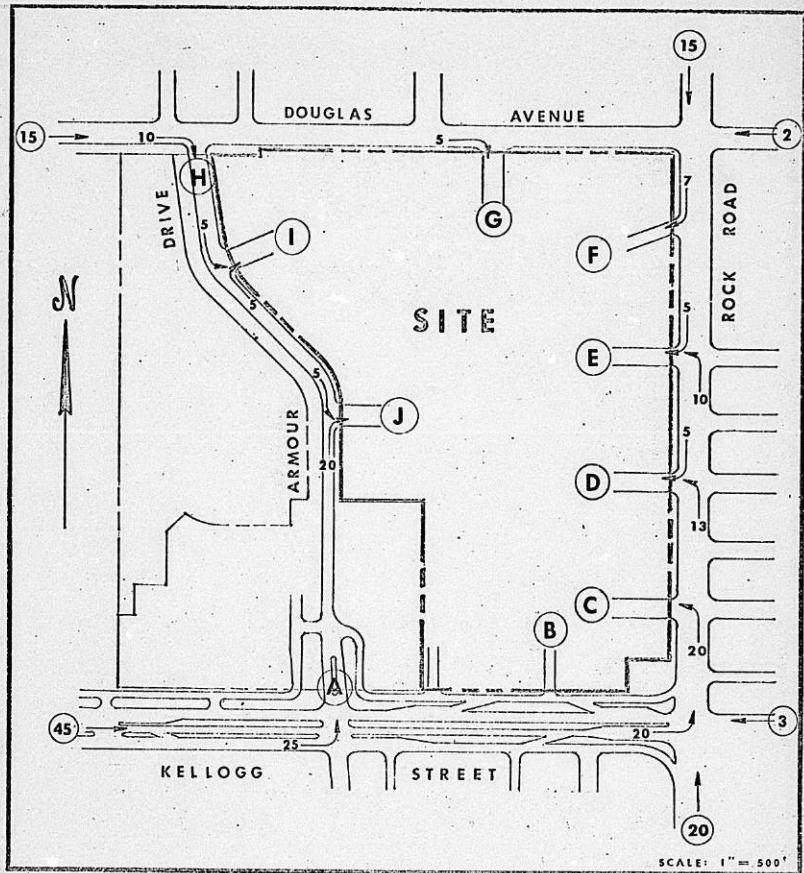
TABLE 1 - PRESENT AND ESTIMATED AADT

	<u>1970</u>	<u>1974</u>	<u>1975</u>	<u>1980</u>
Rock Road (North of Douglas)	10,130	10,400	10,730	12,550
Rock Road (South of Douglas)	9,720	9,880	10,220	11,930
Rock Road (North of Kellogg)	11,510	11,780	12,200	14,200
Rock Road (South of Kellogg)	11,760	12,050	12,450	14,520
Douglas (East of Rock Road)	2,605	2,665	2,760	3,220
Douglas (West of Rock Road)	3,790	3,880	4,010	4,680
Kellogg (East of Rock Road)	21,250	22,750	23,550	27,400
Kellogg (West of Rock Road)	23,600	24,200	25,000	29,200

6. ESTIMATED ORIGIN OF SITE GENERATED TRAFFIC

Table 2 indicates the estimated origin of site bound traffic using various approach routes. It should be noted that Kellogg Street in the eastbound direction will be carrying 45% of the site generated traffic. Figures 2 and 3 indicate the estimated percent of total shoppers' traffic entering and leaving at the various driveways.

Figure 4 indicates the estimated percent of office and motel traffic entering and leaving at various driveways.



SHOPPING CENTER
DISTRIBUTION OF ENTERING TRAFFIC
 IN PERCENT
PROPOSED DEVELOPMENT

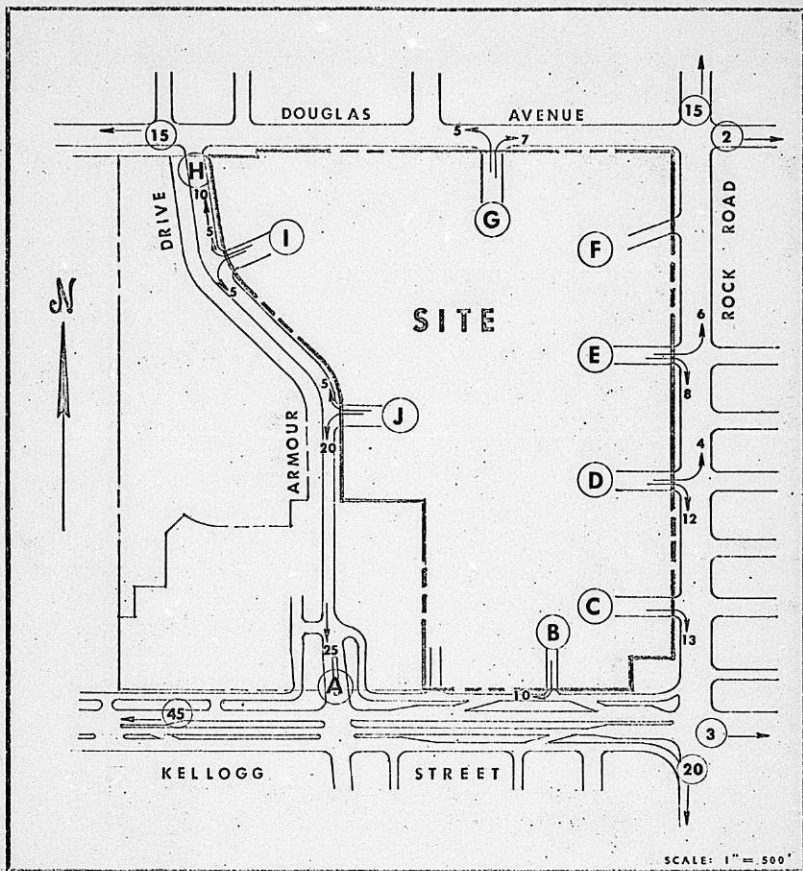
WICHITA KANSAS

PROJ: 1904

DATE: 3-7-72

RAYMOND KEYES ENGINEERS, P.C.

FIGURE " 2 "



**SHOPPING CENTER
DISTRIBUTION OF EXITING TRAFFIC
IN PERCENT**

PROPOSED DEVELOPMENT

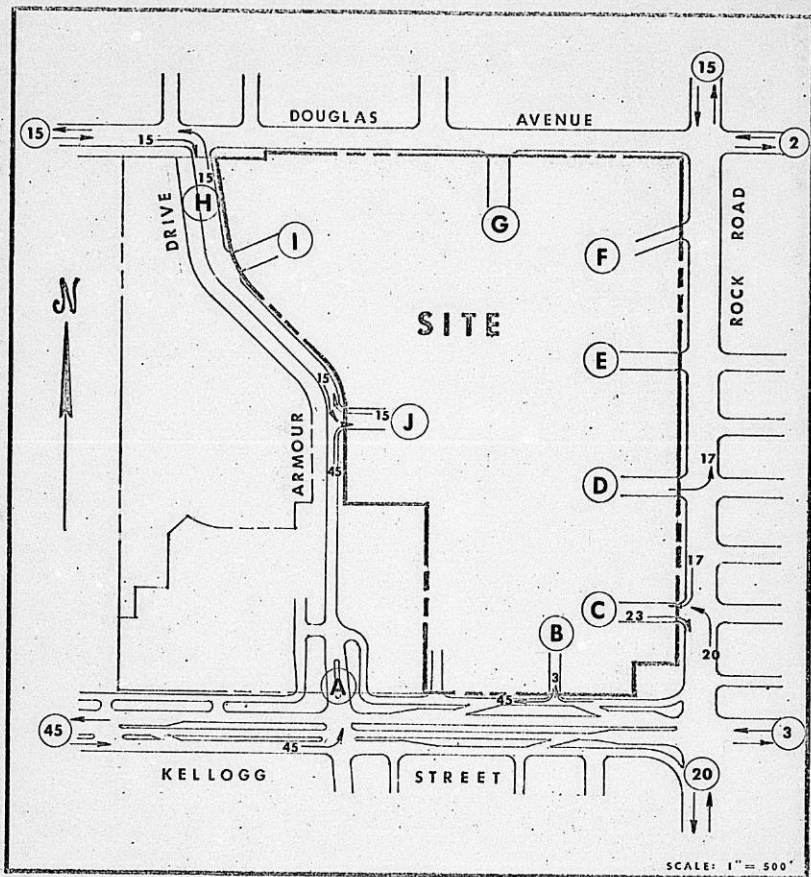
WICHITA KANSAS

PROJ.: 1904

DATE: 3-7-72

RAYMOND KEYES ENGINEERS, P.C.

FIGURE " 3 "



OFFICE AND MOTEL
DISTRIBUTION OF ENTERING AND EXITING TRAFFIC
IN PERCENT

PROPOSED DEVELOPMENT

WICHITA KANSAS

PROJ: 1904

DATE: 3-7-72

RAYMOND KEYES ENGINEERS, P.C.

FIGURE " 4 "

TABLE 2ANTICIPATED SHOPPER DISTRIBUTION

<u>FROM</u>	<u>PERCENT</u>
Douglas Avenue (westbound)	2
Douglas Avenue (eastbound)	15
Kellogg Street (westbound)	3
Kellogg Street (eastbound)	45
Rock Road (northbound)	20
Rock Road (southbound)	<u>15</u>
TOTAL	100

7. ESTIMATED TRAFFIC VOLUMES

Analysis of the traffic at this location and design of needed facilities must study the following separate elements:

1. Normal Highway Traffic - This is traffic on the adjacent highways not generated by the site development. 1970 volumes are shown in Table No. 1.

Historically, these volumes can be expected to increase by approximately 4-5% per year. However, since a certain part of the increase will be traffic generated by the site, the projections for Normal Highway Traffic for future years have been made at the lower (4%) rate.

2. Shopper Traffic - This is traffic to be generated by the retail uses of the property, and experience has shown a Trip Generation Rate of 18.0 vehicles per 1,000 square feet of Gross Leasable Area should be used for the Design Year.

3. Office and Motel - This is additional traffic to be generated by these uses, at an average Trip Generation Rate of 8.0 vehicles per 1,000 square feet.

However, this traffic will reach its full volume upon completion, and these figures are used from the first year.

8. ESTIMATE OF SITE GENERATED TRAFFIC

Table No. 3 indicates the estimated volume of site generated traffic at various stages of development.

TABLE 3

TOTAL ANTICIPATED SITE GENERATED TRAFFIC

	<u>STAGE I</u>	<u>STAGE II</u>
Year of Completion	1974	1975
Year of Ultimate Traffic	1979	1980
Gross Leasable Area (Retail) (s.f.)	700,000	1,135,000
Office and Motel Area (s.f.)	-	296,950
Parking Available (spaces)	7,768	7,768
Parking Index (space/1,000 s.f.) (Based only on Retail)	11	6.7
Daily Trip Generation (per 1,000 s.f.)		
Retail	18	18
Office and Motel	8	8
Estimated Daily Vehicles		
Retail	12,600	20,430
Office	-	2,372

9. ESTIMATED TOTAL TRAFFIC

Table No. 4 summarizes the estimated total daily volumes from all sources for the actual years. (See following page.)

10. CRITICAL HOURS OF SHOPPING CENTER TRAFFIC

During an average day, there are three periods normally considered critical in shopping center traffic analysis, namely Peak Highway Hours, Peak Entry Hours, and Peak Exit Hours.

Table 5 indicates the estimated volume of Retail Traffic during these Peak periods.

TABLE 5

		<u>%</u>	<u>Vehicles</u>		
			<u>1974</u>	<u>1975</u>	<u>1980</u>
Peak Highway Hour	Enter 9		575	918	1835
(4:30 p.m. - 5:30 p.m.)	Exit 10		1130 (1)	1520 (1)	2540 (1)
Peak Entry Hour	Enter 16		1008	1630	3260
(7:00 p.m. - 8:00 p.m.)	Exit 10		630	1020	2040
Peak Exit Hour	Enter 6		378	612	1220
(9:00 p.m. - 10:00 p.m.)	Exit 20		1260	2040	4080

1. Includes Office and Motel area generated traffic leaving the site during the Peak Highway Hour. Office and Motel Traffic is insignificant at other Peak Hours.

TABLE NO. 4

	1974				1975				1980			
	Highway	Retail	Office	Total	Highway	Retail	Office	Total	Highway	Retail	Office	Total
Kellogg west of Rock Road	24,200	2,520	-	26,720	25,000	4,075	107	29,182	29,200	8,150	107	37,457
Kellogg east of Rock Road	22,750	380	-	23,130	23,550	615	142	24,307	27,400	1,230	142	28,772
Rock Road north of Kellogg	11,780	4,790	-	17,570	12,200	7,750	1,020	20,970	14,200	15,500	1,020	30,720
Rock Road south of Kellogg	12,050	2,520	-	14,570	12,450	4,075	950	17,475	14,520	8,150	950	23,620
Rock Road north of Douglas	10,400	1,880	-	12,280	10,730	2,050	710	14,490	11,550	6,100	710	19,360
Rock Road south of Douglas	9,880	1,700	-	11,580	10,220	2,750	808	13,778	11,930	5,500	808	18,238
Douglas west of Rock Road	3,880	442	-	4,322	4,010	715	0	4,725	4,680	1,430	0	6,110
Douglas east of Rock Road	2,665	252	-	2,917	2,760	407	95	3,262	3,220	815	95	4,130
Kellogg west of Armour	24,200	5,650	-	29,850	25,000	9,175	2,140	36,315	29,200	18,350	2,140	49,690
Douglas west of Armour	3,880	1,880	-	5,760	4,010	3,050	710	7,770	4,680	6,100	710	11,490

11. SHOPPING CENTER DISTRIBUTION BY DRIVEWAYS

Table No. 6 shows the estimated distribution of entering and exiting traffic to the various Driveways at Peak Hours, for 1974, 1975 and 1980.

TABLE 6

1974

<u>Driveway</u>	<u>Peak Highway Hour</u>		<u>Peak Entry Hour</u>		<u>Peak Exit Hour</u>	
	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
A	144	283	252	158	95	315
B	-	113	-	63	-	126
C	110	147	202	82	76	164
D	104	181	181	86	68	202
E	86	158	151	88	57	176
F	40	-	70	-	26	-
G	29	79	51	44	19	88
H	58	136	101	76	38	153
I	29	57	51	32	19	63
J	29	57	51	32	19	63

1975

<u>Driveway</u>	<u>Peak Highway</u>	<u>Hour</u>	<u>Peak Entry</u>	<u>Hour</u>	<u>Peak Exit</u>	<u>Hour</u>
	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
A	230	380	408	158	153	315
B	-	152	-	102	-	204
C	184	198	326	133	122	265
D	376	243	293	163	110	326
E	138	213	245	143	92	286
F	64	-	114	-	43	-
G	46	183	82	123	31	246
H	92	152	163	102	61	204
I	46	76	82	51	31	102
J	46	76	82	51	31	102

1980

A	459	635	815	510	305	1020
B	-	254	-	204	-	408
C	367	330	656	265	244	530
D	330	406	587	326	220	652
E	275	356	489	286	183	572
F	128	-	228	-	85	-
G	92	305	163	245	61	490
H	184	254	326	204	122	408
I	92	127	163	102	61	204
J	92	127	163	102	61	204

12. ESTIMATED HIGHWAY TRAFFIC AT CRITICAL HOURS

For the purpose of analysis, it was assumed that the highway traffic during these periods would be:

Peak Highway Hour	=	10% AADT
Peak Entry Hour	=	6% AADT
Peak Exit Hour	=	5% AADT

In addition, the distribution of traffic was assumed to be 50-50 for all periods, except during the Peak Highway Hour when Kellogg Street has a distribution of 60% eastbound and 40% westbound.

Table 7 indicates the estimated volume of highway traffic on the surrounding roads during these Peak periods for years 1974, 1975 and 1980.

13. SUGGESTED ACCESS IMPROVEMENTS

It is essential that Armour Drive be constructed as a four lane road from its present terminus some 300 feet north of Kellogg Street north to Douglas Avenue.

TABLE 7

PEAK HOUR HIGHWAY TRAFFIC

STREET	1974			1975			1980		
	PEAK HIGH	PEAK ENTRY	PEAK EXIT	PEAK HIGH	PEAK ENTRY	PEAK EXIT	PEAK HIGH	PEAK ENTRY	PEAK EXIT
Kellogg West of Rock Road	2420	1452	968	2500	1500	1000	2920	1752	1168
Kellogg East of Rock Road	2275	1365	910	2355	1413	942	2740	1644	1096
Rock Road North of Kellogg	1178	707	471	1220	732	488	1420	852	568
Rock Road South of Kellogg	1205	723	482	1245	747	498	1452	871	581
Rock Road North of Douglas	1040	624	416	1073	644	429	1255	753	502
Rock Road South of Douglas	988	593	395	1022	613	409	1193	716	477
Douglas West of Rock Road	388	233	155	401	240	160	468	281	187
Douglas East of Rock Road	266	160	64	276	165	110	322	193	129
Kellogg West of Armour	2420	1452	581	2500	1500	1000	2920	175	1168
Douglas West of Armour	388	233	155	401	241	160	468	281	187

Severe conflicts arise at several points due to the existing geometry and pattern of Kellogg Street. Without correction, the addition of the site generated traffic during the peak hours would increase the severity of these conflicts to intolerable limits. With reference to the enclosed Plate A "Highway Improvement Plan," dated 3-7-72, the following improvements are proposed:

Kellogg Street (U.S. 54)

1. The two way Service Roads are to be made one way.
2. No turns will be permitted from the Main Road of Kellogg Street into the site, except for right turns by westbound traffic using Armour Drive.
3. All turns of eastbound traffic into the site are to be made from the Service Road.
4. Access from the eastbound Main Road to the Service Road has been provided by a median cut approximately 600 feet west of the intersection of Kellogg and Armour Drive.
5. Access from the westbound Main Road to the Service Road is provided by a median cut 1300 feet east of the intersection of Kellogg and Armour.

6. Access to the Main Road westbound from the Service Road has been provided by means of a median cut at a distance of approximately 450 feet east of its intersection with Armour. A 200 foot acceleration lane has been provided for this cut to insure proper merging of the through traffic with the entering traffic.
7. Access to the eastbound Main Road from the eastbound Service Road has been provided by means of a cut at a distance approximately 800 feet west of its intersection with Armour.
8. All turns are permitted for exiting traffic using Armour.
9. At the intersection of Kellogg and Rock Road, the length of the exclusive left turn lane for eastbound traffic has been lengthened to 250 feet. No crossing movement of Service Road traffic is permitted (eastbound traffic on the Service Road wishing to turn left has been provided with a median cut into the Main Road west of this intersection.

Rock Road

1. On the south side of its intersection with Kellogg, Rock Road has been widened to two lanes southbound and two through lanes with one left turn lane northbound.
2. On the north side of the intersection, Rock Road is provided with a separate left turn storage lane, two straight through lanes southbound and two lanes northbound.

3. At its intersection with Peachtree Lane, the northbound leg of Rock Road is provided with two straight through lanes and two separate left turn lanes.
4. Rock Road tapers to its existing geometry at its intersection with Mockingbird Lane.
5. The left turn lane south of the intersection of Douglas and Rock Road has been closed.

14. TRAFFIC SIGNALIZATION

Three phase traffic signals are proposed at the intersection of Kellogg and Armour Drive at Peachtree Lane and Rock Road and at Mockingbird Lane and Rock Road.

The existing four phase signal at Kellogg and Rock can probably be changed to a three phase system with the other improvements noted. However, no detailed evaluation of the capacity of the intersection to handle the anticipated flows has been made due to the lack of "turning" data.

15. CONCLUSIONS

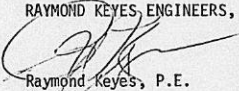
- a. Study of the traffic and access to the proposed site indicates that effective access can be developed if improvements along the line suggested on this Report are implemented.
- b. The location and geometry of the site, plus the suggested improvements, will provide superior ingress and egress for the shopping center itself.

- c. Detailed calculations of capacity analysis indicate that with such improvements Level of Service "C" can be developed at all intersections for all Peak Hours, except for the intersection of Kellogg and Armour, which will drop below this Level during the Peak Highway Hour from 1974 on, and during the Peak Entry Hour from 1975 on. These deficiencies are due primarily to extremely heavy traffic extraneous to the site.

(Level of Service "C" is defined as a condition where stable traffic operations exist and traffic volumes can be maintained without undue vehicular conflict and delay while maintaining reasonable travel speeds.)

- d. Interim improvements are feasible, but since the recommended improvements are not major, and since the date of final completion is relatively close, it is recommended that they be accomplished as quickly as possible, all at one time.

Respectfully submitted,
RAYMOND KEYES, ENGINEERS, INC.

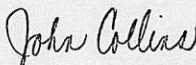

Raymond Keyes, P.E.
President

RK:pm

DISTRIBUTION:

Chrysler Realty Corporation (12)

File (12)


John Collins, Ph.D., P.E.

THE CITY OF WICHITA



DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
262-0611 - AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN - WICHITA, KAN. 67202

March 17, 1972

Mr. Raymond Keyes, P. E., President
RAYMOND KEYES ENGINEERS, INC.
44 Executive Boulevard
Elmsford, New York 10523


Dear Mr. Keyes:

This is with reference to your letter of March 15, 1972 and the report that accompanied it entitled, "Traffic Report - Proposed Commercial Development, Wichita, Kansas" (Rock Road and Kellogg).

Mr. Keith Parker of The Law Company and I visited a few minutes about this proposed development; our office will be discussing this matter in greater detail with Mr. Parker within the next few days. However, there are other agencies involved with the various decisions that will be required on this project, and some of these are as follows: R. W. Bruggeman, Director of Public Works; Dick Linn, City Engineer; George Wilton, Supt. of Public Works Maintenance; M. S. Mitchell, Asst. Supt. of Public Works Maintenance-Flood Control; and Bob Lakin, Director of Planning. It would be helpful if you could send the above persons a copy of your report so that we can all move expeditiously towards a satisfactory solution to the many problems involved.

After we have reviewed your report in greater detail, we will advise you if any additional information or clarification is required. A quick review of your traffic projections which are contained in Table 1, page 4, appear to be inconsistent with the information in the last paragraph on page 3 which states, "Table 1 projects AADT for each of these years, based upon an average 4% increase per year." The first road listed is Rock Road north of Douglas, which indicates an existing AADT of 10,130 and a proposed increase for 1974 up to 10,400 vehicles AADT. For a four-year period, this does not appear to be mathematically correct.

Sincerely yours,


Paul B. Graves, P. E.
City Traffic Engineer

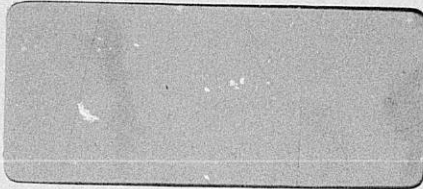
PBG/gl

cc: R. W. Bruggeman, Director of Public Works
G. H. Wilton, Supt. of Public Works Maintenance
M. S. Mitchell, Asst. Supt. of Public Works Maintenance
Dick Linn, City Engineer
Bob Lakin, Director of Planning
Keith Parker, The Law Company



RAYMOND KEYES ENGINEERS, INC.

CONSULTING SITE ENGINEERS



44 EXECUTIVE BOULEVARD
ELMSFORD, NEW YORK 10523

914-892-4040



RAYMOND KEYES ENGINEERS, INC.
CONSULTING SITE ENGINEERS

RAYMOND KEYES, P.E.
RANDOLPH W. LAURENT, P.E.
JOHN H. MEYER, P.E.

44 EXECUTIVE BOULEVARD
ELMSFORD, NEW YORK 10523
914-592-4040

TRAFFIC REPORT

PROPOSED COMMERCIAL DEVELOPMENT
WICHITA, KANSAS

CLIENT: Chrysler Realty Corporation
One Northfield Plaza
P. O. Box 500
Troy, Michigan 48084

PROJECT NO. 1904
March 7, 1972



RAYMOND KEYES ENGINEERS, INC.

CONSULTING SITE ENGINEERS

RAYMOND KEYES, P.E.
RANDOLPH W. LAURENT, P.E.
JOHN H. MEYER, P.E.

44 EXECUTIVE BOULEVARD
ELMSFORD, NEW YORK 10523
914-592-4040

March 30, 1972

Mr. Paul B. Graves, P.E.
City Traffic Engineer
The City of Wichita
Department of Public Works
Traffic Engineering Division
104 South Main
Wichita, Kansas 67202

RE: Traffic Study
Proposed Shopping Center
Wichita, Kansas

Dear Mr. Graves:

Thank you for your letter of March 17th, indicating the interest of other people in the City of Wichita Government. We have already sent them copies of the Traffic Report.

Thank you also for pointing out the error in Table I, Page 4. Actually, the counts given under 1970 were really 1973, with the balance of the counts accurate. A revised sheet of Page 4 is enclosed herewith. In addition, we enclose a revised Page 11, correcting a typographical error with respect to the percentage of ADT for the Peak Exiting Hour. These revisions are also being sent to other interested parties.

We appreciate your interest, and assure you we will supply any information required.

Cordially,

RAYMOND KEYES ENGINEERS, INC.

RK:pm
Encs.
cc: Mr. R. W. Bruggeman
Mr. D. Linn
Mr. G. Wilton
Mr. M. S. Mitchell
Mr. B. Lakin
Mr. E. W. Flynn
Mr. L. Bird

Raymond Keyes, P.E.
President



1. DESCRIPTION OF PROPERTY

The basic site covered by this Report is to be developed by Chrysler Realty Corporation and has a total of some 94 acres. The development will consist of a regional shopping center of three department stores, a large number of small shops, an office building and a motel. The shopping center will have a Gross Leasable Retail Area of some 1,135,000 square feet, plus the office and motel space of 296,950 square feet.

Additional property owned by Chrysler west of Armour Creek is not included, since development for this acreage is not planned at this time.

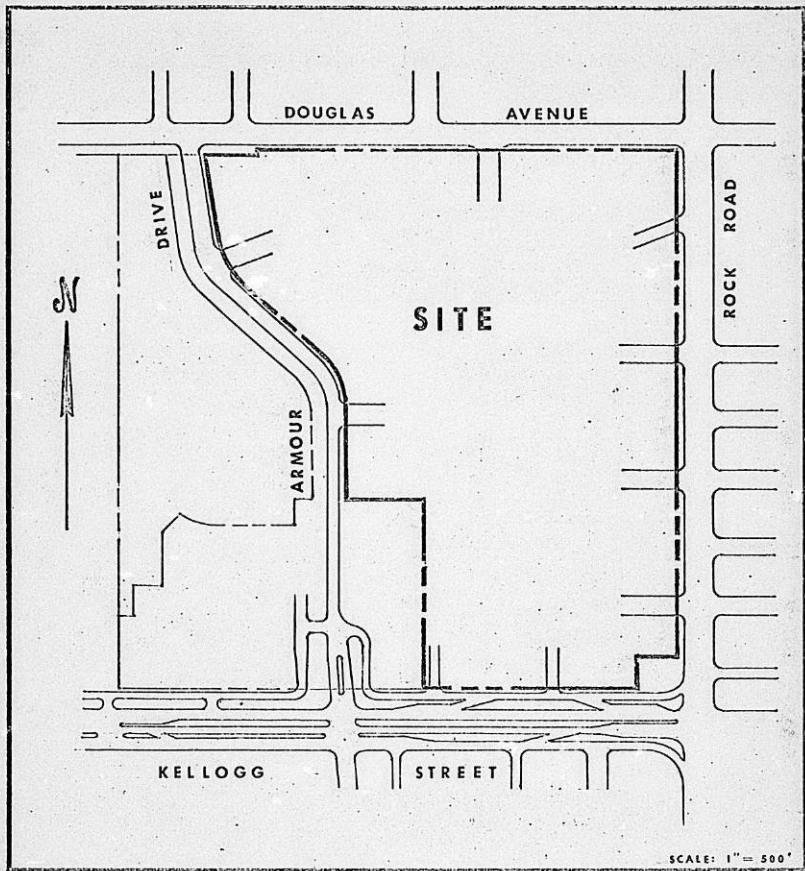
2. SCOPE OF STUDY

This study involves the evaluation of the impact of the anticipated site generated traffic on the existing roads, recommendations for changes in the existing roadways to handle the anticipated traffic and capacity analysis of key intersections.

3. SITE LOCATION

The site is located in the easterly section of the City of Wichita, Sedgwick County, Kansas, approximately 4 miles due east of the downtown area of Wichita.

As shown in Figure 1, the property is bounded on the south by Kellogg Street (U.S. 54), on the east by Rock Road (a City Street), on the north by Douglas Road (a City Street) and on the west by Armour Creek and undeveloped lands in the City of Wichita.



SITE LOCATION PLAN

PROPOSED DEVELOPMENT
WICHITA KANSAS

PROJ.: 1904

DATE: 3-7-72

RAYMOND KEYES ENGINEERS, P.C.

FIGURE " 1 "

4. EXISTING ACCESS ROADS

The site is served by and has frontage on these roadways:

Kellogg Street

Along the southerly property line, Kellogg Street (U.S. Highway 54), the major east-west highway of Wichita, is a four lane road, separated by a 20 foot concrete median, with appropriate left turn storage lanes, and in addition two-way Service Roads on either side of the main road. There are rather frequent connections between the Service Roads and the main traffic lanes, in a very confusing pattern.

Property along Kellogg Road in all directions is generally developed commercially.

Rock Road

Along the easterly frontage of the site, Rock Road is a four lane north-south highway, constructed to provide a continuous median and left turn storage lanes at appropriate places. There are three such left turn storage lanes along the frontage of the site: at Peachtree Lane, Mockingbird Lane and Lynwood Street. Another left turn storage lane is provided at Douglas Road. Property along the easterly frontage on Rock Road is generally commercial.

Douglas Road

Along the northerly frontage of the site, Douglas Road is a two lane east-west road with two parking lanes for the full length of the frontage. Property to the north of Douglas Road is presently developed residentially.

Armour Drive

As part of the development, it is planned that Armour Drive will be extended as a four lane undivided roadway from its present terminus, some 300 feet north of Kellogg Street, to Douglas Road, paralleling the reconstructed Armour Creek.

5. PRESENT AND FUTURE HIGHWAY TRAFFIC

Table 1 indicates the existing Annual Average Daily Traffic (AADT) on the streets bordering the site, based upon the 1970 traffic flow map prepared by the City Traffic Engineer's office.

Completion of Stage I is estimated for late 1974, and completion of Stage II in 1975, at which time shopper traffic should approach 50% of ultimate. By 1980, 100% of shopper traffic should be realized. Table 1 projects AADT for each of these years, based upon an average 4% increase per year.

4. Revised 3-30-72

TABLE 1 - PRESENT AND ESTIMATED AADT

	<u>1970</u>	<u>1974</u>	<u>1975</u>	<u>1980</u>
Rock Road (North of Douglas)	8,926	10,400	10,730	12,550
Rock Road (South of Douglas)	8,529	9,880	10,220	11,930
Rock Road (North of Kellogg)	10,151	11,780	12,200	14,200
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Douglas (West of Rock Road)	3,340	3,880	4,010	4,680
Kellogg (East of Rock Road)	19,602	22,750	23,550	27,400
Kellogg (West of Rock Road)	20,824	24,200	25,000	29,200

6. ESTIMATED ORIGIN OF SITE GENERATED TRAFFIC

Table 2 indicates the estimated origin of site bound traffic using various approach routes. It should be noted that Kellogg Street in the eastbound direction will be carrying 45% of the site generated traffic. Figures 2 and 3 indicate the estimated percent of total shoppers' traffic entering and leaving at the various driveways.

Figure 4 indicates the estimated percent of office and motel traffic entering and leaving at various driveways.

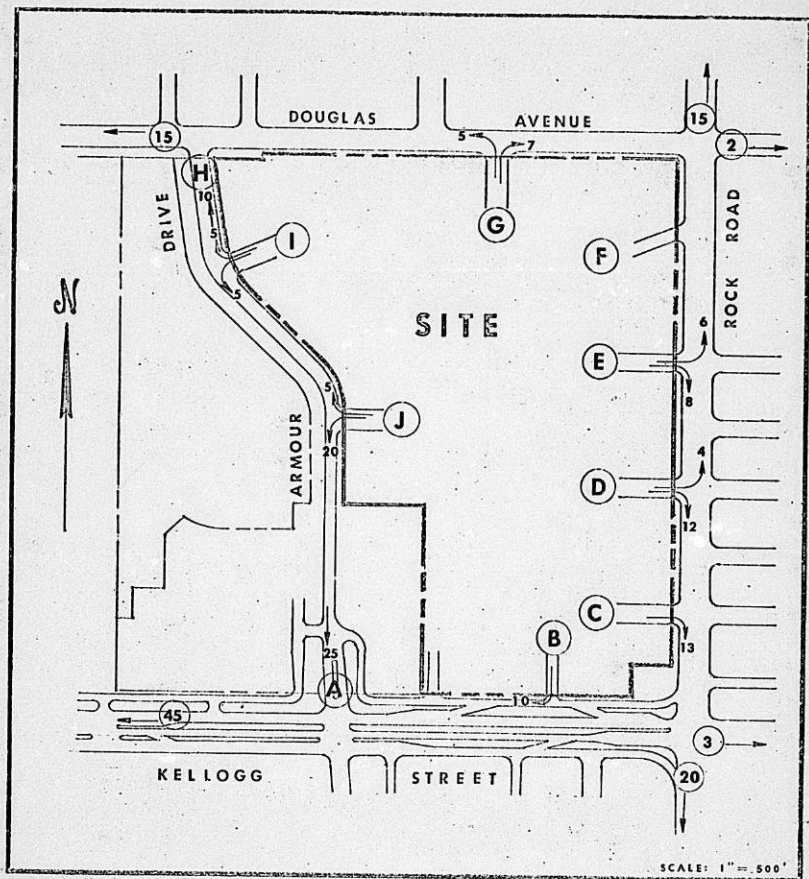
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Douglas (East of Rock Road)	2,605	2,665	2,760	3,220
Douglas (West of Rock Road)	3,790	3,880	4,010	4,680
Kellogg (East of Rock Road)	21,250	22,750	23,550	27,400
Kellogg (West of Rock Road)	23,600	24,200	25,000	29,200

6. ESTIMATED ORIGIN OF SITE GENERATED TRAFFIC

Table 2 indicates the estimated origin of site bound traffic using various approach routes. It should be noted that Kellogg Street in the eastbound direction will be carrying 45% of the site generated traffic. Figures 2 and 3 indicate the estimated percent of total shoppers' traffic entering and leaving at the various driveways.

Figure 4 indicates the estimated percent of office and motel traffic entering and leaving at various driveways.



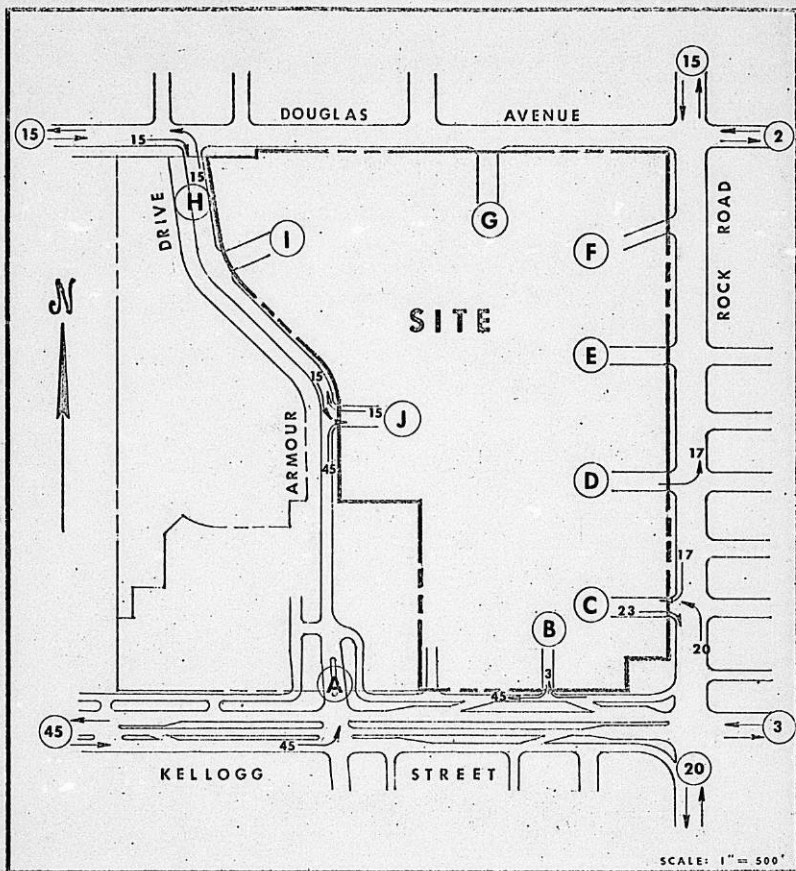
**SHOPPING CENTER
DISTRIBUTION OF EXITING TRAFFIC
IN PERCENT
PROPOSED DEVELOPMENT
WICHITA KANSAS**

PROJ.: 1904

DATE: 3-7-72

RAYMOND KEYES ENGINEERS, P.C.

FIGURE " 3 "



OFFICE AND MOTEL
DISTRIBUTION OF ENTERING AND EXITING TRAFFIC
IN PERCENT
PROPOSED DEVELOPMENT
WICHITA KANSAS

PROJ: 1904

DATE: 3-7-72

RAYMOND KEYES ENGINEERS, P.C.

FIGURE "4"

TABLE 2

ANTICIPATED SHOPPER DISTRIBUTION

<u>FROM</u>	<u>PERCENT</u>
Douglas Avenue (westbound)	2
Douglas Avenue (eastbound)	15
Kellogg Street (westbound)	3
Kellogg Street (eastbound)	45
Rock Road (northbound)	20
Rock Road (southbound)	15
TOTAL	100

7. ESTIMATED TRAFFIC VOLUMES

Analysis of the traffic at this location and design of needed facilities must study the following separate elements:

1. Normal Highway Traffic - This is traffic on the adjacent highways not generated by the site development. 1970 volumes are shown in Table No. 1.

Historically, these volumes can be expected to increase by approximately 4-5% per year. However, since a certain part of the increase will be traffic generated by the site, the projections for Normal Highway Traffic for future years have been made at the lower (4%) rate.

*Mod. = 30,000 sq ft
 Total = 11 / 100 = 11%*

2. Shopper Traffic - This is traffic to be generated by the retail uses of the property, and experience has shown a Trip Generation Rate of 18.0 vehicles per 1,000 square feet of Gross Leasable Area should be used for the Design Year.

3. Office and Motel - This is additional traffic to be generated by these uses, at an average Trip Generation Rate of 8.0 vehicles per 1,000 square feet.

However, this traffic will reach its full volume upon completion, and these figures are used from the first year.

8. ESTIMATE OF SITE GENERATED TRAFFIC

Table No. 3 indicates the estimated volume of site generated traffic at various stages of development.

TABLE 3
TOTAL ANTICIPATED SITE GENERATED TRAFFIC

	<u>STAGE I</u>	<u>STAGE II</u>
Year of Completion	1974	1975
Year of Ultimate Traffic	1979	1980
Gross Leasable Area (Retail) (s.f.)	700,000	1,135,000
Office and Motel Area (s.f.)	-	296,950
Parking Available (spaces)	7,768	7,768
Parking Index (space/1,000 s.f.) (Based only on Retail)	11	6.7
Daily Trip Generation (per 1,000 s.f.)		
Retail	18	18
Office and Motel	8	8
Estimated Daily Vehicles		
Retail	12,600	20,430
Office	-	2,372

9. ESTIMATED TOTAL TRAFFIC

Table No. 4 summarizes the estimated total daily volumes from all sources for the actual years. (See following page.)

10. CRITICAL HOURS OF SHOPPING CENTER TRAFFIC

During an average day, there are three periods normally considered critical in shopping center traffic analysis, namely Peak Highway Hours, Peak Entry Hours, and Peak Exit Hours.

Table 5 indicates the estimated volume of Retail Traffic during these Peak periods.

TABLE 5

		<u>Vehicles</u>		
		<u>1974</u>	<u>1975</u>	<u>1980</u>
Peak Highway Hour	Enter 9	575	918	1835
(4:30 p.m. - 5:30 p.m.)	Exit 10	1130 (1)	1520 (1)	2540 (1)
Peak Entry Hour	Enter 16	1008	1630	3260
(7:00 p.m. - 8:00 p.m.)	Exit 10	630	1020	2040
Peak Exit Hour	Enter 6	378	612	1220
(9:00 p.m. - 10:00 p.m.)	Exit 20	1260	2040	4080

1. Includes Office and Motel area generated traffic leaving the site during the Peak Highway Hour. Office and Motel Traffic is insignificant at other Peak Hours.

TABLE NO. 4

	1974				1975				1980			
	Highway	Retail	Office	Total	Highway	Retail	Office	Total	Highway	Retail	Office	Total
Kellogg west of Rock Road	24,200	2,520	-	26,720	25,000	4,075	107	29,182	29,200	8,150	107	37,457
Kellogg east of Rock Road	22,750	380	-	23,130	23,550	615	142	24,307	27,400	1,230	142	28,772
Rock Road north of Kellogg	11,780	4,790	-	17,570	12,200	7,750	1,020	20,970	14,200	15,500	1,020	30,720
Rock Road south of Kellogg	12,050	2,520	-	14,570	12,450	4,075	950	17,475	14,520	8,150	950	23,620
Rock Road north of Douglas	10,400	1,880	-	12,280	10,730	2,050	710	14,490	11,550	6,100	710	19,360
Rock Road south of Douglas	9,880	1,700	-	11,580	10,220	2,750	808	13,778	11,930	5,500	808	18,238
Douglas west of Rock Road	3,880	442	-	4,322	4,010	715	0	4,725	4,680	1,430	0	6,110
Douglas east of Rock Road	2,665	252	-	2,917	2,760	407	95	3,262	3,220	815	95	4,130
Kellogg west of Armour	24,200	5,650	-	29,850	25,000	9,175	2,140	36,315	29,200	18,350	2,140	49,690
Douglas west of Armour	3,880	1,880	-	5,760	4,010	3,050	710	7,770	4,680	6,100	710	11,490

11. SHOPPING CENTER DISTRIBUTION BY DRIVEWAYS

Table No. 6 shows the estimated distribution of entering and exiting traffic to the various Driveways at Peak Hours, for 1974, 1975 and 1980.

TABLE 6
1974

<u>Driveway</u>	<u>Peak Highway Hour</u>		<u>Peak Entry Hour</u>		<u>Peak Exit Hour</u>	
	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
A	144	283	252	158	95	315
B	-	113	-	63	-	126
C	110	147	202	82	76	164
D	104	181	181	86	68	202
E	86	158	151	88	57	176
F	40	-	70	-	26	-
G	29	79	51	44	19	88
H	58	136	101	76	38	153
I	29	57	51	32	19	63
J	29	57	51	32	19	63

1975

<u>Driveway</u>	<u>Peak Highway Hour</u>		<u>Peak Entry Hour</u>		<u>Peak Exit Hour</u>	
	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
A	230	380	408	158	153	315
B	-	152	-	102	-	204
C	184	198	326	133	122	265
D	376	243	293	163	110	326
E	138	213	245	143	92	286
F	64	-	114	-	43	-
G	46	183	82	123	31	246
H	92	152	163	102	61	204
I	46	76	82	51	31	102
J	46	76	82	51	31	102

1980

A	459	635	815	510	305	1020
B	-	254	-	204	-	408
C	367	330	656	265	244	530
D	330	406	587	326	220	652
E	275	356	489	286	183	572
F	128	-	228	-	85	-
G	92	305	163	245	61	490
H	184	254	326	204	122	408
I	92	127	163	102	61	204
J	92	127	163	102	61	204

12. ESTIMATED HIGHWAY TRAFFIC AT CRITICAL HOURS

For the purpose of analysis, it was assumed that the highway traffic during these periods would be:

Peak Highway Hour	=	10%	AADT
Peak Entry Hour	=	6%	AADT
Peak Exit Hour	=	4%	AADT

In addition, the distribution of traffic was assumed to be 50-50 for all periods, except during the Peak Highway Hour when Kellogg Street has a distribution of 60% eastbound and 40% westbound.

Table 7 indicates the estimated volume of highway traffic on the surrounding roads during these Peak periods for years 1974, 1975 and 1980.

13. SUGGESTED ACCESS IMPROVEMENTS

It is essential that Armour Drive be constructed as a four lane road from its present terminus some 300 feet north of Kellogg Street north to Douglas Avenue.

12. ESTIMATED HIGHWAY TRAFFIC AT CRITICAL HOURS

For the purpose of analysis, it was assumed that the highway traffic during these periods would be:

Peak Highway Hour = 10% AADT

Peak Entry Hour = 6% AADT

Peak Exit Hour = 5% AADT

In addition, the distribution of traffic was assumed to be 50-50 for all periods, except during the Peak Highway Hour when Kellogg Street has a distribution of 60% eastbound and 40% westbound.

Table 7 indicates the estimated volume of highway traffic on the surrounding roads during these Peak periods for years 1974, 1975 and 1980.

13. SUGGESTED ACCESS IMPROVEMENTS

It is essential that Armour Drive be constructed as a four lane road from its present terminus some 300 feet north of Kellogg Street north to Douglas Avenue.

TABLE 7

PEAK HOUR HIGHWAY TRAFFIC

<u>STREET</u>	<u>1974</u>			<u>1975</u>			<u>1980</u>		
	<u>PEAK HIGH</u>	<u>PEAK ENTRY</u>	<u>PEAK EXIT</u>	<u>PEAK HIGH</u>	<u>PEAK ENTRY</u>	<u>PEAK EXIT</u>	<u>PEAK HIGH</u>	<u>PEAK ENTRY</u>	<u>PEAK EXIT</u>
Kellogg West of Rock Road	2420	1452	968	2500	1500	1000	2920	1752	1168
Kellogg East of Rock Road	2275	1365	910	2355	1413	942	2740	1644	1096
Rock Road North of Kellogg	1178	707	471	1220	732	488	1420	852	568
Rock Road South of Kellogg	1205	723	482	1245	747	498	1452	871	581
Rock Road North of Douglas	1040	624	416	1073	644	429	1255	753	502
Rock Road South of Douglas	988	593	395	1022	613	409	1193	716	477
Douglas West of Rock Road	388	233	155	401	240	160	468	281	187
Douglas East of Rock Road	266	160	64	276	165	110	322	193	129
Kellogg West of Armour	2420	1452	581	2500	1500	1000	2920	175	1168
Douglas West of Armour	388	233	155	401	241	160	468	281	187

Severe conflicts arise at several points due to the existing geometry and pattern of Kellogg Street. Without correction, the addition of the site generated traffic during the peak hours would increase the severity of these conflicts to intolerable limits. With reference to the enclosed Plate A "Highway Improvement Plan," dated 3-7-72, the following improvements are proposed:

Kellogg Street (U.S. 54)

1. The two way Service Roads are to be made one way.
2. No turns will be permitted from the Main Road of Kellogg Street into the site, except for right turns by westbound traffic using Armour Drive.
3. All turns of eastbound traffic into the site are to be made from the Service Road.
4. Access from the eastbound Main Road to the Service Road has been provided by a median cut approximately 600 feet west of the intersection of Kellogg and Armour Drive.
5. Access from the westbound Main Road to the Service Road is provided by a median cut 1300 feet east of the intersection of Kellogg and Armour.

6. Access to the Main Road westbound from the Service Road has been provided by means of a median cut at a distance of approximately 450 feet east of its intersection with Armour. A 200 foot acceleration lane has been provided for this cut to insure proper merging of the through traffic with the entering traffic.
7. Access to the eastbound Main Road from the eastbound Service Road has been provided by means of a cut at a distance approximately 800 feet west of its intersection with Armour.
8. All turns are permitted for exiting traffic using Armour.
9. At the intersection of Kellogg and Rock Road, the length of the exclusive left turn lane for eastbound traffic has been lengthened to 250 feet. No crossing movement of Service Road traffic is permitted (eastbound traffic on the Service Road wishing to turn left has been provided with a median cut into the Main Road west of this intersection).

Rock Road

1. On the south side of its intersection with Kellogg, Rock Road has been widened to two lanes southbound and two through lanes with one left turn lane northbound.
2. On the north side of the intersection, Rock Road is provided with a separate left turn storage lane, two straight through lanes southbound and two lanes northbound.

3. At its intersection with Peachtree Lane, the northbound leg of Rock Road is provided with two straight through lanes and two separate left turn lanes.
4. Rock Road tapers to its existing geometry at its intersection with Mockingbird Lane.
5. The left turn lane south of the intersection of Douglas and Rock Road has been closed.

14. TRAFFIC SIGNALIZATION

Three phase traffic signals are proposed at the intersection of Kellogg and Armour Drive at Peachtree Lane and Rock Road and at Mockingbird Lane and Rock Road.

The existing four phase signal at Kellogg and Rock can probably be changed to a three phase system with the other improvements noted. However, no detailed evaluation of the capacity of the intersection to handle the anticipated flows has been made due to the lack of "turning" data.

15. CONCLUSIONS

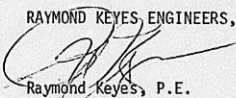
- a. Study of the traffic and access to the proposed site indicates that effective access can be developed if improvements along the line suggested on this Report are implemented.
- b. The location and geometry of the site, plus the suggested improvements, will provide superior ingress and egress for the shopping center itself.

- c. Detailed calculations of capacity analysis indicate that with such improvements Level of Service "C" can be developed at all intersections for all Peak Hours, except for the intersection of Kellogg and Armour, which will drop below this Level during the Peak Highway Hour from 1974 on, and during the Peak Entry Hour from 1975 on. These deficiencies are due primarily to extremely heavy traffic extraneous to the site.

(Level of Service "C" is defined as a condition where stable traffic operations exist and traffic volumes can be maintained without undue vehicular conflict and delay while maintaining reasonable travel speeds.)

- d. Interim improvements are feasible, but since the recommended improvements are not major, and since the date of final completion is relatively close, it is recommended that they be accomplished as quickly as possible, all at one time.

Respectfully submitted,
RAYMOND KEYES, ENGINEERS, INC.

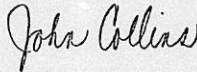

Raymond Keyes, P.E.
President

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