

DP-23 - Clear Lake, Inc. requests approval of B. & LC CUP for MARINA LAKE at the southwest corner of Addison and 21st Street North

ACTION

DATE

COMMITTEE

M.A.P.C. Referred 2 weeks 2-13-67

Maps Referred 2 weeks 2-26-67

Maps ~~BCC~~ ~~CO-C~~ Deny 2-9-67

Rec Referred back to PL 2-28-67
for reconsideration

Maps Approved subject 5-23-67
to conditions

Rec Instructed the applicant 5-28-67
to amend the CUP to be in conformance
with the approved zoning classification
areas (Z-0824)

~~Approved 5-29-67~~
BCC Approved CUP with 4-4-67
amendment subject to conditions

Closed 4-5-67

Map No. 5349
Sec. 7
Twp. 27
Range 1E

DATA SHEET
COMMUNITY UNIT PLAN

DF-23
Z-0824
Filed 10-10-66

APPLICATION REQUEST: Approval of proposed planned residential & Commercial development.

1. Applicant Don E. Satterthwaite, Pres., Clear Lake, Inc.
Address Union National Building 67202 Phone 680-4201
2. Agent Robert H. Nelson
Address 816 Union Center Bldg. 67202 Phone AM 2377
3. General Location Southwest corner of 21st St. North and Amidon
Address _____
4. Proposed Use MARINA LAKE DEVELOPMENT

AREA DATA

1. Acres approx. 60 acres (_____ ft. by _____ ft.)
2. Existing Zoning "AA" Proposed Zoning "B", "C", & "LC"
3. Area (to) (is not) platted. _____ Addition _____
4. Existing R/W _____ ft. _____ ft. _____ ft.
Proposed R/W 21st St. Amidon St. _____ St.
_____ St. _____ St. _____ St.

HISTORY

PROCEDURE DATA

1. MAPC Meeting:
Date Action
1-17-67 Referred 2 weeks
1-26-67 Referred 2 weeks
2-9-67 Amend
3-23-67 Approve, subject to conditions
2. Governing Body
Date Action
2-28-67 Referred back to MAPC, for
reconsideration on 3-28-67
3-28-67 Instructed Applicant to amend CUP to be in
conformance with the approved zoning
classification areas (Z-0824)
NOTES: 4-4-67 Approved CUP with amendment subject
to conditions

~~Don Satterthwaite~~

Bob Higgins, Architect
6416 East Central
Wichita, Kansas 67206

Robert Willard
405 So. Hillside
Wichita, Kansas 67211

EXCERPT FROM PLANNING COMMISSION MINUTES OF MARCH 23, 1967:

"Referred back by City Commission

11. Case No. Z-0824 - Clear Lake, Inc., requests change from "AA" to "IC" the following:

Tract No. 1: Beginning at a point 75 feet west and 225 feet south of the Northeast corner of the NW $\frac{1}{4}$ of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 125 feet; thence east 25 feet; thence south 1000 feet; thence west 556 feet, more or less, to a point on the left bank of the Arkansas River; thence northwesterly 150 feet, more or less, to a point 1,290 feet south and 725 feet west of said Northeast corner of the NW $\frac{1}{4}$ of Government Lot 1; thence north 1240 feet to a point 50 feet south of the north line of said Government Lot 1; thence east 345 feet; thence south 175 feet; thence east 305 feet to the point of beginning.

Tract No. 2: Beginning 75 feet west and 75 feet south of the northeast corner of the NW $\frac{1}{4}$ of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 150 feet; thence west 150 feet; thence north 150 feet; thence east 150 feet to the point of beginning.

Tract No. 3: Beginning at a point 75 feet south and 225 feet west of the northeast corner of the NW $\frac{1}{4}$ of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 150 feet; thence west 155 feet; thence north 175 feet; thence east 30 feet; thence south 25 feet; thence east 125 feet to the point of beginning.

Tract No. 4: Beginning 50 feet south and 725 feet west of the northeast corner of the NW $\frac{1}{4}$ of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 300 feet; thence west 460 feet; thence north 300 feet; thence east 460 feet to the point of beginning.

MSD Change from "AA" to "B" the following:

Tract No. 5: Beginning 50 feet south and 1,185 feet west of the northeast corner of the NW $\frac{1}{4}$ of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 300 feet; thence west 325 feet; thence north 300 feet; thence east 325 feet to the point of beginning.

MAPC
minutes
3/23/67

Tract No. 6: Beginning 50 feet west and 1,350 feet south of the northeast corner of the NW $\frac{1}{4}$ of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 515 feet, more or less, to a point on the left bank of the Arkansas River; thence northwesterly and westerly along the left bank of the Arkansas River 770 feet to a point 1,350 feet south and 606 feet west of said Northeast corner of the NW $\frac{1}{4}$ of Government Lot 1, thence east 556 feet to the point of beginning.

Tract No. 7: Beginning 75 feet west and 75 feet south of the northeast corner of the NW $\frac{1}{4}$ of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 275 feet; thence east 25 feet; thence south 1,515 feet \pm ; thence northwesterly and westerly along the left bank of the Arkansas River to the west line of Lot 1; thence north along the west line of said Lot 1 to a point 50 feet south of the northwest corner of said Lot 1; thence east to a point 275 feet west and 25 feet north of the point of beginning; thence south 25 feet; thence east 275 feet to the point of beginning, except as set forth in Tracts 1 to 6 inclusive.

Generally located on the south side of 21st Street between Amidon and Meridian.

- 11a. Case No. DP-23 - Clear Lake, Inc., requests approval of a Combined Residential and Commercial Development Plan for an area described as follows: A tract beginning 75 feet west and 75 feet south of the northeast corner of the NW $\frac{1}{4}$ of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 275 feet; thence east 25 feet; thence south 1515 feet \pm ; thence northwesterly and westerly along the left bank of the Arkansas River to the west line of Lot 1; thence north along the west line of said Lot 1 to a point 50 feet south of the northwest corner of said Lot 1; thence east to a point 275 feet west and 25 feet north of the point of beginning; thence south 25 feet; thence east 275 feet to the point of beginning.

Generally located on the south side of 21st Street between Amidon and Meridian.

HILL stated that he had a conflict of interest in this case and vacated the Chair and excused himself from the meeting. Vice Chairman MOONEY assumed the chair and conducted the meeting during hearing of the above two cases.

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March 23, 1967

MOONEY read a letter from Robert H. Nelson, Attorney for the applicant, to the City Manager, in which he asked that the above two applications be placed on the City Commission agenda for March 28, 1967. He further read a memo from the City Manager's Executive Secretary in which it was requested that the Planning Commission determine early in this meeting whether a departure should be made from the regular procedures (zoning cases normally are submitted to the City Commission 19 days after a Planning Commission hearing) and these two cases placed on the City Commission's agenda prior to the recommendation of the Planning Commission.

MOTION: BLEDSOE moved that the above two cases be placed on the City Commission agenda for March 28, 1967.

GALBRAITH said that records have been checked and it does not appear that a departure from the normal 19 day waiting period has been made previously. He said that Mr. Dekker, City Attorney, had ruled that protest petitions submitted in relation to the original application would still be effective and that there would be no necessity for awaiting the 19 days; that it could be sent to the City Commission immediately although the staff had planned, because of the time involved to prepare the minutes of the meeting, to forward it for the City Commission meeting of April 4.

GOBEL SECONDED THE ABOVE MOTION.

GEORGE POWERS, Attorney for Ritchie Brothers, developers of Twin Lakes Shopping Center at the southeast corner of 21st Street and Amidon, offered objections to waiving the normal procedure in submitting cases to the City Commission. He continued that he has filed a withdrawal of their protest, since such protest was based on the original application, and that in view of the amended application they do not want to be in the position of protesting something that has not been decided upon. He further stated that perhaps they would be agreeable to the Planning Commission decision on the amended application. He noted that whether they have a right to withdraw their protest or not, other people involved should be allowed the 14 day period for filing of protest - that right should not be taken away from them.

POWERS pointed out that a ruling of the Supreme Court indicates that after the time period has passed a name cannot be added to or extracted from a protest petition. He said he has found no cases of record that hold that before a matter is decided and while it is still pending protest cannot be withdrawn. He commented that as the matter is at this time, it is a new petition and when the Planning Commission makes its decision, the legal time period for

protest should be allowed those involved. The Attorney again asked if there was some particular reason that the matter should be submitted to the City Commission on March 28, 1967.

BLEDSOE commented that it would seem a matter for the Planning Commission to decide, relying on the City Attorney's decision as to the legality.

MICHAEL BELLUOMO, a resident of the area, commented that this matter was referred back to the Planning Commission for a new recommendation and he wondered why it was being rushed back on the City Commission agenda next week.

MOONEY thought the normal procedure should be followed.

In response to a question from KRATZER, FOSTER said that any one of the City Commissioners can request items to appear on their agenda, and that Commissioner Anderson has requested that this item appear on the City Commission agenda for March 28; but in so doing has requested, indirectly, that the Planning Commission give some indication of its desire in this respect. FOSTER continued that it has been determined from Mr. Dekker, City Attorney, that there is some legal precedent for not observing the full 19 day waiting period since the original filed protest petitions have been determined to still be valid.

BRANSON felt that the normal procedure should be followed, thus giving both sides equal chance to be heard and time to file protest petitions. He noted that the withdrawal of the opposition by Mr. Powers is because (in view of the amended application) it is not actually known what they would be opposing.

FOSTER reviewed a case before the County Commission sometime ago where one of the protestors to an application withdrew his name from a protest petition after the recommendation had been submitted to the County Commission, which withdrawal resulted in the amount of protest being less than 20%, which raised the question of whether it was a valid protest requiring the unanimous vote of the County Commission to approve.

FOSTER continued that the reason Mr. Dekker feels the protest petition cannot be withdrawn is because it does not give the rest of the protestants an opportunity to secure other signatures in protest to still maintain 20% opposition from adjacent property owners.

GALBRAITH said that at the City Commission meeting Mr. Dekker was asked if protestors had to file new petitions, and he ruled that they would not. GALBRAITH continued that since the City Commission meeting that he contacted Mr. Dekker and it was his (Dekker's) opinion that the protest would stand and could not be withdrawn after 14 days filing period had expired, and that the above two cases could be submitted to the City Commission prior to the usual 19-day waiting period.

NOTE ON THE ABOVE MOTION: In favor: Bledsoe, Kratzer and Gombel. Opposed: Branson, Mooney and Trout. The Chairman declared a tie vote.

FOSTER said he would like some direction from the Planning Commission, so that he could inform the City Manager's Executive Secretary whether or not to place the matter on the March 28, 1967, agenda, which is being prepared at this moment. Vice Chairman MOONEY said that in view of the results of the above motion, it would be his opinion that it should be a matter for the City Commission to decide.

The Chairman called for presentation of the applications, as amended.

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

Comments

1. The Planning Commission, at its regular meeting of February 9, 1967, unanimously recommended that the requested zoning change and development plan be denied without prejudice. The Planning Commission stressed that if the applicant was willing to amend his plan to conform to the thinking of the Commission, a more favorable response would be received. The Plan then would come back to the Planning Commission for reconsideration and be forwarded on to the City Commission. The applicant preferred not to amend or redesign the plan and application at that meeting.

The City Commission, at its regular meeting of February 28, 1967, moved to return these items to the Planning Commission for reconsideration, pointing out that, as far as the Commission was concerned, subject area was a proper commercial area and that the application area should be accorded the same treatment as the other commercial areas, keeping in mind the traffic problems.

2. The applicants have amended their zone change application to request 22.8 acres of "LC" Light Commercial zoning, extending west to Sweetbriar Street and south on Amidon in line with the light commercial zoning on the east. The amended application includes a request for 38 acres of "B" Multiple-family zoning of which 5.3 acres are proposed for medical offices. The Marina Lake Development Plan has been amended and now proposes 375,000 square feet of gross leaseable commercial area and 104,130 square feet for medical offices, making a total of 479,130 square feet of commercial and office space as compared to 560,000 square feet as proposed on the original plan.
3. The staff report for February 9, 1967, pointed out the potential (existing approved "LC" and CUP's) of 730,000 square feet of retail floor area existing in this area. This includes the existing and future development of Twin Lakes, Sweetbriar Gardens, Atlantic Thrift Center, and Riverbend Shopping Center. With the amendment to the plan, there is still a potential of 1,209,000 square feet of commercial and office space for this immediate area. The staff is still concerned about the over-concentration of commercial zoning in this one area, which will have an adverse effect on the traffic-carrying capacity of Amidon and the Amidon-21st Street intersection.
4. The amended development plan now proposes one major access point to the proposed commercial center from Amidon, located 1,100 feet south of the center line of 21st Street and 550 feet south of the center line of the entrance to Twin Lakes. The Plan also indicates the three original access points to Amidon for right-turn movements only as they are in line with medial improvements which will be necessary if development occurs as proposed. At the present time, the City has access control to the application area from Amidon, except for the north 200 feet and one 30-foot opening at the southern end of the site.
5. The Traffic Engineer and the applicant's consultant were originally advised by the applicant to conduct their traffic analysis based upon a proposal of 350,000 square feet of retail floor space. The Traffic Engineering Division, in their original analysis, arrived at the conclusion that if the application is approved as requested, it would necessitate the reconstruction of the intersection of 21st Street and Amidon to adequately control the traffic, which would mean condemnation of existing commercial property at the intersection to permit the reconstruction. The amended plan has not changed the critical situation at the intersection.

6. The staff is still of the opinion that two parcels (#2 and #3) should not be encouraged at the 21st Street-Amidon intersection inasmuch as congestion is increased and the free-standing structures tend to reflect strip commercial rather than shopping center facilities. Therefore, it is still recommended that Parcel #3 be deleted from the plan and the proposed use be pulled back and incorporated into Parcel #1.
7. Residential Parcel - Parcel #7 has not been amended and, therefore, still appears to be satisfactory as to density, proposed building locations, open space, fencing and other general requirements.
8. Parcels #5 and #6 - These parcels were both amended to request "B" zoning instead of "LC". The medical offices proposed for each parcel appear to be proper and logical buffering uses; however, the proposed 104,130 square feet of floor space will undoubtedly add to the congestion of the area. The staff is still of the opinion that all the existing developable land between the lake area and the Arkansas River would be best utilized for garden and townhouse apartments.

Recommendation

Although the plan has been slightly amended, the Planning Department is still of the opinion that there is not sufficient need or justification for an additional shopping center of this magnitude in this area. Based upon the traffic analysis, it is expected that the proposed development will still severely handicap the traffic-carrying capacity of the major streets and will necessitate the reconstruction of both Amidon and 21st Street and the eventual condemnation of developed commercial properties to improve the intersection. Therefore, it is still recommended that the zoning application be amended, and the plan be redesigned, reducing the area of commercial to that which will not generate additional traffic to exceed the capacity of the intersection of 21st Street and Amidon and following the general criteria as outlined below:

1. Approve the zoning and development of limited commercial areas not extending west of Sweetbriar Street or south of the vicinity of the south line of Parcel #4.
2. Approve "B" zoning for the remainder of the area and approve a redesigned development plan with townhouse and garden apartments extending to Amidon.
3. Maintain the access control the City now has on Amidon.

Alternate Recommendation

Since the City Commission has expressed that this is a proper commercial area if the traffic problems are resolved, and if in the opinion of the Planning Commission the amended zoning application and development plan are now in the best interest of the public, it is recommended that in the event the amended applications are approved, they be approved subject to the following conditions:

1. Each parcel being platted prior to the issuance of a building permit.
2. Upon the platting of Parcels #2 and #3, the applicant dedicating the necessary 75 feet of half-street right-of-way for major street improvements and bearing all construction costs of the deceleration-acceleration lane at the southwest corner of the intersection.
3. As platting occurs on Parcels #4, #5 and #7, the applicant shall petition for the improvement of 21st Street and shall pay their appropriate assessments.
4. Upon the platting of either Parcel #1 or #6, the applicant shall bear all costs of necessary street improvements for Amidon, including medial construction and street widening and signalization at the main entrance to the center. No access shall be permitted to Parcel #6 until the medial is constructed.
5. The applicant vacating the present access control for the major entrance approximately 1,100 feet south of the center line of 21st Street at the time of platting Parcel #1.
6. The development of this property proceeding in accordance with the development plan as approved by the Planning Commission and City Commission, 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.
7. Any major changes in this development plan being resubmitted to the Planning Commission and City Commission for their consideration as is the present policy.

FOSTER said that he had consulted with the City Manager's Executive Secretary and reported that in his (City Manager's Executive Secretary) discussion with Commissioner Anderson on the above two cases, it was the general feeling that if the Planning Commission was unable to make a determination or did not wish to, that it would appear on the April 4 agenda. He pointed out, however, that the City Commission could bring up items off agenda if they so desired.

MOONEY asked if the Commission desired to reconsider its action in this respect.

PEARLE MASON, on behalf of one of the interested parties, pointed out that this is the time of year for development and that leases for this center are pending, and that they would like for the City Commission to consider it on March 28. He continued that he concurred with the City Attorney in his decision, and urged the Planning Commission to have it placed on the City Commission agenda for March 28.

BRANSON said he saw no reason for further consideration of this point - the matter was discussed, motion made which resulted in a tie vote so he considered the matter settled. FOSTER commented that the Planning staff would forward it for the April 4, 1967 agenda unless instructed differently.

RALPH WULZ, Director of Public Works, brought out the following three points:

1. The access control along the west side of Amidon was obtained by the Department of Public Works, was properly processed and recorded, and he questioned whether this access control could be released simply by approval of a Community Unit Plan. He stated that a release of the existing control would require a separate action by the Planning Commission and City Commission.
2. He referred to a map of McLean Boulevard for its entire length to illustrate the existing access control. He said that in a large portion of the area the City has access control on both sides; that there is a substantial portion through the center, from Central on south, where the City has access control only on one side, and in almost all of these instances residential property borders Central.

WULZ continued that from 9th to 13th Streets, the City has access control for only one side; however, the Planning Commission and City Commission have refused commercial zoning in the area. He pointed out that this is the one north-south

facility through the City that has access control over a large portion of the entire route and that no other facility would even come close to being comparable. He pointed out that in connection with an apartment development on the west side just north of 13th Street, the developers were denied access even though they were assessed for a portion of the street improvements. WULZ said he did not see the equity in refusing access on the apartment complex and approving access in subject case.

3. WULZ said he still felt that approval of this CUP, as amended, would eventually result in condemnation of existing commercial development at 21st Street and Amidon at a great cost to the city in order to handle the traffic that will be generated if subject area is rezoned and completely developed and other areas presently zoned light commercial are developed. He continued that there is not sufficient right-of-way available to reconstruct the intersection.

BRANSON asked if the present proposal provides sufficient right-of-way at this intersection to do whatever is needed in the future so far as reconstruction of traffic facilities are concerned.

PAUL GRAVES, Traffic Engineer, said he thought the proponents of the proposed development would be willing to dedicate whatever right-of-way is needed from their property as required for street improvements (21st Street or Amidon), but indicated that the principal concern is in respect to possible needed right-of-way on the east side of Amidon and north along 21st Street. He reported that 21st Street has not yet been designed in its final details but that it is possible that 25 feet of additional right-of-way might be required on the south side.

GRAVES reported that since the previous hearing, 12 cities of the Midwest of comparable size to Wichita, have been contacted with respect to their experience in peak time at shopping centers. He said that a 75% return was received and that most cities did not have much information available. He did, however, submit some of the comments and conditions with respect to various cities. He said the purpose of the survey was to determine whether or not shopping center traffic would peak at the same time as street traffic. He reported that they found nothing to invalidate their previous conclusions, based on past experiences with similar type areas in Wichita. GRAVES did not believe one solution would fit all conditions and said that their conclusion remains the same as in their original report, being that the development of the light commercial proposed by this application (as amended), along with other commercial development and anticipated development of vacant commercial area, will overload the intersection and necessitate its reconstruction.

BLEDSOE asked Graves if he would recommend approval of the access controls the way they are indicated on the plan.

GRAVES said he believed the access points were the same as shown on his prepared map, which indicates a medial beginning at the end of the bridge and going north, with one main entranceway to the west at a medial break, plus another medial break at the existing entrance to Twin Lakes. He said if commercial zoning is to be granted, they would strongly recommend that Amidon be reconstructed as indicated.

TROUT said his question was prompted by the City Commission action and noted that some factors have changed since the previous hearing in that the development has been redesigned and changed, and the City Commission has indicated they think it is proper commercial area and should be accorded the same treatment as others in the area. TROUT asked if the plan as submitted is the best solution for traffic if the application is approved.

WULZ said that their position would be that if this is approved and the Commission decides to release access control, then he would recommend the reconstruction as shown on the plan. He said the applicant should pay for this reconstruction of Amidon and signalization of their main entrance.

TROUT inquired as to timing of reconstruction and when it might be necessary. GRAVES said that as far as reconstruction as shown on the strip map, it should be done immediately as development occurs.

WULZ said he concurred in the recommendation of the Planning staff in regard to timing of this construction, that it should be required when platted and development takes place. With regard to reconstruction of the 21st and Amidon intersection, he did not think anyone could predict when it will have to be done - no one knows when subject development will occur and when further development will occur on property already zoned for commercial in the area.

TROUT observed that less than half of the present light commercial is developed.

GORBEL observed that Amidon should not be the only street to go north out of the City, except Broadway, and suggested that if traffic called for it, Meridian should be extended north of the river.

GRAVES said they have envisioned at sometime in the future West Street north of 13th as a major street, then onto to 21st Street with a new bridge across the Big River and redevelopment of 21st Street to major street standards. He did not think the opening of Meridian would be necessary in view of what is contemplated as explained. He considered the only problem would be at the 21st and Amidon intersection.

COBBEL asked if the opening of West Street as suggested wouldn't relieve the congestion at 21st and Amidon and GRAVES agreed that it would.

COBBEL said he was against the original application because of the square footage as compared to other light commercial areas at this intersection, but he felt that the applicant has as much right to light commercial as that already approved. He observed that as far as traffic is concerned if so much land develops in the area that the present facilities cannot carry it, that is the time to open up more streets and not try to carry all the traffic all on one street. He felt that some Gay North Broadway would be redeveloped and would relieve traffic conditions at subject intersection. He did not think the Commission should consider that Amidon is the only street available to carry through Traffic.

ROBERT E. NELSON, Attorney for the applicant, said that after the matter was presented to the City Commission and after considering the attempts they have made with the staff, it was concluded they would attempt to comply as much as possible with their recommendation, and as a result have deleted from 21st Street the extension of light commercial beyond Sweetbriar.

On Amidon they have asked for "LC" the same distance north and south as presently exists on the east side. It was the consensus of opinion that the City Commission felt it was a proper area for light commercial and that the applicant should not ask for more north-south than had already been granted across the street to the east. He said they filed an amended CUP and amended zoning application to delete the amount of "LC" and are requesting only "LC" and "B".

NELSON felt that taking into consideration the fact that the other three corners of this intersection are zoned light commercial, this application should be approved.

In connection with the release of access control, NELSON said they were only asking for the one entrance on Amidon and that the width thereof could be determined later and a separate request would be made for such release. NELSON referred to the conditions to approval as suggested by the staff and said they were willing

to plat and agreed that they could not obtain a permit for building until platted. He said that the conditions are satisfactory and that factors such as signs, entrance, right-of-way dedications, have been set out in the plan; further, they understand the deceleration and acceleration lanes will be constructed at their expense. He said that as far as the overall picture, they are asking only for the same treatment afforded the other three corners of this intersection.

When questioned, NELSON said he was advised by the architect that the plan as submitted is the minimum amount of light commercial that they could expect to get by with in this type of development.

GEORGE POWERS, Attorney for Twin Lakes Developers, as well as other merchants in the area, said that previously the Planning Commission and City Commission had felt the original request was for too much density but that if the plan was revised it might be possible to approve it and that they did not want to prejudice the case. The problem now is just how much can be approved and still not destroy the planning of the City and the traffic service. He said he did not object to additional zoning for commercial at the subject location, but he considered that they have a legal right to preserve the integrity of the non-access on Amidon; they are not opposed to a proper amount of light commercial which can be developed and still retain control of access on Amidon.

POWERS observed that although the amended application is for a little less density, it doesn't change the traffic situation in that all the commercial which was on Amidon before is still there; the fact that they have given up some on 21st doesn't affect the traffic problem on Amidon at all. As amended, the proposed development would still generate the same traffic problem as noted previously.

MR. POWERS said they were opposed to the vacation of access control on Amidon and that when Amidon was dedicated it was given to the City and no charge levied against them (the applicant's property) on the grounds that there would be no access except just north of the bridge and south of 21st Street. He continued that the purchasers of the property surely had no misunderstanding of this situation because it is all public information filed of record.

MR. POWERS showed a preliminary plat of the area which Dolese Brothers had considered when they still owned subject property, and in this plat most of the commercial development was contemplated along 21st Street where the staff is now recommending, with apartments and houses on the southside of the lake, which apparently was why an entrance to the property was retained at the south side. He said the plan as shown was one devised a long time ago but compares favorably with what the city is recommending now.

POWERS said they would have no objection if the amended application is granted and entrances kept where they are; but they were opposed to the opening in the center where there would be two traffic signals and medial breaks close together on Amidon.

MICHAEL BELLUOMO, 2245 Bullinger, was agreeable to some light commercial on this corner but questioned just what a "corner" is. He said his definition of a "corner" corresponds to what the Planning staff has suggested. He further stated that he had no objection to "B" zoning provided a 15 or 20 story office building is not erected.

ROBERT SHEARER, a resident of the affected area, said he felt that in looking at this proposal thought should be given as to what is good for the neighborhood and the city as a whole. He said that the people of the neighborhood do not feel they need additional shopping facilities in this area. MR. SHEARER said they were interested in retaining the value of their residential neighborhood, in view of their great investment in homes. He observed that what is proposed does not benefit the neighborhood, or the city at large, but only a small group of businessmen who purchased the property for an investment.

MR. SHEARER said he had heard much discussion as to what rights the applicant has for light commercial zoning in view of that granted on the other three corners of this intersection, but asked concerning the rights of the residents of the area who have invested their money in homes. He stated that he was not opposed to the multiple family residences along the lake front and felt the applicant is entitled to a limited amount of light commercial to construct something that would be of benefit to them in the long run.

FOSTER said that in answer to a question previously placed regarding the time of forwarding the Commission action to the City Commission, a check has been made of the records for the last two years and no precedent was found for forwarding a recommendation under similar circumstances.

FOSTER continued that in checking further, Commissioner Anderson intended to request that this be placed before the present City Commission who had heard it previously. MR. ANDERSON was unaware, or had forgotten, that a zoning application has to be heard at two City Commission meetings in order to be passed.

FOSTER continued that he has checked with Mr. Anderson and he said it was his intention to have the case heard while the present Commissioners are on the bench; therefore, it has to go over on the 28th. FOSTER stated that Mr. Anderson is making a personal request to the Manager's office and the cases will be placed on their agenda for the 28th, providing the Planning Commission takes action today. FOSTER continued that Mr. Anderson is taking into account Mr. Dakker's ruling already stated that the protests stand and carry forward.

ROBERT NELSON said he wanted to make it clear that the traffic engineer that was employed by the applicant based his opinion on the previous plan that was presented to this Commission and the City Commission. NELSON stated they did not ask the engineer to appear again because, since he felt the traffic situation could be handled with the original plan, it would be obvious that he would feel the same way about a reduced plan.

NELSON said that this is the first time to his knowledge that a petitioner has been requested to submit a traffic analysis and that numerous attempts were made on the part of the City Traffic Engineer and the traffic consultant hired, to reach an agreement.

TROUT commented that apparently everyone agrees that some light commercial should be granted and the problem now is just how much and in what form.

TROUT continued that the applicants maintain the revised application is the minimum which they can be expected to develop. He said the basic problem is not just this land but everything in the area, and the problems which may result. He suggested that there are probably three approaches to be considered: 1) Can adopt what the staff has recommended and probably there would be very little neighborhood opposition to that; 2) could adopt the revised plan which will add to the traffic, but which is a lot more acceptable than the original plan, primarily because of the changes made along 21st Street; and 3) take the whole area and determine just how much commercial should be allowed and adjust it between the four corners.

MOTION: TROUT moved, GOEBEL seconded and it carried unanimously that the Planning Commission recommend to the Board of City Commissioners that the amended application be approved, subject to the following conditions:

1. Each parcel being platted prior to the issuance of a building permit.

2. The applicant dedicating the necessary 75 feet of half-street right-of-way for major street improvements, and bearing all construction costs of the deceleration-acceleration lane at the southwest corner of the intersection, upon the platting of Parcels No. 2 and 3.
3. The applicant petitioning for the improvement of 21st Street and paying their appropriate assessments as platting occurs on Parcels No. 4, 5 and 7.
4. The applicant bearing all costs of necessary street improvements for Amidon, including medial construction and street widening and signalization at the main entrance to the center upon the platting of either Parcel No. 1 or Parcel No. 6. No access shall be permitted to Parcel No. 6 until the medial is constructed.
5. The applicant vacating the present access control for the major entrance approximately 1,100 feet south of the center line of 21st Street at the time of platting Parcel No. 1.
6. The development of this property proceeding in accordance with the Development Plan as approved by the Planning Commission and City Commission, 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.
7. Any major changes in this Development Plan being resubmitted to the Planning Commission and City Commission for their consideration as is the present policy.

It was specifically pointed out that the approval of the Development Plan does not vacate the access control to Amidon and that this must be done by a separate application.

NAPC Minutes
2/9/67
includes original
staff report.

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

MINUTES

FEBRUARY 9, 1967

SPECIAL MEETING

A special meeting of the Wichita-Sedgwick County Metropolitan Area Planning Commission was held on Thursday, February 9, 1967, at 12:30 p.m. in Room 401 of the City Building Annex, 104 South Main, Wichita, Kansas. The following were present: H. W. Kratzer, W. Harold Mooney, J. Jerald Branson, H. D. Bledsoe, John W. Trout, and Wm. J. Goebel. Members absent were Theodore H. Hill and Lee P. Blaser. Also present were C. Bickley Foster, Robert A. Lakin, Jack Galbraith, Ron Williamson, John Gist and Berniece Rathke of the planning staff. H. W. Kratzer, Chairman, presided.

The Chairman announced that this is a continuation of Zone Case Z-0824 and DP-23, which had been deferred at the meeting of January 26, 1967.

The Chairman introduced H. D. Bledsoe, newly appointed member of the Planning Commission, and extended words of welcome on behalf of the Commission.

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- 1.a Case No. Z-0824 - Clear Lake, Inc., Requests change from "AA" to "IC" for the following:
- Tract No. 1: Beginning 75 feet west and 225 feet south of the NE corner of the NW $\frac{1}{4}$ of Lot 1 in Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 125 feet; thence east 25 feet; thence south 1515 feet; thence northwesterly to a point 725 feet west and 1280 feet south of the NE corner of said Lot 1; thence north 1240 feet to a point 50 feet south of the north line of said Lot 1; thence east 375 feet; thence south 175 feet; thence east 275 feet to the point of beginning; and
- Tract No. 2: Beginning 75 feet west and 75 feet south of the NE corner of Lot 1 in Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 150 feet; thence west 125 feet; thence north 150 feet; thence east 225 feet to the point of beginning; and
- Tract No. 3: Beginning at a point 75 feet south and 200 feet west of the NE corner of Lot 1 in Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence west 150 feet; thence south 150 feet; thence east 150 feet; thence north 150 feet to the point of beginning; and

Tract No. 4: Beginning at a point 50 feet south and 725 feet west of the NE corner of Lot 1 in Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence west 480 feet; thence south 300 feet to a point 1215 feet west of the east line of said Lot 1; thence east parallel to the north line of said Lot 1, 490 feet; thence north 300 feet, more or less, to the point of beginning; and

Tract No. 5: Beginning at a point 50 feet south and 1205 feet west of the northeast corner of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 300 feet to a point 1215 feet west of the east line of said Lot 1; thence west 300 feet; thence north 300 feet; thence east 300 feet to the point of beginning; and

Change from "AA" to "C" for the following:

Tract No. 6: Beginning at a point 50 feet south and 1505 feet west of the northeast corner of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 300 feet; thence east 790 feet more or less to a point 350 feet south and 725 feet east of the northeast corner of said Lot 1; thence south 700 feet to a point 1050 feet south and 725 feet west of the northeast corner of said Lot 1; thence west 200 feet to a point 925 feet west and 1050 feet south of the northeast corner of said Lot 1; thence north 500 feet to a point 550 feet south of the north line of said Lot 1; thence west 790 feet to a point 550 feet south and 1715 feet west of the northeast corner of said Lot 1; thence north 500 feet; thence east 200 feet to the point of beginning; and

Change from "AA" to "B" for the following:

Tract No. 7: Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M., except Tracts 1 thru 6 inclusive, above-described, and except the north 50 feet thereof.

All generally located on the south side of 21st Street between Amidon and Meridian.

- 1.b Case No. DP-23 - Clear Lake, Inc., requests approval of a Combined Residential and Commercial Development Plan for an area described as follows: A tract beginning at the northeast corner of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 2086.5 feet along the east line of said Lot 1 to the center of 18th St. extended west; thence west 53 feet to the left bank of the Arkansas River; thence northwesterly and westerly along the left bank of the Arkansas River to the west line of said Lot 1; thence north along the west line of said Lot 1, 897.8 feet to the northwest corner of said Lot 1; thence east 2460.6 feet to the point of beginning. Generally located on the south side of 21st Street between Amidon and Meridian.

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

Comments

1. Ordinance Requirements - The applicants have submitted a zoning change request from "AA" to "B", "LC" and "C". The "LC" and "C" zoning request is greater than six acres; therefore, as required by ordinance, the applicants have submitted a commercial development plan under the CUP provisions of the ordinance. The "B" zoning request exceeds 20 acres and, therefore, a residential development plan has been submitted for that portion of the property. The residential CUP is optional under the ordinance; however, it is desirable on large areas where multi-family development is proposed, and the staff encourages residential CUP's on all such requests.
2. Land Use - A potential (existing approved "LC" and CUP's) of 730,000 square feet of retail floor area exists in this area. This includes the existing and future development of Twin Lakes, Sweetbriar Gardens, Atlantic Thrift Center and Riverbend Shopping Centers. The Marina Lake development plan proposes an additional 560,000 square feet of commercial and office floor area. The degree of office space was not distinguished from the commercial space by the developer. For comparison purposes, the CBD has approximately 2½ million square feet of retail floor area. If the Marina Lake Center is approved, the 21st Street and Amidon area will approximate one-half the retail floor area of the CBD.

The staff is concerned about the over-concentration of commercial zoning in one area and finds it extremely difficult to justify a shopping center of over a half million square feet in this area. Without a professional analysis by an economist or market analyst, it is impossible to draw a firm conclusion as to whether this center can be justified in this area. One of the leading authorities for development of all kinds - the Urban Land Institute - has this, in part, to say about new shopping centers:

"...A shopping center does not in itself generate new business; it distributes existing business. As each new center opens, its business volume comes in part from the central business district and in part from other suburban shopping areas. Until the increases in population and the readjustments in shopping habits catch up, additional retail facilities are justified only by actual increments in population and purchasing power.

"The fact remains that there is just so much spendable income in any municipality or locality. Whether there are too many shopping centers or whether over-development of retail

facilities is taking place depends on how thinly the total available spendable income of the community may be divided. Conditions and circumstances indicate that no arbitrary answer can be offered for the arithmetic number of shopping centers that are justified. This conclusion is reached because commercial development follows along with purchasing power.

"...shopping centers can be overdone. The concept has caught on to the extent that nearly every entrepreneur wants to develop a shopping center.

"In the rulebook of the Community Builders' Council, caution is the first principle of procedure.

"Concern for the welfare of the community and caution for the safe investment of capital are reasons why the Council issues a note of caution about overbuilding shopping centers. Financially successful shopping center development cannot go ahead faster than the community's ability to absorb the increased space for retail selling."

A full discussion of the feasibility and location of shopping centers may be found in the Community Builders' Handbook, Executive Edition, 1965 printing, pages 224 to 232; 234; 242 to 267.

Over-anticipating the commercial needs of an area results in several partially developed commercial areas which, if unsuccessful, do not lend themselves easily to redesign and redevelopment of a lesser use. Therefore, it is the opinion of the Planning Department that to avoid the future possibility of either piecemeal or strip development on 21st Street and Amidon that, if the application is approved, construction should not begin on Parcels #2, #3, #4 and #5 until such time as construction has started on the major facility in Parcel #1.

There is not sufficient justification for another shopping center in this area and, therefore, the use of the land should be delegated to a use that can be justified. Experience in the area has indicated that residential development on lakes or on former sandpits has been successful and the demand is good. The site has adequate access for residential development without having an adverse affect on the traffic-carrying capacity of Amidon. Therefore, it is the opinion of the Planning Department that the majority of the site should be developed for multi-family residential uses and that a small commercial area be approved adjacent to 21st Street.

3. **Traffic** - During the preliminary review of the Development Plan, the Department of Public Works expressed its concern for the future traffic-carrying capacity of Amidon. As a result, it was requested that the applicant prepare a traffic study to determine location and number of curb cuts permitted on Amidon and also to determine what affects, if any, the proposed points of ingress and egress would have on the traffic-carrying capacity of Amidon. Before the general relaxation of the CUP requirements some 2 or 3 years ago, such studies, as well as market analysis, were standard requirements of the Planning Commission.

The applicants retained the firm of Burgwin, Martin & Associates, P.A., Consulting Engineers, who prepared and submitted a report entitled, Traffic Projections and Access Study for Marina Lakes Development. The consultants analyzed three proposals for ingress and egress to the shopping center and as a result recommended that two major access points be provided; one directly opposite the entrance to Twin Lakes and the other at the southern end of the development. Also two additional right-turn-only access points were recommended at the northern end of the shopping center. The study further pointed out that the shopping center would generate enough traffic to exceed the level "C" capacity of the intersection of 21st and Amidon and, therefore, additional improvements would be necessary for the intersection in order to handle the increased traffic.

At the present time, the City has access control to this site from Amidon, except for the north 200 feet of the site and one 30-foot opening at the southern end of the site.

The Traffic Engineer also prepared a traffic capacity analysis of the intersection of 21st and Amidon and a copy of their study accompanies this report. Based on the proposed floor area and the Amidon orientation of the proposed Marina Lakes Shopping Center, it is the conclusion of the Traffic Engineer that an at-grade channelized intersection cannot handle the traffic that will be generated. Therefore, in order to preserve the traffic-carrying capacity of Amidon and the 21st Street intersection, it is the recommendation of the Traffic Engineer that the City not relinquish its access control, and that the applicant redesign and reorient the center to 21st Street.

It is the opinion of the Planning Department that if the shopping center cannot be built orienting to Amidon without exceeding the capacity of the Amidon-21st Street intersection, it likewise cannot be built at the same size orienting to 21st Street, without exceeding the capacity of the intersection. If the center

were oriented to 21st Street, it would encourage commercial applications for properties which abut the north side of 21st Street and eventually would result in the strip commercial development of 21st Street west of Amidon, which would further compound the traffic problems.

4. There naturally are various alternatives which must be explored. First, if the center is not going to be reduced in floor area, a new intersection design is necessary, such as ultimately having Amidon overpass 21st Street and construction of a diamond interchange. This will require a substantial increase in the right-of-way on the west side of Amidon on both the northwest and southwest corners of the intersection. This will involve the removal of an existing service station on the northwest corner and will result in a substantial cost to the public. The second alternative, if the shopping center is approved, is to redesign the development plan as suggested by the Traffic Engineer; or redesign of medials and relocation of access points as recommended by the applicants' consultants.
5. There are several other points that the staff is concerned about on the plat, if the shopping center is to be approved, and they are as follows:
 - a. The staff is of the opinion that commercial uses should not be permitted further west than the west line of Sweetbriar Street and, therefore, it is recommended that the primary use of Parcel #5 be designated as office, and that if any commercial uses are proposed, they be specifically indicated on the Plan and be within the office structure, providing no drive-in type facilities are proposed.
 - b. It is the opinion of the staff that two parcels (#2 and #3) should not be encouraged at the intersection inasmuch as congestion is increased and the free-standing structures tend to reflect strip commercial rather than shopping center facilities. Therefore, it is recommended that Parcel #3 be deleted from the Plan and the use be incorporated into Parcel #1.
 - c. In order to have outdoor display and sale of marine supplies in either Parcels #1, #4 or #5, it will be necessary to have Board of Zoning Appeals approval, and it is the opinion of the staff that Parcel #6 should be treated similarly. Therefore, it is recommended that Parcel #5 be amended from "C" to "LC" and that that portion of Parcel #6 west of the west side of Parcel #5 be deleted, amended to "B" zoning and incorporated into Parcel #7; and further, that "subject to Board of Zoning Appeals approval" be added at the end of Condition #7 in Parcels #1, #4, #5 and #6.

- d. Since the curb cuts are the key to the development and so that no question arises in the future, it is recommended that General Provision #3 read as follows: "Curb cuts to Amidon and 21st Street shall be located as indicated on the Development Plan."
- e. Condition #5 under Parcel #1, which refers to the setback in relation to the off-street parking structures, is not clear. The parking structure is a unique proposal but the staff is concerned about the approval of an off-street parking structure with no setbacks for the level or levels that would be above the elevation of Amidon. It is our understanding from the site plan submitted by the applicant that parking levels above the elevation of Amidon will set back from the property line approximately 120 feet; therefore, it is recommended that Condition #5 under Parcel #1 be reworded as follows:
 - "5. Setbacks shall be as indicated on the Plan, but shall not refer to any floor of the parking structure. In no event shall any floor of the parking structure exceed a maximum of 8 feet above the grade of Amidon and any such floor of the parking structure above the grade of Amidon shall maintain a minimum 10-foot setback."
6. Residential Parcel - The staff has reviewed the residential portion of the Development Plan, Parcel #7, and it appears to be satisfactory as to density, proposed building locations, open space, fencing and other general requirements.

Recommendation

It is the recommendation of the Planning Department that the "LC" and "C" zoning, and Commercial parcels of the Development Plan not be approved inasmuch as there is not sufficient need or justification for another shopping center in this area, and that it would severely handicap the traffic-carrying capacity of the major streets. It is further recommended that the Plan be redesigned with the majority of the tract being residential and only a limited amount of "LC" approved adjacent to 21st Street.

If the Planning Commission recommends approval of the Development Plan, it is recommended that one of the two following alternatives be approved:

Alternative One

1. The applicant dedicating the additional right-of-way west of Amidon which is necessary for street improvements, with the applicant bearing the cost of necessary street improvements

and signalization, and reserving necessary rights-of-way for possible future construction of an overpass and diamond interchange, and relocates the access points in conformance with the plan of the Traffic Engineer.

2. Deleting Parcels #2 and #3 from the Plan.
3. Amending Parcel #6 from "C" to "LC" and that that portion of Parcel #6 west of the west side of Parcel #5 be deleted, amended to "B" zoning and incorporated into Parcel #7.
4. Adding "subject to Board of Zoning Appeals approval" to the end of Condition #7 in Parcels #1, #4, #5 and #6.
5. Rewording General Provision #3 as follows: "Curb cuts to Amidon and 21st Street shall be as indicated on the Development Plan."
6. Rewording Condition #5, Parcel #1 as follows:
 5. Setbacks shall be as indicated on the Plan, but shall not refer to any floor of the parking structure. In no event shall any floor of the parking structure exceed a maximum of 8 feet above the grade of Amidon and any such floor above the grade of Amidon shall maintain a 100-foot minimum setback."
7. Each parcel being platted prior to the issuance of a building permit.
8. The development of this property proceeding in accordance with the development plan as approved by the Planning Commission and City Commission, 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.
9. Any major changes in this Development Plan being resubmitted to the Planning Commission and City Commission for their consideration.

Alternative Two

Instruct the applicant to redesign the Development Plan and amend the zoning application, reducing the area of commercial to that which will not generate additional traffic to exceed the capacity of the intersection of 21st and Amidon and following the general criteria as indicated below:

1. Orient the commercial facility to 21st Street without extending the commercial zoning west of Sweetbriar Street.
2. Extend the "B" multiple-family zoning east to Amidon along the southern portion of the tract.
3. Utilize that access which is now available.

ROBERT H. NELSON, Attorney for the applicant, said that considerable time has been devoted to meetings with the project architect, the Traffic Engineer, Planning staff and representatives of the Public Works Department in an effort to come to a mutual agreement with respect to this development. In referring to the staff report, he pointed out that the report, basically, says that there is presently enough "LC" in this area and that "LC" should not be oriented toward Amidon because of a traffic hazard or congestion that would be created, and suggested that any "LC" be oriented towards 21st, with which the Traffic Engineer concurs. NELSON noted that the staff suggests that the "LC" on 21st Street not be extended west of the first north-south street west of Amidon and north of 21st Street. It was his opinion that the staff recommendation concludes that there should not be any shopping center on subject property, regardless of which way it is oriented, and that subject property, for the most part, should be residential.

NELSON referred to his understanding of a Planning Commission policy that where there is light commercial zoning on three corners then the fourth corner is entitled to the same treatment. He continued that subject property is an abandoned sandpit, originally owned by Dolese Brothers, who used it for sand extraction for use in their business, and the only reason there is a dedication of access control on the west side of Amidon is because of an arrangement made with the City at the time of opening of this new street (Amidon). Dolese Brothers dedicated the west half of the right-of-way for Amidon and access control, except for one opening at the south end, and in exchange the City installed a fence between the sandpit area and Amidon and were not assessed for the construction of the street. Dolese was also granted, by an agreement, the use of Amidon Avenue from 21st Street to 13th Street by their tracks to facilitate transportation of sand from the area.

NELSON said that the CUP development proposed is a shopping center on two levels, one a few feet below grade and the upper level at grade with Amidon, and an entrance is proposed from Amidon, and access to Amidon is requested inasmuch as the center is proposed to be oriented toward Amidon. He said the request for "C" is to accommodate the sale of marine supplies and sale of boats, etc. NELSON referred to the staff suggestion that permission be obtained from the Board of Zoning Appeals for that purpose and he indicated they would be agreeable to such suggestion, realizing that "C" zoning would permit other uses.

NELSON commented that he felt the major portion of the staff's report was related to the economic feasibility of the proposal and that when the CUP provisions were originally adopted the petitioners were required to submit an economic feasibility report, which was subsequently deleted from the requirements. Further, it was his understanding the Planning Commission adopted a policy directing that the staff not make an economic feasibility report. He questioned the qualifications of the staff to make such a determination. It was his contention that if the right kind of leases could be obtained for a center then the center is justified, regardless of what the Planning staff think. The Attorney maintained that the question of feasibility is whether or not the developers will be able to obtain the proper leases; if they cannot obtain leases, it will not be built. They are not going to put millions of dollars into construction and development unless they are assured it will be occupied and by the right kind of tenants, he continued that they cannot obtain financing unless they have leases to support their project.

NELSON pointed out that in obtaining financing, the developers will have to show that the project will be economically sound by showing that it will be occupied and by the right kind of tenants who will be able to pay the rent.

NELSON did not consider it necessary to discuss the various tracts of the CUP, but did state that to be able to obtain proper leases they must have entrance on Amidon; without that it cannot be developed because the traffic study shows that people coming to the shopping facilities at the intersection of 21st Street and Amidon, are coming principally from the south.

NELSON said that a traffic study, as suggested by the city staff, has been made by the firm of Burgein, Martin and Associates, so that the Planning Commission and the City Commission could be properly advised.

The Attorney said that the applicant and consulting firm had held numerous meetings with the Traffic Engineer's staff and Public Works Department representatives in an attempt to coordinate the studies related to traffic on Amidon and at the intersection of Amidon and 21st Street. With respect to traffic, NELSON referred to a recent meeting in Topeka when a consulting engineer who spoke to the group indicated that development of land should not be held back simply because it will create a traffic problem at some time in the future. He agreed that the problem would have to be resolved at that later time when it becomes a problem, but to not permit development of an area that will eventually create a traffic problem did not seem like sound planning to him.

NELSON pointed out that subject property is a body of water surrounded by vacant land and that the tax return cannot be very much, especially when compared to that which would be realized through the proposed development of a shopping center and townhouse and apartment units. He said that his clients estimate a \$5 to \$11 million dollar investment, which would add considerably to the tax base for the City. He pointed out that the City officials are lobbying in Topeka at this time in an effort to find additional sources of revenue to supplement the ad valorem tax base to pay the cost of government.

NELSON stated that Mr. Armstrong, with the consulting firm of Burgwin, Martin and Associates, would discuss the analysis of his report so far as handling of traffic is concerned. NELSON said that Mr. Armstrong is well qualified in his field, having graduated from Iowa State University in 1946, completed graduate work at Yale University in connection with traffic engineering in 1953, was with the State Highway Commission in traffic and urban highway development from 1951 until his association with the consulting firm. He said that this consulting firm has been employed by the State Highway Commission with reference to relocation study of K-96 and has been selected as a consultant reporting to the State Highway Commission on the Northeast Circumferential Route around the City of Wichita.

BILL ARMSTRONG, representing Burgwin, Martin and Associates, said their study involved a determination of how to handle the traffic that would be generated by the Marina Lakes development along with the present traffic in the area, and a determination of the number and location of access points needed along Amidon. He stated that their analysis considered the amount of traffic that would exist once the project is constructed and from which direction it would approach the center, and also from the existing traffic that which would be attracted to this new center. MR. ARMSTRONG stated that after they arrived at a composite figure of the total traffic, then a determination was necessary for turning movements and the street and intersection capacity. ARMSTRONG said their study was based on the fact that peak shopping trips occur later in the evening between 7 and 9 o'clock with the peak street travel usually from 5 to 6 p.m. The consultant said that each shopping center has its individual characteristics, but that regional centers have a very definite trip characteristic in respect to peaking conditions. ARMSTRONG stated that the question was whether this center would react as other regional centers across the nation have, and it was his feeling that this center would tend to have those same characteristics; however, the Traffic Engineer did not agree with this mainly because of experience with another center in this area. ARMSTRONG maintained that the two centers are not comparable, but he did attempt to work out a possible solution by assessing the situation based on the worst condition which would exist, i.e., the peak shopping hour occurring during peak street use, with his revised study reflecting such a situation.

ARMSTRONG said they also revised the attraction to the center because of the reduction of square footage from 560,000 to 350,000 square feet.

With respect to traffic assignments and turning movements, first they studied it on the basis of the center being built and the existing access control remaining, and found that the concentration of traffic would be at the one main entrance to the south. ARMSTRONG said they did not assign any traffic off Amidon at the north because those entrances were so close to the intersection; therefore, left turns from the south have to enter at the one existing location. He said this would be a problem and he did not recommend it. The second case studied was two entrances at the north end to serve the service station; the entrance which is 200 feet or a little farther south would serve the service station as well as the center. Left turns would not be permitted at these two entrances. Two major entrances would be toward the center of the tract which would be T-type intersections, the first being 400 to 500 feet south of the existing Twin Lakes intersection and the second towards the south end of the tract.

ARMSTRONG said that the third case studied would have two entrances to the north (within the 200 feet where there is no controlled access) which would be in and out but with no crossing of the medial; then one main entrance oriented in line with the existing Twin Lakes entrance and another main T-type intersection with a crossing of the medial to the south. So far as the controlled access this case would mean two major points of entrance into the complex with the one to the south also serving the apartments.

ARMSTRONG said that they considered projected 1985 traffic which indicated about 25,000 on Amidon and between 18,000 and 22,000 on 21st Street. He noted that these are fairly high volumes and that there might be problems in 1985, but it would be within the authority of the City to provide necessary future improvements of traffic facilities.

In further clarification of accesses proposed, ARMSTRONG said they propose two access points at the north end (within the 200 feet not controlled by the City) which they discount somewhat so far as serving the main shopping center. Also, there would be two main access points, one directly opposite Twin Lakes main entrance to Amidon and the other one farther south. There would be a total of four, two with crossovers and two without crossovers.

When questioned concerning his study of 21st Street, ARMSTRONG said they did not study 21st Street other than to assign traffic to the intersection; they assumed there would be one major entrance and others as necessary to handle the traffic. He said their main concern was handling of traffic at the intersection.

TROUT took exception to the earlier inference that the Commission should not consider traffic problems of the future to the extent of holding up development; that that problem would be taken care of when development occurs. He considered this would be a radical departure in philosophy and further, the only time the Commission has an opportunity to review something like this and its affect on the overall development is when the proposed development is submitted for approval. He felt that now is the time to consider the traffic and make provision for the future.

ARMSTRONG indicated that as planners and traffic engineers he did not consider that a development should be denied because of the inability of a traffic facility to handle traffic in 1985. He doubted if anyone knew just what would happen in 1985; however, he agreed that traffic will increase, but that Amidon will not be the only problem in the future. He suggested that with improved methods of highway construction any problem could be resolved at the time it develops.

FOSTER pointed out that financing of streets and even highways on a state level is far behind needs at this time and the question is whether there will be financing for future street and highway improvements.

PAUL GRAVES, Traffic Engineer for the City of Wichita, said that in November of 1966, problems were developing in and around the intersection of 21st Street and Amidon, and in cooperation with the developers of Twin Lakes a study was contemplated; however, before it got underway the Marina Lake proposal came to their attention, so they have cooperated with Mr. Armstrong in coordinating the study. GRAVES said that his Division concentrated principally on entrances and exit movements as related to Twin Lakes to determine the amount of traffic in and out of the center and at what time of day the movements occurred. He referred to their report which indicated that traffic assigned to Marina Lake was based on a proposed development of 450,000 square feet; but through study of the project and in discussion with the applicant, it appeared there was a discrepancy in this respect and their analysis as that of the applicant's consultant, was based on 350,000 square feet. The traffic volume was revised and it has resulted in basic agreement with Mr. Armstrong's projected traffic volume. He said they have suggested a supplemental recommendation since the preparation of the above referred to report.

GRAVES said that it is the recommendation of the Traffic Engineer that the request for the City to relinquish existing access control on Amidon be denied under the development as proposed, either on the basis of 350,000 or 560,000 square feet. GRAVES pointed out that the present development conditions would provide for a land use that

would place this intersection into a level of traffic service that is undesirable; as previously pointed out, the land use for commercial development in this area would approach half of that of the Central Business District.

The Traffic Engineer said that if the proposed development is reduced in both size and intensity of land developed, in conformance with the Planning staff recommendation for redesign of the development with the majority of the tract being residential and a limited amount of light commercial oriented to 21st Street, then it is possible to maintain a high level of service on Amidon and at the intersection. GRAVES continued that if this is done, then it is conceivable that an access point could be satisfactorily worked out on Amidon about 550 feet south of the existing access point on Twin Lakes.

When questioned as to his approval of two access points just south of 21st Street at the service station site, GRAVES said he thought this could be worked out, depending on just where the access points are proposed and the distance of the first point south of the intersection.

KRATZER asked if he was agreeing to four access points on Amidon as pointed out by Mr. Armstrong, and GRAVES said he was agreeing with four access points but that there would be only one break in the medial. GRAVES said they were quite concerned with preserving the traffic carrying capacity of Amidon, as it is the only north-south thoroughfare at the present time which moves traffic, with the exception of I-235 (by-pass) west of the City. The next one which would approach this type of facility is the Canal Route, once it is constructed and in operation.

GRAVES said that the City has just recently taken access control just north of Central on Amidon and that this street plays a vital part in the core area street system which is a part of the overall Inner Loop complex. He said that in an effort to maintain good traffic movement on Amidon, they have used the calculations which they had, which are in the same range as the consultant's report. This information was submitted to a signal company to ascertain the type of signal equipment necessary to move traffic through this area at 30-35 miles per hour. With the spacing of the Marina Lake entrance about 550 feet south of the Twin Lakes main entrance to Amidon to maintain ideal spacing and signalization, he said they could maintain service along this thoroughfare with an additional signal. GRAVES commented that in December there was peak congestion especially on 21st Street.

GRAVES said he would explain the term "level of service" which had been mentioned. The objective in designing a new highway facility is not to design for capacity conditions particularly, but to provide for a level of service acceptable to the driver. He

pointed out that for each level of service there is a corresponding traffic volume. Level of service is a qualitative measure of the effect of speed and travel time, freedom to maneuver, safety, driving comfort and convenience and economy. With respect to the term "load factor", GRAVES said that an approach may be considered to be loaded when on a green signal, vehicles are ready to enter the intersection at all lanes and continue to be available to enter in all lanes during the entire phase with no unusual time for long spacing between vehicles. To determine load factors to arrive at level of service, the load factor for a normal intersection can be from zero up to a value of one. When the load factor of one is reached, all cycles are loaded waiting to go. A load factor of zero represents any situation in which no cycles during the hour is loaded. A load factor of 0.2 represents 20% and indicates good operating conditions in most cases. A load factor of 0.4 represents a relatively high volume condition which may result in considerable delay for some vehicles. Factors greater than 0.4 indicate increased congesting conditions.

GRAVES pointed out that the term "Level C", which is when the load factor is from 0.1 to 0.3, which represents 20% of the cycle is loaded and is a good operating condition in most cases, but beyond that point it is congested and above 40% of the signal light is loaded. He noted that it should be easily recognized that Level "C" is proper service to design for at this intersection. GRAVES said that traffic projected for 1967, including this development, indicates that the intersection of 21st Street and Amidon would be operating on the upper level of "C" - just about "D", and would go into level of service "D" within the first two months after operation.

GRAVES continued that a study was made of four shopping centers within the City in an attempt to determine what the yearly increase in traffic is, the centers chosen being about the same distance from the core area and in operation for at least 5 years.

GRAVES reported the following information showing percentage of increase in the last four years:

Park Lane south of Harry and east of Oliver - 25%
Seneca Square north of 31st Street South and west of
Seneca - 27%
Indian Hills south of 13th Street - 34%
Westlink south of Central and west of Tyler - 23%

GRAVES said they used a 2% increase in traffic volume, which they considered a conservative figure, to project the traffic volume in this case, which would require deal left turn on the east side of Amidon at 21st, the same as Mr. Armstrong mentioned. GRAVES said that in order to phase a double left turn into the intersection,

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Mr. Armstrong assumed the intersection would be a 4-phase operation; however, this could not be done considering the volume projected for Amidon and 21st Street. GRAVES assumed that Mr. Armstrong's suggestion was that the approach west bound on 21st would have a green light and every other movement a red light, but through experience it has been found it is not the most successful operation. In order to maintain service on Amidon a 4-phase operation cannot be used. He said at one time there was such a signalization system at Broadway and Pawnee and that vehicles were backed up south across the John Mack bridge.

GRAVES said they propose a modern traffic signal system at this intersection which would provide for left turns, then through movement and right turns at the same time, and on the opposite street would be the same type of operation. GRAVES said that in order to provide for double left turn storage it would require reconstruction of 21st Street and Amidon intersection and two left turn lanes would mean placing a medial farther east and widening and he pointed out on the map the additional right-of-way which would be needed on 21st Street to the east and west of Amidon. He said that in order to maintain level of service "C", the double left turn would have to be accomplished through reconstruction of the intersection.

GRAVES said that the projected volume for 1985 is 36,000 on Amidon and 30,000 on 21st Street, and that there is not an intersection presently existing that has that volume and that this much volume is close to Level of Service "F" where there are loaded cycles (Graves passed out drawings which indicated what the lane requirements would be.)

For the sake of comparison, GRAVES pointed out that the intersection of Central-McLean and Meridian carries around 22,000 vehicles per day and other high volume intersections are Kellogg and Broadway, Kellogg and Topoka and Kellogg and Market. He noted that while there is a double left turn movement at Market and Kellogg, the outside lane is not used to the same capacity as the inside lane, so a double left turn movement does not indicate an automatic doubling of the volume.

In summary, GRAVES said they would recommend that the existing access control on Amidon not be relinquished under the proposed development plan, and that the Planning Department and Planning Commission determine the maximum amount of "LC" which could be allowed and still be consistent with design procedure for level of service "C" and not permit any commercial or office development beyond that point. He suggested that this same type of procedure could be applied to other areas in the City.

GRAVES said that he believed a certain amount of land could be developed as commercial which would be consistent with Level of Service "C" design criteria and an opening of the access control could be permitted on Amidon along with major access located on 21st Street about 800 to 1,000 feet west of Amidon, which would mean orienting both to Amidon and 21st Street.

When asked about the possibility of a grade separation, GRAVES said they did some study on this to determine what additional right-of-way would be needed; however, they are not recommending this solution.

BLEDSOE inquired about the right-of-way width on Amidon between 21st Street and the North Wichita Thruway (Graves said the right-of-way is 100 feet) and felt that with the tie-in to K-96 with Amidon it seems likely that Amidon is presently underbuilt and that in view of the present commercial development and the highway plans to the north, that a second look should have been taken before the recent reconstruction of this intersection.

GRAVES said that they are still of the opinion that the intersection is properly constructed and designed and is an adequate facility for the existing land use, plus what was contemplated at the time it was constructed. He stated that it is capable of handling existing traffic demands now and that proposed from K-96.

BLEDSOE asked if the North Wichita Thruway would eliminate some of the traffic on Amidon, and GRAVES said he did not think it would add to or lessen the volumes. With respect to K-96 traffic, GRAVES suggested it would be more likely that the majority of the traffic would travel on the by-pass and then into the core area, which would be the quickest route, rather than on Amidon-McLean. He stated that if the destination of a motorist is the core area, the Canal Route will provide access when it is completed. It was his opinion that most of the traffic on Amidon will continue to be a local type rather than through traffic.

RALPH WULZ, Director of Public Works, said he did not think this area was comparable to any other in the City in that there is more commercial development proposed at this intersection than any other comparable area in the City and this area is served basically by only two streets - 21st and Amidon. This is not the situation in any other instance. In this case, because of the River, there is no street system to the south other than Amidon and none to the west that goes any distance, so there is extremely limited access to this general area.

Along this same line, WULZ noted that the staff has pointed out that by subject zoning the proposed commercial development at this

intersection would equal half the retail floor space of the Central Business District, and he called attention to the numerous streets serving the downtown area - major streets which provide access to and from the core area. WULZ asked the Commission to visualize traffic in subject area at Broadway and Douglas where left turns are not permitted. He said that traffic on Amidon south of 21st Street has increased from around 7,000 to 12,000 and on 21st Street west of Amidon from 5,800 to 7,600 from 1963 to 1966. He pointed out also that 21st Street west of Amidon is not indicated as a major street in the Transportation Plan and that consideration has been given to abandonment of the bridge on 21st Street, but with the development proposed in this case, such abandonment will not take place. He suggested that the Capital Improvement Program would need to be restudied to determine whether the bridge should be included, and he estimated it would require \$500,000.

WULZ said that a sizeable increase in traffic was anticipated when the intersection was designed and constructed and on numerous occasions the City Commission and City staff have pointed with pride to the project as an example of the traffic service which other areas in the City may enjoy some day. He noted that it is necessary that such roadway improvements be made to assure healthy growth of the community.

WULZ observed also that it is amazing how often after much planning for an area and problems surmounted to provide desirable service for existing commercial development, there is a demand for additional commercial zoning.

WULZ referred to the access control along the west side of Amidon and said that in anticipation of commercial development access control was acquired by the City to protect and assure that Amidon would continue to function as a major traffic carrier. He said that because of the developer's intent and proposal to "break" the access control, the City requested the developer to provide additional information relative to the traffic situation which would develop as a result of approving the plan and breaking the access to serve Marina Lake.

WULZ continued that the City acquired access control by agreeing not to access any portion of the cost of construction of Amidon from a point 200 feet south of the 21st Street intersection south to the River to the adjacent property on the west. Thus, the access control was not acquired through platting but, rather, in effect, bought and paid for by the residents of the City at large. He pointed out that access to the south of Amidon has also been gained and that the City condemned property south of the river in

order to extend Amidon from 13th to 21st. He said the City has full access control in that mile (between 13th and 21st) except for access points to Twin Lakes.

WULZ referred to the fact that the applicant had obtained the services of a qualified consultant, who had concluded that Plan 3 as illustrated would be the most desirable. He pointed out that this Plan proposes entrance across from the existing Amidon entrance serving Twin Lakes and subsequent signalization of this intersection. He said that that in itself would be an impediment to the flow of traffic. In addition, the consultant said that development of Marina Lake would necessitate the redesign of the intersection of 21st Street and Amidon and improved signalization. He pointed out that such proposals would involve large expenditure of public money and the implication that such improvements would reduce the traffic service afforded the residents and commercial developments already existing in the area, was an immediate concern of the City staff.

WULZ said that because of foresight on the part of the Planning Commission and City Commission, this intersection with three committed shopping centers, provides a level of service categorized as Level of Service B, which means there exists a stable flow of traffic through the intersection with little delay to the users and, based on the land use and Transportation Study, this condition should continue to exist into the foreseeable future. However, these desirable conditions will cease to exist with the development of Marina Lake as proposed, as the developers' consultant has pointed out. He has agreed that the increased vehicles by this development would necessitate improved signalization and dual left turns. This would be a traffic situation which would reduce traffic service on these facilities to Level of Service D, which would be increased restrictions with substantial delays at certain peak periods. He noted that such conditions do already exist in the City and are tolerated by the public, but they are not purposely planned to function in this manner.

WULZ said that the findings of the consultant were reviewed by the Planning staff and Public Works staff and analyzed in depth by the Traffic Engineer. It was his feeling that the survey indicates that the consultant may have been somewhat conservative with respect to projected traffic volumes which could be anticipated at the intersection which would fall below Level of Service D. He said that in the opinion of the Traffic Engineer, it did not appear logical that Plan 3 could be accepted, and it was the opinion of the staff that the area residents were entitled to level of service which they paid for through assessments and general tax funds. He

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commented that it would appear funds initially spent to provide such service would be wasted if the land use pattern assumed when initial construction was undertaken is now changed.

WULZ said that while it is not his responsibility to question whether the area can economically support a retail complex 1/2 the size of the existing core area, it is his responsibility to question traffic service which is afforded the citizens of north-west Wichita and the economic involved in providing that service.

WULZ commented that because of the natural barrier (River) and existing major developments, it is impractical to develop a street system which would handle the traffic which would be generated by a shopping center of this magnitude, assuming further development of the existing shopping centers as presently authorized.

WULZ said he felt the access control should not be relinquished - that he would support that amount of commercial which can be served trafficwise without the condemnation of existing commercial development, the amount of which is not known at this time. WULZ said he would recommend the relinquishing of an access control at one additional point on Amidon provided the developer pays for the cost of reconstructing Amidon and signalization as necessary, and necessary reconstruction on 21st Street. He pointed out that if dual left turns are required, it would require additional right-of-way (condemnation) of existing commercial development on the north side of 21st Street and on Amidon as well. He said he could not reason out the justification for granting more commercial zoning to the extent requested, which would result in condemnation of existing commercial development in the area.

BRANSON asked if any cost figure had been determined to improve the intersection as suggested. WULZ said they had considered what additional right-of-way would be required but was not prepared as to cost. He pointed out that it would involve condemning property from a new service station on the northeast corner. He pointed out that in another condemnation of a service station site at the northeast corner of Kellogg and Rock Road, the city is paying around 30 thousand dollars. Further, in proposed reconstruction of the intersection of Broadway and Pawnee, which is proposed to be reconstructed at less standard than subject intersection, the estimated cost is \$250,000.

When questioned as to cost of opening up Amidon (a new street) WULZ said that originally Amidon did not extend south of 21st Street and that when the bridge was built the city condemned and acquired a couple of commercial establishments on the south side of 21st Street in this area at a cost of 35 to 40 thousand dollars.

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BLEDSON asked whether or not assessment for improving Amidon was assessed to adjacent property from subject property south to 13th Street, and WULZ stated that immediately south of the bridge the City bought land and gained access control and did not assess, but from 15th Street on south to 13th was assessed. He said there was no assessment to subject property for improvement of Amidon except for the north 200 feet where access control was not acquired.

FOSTER pointed out that access on the west side of Amidon north of 21st Street is limited, but there are homes on the east side north of the present commercial zone.

WULZ commented that it would have been desirable if the medial had been extended farther north of 21st Street on Amidon to protect the entrance to Sweetbriar and he thought that eventually it would be extended.

The Chairman asked that, if possible, those people in opposition to this application have their opposition expressed by a spokesman on behalf of all.

GEORGE POWERS, Attorney representing the developers of Twin Lakes Shopping Center, spoke in opposition. He pointed out that the northwest edge of the City had not developed very fast until Twin Lakes was constructed and that this center and Sweetbriar and Atlantic Thrift Center have given a tremendous lift and impetus to the growth of northwest Wichita. He pointed out that in 1962 Twin Lakes was just two sandpits, and that there was little development except for residential north of 21st Street. He stated that the City then proposed to develop Amidon and it is the only street today in West Wichita that goes from north to south uninterrupted.

The Attorney pointed out that there actually is not any land available for the widening of Amidon since the fence on the west side is right on the property line and right on the bank line of the lake. He referred to the fact that the City has done well to retain Amidon as a controlled road, and pointed out that access from the apartments on the west side just north of 13th Street were denied access.

POWERS continued that in opening up this road, Dolase Brothers (then owners of subject property) agreed to the dedication of right-of-way in exchange for not being assessed for Amidon Street improvements and the City having no access control on the 200 feet immediately south of 21st Street. Dolase Brothers also retained access of 30 feet at the southern end of the tract. In further negotiating for opening of the road, the City agreed with Dolase Brothers to provide the fence on the west side of the roadway right-of-way. POWERS stated that the transaction for the property was made with full knowledge of the owners of subject property that there would be no access except for the north 200 feet and a point on the south end.

POWERS reported that Twin Lakes, on the east side of Amidon, paid for its share of the paving of Amidon and were granted access at one point. It was his contention that the developers of Twin Lakes should be able to rely on the city to carry out the plan of not allowing access on the west side, inasmuch as, based on the plan at that time, Twin Lakes developers have invested five million dollars. It was his feeling that to permit access on the west side for another center would be very detrimental to Twin Lakes. POWERS stressed also that it did not appear reasonable to condemn existing commercial facilities in order to permit the development of other commercial uses at a different location.

POWERS submitted an aerial photograph taken in December of 1966 of this intersection, noting the traffic situation at that time and the fact that traffic congestion is bad under the present situation. He maintained that his client's opposition is not self-fish but is one of self-interest, particularly in view of the investment which they have.

POWERS pointed out that the shopping facilities already approved in this general area have not been developed to the extent possible. He pointed out that Sweetbriar has considerable expansion potential and that Riverbend Shopping Center to the east across the River on 21st Street has not even started as yet, and that Twin Lakes has developed only 57% of its approved commercial area. He commented that the present application for an additional 560,000 square feet would result in more than one-half of the total downtown area for the intersection of 21st and Amidon.

POWERS said he did not agree with the proponents contention that the Planning Commission should not consider the economic feasibility of a request of this nature. He pointed out that while the applicant's attorney maintains that whether or not leases could be obtained would determine the economic feasibility, he did not consider that proper planning or to the best public interest. With respect to light commercial zoning on the other three corners of this intersection, he did not consider it logical to have a policy of zoning commercial just because the area across the street was so zoned.

The Attorney said they felt the request should not be granted at all - that his clients have a right to expect protection because their development was based on the agreement that there would not be access to Amidon from the area on the west, except as previously agreed to (200 feet south of 21st Street and 30 feet at the south end). He commented that the traffic consultant has made no study of 21st Street traffic as it did not seem likely that the project proposed could prosper if oriented toward 21st Street.

POWERS said that he spoke in opposition on behalf of the owners of Twin Lakes and for other merchants in the area who have contacted him since the filing of the request and that they are all opposed and asked that the Planning Commission disapprove the request.

MICHAEL BELLDOMO, 2245 Bullinger, spoke in opposition and submitted protest petitions signed by 59 property owners in the residential area north of 21st Street and west of Amidon. His objection was based on the fact that there would be added traffic which would be hazardous for small children, the possibility of added assessment for street improvements and the possibility that their homes would be devalued, and stated that they did not feel that additional commercial was necessary. It was his contention that while the proposed development looks great on paper, he felt the developers should locate in an area other than this residential area.

BRANSON thought the staff's Alternate #2 seemed the most reasonable.

GALBRAITH stated that he felt Mr. Nelson's analysis of the staff report was not accurate. He stated that the staff had emphasized its concern with the over-concentration of commercial zoning in this one area; however, the staff had not made an economic analysis of the area and pointed out that without a professional analysis by an economist or market analysis, it is impossible to determine whether this center can be justified in this area. He further stated that the staff had tried to present the facts to the Commission, however, the facts were becoming confusing. He stated that both Mr. Armstrong and Mr. Graves had analyzed the traffic problem based upon a proposed 350,000 square feet of floor area, however, the plan indicates a proposal of 560,000 square feet of retail and office floor space, plus another 161,000 square feet proposed in the area requested for "C" zoning. GALBRAITH continued that it appears that the proposed development cannot be built at this intersection and maintain the desired level of services.

BLEDSON commented that according to Mr. Powers' statement that Twin Lakes is only 57% developed and from the congestion of traffic as shown by the picture submitted, he wondered where the other 43% would be developed. He did not think the Commission should discount the fact that it isn't going to be economically feasible, and stated that the City is continually fighting to bring new industry into the area. He continued that if the developers are willing to provide the capital he did not consider himself capable of telling them it is not economically feasible.

BRANSON said it looked like there had been too much commercial zoning already permitted in this area and doubted that the Planning Commission should not allow some commercial zoning in this area. It was his feeling that since the city at large paid for the paving of

of the west side of Amidon, then it would not be in the public interest for the City to bear the cost of signalization and the widening of the street to take care of traffic which will be generated by the proposed development. He suggested as a compromise that Alternate 2 as suggested by the staff be seriously considered for approval, which would require redesign and reduction of the request for commercial zoning, and with orientation to 21st Street rather than Amidon. He stated that if the proposed commercial is reduced then the traffic could be conveniently handled by the present intersection improvement and signalization.

MOTION: BRANSON moved that Alternate Two as suggested by the staff be approved, that the applicant be instructed to redesign the Development Plan and amend the zoning application, reducing the area of commercial to that which will not generate additional traffic to exceed the capacity of the intersection of 21st Street and Amidon and following the general criteria as follows:

1. Orient the commercial facility to 21st Street without extending the commercial zoning west of Sweetbriar Street.
2. Extend the "B" multiple-family zoning east to Amidon along the southern portion of the tract.
3. Utilize that access which is now available.

(This motion was not seconded.)

BLEDSOE asked if this would leave a crossover on Amidon. BRANSON pointed out that the Public Works Department had indicated that one opening could probably be allowed if the proposed commercial development is reduced to the extent that existing traffic facilities could still result in the level of service desirable for this intersection. BRANSON further clarified his motion to mean that the development should be reduced sufficiently that it would not mean a costly expenditure for the city at large in order to properly handle the traffic generated at this intersection.

MOONEY inquired as to possible cost of additional traffic improvements which might be required in approving the request. GRAVES said that the entire cost estimate was not available, that it would require widening of Amidon on both sides, plus the signalization of one of the entrances which would be around 8 to 10 thousand dollars, plus the improvement of 21st Street and improvement of the intersection. He pointed out that actually the necessary improvements would depend upon what amount of land is allowed for commercial as far as level of service is concerned.

BRANSON asked if 21st Street and Amidon could carry a reasonable amount of increased traffic that would be generated if just a portion of the "LC" request was approved. GRAVES said the carrying capacity of both streets would be dependent on the amount of square feet of floor area approved.

TROUT referred to the residential area to the north and west, and other commercial development in this area, and noted that the question is how much area can be set aside in the public interest without creating a tremendous public expenditure and at the same time allow private interests to make the best use of their land. TROUT continued that he was fascinated by the plan, generally, but that the proposed density is too much for the location. He stated that it is a difficult piece of land to do anything with since a large part of it is water and a lot of filling will be necessary prior to development. He indicated that some development along the lines proposed would be an asset to the city and the neighborhood in general. He noted that ideally it would make a nice park but that it is not probable that it will ever develop as one, so from the practical standpoint the Commission should consider what is the best land use and how can it be implemented without causing some of the problems pointed out. He considered the proposed multiple-family use to be good development for the property, but the big problem is the traffic congestion which would be created as a result of commercial development and the amount of density proposed. He indicated his agreement with Branson to approve "LC" only for an area that can be handled under present traffic improvements.

TROUT pointed out that apparently the Traffic Engineer agrees that certain limited breaks in the medial would not be objectionable and they have indicated that improvements could be made to resolve the traffic problems. He said he assumed that the developer would stand the cost of some of the traffic controls, widening of streets, medials and intersection improvements, that the city should not be asked to stand this expense. TROUT referred to the area to the north and the fact that those four residential streets could not be cut off. He felt that on a project of this magnitude all problems should be brought out and then consideration be given to the request. TROUT said he did not see any way possible to allow the commercial requested and expect not to disrupt the whole neighborhood and on that basis he was not in favor of the request.

TROUT referred to the suggestion that the commercial development be oriented to 21st Street and noted that with further development of Sweetbriar Shopping Center along 21st Street, the same problems would be created as now being considered applicable to Amidon. He remarked that the City often spends considerable sums in providing improved traffic service which only results in requests for more commercial development and thus overcrowding the improved traffic facilities.

TROUT commented that as soon as traffic carrying facilities are provided it immediately creates a demand for commercial development which, in turn, overtaxes the street system. He said he did not know if Alternate 2 as suggested by the staff and Mr. Branson was the right answer or not, but he felt the commercial area should be reduced in size. He said that inasmuch as the attorney has agreed they can develop with "LC" rather than "C", he would be in favor of approving "LC" inasmuch as the Board of Zoning Appeals could approve Marina sales subject to conditions.

TROUT pointed out that the third condition of Branson's motion indicated that existing access to Amidon should be utilized and yet the Traffic Engineer has indicated that they might recommend approval of additional access points under certain conditions. He suggested that more consideration be given to revising the development plan which would not require the expenditure of considerable public money.

The Chairman declared the above motion died for a lack of a second.

ROBERT J. NELSON, Attorney for the applicant, said that the entrance to the south which the Traffic Engineer indicated should not be permitted, leads into a private road from Amidon to the multiple-family area. He pointed out that this is a private road providing access to the multiple family area south of the intersection. NELSON said that on the plan they are dedicating additional right-of-way on the west side of Amidon with the idea of having an additional lane on the west side of Amidon which would be a turn-off lane which they would provide.

KRATZER asked if the applicant would pay for all traffic controls. NELSON said he felt that could be worked out but under the Plan submitted they are dedicating an additional full lane of right-of-way immediately adjacent to the west side of Amidon.

BRANSON again suggested that the Community Unit Plan be redesigned on a smaller square footage basis and oriented to 21st Street to protect Amidon and not require public expenditures of funds to reimprove the intersection.

BLEDSOE commented that Twin Lakes has probably been more economically successful than Eastbate and yet this Commission permitted zoning in Rockwood and he did not see how the Commission could refuse subject request, although he recognized that there is a traffic problem.

GOEBEL was in favor of deferring the application but suggested that "LC" be approved matching Twin Lakes to the east and Sweetbriar to the north and that the Commission not allow any "C" commercial at all in the lake area and that the marina sales operation be

worked out through the Board of Zoning Appeals, and "B" zoning be approved for the balance of the area.

MOTION: GOEBEL moved that the application be deferred but that the Commission would look with favor on "LC" in line with Twin Lakes to the east and Sweetbriar Street to the west, and the balance for "B" zoning. MURPHY said he would second the motion but not with the provision that the Commission would look with favor, as he thought the development plan should be approved only if traffic can be handled reasonably well without expenditure of too much public funds.

GOEBEL noted that if the application is turned down now the applicant cannot petition for another year. FOSTER said it could be turned down without prejudice in which case there would be no time limitation.

GOEBEL said that he did not think the Commission had a right to give back access rights on Amidon and he did not think light commercial zoning should extend any farther south than Twin Lakes or any farther west than Sweetbriar. It was his suggestion that the plan be revised limiting "LC" development.

BRANSON said that was the essence of his motion; that the details as to how many entrances or medials will be determined after submission of a revised plan. MURPHY said it was not desirable to make a pre-commitment that the Commission will accept a plan which it has not even looked at.

GOEBEL indicated that it was not his idea that the Commission would indicate acceptance, but only that it would look favorably towards it. GOEBEL said he was not in favor of turning down this application because they would not resubmit it in less than a year although he was not in favor of granting what is requested at this time. He indicated he would be in favor of the development but on a more limited basis, but was not in favor of granting access on Amidon because of the acquisition of such access control by the City.

MOTION: GOEBEL moved the application be deferred and that a revised plan be submitted. (This motion was withdrawn later.)

FOSTER pointed out that the applicant might prefer to have a decision one way or the other and that unless the applicant is agreeable to a deferral the Commission may want to take definite action.

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COBBLE noted that many people are involved and apparently no one person can speak for all concerned as to a deferral, and that perhaps the Planning Commission should make a recommendation now and forward the case to the City Commission.

FOSTER said that usually the Commission has recommended either approval or denial unless there is agreement as to a deferral.

KRAWZER asked MR. NELSON what the attitude of his clients would be with respect to deferral and redesign. NELSON said that he had discussed the possibility with his clients and they do not want to redesign this project. He pointed out that in the past this Commission has either denied or recommended approval, subject to certain conditions which are taken into consideration by the City Commission. He thought that in either event, the opinion of the Planning Commission should be passed on to the City Commission.

COBBLE withdrew the above motion.

BIRDSON pointed out that there appears to be no question but that the residential development should be approved on the west end in order to build that a crossover will be needed.

MOTION: BIRDSON moved that the Planning Commission recommend approval of the zoning requested with two crossovers - one to the apartments being the smaller of the two. (This motion was not seconded.)

MOTION: BIRDSON moved that the application as presently before the Commission be recommended for denial to the Board of City Commissioners, without prejudice. This motion was seconded by COBBLE and it carried unanimously.

The Chairman declared a five-minute recess (3:30 p.m.) and adjournment of this special meeting, prior to convening of the Planning Commission for the regularly scheduled meeting.

C. Siskley Foster
Secretary

THE CITY OF WICHITA

OFFICE OF CENTRAL INSPECTION DIVISION

DATE September 17, 1968

TO C. Bickley Foster, Director of Planning

FROM Robert B. Feldner, Superintendent of Central Inspection

THE
ROAD TO
SAFETY



SUBJECT Sign for Krispy Chik -
2127 West 21st

Mr. Robert Feagins has requested that approval be given to erect a sign on the above building to a height of approximately thirty-five feet above the ground. In reviewing this request, it is noted from the architectural plans that the sign is designed as an integral part of the building structure.

At the time the plans were checked for building code compliance, the fact that the height was more than thirty feet above the ground as specified by the Community Unit Plan regulations was overlooked. Since the sign is designed as a part of the building, and in view of the oversight as to height; it is felt that in this case, approval is in order.

Upon your review of this letter, your signature of approval will indicate that you concur that this proposal is in keeping with the purpose and intent of the Community Unit Plan provisions, and is not a substantial deviation of the plan.

RBF:ml

APPROVED:

C. Bickley Foster
C. Bickley Foster,
Director of Planning

cc: Mr. Don E. Satterthwaite, President
Clear Lake, Inc.

Mr. Robert Feagins
Feagins & Kirsch



July 31, 1968

Robert Feldner, Superintendent of Central Inspection
C. Bickley Foster, Director of Planning

DP-23 Marina Lake Development Plan

Attached is a copy of a letter, with accompanying illustrations, from Robert Feagins requesting that a 10-ft. wide promenade be permitted to extend, or cantilever, over the lake area which is zoned the "AA" Single Family classification. One of the conditions of approval which offers limited flexibility to the developer is as follows:

The development of this property proceeding in accordance with the development plan as approved by the Planning Commission and City Commission, 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.

In reviewing this request to extend this cantilevered sidewalk into the "AA" zone, this department is of the opinion that this does not violate the purpose and intent of the Community Unit Plan provisions, nor is it a substantial deviation of the plan which would require an amendment to the plan. Our opinion is conditioned, however, with the understanding that under no circumstances shall this sidewalk (promenade) be enclosed nor shall any display of merchandise or promotional activities occur on the promenade extending into the "AA" Single Family zone.

On the attached illustrations you will also note that the parking lot is shown extending south of the south line of Lot 1, Marina Lake 2nd Addition. If this illustration is correct, then a violation has occurred in that the "fill" of the lake area is extending past the "Maximum Fill Line" as indicated on the approved C.U.P. Bob Lakin has discussed this apparent extension of parking into the "AA" zone with Mr. Feagins who has stated that there was no intention to propose parking into the "AA" zone, that the illustrations should be disregarded as showing parking south of the south line of Lot 1, Marina Lake 2nd Addition.

Robert Feldner
July 31, 1968
Page 2

Upon your review of this letter and the attached letter of request and accompanying illustrations, your signature of approval will indicate that you concur that this proposal is in keeping with the purpose and intent of the C.U.P. provisions, and is not a substantial deviation of the plan.

CBF:JHG:js

APPROVED: _____
Robert Feldner, Superintendent
of Central Inspection

cc: Mr. Don E. Satterthwaite, President
Clear Lake, Inc.
Union National Building

Mr. Robert Feagins
Feagins & Kirsch
6416 E. Central

E. D. Bledsoe
11800 W. Highway 54

FEAGINS *and* KIRSCH

A
I
A

ARCHITECTS ENGINEERS
NORMANDIE SHOPPING CENTER
6416 EAST CENTRAL WICHITA, KANSAS 67206 MURRAY 4-6576

July 25, 1968

Re : Marina Lake Development
Lots 1 & 2 of 2ND ADDITION
Wichita, Kansas

C. Bickley Foster, Director
Metropolitan Area Planning Dept.
104 South Main St.
Wichita, Kansas 67202

Dear Mr. Foster :

Our firm is representing the architectural interests of Mr. Harry D. Bledsoe for the above referenced sites. Representative copies of Mr. Bledsoe's proposal are attached hereto.

One of the major attractions to Wichitans is the lake itself. Twin Lakes is an excellent example of this, particularly in the evenings and Sundays.

For this reason we have encouraged our client to allow a 10'-0" wide promenade completely around his commercial development proposal. In order to utilize the full depth of the site for commercial leasing, we are requesting that the covered promenade be allowed to cantilever over the lake area.

Please let us know as early as possible if this will be permitted so that we may advise Mr. Bledsoe's lease broker to proceed with the present plan arrangement.

We are designing the premises with complete adherence to the C.U.P. General Provisions and feel that Mr. Bledsoe's Fashion Center will be another asset to this beautiful area.

Yours very truly,

Robert T. Feagins
Robert T. Feagins

RTF : sc

cc : Harry D. Bledsoe
Don E. Satterthwaite

Enclosure



January 25, 1968

Glen Lytle, Superintendent of Central Inspection

Jack H. Galbraith, Senior Planner

J. H. G.

S/D 67-110 Marina Lake 2nd Addition
D/P 23 - Marina Lake Community Unit Plan

The Board of City Commission at its regular meeting of January 23, 1968 considered the above-captioned plat. The action of the commission was to approve the plat as submitted with an 80 foot building setback from both Amidon and 21st Street instead of the 100 foot setback as approved on the CUP. It was pointed out to the commission that notices had been submitted to adjacent property owners advising them of the request to reduce the setback.

Based upon this action, Parcel #1, 4 and 5 of the CUP should be corrected to reflect an 80 foot setback instead of the 100 foot setback.

JHG:js

April 5, 1967

Mr. Robert H. Nelson
816 Union Center Building
Wichita, Kansas 67202

Subject: Z-0824 - Zone change from "AA" to "B"
and "LC"; and DP-23 Marina Lake Development
Plan

Dear Mr. Nelson:

At its regular meeting on April 4, 1967, the Board of City Commissioners considered the above-captioned cases. The action of the City Commission was to approve the zoning change as amended which provided that the lake area would remain as "AA" Single-Family zoning. The Commission also approved DP-23, the commercial and residential development plan, subject to:

1. Each parcel being platted prior to the issuance of a building permit.
2. The applicant dedicating the necessary 75 feet of half-street right-of-way for major street improvements and bearing all construction costs of the deceleration-acceleration lane at the southwest corner of the intersection upon the platting of Parcels No. 2 and 3.
- ✓ 3. The applicant petitioning for the improvement of 21st Street and paying the appropriate assessments as platting occurs on Parcels No. 1, 4, 5 and 7.
4. The applicant vacating the present access control for the proposed entrance from Amidon to Parcel No. 1 at the time of platting.

April 5, 1967

5. Waiver of the required rear yard setback on Parcels No. 1, 4 and 5.
6. The development of this property proceeding in accordance with the development plan as approved by the Planning Commission and City Commission, 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.
7. Any major changes in this development plan being resubmitted to the Planning Commission and City Commission for their consideration as is the present policy.

It will now be necessary that your architect amend and submit three copies of the final development plan to our office. Attached with the architect's copy of this letter is a "marked" copy of the plan showing the necessary revisions. At such time as these amended copies are submitted to our office, we will mark them as official approved copies and forward one copy to the Superintendent of Central Inspection.

If you have any questions concerning either of these cases, please contact our office.

Sincerely,

Jack H. Galbraith
Senior Planner

JHG:bsg

cc: Mr. Don E. Satterthwaite, President
Clear Lake, Inc.
Union National Building

Mr. Robert Feagins
Feagins & Kirsch
6416 East Central

Mr. Glen Lytle, Superintendent
Central Inspection Division

Mr. K. O. Taylor
567 West Douglas

Mr. Mearle Mason
Hill & Mason
810 West Douglas

Mr. Theodore H. Hill
Hill & Mason
810 West Douglas
(Blind Copy)

March 24, 1967

Mr. Robert H. Nelson
816 Union Center Building
Wichita, Kansas 67202

Subject: Z-0824 - Zone change from "AA" to "B"
and "LC"; and (DF-23) - Marina Lake Development
Plan

Dear Mr. Nelson:

At its regular meeting on March 23, 1967, the Metropolitan Area Planning Commission considered the above-captioned cases. The action of the Planning Commission was to recommend that the zone change request be approved as amended, and that the Development Plan be approved subject to:

1. Each parcel being platted prior to the issuance of a building permit.
2. The applicant dedicating the necessary 75 feet of half-street right-of-way for major street improvements, and bearing all construction costs of the deceleration-acceleration lane at the southwest corner of the intersection, upon the platting of Parcels No. 2 and 3.
3. The applicant petitioning for the improvement of 21st Street and paying their appropriate assessments as platting occurs on Parcels No. 4, 5 and 7.
4. The applicant bearing all costs of necessary street improvements for Amidon, including medial construction and street widening and signalization at the main entrance to the center upon the platting of either Parcel No. 1 or Parcel No. 6. No access shall be permitted to Parcel No. 6 until the medial is constructed.

March 24, 1967

5. The applicant vacating the present access control for the major entrance approximately 1,100 feet south of the center line of 21st Street at the time of platting Parcel No. 1.
6. The development of this property proceeding in accordance with the Development Plan as approved by the Planning Commission and City Commission, 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.
7. Any major changes in this Development Plan being resubmitted to the Planning Commission and City Commission for their consideration as is the present policy.

The Planning Commission also pointed out that the approval of the Development Plan does not vacate the access control to Amidon, and that this must be done by a separate application.

This matter will be forwarded to the Board of City Commissioners for their consideration at their regular meeting at 9:00 a.m., Tuesday, March 28, 1967, in Room 201, City Building, 204 South Main.

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

Sincerely,

Jack H. Galbraith
Senior Planner

JHG:bgs

cc: Mr. Don E. Satterthwaite, President
Clear Lake, Inc.
Union National Building
Wichita, Kansas 67202

Mr. Robert Feagins
Feagins & Kirsch
6416 East Central
Wichita, Kansas 67206

March 24, 1967

cc: (Continued)

Mr. K. O. Taylor
567 West Douglas
Wichita, Kansas 67213

Mr. William J. Armstrong
Chief Traffic Engineer
Burgwin, Martin & Associates
220 West 33rd Street
Ambassador Building
Topeka, Kansas 66611

Mr. George Powers
Ritchie Bros.
1820 North Mosley
Wichita, Kansas 67214

Mr. Michael A. Belluomo
2245 Bullinger
Wichita, Kansas 67204

Mr. Robert M. Shearer
2433 Benjamin Drive
Wichita, Kansas 67204

Mrs. Floyd Jones
2662 Hood
Wichita, Kansas 67204

Mr. Mearle Mason
Hill & Mason
810 West Douglas
Wichita, Kansas 67203

Mr. Ralph Wulz, Director
Department of Public Works

Mr. Paul Graves
Traffic Engineer

Mr. Glen Lytle, Superintendent
Central Inspection Division
Department of Public Works

Mr. Theodore H. Hill (Blind Copy)
810 West Douglas
Wichita, Kansas 67203

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

DATE: March 23, 1967

Case No. Z-0824 and DP-23

Request for change from "AA" to "B", ~~AA~~ & "LC" and approval of "B", ~~AA~~ & "LC" CUP for Marina Lake

Location

On the south side of 21st Street between Amidon and Meridian.

Case History

MAPC: 1-12-67 - Deferred two weeks
MAPC: 1-26-67 - Deferred two weeks
MAPC: 2-9-67 - Deny
BCC: 2-28-67 - Referred back to MAPC for reconsideration
on March 23, 1967

City Commission Minutes of February 28, 1967, are attached.

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

DATE: March 23, 1967
(Revised)

Case No. Z-0824	Request: From "AA" to "B" and "LC"
Case No. DP-23	Approval of Residential and Commercial Development Plan

Location: South side of 21st Street between Amidon and Meridian

Acres: Approximately 60.8 (22.8 for "LC" and 38 for "B")

	Land Use	Zoning
Existing	Vacant	"AA"
North	Single-family, duplex, office and shopping center	"LC", "A" & "AA"
East	Twin Lakes Shopping Center	"LC", "B" & "AA"
South	Arkansas River and single-family	"AA"
West	Vacant	"B"

Unplatted X

Existing R/W - Amidon - half 50 ft.	History: N/A
Proposed R/W - Amidon - half 50 ft. & 75 ft.	
Existing R/W - 21st Street - half 30 ft.	
Proposed R/W - 21st Street - half 50 ft. & 75 ft.	
Existing R/W - Meridian - half 0 ft.	
Proposed R/W - Meridian - half 35 feet.	

Comments

1. The Planning Commission, at its regular meeting of February 9, 1967, unanimously recommended that the requested zoning change and development plan be denied without prejudice. The Planning Commission stressed that if the applicant was willing to amend his plan to conform to the thinking of the Commission, a more favorable response would be received. The Plan then would come back to the Planning Commission for reconsideration and be forwarded on to the City Commission. The applicant preferred not to amend or redesign the plan and application at that meeting.

The City Commission, at its regular meeting of February 28, 1967, moved to return these items to the Planning Commission for reconsideration, pointing out that, as far as the Commission was concerned, subject area was a proper commercial area and that the application area should be accorded the same treatment as the other commercial areas, keeping in mind the traffic problems. (See attached City Commission Minutes.)

2. The applicants have amended their zone change application to request 22.8 acres of "LC" Light Commercial zoning, extending west to Sweetbriar Street and south on Amidon in line with the Light Commercial zoning on the east. The amended application includes a request for 38 acres of "B" Multiple-family zoning of which 5.3 acres are proposed for medical offices. The Marina Lake Development Plan has been amended and now proposes 375,000 square feet of gross leaseable commercial area and 104,130 square feet for medical offices, making a total of 479,130 square feet of commercial and office space as compared to 560,000 square feet as proposed on the original plan.
3. The staff report for February 9, 1967, pointed out the potential (existing approved "LC" and CUP's) of 730,000 square feet of retail floor area existing in this area. This includes the existing and future development of Twin Lakes, Sweetbriar Gardens, Atlantic Thrift Center, and Riverbend Shopping Center. With the amendment to the plan, there is still a potential of 1,209,000 square feet of commercial and office space for this immediate area. The staff is still concerned about the over-concentration of commercial zoning in this one area, which will have an adverse effect on the traffic-carrying capacity of Amidon and the Amidon-21st Street intersection.
4. The amended development plan now proposes one major access point to the proposed commercial center from Amidon, located 1,100 feet south of the center line of 21st Street and 550 feet south of the center line of the entrance to Twin Lakes. The plan also indicates the three original access points to Amidon for right-turn movements only as they are in line with medial improvements which will be necessary if development occurs as proposed. At the present time, the City has access control to the application area from Amidon, except for the north 200 feet and one 30-foot opening at the southern end of the site.
5. The Traffic Engineer and the applicant's consultant were originally advised by the applicant to conduct their traffic analysis based upon a proposal of 350,000 square feet of retail floor space. The Traffic Engineering Division, in their original analysis, arrived at the conclusion that if the application is approved as requested, it would necessitate the reconstruction of the intersection of 21st Street and Amidon to adequately control the traffic which would mean condemnation of existing commercial property at the intersection to permit the reconstruction. The amended plan has not changed the critical situation at the intersection.

6. The staff is still of the opinion that two parcels (#2 and #3) should not be encouraged at the 21st Street-Amidon intersection inasmuch as congestion is increased and the free-standing structures tend to reflect strip commercial rather than shopping center facilities. Therefore, it is still recommended that Parcel #3 be deleted from the plan and the proposed use be pulled back and incorporated into Parcel #1.
7. Residential Parcel - Parcel #7 has not been amended and, therefore, still appears to be satisfactory as to density, proposed building locations, open space, fencing and other general requirements.
8. Parcels #5 and #6 - These parcels were both amended to request "B" zoning instead of "LC". The medical offices proposed for each parcel appear to be proper and logical buffering uses; however, the proposed 104,130 square feet of floor space will undoubtedly add to the congestion of the area. The staff is still of the opinion that all the existing developable land between the lake area and the Arkansas River would be best utilized for garden and townhouse apartments.

Recommendation

Although the plan has been slightly amended, the Planning Department is still of the opinion that there is not sufficient need or justification for an additional shopping center of this magnitude in this area. Based upon the traffic analysis, it is expected that the proposed development will still severely handicap the traffic-carrying capacity of the major streets and will necessitate the reconstruction of both Amidon and 21st Street and the eventual condemnation of developed commercial properties to improve the intersection. Therefore, it is still recommended that the zoning application be amended, and the plan be redesigned, reducing the area of commercial to that which will not generate additional traffic to exceed the capacity of the intersection of 21st Street and Amidon and following the general criteria as outlined below:

1. Approve the zoning and development of limited commercial areas not extending west of Sweathriar Street or south of the vicinity of the south line of Parcel #4.
2. Approve "B" zoning for the remainder of the area and approve a redesigned development plan with townhouse and garden apartments extending to Amidon.
3. Maintain the access control the City now has on Amidon.

Alternate Recommendation

Since the City Commission has expressed that this is a proper commercial area if the traffic problems are resolved, and if in the opinion of the Planning Commission the amended zoning application and development plan are now in the best interest of the public, it is recommended that in the event the amended applications are approved, they be approved subject to the following conditions:

1. Each parcel being platted prior to the issuance of a building permit.
2. Upon the platting of Parcels #2 and #3, the applicant dedicating the necessary 75 feet of half-street right-of-way for major street improvements and bearing all construction costs of the deceleration-acceleration lane at the southwest corner of the intersection.
3. As platting occurs on Parcels #4, #5 and #7, the applicant shall petition for the improvement of 21st Street and shall pay their appropriate assessments.
4. Upon the platting of either Parcel #1 or #6, the applicant shall bear all costs of necessary street improvements for Amidon, including medial construction and street widening and signalization at the main entrance to the center. No access shall be permitted to Parcel #6 until the medial is constructed.
5. The applicant vacating the present access control for the major entrance approximately 1,100 feet south of the center line of 21st Street at the time of platting Parcel #1.
6. The development of this property proceeding in accordance with the development plan as approved by the Planning Commission and City Commission, 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.
7. Any major changes in this development plan being resubmitted to the Planning Commission and City Commission for their consideration as is the present policy.

REPORT FROM METROPOLITAN AREA PLANNING COMMISSION.

Petition to change from "AA" to "LC", "C" & "B", and also request for approval of Marina Lake Development Plan located on SW Corner of Amidon and 21st Street

Commission reconvened from recess at 7:10 P.M. with Mayor Stevens in the chair. Commissioners Anderson, Rogers, Tollner, present. *Commissioner Tarrant absent.

Mayor Stevens called Item 7 on the City Manager's agenda.

Report from the Metropolitan Area Planning Commission (Case No.

Z-0324 and DP-23) in regard to petition to change from "AA" to "LC", "C" and "B", and also request for approval of Marina Lake Development Plan, presented.

The application requested change from "AA" to "LC" for the following:

Tract No. 1: Beginning 75 feet west and 725 feet south of the NE corner of the NW 1/4 of Lot 1 in Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 125 feet; thence east 75 feet; thence south 115 feet; thence northwesterly to a point 75 feet west and 1290 feet south of the NE corner of said Lot 1; thence north 1290 feet to a point 50 feet south of the north line of said Lot 1; thence east 375 feet; thence south 175 feet; thence east 275 feet to the point of beginning; and

Tract No. 2: Beginning 75 feet west and 75 feet south of the NE corner of Lot 1 in Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 150 feet; thence west 125 feet; thence north 150 feet; thence east 125 feet to the point of beginning; and

Tract No. 3: Beginning at a point 75 feet south and 700 feet west of the NE corner of Lot 1 in Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence west 150 feet; thence south 150 feet; thence east 150 feet; thence north 150 feet to the point of beginning; and

Tract No. 4: Beginning at a point 50 feet south and 725 feet west of the NE corner of Lot 1 in Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence west 450 feet; thence south 300 feet to a point 1215 feet west of the east line of said Lot 1; thence east, parallel to the north line of said Lot 1, 430 feet; thence north 300 feet, more or less, to the point of beginning; and

Tract No. 5: Beginning at a point 50 feet south and 1295 feet west of the Northeast Corner of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 300 feet to a point 1115 feet west of the east line of said Lot 1; thence west 300 feet; thence north 300 feet; thence east 300 feet to the point of beginning; and

Change from "AA" to "C" for the following:

Tract No. 6: Beginning at a point 50 feet south and 1435 feet west of the Northeast corner of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 300 feet; thence east 730 feet more or less to a point 350 feet south and 725 feet east of the northeast corner of said Lot 1; thence south 700 feet to a point 1050 feet south and 725 feet west of the northeast corner of said Lot 1; thence west 300 feet to a point 925 feet west and 1050 feet south of the northeast corner of said Lot 1; thence north 500 feet to a point 550 feet south of the north line of said Lot 1; thence west 790 feet to a point 550 feet south and 1715 feet west of the northeast corner of said Lot 1; thence north 550 feet; thence east 730 feet to the point of beginning; and

Change from "AA" to "B" for the following:

Tract No. 7: Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M., except Tracts 1 through 6 inclusive, above-described, and except the north 50 feet thereof.

All generally located on the south side of 71st Street between Amidon and Meridian. Planning Commission recommended that the application as presently before the Planning Commission be denied, without prejudice. It was also noted that 51.9% of the adjoining property owners had filed valid protest petitions and that a 4/5 vote on the part of the City Commission would be required for approval.

Bickley
Poster --

C. Bickley Foster, Director of Planning, with reference to the recommendation by the Planning Commission regarding subject application "that this application as presently before the Planning Commission be denied, without prejudice", stated that as a point of clarification as to the wording "without prejudice" is that the procedural arrangements of the Planning Commission are that if an applicant is willing to amend his plan along the lines in which the Planning Commission had indicated favorable response towards it, then the plan comes back to the Planning Commission for reconsideration and on to the City Commission. He stated that the applicant was asked if they desired to redesign the project at this stage and their bounds indicated that they did not and that they preferred to send the application on directly to the City Commission for consideration. He further stated that the Planning Commission feels that some Commercial use should be permitted here but the question remains as to how much. Mr. Foster also pointed out that besides the commercial aspects of this case, there is also the residential area to the north to be considered as to traffic generation problems, and that the Planning staff feels that this might be an over-concentration of commercial development with respect to traffic needs as this area will have as much as half of the commercial development compared to downtown Wichita, if this application is approved.

Jack Galbraith --

Jack Galbraith, Senior Planner, briefly reviewed the area requested for zoning change on a map, and pointed out the surrounding land use with Twin Lakes Shopping Center development immediately to the east of Amidon and south of 21st Street. He reviewed the present rate of development of the already existing commercial zoning which has been approved in this area. He also stated that a traffic study analysis of the intersection of 21st and Amidon was made by the Traffic Engineering Division. He also pointed out that the staff, after seeing no justification for another shopping area involving the entire area requested, recommended that the project area be redesigned, which was opposed.

Ralph Wulz --

Ralph Wulz, Director of Public Works, stated that this area and this intersection is quite different from most other areas which have been considered previously. He pointed out that the only access is by use of Amidon or 21st Street from the south and east, and if there is to be access beyond the river it will mean changing the Master Plan to include 21st Street west of Amidon on the Transportation Plan as a part of the major traffic street system and rebuild the bridge at 21st Street. He also pointed out that the City had opened Amidon from 21st to 13th and constructed a bridge and spent a total of \$825,000 of city at large funds, and in so doing gained access control for virtually the entire distance, with some exceptions on the east side as entrances to Twin Lakes Shopping Center. He further noted that access control and right-of-way

was obtained from Delese Brothers, then the owners of subject tract of land, by agreeing not to assess any of the cost of the street against the property, therefore he felt that the City has a considerable investment in protecting this facility. Mr. Wulz also pointed out the importance of this street as a traffic-carrying artery north and south. He noted that when the streets were constructed that such a development as this was not anticipated and that the four-lane bridges which were constructed would be inadequate to serve the traffic needs for this area. He stated that the Traffic Engineer had arrived at the conclusion that if this application is approved for the requested amount of zoning, it would necessitate the reconstruction of the intersection of 21st and Amidon to adequately control the traffic, and would mean condemnation of existing commercial property at the intersection to permit the construction. Mr. Wulz stated that he was not opposed to rezoning subject property as suggested by the Planning Commission, and would be willing to further study the effect of additional commercial development along the east side as relates to this type development in other cities, but based on the studies made here within the City, he could not recommend such a large amount of commercial as it cannot be handled trafficwise. He stated that they would be willing to reconsider if further study proved otherwise and the peak traffic periods would be other than what had been the case in other areas, however he was not prepared at this time to recommend approval of the project.

Paul Graves --

Paul Graves, Traffic Engineer, presented a brief history of the traffic study analysis conducted by his staff relative to traffic counts and peak shopper hours in this area which revealed that the peak shopper hour in and out of Twin Lakes occurred at the peak traffic hours. He reviewed what might be possible solutions to the traffic problem and also the medial construction with appropriate turn bays, etc., which he felt would be necessary in order to cope with the anticipated traffic which would be generated.

Mr. Robert H. Nelson --

Mr. Robert H. Nelson, counsel for the petitioner, Clear Lake, Inc., appeared before the Commission in support of the application and the proposed development. Mr. Nelson stated that his client was not now requesting "C" classification as indicated on the original petition as they are willing to compromise with the recommendations of the Planning staff. He further stated that the developer was planning parking facilities based on an 8 to 1 ratio as compared to the required 4 to 1 ratio by ordinance.

*COMMISSIONER TARRANT EXCUSED.

Mr. Nelson also pointed out that the developer employed the firm of Burgwin, Martin & Associates of Topeka and Kansas City to make a traffic study of the area, and that Mr. Armstrong compiled the report, which had been furnished

the Commission, and it was his conclusion that adequate traffic service would be realized by providing an entrance with a cross over in the median at approximately the present entrance to Twin Lakes. Mr. Nelson stated that after a review of the access originally desired they are now asking that one access point be included in addition to the two which they now have (one approximately 200 feet south of 21st and one just north of bridge on Amidon) which would be located either directly opposite the entrance of Twin Lakes, or somewhere in an area of possibly 300 feet to the south. Mr. Nelson presented an architect's rendering of the proposed facility, showing ground level shopping area being built out over a portion of the lake, and with some below ground-level parking.

*COMMISSIONER TARRANT PRESENT.

Mr. Nelson then presented a map designating the land now being considered for change in zoning, excluding the "C" classification originally requested, and amending the application to just "LC" south to a point in line with Twin Lakes and to the west to Sweetbriar Lane. He stated that the original plan was being altered in order to reduce the opposition to the development.

*COMMISSIONER ANDERSON ABSENT FOR SHORT PERIOD OF THE DISCUSSION.

Mr. Nelson contended that traffic could be handled at a "C" level which was suggested as being proper service in such commercial areas. He also pointed out that sufficient right-of-way exists on the west side of Amidon for a third lane for traffic movement to the Marina Lake Shopping Center, and in answer to inquiry by Commissioner Bogart, Mr. Nelson stated that the applicant would pay the cost of the construction of the additional lane.

Mr. Bill Armstrong, Hurgwin, Martin & Associates of Topeka, appeared and reviewed the survey and traffic analysis study conducted by that firm concerning the 21st and Amidon intersection and the projected traffic generation in the project area. He contended that from their analysis that the "C" level of service could be maintained for this area with a redesigning of the intersection to accommodate double left-turn bays and other adjustments.

Discussion.

In answer to question by Commissioner Bogart regarding the possibility of constructing a third lane on the west side of Amidon, Traffic Engineer stated that in his opinion a third lane would be necessary on both sides of Amidon to help alleviate some of the traffic problem, plus reconstruction of the intersection with proper radials and turn bays.

Mayor Stevens inquired if there were those present who desired to speak to the matter.

George
Bogart --

George Bogart, representing the ~~the~~ Shopping Center, appeared and stated that he was not objecting to the proposed development or the competition which would be generated, but that he was opposing the granting of any additional access to Amidon beyond that which now exists as he felt this would be detrimental to traffic movement in the area.

Persons appearing in opposition to proposed development

Others appearing in opposition to the proposed development and requested zoning change included Mr. Michael Belluono, 2245 Mullinger; Mr. Bob Shearer, resident in the area; and Mr. A. F. Simon, property owner, as they felt that it would affect property valuations in the residential area to the north and that it would create additional traffic on the residential streets north of 21st Street which would create a safety hazard for children.

Bogart --

Commissioner Bogart reviewed the modification of the CUP regulations which have taken place and which eventually led to the present commercial development being allowed in this area, and stated that he felt the best use of the property would be "LC" in view of the existing zoning and use in this area.

Traffic Engineer --

Discussion.

In answer to inquiry by Commissioner Bogart, Traffic Engineer stated that with a development of this size, which will involve approximately 375,000 square feet of floor space, that the probable solution would be that in 8 to 10 years following its completion the City will be forced into reconstruction of 21st and Amidon, or let it exist under extremely poor traffic operating conditions. He indicated, however, that by proper street width, medial treatment, deceleration lanes, left turn bays and signalization of entrances to the shopping areas, that a solution would be available.

Discussed.

Anderson --

Commissioner Anderson stated that he did not see how commercial zoning could be denied for the area, but that he did see serious traffic effects under existing conditions, and he felt the matter should be returned to the Planning Commission for further study and possibly the traffic problems could be worked out.

Matter returned to Planning Commission's consideration to be given to traffic study & recommendation returned

Anderson moved that this matter be returned to the Planning Commission and that consideration be given to the traffic study, and at such time as the Planning Commission makes a decision, then their recommendation be returned to this body.

Bogart - to amend recommendation to include statement

With consent of the mover and the second, Bogart moved to amend the recommendation back to include a statement that as far as the Commission is concerned that this is a proper commercial area and that it should be accorded the same treatment as the other commercial areas, keeping in mind the assessment question and keeping in mind the traffic problem. Motion carried unanimously.

ROUTE SLIP
(Please Circle Destination)

City Manager	Director of Adm.	Dir. of Public Works
Exec. Asst. to C.M.	Auditing	Adm.
Public Information	Budget	Central Insp.
City Information	Central Data Proc.	Engineering
Human Relations	Comp. Audit'm	Traffic Engr.
City Def. Div.	Personnel	Maintenance
Fire Dept.	Purchasing	Sanitation
Police Dept.	Printing	Planning
Public Health	Rec. & Insp.	Urban Renewal
Health Dept.	Treasury	Water Dept.
Director of Law	Library	Water Pol. Control
Prosecutor's Office	Park Dept.	

For: Duane Bock *W. Bock*

- | | |
|---|---|
| <input type="checkbox"/> For your information | <input type="checkbox"/> Reply sending me ___ copies |
| <input type="checkbox"/> For your comments | <input type="checkbox"/> Prepare reply for my signature |
| <input type="checkbox"/> Note and return | <input type="checkbox"/> You handle, No report required |

MESSAGE: This letter sent to: Oklahoma City, Tulsa, Springfield, Mo., Lincoln, Neb., Kansas City, Mo., Topeka, Phoenix, Little Rock, Colorado Springs, Denver, Omaha, and St. Louis.

SIGNED _____ TITLE _____ DATE 3/9/67

Both: File in Marina folder CUP

RECEIVED
MAR 9 1967
METROPOLITAN PLANNING

THE CITY OF WICHITA



DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
AWHERST 2-8211 - AREA CODE 316
CITY BUILDING ANNEX
104 S. MAIN - WICHITA, KAN. 67202

March 7, 1967



Dear

I need your help and I need it in a hurry! We are presently involved in a Community Unit Plan land development and the problem that we are faced with is determining the effect that a certain amount of square footage of light commercial land use will have on the adjoining street system and nearby major signalized intersections. We have made a rather comprehensive study of some of our shopping center locations here on the local Wichita scene and we have found that our peak traffic hour coincides with the peak shopper traffic hour (5:15 to 6:15 p.m.) When we refer to peak shopper traffic hour we are talking about the vehicles that actually enter and leave the shopping center complex by the various entrances and exits, and is in no way related to the number of shoppers that are within the various stores of the shopping center complex within any given period of time. The land developer claims that the situation that we have found to be here in Wichita is unique and would not necessarily be true at other Regional type shopping centers. Our Division has reviewed what material that we can find on shopping center generation rates, persons entering and leaving, vehicles entering and leaving, etc.* and we were wondering if you have conducted recent studies within your city and might have obtained this information and have it available for our usage? Since this matter is of an urgent nature, I would appreciate receiving your reply and any information that is available at your most earliest convenience.

Another matter that has been increasing concern to the City of Wichita is the usage of off-duty police officers to control traffic at shopping centers, "drive-in"banks, drive-in theatres, entrances and exits during peak traffic hours. We were wondering if you have experienced the same problem, and if so, what measures have you done to coup with the problem?

Sincerely yours,

Paul B. Graves
City Traffic Engineer

*Traffic Characteristics at Regional Shopping Centers, Cleveland, Donald E. and Mueller, Edward A., Bureau of Highway Traffic, Yale University, 1961
Madison Area Transportation Study, Wisconsin State Highway Department, May, 1963



ALL-AMERICA CITY

Report from the MAPC to the Board of County Commissioners

Case No. Z-0824 and DP-23

Considered by M.A.P.C. 1-12-67

Request for: Change from "AA" to "LC", "BB"
and "B", and also request for
approval of Marina Lake Development Plan

Considered by MAPC: 1-26-67
Considered by MAPC: 2-9-67

Reason for request:

"To develop a shopping center complex together with a residential
and commercial community unit plan."

Location of property: Southwest corner of Amidon and 21st Street

Legal description of property:

See attached sheet

Petitioner: Clear Lake, Inc.
Address: Union National Building

Counsel for petitioner: Robert H. Nelson, Attorney

Protesters (list counsel, if any): George Powers, Attorney for Twin Lakes Shopping
Center, spoke in opposition, and Michael Belluomo, 2245 Bullinger, spoke in
opposition and submitted protest petitions containing 59 signatures.

Surrounding zoning: To the north is "LC", "A" and "AA"; east is "LC", "B" and
"AA"; south is "AA" and west is "B"

Land use: Subject property is vacant as is that to the west; north is single-
family, duplex, office and shopping center; east is Twin Lakes Shopping Center,
and south is the Arkansas River and single-family.

BRANSON moved, and GOEBEL seconded that the Planning Commission
recommend to the Board of City Commissioners that this application
as presently before the Planning Commission be denied, without
prejudice.

NOTE: Percent of protest petitions will be pointed out at
the City Commission meeting.

Respectfully submitted,

Vote of Planning Commission Unanimous

Secretary

- ACTION: 1. Approve the recommendation of the Metropolitan Area Planning
Commission and deny the applications; or
2. Return the applications to the Metropolitan Area Planning Com-
mission for its reconsideration. The City Commission states
the following reasons for its action:

Legal description of Property: (Z-0824)

Change from "AA" to "IC" for the following:

Tract No. 1: Beginning 75 feet west and 225 feet south of the NE corner of the NW $\frac{1}{4}$ of Lot 1 in Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 125 feet; thence east 25 feet; thence south 1515 feet; thence northwesterly to a point 725 feet west and 1290 feet south of the NE corner of said Lot 1; thence north 1240 feet to a point 50 feet south of the north line of said Lot 1; thence east 375 feet; thence south 175 feet; thence east 275 feet to the point of beginning; and

Tract No. 2: Beginning 75 feet west and 75 feet south of the NE corner of Lot 1 in Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 150 feet; thence west 125 feet; thence north 150 feet; thence east 125 feet to the point of beginning; and

Tract No. 3: Beginning at a point 75 feet south and 200 feet west of the NE corner of Lot 1 in Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence west 150 feet; thence south 150 feet; thence east 150 feet; thence north 150 feet to the point of beginning; and

Tract No. 4: Beginning at a point 50 feet south and 725 feet west of the NE corner of Lot 1 in Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence west 480 feet; thence south 300 feet to a point 1215 feet west of the east line of said Lot 1; thence east parallel to the north line of said Lot 1, 490 feet; thence north 300 feet, more or less, to the point of beginning; and

Tract No. 5: Beginning at a point 50 feet south and 1205 feet west of the northeast corner of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 300 feet to a point 1215 feet west of the east line of said Lot 1; thence west 300 feet; thence north 300 feet; thence east 300 feet to the point of beginning; and

Change from "AA" to "C" for the following:

Tract No. 6: Beginning at a point 50 feet south and 1505 feet west of the northeast corner of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 300 feet; thence east 790 feet more or less to a point 350 feet south and 725 feet east of the northeast corner of said Lot 1; thence south 700 feet to a point 1050 feet south and 725 feet west of the northeast corner of said Lot 1; thence west 200 feet to a point 925 feet west and 1050 feet south of the northeast corner of said Lot 1; thence north 500 feet to a point 550 feet south of the north line of said Lot 1; thence west 790 feet to a point 550 feet south and 1715 feet west of the northeast corner of said Lot 1; thence north 500 feet; thence east 200 feet to the point of beginning; and

Change from "AA" to "B" for the following:

Tract No. 7: Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M., except Tracts 1 through 6 inclusive, above-described, and except the north 50 feet thereof.

All generally located on the south side of 21st Street between Amidon and Meridian.

Legal description of Property: (DP-23)

A tract beginning at the northeast corner of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 2086.5 feet along the east line of said Lot 1 to the center of 18th Street extended west; thence west 53 feet to the left bank of the Arkansas River; thence northwesterly and westerly along the left bank of the Arkansas River to the west line of said Lot 1; thence north along the west line of said Lot 1, 897.8 feet to the northwest corner of said Lot 1; thence east 2460.6 feet to the point of beginning. Generally located on the south side of 21st Street between Amidon and Meridian.

EXCERPT FROM PLANNING COMMISSION MINUTES OF JANUARY 12, 1967:

"LAW and HILL were excused from the meeting.

- 14.a Case No. Z-0824 - Clear Lake, Inc. requests (See above for description of application.)
- 15.b Case No. DP-23 - Clear Lake, Inc., requests approval of a Combined Residential and Commercial Development Plan for an area described as follows: (See above for description of property.)

The Chairman stated that a request for deferral has been received in these two cases, and in view of no opposition to such deferral, he declared the above two cases deferred until January 26, 1967."

EXCERPT FROM PLANNING COMMISSION MINUTES OF JANUARY 26, 1967:

- "10.a Case No. Z-0824 - Clear Lake, Inc. requests (See above for description of application.)
- 10.b Case No. DP-23 - Clear Lake, Inc., requests approval of a Combined Residential and Commercial Development Plan for an area described as follows: (See above for description of property.)

HILL declared a conflict of interest and excused himself from the meeting during consideration of these two cases.

One of the Commissioners requested a 5-minute recess, and such was declared, after which the meeting reconvened with the following members present: H. W. Kratzer, W. Harold Mooney, J. Gerald Branson, Lee P. Blaser, John W. Trout and William J. Goebel. Members absent were Theodore Hill and E. B. Law.

BLASER said that not because of any actual conflict of interest, but possibly an implied conflict, he would abstain from discussion or voting on these two cases.

The Chairman stated that he has not had an opportunity to review the staff report in these two cases, and inquired whether the Commissioners wanted to hear the case at this time or defer to another meeting.

MOONEY said he understood the Traffic Engineer has developed some ideas that they have not had an opportunity to discuss with the applicant and suggested that if it is agreeable with the applicant, that the applications be deferred.

GEORGE POWERS, Attorney for Ritchie Brothers, said they would be out of town on February 9, 1967, (next regular meeting of the Planning Commission) and ROBERT H. NELSON, Attorney for the applicant, said he would be out of town on the following meeting date (February 23).

POWERS suggested the matter might be presented at this time to present facts and no decision made until the Commissioners have a chance to study the report and traffic studies.

BRANSON questioned whether it would be fair to both sides to hear part of the presentation and put off a decision.

MOONEY questioned whether it would be fair to attempt to resolve traffic problems in a public hearing.

RALPH WULZ, Director of Public Works, suggested that if the Commission could go ahead and hear some of the facts at this time, it might assist the developer in accomplishing something in the next two or three weeks, and observe the feeling of the Commission and determine whether they want to make some revision before a final decision. He said his Department intends to recommend some changes.

MICHAEL BELLUOMO, 2245 Bullinger, suggested that a meeting be held in the evening when working people could more easily attend. The Chairman said the Commission has had 52 meetings since September and he did not feel that it is necessary to meet in the evening.

Discussion was had on setting a special meeting at which time this matter could be heard, since it was anticipated it would take considerable time, and schedule of various meetings was checked, as well as whether or not the Commissioners could attend at various times. After full discussion and consideration, the Commissioners and others interested in this matter, agreed that the matter could be deferred until Thursday, February 9, 1967, at 12:30 p.m. The Chairman declared the above two cases deferred until Thursday, February 9, 1967, at 12:30 p.m. in the Planning Commission Conference Room in the City Building Annex.

No one offered objections to this deferral."

DUE TO THE LENGTH OF THE PLANNING COMMISSION MINUTES FOR THE
FEBRUARY 9, 1967 MEETING CONCERNING THESE TWO CASES, THE MINUTES
ARE BEING FORWARDED TO THE CITY COMMISSION SEPARATELY.

CASE NO. DP-23 - 168 NOTICES MAILED 3-9-67 FOR MEETING ON 3-23-67

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY BUILDING ANNEX, 104 South Main
Wichita, Kansas

MAR 9 1967

NOTICE TO ADJOINING PROPERTY OWNERS

The Wichita-Sedgwick County Metropolitan Area Planning Commission will consider the following item in Room 401, City Building Annex, 104 South Main, Wichita, Kansas, at its meeting at 2:00 p.m. on MAR 23 1967, at which time you may appear either in person or by agent or attorney, if you so desire.

C. Bickley Foster, Secretary

DP-23 - A tract beginning 75 feet west and 75 feet south of the northeast corner of the NW $\frac{1}{4}$ of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 275 feet; thence east 25 feet; thence south 1515 feet \pm ; thence northwesterly and westerly along the left bank of the Arkansas River to the west line of Lot 1; thence north along the west line of said Lot 1 to a point 50 feet south of the northwest corner of said Lot 1; thence east to a point 275 feet west and 25 feet north of the point of beginning; thence south 25 feet; thence east 275 feet to the point of beginning.

Generally located on the south side of 21st Street between Amidon and Meridian.

The Development Plan of this area has been submitted as required under the Community Unit Plan provisions of Section 28.04.190 of the City Zoning Ordinance of the City of Wichita. The Development Plan is on file in the Planning Department Office, Room 402, City Building Annex, 104 South Main, Wichita, Kansas, and is available for public information and review. The Development Plan on file proposes a 24.5 acre townhouse and garden apartment development, the density of which will not exceed 25 dwelling units per acre, or a total of 265 dwelling units for the entire 24.5 acres. Also proposed on the Development Plan is a 22.84 acre commercial development for MARINA LAKE which will include shopping center facilities, a restaurant, theaters, offices, a service station, places of public entertainment and other commercial-type uses. In addition to indicating proposed building locations for the residential parcel, the Development Plan indicates information on the ratio of floor area to ground area, a ratio of land coverage to ground area, the number of parking spaces, proposed setbacks for structures, proposed usable open space, means of ingress and egress, and maximum height limitations.

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, C. Bickley Foster, 104 South Main, 7 days prior to the meeting. The Chairman and Secretary may grant such a request for deferral. Persons requesting deferrals will be charged with the cost of preparing and mailing new notices.

(Published in The Wichita Beacon on March 2, 1967)

OFFICIAL NOTICE

TO WHOM IT MAY CONCERN AND TO ALL PERSONS INTERESTED:

NOTICE IS HEREBY GIVEN that on March 23, 1967, at 2:00 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 for a COMMUNITY UNIT PLAN - PLANNED RESIDENTIAL AND COMMERCIAL DEVELOPMENT for property legally described as follows:

DP-23 - A tract beginning 75 feet west and 75 feet south of the northeast corner of the NW $\frac{1}{4}$ of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 275 feet; thence east 25 feet; thence south 1515 feet +; thence northwesterly and westerly along the left bank of the Arkansas River to the west line of Lot 1; thence north along the west line of said Lot 1 to a point 50 feet south of the northwest corner of said Lot 1; thence east to a point 275 feet west and 25 feet north of the point of beginning; thence south 25 feet; thence east 275 feet to the point of beginning.
Generally located on the south side of 21st Street between Amidon and Meridian.

The Development Plan of this area has been submitted as required under the Community Unit Plan provisions of Section 28.04.190 of the City Zoning Ordinance of the City of Wichita. The Development Plan is on file in the Planning Department Office, Room 402, City Building Annex, 104 South Main, Wichita, Kansas, and is available for public information and review.

The Development Plan on file proposes a 24.5 acre town-house and garden apartment development, the density of which will not exceed 25 dwelling units per acre, or a total of 265 dwelling units for the entire 24.5 acres. Also proposed on the Development Plan is a 22.84 acre commercial development for MARINA LAKE which will include shopping center facilities, a restaurant, theaters, offices, a service station, places of public entertainment and other commercial-type uses. In addition to indicating proposed building locations for the residential parcel, the Development Plan indicates information on the ratio of floor area to ground area, a ratio of land coverage to ground area, the number of parking spaces, proposed setbacks for structures, proposed usable open space, means of ingress and egress, and maximum height limitations.

The hearing of this Development Plan, as provided in section 28.04.190 of the City Zoning Ordinance of the City of

Wichita, is to be held 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.

WITNESS MY HAND AND SEAL this 2nd day of March, 1967.

C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commis-
sion

(SEAL)

4. Our report reflected traffic increases from the west and north as new growth of the City is in this direction, but the City report indicated no increase in percent of traffic from these directions. It was agreed that further analysis would be based on the following:

<u>Traffic From</u>	<u>1967*</u>	<u>1985**</u>
North	20%	25%
South	35%	30%
East	30%	25%
West	15%	20%

*Based on study of Twin Lakes

**Used in our Traffic Projection Study

5. Traffic growth factor of one percent per year for city streets, as used in our report, was based on the 25th Street study by the City. They say it is probably too low and wanted to review other areas to determine a new growth factor. (They now suggest two percent increase per year, which they feel is conservative.)
6. Generation of traffic by the Marina Lake complex to be based on:
- 275,900^{0.5}
 350,000 square feet of shopping area
 50,000 120,000 square feet of office space
 250 apartment units
7. The City's report assigned 1/3 of traffic from the south through the 21st and Amidon intersection to gain access to Marina Lake from 21st Street. Also 2/3 of the traffic from the west was assigned through the intersection to gain entry to Marina Lake from Amidon.

I pointed out that these traffic assignments did not appear realistic and the City agreed to review their assignments.

8. It was agreed the service volumes of Level "C" should be realized on opening of Marina Lake and that by 1985 the service volumes should not be lower than Level "D".

The orange covered City report does not include any changes discussed at our January 27th conference, and unless the City has prepared a supplementary report, they apparently have not given consideration to the above items.

We reevaluated our analysis after the January 27th meeting with the City, and the following was our basis for the presentation at the February 9th, 1967 Planning Commission meeting:

Traffic Generated by Marina Lake

350,000 sq. ft. of shopping area			
20 trips per 1,000 sq. ft.	=	14,000 daily trips	= 7,000 trips in
120,000 sq. ft. office space			
5.8 person destinations per			
(1.4 persons/cor) 1,000 sq. ft.	=	1,000 daily trips	= 500 trips in
250 apartments			
5.7 trips per day	=	1,420 daily trips	= 710 trips in
Peak Hour (based on Twin Lakes = 16% of daily traffic)		TOTAL - 16,420 daily trips	= 1,310 vehicles entering per hour

(Our original report predicted 1,600 vehicles entering center during peak hour based on larger floor area)

These trips were distributed by direction as indicated in Item 4

Existing traffic will include some of the potential shopping traffic. Our analysis assumes 20% of the new shopping traffic will come from the existing street traffic.

Projected traffic volumes are shown on the attached volume flow summary sheet. Street traffic and shopper traffic is shown separate.

An intersection capacity analysis indicates that the service volumes of the existing intersection of 21st Street and Amidon Street will be at Level "C", if street and shopping traffic peak at the same time (5:15 - 6:15 P.M.). This analysis is based on the most critical condition and with the peak shopping hour occurring later in the evening (as analyzed in our report) the intersection will operate below the service level of "C".

Our analysis is based on the existing geometrics of the intersection. Shopping trip assignments, as indicated on the attached volume flow sheet, will not require dual left turns from the east. (Previous trip assignments routed more trips from the east to the Amidon entrance, which produced a more critical condition. This was explained at the February 9th Planning Commission meeting, and it was pointed out that this situation would require dual left turns which could be accommodated without street widening by utilizing special signal phasing.)

With continued economic growth in the area, and using a growth factor of two percent per year, the projected traffic volumes for Amidon Street are 26,200 vehicles per day to the north and 27,700 vehicles per day to the south of Amidon Street. Traffic forecast for 21st Street: 22,500 vehicles per day to the east and 18,500 vehicles per day to the west of Amidon.

Mr. Robert H. Nelson

These projected future traffic demands will require additional traffic controls, use of dual left turn lanes and other traffic engineering techniques. Some modification of the intersection geometrics, depending on future turning movements, will be required by 1985.

It appears that the proposed Marina Lake Shopping Center is the best and highest use for the area, and as previously stated, we feel that the City has a responsibility to provide streets to serve the traffic demands which might occur by 1985.

This letter supplements our report, and includes revisions which were discussed with the Wichita Traffic Engineering Division.

If you have any questions, do not hesitate to contact us.

Very truly yours,

BURGWIN, MARTIN & ASSOCIATES, P.A.

By William J. Armstrong, P.E.

WJA:le

CC: Mr. Don E. Satterthwaite
Mr. Robert T. Feagins

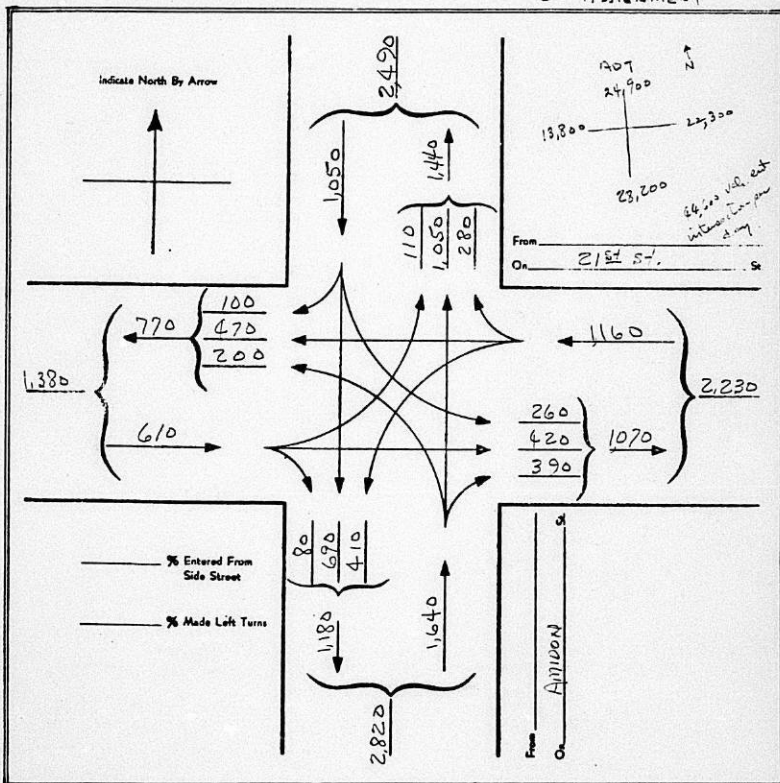
BY _____ DATE _____
 CHKD. BY _____ DATE _____
 City: WICHITA
 County: _____
 State: KANS.

BURGWIN AND MARTIN
Consulting Engineers

SHEET NO. _____ OF _____
 JOB NO. _____
 From 5:15 (AM) (PM)
 To 6:15 (AM) (PM)
 Day of Week _____

SUBJECT VOLUME FLOW SUMMARY
EST. 1985 PEAK HOUR TRAFFIC (SHOPPING PEAK & STREET PEAK OCCUR TOGETHER)
21st & ANIDON

2nd ASSIGNMENT



Comments: Assumes - 2% per year growth & 20% of traffic will be through
- 20% increase for new shopping areas and
expansion of existing facilities.
- Marina lake traffic included.

CAPACITY ANALYSIS
21st & AMIDON STREETS.

Assume 70 sec. cycle - 4-QUAD SIGNAL SYSTEM (3 PHASE)
2ND ASSIGNMENT

TRAFFIC MOVEMENT		% GREEN TIME	SERVICE VOLUME LEVEL 'C' VPH	DEMAND VPH	RATIO VOLUME CAPACITY
	LEFT TURNS FROM N	15%	Chart 18B 160	160	1.0
	FROM S			160	
	THRU TRAFFIC FROM N+RT	31%	Chart 4 690	540	1.0
	FROM S			690	
	ALL MOVEMENTS FROM EAST	18%	Chart 18B	MOVE 180	1.0
	LT.			260	
	THRU			440	
	ALL MOVEMENTS FROM WEST	23%	Chart 4	MOVE 180	1.0
	LT.			80	
	THRU			260-180=80	
	RT			440-360=80	
	ALL MOVEMENTS FROM WEST			0	1.0
	THRU RT.			80	
				500	500

February 10, 1967

Mr. Robert H. Nelson
816 Union Center Bldg.
Wichita, Kansas 67202

Subject: Z-0824 - Zone change from "AA" to "B",
"LC" & "C"; and DP-23 - Marina Lake Development
Plan

Dear Mr. Nelson:

At its regular meeting on February 9, 1967, the Metropolitan Area Planning Commission considered the above-captioned zone change request and community unit plan. The action of the Planning Commission was to recommend that both the zone case and development plan be denied.

Even though the Planning Commission recommended that these cases be denied, we suggest that you submit six copies of the development plan to our office by February 21, 1967, so that copies of the plan may be forwarded to the Board of City Commissioners.

These cases will be forwarded to the Board of City Commissioners for their consideration at 9:00 a.m., Tuesday, February 28, 1967, Room 201, City Building, 204 South Main, Wichita, Kansas.

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

Sincerely,

Jack H. Galbraith
Senior Planner

JHG:bgs

February 10, 1967

cc: Mr. Don E. Satterthwaite, President
Clear Lake, Inc.
Union National Building
Wichita, Kansas 67202

Mr. Robert Feagins
Feagins & Kirsch
6416 East Central
Wichita, Kansas 67206

Mr. K. O. Taylor
567 West Douglas
Wichita, Kansas 67213

Mr. William J. Armstrong
Chief Traffic Engineer
Burgwin, Martin & Assoc.
220 West 33rd St.
Ambassador Building
Topeka, Kansas 66611

Mr. George Powers
Ritchies Bros.
1820 North Mosley
Wichita, Kansas 67214

Mr. Michael A. Belluomo
2245 Bullinger
Wichita, Kansas 67204

Mr. Robert M. Shearer
2433 Benjamin Drive
Wichita, Kansas 67204

Mrs. Floyd Jones
2662 Hood
Wichita, Kansas 67204

Mr. Ralph Wulz, Director
Department of Public Works

Mr. Paul Graves
Traffic Engineer

Mr. Theodore H. Hill, (Mind copy)
810 West Douglas
Wichita, Kansas 67203

TWENTY-FIRST & AMIDON

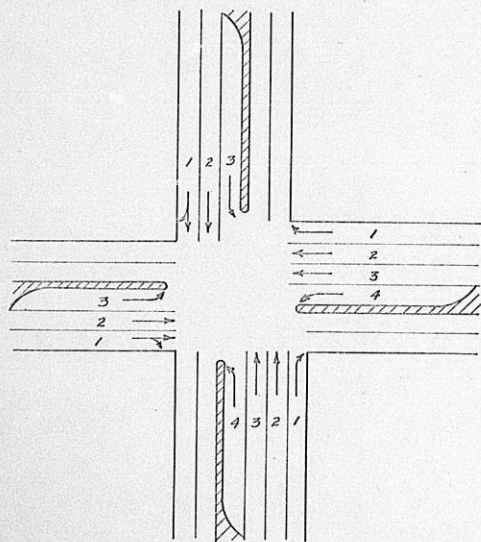


FIGURE 1

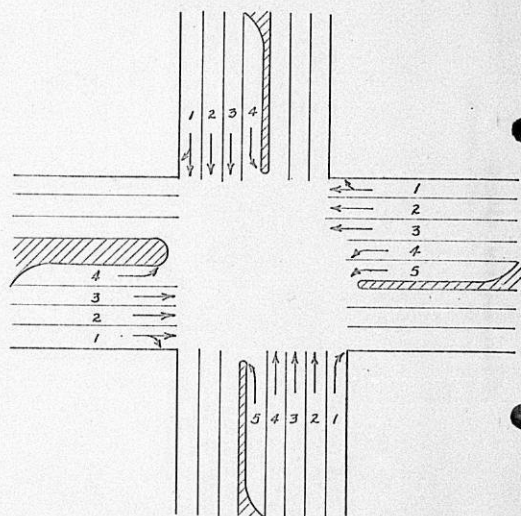


FIGURE 2

HARRY W. SAUMS
ATTORNEY AT LAW
SUITE 660
FOURTH NATIONAL BANK BUILDING
WICHITA, KANSAS 67202

AMHERST 4-0336
AREA CODE 316

February 6, 1967

Metropolitan Area Planning Commission
City Annex Building
Wichita, Kansas 67202

Gentlemen:

Herewith enclosed you will find a written protest filed
on behalf of Robert M. Shearer in zoning case D. P. - 23.

Very truly yours,

Harry W. Saums
Harry W. Saums

HWS/rp

Enclosure



TO: WICHITA - SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

Re: D. P. - 23

The undersigned, Robert M. Shearer, the owner of the property located at 2433 Benjamin Drive, Wichita, Kansas, does herewith file his written objection and protest of portion of case number DP-23 that calls for additional commercial facilities such as a restaurant, theaters, offices and service station but the undersigned does not object to construction of duplexes or apartment buildings on the real property described in case DP-23.

Robert M. Shearer
Robert M. Shearer

STATE OF KANSAS)
) SS:
SEDGWICK COUNTY)

Before me, the undersigned, a Notary Public, in and for the state and county aforesaid, came Robert M. Shearer, and acknowledged to me that the foregoing instrument of writing was done as his free and voluntary action and deed.

Subscribed and sworn to before me this 11th day of January, 1967.

Rebecca M. Phillips
Notary Public

My commission expires:

Aug. 6, 1970

WICHITA-SEDGWICK COUNTY

DATE

METROPOLITAN AREA PLANNING DEPARTMENT

February 3, 1967

TO Planning Commission Members Kratzer, Mooney, Branson,
Bledsoe and Goebel

FROM Jack H. Galbraith, Senior Planner

SUBJECT Case No. Z-0824 and Case No. DP-23

At the request of Robert H. Nelson, attorney for the applicant on the above two cases, attached is a copy of their Traffic Consultant's study entitled, "Traffic Projections and Access Study for Marina Lake Development."

JHG:ber

Attachment

January 27, 1967

Mr. Robert H. Nelson
816 Union Center Bldg.
Wichita, Kansas 67202

Subject: Z-0824 - Zone change from "AA", to "B"
"LC" & "C"; and DP-23 - Marina Lake Development
Plan

Dear Mr. Nelson:

At its regular meeting on January 26, 1967, the Metropolitan Area Planning Commission reconsidered the above-captioned zone change request and community unit plan. The action of the Planning Commission was to defer further consideration of these matters to their next regular meeting on February 9, 1967. The Planning Commission will begin discussion of these matters at 12:30 p.m., rather than 2:00 p.m.

If you should have any questions concerning these matters, please call.

Sincerely,

Jack H. Galbraith
Senior Planner

JHG:bgs

cc: Mr. Don E. Satterthwaite, President
Clear Lake, Inc.
Union National Building
Wichita, Kansas 67202

Mr. Robert Feagins
Feagins & Kirsch
6416 East Central
Wichita, Kansas 67206

January 27, 1967

cc: Mr. George Powers
Ritchie, Bros.
1820 North Mosley
Wichita, Kansas 67214

Mr. Michael A. Belluomo
2245 Bullinger
Wichita, Kansas 67204

Ralph Wulz, Director
Department of Public Works

Paul Graves
Traffic Engineer

Mr. Theodore H. Hill (Blind Copy)
810 West Douglas
Wichita, Kansas 67203

WICHITA-SEDEGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

DATE: January 26, 1967

Case No. E-0824 No. MP-23	Request: Change from "AA" to "B", "LC" and "C" Approval of Residential and Commercial Development Plan
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Location: South side of 21st Street between Amidon and Meridian

Acres: Approximately 61.3 (36.8 for "LC" and "C" and 24.5 for "B")

	Land Use	Zoning
Existing	Vacant	"AA"
North	Single-family, duplex, office and shopping center	"LC", "A" & "AA"
East	Twin Lakes Shopping Center	"LC", "B" & "AA"
South	Arkansas River and single-family	"AA"
West	Vacant	"B"

Unplatted

Existing R/W - Amidon - half 50 ft. Proposed R/W - Amidon - half 50 ft. & 75 ft. Existing R/W - 21st Street - half 30 ft. Proposed R/W - 21st Street - half 50 ft. & 75 ft. Existing R/W - Meridian - half 0 ft. Proposed R/W - Meridian - half 35 ft.	History: N/A
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Comments

1. Ordinance Requirements - The applicants have submitted a zoning change request from "AA" to "B", "LC" and "C". The "LC" and "C" zoning request is greater than six acres; therefore, as required by ordinance, the applicants have submitted a commercial development plan under the CUP provisions of the ordinance. The "B" zoning request exceeds 20 acres and, therefore, a residential development plan has been submitted for that portion of the property. The residential CUP is optional under the ordinance; however, it is desirable on large areas where multi-family development is proposed, and the staff encourages residential CUP's on all such requests.

2. Land Use - A potential (existing approved "LC" and CUP's) of 730,000 square feet of retail floor area exists in this area. This includes the existing and future development of Twin Lakes, Sweetbriar Gardens, Atlantic Thrift Center and Riverbend Shopping Centers. The Marina Lake development plan proposes an additional 560,000 square feet of commercial and office floor area. The degree of office space was not distinguished from the commercial space by the developer. For comparison purposes, the CBD has

approximately 2½ million square feet of retail floor area. If the Marina Lake Center is approved, the 21st Street and Amidon area will approximate one-half the retail floor area of the CBD.

The staff is concerned about the over-concentration of commercial zoning in one area and finds it extremely difficult to justify a shopping center of over a half million square feet in this area. Without a professional analysis by an economist or market analyst, it is impossible to draw a firm conclusion as to whether this center can be justified in this area. One of the leading authorities for development of all kinds - the Urban Land Institute - has this, in part, to say about new shopping centers:

"...A shopping center does not in itself generate new business; it distributes existing business. As each new center opens, its business volume comes in part from the central business district and in part from other suburban shopping areas. Until the increases in population and the readjustments in shopping habits catch up, additional retail facilities are justified only by actual increments in population and purchasing power.

"The fact remains that there is just so much spendable income in any municipality or locality. Whether there are too many shopping centers or whether overdevelopment of retail facilities is taking place depends on how thinly the total available spendable income of the community may be divided. Conditions and circumstances indicate that no arbitrary answer can be offered for the arithmetic number of shopping centers that are justified. This conclusion is reached because commercial development follows along with purchasing power.

...shopping centers can be overdone. The concept has caught on to the extent that nearly every entrepreneur wants to develop a shopping center.

"In the rulebook of the Community Builders' Council, caution is the first principle of procedure.

"Concern for the welfare of the community and caution for the safe investment of capital are reasons why the Council issues a note of caution about overbuilding shopping centers. Financially successful shopping center development cannot go ahead faster than the community's ability to absorb the increased space for retail selling."

A full discussion of the feasibility and location of shopping centers may be found in the Community Builders' Handbook, Executive Edition, 1965 printing, pages 224 to 232; 234; 242 to 267.

Over-anticipating the commercial needs of an area results in several partially developed commercial areas which, if unsuccessful, do not lend themselves easily to redesign and redevelopment of a lesser use. Therefore, it is the opinion of the Planning Department that to avoid the future possibility of either piecemeal or strip development on 21st Street and Amidon that, if the application is approved, construction should not begin on Parcels #2, #3, #4, and #5 until such time as construction has started on the major facility in Parcel #1.

There is not sufficient justification for another shopping center in this area and, therefore, the use of the land should be delegated to a use that can be justified. Experience in the area has indicated that residential development on lakes or on former sandpits has been successful and the demand is good. The site has adequate access for residential development without having an adverse affect on the traffic-carrying capacity of Amidon. Therefore, it is the opinion of the Planning Department that the majority of the site should be developed for multi-family residential uses and that a small commercial area be approved adjacent to 21st Street.

3. Traffic - During the preliminary review of the Development Plan, the Department of Public Works expressed its concern for the future traffic-carrying capacity of Amidon. As a result, it was requested that the applicant prepare a traffic study to determine location and number of curb cuts permitted on Amidon and also to determine what effects, if any, the proposed points of ingress and egress would have on the traffic-carrying capacity of Amidon. Before the general relaxation of the CUP requirements some 2 or 3 years ago, such studies, as well as market analysis, were standard requirements of the Planning Commission.

The applicants retained the firm of Burgwin, Martin & Associates, P.A., Consulting Engineers, who prepared and submitted a report entitled Traffic Projections and Access Study for Marine Lake Development. The consultants analyzed three proposals for ingress and egress to the shopping center and as a result recommended that two major access points be provided; one directly opposite the entrance to Twin Lakes and the other at the southern end of the development. Also, two additional right-turn-only

access points were recommended at the northern end of the shopping center. The study further pointed out that the shopping center would generate enough traffic to exceed the level "C" capacity of the intersection of 21st and Amidon and, therefore, additional improvements would be necessary for the intersection in order to handle the increased traffic.

At the present time, the City has access control to this site from Amidon, except for the north 200 feet of the site and one 30-foot opening at the southern end of the site.

The Traffic Engineer also prepared a traffic capacity analysis of the intersection of 21st and Amidon and a copy of their study accompanies this report. Based on the proposed floor area and the Amidon orientation of the proposed Marina Lakes Shopping center, it is the conclusion of the Traffic Engineer that an at-grade channelized intersection cannot handle the traffic that will be generated. Therefore, in order to preserve the traffic-carrying capacity of Amidon and the 21st Street intersection, it is the recommendation of the Traffic Engineer that the City not relinquish its access control, and that the applicant redesign and reorient the center to 21st Street.

It is the opinion of the Planning Department that if the shopping center cannot be built orienting to Amidon without exceeding the capacity of the Amidon-21st Street intersection, it likewise cannot be built at the same size orienting to 21st Street, without exceeding the capacity of the intersection. If the center were oriented to 21st Street, it would encourage commercial applications for properties which abut the north side of 21st Street and eventually would result in the strip commercial development of 21st Street west of Amidon, which would further compound the traffic problems.

4. There naturally are various alternatives which must be explored. First, if the center is not going to be reduced in floor area, a new intersection design is necessary, such as ultimately having Amidon overpass 21st Street and construction of a diamond interchange. This will require a substantial increase in the right-of-way on the west side of Amidon on both the northwest and southwest corners of the intersection. This will involve the removal of an existing service station on the northwest corner and will result in a substantial cost to the public. The second alternative, if the shopping center is approved, is to redesign the development plan as suggested by the Traffic Engineer; or redesign of medians and relocation of access points as recommended by the applicants' consultants.

5. There are several other points that the staff is concerned about on the plan, if the shopping center is to be approved, and they are as follows:
- (a) The staff is of the opinion that the "LC" zoning should not be extended further west than that on the north side of 21st Street and, therefore, it is recommended that Parcel #5 be deleted and Parcels #6 and #7 be adjusted accordingly.
 - (b) It is the opinion of the staff that two parcels (#2 and #3) should not be encouraged at the intersection inasmuch as congestion is increased and the free-standing structures tend to reflect strip commercial rather than shopping center facilities. Therefore, it is recommended that Parcel #3 be deleted from the plan and the use be incorporated into Parcel #1.
 - (c) In order to have outdoor display and sale of marina supplies in either Parcels #1 or #4, it will be necessary to have Board of Zoning Appeals approval, and it is the opinion of the staff that Parcel #6 should be treated similarly. Therefore, it is recommended that Parcel #6 be amended from "C" to "LC" and that "subject to Board of Zoning Appeals approval" be added at the end of Condition #7 on Parcels #1, #4, and #6.
 - (d) Amending the 1500-foot dimension of 21st Street for signs to 1100 feet in General Provision #1.
 - (e) Since the curb cuts are the key to the development and so that no question arises in the future, it is recommended that General Provision #3 read as follows: "Curb cuts to Amidon and 21st Street shall be located as indicated on the Development Plan."
 - (f) Condition #5 under Parcel #1, which refers to the setback in relation to the off-street parking structure, is not clear. The parking structure is a unique proposal but the staff is concerned about the approval of an off-street parking structure with no setbacks for the level or levels that would be above the elevation of Amidon. It is our understanding from the site plan submitted by the applicant that parking levels above the elevation of Amidon will set back from the property line approximately 120 feet; therefore, it is recommended that Condition #5 under Parcel #1 be reworded as follows:

"5. Setbacks shall be as indicated on the plan, but shall not refer to any floor of the parking structure. In no event shall any floor of the parking structure exceed a maximum of 5 feet above the grade of Amidon and any such floor of the parking structure above the grade of Amidon shall maintain a minimum 100-foot setback."

6. Residential Parcel - The staff has reviewed the residential portion of the Development Plan, Parcel #7, and it appears to be satisfactory as to density, proposed building locations, open space, fencing and other general requirements.

Recommendation

It is the recommendation of the Planning Department that the "LC" and "C" zoning, and Commercial parcels of the Development Plan not be approved inasmuch as there is not sufficient need or justification for another shopping center in this area, and that it would severely handicap the traffic-carrying capacity of the major streets. It is further recommended that the plan be redesigned with the majority of the tract being residential and only a limited amount of "LC" approved adjacent to 21st Street.

If the Planning Commission recommends approval of the Development Plan, it is recommended that one of the two following alternatives be approved:

Alternative One

1. The applicant dedicating the additional right-of-way west of Amidon which is necessary for street improvements, with the applicant bearing the cost of necessary street improvements and signalization, and reserving necessary rights-of-way for possible future construction of an overpass and diamond interchange and relocate the access points in conformance with the plan of the Traffic Engineer.
2. Deleting Parcels #2, #3 and #5 from the plan.
3. Parcels #6 and #7 being readjusted to incorporate the deleted Parcel #5.
4. Amending Parcel #6 from "C" to "LC".

5. Adding "subject to Board of Zoning Appeals approval" to the end of Condition #7 in Parcels #1, #4 and #6.
6. Amending the 1500-foot dimension to 1100 feet in General Provision #1, Sign Control.
7. Rewording General Provision #3 as follows: "Curb cuts to Amidon and 21st Street shall be as indicated on the Development Plan."
8. Rewording Condition #5, Parcel #1 as follows:

"5. Setbacks shall be as indicated on the Plan, but shall not refer to any floor of the parking structure. In no event shall any floor of the parking structure exceed a maximum of 5 feet above the grade of Amidon and any such floor above the grade of Amidon shall maintain a 100-foot minimum setback."
9. Each parcel being platted prior to the issuance of a building permit.
10. The development of this property proceeding in accordance with the development plan as approved by the Planning Commission and City Commission, 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.
11. Any major changes in this development plan being resubmitted to the Planning Commission and City Commission for their consideration.

Alternative Two

Instruct the applicant to redesign the Development Plan, reducing the area of commercial to that which will not generate additional traffic to exceed the capacity of the intersection of 21st and Amidon and following the general criteria as indicated below:

1. Orient the commercial facility to 21st Street without extending the commercial zoning west of Sweetbriar Street.
2. Extend the "B" multiple-family zoning east to Amidon along the southern portion of the tract.
3. Utilize that access which is now available.

January 13, 1967

Mr. Robert H. Nelson
816 Union Center Bldg.
Wichita, Kansas 67202

Subject: Z-0824 - Zone change from "AA" to "B"
"LC" & "C"; and DP-23 - Marina Lake Develop-
ment Plan for the south side of 21st Street
between Amidon and Meridian

Dear Mr. Nelson:

At its regular meeting on January 12, 1967, the Metropolitan Area Planning Commission considered the above-captioned zone change request and community unit plan application. The action of the Planning Commission was to defer consideration of these items in order to provide sufficient time for the Department of Public Works and the Planning Department to complete their analysis of a consultant's study and to make their recommendations.

These items will be reconsidered by the Planning Commission at their next regular meeting at 2:00 p.m., Thursday, January 26, 1967, in Room 401, City Building Annex, 104 South Main Street.

If you have any questions concerning these matters, please call.

Sincerely,

Jack H. Galbraith
Senior Planner

JHG:bgs

January 13, 1967

cc: Mr. Don E. Satterthwaite, President
Clear Lake, Inc.
Union National Building
Wichita, Kansas 67202

Mr. Robert Feagins
Feagins & Kirsch
6416 East Central
Wichita, Kansas 67206

Mr. Theodore H. Hill (*Blind cc*)
810 West Douglas
Wichita, Kansas 67203

WICHITA-SEDFWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

DATE: January 12, 1967

Cases No. Z-0824 and DP-23 Request: "AA" to "B", "LC" and "C"
and Request for a combined Commercial and Residential Development Plan

Location: South side of 21st Street between Amidon and Meridian

Acres: 78

	Land Use	Zoning
Existing North	Vacant, and sand pit Single-family, duplex, office and shopping center	"AA" "AA", "A" & "LC"
East South West	Twin Lakes Shopping Center Arkansas River Vacant	"AA", "B" & "LC" "AA" "B"
Unplatted	X	
Existing R/W - Amidon	half 50 ft.	
Proposed R/W - Amidon	half 50 ft. & 75 ft.	
Existing R/W - 21st Street	half 30 ft.	
Proposed R/W - 21st Street	half 50 ft. & 75 ft.	
Existing R/W - Meridian	half - 0 ft.	
Proposed R/W - Meridian	half - 35 ft.	History: N/A.

Comments

During the preliminary review of the Development Plan, the Department of Public Works requested that the applicant prepare a traffic study to determine what effect a shopping center of this size would have on the traffic flow on Amidon and to determine where the most appropriate location for curb cuts would be.

The applicants retained a consultant who prepared a study which was submitted on Friday, January 6, 1967. The Traffic Engineering Division has not had adequate time to completely analyze the study, but after briefly reviewing the study has found that some portions of the report will need additional work for clarification. The Department of Public Works will have to determine what changes in signalization will be necessary to maintain a tolerable traffic situation on Amidon and 21st Streets, and what changes will be necessary concerning medials, left turn and right turn storage bays and additional acceleration lanes. Also, a complete cost analysis must be prepared, including a determination as to the cost to the developer for the necessary improvements.

Page 2 - Cases Z-0824 and DP-23
January 12, 1967

The City presently has access control for the majority of the west side of Amidon and the staff is not in the position of recommending that it be released until such time as it is reasonably sure that any changes will not adversely affect the traffic flow on Amidon. It should also be pointed out that it is the general consensus of the City staff that the traffic problem is the critical issue of the entire development and that until a satisfactory solution is found, a true analysis of the zone change request and development plan cannot be made.

Recommendation

The Department of Public Works is requesting a two-week deferral in order to complete their analysis of the consultant's study and to make their recommendations. The Planning Department concurs with the view of the Department of Public Works and recommends that the Planning Commission defer subject application to their next regular meeting on January 26, 1967.

DP-23 - 172 NOTICES MAILED 12-22-66 FOR 1-12-67 MAPC MEETING

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY BUILDING ANNEX, 104 South Main
Wichita, Kansas

NOTICE TO ADJOINING PROPERTY OWNERS

DEC 22 1966

The Wichita-Sedgwick County Metropolitan Area Planning Commission will consider the following item in Room 401, City Building Annex, 104 South Main, Wichita, Kansas, at its meeting at 2:00 p.m. on JAN 12 1967, at which time you may appear either in person or by agent or attorney, if you so desire.

C. Bickley Foster, Secretary

DP-23 - A tract beginning at the northeast corner of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 2086.5 feet along the east line of said Lot 1 to the center of 18th St. extended west; thence west 53 feet to the left bank of the Arkansas River; thence northwesterly and westerly along the left bank of the Arkansas River to the west line of said Lot 1; thence north along the west line of said Lot 1, 897.8 feet to the northwest corner of said Lot 1; thence east 2460.6 feet to the point of beginning. Generally located on the south side of 21st Street between Amidon and Meridian.

The Development Plan of this area has been submitted as required under the Community Unit Plan provisions of Section 28.04.190 of the City Zoning Ordinance. The Plan is on file in the Planning Department Office and is available for public information and review. The Plan on file proposes a 24.5 acre townhouse and garden apartment development, the density of which will not exceed 25 dwelling units per acre, or a total of 350 dwelling units for the entire 24.5 acres. Also proposed is a 69.55 acre commercial development for MARINA LAKE which will include shopping center facilities, a restaurant, theaters, offices, a service station, places of public entertainment and other commercial-type uses. In addition to indicating proposed building locations for the residential parcel, the Plan indicates information on the ratio of floor area to ground area, a ratio of land coverage to ground area, the number of parking spaces, proposed setbacks for structures, proposed usable open space, means of ingress and egress, and maximum height limitations.

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, C. Bickley Foster, 104 South Main, 7 days prior to the meeting. The Chairman and Secretary may grant such a request for deferral. Persons requesting deferrals will be charged with the cost of preparing and mailing new notices.

T9-215

SUMMARY DESCRIPTION OF CITY OF WICHITA ZONING DISTRICTS

- "AA" - One-Family Dwelling District
Permits one-family dwellings, parks, schools, libraries, golf courses, nurseries, churches and home occupations.
- "A" - Two-Family Dwelling District
Permits two-family dwellings and uses permitted in "AA".
- "RB" - Four-Family Dwelling District
Permits three and four-family dwellings, and uses permitted in "AA" and "A".
- "B" - Multiple-Family Dwelling District
Permits multiple dwellings, off-street parking areas, apartments, boarding houses, cemeteries, medical offices and uses permitted in "AA", "A" and "RB".
- "BB" - Office District
Permits apothecaries, clinics, hospitals; medical, business and professional offices; motels under certain conditions; and all residential uses.
- "LC" - Light Commercial District
Permits all purely retail business conducted within an enclosed building; service stations; all residential and office uses.
- "C" - Commercial District
Permits all commercial uses and residential and office uses and some fabrication uses.
- "D" - Central Business District
Permits all commercial, office, wholesale, manufacturing and residential uses. Prohibits those which constitute a hazard or nuisance from smoke, dust, odor or fire danger.
- "E" - Light Industrial District
Permits all manufacturing activities which do not constitute a hazard or a nuisance; and all office and commercial uses. Residential uses are prohibited.
- "F" - Heavy Industrial District
Permits all office, commercial and manufacturing uses. Most objectionable manufacturing uses are subject to conditional approval. Residential uses are prohibited.
- "G" - Mobile Home District
Permits mobile home parks and associated uses.

() (Published in The Wichita Beacon on December 20, 1966)

OFFICIAL NOTICE

TO WHOM IT MAY CONCERN AND TO ALL PERSONS INTERESTED:

NOTICE IS HEREBY GIVEN that on January 12, 1967, at 2:00 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 for a COMMUNITY UNIT PLAN - PLANNED RESIDENTIAL AND COMMERCIAL DEVELOPMENT for property legally described as follows:

DP-23 - A tract beginning at the northeast corner of Government Lot 1, Section 7, Township 27 South, Range 1 East of the 6th P.M.; thence south 2086.5 feet along the east line of said Lot 1 to the center of 18th. Street extended west; thence west 53 feet to the left bank of the Arkansas River; thence northwesterly and westerly along the left bank of the Arkansas River to the west line of said Lot 1; thence north along the west line of said Lot 1, 897.8 feet to the northwest corner of said Lot 1; thence east 2460.6 feet to the point of beginning. Generally located on the south side of 21st Street between Amidon and Meridian.

The Development Plan of this area has been submitted as required under the Community Unit Plan provisions of Section 28.04.190 of the City Zoning Ordinance of the City of Wichita. The Development Plan is on file in the Planning Department Office, Room 402, City Building Annex, 104 South Main, Wichita, Kansas, and is available for public information and review.

The Development Plan on file proposes a 24.5 acre town-house and garden apartment development, the density of which will not exceed 25 dwelling units per acre, or a total of 350 dwelling units for the entire 24.5 acres. Also proposed on the Development Plan is a 69.55 acre commercial development for MARINA LAKE which will include shopping center facilities, a restaurant, theaters, offices, a service station, places of public entertainment and other commercial-type uses. In addition to indicating proposed building locations for the residential parcel, the Development Plan indicates information on the ratio of floor area to ground area, a ratio of land coverage to ground area, the number of parking spaces, proposed setbacks for structures, proposed usable open space, means of ingress and egress, and maximum height limitations.

The hearing of this Development Plan, as provided in Section 28.04.190 of the City Zoning Ordinance of the City of Wichita, is to be held 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.

WITNESS MY HAND AND SEAL this 15th day of December, 1966.

C. Bickley Foster, Secretary
Wichita-Sedgwick County Metro-
politan Area Planning Commis-
sion

(SEAL)

December 8, 1966

Mr. Robert Feagins
Feagins & Kirsch
6416 East Central
Wichita, Kansas 67206

Subject: DP-23 - Marina Lake Community Unit Plan

Dear Mr. Feagins:

We have reviewed the Revised Preliminary Development Plan for Marina Lake and find several areas which need to be clarified prior to forwarding the Plan to the Planning Commission for their consideration.

As expressed in our letters to you on October 28, and November 30, one of the critical problems is access to both major streets. Without the necessary information as outlined in our letter of November 30, the Department of Public Works has expressed that they would be opposed to releasing the access control that the City of Wichita now has to Amidon. In our opinion, proper evaluation cannot be given this Plan prior to determining the access points, medial breaks, medial extensions, acceleration and deceleration lanes, and left-turn stacking lanes.

The Flood Control Division of the Department of Public Works suggests several changes regarding dedication of drainage right-of-way and minimum pad elevations, all of which have been marked on the front sheet and Sheets 1 and 4 of the enclosed plans. The Engineering Division of the Department of Public Works has stated that at least 35 feet of half-street right-of-way is necessary for Meridian.

General Provisions

We would suggest that under "Sign Control", information be provided stating that "signs shall not exceed 30 feet in height and shall not be placed so as to project over any public right-of-way". The total net area should also appear under General

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Provisions. Curb cuts to both Amidon and 21st Street will be determined after the traffic study.

Planting Areas

The required 10-foot planting areas of low shrubbery on the perimeter of the development across from residential zoning districts are not shown on the Plan. These are marked on the enclosed copy for your information and must be indicated on the Plan.

Parcel No. 1

As indicated on sheet 1 of 4, you are proposing setbacks of nearly 140 feet for the principal shopping center structure. We would recommend that these setbacks be placed on the front sheet so that the intended setbacks may be assured. If it is intended that the parking structure be near Amidon, then Comment No. 5 under Parcel No. 1 should reflect the proposed height of the parking structure above street grade.

Parcel No. 3

We expressed our concern and dissatisfaction of Parcel No. 3 in our letter of October 28, 1966. Again, this type of development detracts from the area as a shopping center and tends to relate more to strip commercial developments. We still recommend that the use proposed for this parcel be either designed in Parcel No. 4 or be attached at the north end of the shopping center on Parcel No. 1. Assuming that Parcel No. 3 will remain as you now have it designed, the maximum building coverage shall not exceed 30 percent as provided by the ordinance.

Parcels No. 4 and 5

The minimum setback of 35 feet as indicated on Parcels No. 4 and 5 would indicate that this area may be strip developed. The buildings appear to be designed for a 160-foot setback, and we would urge that a more realistic setback be placed on the Plan. We recommend that you elaborate on the intended "commercial uses" so that the Planning Commission will have a general idea of the type of development intended on these parcels. The 65-foot height proposals again do not appear to be compatible with the development north of 21st Street, nor the heights proposed on the Sweetbriar Center. It is still our opinion that the requested Light Commercial zoning for Parcel No. 5 is not proper or logical zoning across from the residential zoning and development to the

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north. We suggest that more thought be given to the development of this parcel.

We also discussed with you that a commercial marina is not a permitted use in the Light Commercial District. Determination should be made as to the type of marina proposed and whether it is permitted on the lake proposed to be zoned for "B" Multiple-Family zoning.

Parcel No. 6

We discussed with you our concern with the design and obvious lack of open space for the garden apartments proposed on Parcel No. 6. We have witnessed few garden apartment developments which have a density higher than 15 dwelling units per acre. You have indicated that 1.5 parking spaces per dwelling unit are to be provided; however, the Plan is 110 spaces shy. It would appear that there will be no open space if the additional parking as stated is provided.

We suggest that Parcel No. 6 be redesigned creating more open space and view of lake area for all buildings, and that a realistic density of dwelling units per acre be indicated on the Plan. Fifteen dwelling units per acre of land area would appear to be reasonable with the total number not to exceed 200 dwelling units. Land area should be indicated under "net area". The maximum fill line of the lake must also be shown on the Plan.

Fencing

One of the major concerns of this project is the proposed method of fencing. The Plan does not indicate a specific fence proposal. It is the opinion of the staff that, in view of the recent ordinance adopted by the Board of City Commissioners concerning the fencing of sand, gravel and borrow pits, the fencing provision should be covered in detail so that there is not misunderstanding when the actual development occurs. Therefore, it is imperative that adequate fencing be provided and maintained. It is the recommendation of the Planning Department that a minimum 58-inch high fence be constructed and maintained no closer than 15 feet to the edge of any shoreline along the north, south and west, on no less than 7-foot steel posts, with posts set not more than 16 feet apart. The fence may provide for reasonable access gates installed at the same height and of the same construction as the fence, which gates shall be kept locked except when in use. Such fence and gates shall be a minimum height of 58 inches and shall be of the following types of construction:

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1. A 48-inch or higher chainlink fence with three or more strands of barbed wire;
2. A 48-inch or higher solid metal or solid masonry fence with three or more strands of barbed wire; or
3. A 48-inch or higher wood fence which may have cracks or openings not in excess of 5 percent of the area of such fence, with three or more strands of barbed wire.

The term "barbed wire" shall mean any twisted wire with barbs spaced a minimum of 4 inches apart and placed at the top of the fence and gates at an angle not to exceed 160 degrees facing away from the excavation.

It also will be necessary to provide a fence between the residential structures so that the lake will not be easily accessible to neighborhood children. It is the opinion of the staff that the fence would not necessarily have to be chainlink; however, it should be at least a minimum of 6 feet in height and should be of such construction that it would be difficult for children to climb over, and further, no gates should be provided unless they are kept locked at all times. Therefore, it is recommended that a 6-foot solid or semi-solid wall of brick, stone, steel, masonry, architectural stone, wood (excluding redwood), or combination thereof, be constructed and maintained between the structures. We are recommending a specific fence proposal be designed and submitted for the areas between the building if it is to be something other than the required chainlink.

The fence proposal for the entire site should be filed with the Development Plan for approval as a part of the Plan.

One other problem relating to fencing concerns the timing of the construction of the fence in relation to the construction of the apartments. Therefore, we request that you submit a proposal indicating the staging of the construction of the fence so that this can be reviewed and become a part of the Development Plan.

Private Road

The private road, as indicated in Parcel No. 6, shall be paved when opened and a note to this effect shall be included in the comments under Parcel No. 6. The width of proposed pavement (depending on whether or not street parking is proposed) shall be indicated. It is necessary that the private road be redesigned

adjacent to Meridian so that the entrance of the private road to Meridian is approximately 150 feet north of the center line of River Park Drive.

Homes Association

After the site has been completely developed, there is always the possibility that portions will be sold off. If this occurs, a question arises as to how the lake, fence, and open space will be maintained. Also, the future maintenance of other facilities such as playgrounds, pools, parking areas, etc., will need to be guaranteed. It is, therefore, recommended that the applicants indicate on the Plan, or by a separate letter, that a homes association providing for the maintenance of non-public common areas, parking areas, community facilities, lake, fence, etc., shall be filed with the platting of Parcel No. 6.

Usable Open Space

For the purpose of defining usable open space in connection with Comment No. 12 of Parcel No. 6, usable open space is defined as land which does not include streets, alleys, off-street parking and loading areas, private drives and driveways, public open spaces or land upon which structures are planned to be built. However, structures and improvements which are provided for recreational purposes and are appropriated for the residents of the development only may be included as open space.

Floor Area Ratio

For the purposes of this Community Unit Plan, the floor area ratio for each parcel as submitted shall be the sum of the gross horizontal area of every floor of a building measured from the exterior face of exterior walls or from the center of party walls including:

1. The basement floor area when more than one-half the basement height is above the finished lot grade level where curb level has not been established;
2. Elevator shafts and stairwells at each floor;
3. Floor space used for mechanical equipment (except equipment, open or enclosed, located on the roof);
4. Penthouses;

December 8, 1966

5. Attic space having headroom of seven feet ten inches or more;
6. Interior balconies and mezzanines; and
7. Enclosed porches.

Floor area devoted to off-street parking or loading shall not be included in the floor area.

It will be necessary that you submit fifteen copies of the corrected Development Plan to our office no later than 5:00 p.m., Tuesday, December 27, 1966, so that staff recommendations may be prepared and copies of the Development Plan may be forwarded to the Planning Commission for their review prior to the Planning Commission meeting on January 12, 1967.

The ownership list for both DP-23 and Z-0824 must be submitted to our office by Wednesday, December 14, 1966, for these matters to be scheduled for the Planning Commission meeting of January 12.

Please contact our office if you have any questions concerning this matter.

Sincerely,

Jack H. Galbraith
Senior Planner

JHG:byg

Enclosure

cc: Mr. Don E. Satterthwaite, President
Clear Lake, Inc.
Union National Building 67202

Mr. Robert H. Nelson, Attorney
816 Union Center Building 67202

Mr. Robert Willard
405 South Hillside 67211

Blind copy to Theodore H. Hill

November 30, 1966

Mr. Robert Feagins
Feagins & Kirsch
6416 East Central
Wichita, Kansas 67206

Subject: DF-23 - Marina Lake Community Unit
Plan on the south side of 21st Street between
Amidon and Meridian

Dear Mr. Feagins:

On November 23, 1966, Ralph Wals, Director of Public Works, Division Heads of the Department of Public Works, and representatives from our office, met with you to review your latest submitted plans for "Marina Lake Development". It was the general consensus of all those in attendance that it was impossible to evaluate your proposals without a traffic study of the area. Although traffic is being adequately handled on the thoroughfare of 21st Street and Amidon and at their intersection, traffic volumes in excess of that which had been anticipated by 1965 (re: Transportation Study, 1964) are now being experienced at these locations.

As you are aware, three shopping centers now exist at this location, all with expansion plans, and another potential shopping center has been approved just east of the Little Arkansas River bridge. Because of this situation, reservations were expressed that the major street intersection of 21st Street and Amidon may not be able to handle the additional traffic generated by the proposed Marina Lake Development in addition to the planned expansion of other developments in the area.

As was expressed at our meeting, the Public Works Department recently constructed Amidon and the Amidon-21st Street intersection for the primary purpose of moving traffic. In doing so, and to protect against conflicts resulting from numerous curb cuts on subject property, access control was acquired

November 30, 1966

along the Amidon frontage. Therefore, it is the position of the Public Works Department that prior to the release of any access control permitting unanticipated curb cuts, evidence must be submitted by the applicant relating to the effect which these curb cuts will have on Amidon and the operational characteristics of the Amidon-21st Street intersection.

Among the determinations which must be made is the status of 21st Street. As the Transportation Plan now indicates, 21st Street west of Amidon is not a major street and the bridge across the Arkansas River is not proposed to be replaced. The development now existing, as well as the development now proposed, may warrant a re-evaluation of 21st Street as a major street.

Specifically, a study should be made to determine the following:

1. Projected traffic volume increases on 21st Street and Amidon which will be experienced as a result of the realization of the interim and ultimate Marina Lake Development plans.
2. Projected volumes of traffic movements at the designated ingress and egress locations on the Marina Lake Development plans.
3. Traffic flow charts or diagrams graphically indicating the vehicular volume justifications for physical modifications of:
 - a. 21st Street adjacent to the development site;
 - b. Amidon Street adjacent to the development site;
 - c. The 21st Street and Amidon intersection;
 - d. Access control revisions along the Amidon frontage of the development site.
4. Evaluation of proposed therefore design modifications such as curb cuts, median breaks, median extensions, acceleration and deceleration lanes, and left-turn bays as they relate to:

November 30, 1966

- a. Through traffic operations on Amidon and 21st Street and their intersection;
 - b. Ingress and egress operations of existing land uses;
 - c. Ingress and egress operations of the proposed Marina Lake Development.
5. Engineering details with dimensions indicating all therofare design modifications deemed necessary by the information presented in requirements No. 1, 2, 3 and 4.
 6. Evaluation of the additional increases in traffic as they relate to the existing recommendations in the recently adopted Transportation Plan Element of the Comprehensive Plan for the Metropolitan Area.

Without the necessary information as described above and the assurances that the traffic operations on Amidon and the Amidon-21st Street intersection will be preserved, the Department of Public Works has expressed that they would be opposed to releasing the access control that the City of Wichita now has.

Sincerely,

Jack H. Galbraith
Senior Planner

JHG:bgs

cc: Ralph Wals, Director of Public Works
D. E. Smith, City Engineer
Paul Graves, Traffic Engineer

Don E. Satterthwaite, President
Clear Lake, Inc.
Union National Building 67202

Robert H. Nelson, Attorney
816 Union Center Building 67302

Robert Willard
405 South Hillside 67211

Blind Copy to Theodore H. Hill

October 28, 1966

Mr. Robert Feagins
Feagins & Kirsch, Architects
6416 East Central
Wichita, Kansas 67206

Subject: DP-23 - Marina Lake Community Unit Plan
on the south side of 21st Street between Amidon
and Meridian

Dear Mr. Feagins:

We appreciated the opportunity to review the Development Plan for Marina Lake Development with you and Bob Willard in the office of Paul Graves and Jim Smith of the Traffic Engineering Division on October 27, 1966. We were encouraged by your comments that more thought is now being given to redesign, proposed uses, amending the legal description of the zoning application and access to major streets.

Our concern with the submitted Plan is that it is not in keeping with the purpose and intent of the Community Unit Plan Regulations, which are to encourage well-planned and well-organized development of residential and commercial areas. The primary purpose of the Community Unit Plan provision is to permit more flexible development of a larger commercial or residential area without adversely affecting the adjacent neighborhood. On the enclosed Plan we have marked the boundary of adjacent zoning districts to the east and north and we would recommend that your proposed commercial uses not be projected and designed across from residential areas.

During our meeting yesterday, Paul Graves suggested that instead of just listing six ingress and egress points to Amidon and ten to 21st Street, that necessary access points to the site be indicated on the Plan and designed in connection with existing medials, medial cuts and adequate proposed left-turn stacking lanes. Access to the proposed apartments on the west should be from Meridian as total access control has been taken on plats west of Meridian to the bridge.

Proposed Land Use and Parcels

The Plan indicates two parcels at the intersection of 21st and Amidon, one for a service station and the other for an automotive parts and supply store. This type of development detracts from the area as a shopping center and tends to relate more to strip commercial development. Detached structures such as service stations and automotive stores are not shopping center uses but are the types of uses which would be found in smaller associated commercial areas in the nearby vicinity of the shopping center. Service stations have, however, been approved on practically every plan at major street intersections, but as more free-standing uses are requested, such as for the automotive supply store, the character of the development as a shopping center is lost and a half shopping center and half strip-developed area is the result. There are several areas in the City where the automobile store is attached to the main commercial structure which, in our opinion, is more desirable. It is recommended that Parcel No. 3 be deleted from the Plan.

Parcel No. 1 indicates recreational facilities as a proposed use. It should be pointed out that outdoor recreational facilities are not a permitted use in the "LC" zone and are first permitted in the "C" Commercial District.

Setbacks

The Plan indicates a 35-foot building setback line which is not in keeping with the majority of other development plans of this size that have recently been approved. The Planning Commission has encouraged a minimum 100-foot building setback on major parcels and, in some cases, has increased this to 300 feet. The site plan submitted with the Development Plan indicates that the main structures facing Amidon will set back more than 250 feet from the street right-of-way line. Therefore, it is the opinion of the staff that a more realistic setback line should be proposed keeping in mind that the Community Unit Plan provisions of the Ordinance is to encourage well-planned and well-organized shopping centers.

The proposed 35-foot setback indicated on the minor parcels such as Parcels No. 2 and 5 is in conformance with recently approved plans and appears to be satisfactory.

October 28, 1966

Street Right-of-way

There is a policy of obtaining additional right-of-way at intersections of major streets which is in conjunction with Chart 5D, of the recently adopted Transportation Plan Element of the Comprehensive Plan of the Wichita-Sedgwick County Metropolitan Area. Specifically, Chart 5D requires 75 feet of half-street right-of-way for a distance of 350 feet in each direction from the center lines of the intersecting streets. The Plan has omitted this requirement but it will be necessary to indicate the right-of-way on the revised Plan for both 21st Street and Amidon.

The Plan indicates 35 feet of half-street right-of-way for Meridian; however, the plat to the west (Indian Hills Fourth Addition), which was recently approved, has dedicated 50 feet of half-street right-of-way and, therefore, the necessary right-of-way will have to be determined.

*Check
location
shown on
plat*

The Plan also indicates a road paralleling the river with an intersection on Amidon. As expressed in our meeting yesterday, this road would serve as a collector and would be utilized rather than 21st Street. This could create enough traffic to warrant a traffic signal light on Amidon and a traffic light would reduce the efficiency of Amidon as a traffic-carrying street and certainly would not be in the best interest of the public. It is, therefore, recommended that River Road be deleted from the Plan.

Parcel No. 6

We need to discuss the area indicated as Parcel No. 6, which is proposed for a Residential Community Unit Plan. The 780 dwelling units appear to be extremely high density for the approximately ten acres of developable land and certainly the filling of the lake area to accomplish such density will be discouraged. We will be available to discuss this area at your convenience.

Summary

These are just some of the comments concerning the submitted Plan. Since you are now redesigning the area, there is no use to comment on the submitted proposal in detail. We recommend that in your redesign and study of access points in relation to necessary improvements of both Amidon and 21st Street that you consider the following:

October 28, 1966

1. Deleting Parcel No. 3.
2. Aligning the west line of Parcel No. 1 with the east line of Sweetbriar Street.
3. Indicating a setback in line with proposed structures.
4. Indicating 75 feet of half-street right-of-way for Amidon from the center line of 21st Street south a distance of 350 feet.
5. Indicating 75 feet of half-street right-of-way for 21st Street from the center line of Amidon west a distance of 350 feet.
6. Determining the necessary half-street right-of-way for Meridian.
7. Deleting River Road from the Plan.
8. The applicant contacting the Traffic Engineer regarding curb cuts, access control and medials.
9. Indicating a 35-foot building height on all parcels.
10. The applicant contacting the Flood Control Division of the Department of Public Works concerning dedications for drainage right-of-way and minimum pad elevations and indicating the information on the Plan.

Since you have proposed to substantially change the boundaries of the parcels and prior to advertising the case for public hearing, the zoning application should be amended to conform to the revised parcels on the Development Plan.

Enclosed is a marked copy of the Preliminary Development Plan for your information and files. If you have any questions concerning this matter, please call.

Sincerely,

Jack N. Galbraith
Senior Planner

JHG:RAW:bgs
Enclosure

October 28, 1966

cc: Mr. Don E. Satterthwaite, Pres.
Clear Lake, Inc.
Union National Building 67202

Mr. Robert H. Nelson
816 Union Center Building 67202

Mr. Robert Willard
405 South Hillside 67211

Mr. Paul T. Graves
Traffic Engineer

September 26, 1966

Mr. Robert Feagins, Architect
Feagins and Kirsch
6416 East Central
Wichita, Kansas 67206

Dear Bob:

Subject: Proposed Development Plan
Shopping Center at 21st and Amidon
Southwest Corner

After you were in the other day and after talking with Galbraith and later seeing Ted Hill that day, I find there might be some possible confusion that our comments, or failure to make comments, at this preliminary stage constituted concurrence or nonconcurrence with all matters contained in the sketches shown us. As I am sure you are aware, this does not hold. We would like to see any proposals that you have in the form of a sketch after you have made the necessary initial clearances with Traffic Engineering, Public Works and Flood Control.

When we have an opportunity to study the whole proposal, the item which may concern us most, other than the rather shallow setbacks, is the free-standing structure of major size towards the south end. As you know, we are not necessarily opposed to free-standing structures in shopping center layouts, but until we see more information on entrances and general layout, compare the depth of zoning with the tract across the street to the east, and get some idea of how you are going to treat the north bank of the river and the western part of this tract, we may want to pull the free-standing structure back and make it a part of the residential development along the south bank area. However, even this comment is somewhat premature until we have an opportunity to study the proposal a little bit more in detail. This letter is being written so that

Page 2 - Robert Feagins
September 26, 1966

any confusion which may have existed can be laid to rest. As soon as you have some proposals for us to comment on officially, let us have five copies of the prints and a few days to review and reply.

Sincerely,

Robert A. Lakin
Assistant Planning Director

RAL:ber

KAHRS, NELSON, FANNING & HITE

ATTORNEYS AT LAW

UNION CENTER BUILDING

WICHITA, KANSAS 67202

October 10, 1966

TELEPHONE
AMHERST 2-3777

AUSTIN M. COWAN (1888-1898)
W. A. KAHRS
ROBERT H. NELSON
H. W. FANNING
RICHARD C. HITE
DARRELL D. KELLOGG
ROGER M. SHERWOOD
RICHARD L. HONEYMAN

Metropolitan Area Planning Commission
City Annex Building
Wichita, Kansas

Re: Community Unit Plan
Residential and Commercial -
21st and Amidon

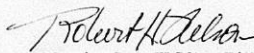
Gentlemen:

Enclosed herewith is an application for community unit plan covering the property located at the Southwest corner of 21st and Amidon together with with an application for change of zoning as set forth in said petition.

Mr. Feagen has heretofore left with you five copies of the drawings setting forth the proposed community unit plan for the commercial area and copies of the residential community unit plan will be furnished to you later.

I am also enclosing a check in the sum of \$400.00 in payment of the filing fee for both the community unit residential plan and the zoning petition. Abstractor's certificate of ownership covering said zoning will be furnished to you within the very near future. Please acknowledge receipt hereof and advise the date of hearing set hereon.

Very truly yours,



OF KAHRS, NELSON, FANNING & HITE

RHN:lt

cc: Mr. Don E. Satterthwaite, Pres.
Clearlake, Inc.
Union National Building
Wichita, Kansas
cc: Mr. Merle Mason, Sec'y.
Attorney at Law
810 West Douglas
Wichita, Kansas

III. This property is located at (address) The Southwest corner of 21st and Amidon.

The general location is (use appropriate section)

- a. at the _____ corner of _____
and _____; or
- b. on the West side of Amidon (Ave., Street) between _____ (Ave., Street) and South of 21st Street (Ave., Street).

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.

By _____ Authorized Agent (if any) CLEAR LAKE, INC.
By Robert H. Nelson Authorized Agent (if any)
Robert H. Nelson

By _____ Authorized Agent (if any) _____
By _____ Authorized Agent (if any)

V. OFFICE USE ONLY

This application was received at the Planning Department at 3:25 (AM, PM) on 10-10-66 (Day, Month, Year). It has been checked and found to be complete and accompanied by required documents and the appropriate fee of \$ 400⁰⁰.

B. Rathke Name
_____ Title

D-18466-49

Beg 957 ft N of SW cor Gov. Lot 4; E 330 ft; N 99 ft;
W 330 ft; S to beg. Sec 7, Twp 27, R 1 East.

✓ Oren & Winifred F. Delaney, ux
1942 N. Meridian 67203

D-18466-50

Beg 858 ft North of SW cor of Gov Lot 4, Sec 7, Twp 27,
R 1 East; E 330 ft; N 99 ft; W 330 ft; S to beg.

✓ P. E. & Laura Hightower, ux
1932 N. Meridian 67203

D-18466-51

Beg 759 ft N of SW cor Gov Lot 4, Sec 7, Twp 27, R 1 E;
E 330 ft; N 99 ft; W 330 ft; S to beg.

✓ Bert A. & Della Stoner, ux
1922 N. Meridian 67203

LOT	BLK	ADDITION	OWNER
<u>WOMER'S 6th.</u>			
1, 2, 3, 4, 5, 6, 1 16, 17, 18, 19, 20, 21, 22,			✓ R. W. Womer 120 Lynnwood Blvd. 67218
23 & prt of 24, des 1 as: beg at front cor com to Lots 23 & 24; Ely 15 ft; Nly 136.4 fb; NWly to rear cor com to sd Lots 23 & 24; Sly 139 ft to beg.			✓ Gale D. & Sara L. Black, ux 1502 Pleasantview 67203
Frt Lot 24, all 25 & 1 26, exc E 10 ft.			X R. W. Womer
E 10 ft Lot 26, all 1 Lot 27,			✓ Hubert M. & Shirley E. Snell, ux 7500 Warren 67212
Lot 28 & prt Lot 29, 1			✓ William A. & Kathleen S. James, ux 1721 N. Sedgwick 67203
Prt Lot 29, all Lot 30, 1 31, 1			✓ R. W. & S. H. Womer 434 Ohio 67214 ✓ H. P. Lent, Jr. & Ruth S. Lent, ux 2162 Bella Vista 67203
32 & Prt Lot 33 1			✓ G. Gayle & Eula Jean Stephens, ux 2154 Bella Vista 67208
Prt Lot 33, all 34, 35, 1 36, 37 & 38,			X R. W. Womer
Lots 1, 2, 3, 4, 5, 6, 2 7, 8, 9, 10, 11, 12, 13, 14,			X R. W. Womer
15 2			✓ Norene T. Garver 2111 Bella Vista 67203
16, 17, 18, 19, 20, 21, 2 & 22,			X R. W. Womer
23 2			✓ Phillip C. & Constance L. Rader, ux 2201 Bella Vista 67203

LOT	BLK	ADDITION	OWNER
24, 25, 26, 27,	2	Womer's 6th	X R. W. Womer
1, 2, 3, 4, 5, 6, 7, 1		River Park	✓ Twin Rivers Investments, Inc. Res. Agt: G. R. Monroe 2148 N. Broadway 67214
1, 2, 3, 4, 5, 6, 7, 4 8, 9, 10, 11, 12,		" "	X Twin Rivers Investments, Inc
1, 2, 3, 4, 5, 6, 7, 5 8, 9,		" "	X Twin Rivers Investments, Inc
25, 26, 27,	6	" "	X Twin Rivers Investments, Inc
1		Indian Hills 4th	✓ Indian Hills Development Co., H. Marvin Bastian, Pres. Inc. 1905 Southwest Blvd. 67215
D-6111-24E			
Beg 1040 ft N of SW cor Gov Lot 4, Sec 12, Twp 27, R 1 W; W 330 ft; N part to Meridian line to the S bank of Arkansas River; Ely along S bank sd river to Meridian line; th S to beg.			✓ Lester Turley 1825 Hood 67203
D-1830-37			
S 100 ft of: Beg 940 ft N of SE cor Gov Lot 4, Sec 12-27-1W; W 330 ft; N to S bank of Arkansas River; Ely along S bank of sd river to the Meridian line; S to beg.			✓ Charles W. Sloan 2218 St. Louis 67203
D-18430-36			
N 110 ft of: Beg on the Meridian line & 720 ft N of SE cor Gov Lot 4, in NE 1/4 Sec 12-27- 1 W; W 330 ft; N 220 ft; E 330 ft; S 220 ft to beg, exc prt platted as Cindy Addition.			✓ Herman & Nellie M. Wolf, ux 2725 W. 16th St. 67203
Lot 1, Cindy Addition.			✓ Fred I. & Juanita F. Bowers, ux 1912 N. Richmond 67203
Lot 1, Blk 3, Meadowvale Add.			✓ Milford Q. & Agnes C. Yetter, ux 1551 Payne 67203
Lot 2, Blk 3, Meadowvale Add.			✓ Howard L. & Doris M. McGregor, 1932 N. Edwards 67203 ux
Lot 3, Blk 3, Meadowvale Add.			✓ Truman G. & Shirley L. Lyon, ux 1926 N. Edwards 67203
Lot 11, Blk 3, Meadowvale Add.			✓ Donald L. & Jacqueline R. Dey, 1927 N. Richmond 67203 ux
Lot 12, Blk 3, Meadowvale Add.			✓ Darrel R. & Shirley E. Duncan, 1933 N. Richmond 67203 ux
Lot 13, Blk 3, Meadowvale Add.			✓ Norman E. & Alta Swanson, ux 1975 McLean Blvd. NW 67203
Lot 5, Blk 7, Benjamin Hills 2nd Add.			✓ Jack E. & Elizabeth J. Greene, ux 2302 Marigold 67204 ux
Lot 5, Blk 3, Benjamin Hills 2nd Add.			✓ Richard R. & Mildred M. Ayesh, ux 2628 Benjamin 67204 ux
Lot 6, Blk 3, Benjamin Hills 2nd Add.			✓ A. N. & Ruby Millsap, ux 2616 Benjamin 67204

LOT	BLK	ADDITION	OWNER
<u>BENJAMIN HILLS 2nd.</u>			
7	3		✓ Kenneth A. & Thelma Jean McGrew, ux 2604 Benjamin 67204
8	3		✓ Arthur D. & Florence C. Busch, ux 2552 Benjamin 67204
9	3		✓ Obed T. & Evelyn A. Wells, ux 2542 Benjamin 67204
10	3		✓ Virginia D. Spencer 2534 Benjamin 67204
11	3		✓ Everest E. & Gladys L. Wible, ux 2520 Benjamin 67204
12	3		✓ Raymond D. & Gail George, ux 2512 Benjamin 67204
13	3		✓ Marvin M. & Barbara H. Somers, ux 2506 Benjamin 67204
14	3		✓ Elizabeth H. Heinsohn 2305 N. Richmond 67204
15	3		✓ Carl A. & Lucille Bessier, ux 2315 N. Richmond 67204
16	3		✓ Vera Stutsman 1002 Brookfield 67206
17	3		✓ Carl A. & Marie Warne, ux 2339 N. Richmond 67204
18	3		✓ Horton E. & Eanita L. Goss, ux 2355 N. Richmond 67204
19	3		✓ T. J. & Vivian L. Harder, ux 1226 S. Waco 67203
20	3		✓ Kenneth L. & Alberta M. Walker, ux 2377 N. Richmond 67204
8	4		✓ John W. & Kathleen T. Schiffler, ux 2324 N. Richmond 67204
9	4		✓ John A. & E. Elress Paul, ux 2314 N. Richmond 67204
10	4		✓ Leonard R. & Kellene M. Wright, ux 2304 N. Richmond 67204
11	4		✓ Frank H. & Mary L. Wright, ux 2305 Dogwood 67204
12	4		✓ Albert C. & Mildred H. Martin, ux 2315 Dogwood 67204
5	9		✓ Jack G. & J. Jarins Highley, ux 2220 Hyacinth 67204
6	9		✓ Wilbur R. & E. Maxine Elsea, ux 2529 Bullinger 67204
7	9		✓ Anne McLean 2359 McLean Blvd. 67204
8	9		✓ Oliver R. & Marjorie L. Anderson, ux 1602 N. Charles 67203

LOT	BLK	ADDITION	OWNER
9	9	<u>BENJAMIN HILLS 2nd.</u>	✓ Cardinal Construction Co., Inc 2220 Cardinal 67204
10	9		✓ John M., Jr. & Betty L. Richards 2304 N. Richmond 67204 ux
11	9		✓ Michael A. & Mary Paula Belluomo 2245 Bullinger 67204 ux
12	9		✓ William W. & Colleen H. Green, ux 2701 Benjamin 67204
1	10		✓ William C. & June E. Miller, ux 1609 Selma 67216
2	10		✓ C. Raymond & Kathleen V. Goble, 2533 Benjamin 67204 ux
3	10		✓ Richard & Wilma Jeanne Bills, ux 1514 Sabin 67212
4	10		✓ Richard Dale & Alice M. Gass, ux 2551 Benjamin 67204
5	10		✓ Conrad A. & Dorothy L. Smith, ux 2605 Benjamin 67204
6	10		✓ Byron R. & Bertha M. Waggoner, ux 2615 Benjamin 67204
7	10		✓ Verland M. & Elaine Patterson, ux 2627 Benjamin 67204
8	10	<i>ret. & resert 12-27-66</i>	✓ Wolf Construction Co., Inc. 2436 W. Douglas 67208
9	10	<i>✓ A. J. & Betty C. Simon, 2628 Bobwhite</i>	✓ Albert P. & Reva Guerra, ux 2616 Bob White 67204
10	10		✓ Gene B. & Mary Jean Martin, ux 2606 Bob White 67204
11	10		✓ William D. & Wilma E. McLean, ux 2552 Bob White 67204
12	10		✓ Ralph E. & Virginia K. Brumback, 2542 Bob White 67204 ux
13	10		✓ Dean L. & Norma L. Babb, ux 2534 Bob White 67204
14	10		✓ J. Carson & Virginia G. Rockhill 2505 Benjamin 67204 ux
1	11		✓ Jessie R. Trimble, sgls. 2521 Bob White 67204
2	11	<i>ret. & resert 3-14-67 933 Coolidge 67203</i>	✓ Evelyn J. Caldwell, sgls. John O. & Anna B. English, ux 2533 Bob White 67204
3	11		✓ Fred J. & Virginia H. Soper, ux 3901 E. 28th N. 67220
4	11		✓ William D. & Mona Beth Dopps, ux 2551 Bob White 67204
5	11		✓ James J. & Norvell B. McKee, ux 2605 Bob White 67204

LOT	BLK	ADDITION	OWNER
<u>BENJAMIN HILLS 2nd.</u>			
6	11		✓ Eli F. & Agnes C. Ferris, ux 2615 Bob White 67204
7	11		✓ Lowell W. & Lorraine F. Schraeder, ux 6500 W. Hwy # 54 <i>Killogg</i> 67209
8, 9, 10, 11, 12, 13, 14,	11		✓ Cardinal Construction Co., Inc. 2220 Cardinal
15	11		✓ Anna McLean 2359 McLean Blvd. NW
16	11		✓ Cardinal Construction Co., Inc. 2220 Cardinal
17	11		✓ Robert M. & Joan B. Shearer, ux 2433 Benjamin 67204
1	12		✓ William G. & Yonne W. Allen, ux 2442 Benjamin 67204
2	12		✓ Kellis H. & Lucile K. Wilkinson, ux 2434 Benjamin 67204
3	12		✓ Ray C. & Dorothy J. Hopson, ux 2426 Benjamin 67204
4	12		✓ Ward E. & Gloria J. Lewis, ux 2420 Benjamin 67204
5	12		✓ Administrator of Veterans Affairs 5500 East <i>Killogg</i> 67218
6	12		✓ Robert R. & Betty J. Gibson, ux 2207 N. Richmond 67204
7	12		X Oswald F. & Clytie N. Edghill, ux No Address Available <i>no address found</i>
8	12		✓ William W. & Flora M. Leblond, ux 2227 N. Richmond 67204
9	12		✓ E. Kenneth & Lorene B. Miller, ux 2235 N. Richmond 67204
10	12		X Administrator of Veterans Affairs
11	12		✓ Lloyd D. & Flo L. Watson, ux 1339 Everett 67213
12	12		✓ Henry Kleus & Darlene M. Jesse, ux 2261 N. Richmond 67204
1	13		✓ Walter J. & Ruth B. Broderson, ux 2262 N. Richmond 67204
2	13		✓ Robert P. & Mildred Kirkpatrick, ux 2254 N. Richmond 67204
3	13		✓ George L. & Birdie M. Harris, ux 2244 N. Richmond 67204
4	13		✓ John M. & Virginia Lang, ux 2236 N. Richmond 67204
5	13		✓ Merle D. & Bonnie Lee Speer, ux 2228 N. Richmond 67204

LOT	BLK	ADDITION	OWNER
<u>BENJAMIN HILLS 2nd.</u>			
6	13	X	Administrator of Veterans Affairs
7	13	✓	Elzy V. & Dorothy D. Hale, ux 2208 N. Richmond 67204
8	13	X	Joe E. & Virginia R. Walton, ux No Address Available <i>no address found</i>
9	13	✓	Michael J. & Gladys I. Dailey, ux 2219 Marigold 67204
10	13	✓	Larry J. & Gwendolyn F. Armfield, ux 2229 Marigold 67204
11	13	✓	George L. & Jeannine A. Ramsey, ux 2239 Marigold 67204
12	13	X	Administrator of Veterans Affairs
13	13	✓	Orville W. & Bettian Smith, ux 2225 Dogwood 67204
14	13	X	Administrator of Veterans Affairs
15	13	✓	Charles F. & Dorothy E. Danbury, ux 2243 Dogwood 67204
16	13	✓	Forrest V. & Evelyn A. Jackson, ux 2251 Dogwood 67204
1	14	✓	Ward H. & Esther M. Blackford, ux 2238 Marigold 67204
2	14	✓	Ray M. & Constance A. Christianson, ux 2222 Marigold 67204
3	14	✓	Howard L. & Suzanne Wilson, ux 2206 Marigold 67204
4	14	✓	V. E. & Shirley E. Pinkham, ux 2210 Cardinal Dr. 67204
5	14	✓	Floyd J. & Maxine E. Mayer, ux $\frac{1}{2}$ int. 2481 Coolidge 67204 Ronald L. & Floy Raye Ifion, ux $\frac{1}{2}$ int. 2616 Manhattan 67204
6	14	✓	Presbytery of Wichita, Synod of Kansas 2258 Marigold 67204
2	5	✓	Board of Education, Wichita, Kansas. 428 So. Broadway 67202
1	5	✓	Board of Park Commissioners City Bldg Annex

A-10256-1

Reg at intersection of N line of 21st St & E line Sweetbriar Lane; E 150 ft; N 150 ft; W to E line Sweetbriar Lane; S to beg. Pnt Blk 16, Benjamin Hills 2nd Addition ✓ Sweetbriar Building, Inc.
Res Agt: Lester C. Arvin
410 Schweiter Bldg. 67202

A-10256-2

Blk 16, exc S 300 ft M/L & 1/2 vac [✓]Twin River Club
Halstead St., Benjamin Hills 2nd Add. 2248 Sweetbriar Lane 67204

A-8679-74

SE $\frac{1}{4}$ SE $\frac{1}{4}$ of SW $\frac{1}{4}$ Sec 6, Twp 27, R 1 E; [✓]Sweetbriar Garden, Inc.
exc that part platted as Sweetbriar 2359 McLean Blvd. 67204
Addition.

Lots 1, 2 & 3, Sweetbriar Addition [✓]Sweetbriar Garden, Inc.
& Replat of Part of Benjamin Hills 2359 McLean Blvd. 67204
Second Addition.

A-8679-78

W 1/3 Acre of 1 sq Acre in NW cor [✓]Noble Houts
of Lot 2, Sec 7, Twp 27, R 1 E. ^{no address found} Lloyd Houts, 2221 Campbell St.
Long Beach, 15 Calif.

A-8679-79

E 2/3 Acre of 1 A tract in NW cor [✓]Marcus D. Gow
Lot 2, exc N 50 ft for St., NE $\frac{1}{4}$ 7007 W 13th St. 67212
Sec 7, Twp 27, R 1 E.

Blk 1, Lakeview Estates.

[✓]Lakeview Development Co., Inc.
Evan D. Ritchie, Treas.
1820 N. Mosley 67214

Lots 1, 2, 3, 4, 5, 6, Blk A, Lakeview
Estates 2nd & Replat Prt Lots 2 & 3, [✓]Lakeview Development Co., Inc.
Lakeview Add. ^{P. O. Box 2365} 67214

LOT	BLK	ADDITION	OWNER
1	2	Cook's River Ranch	[✓] Lakeview Development Co., Inc.
2 & 3	2	" " "	[✓] Arlene V. Root 1847 Lisa Lane 67203
4 & 5	2	" " "	[✓] C. W. Bragg Company, Inc. 1743 N. Broadway 67214
6	2	" " "	[✓] John L. & Anne Orlene Cook, ux 1833 Lisa Lane 67203
7	2	" " "	[✓] Christine J. Cleary 1829 Lisa Lane 67203
8	2	" " "	[✓] Raymond & Margaret Horton, ux 1825 Lisa Lane 67203
9	2	" " "	[✓] Astrid Heyden 1821 Lisa Lane 67203
10	2	" " "	[✓] Mabel W. Haines 1817 Lisa Lane 67203
11	2	" " "	[✓] Richard L. & Ruth Ann Circle, ux 1813 Lisa Lane 67203
1	1	" " "	[✓] Clara G. Frederick 1426 Garland 67203
2	1	" " "	[✓] Everett C. & Delpha A. Moss, ux 1827 W. 18th St. 67203
3	1	" " "	[✓] Wayne M. & Zelma D. Armstrong, ux 1809 W. 18th St. 67203
4	1	" " "	[✓] David H. & Leora M. Stanley, ux 1805 W. 18th St. 67203

LOT	BLK	ADDITION	OWNER
5	1	COOK'S RIVER RANCH/	Jack D., Sr. & Val Emel, ux 1855 Woodrow Crt. 67203
6, exc S 1' 1			✓ Harlan B. & Phyllis J. Dixon, ux 1845 Woodrow Crt. 67203
7 & S 1' of 6, 1			✓ Robert H. & Dorothy E. Jackson, ux No Address Available <i>no address found</i>
8	1		✓ Eugene L. & Lorraine C. Jones, ux 2607 N. Chautauqua 67219
9	1		✓ Chester H. & Aletha E. Wilson, ux 1815 Woodrow Crt. 67203
10	1		✓ Frank L. & Leola M. Thomas, ux 1805 Woodrow Crt. 67203
11, exc Nly 2' 1			✓ Paul J. & Dorothy C. Andree, ux 1814 Lisa Lane 67203
12 & Nly 2' of 1 Lot 11,			✓ Jeffrey V. & Martha L. Bexter, ux No Address Available <i>no address found</i>
13	1		✓ Homer E. & LeDonna Keith, ux 1828 Lisa Lane 67203
14	1		✓ E. Richard & Janet L. Franklin, ux No Address Available <i>no address found</i>
15	1		✓ Ralph D. & Evelyn Redcliff, ux 1836 Lisa Lane 67203
16	1		✓ Warren J., III, & Mary J. Rutledge, 1840 Lisa Lane 67203 ux
1, 3, 5,	Woodrow Crt.	FORD & CRANE'S	✓ M. H. & Evelyn A. Owens, ux 1733 W. 18th St. 67203
7, 9, 11,	"	"	✓ Sam & Lutie Schwein, ux 1848 Woodrow Crt. 67203
13, 15, 17,	"	"	✓ Gerald B. & Grace N. Beat, ux 1842 Woodrow Crt. 67203
Reserve A,		WOMER'S 6th	✓ R. W. Womer 434 Ohio 67214
Blk 1,		GARDNER'S RIVERLAWN	✓ Gardner Lend, Inc. <i>ret. & res. cont.</i> 221 S. Broadway 67202 12-27-66 <i>3902 East 13th</i>
Lot 1, Blk 2,	"	"	✓ Chester L. & Edith M. Mathes, ux 1927 W. 23rd St. 67204
Lot 2, Blk 2,	"	"	✓ Leon E. & Darla G. Subera, ux 2132 S. Kansas 67211
Lot 3, Blk 2,	"	"	✓ Donald A. & Lois M. Pilby, ux 1915 W. 23rd St. 67204
Lot 4, Blk 2,	"	"	✓ V. A. & Mildred B. Miller, ux 1909 W. 23rd St. 67204
Lot 5, Blk 2,	"	"	✓ Maybell Donovan 1901 W. 23rd St. 67204
Lot 6, Blk 2,	"	"	✓ E. W. & Nell M. Schubert, ux 1827 W. 23rd St. 67204

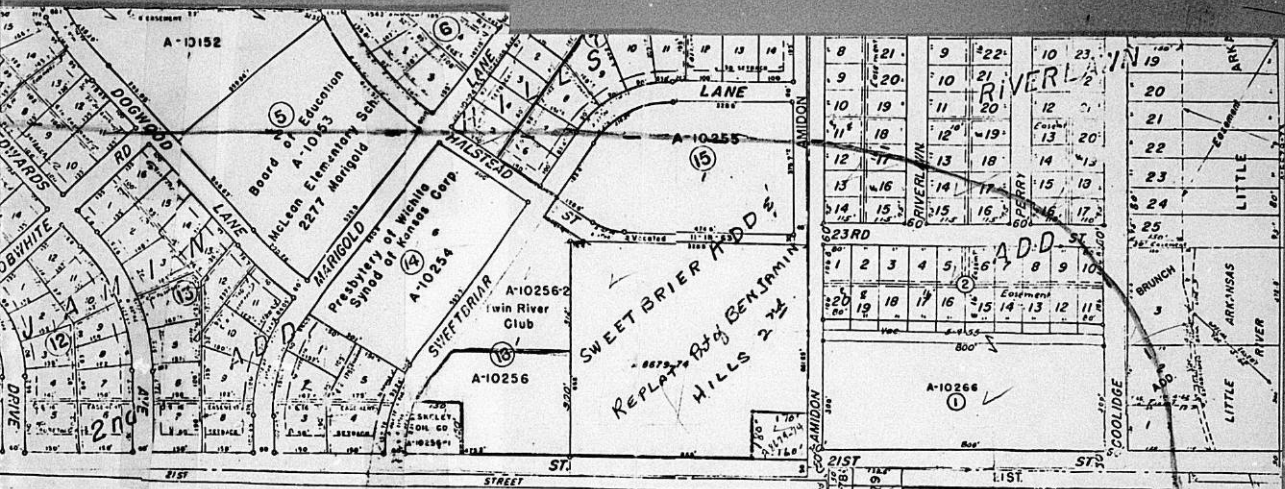
LOT	BLK	ADDITION	OWNER
<u>GARDNER'S RIVERLAWN</u>			
7	2		✓ O. C. & Elsie M. Hinds, ux 1821 W. 23rd St. 67204
8	2		✓ Stephen J. & Janet L. Betton, ux 1815 W. 23rd St. 67204
9	2		✓ William Henry Holsapple & Marjorie Holsapple, ux 1807 W. 23rd St. 67204
10	2		✓ Avis R. & Deloris Gutshall, ux 1801 W. 23rd St. 67204
11 thru 20,	2		✓ Gardner Land, Inc. 221 S. Broadway 67202
11	3		✓ John P. & Lola I. Hanson, ux 2424 Amidon 67204
12	3		✓ Doyle W. & Wyota E. Davis, ux 2416 Amidon 67204
13	3		✓ Ray & Georgia I. Shropshire, ux 2410 Amidon 67204
14	3		✓ Frederick L. & Margot Menefee, ux 2402 Amidon 67204
15	3		✓ Dean E. & Betty J. Norris, ux 1918 W. 23rd St. 67204
16	3		✓ Henry D. & Dorothy J. Bogardus, 2409 Riverlawn 67204 ux
17	3		✓ Paul W. & Katherine M. Reeves, ux 2415 Riverlawn 67204
13	4		✓ Frederick M. & Marjorie J. Knodle, 2416 Riverlawn 67204 ux
14	4		✓ Bill J. & Linda L. Mingle, ux 2410 Riverlawn 67204
15	4		✓ James & LaDonna J. Sanders, ux 1214 Kevin Rd. 67208
16	4		✓ Wendell E. & Betty M. Palin, ux 1824 W. 23rd St. 67204
17	4		✓ Thomas E. & Doris A. Monk, ux 2409 Perry 67204
16	5		✓ Robert Milton & Donna Noll, ux 2402 Perry 67204
Lots 1, 2, 3,		<u>BRUNCH ADD.</u>	✓ A. R. & Thelma Brunch, ux 5059 Valentine Rd. 67219

Dated at Wichita, Kansas this 25th
day of November, 1966 at 7:00 A. M.

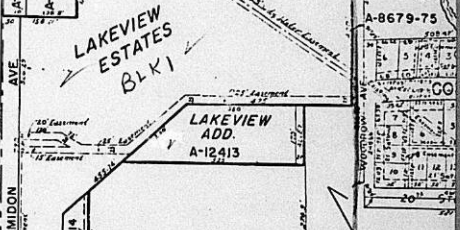
FIDELITY TITLE COMPANY, INC.

By Elsie M. Farrell
Sec. OEM

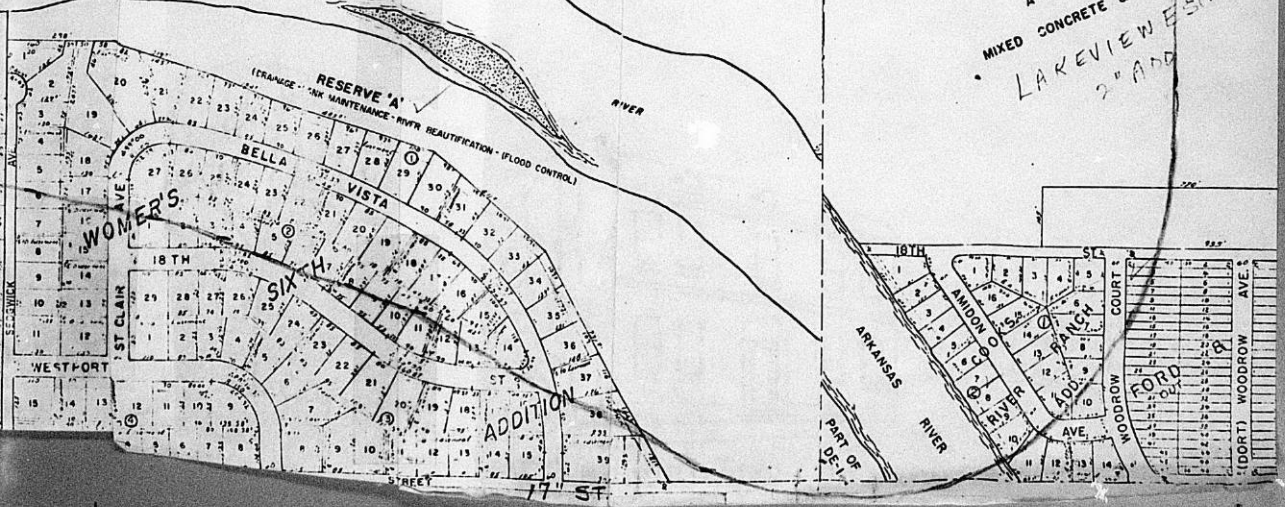
Tracer # 79100



GOVERNMENT
 LOT I
 A-8679-76



GOVERNMENT
 LOT TWO
 A-8679-77
 MIXED CONCRETE & SUPPLY
 LAKEVIEW ESTATES
 2nd ADD



MARINA LAKE DEVELOPMENT
TRAFFIC STUDY

Traffic Analysis
of
Twenty-First and Amidon

Prepared By:
Traffic Engineering Division

Public Works Department
January 20, 1967

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INTRODUCTION

The Marina Lake Development Study was based on studies of the Twin Lakes Shopping Center Trip Generation for both pre and post seasonal peak hour trip generations. The study covered all aspects of vehicular movement, whether ingress or egress, during the peak traffic hour and the peak shopping hour at the center. It is also unique in that data collected at the Twin Lakes Center gives a base to determine the traffic that would be generated by the proposed Marina Lake Development.

With the preceding thoughts in mind, the Traffic Engineering Division of the Public Works Department, City of Wichita, studied each ingress and egress point at the Twin Lakes Shopping Center.

This survey was conducted through the cooperation of the Traffic Engineering Division with the approval of the Manager of the Twin Lakes Center.

STUDY PURPOSE

The purpose of this report is to determine whether Amidon Street and its intersection with Twenty-first Street would have adequate capacity to accommodate the anticipated traffic volumes upon completion of the Marina Lake Complex.

The survey was multi-purpose in scope. First it was aimed at determining the trip generation ability of a shopping center such as Twin Lakes (213,000 sq. ft.) during the peak seasonal and non-seasonal periods.

Second, the trips generated by the center during the peak hours were traced to their direction of origin through the intersection of Twenty-first and Amidon by field investigations.

Finally, the trips generated by the Twin Lakes Center were loaded to the surrounding streets thus showing the actual distribution of the traffic generated. Also, a factoring process was used based on floor space to determine probable generation by the proposed Marina Lake Development.

STUDY AREA

Figure I shows the location of Twin Lakes as compared to the proposed Marina Lake Development.

The intersection of Amidon and Twenty-first Streets is located three and one-half miles northwest of the central business district in Wichita, Kansas.

The Marina Lake Shopping Center is being planned in the southwest quadrant of Twenty-first and Amidon as shown in Figure I.

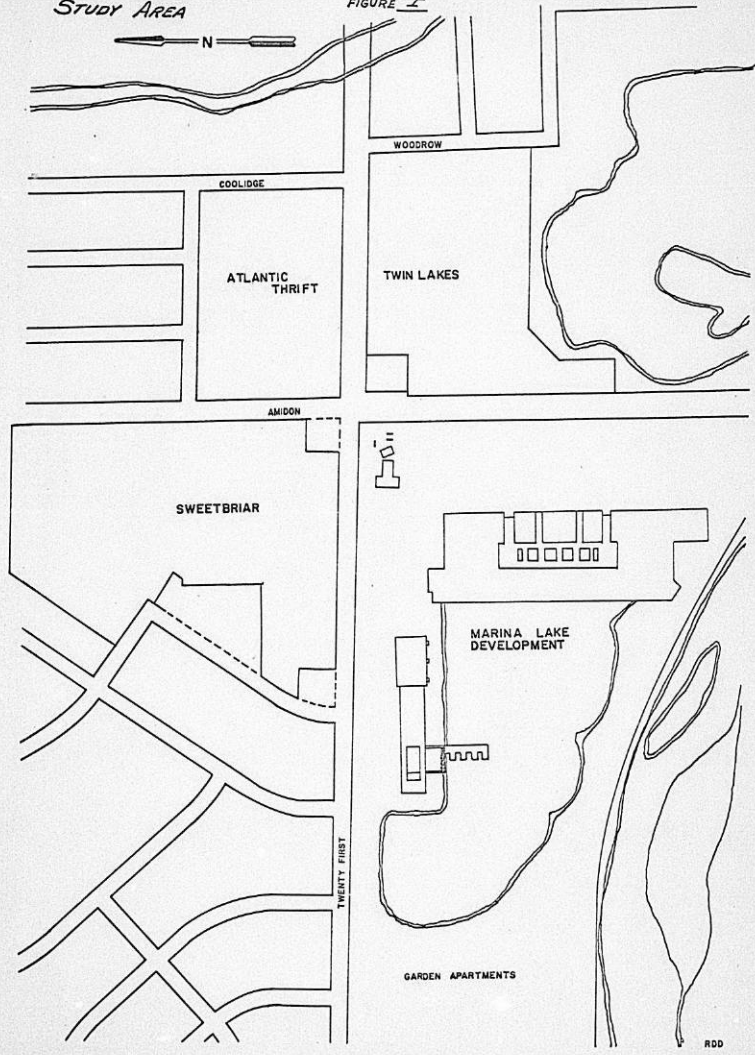
The Marina Lake Development envisions a shopping center comprised of approximately 450,000 square feet of floor area and a 250 unit apartment complex. The shopping center would be constructed on piers over a lake with two-level parking for 2,250 cars.

STUDY PROCEDURE

Survey personnel were stationed at each entrance to and exit from the Twin Lake Center, as shown on Figure II, to record the following information:

STUDY AREA

FIGURE I



Time Ingress and Egress of vehicles by 15-minute increments.

Also, directional approach and departure of each vehicle by turning movement direction through the Twenty-first and Amidon intersection where possible (Western and Northern sectors only).

The number of individuals stationed at each section varied from one to three depending on the movements at that particular location.

The observers were able to station themselves in parked cars near the access points to Twin Lakes to enable them to obtain data from given positions.

Data was recorded in 15-minute increments throughout the survey. This increment was deemed sufficient to determine the information desired.

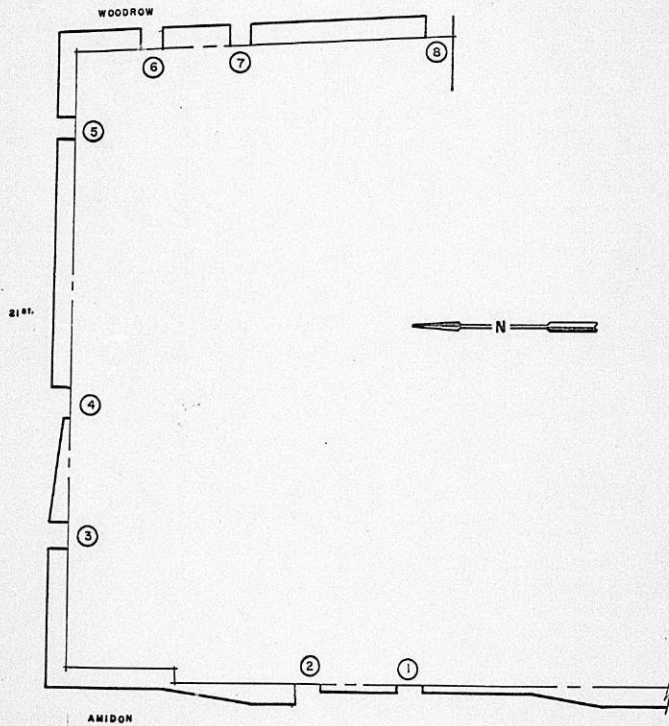
TIME OF SURVEY

The survey was conducted during two different seasonal periods in order to determine seasonal and non-seasonal peak hour traffic generation by the Twin Lakes Center.

The first survey was conducted on Thursday, December 15, and Saturday, December 17, 1966, to determine peak hour seasonal traffic generation. A second study was conducted on Friday, January 13, 1967 to determine peak hour non-seasonal traffic generation by the center. The weekday data collection phase was from 3:00 to 9:00 P. M. and the Saturday phase was from 2:00 to 5:00 P. M.

FIGURE ZZ

TWIN LAKES SHOPPING CENTER
Ingress and Egress Locations



ANALYSIS

Trip Generation

This report analyzed non-seasonal peak hour traffic generation by the Twin Lakes Center as a basis for determining the traffic to be generated by the proposed Marina Lake Development. Table I shows the seasonal peak hour trip generation by the Twin Lakes Shopping Center to be 1,455 vehicles between 5:15 and 6:15 P. M. Also, there were 1,456 trips generated by the center between 7:00 and 8:00 P. M. the same evening. We note at this point that Twin Lakes is generating the same amount of traffic during the peak grid traffic hour as during the consultants peak shopping hour (7-8 P. M.).

Table II shows non-seasonal peak hour trip generation by the center to be 1,191 trips during the peak traffic hour (5:15 to 6:15 P. M.). There were only 824 trips generated during the 7-8 P. M. period. Therefore, with a majority of the vehicles being generated during the peak traffic hour, this period must be analyzed because of the excess traffic circulation involved.

The access point locations shown within Tables I and II can be located within the study area on Figure II (Twin Lakes Ingress and Egress Points).

A determination by actual trip generation produced by the 213,000 square feet of floor space at the Twin Lakes Center during the non-seasonal period peak hour was used as a base. As previously stated, the Twin Lakes Center generated 1,191 non-seasonal peak hour vehicle trips.

TABLE I

*TWIN LAKES TRIP GENERATION - SEASONAL
PEAK HOURS*

Thursday December 15, 1966						
RM.	5:15 - 6:15			7:00 - 8:00		
Access Pt.	Ingress	Egress	Total	Ingress	Egress	Total
1	300	268	568	349	246	595
2	6	82	88	-	57	57
3	77	24	101	83	15	98
4	96	112	208	113	103	216
5	88	82	170	118	81	199
6	4	0	4	2	0	2
7	45	58	103	36	53	89
8	102	111	213	96	104	200
Total	718	737	1455	797	659	1456

TABLE II

TWIN LAKES TRIP GENERATION - NON-SEASONAL
PEAK HOURS

Friday, January 13, 1967						
P.M.	5:15 — 6:15			7:00 — 8:00		
Access Pt.	Ingress	Egress	Total	Ingress	Egress	Total
1	227	199	426	139	189	328
2	14	78	92	9	22	31
3	61	20	81	47	13	60
4	72	111	183	65	102	165
5	66	67	133	40	50	90
6	3	0	3	10	2	12
7	47	46	93	28	28	56
8	88	92	180	49	33	82
Total	578	613	1191	385	439	824

Table III shows the probable vehicle trip generation during the peak non-seasonal shopping hour based on 450,000 square feet of floor space for the Marina Lake Development.

TABLE III - 1967 TRIP GENERATION

	<u>Floor Space</u>	<u>Peak Traffic Hour 5:15 - 6:15 Gen.</u>
Twin Lakes Center	213,000 sq. ft.	1,191 trips
Marina Lake Development	450,000 sq. ft.	2,517 trips*

Plus, an additional 250 ingress vehicles would be generated due to the other facilities at the proposed complex. There are factors to consider when projecting the traffic that will be generated in 1985. The increase would be due to growth in the economy, population and car ownership. Our assumption is that traffic volumes will increase at one per cent for each year through 1985.

Figure III shows the present non-seasonal peak hour turning movement at Twenty-first and Amidon.

Traffic Assignment

Trip distribution for the trip generation by the Marina Lake Development was based on the same directional distribution for the non-seasonal peak as the Twin Lakes actual trip distribution. Table IV shows a directional distribution of the Twin Lakes traffic.

*Projected

FIGURE III

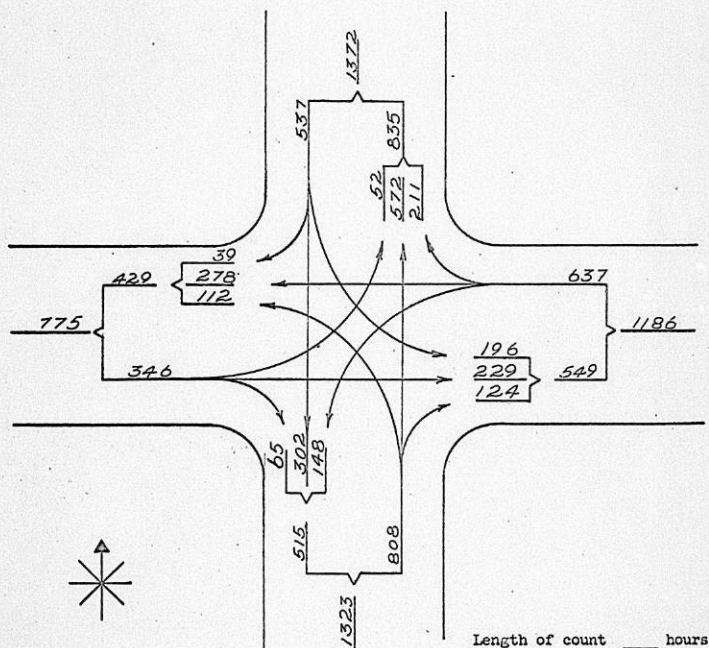
City of Wichita

Traffic Engineering Division

VEHICULAR TRAFFIC VOLUME

EXISTING NON-SEASONAL PEAK - FRIDAY

Intersection of TWENTY-FIRST and AMIDON



Total Volume _____

Date of Survey JANUARY 13, 1967 Day of Week FRI

Taken for _____ Hours, from

_____ a.m. to _____ a.m.

5:15 p.m. to 6:15 p.m.

TABLE IV
Twin Lakes Traffic Distribution

	<u>Ingress (%)</u>	<u>Egress (%)</u>
North	22.3	22.5
South	30.5	25.5
East	33.4	40.3
West	13.8	11.7

Figure IV gives an actual account of traffic movement within the Twenty-first East and Amidon South streets legs as compared to the 1966 ADT volumes.

The report by the consultants assigned one-third of the trips generated by the proposed center to the access points on the northern sector of the development and two-thirds along the eastern sector. The Traffic Engineering Division has assumed that a vehicle circulation study of the proposed parking sector of the Marina Complex was made by the consultants prior to their report. Thus, the same percentage was used within this report. It was also assumed that ten per cent of the shopping traffic will be produced by existing traffic.

Figures V and VI show 1967 proposed ingress and egress to the development using the percentage splits as shown in Table IV. Figure VII shows the 1967 traffic movements for non-seasonal peak hour at the intersection of Twenty-first and Amidon after loading the Marina Lake Traffic. Figure VIII shows the 1985 turning movement at the intersection.

SURVEY RESULTS

The Traffic Engineering Division used the same assumption as the consultants for a capacity analysis summary. Table V shows that with the

existing proposal of facing the Marina Lake Complex on Amidon, the intersection would not handle the traffic that would be generated during the peak traffic hour. Table VI shows the capacity analysis when the 1985 traffic was assigned to the intersection.

The future ADT at the given intersection with the development of the Marina Lake Complex would be as follows:

	<u>1967</u>	<u>1985</u>
Amidon - North of 21st	16,680	19,665
Amidon - South of 21st	23,855	28,160
21st - East of Amidon	19,165	22,620
21st - West of Amidon	16,755	19,845

The above traffic projection does not consider the future development of Sweetbriar, Twin Lakes and the Farha Development East of the little river.

With an assumption that additional development of the preceding centers will increase the traffic projections an additional ten per cent, the traffic projection would be as follows:

	<u>1967</u>	<u>1985</u>	<i>1985 Actual</i>
Amidon - North of 21st	18,350	21,630	<i>16,481</i>
Amidon - South of 21st	26,240	30,975	<i>15,981</i>
21st - East of Amidon	21,080	24,880	<i>19,826</i>
21st - West of Amidon	18,430	21,830	<i>15,567</i>

CONCLUSIONS

The Traffic Engineering Division in performing a traffic analysis of the intersection of Twenty-first and Amidon with the proposed addition of the Marina Lake Development, has concluded that Amidon Street would not

sufficiently handle the traffic generated by the center if it was oriented toward Amidon Street.

Amidon Street traffic has increased on the North leg one hundred per cent in the past two years since the opening of the South leg on June 4, 1964. With Amidon being a major arterial and connecting directly with K-96 which extends to the Northwest, (and possibly with a new Hays-Wichita Turnpike) it would be difficult to accurately project the rate of growth of future traffic volumes that the facility will be required to handle.

RECOMMENDATIONS

It is the recommendations of this Division that a request to relinquish access control at given points along Amidon be denied under the present development conditions as proposed.

At the present time, 21st Street from Amidon westward is not classified as a part of the major traffic street system and replacement of the 21st Street Bridge over the Big Arkansas River is not contemplated within the existing 1967-72 CIP program. Considering the recent land use changes and those contemplated land use changes within this general area would indicate that serious consideration should be given for including both 21st Street west of Amidon and the 21st Street Bridge within the CIP program prior to 1972. It is our opinion that if the Marina Lake Complex were to be oriented toward 21st Street, an improved 21st Street facility could be adequately designed and constructed to provide for the existing and proposed traffic volumes by utilizing 21st Street as the main line traffic facility to service the area.

FIGURE IV

EXISTING PEAK HOUR SHOPPING CENTER AREA MOVEMENT

TWENTY-FIRST & AMIDON

FRIDAY JANUARY 13, 1967

5:15 - 6:15 P.M.

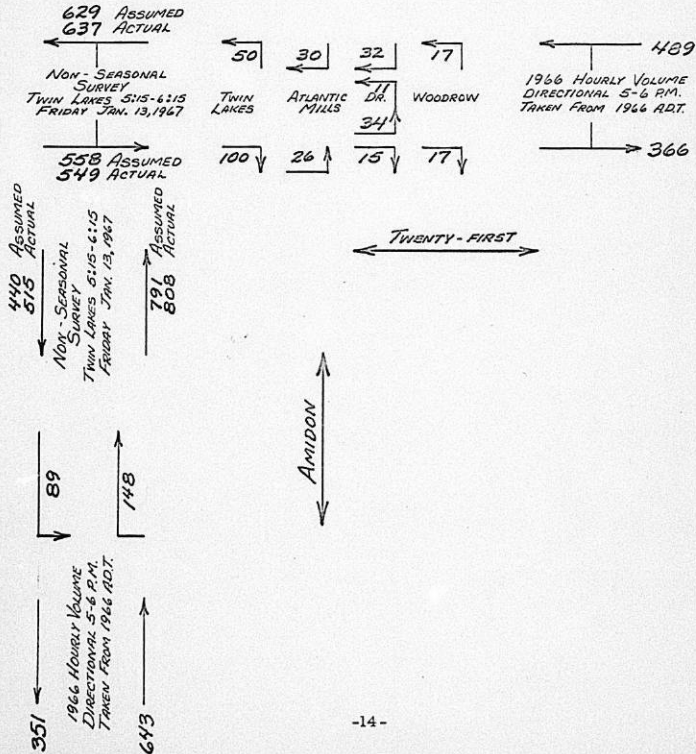


TABLE V

CAPACITY ANALYSIS SUMMARY
 5:15 - 6:15 P.M.
 TWENTY - FIRST AND AMIDON INTERSECTION
1967

APPROACH	LANE	GREEN TIME	DEMAND V.P.H.	CAPACITY V.P.H. LEVEL C	MIN. LENGTH TURN BAY	DEMAND CAPACITY %
North	Through & right	45	637	940		67.8
	Left	45	196	252	100'	77.8
South	Through	45	747	1,160		64.4
	Right	45	437	505		86.5
	Left	45	338	286	75'	118.2
East	Through	45	426	1,008		42.3
	Right	45	211	492		42.9
	Left	45	443	422	100'	105.0
West	Through & right	23	672	628		107.0
	Left	23	139	234	100'	59.4

Figure V

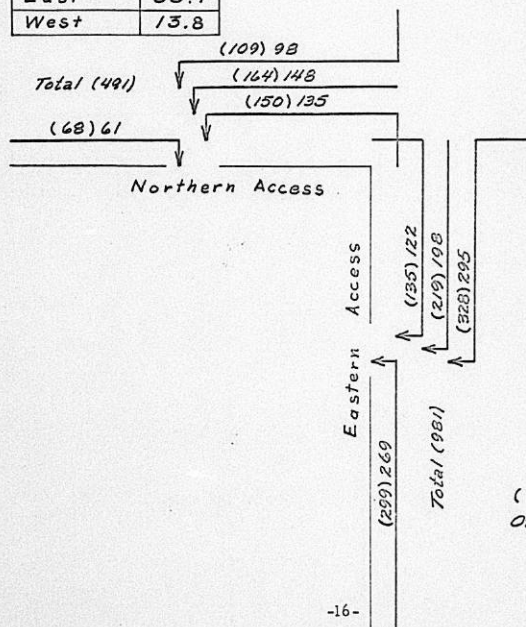
1967 Directional Ingress and Assignment

Ingress - 1472 Vehicles

Northern Access Points	491
Eastern Access Points	<u>981</u>
	1,472

Ingress	%
North	22.3
South	30.5
East	33.4
West	13.8

Turning Movements
Percent Directional Split-Ingress



() - Denotes Actual Traffic
Other - Denotes Traffic less
10% for assignment
purposes.

Figure VII

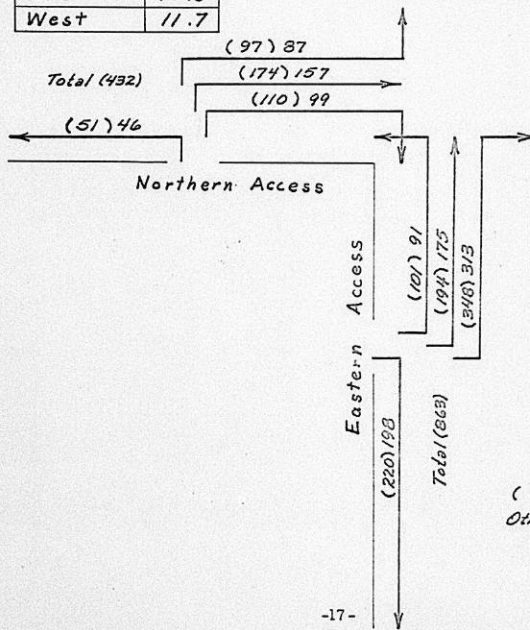
1967 Directional Egress and Assignment

Egress - 1295 Vehicles

Northern Access Points 432
 Eastern Access Points 863
 1,295

Egress	%
North	22.5
South	25.5
East	40.5
West	11.7

Turning Movements
 Percent Directional Split - Egress



() - Denotes Actual Traffic
 Other - Denotes Traffic less
 10% for assignment
 purposes.

FIGURE VII

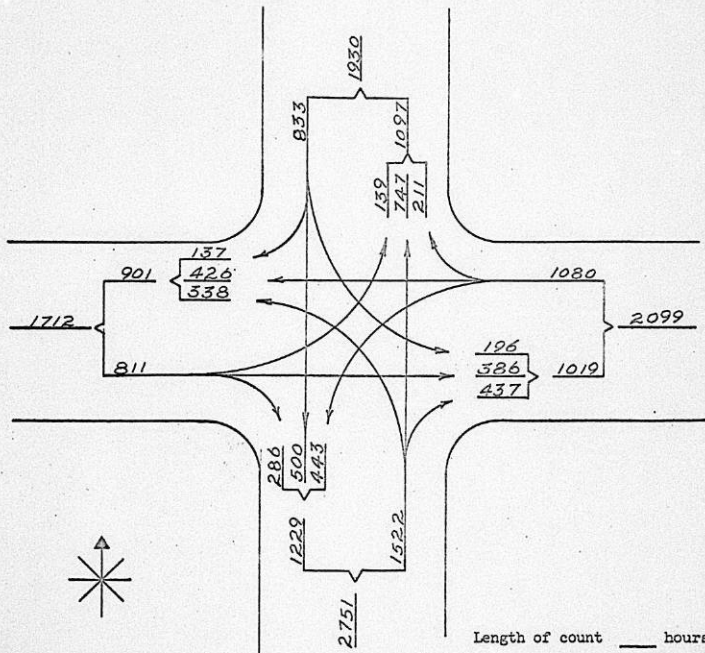
City of Wichita

Traffic Engineering Division

VEHICULAR TRAFFIC VOLUME

1967 MARINA LAKE DEVELOPMENT TRAFFIC INCLUDED

Intersection of TWENTY-FIRST and AMIDON



Total Volume _____

Date of Survey _____ Day of Week _____

Taken for _____ Hours, from _____

_____ a.m. to _____ a.m.

5:15 p.m. to 6:15 p.m.

FIGURE VIII

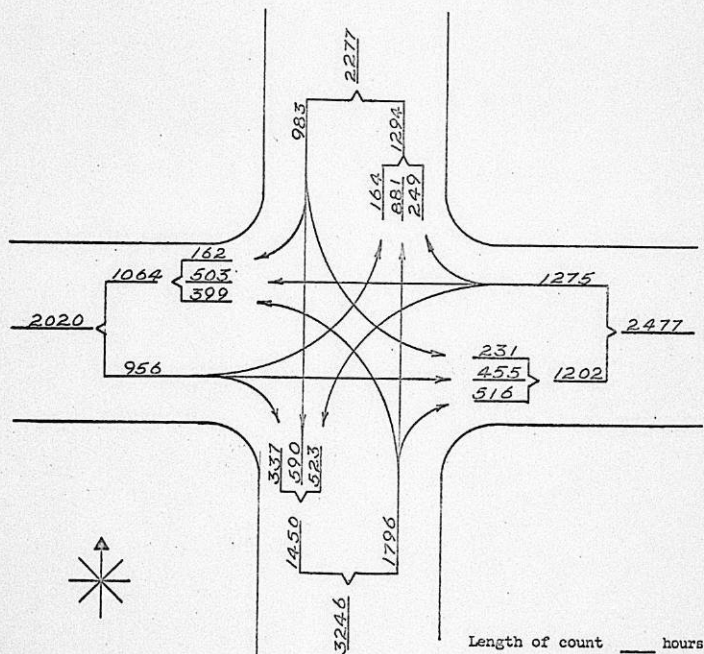
City of Wichita

Traffic Engineering Division

VEHICULAR TRAFFIC VOLUME

1985 MARINA LAKE DEVELOPMENT TRAFFIC INCLUDED

Intersection of TWENTY-FIRST and AMIDON



Total Volume _____

Date of Survey _____ Day of Week _____

Taken for _____ Hours, from

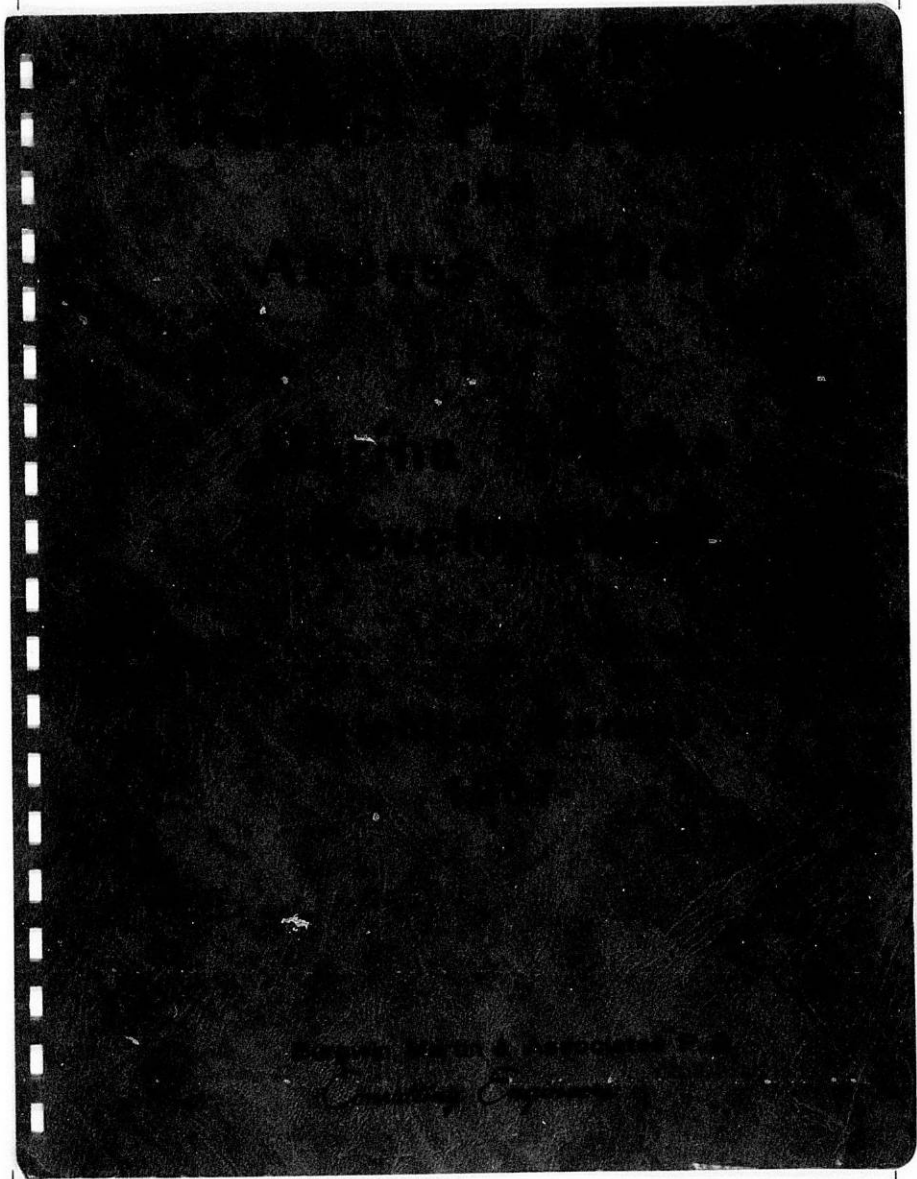
_____ a.m. to _____ a.m.

5:15 p.m. to 6:15 p.m.

TABLE VI

CAPACITY ANALYSIS SUMMARY
 5:15 - 6:15 P.M.
 TWENTY-FIRST AND AMIDON INTERSECTION
 1985

APPROACH	LANE	GREEN TIME	DEMAND V.P.H.	CAPACITY V.P.H. LEVEL C	MIN. LENGTH TURN BAY	DEMAND CAPACITY %
North	Through & right	45	752	940		80.0
	Left	45	231	252	100'	91.7
South	Through	45	881	1,160		75.9
	Right	45	516	505		102.2
	Left	45	399	286	75'	139.5
East	Through	45	503	1,003		49.9
	Right	45	249	492		50.6
	Left	45	523	422	100'	123.9
West	Through & right	25	792	623		126.1
	Left	25	164	234	100'	70.1



TRAFFIC PROJECTIONS
and
ACCESS STUDY
for
PROPOSED MARINA LAKE SHOPPING CENTER
21st and Amidon Street
Wichita, Kansas

PREPARED FOR
CLEAR LAKE, INCORPORATED
WICHITA, KANSAS

1967



Burgwin, Martin and Associates, P.A.
Consulting Engineers

BURGWIN, MARTIN AND ASSOCIATES P.A.

Consulting Engineers

WM. H. BURGWIN, P.E.
PAUL G. MARTIN, P.E.
JOHN G. FAGAN, P.E.
ARTHUR G. LATHAM, P.E.
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P. DAVID TAYLOR, P.E.

220 W. 33RD STREET, AMBASSADOR BUILDING
WHITE LAKES INDUSTRIAL PARK
TOPEKA, KANSAS 66611
TELEPHONE: AM 8-4747

January 4, 1967

OTHER OFFICES
3718 BROADWAY
KANSAS CITY, MO. 64111
723 DELAWARE ST.
DENVER, COLO. 80204

Mr. Don Satterthwaite, President
Clear Lake, Incorporated
Union National Building
Wichita, Kansas 67202

Dear Mr. Satterthwaite:

We are pleased to submit our report of traffic projections and access study for the proposed Marina Lake Development in accordance with our agreement dated December 12th, 1966.

Traffic studies completed during the pre-Christmas shopping period provided the basic traffic information for the study. Trip generation by the Center was based on travel characteristics of other shopping centers. We believe that the projections of travel represent realistic patterns when the Center is completed.

Mr. William J. Armstrong, our Chief Traffic Engineer, and I appreciate the assistance and cooperation received from Mr. Robert Feagins, Architect for the Marina Lake Development, and the Department of Public Works of the City of Wichita. We have enjoyed participating in this important study, and it is hoped that the report will achieve the desired results in regard to Amidon Street, a major arterial street, which must serve both land use and through traffic.

Very truly yours,

BURGWIN, MARTIN & ASSOCIATES, P.A.

Paul G. Martin

By Paul G. Martin, P. E.

Licensed in — Kansas, Colorado, Missouri, Kentucky, Wyoming, Louisiana, Arkansas, California, Nebraska

STREETS AND HIGHWAYS • BRIDGES AND STRUCTURES • TRAFFIC AND PLANNING • WATER AND SEWERS • AIRFIELDS • TELEPHONE SYSTEMS

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① Pedal shopping traffic.

INTRODUCTION

This report presents an analysis of the effect the proposed Marina Lake Shopping Center and Apartment Complex will have on traffic conditions on Amidon Street and its intersection with Twenty-first Street.

The intersection of Amidon and Twenty-first Streets is located approximately three and one-half miles northwest of downtown Wichita, Kansas.

Shopping centers exist in three quadrants of the intersection, and a fourth shopping center has been approved east of the Little Arkansas River adjacent to Twenty-first Street and approximately four blocks east of Amidon Street. Marina Lake Shopping Center is being planned in the southwest quadrant of the Twenty-first and Amidon intersection.

Marina Lake Development envisions a shopping center comprised of over 450,000 square feet of floor area and a 250 unit apartment complex. The shopping center will be constructed on piers over a lake, with two-level parking for 2,250 cars.

Properly designed points of ingress and egress to shopping centers provide convenient, efficient and safe access. Such qualities provide smooth traffic flow which is important to both shopping center management and those concerned with maintaining adequate traffic service and capacity on the arterial street system.

PURPOSE AND SCOPE

The purpose of this report is to determine whether Amidon Street and its intersection with Twenty-first Street will have adequate capacity to accommodate the anticipated traffic volume upon completion of the Marina Lake complex.

Previous studies show that shopping centers open on week day evenings experience a shopping peak just prior to closing time. Therefore, peak shopping traffic and peak street traffic do not occur simultaneously.

The number and location of access points and a volume capacity analysis for both the peak shopping hour (7:00 - 8:00 P.M.) and the P.M. peak traffic hour (5:15 - 6:15 P.M.) is presented for three separate conditions.

EXISTING CONDITIONS

Presently Amidon Street south of Twenty-first Street is 74 feet in width with two lanes for southbound traffic and two through lanes plus a right and left turn lane for northbound traffic. A left turn bay is also provided at the main entrance to the Twin Lakes

Shopping Center located in the southeast quadrant of the intersection. A raised concrete median extends from Twenty-first Street to a point 820 feet south of the intersection where Amidon narrows to 48 feet.

Access rights were acquired by the City of Wichita on the west side of Amidon from a point 200 feet south of the intersection to the north bank of the Arkansas River, with the exception of a 30 foot opening beginning 1,600 feet south of Twenty-first Street.

Access rights also have been acquired by the City along the east side of Amidon between Twenty-first Street and the north bank of the Arkansas River, with the exception of a 246 foot opening beginning 374 feet south of Twenty-first Street and a 30 foot opening beginning 1,660 feet south of Twenty-first Street. Existing conditions along Amidon Street are shown in Figure 4.

Average Daily Traffic (ADT) volumes for 1966 on Amidon and Twenty-first Streets are as follows:

Amidon	North of 21st Street	11,850 vehicles per day
Amidon	South of 21st Street	11,470 vehicles per day
21st Street	East of Amidon	10,830 vehicles per day
21st Street	West of Amidon	7,620 vehicles per day

Turning movements at the intersection were noted during the pre-Christmas shopping period for the morning peak hour (7:30 A.M. - 8:30 A.M.), the afternoon peak hour (5:15 P.M. - 6:15 P.M.), and the peak shopping hour (7:00 P.M. - 8:00 P.M.).

Turning movements and total traffic entering the intersection are shown in Figure 1, Figure 2, and Figure 3, respectively. During the P.M. peak hour, 2,486 vehicles entered the intersection, while only 1,578 vehicles entered during the peak shopping hour.

FUTURE CONDITIONS

The only street facilities available to carry traffic to and from the proposed Marina Lake Development are Amidon Street and Twenty-first Street. Traffic generation by Marina Lake, based on 20 vehicles entering the center per day for each 1,000 square feet of floor area, indicates that 9,340 vehicles will enter the center on a typical day. These vehicles, which also will leave the center, represent 18,680 trips each day. It is estimated the 250 apartments will generate an additional 1,425 trips per day.

On a typical shopping day, an estimated 960 vehicles will enter the center during an average shopping hour, and an estimated 1,600 vehicles will enter the center during the peak shopping hour (180 percent of the average shopping hour).

By _____ Date 12-19-66
Ckd By _____ Date _____

BURGWIN AND MARTIN Consulting Engineers

EXISTING TRAFFIC
Sheet No. _____ of _____
Job No. _____

Subject: Existing Traffic Movements AM Peak Hour
Amidon and 21st Street -- Wichita, Kansas

TIME
From 7:30 ~~(A.M.)~~ ^(A.M.) 1,643 Entering Vehicles
To 8:30 ~~(A.M.)~~ ^(A.M.)
Friday
Day of Week
12-19-66
Date

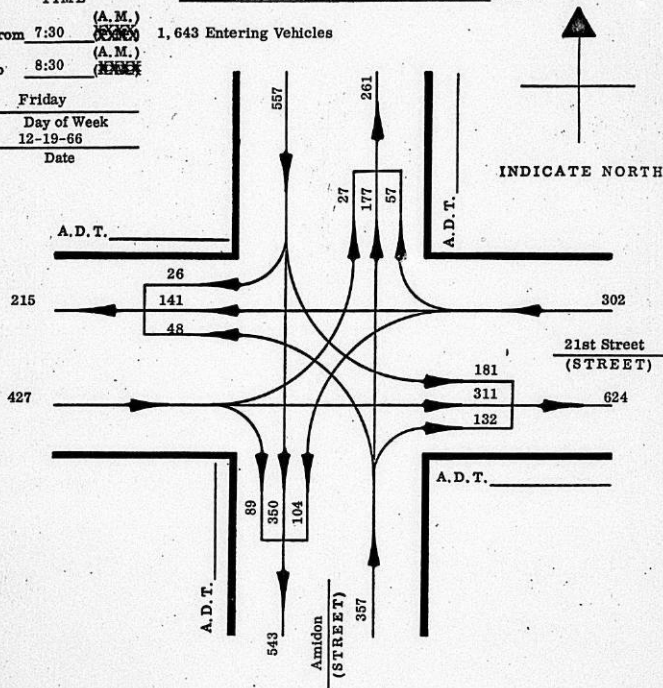


FIGURE 1

By _____ Date 12-19-66
Ckd By _____ Date _____

BURGWIN AND MARTIN
Consulting Engineers

EXISTING TRAFFIC

Sheet No. _____ of _____
Job No. _____

Subject Existing Traffic Movements PM Peak Hour
Amidon and 21st Street -- Wichita, Kansas

TIME
From 5:15 (~~AM~~) (P.M.) 2,486 Entering Vehicles
To 6:15 (~~AM~~) (P.M.)
Thursday
Day of Week
12-15-66
Date

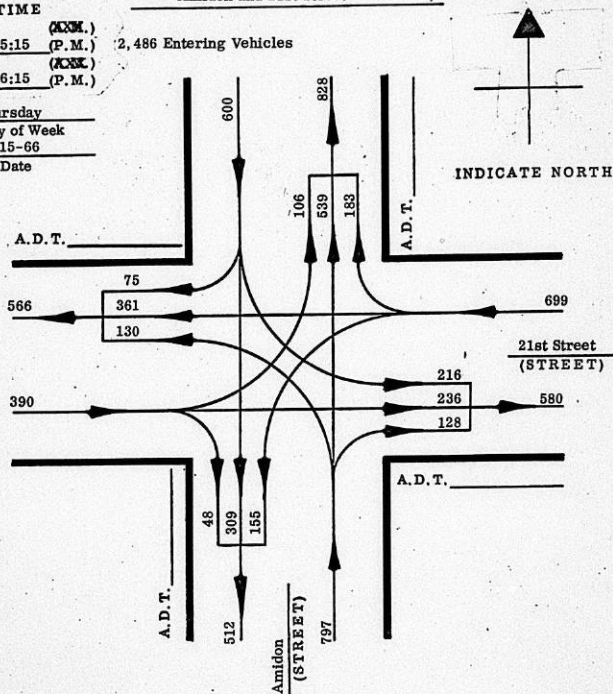


FIGURE 2

By _____ Date 12-19-66
Cld By _____ Date _____

BURGWIN AND MARTIN *Consulting Engineers*

EXISTING TRAFFIC
Sheet No. _____ of _____
Job No. _____

Subject: Existing Traffic Movements SHOPPING Peak Hour
Amidon and 21st Street -- Wichita, Kansas

TIME
From 7:00 (P.M.) 1,578 Entering Vehicles
To 8:00 (P.M.)
Thursday
Day of Week
12-15-66
Date

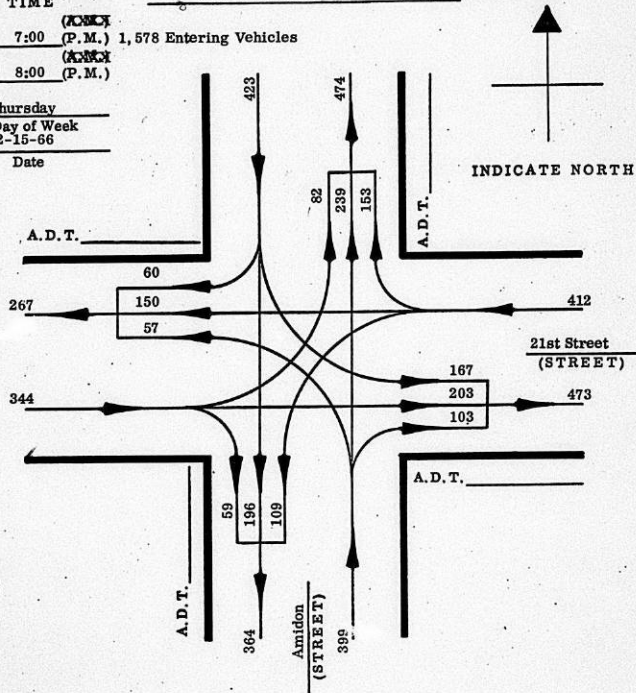


FIGURE 3

In general, the shopping center faces Amidon Street, and approximately two-thirds of the shopping traffic is expected to enter from Amidon Street with the remaining traffic gaining access from Twenty-first Street.

Marina Lake traffic was assigned to the shopping center entrances under three different plans. Turning movements were developed for each plan, based on trips distributed by direction as follows: South - 30%; North - 25%; East 25%; and West 20%. A capacity analysis was computed for each plan for both the peak P.M. traffic hour and the peak shopping hours, which provides a basis for selecting the most desirable plan of access. The three plans are: Case I -- access utilizing existing openings; Case II - access proposed by the Architect; and Case III - access recommended by the Consultant.

CASE I -- EXISTING ACCESS TO AMIDON

Existing access openings on Amidon Street permit two points of ingress and egress to the proposed Marina Lake site, one located 200 feet south of Twenty-first Street, and the second located 1,600 feet south of Twenty-first Street. These entrances are shown in Figure 4. Projected traffic volumes for both peak shopping and peak P.M. traffic hours are also indicated in Figure 4.

Revised street geometrics required to accommodate these connections involve extending the curbed median south to the Arkansas River bridge. A left turn bay is required for northbound traffic turning into the south access. Left turns from the south would not be permissible at the north access, as it is located too near the intersection of Twenty-first Street.

During the peak shopping hour, 400 vehicles from the south desire to turn left into Marina Lake at the south entrance. An analysis of the capacity of the south entrance reveals that this left turn will be operating 22 percent above the Level "C" capacity* (design capacity). The right turn from the north also will be operating slightly above capacity during the shopping peak hour. A summary of capacity for the Twenty-first Street and main entrance intersections (Case I) is tabulated in Table I and Table II. The Twenty-first Street intersection will operate well below capacity.

Although access along Twenty-first Street was not a part of the study, 725 vehicles were assigned from Twenty-first Street with 425 vehicles turning left from the east.

Entrances under this plan tend to concentrate entering traffic and will present some capacity problems. The plan is also undesirable from the stand point of causing delays in the parking area because of the limited number of egress points.

*Highway Capacity Manual, 1965, Highway Research Board Special Report 87

TABLE I
CAPACITY ANALYSIS SUMMARY

CASE I

21st and Amidon Intersection

Approach	Lane	Green Time %	Demand V. P. H.	Capacity V. P. H. Level C	Min. Length Turn Bay	% Demand Capacity
<u>Shopping Peak Hour 7:00 - 8:00 P.M.</u>						
North	Through and Right	45	511	890		57.4
	Left	45	167	436		38.3
South	Through	45	332	1,028		32.3
	Right	45	266	404	125'	65.8
	Left	45	132	396	75'	33.3
East	Through	45	237	1,028		23.1
	Right	45	153	404		37.9
	Left	45	271	418	125'	64.8
West	Through and Right	45	420	945		44.4
	Left	45	219	433	100'	50.6
<u>P. M. Peak Hour 5:15 - 6:15 P.M.</u>						
North	Through and Right	45	571	920		62.1
	Left	45	194	264	100'	73.5
South	Through	45	613	1,028		59.6
	Right	45	243	404		60.1
	Left	45	177	357		49.6
East	Through	45	423	1,028		41.1
	Right	45	183	404	100'	45.3
	Left	45	267	379		70.4
West	Through and Right	45	461	950		48.5
	Left	45	193	350		55.1

TABLE II
CAPACITY ANALYSIS SUMMARY

CASE I

Marina Lake Main Entrance and Amidon Intersection

Approach	Lane	Green Time %	Demand V. P. H.	Capacity V. P. H. Level C	Min. Length Turn Bay	% Demand Capacity
<u>Shopping Peak Hour 7:00 - 8:00 P. M.</u>						
North	Through	50	544	1,140		47.7
	Right	50	175	450	75'	38.9
South	Through	50	405	1,140		35.5
	Left	50	400	328	175'	122.0
West	Right	40	375	360		104.2
	Left	40	200	360		55.6
<u>P. M. Peak Hour 5:15 - 6:15 P. M.</u>						
North	Through	62	671	1,415		47.4
	Right	62	105	555		18.9
South	Through	62	838	1,415		59.2
	Left	62	240	416		57.7
West	Right	28	225	251		89.6
	Left	28	120	251		47.8

CASE II -- PROPOSED ACCESS TO AMIDON

Case II, shown in Figure 5, considers the access points on Amidon as proposed by the Architect for the Marina Lake Development.

Entrances to the Marina Lake Development and the Twin Lake Center are offset and three points of access from Amidon Street to Marina Lake are proposed. Location of each access point is as follows:

1. 250 feet South of Twenty-first Street
2. 1,023 feet South of Twenty-first Street
3. 1,438 feet South of Twenty-first Street

Traffic to and from the apartment complex would have access to Amidon through the parking area provided for the shopping center.

The northern most access point could not have provisions for left turns from the south, as it is too close to Twenty-first Street. The remaining two access points are proposed to provide left turn service from the south on Amidon; therefore, left turn bays and extension of the median to the Arkansas River would be necessary to expedite traffic movement.

The peak P.M. traffic hour volumes and the peak shopping hour volumes anticipated on opening of the Center are also shown in Figure 5. Analysis of street capacity indicates that the proposed points of ingress and egress properly designed will operate below the Level "C" capacity. Traffic to and from the north during the peak shopping hour will be near capacity.

Table III summarizes capacity for the Twenty-first Street intersection, which will operate well below capacity, and Table IV summarizes capacity for the main entrance intersection.

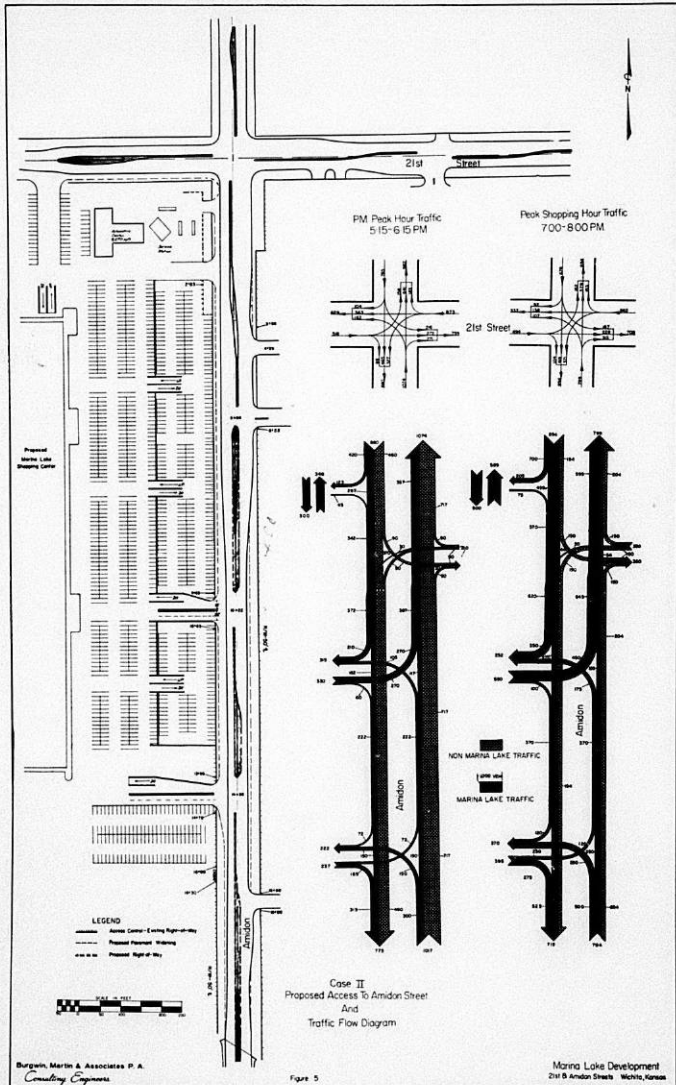


Figure 5

TABLE III
CAPACITY ANALYSIS SUMMARY

CASE II

21st and Amidon Intersection

Approach	Lane	Green Time %	Demand V.P.H.	Capacity V.P.H. Level C	Min. Length Turn Bay	% Demand Capacity
<u>Shopping Peak Hour 7:00 - 8:00 P.M.</u>						
North	Through and Right	42	511	903		56.6
	Left	42	167	345		48.4
South	Through	42	379	960		39.5
	Right	42	313	377	175'	83.0
	Left	42	107	301		35.5
East	Through	48	138	1,030		13.4
	Right	48	153	472		32.4
	Left	48	371	482	175'	77.0
West	Through and Right	18	332	400		83.0
	Left	18	162	216	125'	75.0
<u>P.M. Peak Hour 5:15 - 6:15 P.M.</u>						
North	Through and Right	45	569	940		60.5
	Left	45	216	252	100'	85.7
South	Through	45	641	1,160		55.3
	Right	45	271	505		53.7
	Left	45	162	286	75'	56.6
East	Through	45	363	1,008		36.0
	Right	45	183	492	100'	87.2
	Left	45	327	422		77.5
West	Through and Right	45	360	628		57.3
	Left	45	158	234		67.5

TABLE IV
CAPACITY ANALYSIS SUMMARY

CASE II

Marina Lake Main Entrance and Amidon Intersection

Approach	Lane	Green Time %	Demand V. P. H.	Capacity V. P. H. Level C	Min. Length Turn Bay	% Demand Capacity
<u>Shopping Peak Hour 7:00 - 8:00 P. M.</u>						
North	Through	39	464	898		51.7
	Right	39	350	354	200'	98.9
South	Through	39	399	898		44.4
	Left	39	175	310	100'	56.5
West	Right	51	100	454		22.0
	Left	51	450	454		99.1
<u>P. M. Peak Hour 5:15 - 6:15 P. M.</u>						
North	Through	53	662	1,218		51.1
	Right	53	210	478		43.9
South	Through	53	834	1,218		68.5
	Left	53	105	324		32.4
West	Right	37	60	328		18.3
	Left	37	270	328		82.3

CASE III -- RECOMMENDED ACCESS TO AMIDON

The Consultant, in analyzing traffic requirements of the Marina Lake Development Project, recommends a third case to provide traffic service to the site area as shown in Figure 6.

The main entrance to the Marina Lake Center is proposed opposite the entrance to the Twin Lakes Center where an opening in the median presently exists. Projected traffic volumes of 600 vehicles entering the center at this entrance during the peak shopping hour indicate the need for signal control. A new opening in the access control would be required for this entrance. An 80 foot opening in the access control is recommended beginning 548 feet south of the center line of Twenty-first Street. A 44 foot entrance opening is recommended. This entrance would be divided by a four foot median into an 18 foot inbound lane and two 11 foot lanes for outbound traffic.

A second entrance from Amidon Street is recommended near the south end of the Marina Lake Development, which would serve the apartment complex as well as the shopping center. The existing 30 foot access opening should be closed, and a new 80 foot access opening is recommended 1,398 feet south of the center line of Twenty-first Street. Geometrics for the construction of this entrance would be the same as for the main entrance.

Two entrances at the north end of the shopping center would serve only right turning vehicles. The northern most entrance would serve only service station traffic. The second entrance would serve both the service station and the shopping center. To provide better service to the internal shopping center traffic, the second entrance should be located south of the existing 200 foot access opening. It is recommended the access control begin at a point 285 feet south of the center line of Twenty-first Street.

Revised street geometrics for Case III included a third traffic lane on the west side of Amidon Street from Twenty-first Street to the main entrance into the Marina Lake Center. A right turn lane is also proposed for the south entrance. These added lanes provide a turning lane for south bound traffic, desiring to enter the center, thus reducing conflicts with the through traffic. Extension of the median south to the Arkansas River bridge, and provision for left turns from the south at the south and main entrances, would also be required. Recommended entrance location and street geometrics for Case III are shown in Figure 6.

The P.M. peak hour traffic volumes and the shopping peak hour traffic volumes, anticipated when the center is opened, are shown in Figure 6. Capacity analysis for both Twenty-first Street and the main entrance along Amidon Street indicate these intersections will provide adequate traffic service, functioning well below Level "C" capacity. Capacity for each lane of the Amidon and Twenty-first Street intersection is tabulated in Table V, and capacity for the main entrance to Marina Lake is tabulated in Table VI.

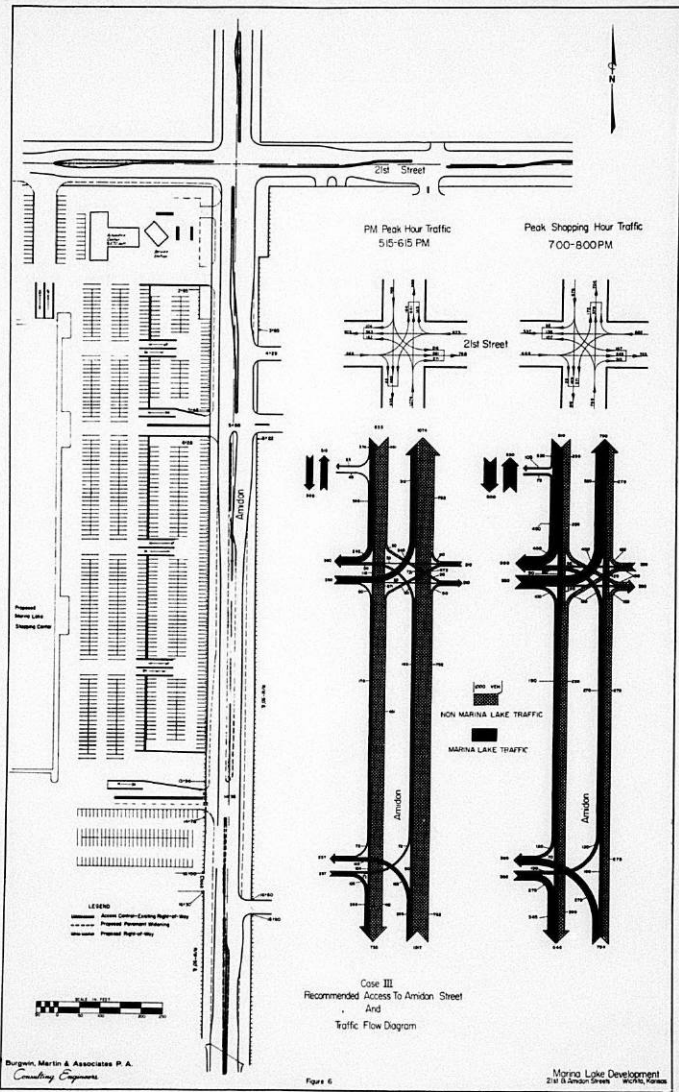


TABLE V
CAPACITY ANALYSIS SUMMARY
CASE III
21st and Amidon Intersection

Approach	Lane	Green Time %	Demand V. P. H.	Capacity V. P. H. Level C	Min. Length Turn Bay	% Demand Capacity
<u>Shopping Peak Hour 7:00 - 8:00 P.M.</u>						
North	Through and Right	42	511	903		56.6
	Left	42	167	345		48.4
South	Through	42	379	960		39.5
	Right	42	313	377	175'	83.0
	Left	42	107	301		35.5
East	Through	48	138	1,030		13.4
	Right	48	153	472		32.4
	Left	48	371	482	175'	77.0
West	Through and Right	18	272	400		68.0
	Left	18	172	216		79.6
<u>P.M. Peak Hour 5:15 - 6:15 P.M.</u>						
North	Through and Right	45	569	940		60.5
	Left	45	216	252	100'	85.7
South	Through	45	641	1,160		55.3
	Right	45	271	505		53.7
	Left	45	162	286	75'	56.6
East	Through	45	363	1,008		36.0
	Right	45	183	492	100'	37.2
	Left	45	327	422		77.5
West	Through and Right	28	324	628		51.6
	Left	28	164	234	100'	70.1

TABLE VI
CAPACITY ANALYSIS SUMMARY

CASE III

Marina Lake Main Entrance and Amidon Intersection

Approach	Lane	Green Time %	Demand V. P. H.	Capacity V. P. H. Level C	Min. Length Turn Bay	% Demand Capacity
<u>Shopping Peak Hour 7:00 - 8:00 P. M.</u>						
North	Through	45	291	1,020		28.5
	Right	45	400	404	200'	99.0
	Left	45	150	428	75'	35.0
South	Through	45	249	1,020		24.4
	Right	45	150	404	75'	37.1
	Left	45	150	428	50'	35.0
East	Through and Right	45	200	404		49.5
	Left	45	150	517		29.0
West	Through and Right	45	150	404		37.1
	Left	45	400	517		77.4
<u>P. M. Peak Hour 5:15 - 6:15 P. M.</u>						
North	Through	55	487	1,250		39.0
	Right	55	240	494		48.6
	Left	55	90	251		35.9
South	Through	55	744	1,250		59.5
	Right	55	90	494		18.2
	Left	55	90	327		27.5
East	Through and Right	35	120	314		38.2
	Left	35	90	409		22.0
West	Through and Right	35	90	314		28.7
	Left	35	240	409		58.7

Special attention was given to design of the entrances which are unique because convenient access must be provided to both the lower level parking (immediately above the water) and the upper level parking which is approximately the same elevation as Amidon Street.

The entrance design recommended provides for a one-lane entrance to the center, widening to two lanes (one leading down) at a point approximately 100 feet from the edge of Amidon Street. A two-lane exit is recommended, one for left turning vehicles, and one for right turning vehicles. A median divider is suggested to eliminate erratic movements at the entrance. Ramps from the lower level parking are removed from entrance points to eliminate turning conflicts with entering traffic.

1985 TRAFFIC PROJECTIONS

The type and number of traffic facilities and traffic controls required for the future is dependent upon the traffic volumes to be served. There are several factors to be considered in projecting the expected traffic volumes through a certain intersection in a given year. In this case, traffic volumes are being projected to the year 1985 for the intersection of Twenty-first Street and Amidon Street.

Development of land uses and street facilities influences the attraction of traffic to a given area. In addition to the predicted 20,105 daily vehicle trips to and from the Marina Lake Development, 12,400 daily trips are expected from expansion of existing shopping facilities at Twenty-first and Amidon and construction of a new center on Twenty-first Street east of the Arkansas River.

Other factors to consider in projecting future traffic include increase in traffic due to growth in the economy, population and car ownership. Traffic volume increases of one percent per year due to these factors are included in the projection.

Assumptions play an important role in projecting traffic; however, assumptions based on past trends, research data, experience and observation of travel habits provides a basis for realistic appraisals.

Ten percent of the added shopping traffic is expected to be attracted from existing traffic. Therefore, of the 32,505 trips generated, 29,255 will be new traffic in the area.

Street facilities are assumed to be improved. Considerable growth is expected to the west of the flood control channel.

Future traffic projections for 1985 are as follows:

	1967 ADT	New Shopping Traffic	18% inc. 1985	1985 ADT
Amidon Street, North of 21st	11,970	7,310	3,470	22,750
Amidon Street, South of 21st	11,580	8,780	3,660	24,020
21st Street, East of Amidon	10,940	5,600*	2,980	19,520
21st Street, West of Amidon	7,700	5,850	2,440	15,990

*New shopping traffic east of the Little Arkansas River not included

Capacity of the Twenty-first Street and Amidon intersection with two through lanes, plus a right and left turn lane on each approach, would have a capacity (Level "C") of approximately 1,500 vehicles per hour on each approach. This hourly capacity is equivalent to an Average Daily Traffic volume of over 27,000 vehicles on each leg of the intersection.

Level "C" capacity will be exceeded due to anticipated heavy left turns and no doubt an improved signal system will be required and possibly such features as dual left turns will have to be utilized to increase capacity.

CONCLUSIONS AND RECOMMENDATIONS

The foregoing investigations and analysis were made to determine the amount of traffic that would be generated upon opening of the proposed Marina Lake Development. Traffic was assigned to the entrances under three different access plans. Projections were made of the 1985 Average Daily Traffic for Twenty-first Street and Amidon Street.

If ingress and egress is limited to the existing points of access to serve the proposed Marina Lake Shopping Center, as studied in Case I, capacity will be exceeded at the south access. Although the Twenty-first Street points of access were not investigated, 725 entering vehicles were assigned to the center from Twenty-first Street during the peak shopping hour. With one major entrance to serve the center from Twenty-first Street, some congestion is anticipated.

Location of the main entrance to the Marina Lake Center opposite the existing entrance to the Twin Lakes Center, as proposed in Case III, is the most desirable plan for access. This plan provides convenient access to the shopping center, as well as allowing Amidon Street to retain its arterial street characteristics.

After evaluating the traffic assignments, capacity analysis, internal circulation and traffic movements on Amidon Street, it is the conclusion of the Consultant that Case III provides the most desirable solution for access to the proposed Marina Lake Development.

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This DP File
Has a Large Drawing
On 35mm Microfilm.

Roll #1

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