

DP-37 - Feagins & Kirsch, et al,
request approval of RIDGE PLAZA
THIRD CUP on north side U.S. 54
Highway bet Woodchuck & Ridge Rd.

POSTED
4-1-70
[Signature]

ACTION

DATE

COMMITTEE	DATE
M.A.P.C.	<u>6-25-70</u>
B.C.C./B. CO. C.	<u>7-14-70</u>
M.A.P.C.	<u>7-28-70</u>
M.A.P.C.	<u>8-13-70</u>
M.A.P.C.	<u>8-27-70</u>
B.C.C.	<u>9-1-70</u>

Approved
Refer
Refer
Refer (no ques)
Approved as revised
Approve as recomm
by M.A.P.C. except
reduce now on Maple
to 50 ft 1/2 ady. to "BB" zoning

Map No. 4946
Sec. 28
Twp. 27 S
Range 1 W

DATA SHEET
COMMUNITY UNIT PLAN

DF- 37
Z-
Filed 3-31-70

APPLICATION REQUEST: Approval of proposed planned Residential and Commercial development.

1. Applicant Feagins and Kirsch, et al
Address 6572 East Central (06) Phone 684-6576
2. Agent Robert T. Feagins, et al
Address 6572 East Central (06) Phone 684-6576
3. General Location On the north side of U. S. 54 Highway between
Woodchuck and Ridge Road Address N/A
4. Proposed Use _____

AREA DATA

1. Acres 136.9 (2000 ft. by 2524 ft.)
2. Existing Zoning AA Proposed Zoning "A, B, BB & LC"
3. Area ~~(38)~~ (is not) platted. _____ Addition _____
4. Existing R/W _____ ft. _____ ft. _____ ft.
_____ St. _____ St. _____ St.
Proposed R/W _____ ft. _____ ft. _____ ft.
_____ St. _____ St. _____ St.

HISTORY

PROCEDURE DATA

1. MAPC Meeting:
Date Action
6-25-70 Approve sub. to cond #1 & 3-18
8-27-70 in staff report
Approve as revised
2. Governing Body BCC
Date Action
7-14-70 Refer
8-11-70 _____
9-1-70 Approve w/ recourse by Mapc.
except reduce road on Maple to
50 ft 1/2 adj to "BB" zoning

NOTES: SEE ZONE CASE 2-1115 (EEF)

4/17/70 10:30 - 12:00 Diamond CUP with Feagins
1:15 - 3:45 Satterthwaite - Brady. J.H.D.

Ridge Playa - Bob Young
6/17/75

Parcel 1	42.7	1,861,418	$\times 50\%$	=	930709
Parcel 8	2.8	122,050	$\times 50\%$		61025
"	22	1.1	50,800	$\times 50\%$	25400
	23	.92	40,000	$\times 50\%$	20000
	24	1.0	45,100	$\times 50\%$	22550
	2	.3	13,136.5	$\times 50\%$	6568
	4	10.0	435050	$\times 50\%$	217525
	3	6.5	282160	$\times 50\%$	141080
	5	13.8	601,073	$\times 50\%$	300536
	7	3.6	157,580	$\times 50\%$	78750
	11	3.1	137585	$\times 50\%$	68792
	12	1.8	79,915	$\times 50\%$	39957
	10	5.8	255,060	$\times 50\%$	127530
	9	2.9	129,800	$\times 50\%$	64500

96.30
ACRES

2,104,922 \square'

Paul Austin

March 12, 1979

Robert B. Feldner, Superintendent of Central Inspection
Robert A. Lakin, Director of Planning

Request for Administrative Adjustment on Parcels 13 and 14
of DP-37, RIDGE PLAZA COMMUNITY UNIT PLAN (now platted
as Woodchuck Villas Addition)

Attached is a copy of a letter from Ronald L. Nieto, attorney representing the owner of Parcels 13 and 14 of the Ridge Plaza C.U.P., requesting a favorable administrative adjustment of the 35 foot building setback from Woodchuck Lane downward to 25 feet. Although minor setback adjustments on other C.U.P.'s have been approved as not constituting a deviation from the spirit and intent of the original Community Unit Plan, those adjustments have been for a very few feet out of a large setback and I am reluctant to concur that a 40% reduction in setback requirements is not a major change in the Plan in the absence of some form of concurrence by the governing body. It is my feeling that a replat of the lots in question to establish a 25 foot building setback line adjacent to Woodchuck Lane with a hearing before the Planning Commission and formal approval by the Board of City Commissioners would allow us to make a favorable adjustment to the C.U.P. Therefore, I would concur in the adjustment of the setback as required by the C.U.P. subject to:

1. The recording of a replat of the area in question establishing platted setbacks by action of the governing body.

Mr. Nieto has also requested some adjustment of the 20 foot rearward setbacks on the lots in Woodchuck Villas Addition which would require approval of a variance by the Board of Zoning Appeals. Should the Board of Zoning Appeals grant the variance, the modified rearward setbacks should be included on the replat.

In other conversations with Mr. Nieto he has noted that lots 14 and 16 have been developed by the previous owner with single family residences although Parcels 13 and 14 of the C.U.P. limit the permitted uses to duplexes. In order to clear the title on these lots which may be clouded by the nonconforming development, I would agree to making a favorable interpretation that the construction of single family

Page Two
Robert B. Feldner, Superintendent of Central Inspection
March 12, 1979

units on lots 14 and 16 of Woodchuck Villas Addition (Parcel 13 on DP-37) is not a substantial deviation from the spirit and intent of the approved Community Unit Plan. The intent of the C.U.P., however, is that the lots be developed for duplexes, and prior to any other single family homes being developed it is necessary that a request be made for such use and the adjustment be granted.

Upon your review of this memo and attached letter of request, your signature of approval will indicate that you concur that these adjustments, subject to the conditions listed, are in keeping with the spirit and intent of the C.U.P. provision and are not a substantial deviation from the approved plan. By copy of this memo, the applicant and others are notified of our joint action on this request.

Robert A. Lakin
Director of Planning

APPROVED:

Robert B. Feldner
Superintendent of Central Inspection

RAL:MM:e1
Attachment

cc: Ronald L. Nieto, Render and Kamas Law Offices
612 Douglas Building, Wichita, 67202

Dan Carney, 6572 E. Central, Wichita, 67206

LAW OFFICES
RENDER & KAMAS

612 DOUGLAS BUILDING
WICHITA, KANSAS 67202

(316) 267-2212

RICHARD A. RENDER
ALBERT L. KAMAS
RONALD L. NIETO
JAMES B. ZONGKER
M. RALPH BAHR
DANIEL J. SEVART
ROSS A. HOLLANDER
JOHN B. RATHMEL

JANET L. KINSLEY PLS
JOAN E. DAMMANN PLS

February 21, 1979

Messrs. Robert A. Lakin
and Robert B. Feldner
Metropolitan Area Planning Department
City Hall-Tenth Floor
455 North Main
Wichita, Kansas 67202

Re: Woodchuck Villas Addition
Our file: 4447-79

Gentlemen:

The undersigned represents Daniel M. Carney who is the owner of all of the lots in Woodchuck Villas Addition, Wichita, Sedgwick County, Kansas. Woodchuck Villas is part of a CUP.

The CUP plat provides for a 35 foot front yard set back from Woodchuck Lane on all lots in Woodchuck Villas Addition fronting on Woodchuck Lane. However, the former owner of the described real estate placed structures on Lots 14 and 16 which encroach upon the 35 foot set back.

On behalf of Mr. Carney, we request an administrative determination adjusting the front yard set back from 35 feet to 25 feet on the lots in Woodchuck Villas Addition abutting Woodchuck Lane.

The set back requested does meet the requirements of the ordinance for "A" residential zoning. It would also make possible a more practical and economical use of the lots involved so far as the placement of structures thereon is concerned.

Your consideration is greatly appreciated.

Very truly yours,


Ronald L. Nieto
of RENDER & KAMAS

RN:jk

LAW OFFICES
RENDER & KAMAS
912 DOUGLAS BUILDING
BROADWAY AT DOUGLAS
WICHITA, KANSAS 67202

Mr. Robert A. Lakin
and Robert B. Feldner
Metropolitan Area Planning Department
City Hall-Tenth Floor
455 North Main
Wichita, Kansas 67202

2/14/79

Ron Niets came in this date and advised that Don Carney was now the owner of the lots zoned for "A" on the east side of Woodchuck.

Wanted the same information on how to vary setbacks and to get the two existing houses in compliance with both rear and front yards. CUP requires 35' setback from Woodchuck yet two houses are at 25'. CUP only permits duplexes ~~not~~ yet single family houses were permitted.

He will find out what they want to accomplish and we can then better advise as to what procedure they must go thru.

Interested amending CUP, request for interpretation from Felder and Palm, BZA variance etc.

JHS

1/8/79

Alan Fyffe discussed setbacks with John Ridell on this date as they are interrupted on Woodchuck Villa Addition (DP-37 Ridge Playa). On Friday Jan 5, 1979, we had an inquiry as to the setbacks on Lot 15. A developer advised that he wanted to build a single family home on Lot 15 and wanted the setbacks from the east interrupted as a side yard rather than a 20' rear yard. Fyffe and I advised that it was the rear yard, that the 11 and 5 lines were side yards and as the lot was not adjacent to a street, there was probably not a front yard. There is a 10' easement adjacent to all lines that must be observed.

In discussing the problem we were advised that lots 14 and 16 have single family homes that neither observe 20' rear yards. Fyffe was advised by Ridell that the homes were there when the plat was recorded. We have no information in the file that supports this. Ridell agrees that a 20' rear yard must be maintained on the east side of all the lots in this addition.

As the CUP for Parcels 13 and 14 state that only duplexes can be developed, an administrative interpretation must be requested and granted before any single family home can be authorized.

JHO

April 6, 1977

Mr. Robert V. Kirsch
Feagins and Kirsch
6572 East Central
Wichita, Kansas 67206

Subject: Development site plan proposal for Lots 1-11, Block 1, Ridge Plaza 4th Addition and DP-37, Ridge Plaza C.U.P.

Dear Mr. Kirsch:

We have reviewed your proposed site plan which you submitted in response to our letter to you on March 28, 1977. In reviewing the plan we note that your proposal for 1½ to 2 duplexes per platted lot is unacceptable as no more than one residential structure per platted lot is permitted under the present "A" duplex zoning on the property. In addition, a lot split is not applicable since one of the conditions for lot split approval is that a tract or tracts without direct access to a public street will not result because of the lot split. If the rear portions of the existing lots are split off as you have suggested, they will not have direct access to a public street.

In order to reduce the building setback which we discussed in our previous letter and to create the cluster type duplex development you indicate on your plan, a zone change approval for R-5 or R-6 general residence zoning amending the C.U.P., and possibly replatting are all required. If we can be of assistance to you in the filing of these applications or if you have more questions concerning these applications and procedures, please call.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:CLN:rme

cc: Robert Feldner, Superintendent, Central Inspection

March 28, 1977

Mr. Robert V. Kirsch
Feagins and Kirsch
6572 East Central
Wichita, Kansas 67206

Re: DP-37 - Ridge Plaza CUP and
Ridge Plaza 4th Addition -
Lots 1 - 11, Block 1

Dear Mr. Kirsch:

We have reviewed your letter of March 25, 1977 requesting an administrative adjustment of the approved 35' setback line to 25'. Parcels 13, 14 and 15 as approved on the CUP, established a 35' setback from Woodchuck and University. The platted lots are 200' deep, and it is difficult, without the benefit of your proposed site plans, to determine why the duplexes cannot maintain the approved 35' setback.

We have reviewed the plat directly to the west and find that Floyd Bailey Second Addition has a 50' platted setback from Woodchuck and a 40' setback from University. Because of the unusual depth of the lots in question (200') and the fact that the plat to the west has an even greater setback (50'), we are not able to administratively reduce the approved setback to 25'.

Please be advised that if you desire to pursue the reduction of the setback, it is necessary that an application for amending the CUP be filed. If we can assist in your amending the CUP, or if you have any questions on this determination, please advise.

Sincerely,

Robert A. Lakin
Director of Planning

RAL:JHG:el
cc: Robert Feldner, Superintendent
of Central Inspection



FEAGINS and KIRSCH
 ARCHITECTS
 NORMANDIE SHOPPING CENTER
 6572 EAST CENTRAL 684-6576
 WICHITA, KANSAS 67206

A
|
A



March 25, 1977

Mr. Robert Lakin, Director
 Metropolitan Area Planning Commission
 City Building
 Wichita, Kansas 67202

Re: Ridge Plaza 4th Addition
 Lots 1-11 Blk. 1

Dear Mr. Lakin,

We are applying for duplex building permits on Re: Property Zoned "A" and Platted. Our plans call for a 25' front yard setback whereas the C.U.P. shows a 35' front yard setback requirement.

We hereby request your permission to setback 25' in lieu of 35' from the front property line.

Respectfully yours,

Robert V. Kirsch
 Robert V. Kirsch
 Feagins & Kirsch, PA

cc: Jinx, Inc.
 59 Via Verde
 Wichita, Ks. 67230

RVK/sa

DP 37
CROPS

PARCEL	NET AREA	MAX LEASABLE AREA	MAX. BLDG. COVERAGE
#1 LC	1,946,518 ft ² = 44 A.	50% = 959,326 ft ² = 22 A.	30% = 13.2 A.
#2 LC	13,136,5 ft ² = 3 A.	" = 6,534 ft ² = 1.50 A.	30% = .090 A.
#3 LC	282,160 ft ² = 6.5 A.	" = 141,570 ft ² = 3.25 A.	30% = 1.95 A.
#4 LC	435,050 ft ² = 10.0 A.	" = 217,525 ft ² = 5 A.	30% = 3.0 A.
#5 LC	601,073 ft ² = 13.8 A.	" = 300,536.5 ft ² = 6.9 A.	30% = 4.14 A.
#6 BB	53,750 ft ² = 1.23 A.	" = 26,875 ft ² = .66 A.	30% = 3 .37 A.
#7 LC	157,500 ft ² = 3.6 A.	" = 78,750 ft ² = 1.8 A.	30% = 1.09 A.
#8 LC	122,050 ft ² = 2.8 A.	" = 61,025 ft ² = 1.4 A.	30% = .84 A.
#9 LC	129,000 ft ² = 2.96 A.	" = 64,500 ft ² = 1.48 A.	30% = .89 A.
#10 LC	255,060 ft ² = 5.86 A.	" = 127,530 ft ² = 2.93 A.	30% = 1.76 A.
#11 LC	137,585 ft ² = 3.16 A.	" = 68,793 ft ² = 1.58 A.	30% = .95 A.
#12 LC	79,915 ft ² = 1.83 A.	" = 39,958 ft ² = .092 A.	30% = .55 A.
#13 A	102,206 ft ² = 2.35 A.	" = 51,103 ft ² = 1.18 A.	30% = .71 A.
#14 A	55,034 ft ² = 1.26 A.	" = 27,517 ft ² = .63 A.	30% = .38 A.
#15 A	31,966 ft ² = .73 A.	" = 15,983 ft ² = .57 A.	30% = .22 A.
#16 A	38,034 ft ² = .87 A.	" = 19,017 ft ² = .44 A.	30% = .26 A.
#17 BB	139,250 ft ² = 3.2 A.	" = 69,625 ft ² = 1.6 A.	30% = .96 A.
#18 BB	168,450 ft ² = 3.86 A.	" = 84,225 ft ² = 1.93 A.	30% = 1.16 A.
#19 B	316,905 ft ² = 7.26 A.	" = 158,453 ft ² = 3.64 A.	30% = 2.18 A.
#20 BB	87,539 ft ² = 2.0 A.	" = 43,769 ft ² = 1 A.	30% = .60 A.
#21 BB	53,750 ft ² = 1.23 A.	" = 26,875 ft ² = .62 A.	30% = .37 A.
TOTAL - ALL PARCELS		2,588,484 ft ² = 58.65 A.	36.56 A.

Total LC 2,092,092 ft² = 46.58 A. 30.06 A.

Total BB 251,369 ft² = 5.81 A. 3.96 A.

Total B 158,453 ft² = 3.64 A. 2.18 A.

Total A 113,620 ft² = 2.62 A. 1.57 A.

#22 LC 50,800 1.16
#23 LC 40,000 .92
#29 LC 45,100 1.04

2,227,842 ^{38.9} or APP
9.67 Acres LC ^{50.0} Acc

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

DATE

February 19, 1975

*Faleri
CUP*

TO Dean Sellers, Assistant City Engineer
FROM Jack H. Galbraith, Chief Planner
SUBJECT Regulations activity in NE $\frac{1}{4}$, Sec. 28, Twp. 27-S, R1-W.
Generally located at the northwest corner of Ridge Road and
U.S. 54

At your request, we have searched the various files we have that have been processed on the above captioned area. The following is a list of those plats, dates considered and action taken.

RIDGE PLAZA ADDITION

- 3-20-69 - Application and sketch plat filed for Ridge Plaza Addition. Owners listed as Bowen Brady and Dale F. Hecox; Baughman Co. as agent.
- 6-5-69 - Subdivision Committee of MAPC approves final plat of Ridge Plaza Addition.
- 6-12-69 - MAPC approves final plat.
- 9-16-69 - BCC approves final plat.
- 9-30-69 - Final plat of Ridge Plaza Addition recorded; owners same as on application.

RIDGE PLAZA SECOND ADDITION
Z-1118 "AA" to "LC"

- 6-4-69 - Application filed for Ridge Plaza Second Addition and associated zone case Z-1118 "AA" to "LC". Owners listed on application as Bowen Brady and Dale Hecox with Baughman Co. as agent.
- 7-10-69 - MAPC approves Z-1118 but attaches statement to motion that no further applications in this $\frac{1}{4}$ section would be accepted until a development plan for the 160 acres was submitted.

COPY

Memo to Dean Sellers
February 19, 1975
Page Two

- 7-17-69 - Subdivision Committee of MAPC approves final plat of Ridge Plaza Second Addition.
- 7-24-69 - MAPC approves final plat of Ridge Plaza Second Addition.
- 8-12-69 - BCC approves final plat of Ridge Plaza Second Addition.
- 8-15-69 - Final plat of Ridge Plaza Second Addition recorded; owners same as on application.

DP-37 RIDGE PLAZA THIRD C.U.P.
Z-1192 "AA" to "A", "B", "BB" and "LC"

- 3-31-70 - Community Unit Plan and associated zone case filed on entire $\frac{1}{4}$ section except for school site and area covered by Ridge Plaza and Ridge Plaza Second Additions. Owners listed as Bob Feagins, Bob Kirsch, Dale Hecox, Bowen Brady, and Don Satterthwaite; Bob Feagins listed as agent.
- 6-25-70 - MAPC approves DP-37 and Z-1192.
- 7-14-70 - BCC defers cases.
- 8-22-70 - MAPC reapproves cases with provisional setback line from intersection of Ridge Road and U.S. 54 Highway for possible future interchange
- 9-1-70 - BCC approves DP-37 and Z-1192 subject to provisional setback line having a three-year time limit.

RIDGE PLAZA THIRD ADDITION

- 4-10-72 - Application filed for Ridge Plaza Third Addition. Max Cole, Bowen Brady, and Dale Hecox listed as owners with Baughman Co. as agent.
- 4-20-72 - Subdivision Committee of MAPC approves preliminary plat of Ridge Plaza Third Addition.
- 6-11-73 - Final plat filed.
- 6-21-73 - Subdivision Committee of MAPC approves final plat of Ridge Plaza Third Addition with provisional setback agreement from the new proposed interchange right-of-way line to expire in two years.

Memo to Dean Sellers
February 19, 1975
Page Three

- 6-28-73 - MAPC defers case after objections by Bill Higgins, representing new owners, about the suggested provisional setback line. Item deferred for meeting with State Highway Department about right-of-way acquisition for U.S. 54.
- 7-12-73 - MAPC approves final plat with six month provision for temporary setback line. Jay Samara representing applicants because Higgins out of town.
- 7-31-73 - BCC approves final plat of Ridge Plaza Third Addition for 120 day recording time allowed. Bill Higgins representing applicants.
- 1-11-74 - Final plat recorded. Owners listed: Lot 1 - Max Cole, Alfred Caro, Terry Duggins, Steven E. Wickliff, Bruce Buehler, David Cohen; Lots 2 and 3 - Max Cole and Daniel M. Carney; Lot 4 - Max Cole. Bill Higgins listed as agent for all owners.

Guarantees for Ridge Plaza Third Addition - street, sidewalks and sanitary sewer petitions filed. water - \$10,000 Surety Bond and drainage - \$100,000 Surety Bond, expires September 12, 1975.

RIDGE PLAZA FOURTH ADDITION

- 3-26-73 - Application filed for Ridge Plaza Fourth Addition. Terra Plaza Limited listed as owner with Bob Feagins as agent.
- 4-5-73 - Subdivision Committee approves preliminary plat.
- 5-17-73 - Subdivision Committee approves final plat with contingent right-of-way dedication for two years for State Highway purposes.
- 5-24-73 - MAPC approves final plat and two year contingent right-of-way dedication. James R. Schaefer representing the applicant.
- 7-3-73 - BCC approves final plat.
- 7-23-73 - Final plat of Ridge Plaza Fourth Addition recorded. Jay Samara listed as president of Terra Plaza Ltd. with Fred H. Corner listed as secretary.

Memo to Dean Sellers
February 19, 1975
Page Four

RIDGE PLAZA FIFTH ADDITION

- 9-13-73 - Application filed for sketch plat of Ridge Plaza Fifth Addition. Bowen H. Brady listed as owner and Baughman Co. as agent.
- 9-20-73 - Subdivision Committee approves subject to conditions.
- 9-27-73 - MAPC approves subject to conditions.
- 7-16-74 - BCC defer 3 weeks.
- 8-6-74 - BCC defer 2 weeks.
- 9-2-74 - BCC defer 4 weeks.
- 9-17-74 - BCC defer 4 weeks.
- 10-15-74 - BCC defer 4 weeks.
- 11-12-74 - BCC defer 4 weeks.
- 12-10-74 - BCC defer 4 weeks.
- 1-7-75 - BCC defer 4 weeks.
- 2-4-75 - BCC defer 4 weeks.

If we can furnish you additional information, please call.

Jack H. Galbraith
Chief Planner

JHG:MM:js

September 2, 1970

Mr. Robert Feagins
Feagins & Kirsch
6572 East Central
Wichita, Kansas 67206

Re: Z-1192 - "AA" to "A", "B",
"BB" and "LC"

DP-37 - North side of U.S. 54
and south of Maple, between
Woodchuck and Ridge Road

Dear Mr. Feagins:

This is to advise you that the above-captioned cases were considered by the Board of City Commissioners at their regular meeting of September 1, 1970. The action of the City Commission was to approve the zone change and revised CUP, subject to the conditions as recommended by the Planning Commission on August 27, 1970, except that only 50 feet of half-street right-of-way was required for Maple adjacent to the area zoned for the "BB" Office District; and subject to the condition of platting, and the Planning Department was instructed to forward the ordinance for first reading when the plat is forwarded to the City Commission.

The conditions of approval now read as follows:

1. Approval of the provisional setback line from Ridge Road and U. S. 54 affecting Parcels 1, 2, 3 and 24 as shown on the revised CUP and described in the CUP "Note No. 6".
- lx2. Adding the following note to the general provisions under curb cuts to Ridge Road and Maple: The location of the medial breaks proposed for Ridge Road and Maple on this plan are not to be considered final and the final location of said medial breaks shall be determined by the City at the time of the improvement of Ridge Road and Maple to major street standards.
- bb. Under curb cuts to Ridge Road Item #2 shall be changed to read: "... (Including Joint Medial cut with Parcels #3 and #4)."

Page 2 - Mr. Robert Feagins
September 2, 1970

4. Indicating 60 feet of half-street right-of-way for Maple adjacent to the area zoned for "LC" and 50 feet adjacent to the area zoned for "BB".
5. That at the time of platting, the applicants shall provide for additional dedication and the guarantee for the improvement of the frontage road adjacent to the north side of U. S. 54 to City standards.
6. Increase the 35-foot setback from Maple and Ridge Road on Parcels #1, #3, #4, and #5 to 100 feet.
7. Indicate the maximum building height as 3 stories instead of 30 stories for Parcels #15 and #16.
8. At the time of any platting of Parcels 1-7, the applicant shall guarantee the necessary improvements for drainage.
9. Adding after the statement on sign height on Parcel #9, "subject to Board of City Commission approval."
10. The applicant taking into account the noise factor associated with the location of subject property, when designing and developing structures on subject property.
11. Approval of the establishment of Parcels 2, 22, 23 and 24.
12. Under "Proposed Uses" for Parcels #4 and #5, qualify "Commercial Uses" as not including service stations or drive-in type uses; and qualify "Institutional Uses" as not including schools, hospitals, care or convalescent homes, or other similar uses of public assembly.
13. At the time of platting, determining whether or not the Board of Education is desirous of acquiring Parcel #19.
14. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for commercial development and be binding upon the present owners, their successors and assigns, unless amended.
15. 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.

Page 3 - Mr. Robert Feagins
September 2, 1970

16. Any major changes in this development plan being re-submitted to the Planning Commission and City Commission for their consideration.

It is now necessary that you make the required corrections as required by the Planning Commission and City Commission, and submit four corrected copies thereof, including all information for each parcel, at your earliest convenience so that they can be marked officially approved copies and forwarded to the Office of Central Inspection.

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

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:ber

cc: Dale F. Hecox and Bowen H. Brady
6405 East Kellogg
Wichita, Kansas 67206

Don E. Satterthwaite
6572 East Central
Wichita, Kansas 67206

Robert Feldner, Superintendent
of Central Inspection

Ralph Eberly
City Clerk

August 28, 1970

Mr. Robert Feagins
Feagins & Kirsch
6572 East Central
Wichita, Kansas 67206

Re: Z-1192 - "AA" to "A", "B", "BB"
and "LC"

DP-37 - North side of U.S. 54 and
south of Maple, between Woodchuck
and Ridge Road

Dear Mr. Feagins:

At the regular meeting of the Metropolitan Area Planning Commission on August 27, 1970, the above-captioned cases were re-considered as referred to the Planning Commission by the Board of City Commissioners on July 14, 1970. The action of the Planning Commission was again to recommend approval, subject to the same conditions established at their regular meeting on June 25, 1970, and in addition to require a provisional setback line from Ridge Road and Kellogg affecting Parcels 1, 2, 3 and 24, as shown on the CUP and described in CUP Note No. 6. The Commission also recommended that the drainage within the site be handled at the time of any platting on Parcels 1 through 7, and to allow establishing of Parcels 2, 22, 23 and 24 as proposed by the applicant.

This matter is scheduled on the City Commission agenda for their regular meeting on Tuesday, September 1, 1970 at 9:00 a.m. in Room 201 City Building, 204 South Main.

If you have any questions, please contact our office.

Sincerely,

John D. Gist
Senior Planner

JDG:ber

cc: Dale F. Hecox and Bowen H. Brady, 6405 East Kellogg 67206
Don E. Satterthwaite, 6572 East Central 67206

August 12, 1970

Ralph Wulz, City Manager

Jack H. Galbraith, Chief Planner

Z-1192 - "AA" to "A", "B", "BB" and "LC"
DP-37 - North side of U. S. 54 and south
of Maple, between Woodchuck and Ridge Road

On August 4, 1970, Bob Lakin advised you by memorandum that on July 14, 1970, the City Commission deferred action on the above two cases until further comment was received from the Planning Commission, to be placed back on the City Commission agenda for August 11, 1970. Bob requested that since the Planning Commission was to reconsider these two cases at its meeting of August 13, 1970, that the cases should be placed on the City Commission agenda for August 18, 1970, at which time there will be further comment and recommendation from the Planning Commission.

Because of a lack of a quorum, the Planning Commission will not have a meeting this week and, therefore, the above cases will appear on their agenda for August 27, 1970. These cases should then appear on the agenda of the City Commission for their regular meeting of September 8, 1970. Because of the Commission policy of not deferring cases longer than for a four week period, it may be necessary to place these items back on their agenda for August 18, 1970, with the suggestion that they again be deferred to the meeting of September 8, 1970.

JHG:ber

August 4, 1970

Ralph Wulz, City Manager

Robert A. Lakin, Director of Planning

Z-1192 - "AA" to "A", "B", "BB" and "LC"
DP-37 - North side of U.S.54 and south of
Maple, between Woodchuck and Ridge Road

On July 14, 1970, the City Commission deferred action on the above two cases until further comment was received from the Planning Commission, to be placed back on the City Commission agenda for August 11, 1970.

The Planning Commission will reconsider these two cases at its meeting of August 13, 1970. Please defer placing these cases on the City Commission agenda until its meeting of August 18, 1970, at which time there will be further comments and recommendation from the Planning Commission.

RAL:ber

July 24, 1970

Mr. Robert Feagins
Feagins & Kirsch
6572 East Central
Wichita, Kansas 67206

Re: Z-1192 - "AA" to "A", "B",
"BR" and "LC"

DP-37 - North side of U.S. 54
and south of Maple, between
Woodchuck and Ridge Road

Dear Mr. Feagins:

At its regular meeting on July 23, 1970, the Metropolitan Area Planning Commission reconsidered the above-captioned cases. It was the action of the Planning Commission to defer further consideration of these cases to its regular meeting of August 13, 1970, so that Robert Lakin, the Director of Planning, you and other applicants can meet with the State Highway Department officials relative to determining a satisfactory setback to assure the development of the interchange at Ridge Road and U. S. 54. Bob advises that he will be in contact with you in the next few days relative to time and place of this meeting.

The above cases will be scheduled for further consideration by the Planning Commission at its meeting of August 13, 1970, at 1:30 p.m. in Room 401 City Building Annex, 104 South Main, Wichita, Kansas.

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

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:ber

cc: Dale F. Hecox and Bowen H. Brady
6405 East Kellogg, Wichita, Kansas 67206

Don E. Satterthwaite
6572 East Central, Wichita, Kansas 67206

Laura

WICHITA EAGLE JUNE 26, 1970

DP-37

MAPC OKs Shop Center

The Metropolitan Area Planning Commission (MAPC) Thursday approved a plan for developing a huge shopping center north of U.S. 54 between Woodchuck and Ridge Road.

The 5-2 vote came minutes after a brief flareup between MAPC members Al Hennessy and H. D. (Hap) Bledsoe. Hennessy charged that for Bledsoe to be involved in the case would be a "conflict of interest" because Bledsoe attended a private meeting with planning staff and the applicants "that we knew nothing about."

BLEDSOE DENIED any conflict of interest, stating his interest in the case is as a planning commissioner and he attended the meeting because he is interested in proper development of west U.S. 54 since his business is on the highway.

The approval gave the okay to a community unit plan for the entire 138-acre site, plus zoning changes to allow various land uses.

Bledsoe, who moved for approval, included in the motion the deletion of a planning department recommendation that the plan should not show medical breaks on U.S. 54.

The medical breaks would be "detrimental" to the traffic carrying ability of U.S. 54, the department's report stated.

July 16, 1970

Wichita-Sedgwick County Metropolitan
Area Planning Commission
Jack H. Galbraith, Chief Planner

Cases Z-1192 and DP-37

On July 14, 1970, the above-captioned cases were deferred by the City Commission to their meeting of August 11, 1970, to permit further study of the area by the Metropolitan Area Planning Commission, specifically in view of U. S. 54 interchange plans and also in relation with future airport development.

These cases have been placed on your agenda of July 23, 1970, for additional comments relative to both the airport and U. S. 54 interchange.

JHG:ber

cc: Dale F. Hecox and Bowen H. Brady
6405 East Kellogg
Wichita, Kansas 67206

Don E. Satterthwaite
6572 East Central
Wichita, Kansas 67206

Robert Feagins
6572 East Central
Wichita, Kansas 67206

WICHITA BEACON 7-14-76

Also, commissioners referred back to the Metropolitan Area Planning Commission (MAPC) for further study proposed zoning changes for a 133-acre tract of land west of the city, bounded by U.S. 54 on the south, Maple on the north, Ridge Road on the east and Woodchuck Lane on the west.

THE COMMISSION instructed Mayor Price Woodard to seek the immediate assistance of Gov. Robert Docking in determining the State Highway Commission's future plans for West Kellogg.

City Manager Ralph Wutz said he had repeatedly attempted over the last five years to have the state complete a study of West Kellogg and conduct public hearings on proposed changes.

Planning department director Bob Lakin explained the state apparently has plans to build a major interchange at Kellogg and Ridge Road. This would consume a great portion of the land proposed for the shopping center.

Commissioners were in agreement that it would be too expensive for the city to allow development to occur on the land now, only to have to condemn it in the future for highway expansion.

In addition, commissioners said they

wanted to know the Federal Aviation Administration's plans for future development at Wichita's Municipal Airport. Lakin said the FAA has not expressed

opposition to the proposed shopping center. However, he concurred that problems in the airport area should be discussed with FAA officials.

July 1, 1970

Mr. John D. Montgomery
Director of Highways
State Highway Department
State Office Building
Topeka, Kansas 66612

DP-37

Re: Highway U. S. 54 - I-235 to
Maize Road

Dear Mr. Montgomery:

Last week at our Planning Commission meeting, we were presented with a proposal for a major shopping center development at the corner of Ridge Road and U. S. 54. This is in the immediate vicinity of the Municipal Airport and lies just to the west of the existing Airport Road entrance. This is an area which all previous reports indicate will be a major interchange at such time as U. S. 54 is upgraded to freeway or expressway standards.

As you know, there have been several studies on West 54, including one undertaken by the Highway Commission some three or four years ago. It is our understanding that work on this particular project has been shelved for a number of reasons, including the legislation that was pending concerning freeway corridors. As the City of Wichita installs new sewer lines in this area, we expect development to blossom freely in this area of West 54. However, this is presenting a major problem to us as a Planning Commission and to the developers of land in not knowing what will be the ultimate development and the proposed design for improvements along West 54. Recognizing that before the Highway Commission can schedule priorities for construction and allocate monies the appropriate studies must be completed, both as to corridor and design stages, it is important to the community that efforts be made in order to complete these studies as soon as possible. We

Page 2 - Mr. John D. Montgomery
July 1, 1970

would like to ask for your assistance in doing whatever is necessary in getting these studies back underway so that they may be completed as early as possible and that corridor hearings may be held along this section of U. S. 54. Whatever assistance you can provide would be greatly appreciated.

Sincerely,

Abner V. J. Jackson
Chairman

AVJJ:ber

cc: Honorable Robert Docking
Governor of the State of Kansas
Topeka, Kansas 66612

Earl Rush, Chairman
Board of County Commissioners

Ralph Wulz
City Manager

John D. McNeal, State Highway Engineer
State Highway Commission of Kansas
State Office Building
Topeka, Kansas 66612

RECOMMENDATION FROM METROPOLITAN AREA PLANNING COMMISSION TO
BOARD OF CITY COMMISSIONERSREQUEST FOR ZONING

CASES NO. Z-1192 and DP-37

CONSIDERED BY MAPC: 6-25-70

REQUEST FOR: Change from "AA" to "A", "B", "BB" and "LC" and
Approval of Residential and Commercial Community
Unit PlanGENERAL LOCATION: North side of U. S. 54 and south of Maple,
between Woodchuck and Ridge Road

LEGAL DESCRIPTION:

Case No. Z-1192

Change from "AA" to "A" - Beginning 465 feet north of the SW corner of the NE $\frac{1}{4}$ of Section 28, Township 27 South, Range 1 West; thence north 1267.49 feet to a point 901.2 feet south of the NW corner of said NE $\frac{1}{4}$, thence east 240 feet; thence south 1275.89 feet to a point 465 feet north of the south line of said NE $\frac{1}{4}$; thence west 240 feet to beginning.

Change from "AA" to "B" - Beginning at a point 400 feet east and 261.2 feet south of the NW corner of the NE $\frac{1}{4}$ of Section 28, Township 27 South, Range 1 West; thence east 463 feet; thence southerly along a curve to the left, 665 feet to a point 901.2 feet south of the north line of said NE $\frac{1}{4}$; thence west 630 feet to a point 400 feet east of the west line of said NE $\frac{1}{4}$; thence north 640 feet to beginning.

Change from "AA" to "BB" - Beginning at a point 400 feet east of the NW corner of the NE $\frac{1}{4}$, Section 28, Township 27 South, Range 1 West; thence south 261.2 feet; thence east 463 feet; thence southerly along a curve to the left, 665 feet to a point 901.2 feet south of the north line of said NE $\frac{1}{4}$; thence west 890 feet to a point 240 feet east of the west line of said NE $\frac{1}{4}$; thence south 225.17 feet; thence east 500 feet; thence easterly along a curve to the left, 150 feet; thence north-easterly 495 feet; thence northwesterly along a curve to the right 710 feet to a point 261.2 feet south of the north line of said NE $\frac{1}{4}$; thence east 360 feet; thence northerly along a curve to the right, 265 feet to the north line of said NE $\frac{1}{4}$; thence west 1084 feet to beginning.

Change from "AA" to "LC" - Beginning at the SE corner of the NE $\frac{1}{4}$ of Section 28, Township 27 South, Range 1 West; thence west 2197.7 feet to a point 440 feet east of the SW corner of said NE $\frac{1}{4}$; thence north 465 feet; thence west 200 feet; thence north 1015.72 feet to a point 1126.37 feet south of the north line of said NE $\frac{1}{4}$; thence east 500 feet; thence easterly along a curve to the left, 150 feet; thence northeasterly 495 feet; thence northwesterly along a curve to the right 710 feet to a point 261.2 feet south of the north line of said NE $\frac{1}{4}$; thence east 360 feet; thence northerly along a curve to the right, 265 feet to the north line of said NE $\frac{1}{4}$; thence east 1152 feet to the NE corner of said NE $\frac{1}{4}$; thence south to beginning, except the south 600 feet of the east 600 feet thereof, and except U. S. 54 Highway right-of-way.

Case No. DP-37

The NW¼ of Section 28, Township 27 South, Range 1 West of the 6th P.M., Sedgwick County, Kansas; except the north 901.2 feet of the west 400 feet; the Ridge Plaza Addition; the Ridge Plaza Second Addition; and street rights-of-way and easements of record.

APPLICANT: Feagins & Kirsch, et al., 6572 East Central 67206

COUNSEL FOR APPLICANT: Robert T. Feagins, Agent

PROTESTORS (LIST COUNSEL) IF ANY: None

SURROUNDING ZONING: To the north is "AA"; east is "AA" and "C"; south is "E" and west is "AA" and "LC"

LAND USE: Subject property is undeveloped; north and east is single-family and undeveloped; south is U. S. 54 and general business; west is single-family and general business.

PLANNING COMMISSION RECOMMENDATION:

BLEDSON moved and WILKINSON seconded that the Planning Commission recommend to the City Commission that Z-1192 be approved as requested, subject to approval of the Development Plan and recording of a plat of subject property within one year after approval by the City Commission, and that the Development Plan and zone change application be forwarded together to the Board of City Commissioners, with the publication of the zoning being withheld until such time as the plat has been filed of record with the Register of Deeds, and that DP-37 be recommended for approval subject to conditions shown later in the minutes. (See attached excerpt from Planning Commission minutes for conditions.)

VOTE OF PLANNING COMMISSION: Motion carried by a vote of 5 in favor (Bledsoe, Wilkinson, Souders, Jackson and Blanchat) and 2 opposed (Hennessy and Kamen).

ACTION: 1. Approve the zone change and CUP as recommended by the Metropolitan Area Planning Commission, subject to the conditions of platting, and instruct the Planning Department to forward the ordinance for first reading when the plat is forwarded to the City Commission; or

2. Return the applications to the Metropolitan Area Planning Commission for its reconsideration. The City Commission states the following reasons for its action.

EXCERPT FROM PLANNING COMMISSION MINUTES OF JUNE 25, 1970:

15. Case NO. Z-1192 - Feagins & Kirsch, et al. request change from "AA" to "A" for tract beginning 465 feet north of the SW corner of the NE $\frac{1}{4}$ of Section 28, Township 27 South, Range 1 West; thence north 1267.49 feet to a point 901.2 feet south of the NW corner of said NE $\frac{1}{4}$; thence east 240 feet; thence south 1275.89 feet to a point 465 feet north of the south line of said NE $\frac{1}{4}$; thence west 240 feet to beginning; AND change from "AA" to "B" for tract beginning at a point 400 feet east and 261.2 feet south of the NW corner of the NE $\frac{1}{4}$ of Section 28, Township 27 South, Range 1 West; thence east 463 feet; thence southerly along a curve to the left, 665 feet to a point 901.2 feet south of the north line of said NE $\frac{1}{4}$; thence west 630 feet to a point 400 feet east of the west line of said NE $\frac{1}{4}$; thence north 640 feet to beginning; AND change from "AA" to "BB" for tract beginning at a point 400 feet east of the NW corner of the NE $\frac{1}{4}$, Section 28, Township 27 South, Range 1 West; thence south 261.2 feet; thence east 463 feet; thence southerly along a curve to the left, 665 feet to a point 901.2 feet south of the north line of said NE $\frac{1}{4}$; thence west 890 feet to a point 240 feet east of the west line of said NE $\frac{1}{4}$; thence south 225.17 feet; thence east 500 feet; thence easterly along a curve to the left, 150 feet; thence northeasterly 495 feet; thence northwesterly along a curve to the right 710 feet to a point 261.2 feet south of the north line of said NE $\frac{1}{4}$; thence east 360 feet; thence northerly along a curve to the right, 265 feet to the north line of said NE $\frac{1}{4}$; thence west 1084.3 feet to beginning; AND change from "AA" to "IC" tract beginning at the SE corner of the NE $\frac{1}{4}$ of Section 28, Township 27 South, Range 1 West; thence west 2197.7 feet to a point 440 feet east of the SW corner of said NE $\frac{1}{4}$; thence north 465 feet; thence west 200 feet; thence north 1015.72 feet to a point 1126.37 feet south of the north line of said NE $\frac{1}{4}$; thence east 500 feet; thence easterly along a curve to the left, 150 feet; thence northeasterly 495 feet; thence northwesterly along a curve to the right 710 feet to a point 261.2 feet south of the north line of said NE $\frac{1}{4}$; thence east 360 feet; thence northerly along a curve to the right, 265 feet to the north line of said NE $\frac{1}{4}$; thence east 1152 feet to the NE corner of said NE $\frac{1}{4}$; thence south to beginning, except the south 600 feet of the east 600 feet thereof, and except U.S. 54 Highway right-of-way. Generally located on the north side of U.S. 54 Highway between Woodchuck and Ridge Road.

16. Case NO. DP-37 - Feagins & Kirsch, et al. request approval of Residential and Commercial Community Unit Plan for the following property: The NW $\frac{1}{4}$ of Section 28, Township 27 South, Range 1 West of the 6th P.M.; except the north 901.2 feet of the west 400 feet; the Ridge Plaza Addition; the Ridge Plaza Second Addition; and street rights-of-way and easements of record. Generally located on the north side of U.S. 54 Highway between Woodchuck and Ridge Road.

GALBRAITH pointed out the area on the above two cases on the map and reviewed the following staff report.

Comments

1. The applicants are requesting a zone change from "AA" to "A", "B", "BB" and "IC" on approximately 138 acres of property involving most of the quarter section of land bounded by U.S. 54 Highway on the south, Maple on the north, Ridge Road on the

east and Woodchuck Lane on the west. At present, there is a total of 9 acres of "LC" zoning existing in this quarter section. Six acres of the existing "LC" zoning, established as part of the original County Zoning, is located in the southeast corner of the quarter section. A portion of this 6 acres was platted as Ridge Plaza Addition in 1969. The remaining 3 acres of existing "LC" zoning, located in the southwest corner of the quarter section, was established in 1969 (MAPC Case Z-1118) in connection with the platting of Ridge Plaza Second Addition. Benton Elementary School presently occupies approximately 7 acres in the northwest corner of the quarter section. On the balance of the quarter section, the applicants are requesting approximately 105 acres of "LC" zoning, 14.5 acres of "BB" zoning, 7.8 acres of "B" zoning and 5.86 acres of "A" zoning.

2. As required by the CUP provisions of the Zoning Ordinance, when a tract of land containing 6 acres or more of "LC" and "C" is to be developed commercially under the control of one person or group, a preliminary development plan has been submitted by the applicants for review. The development plan submitted indicates the required information pertaining to land use, building heights and maximum building coverage, maximum number of curb cuts, sign control, minimum building setbacks, screening controls and drainage improvements. The Planning Department has reviewed the proposed plan with the applicants, with staff members of the Traffic Engineering Division, Engineering Division and Flood Control Division of the Department of Public Works, and has contacted the Board of Education, Park Board, State Highway Engineer and Federal Aviation Agency.
3. The plan proposes a medial break in U.S. 54 Highway at approximately the mid point along the south line of subject property. It is the understanding of the Planning Department that the applicants propose to locate the major entrance to the shopping center on Parcel #1 at this point, if a break in the medial can be obtained. Also, the plan indicates a future north-south street to the west of Parcel #1, having access to U. S. 54 Highway west bound lane only. It should be pointed out, however, that U.S. 54 Highway is the major east-west traffic carrier and is proposed in the State (Jorgenson Report) and the MAPC Transportation Plan as a freeway. With access to both east and west bound lanes of U.S. 54 from Woodchuck Lane and Ridge Road already existing, more access points to U.S. 54 between these two streets would be detrimental to the traffic carrying ability of U.S. 54, particularly in view of the increase in traffic which would be generated by the applicant's proposed development. With the possibility of U.S. 54 being improved to freeway standards, in the future, the exact status of U. S. 54 remains in doubt and the proposed access points and medial break indicated should be deleted from the development plan. Although the plan proposes 14 access points to Ridge Road and 12 to Maple, the staff is of the opinion that this is not an excessive number as long as medials with limited medial breaks are constructed.
4. Due to the size and scope of the applicant's proposed development, Maple and Ridge Road will have to be improved to major street standards, including medials, in order to insure adequate movement of the increased traffic volume which would

be generated by the proposed development. The applicant should be aware that the final location of the medial breaks on Maple and Ridge Road will be determined by the City at the time the streets are reimproved to the major street standards and the locations as indicated on the plan should not be considered as final. The applicant has indicated 60 feet of half-street right-of-way on Ridge Road, however, only 50 feet of half-street right-of-way has been indicated for Maple. This should also be increased to 60 feet to provide for medial construction and a decel or continuous third lane.

5. The existing frontage road adjacent to the north side of U.S. 54 is inadequate in width, design and surfacing to handle an increase in traffic volume and needs to be improved to City standards.
6. A building setback of 250 feet from the frontage road is indicated on Parcel #1. The plan also proposes 3 separate lots (A, B & C) adjacent to the frontage on Parcel #1, which would have building setbacks of 35 and 45 feet. Two of these lots (B & C) are indicated on the plan as being directly adjacent to either side of the applicant's proposed major entrance to the shopping center. It is believed that the applicant's intended uses for the 3 lots are drive-in bank, and/or tire, battery and accessory shops. The existing lotting arrangement, with 35-foot setbacks, should be noted at both Ridge Road (3 lots) and at Woodchuck (2 lots). In order to avoid the appearance of strip development, the loss of the Center's identification, and traffic congestion at the major entrance to the frontage road, lots B and C should either be eliminated or located adjacent to Parcel #2 or Lot A. If they are relocated, then they should be described as parcels, both on the plan and under "General provisions."
7. The minimum building setbacks from Ridge Road on Parcels #1, #3 and #4 and from Ridge Road and Maple on Parcel #5, should be increased to a minimum of 100 feet so as to discourage the development of small commercial uses fronting on these streets and again to eliminate the appearance of strip development. For the most part, the proposed uses suggest larger buildings rather than service or drive-in type facilities. However, if it is intended to develop such uses, then these parcels should be redesigned to provide for smaller lot development.
8. The plan indicates the proposed relocation and channelization of the existing drainage channel running from north to south across subject property. It should be pointed out that the plan does not indicate how the drainage outflow from the proposed channel will be handled after crossing Ridge Road. Therefore, at the request of the Department of Public Works, a floodway has been indicated across the portion of Parcel #1 adjacent to Ridge Road. This floodway would be on an alignment with the existing drainage easement running east and west across the property to the east of Ridge Road.
9. In a letter received from the Federal Aviation Agency, it was pointed out that subject property lies within the flight approach zone for the newly completed west runway at the Municipal Airport and that the maximum flight clearance over this area is 81 feet. The applicant's plan indicates a maximum building height of 80 feet. The letter further indicated that the major concern should be the noise factor and its effect on the development of subject property. The applicant should take this into account and should provide for neces-

sary soundproofing of any buildings constructed on the subject property, and in particular any apartments or duplexes which would be constructed. This would include thermal pane windows, solid doors, heavy roofing, etc.

10. The applicants have been made aware that the Board of Education has indicated an interest in the possibility of obtaining Parcel #19, which is out of the flight cone, for future expansion of the Benton Elementary School facility and such acquisition should be determined prior to the platting of the parcel.
11. It is difficult to recommend on this case from a number of viewpoints. First of all, it is recognized that land in this area is valuable and when sewer is available (very shortly) this and other land along U.S. 54 will develop fairly rapidly.

There are several policy considerations, however, that should be recognized in making this decision. These include:

- 1) Land Use: High intensity use and residential uses are frowned upon in flight cones of major airports. The FAA in their letter opposes even duplex development, yet agrees to what are obviously higher concentrations of people, such as shopping centers, motels, professional offices, etc. This is based on their concern for noise interference with residential and institutional uses and a very minimal objection as to hazard from crash. The land must and will be used! If not for residences, then what? It would appear that based on FAA comments and the inappropriateness of housing for the area, that the uses proposed, with the limitations which we have added, are acceptable.
- 2) Highways: There has been a study underway on U.S. 54 thru this section for at least 4 years. During the last two years, the study has lain dormant and no answers from the State have been forthcoming. Initial design indicates that a major interchange will need to be built at Ridge Road and U.S. 54. Preliminary designs would indicate that much of the corner at 54 and Ridge Road will be utilized for the interchange. As the State is not willing to commit funds for land acquisition, the developer cannot be held up from developing. However, thru either persuasion or possibly using setback lines, major structures such as the shopping center or motel should be kept out of potential highway right-of-way.
- 3) Traffic: In the early 60's the land to the east was granted "C" for a regional shopping center (100+ acres). No study has been made of the impact on traffic and the road system of two such centers side by side. This was done on Marina Lakes and was a standard requirement for assessing impact and development design requirements for shopping center CUP's during the 1950's. This has not been a requirement, however, for many years.

Recommendation

If the recommendation of the Planning Commission is that the zone change from "AA" to "A", "B", "BB" and "IC" be approved, it should be subject to approval of the Development Plan and filing, receiving approval of and recording of a plat on subject property; and that the Development Plan and zone change application be for-

warded together to the Board of City Commissioners, with the publication of the zoning being withheld until such time as the plat has been filed of record with the Register of Deeds.

If the Development Plan is approved, it should be with the understanding that such approval is given on the basis that the tract of land is under the control of one person or group and is in accordance with Section 28.04.190 of the Zoning Ordinance to promote well planned commercial development, subject to the following conditions:

1. The Planning Commission determining the method of preserving the necessary right-of-way for the interchange at Ridge Road.
2. Deleting from the plan the proposed medial break in U. S. 54 and access to U. S. 54 from the new proposed north-south street.
3. Adding the following note to the general provisions under curb cuts to Ridge Road and Maple: The location of the medial breaks proposed for Ridge Road and Maple on this plan are not to be considered final and the final location of said medial breaks shall be determined by the City at the time of the improvement of Ridge Road and Maple to major street standards.
4. Under curb cuts to Ridge Road Item #2 shall be changed to read: "... (Including Joint Medial cut with Parcels #3 and #4)."
5. Indicating 60 feet of half-street right-of-way for Maple.
6. That at the time of platting, the applicants shall provide for additional dedication and the guarantee for the improvement of the frontage road adjacent to the north side of U. S. 54 to city standards.
7. Increase the 35-foot setback from Maple and Ridge Road on Parcels #1, #3, #4 and #5 to 100 feet.
8. Indicate the maximum building height as 3 stories instead of 30 stories for Parcels #15 and #16.
9. At the time of platting, the applicant shall guarantee the necessary improvements for drainage.
10. Adding after the statement on sign height on Parcel #9, "subject to Board of City Commission approval."
11. The applicant taking into account the noise factor associated with the location of subject property, when designing and developing structures on subject property.
12. Removing Lots B and C from Parcel #1.
13. Describing Lot A on Parcel #1 as a separate parcel.
14. Under "Proposed Uses" for Parcels #4 and #5, qualify "Commercial Uses" as not including service stations or drive-in type uses; and qualify "Institutional Uses" as not including schools, hospitals, care or convalescent homes, or other similar uses of public assembly.

15. At the time of platting, determining whether or not the Board of Education is desirous of acquiring Parcel #19.
16. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for commercial development and be binding upon the present owners, their successors and assigns, unless amended.
17. 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.
18. Any major changes in this development plan being re-submitted to the Planning Commission and City Commission for their consideration.

HENNESSY had questions about the CUP previously approved just to the east and GALBRAITH said the gross leaseable square feet in the previous CUP to the east was 3 million square feet, and subject plan proposes 2,092,000 square feet for commercial uses and 400,000 square feet of leaseable area for office uses. He stated that this is 160 acres, less the Benton Elementary School site, and the CUP at Rock Road and Kellogg is the only one ever submitted that is larger. He continued that the Board of Education is interested in acquiring the area requested for "p" zoning for expansion of the elementary school. In further discussion, it was pointed out that Mr. Brady who has previously platted Ridge Plaza First and Ridge Plaza Second Additions from this quarter section, is a part owner of this CUP area and GALBRAITH pointed out the ownership division. He recalled that at the time "LC" was granted in the above Additions, the Commission went on record as not looking with favor on any more platting in this quarter section until a total development plan for the quarter section was submitted.

WILKINSON commented that there should be some decision as to handling of the major intersection (Kellogg and Ridge Road). GALBRAITH commented that there are many problems associated with drainage that cannot be solved at this level, which will be resolved at the time of platting.

ROBERT FEAGINS, consultant for the applicants, pointed out that one of the major problems of development of the CUP to the east was the fact that sewer was not available to this general area. He said he has been informed that sewer will be at the intersection of Taft and Ridge Road within two years. FEAGINS asked the Commissioners to remember that a project of this size requires a considerable amount of detail planning and meetings with the Planning Department staff, which they have done several times. Relative to the highway and interchange, it has been discussed and several proposals have been considered by the State and studies were being made as long as 10 years ago. He pointed out that the drainage problem is major and will require much planning and discussion and will have some bearing on the design and configuration of the interchange. FEAGINS continued that at least some of the drainage problem is being solved in this Plan in that there will be about 20 acres dedicated for drainage, streets, easements, etc.

FEAGINS referred to the two lots shown on either side of the major entrance from U. S. 54 and said that he considered them floating sites and could be relocated, but in discussing their use with major tenants, such tenants are rather dictatorial and desire to be easily accessible to the public. (These two lots are indicated as to be used for drive-in bank or tire, battery and accessory shop.) FEAGINS pointed out that the small parcel to the southeast shown adjacent to Ridge Plaza-Addition (Parcel #2) is being used as parking for the Next Door Restaurant constructed on Lot 1 of Ridge Plaza Addition and they desire to include it under this CUP. However, they have no intention of establishing uses farther west along the frontage because it would detract and be a deterrent to the development and success of the center.

As far as the amount of area under the CUP, FEAGINS said that 30% of the total net area is devoted to building coverage and that the major portion of the center will be on Lot 1 on which there is a physical barrier because of the drainage which requires at least 6 acres.

As for the sites referred to earlier by Feagins as floating sites, it was pointed out by Feagins that it is not known the configuration of the buildings, but that every major center requires facilities for a tire, battery and accessory store, and also a separate building for a bank rather than as a part of the principal structure. He indicated he would prefer to have the above two lots (B and C) remain as a part of the plan. FEAGINS said they have met with all utility representatives and attempted to resolve as many problems as possible, which are many on a project of this size.

CHAIRMAN JACKSON asked Feagins if he concurred with the staff recommendation and Feagins said that generally speaking he did.

FEAGINS referred to the medial breaks shown on Ridge Road and Maple and said they would like to have some indication prior to platting of where those breaks will occur. He agreed that decel lanes could be needed, but it is possible that another 60 feet of right-of-way would not be needed on Maple. FEAGINS said he could understand the concern for proper handling of traffic and said he and his clients are also concerned, but on the other hand, they do not want to wantonly give right-of-way away. FEAGINS commented that they have given 60 feet of right-of-way on Ridge Road and if 60 feet is required on Maple they will so indicate it on the plan, but would prefer not to do so at this time until the actual circulation pattern is known. He suggested they would like to know where the medials would be proposed before development of the street and said they have worked closely with the Engineering Division on other cases (The Mall on East Harry) and he did not feel there would be any problem in subject case.

FEAGINS referred to the conditions of approval as suggested by the staff and on #7 related to setbacks from Maple and Ridge Road on Parcels #1, #3, #4 and #5, he indicated that they have no objections to a 100-foot setback because they know pretty well what their development will be, but he suggested they would request the same protection from properties across the street to the north and east. In this respect, he continued by pointing out the numerous

requirements and limitations placed on a CUP development and yet just across the street, development is permitted with much less restriction, such as only a 35-foot setback and more access points. He referred to the tremendous investment proposed for subject development and felt there should be something of record which would provide protection for the investment as related to adjacent uses.

On condition #10 wherein it was suggested that "subject to Board of City Commission approval" be added to the statement on sign height on Parcel #9, FEAGINS asked the reason for such wording. GALBRAITH said that wording is already on the wording related to signs on the major parcel and that in any case, the City Commission must approve a sign height of more than 30 feet.

On #12 related to the removal of Lots B and C from Parcel #1, which are the lots referred to earlier in this discussion as floating sites, FEAGINS said they could be pinned down in an exact location if the Commission desired.

GALBRAITH referred to the tract utilized as parking for the Next Door Restaurant (Parcel #2) and suggested that since there is no intention at this time to develop it, that it be designated as parking. FEAGINS said that it is parking and that the owner thereof had joined in the CUP, and that he would have to confer with the owner as to indicating on the plan that it would be utilized for off-street parking. The staff was interested in limiting construction of buildings as much as possible in the area that might be required later for the highway interchange. The Commission discussed the possibility of requiring such a setback at the time of platting to protect the interchange area from development.

With regard to the "floating parcels", LAKIN commented that the staff concern is that sufficient setback should be indicated to assure that there would not be freestanding buildings along the frontage, which could result in strip development and would be detrimental to a center and cause internal traffic circulation problems. LAKIN referred to the concern expressed by FEAGINS with respect to development on the east side of Ridge Road, and pointed out that for a part of the distance there is already the approved CUP and the balance has a potential of commercial development if this application is approved.

LAKIN agreed that no doubt there would be requests for "LC" zoning to the east and north of subject property, as this has happened in relation to other CUP'S, and said that while the Commission might establish a policy when a request is made on a lot 175 feet in depth, 100 feet cannot logically be required for a setback.

FEAGINS referred to the many meetings attended and various studies made with respect to the proposed highway interchange at Ridge Road and stated that to date there is nothing definite from the State as to what is going to happen in this area, altho it is very important to know such plans because the design of the interchange will dictate to some degree the site planning of the center. It was pointed out by FEAGINS that they expect 85% of the traffic utilizing the proposed center will come from Wichita, and additional traffic can be expected on Ridge Road when the zoo area is developed, and it is inevitable that an interchange will be built sometime at this location, and whatever happens in that respect will have a bearing on the center proposed.

HENNESSY commented that when platting was approved for the two areas in the southeast and southwest corners of subject quarter section this concern for an interchange must have been known and asked why all at once the quarter section is being given consideration for such extensive development. FEAGINS said that studies for the interchange have been going on for 5 years or more and that people in authority really don't know what they are going to do - politics and money are involved. There was more discussion with respect to the studies for highway plans and the fact that none are final. LAKIN indicated there are design drawings which will have to go to "corridor and design" public hearings before anything is final. The matter has been in limbo for years.

HENNESSY asked Feagins how he and his clients could contemplate such a development as proposed when it is not sure what is going to happen. FEAGINS pointed out that they have not made large investments in the area which might be required for the interchange because of the uncertainty involved, but it does not seem reasonable to wait any longer with the proposed development as long as the possible area for an interchange is more or less reserved.

HENNESSY questioned again the fact that all of a sudden this project comes up without any previous notice. FEAGINS said his clients have only had a contract or option to purchase the area since December of last year.

LAKIN spoke concerning the medial break from the major entrance to U. S. 54 and stated that while FEAGINS has asked the Commission to abstain from any indication of the proposed new medial cut, the staff and City Engineer and Traffic Engineer feel that medial cuts should not be shown on an approved CUP unless they are actually approved by the State. There are medial cuts at Woodchuck and Ridge Road and it was felt that the additional medial cut would lead to a series of congestion problems that have happened elsewhere. He pointed out that all efforts have been made to upgrade Kellogg and it cannot be upgraded as a traffic-carrying facility by this type of additional break in the medial.

GALBRAITH suggested the conditions to approval as suggested by the staff be reviewed one by one, and noted that the words "at the time of platting" should be added to condition #1.

BLEDSE asked if the Commission in discussing this matter of setbacks for a future interchange would be indicating that it is expected the applicant is going to give enough land for the interchange when it occurs. LAKIN said it is not the intention to preserve land for dedication or gift, but the intent is only to basically prevent a large investment which could be so expensive to acquire that it would preclude the development of the highway as a freeway.

KAMEN brought up the fact that a new airport study is being undertaken and that meetings have not been held with FAA and the State Highway Department. He suggested that perhaps this application should be tabled until such time as the Commission has had a chance to meet with the State and FAA officials to determine their ideas on the project being discussed. He indicated he would dislike to hold up anything that is good for the City or the developer, but was very dubious as to whether it should be acted on at this time.

HENNESSY said he agreed with Kamen and commented that this is a big project and in view of the many facets to be considered and problems to be resolved, he felt the developers are entitled to know the situation so far as the interchange.

MOTION: HENNESSY moved and KAMEN seconded that the above two cases be tabled until after a meeting with the FAA or to the regular meeting of July 23, 1970.

LAKIN said the FAA will meet with the subcommittee of the Planning Commission, and that on several occasions the State Highway Director has been advised of the project and asked for comments and inquiry has been made several times as to the status of the study referred to by Mr. Feagins. On this particular development plan, while it was sent to the State Highway Department for review, no reply has been received, but perhaps if the Planning Commission made a direct request as to the study, a reply could be obtained.

HENNESSY asked if a delay of this application would interfere with the plans for development and FEAGINS commented that he has been talking about an interchange whereas the Commission has referred to a study or survey to be undertaken. He continued that they have made studies of the relationship of the project proposed and the airport and traffic contemplated, and it is a rather sizeable project and the survey is very expensive, but certain studies and surveys were completed prior to contracting for subject site.

KAMEN said he wanted to go on record as not being against the project, but he did feel that the Commission should discuss the matter with the FAA. FEAGINS commented that it was his understanding that agency has been contacted. KAMEN said that just recently FAA has changed its thinking on some points and he felt the Planning Commission should obtain some kind of statement as to what their preferences as to use in flight cones are.

HENNESSY stated that there is no attempt or desire on the part of the Commission to delay the project, but he did consider it important that the Commission obtain as many facts as possible.

BLEDSON referred to the intersection of Rock Road and Kellogg and the fact that there is twice as much commercial zoning there as at subject intersection and that the traffic-carrying capacity of the streets are fairly equal. BLEDSON said that it is frustrating when the Commission encourages developers to submit large tracts for development so that they can be better planned and all sorts of obstacles are raised. He continued that he sat with the staff and reviewed this plan four or five months ago, and he commented about the length of time involved in putting together a CUP and the fact that a 100-foot setback or more is required on such a plan and yet across the street development can be permitted with only a 35-foot setback. He pointed out several other restrictive conditions usually attached to CUP approvals. BLEDSON commented that this project probably represents \$80 to \$90 thousand dollars a year in interest, to say nothing of taxes, and for these reasons he was opposed to any deferral and he continued that the applicant and architect have been working with the City agencies and

offices for as long as four or five months because he saw the plan at that time.

HENNESSY asked why the entire Commission had not seen the plan four or five months ago. BLEDSOE referred to a case recently on Hillside where the Highway Commission plans were not available or unknown and thought it important that a showdown be had with the Highway Commission.

It was pointed out that the staff has not heard from the State Highway Department with respect to this plan and it was suggested that the Planning Commission request an immediate decision and that it might be able to approve this project, but subject to results of the airport study being undertaken by the Committee which Mr. Kamen chairs.

WILKINSON said he was agreeable to the suggestion. LAKIN said the earliest it could be back on the agenda would be July 23, 1970. FEAGINS pointed out that they have had many meetings and it is of concern to them to proceed. HENNESSY intimated that the Commissioners should have been called to consider this plan previous to this meeting and FEAGINS said that their meetings had been with the Planning Department and that he was not aware that they should meet with the Planning Commission prior to a regular meeting when a matter is scheduled for hearing.

HENNESSY questioned why Bledsoe was present at one of the staff meetings and BLEDSOE said he was interested and had attended.

VOTE ON ABOVE MOTION: Motion lost by a vote of 2 in favor (Hennessy and Kamen) and 5 opposed (Blanchat, Jackson, Wilkinson, Souders and Bledsoe).

MOTION: BLEDSOE moved that the Planning Commission recommend to the City Commission that Z-1192 be approved as requested, subject to approval of the Development Plan and recording of a plat of subject property within one year after approval by the City Commission, and that the Development Plan and zone change application be forwarded together to the Board of City Commissioners, with the publication of the zoning being withheld until such time as the plat has been filed of record with the Register of Deeds,

and that DP-37 be recommended for approval subject to conditions shown later in these minutes. WILKINSON seconded the motion.

BLEDSOE referred to the conditions suggested by the staff and felt that it would not be advisable to delete the reference on access points and medial breaks to U. S. 54 because no one can determine at this time just where they will be and he suggested that the setback be changed to 100 feet as set out in condition #7. He insisted that if the Commission regularly holds up plans such as this, then it can be expected that there will be parcel sell-offs from a large area, which is adverse to the Commission's policy of desiring larger well planned developments.

JACKSON suggested that every effort possible be made to ascertain an answer from the State Highway Department as to interchange rights-of-way requirements. LAKIN said that FAA has already submitted their comments with respect to land use and height and that a meeting has been arranged with FAA in connection with the airport study. LAKIN considered it appropriate that the Highway Department be requested as to how to get the interchange study off dead center because there is nothing the planning staff can do in 30 days which would give any determination as to where the interchange would go.

AMENDED MOTION: With the consent of the second, BLEDSOE included as a part of the previous motion that the staff be directed to approach the State Highway Department again asking that they indicate as soon as possible what their plans are for West Highway 54.

HENNESSY challenged Mr. Bledsoe's meeting with the applicants on this project and said he did not think any Commissioner should sit in a meeting of which other members were not notified.

BLEDSOE answered for the record that he did not own any portion of subject area and that he has no conflict of interest; his interest is strictly that his business is on the west side, he is familiar with the airport and interested in the general development. He continued that when he is willing to spend his own time in the interest of the City, as all the Commissioners do on the Planning Commission, he resented it being challenged.

HENNESSY said he still challenged Bledsoe's activities with respect to this application.

GALBRAITH requested a clarification of the conditions of approval of the CUP and after more discussion, it was agreed that the above motion, as amended, recommending approval of the DP-37 be subject to the conditions recommended in the staff report, except for condition #2. The conditions of approval are as follows:

1. The Planning Commission determining the method of preserving the necessary right-of-way for the interchange at Ridge Road at the time of platting.
2. Adding the following note to the general provisions under curb cuts to Ridge Road and Maple: The location of the medial breaks proposed for Ridge Road and Maple on this plan are not to be considered final and the final location of said medial breaks shall be determined by the City at the time of the improvement of Ridge Road and Maple to major street standards.
3. Under curb cuts to Ridge Road Item #2 shall be changed to read: "... (Including Joint Medial cut with Parcels #3 and #4)."
4. Indicating 60 feet of half-street right-of-way for Maple.
5. That at the time of platting, the applicants shall provide for additional dedication and the guarantee for the improvement of the frontage road adjacent to the north side of U. S. 54 to City standards.
6. Increase the 35-foot setback from Maple and Ridge Road on Parcels #1, #3 and #5 to 100 feet.

7. Indicate the maximum building height as 3 stories instead of 30 stories for Parcels #15 and #16.
8. At the time of platting, the applicant shall guarantee the necessary improvements for drainage.
9. Adding after the statement on sign height on Parcel #9, "subject to Board of City Commission approval."
10. The applicant taking into account the noise factor associated with the location of subject property, when designing and developing structures on subject property.
11. Removing Lots B and C from Parcel #1.
12. Describing Lot A on Parcel #1 as a separate parcel.
13. Under "Proposed Uses" for Parcels #4 and #5, qualify "Commercial Uses" as not including service stations or drive-in type uses; and qualify "Institutional Uses" as not including schools, hospitals, care or convalescent homes, or other similar uses of public assembly.
14. At the time of platting, determining whether or not the Board of Education is desirous of acquiring Parcel #19.
15. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for commercial development and be binding upon the present owners, their successors and assigns, unless amended.
16. 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.
17. Any major changes in this development plan being resubmitted to the Planning Commission and City Commission for their consideration.

VOTE ON THE ABOVE MOTION AS AMENDED AND WITH THE ABOVE CONDITIONS: Motion carried by a vote of 5 in favor (Bledsoe, Wilkinson, Souders, Jackson and Blanchat) and 2 opposed (Hennessy and Kamen).

A property owner on Maple asked if the property owners are considered or have any part of the decision as to where medials are constructed along Maple when the time comes. LAKIN explained that location of medials is considered by the City Commission at public hearing before such construction is initiated and that property owners may be heard at that time.

MRS. JAMES DONNELL, a resident at Maple and Socora, asked if there is assurance that once the project is approved, it will be adhered to; GALBRAITH stated that the plan indicates just what uses are to be developed and that it would have to be followed. MRS. DONNELL referred to the fact that there is a terrific drainage problem involved and the fact that this million dollar project will apparently have to wait two years for City sewer to serve the area.

BLEDSON pointed out that development can begin as long as it is approved by the Health Department for septic tank use. MRS. DONNELL said it was her understanding that the sewers in the West-link area were overcrowded and no more capacity is available. GALBRAITH said any such overcrowding would be taken care of by the new Southwest Sewer which is under construction. MRS. DONNELL pointed out that there would be the possibility of small strip type development and she commented that apartments couldn't be built without sewers. MRS. DONNELL pointed out the numerous commercial buildings which have already developed on the north side of U. S. 54 in this general area. With respect to the sewer, BLEDSON pointed out that sufficient lines would be installed to serve subject area and that landowners in the area will be much better off because of this development.

MRS. DONNELL again expressed concern for strip type development and asked if the homeowners in the area are being guaranteed that the parcels as now shown on the plan will remain the same. BLEDSON commented that the plan sets up the different parcels and general description of the uses proposed. BLEDSON pointed out further that any deviation of the plan at some later date would have to be approved by the Planning Commission and that property owners adjacent would be notified of such hearing.

June 26, 1970

Mr. Robert Feagins
Feagins & Kirsch
6572 East Central
Wichita, Kansas 67206

Re: Z-1192 - "AA" to "A", "B",
"BB" and "LC"

DF-37 - North side of U.S.54
and south of Maple, between
Woodchuck and Ridge Road

Dear Mr. Feagins:

At its regular meeting on June 25, 1970, the Metropolitan Area Planning Commission considered the above-captioned cases. The action of the Planning Commission was to recommend the approval of the zone case, subject to the approval of the Development Plan and the recording of a plat of subject property, and that the Development Plan and zone change application be forwarded together to the Board of City Commissioners, with the publication of the zoning being withheld until such time as the plat has been filed of record with the Register of Deeds.

In consideration of the CUP, it was the action of the Planning Commission to approve the plan, subject to conditions #1 and #3 through #18 of the Planning Department report. These 17 conditions read as follows:

1. The Planning Commission determining the method of preserving the necessary right-of-way for the interchange at Ridge Road at the time of platting.
2. Adding the following note to the general provisions under curb cuts to Ridge Road and Maple: The location of the medial breaks proposed for Ridge Road and Maple on this plan are not to be considered final and the final location of said medial breaks shall be determined by the City at the time of the improvement of Ridge Road and Maple to major street standards.

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June 26, 1970

3. Under curb cuts to Ridge Road Item #2 shall be changed to read: "... (Including Joint Medial cut with Parcels #3 and #4)."
4. Indicating 60 feet of half-street right-of-way for Maple.
5. That at the time of platting, the applicants shall provide for additional dedication and the guarantee for the improvement of the frontage road adjacent to the north side of U. S. 54 to City standards.
6. Increase the 35-foot setback from Maple and Ridge Road on Parcels #1, #3 and #5 to 100 feet.
7. Indicate the maximum building height as 3 stories instead of 30 stories for Parcels #15 and #16.
8. At the time of platting, the applicant shall guarantee the necessary improvements for drainage.
9. Adding after the statement on sign height on Parcel #9, "subject to Board of City Commission approval."
10. The applicant taking into account the noise factor associated with the location of subject property, when designing and developing structures on subject property.
11. Removing Lots B and C from Parcel #1.
12. Describing Lot A on Parcel #1 as a separate parcel.
13. Under "Proposed Uses" for Parcels #4 and #5, qualify "Commercial Uses" as not including service stations or drive-in type uses; and qualify "Institutional Uses" as not including schools, hospitals, care or convalescent homes, or other similar uses of public assembly.
14. At the time of platting, determining whether or not the Board of Education is desirous of acquiring Parcel #19.
15. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for commercial development and be binding upon the present owners, their successors and assigns, unless amended.

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June 26, 1970

16. 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.
17. Any major changes in this development plan being re-submitted to the Planning Commission and City Commission for their consideration.

It is now necessary that you make the required corrections as required by the Planning Commission and submit nine corrected copies thereof to our office by July 8, 1970 so that these cases can be forwarded to the Board of City Commissioners for consideration at their regular meeting of July 14, 1970.

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

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:ber

cc: Dale F. Hecox and Bowen H. Brady
6405 East Kellogg
Wichita, Kansas 67206

Don E. Satterthwaite
6572 East Central
Wichita, Kansas 67206

Mrs. James Donnell
8116 Maple
Wichita, Kansas 67209

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

MAPC HEARING DATE: June 25, 1970

Case No. Z-1192	Request: "AA" to "A", "B", "BB" and "LC" Approval of a Development Plan under the CUP Provisions of the Zoning Ordinance
Case No. DP-37	

Location: North side of U. S. 54 and south of Maple, between
Woodchuck and Ridge Road

Acres: 138 Size: 2000 ft. by 2528 ft.

	<u>Land Use</u>	<u>Zoning</u>
Existing	Undeveloped	"AA" & "LC"
North	Single-family & undeveloped	"AA"
East	Single-family & undeveloped	"AA" & "C"
South	U.S. 54 & General Business	"E"
West	Single-family & General Business	"AA" & "LC"

Unplatted <u>X</u>	
Existing R/W - Ridge Road (half) 30 ft.	History: None Sidewalks: No
Proposed R/W - Ridge Road (half) 60 ft. & 75	
Existing R/W - Maple (half) 30 ft.	
Proposed R/W - Maple (half) 60 ft. & 75 ft.	
Existing R/W - Woodchuck (half) 40 ft.	
Proposed R/W - Woodchuck (half) 40 ft.	
Existing R/W - Kellogg Drive - 40 ft.	
Proposed R/W - Kellogg Drive - 50 ft. or more	

Comments

- The applicants are requesting a zone change from "AA" to "A", "B", "BB" and "LC" on approximately 138 acres of property involving most of the quarter section of land bounded by U.S. 54 Highway on the south, Maple on the north, Ridge Road on the east and Woodchuck Lane on the west. At present, there is a total of 9 acres of "LC" zoning existing in this quarter section. Six acres of the existing "LC" zoning, established as part of the original County zoning, is located in the south-east corner of the quarter section. A portion of this 6 acres was platted as Ridge Plaza Addition in 1969. The remaining 3 acres of existing "LC" zoning, located in the southwest corner of the quarter section, was established in 1969 (MAPC Case Z-1118) in connection with the platting of Ridge Plaza Second Addition. Benton Elementary School presently occupies approximately 7 acres in the northwest corner of the quarter section.

On the balance of the quarter section, the applicants are requesting approximately 105 acres of "IC" zoning, 14.5 acres of "BB" zoning, 7.8 acres of "B" zoning and 5.86 acres of "A" zoning.

2. As required by the CUP provisions of the Zoning Ordinance, when a tract of land containing 6 acres or more of "IC" and "C" is to be developed commercially under the control of one person or group, a preliminary development plan has been submitted by the applicants for review. The development plan submitted indicates the required information pertaining to land use, building heights and maximum building coverage, maximum number of curb cuts, sign control, minimum building setbacks, screening controls and drainage improvements. The Planning Department has reviewed the proposed plan with the applicants, with staff members of the Traffic Engineering Division, Engineering Division and Flood Control Division of the Department of Public Works, and has contacted the Board of Education, Park Board, State Highway Engineer and Federal Aviation Agency.
3. The plan proposes a medial break in U.S. 54 Highway at approximately the mid point along the south line of subject property. It is the understanding of the Planning Department that the applicants propose to locate the major entrance to the shopping center on Parcel #1 at this point, if a break in the medial can be obtained. Also, the plan indicates a future north-south street to the west of Parcel #1, having access to U.S. 54 Highway west bound lane only. It should be pointed out, however, that U.S. 54 Highway is the major east-west traffic carrier and is proposed in the State (Jorgenson Report) and the MAPC Transportation Plan as a freeway. With access to both east and west bound lanes of U.S. 54 from Woodchuck Lane and Ridge Road already existing, more access points to U.S.54 between these two streets would be detrimental to the traffic carrying ability of U.S. 54, particularly in view of the increase in traffic which would be generated by the applicant's proposed development. With the possibility of U.S.54 being improved to freeway standards, in the future, the exact status of U.S.54 remains in doubt and the proposed access points and medial break indicated should be deleted from the development plan. Although the plan proposes 14 access points to Ridge Road and 12 to Maple, the staff is of the opinion that this is not an excessive number as long as medials with limited medial breaks are constructed.
4. Due to the size and scope of the applicant's proposed development, Maple and Ridge Road will have to be improved to major street standards, including medials, in order to insure adequate movement of the increased traffic volume which would be generated

by the proposed development. The applicant should be aware that the final location of the medial breaks on Maple and Ridge Road will be determined by the City at the time the streets are re-improved to the major street standards and the locations as indicated on the plan should not be considered as final. The applicant has indicated 60 feet of half-street right-of-way on Ridge Road, however, only 50 feet of half-street right-of-way has been indicated for Maple. This should also be increased to 60 feet to provide for medial construction and a decel or continuous third lane.

5. The existing frontage road adjacent to the north side of U.S. 54 is inadequate in width, design and surfacing to handle an increase in traffic volume and needs to be improved to City standards.
6. A building setback of 250 feet from the frontage road is indicated on Parcel #1. The plan also proposes 3 separate lots (A, B & C) adjacent to the frontage on Parcel #1, which would have building setbacks of 35 and 45 feet. Two of these lots (B & C) are indicated on the plan as being directly adjacent to either side of the applicant's proposed major entrance to the shopping center. It is believed that the applicant's intended uses for the 3 lots are drive-in bank, and/or tire, battery and accessory shops. The existing lotting arrangement, with 35-foot setbacks should be noted at both Ridge Road (3 lots) and at Woodchuck (2 lots). In order to avoid the appearance of strip development, the loss of the Center's identification, and traffic congestion at the major entrance to the frontage road, lots B and C should either be eliminated or located adjacent to Parcel #2 or Lot A. If they are relocated, then they should be described as parcels, both on the plan and under "General provisions."
7. The minimum building setbacks from Ridge Road on Parcels #1, #3 and #4 and from Ridge Road and Maple on Parcel #5, should be increased to a minimum of 100 feet so as to discourage the development of small commercial uses fronting on these streets and again to eliminate the appearance of strip development. For the most part, the proposed uses suggest larger buildings rather than service or drive-in type facilities. However, if it is intended to develop such uses, then these parcels should be redesigned to provide for smaller lot development.
8. The plan indicates the proposed relocation and channelization of the existing drainage channel running from north to south across subject property. It should be pointed out that the plan does not indicate how the drainage outflow from the proposed channel will be handled after crossing Ridge Road. Therefore, at the request of the Department of Public Works, a flood-

way has been indicated across the portion of Parcel #1 adjacent to Ridge Road. This floodway would be on an alignment with the existing drainage easement running east and west across the property to the east of Ridge Road.

9. In a letter received from the Federal Aviation Agency, it was pointed out that subject property lies within the flight approach zone for the newly completed west runway at the Municipal Airport and that the maximum flight clearance over this area is 81 feet. The applicant's plan indicates a maximum building height of 80 feet. The letter further indicated that the major concern should be the noise factor and its effect on the development of subject property. The applicant should take this into account and should provide for necessary soundproofing of any buildings constructed on the subject property, and in particular any apartments or duplexes which would be constructed. This would include thermal pane windows, solid doors, heavy roofing, etc.
10. The applicants have been made aware that the Board of Education has indicated an interest in the possibility of obtaining Parcel #19, which is out of the flight cone, for future expansion of the Benton Elementary School facility and such acquisition should be determined prior to the platting of the parcel.
11. It is difficult to recommend on this case from a number of viewpoints. First of all, it is recognized that land in this area is valuable and when sewer is available (very shortly) this and other land along U.S. 54 will develop fairly rapidly.

There are several policy considerations, however, that should be recognized in making this decision. These include:

- 1) Land Use: High intensity use and residential uses are frowned upon in flight cones of major airports. The FAA in their letter opposes even duplex development, yet agrees to what are obviously higher concentrations of people, such as shopping centers, motels, professional offices, etc. This is based on their concern for noise interference with residential and institutional uses and a very minimal objection as to hazard from crash. The land must and will be used! If not for residences, then what? It would appear that based on FAA comments and the inappropriateness of housing for the area, that the uses proposed, with the limitations which we have added, are acceptable.
- 2) Highways: There has been a study underway on U.S.54 thru this section for at least 4 years. During the last two years, the study has lain dormant and no answers from

the State have been forthcoming. Initial design indicates that a major interchange will need to be built at Ridge Road and U.S.54. Preliminary designs would indicate that much of the corner at 54 and Ridge Road will be utilized for the interchange. As the State is not willing to commit funds for land acquisition, the developer cannot be held up from developing. However, thru either persuasion or possibly using setback lines, major structures such as the shopping center or motel should be kept out of potential highway right-of-way.

- 3) Traffic: In the early 60's the land to the east was granted "C" for a regional shopping center (100+ acres). No study has been made of the impact on traffic and the road system of two such centers side by side. This was done on Marina Lakes and was a standard requirement for assessing impact and development design requirements for shopping center CUP's during the 1950's. This has not been a requirement, however, for many years.

Recommendation

If the recommendation of the Planning Commission is that the zone change from "AA" to "A", "B", "BB" and "LC" be approved, it should be subject to approval of the Development Plan and filing, receiving approval of and recording of a plat on subject property; and that the Development Plan and zone change application be forwarded together to the Board of City Commissioners, with the publication of the zoning being withheld until such time as the plat has been filed of record with the Register of Deeds.

If the Development Plan is approved, it should be with the understanding that such approval is given on the basis that the tract of land is under the control of one person or group and is in accordance with Section 28.04.190 of the Zoning Ordinance to promote well planned commercial development, subject to the following conditions:

1. The Planning Commission determining the method of preserving the necessary right-of-way for the interchange at Ridge Road.
2. Deleting from the plan the proposed medial break in U.S. 54 and access to U.S.54 from the new proposed north-south street.
3. Adding the following note to the general provisions under curb cuts to Ridge Road and Maple: The location of the medial breaks proposed for Ridge Road and Maple on this plan are not to be considered final and the final location

of said medial breaks shall be determined by the City at the time of the improvement of Ridge Road and Maple to major street standards.

4. Under curb cuts to Ridge Road Item #2 shall be changed to read: ".....(Including Joint Medial cut with Parcels #3 and #4)."
5. Indicating 60 feet of half-street right-of-way for Maple.
6. That at the time of platting, the applicants shall provide for additional dedication and the guarantee for the improvement of the frontage road adjacent to the north side of U.S.54 to City standards.
7. Increase the 35-foot setback from Maple and Ridge Road on Parcels #1, #3, #4 and #5 to 100 feet.
8. Indicate the maximum building height as 3 stories instead of 30 stories for Parcels #15 and #16.
9. At the time of platting, the applicant shall guarantee the necessary improvements for drainage.
10. Adding after the statement on sign height on Parcel #9, "subject to Board of City Commission approval."
11. The applicant taking into account the noise factor associated with the location of subject property, when designing and developing structures on subject property.
12. Removing Lots B and C from Parcel #1.
13. Describing Lot A on Parcel #1 as a separate parcel.
14. Under "Proposed Uses" for Parcels #4 and #5, qualify "Commercial Uses" as not including service stations or drive-in type uses; and qualify "Institutional Uses" as not including schools, hospitals, care or convalescent homes, or other similar uses of public assembly.
15. At the time of platting, determining whether or not the Board of Education is desirous of acquiring Parcel #19.
16. The transfer of title of all or any portion of the land included within the Community Unit Plan does not constitute a termination of the plan or any portion thereof, but said plan shall run with the land for commercial development and be binding upon the present owners, their

successors and assigns, unless amended.

17. 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.
18. Any major changes in this development plan being re-submitted to the Planning Commission and City Commission for their consideration.

CASE NO DP-37

172 NOTICE TO ADJOINING PROPERTY OWNERS MAILED 6-12-70 FOR MAPC 6-25-70

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

June 11, 1970

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 1:30 p.m. on June 25, 1970, at which time you may appear either in person or by agent or attorney, if you so desire.

DP 37 - The NW $\frac{1}{4}$ of Section 28, Township 27 South, Range 1 West of the 6th P.M., Sedgwick County, Kansas; except the north 901.2 feet of the west 400 feet; the Ridge Plaza Addition; the Ridge Plaza Second Addition; and street rights-of-way and easements of record. Generally located on the north side of U. S. 54 Highway between Woodchuck and Ridge Road.

This Development Plan has been submitted as required under the Community Unit Plan provisions of Section 28.04.190 of the Code 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 for RIDGE PLAZA THIRD proposes an approximate 138 acre commercial, office, apartment and duplex development which will include shopping center facilities, restaurants, automotive agencies, mobile home sales, motor hotels, service stations, and other commercial-type uses, office uses, laboratories, clinics, duplexes and/or apartments. In addition, the Development Plan indicates information on the maximum building coverage, gross leasable area, proposed setbacks for structures, means of ingress and egress, and maximum height limitations.

This hearing is to be held as provided in Section 28.04.190 of the Code of the City of Wichita and the same will there be discussed and considered by said Wichita-Sedgwick County Metropolitan Area Planning Commission. Those persons interested in this matter will be heard at that time.

Robert A. Lakin, Secretary

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

15 June 1970

CENTRAL REGION
OFFICE LOCATION: 4747 TROOST
MAIL ADDRESS: 601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64106
Telephone: Area Code 816
No. 374-5507



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

Subject: Wichita Municipal Airport
Commercial Unit Plan - North
side of U. S. 54 Highway



Dear Mr. Galbraith:

Reference is made to your letter of 1 June 1970 requesting that we review and furnish comments relative to the proposed Commercial Unit Plan for an area north of U. S. Highway 54 and underlying the approach to runway 19R.

In general, the recommendations of the FAA with respect to use of land within areas underlying approaches are as follows:

1. Fee acquisition by airport sponsors of land within the inner portions (commonly called clear zones) is highly recommended, and where federal aid is involved acquisition of property interests, either in fee or in the form of avigation easements, is normally required.
2. Beyond the clear zones, it is usually not financially feasible for airport sponsors to acquire property interests; therefore, local zoning measures to control structure heights and to prevent development which would not be compatible with aircraft operations into the airport are recommended.

In this particular case most of the land in question is within the approach zone for runway 19R, but all of it is outside the clear zone limits as well as beyond the area which would be needed for installation of a standard approach lighting system. The appropriate concern, therefore, is primarily that of ensuring that construction and activities

on the land will be compatible with airport operations, and the two primary considerations in this regard are limitation of structure heights below Federal Aviation Regulations, Part 77, imaginary surfaces, and aircraft noise. With respect to the potential concentration of people and buildings in the area, the distance from end of runway is such that we would not consider it particularly hazardous to people; however, we would expect aircraft noise to be a problem for some of the proposed development, particularly for residents in the duplex areas. It would, of course, be desirable to have the entire area reserved for some type of open space use, such as golf course, agriculture, parks, etc., and we would certainly encourage this, but we also recognize that the ideal is usually not obtainable, and experience with other airports has proved that other types of land use can be quite compatible, commercial activities being one of them. It is, of course, imperative that the following conditions be met:

1. No structure in the approach or clear zones may penetrate a slope of 50:1, beginning 200 feet from end of runway, and referenced to runway end elevation. For example, the allowable elevation above runway end where the runway centerline intersects U. S. Highway 54 would be approximately 81 feet.
2. Restriction of any activity which would cause electronic interference or reduce visibility in the area - by emitting smoke, for example.
3. Careful evaluation of the high level of aircraft noise which will exist to determine that the particular business or activity will not be adversely affected by it. In this connection, it should be noted that with proper construction buildings can be effectively insulated against noise.

In looking over the various uses proposed for each parcel of land, the only ones we would immediately recommend against are the duplexes proposed on parcels 13, 14, 15, and 16, and probably the multiple family dwellings proposed on parcels 17 through 21, although even these might be made compatible if proper sound insulation were used. It appears that nearly all of the other proposed uses could be compatible ones, provided each proponent is aware of the noise situation and makes proper allowances for this in planning and construction.

Any construction in this area will, of course, be subject to the provisions of Federal Aviation Regulations, Part 77, and all those meeting the filing criteria must be submitted to the FAA for airspace review, and possibly special aeronautical study.

3

We hope this is responsive to your inquiry, and if we can be of further assistance please contact us.

Sincerely,

Robert O. Brown
sa ROBERT O. BROWN
Chief, Airports Field Branch, CE-670
Airports Division

June 1, 1970

Mr. Robert Brown
Federal Aviation Administration
Chief Airport District
Airport Division
612 East 12th Street
Kansas City, Missouri 64106

Re: Case No. DP-37 - Commercial
Unit Plan - North side of
U.S. 54 Highway between
Ridge Road and Woodchuck

Dear Mr. Brown:

Enclosed for your information and review is a copy of the above-captioned plan which has been filed with our office for consideration by the Wichita-Sedgwick County Metropolitan Area Planning Commission. The Plan proposes a variety of commercial uses on a quarter section of land which lies almost entirely within the flight approach cone for the new runway under construction at the Wichita Municipal Airport. The applicants in this case are proposing building heights to 80 feet, and uses which include shopping center type uses, motels, mobile home and new car sales, professional offices, institutional uses, apartments, etc. Most of these uses would generate extremely high densities in the flight cone.

This case has been scheduled to be heard by the Planning Commission at their meeting on June 25, 1970. We would appreciate your reviewing this proposal and your views on the suggested type of uses and anticipated heights prior to the scheduled meeting.

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

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:ber
Enclosure

June 1, 1970

Mr. John D. McNeal
State Highway Engineer
State Highway Commission
State Office Building
Topeka, Kansas 66612

Re: DP-37 - Community Unit Plan -
Proposed commercial development
for property located on the
north side of U.S. 54 Highway
between Woodchuck and Ridge Road

Dear Mr. McNeal:

Please find enclosed a copy of a proposed commercial development plan which has been submitted to our office for consideration by the Wichita-Sedgwick County Metropolitan Area Planning Commission. You will note that the developers are desirous of a medial break in the approximate center of the proposed shopping center and also access from the highway to the frontage road at a new north-south public street east of Woodchuck.

Since the applicants are considering all types of commercial uses, including high volume traffic generators such as shopping centers, motor hotels, new car and mobile home sales, office and institutional uses, etc., we would appreciate your review and any comments you have concerning access proposals to U.S. 54.

The development plan has been scheduled for consideration by the Planning Commission on June 25, 1970, and we would appreciate any comments you have prior to that meeting. We appreciate your review of this matter.

Sincerely,

Jack H. Galbraith
Chief Planner

JHG:ber
Enclosure

June 1, 1970

Emory Cox, Director, Park Board

Jack H. Galbraith, Chief Planner

DP-37 - Commercial Community Unit Plan for
property located on the north side of U.S.54
Highway between Woodchuck and Ridge Road

Attached is a copy of the above-captioned development plan for your information and review. It should be noted that the subject property lies well within the flight approach cone for the new runway at the Municipal Airport and any comments you might have concerning proposed uses and building heights on subject property would be appreciated. This CUP has been scheduled for public hearing by the Planning Commission on June 25, 1970 at 1:30 p.m.

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

JHG:ber

Attachment

June 1, 1970

Dick Linn, Paul Graves and M. S. Mitchell
Jack H. Galbraith, Chief Planner

DP-37 - Commercial Community Unit Plan for
property located on the north side of U.S.54
Highway between Woodchuck and Ridge Road

Attached is the revised copy of the above-captioned
Community Unit Plan, which has been scheduled for the
Planning Commission meeting of June 25, 1970. We
would appreciate any comments you have by June 17, so
that we may incorporate them in the Planning Depart-
ment's report.

JHG:ber

Attachment

BAUGHMAN CO.

Surveyors

2522 EAST KELLOGG
WICHITA, KANSAS 67211
MURRAY 3-7431

- A Beginning 465 feet north of the S. W. Corner of the NE $\frac{1}{4}$ of Sec. 28, Twp. 27-S, R-1-W; thence north 1267.49 feet to a point 901.2 feet south of the N. W. Corner of said NE $\frac{1}{4}$; thence east 240 feet; thence south 1275.89 feet to a point 465 feet north of the south line of said NE $\frac{1}{4}$; thence west 240 feet to beginning.
- B Beginning at a point 400 feet east and 261.2 feet south of the N. W. Corner of the NE $\frac{1}{4}$ of Sec. 28, Twp. 27-S, R-1-W; thence east 463 feet; thence southerly along a curve to the left, 665 feet to a point 901.2 feet south of the north line of said NE $\frac{1}{4}$; thence west 630 feet to a point 400 feet east of the west line of said NE $\frac{1}{4}$; thence north 640 feet to beginning.
- BB Beginning at a point 400 feet east of the N. W. Corner of the NE $\frac{1}{4}$ Sec. 28, Twp. 27-S, R-1-W; thence south 261.2 feet; thence east 463 feet; thence southerly along a curve to the left, 665 feet to a point 901.2 feet south of the north line of said NE $\frac{1}{4}$; thence west 890 feet to a point 240 feet east of the west line of said NE $\frac{1}{4}$; thence south 225.17 feet; thence east 500 feet; thence easterly along a curve to the left, 150 feet; thence northeasterly 495 feet; thence northwesterly along a curve to the right 710 feet to a point 261.2 feet south of the north line of said NE $\frac{1}{4}$; thence east 360 feet; thence northerly along a curve to the right, 265 feet to the north line of said NE $\frac{1}{4}$; thence west 918.15 feet to beginning. *10843'*
- 10 Beginning at the S. E. Corner of the NE $\frac{1}{4}$ of Sec. 28, Twp. 27-S, R-1-W; thence west 2197.7 feet to a point 440 feet east of the S. W. Corner of said NE $\frac{1}{4}$; thence north 465 feet; thence west 200 feet; thence north 1015.72 feet to a point 1126.37 feet south of the north line of said NE $\frac{1}{4}$; thence east 500 feet; thence easterly along a curve to the left, 150 feet; thence northeasterly 495 feet; thence northwesterly along a curve to the right 710 feet to a point 261.2 feet south of the north line of said NE $\frac{1}{4}$; thence east 360 feet; thence northerly along a curve to the right, 265 feet to the north line of said NE $\frac{1}{4}$; thence east ~~1152~~ feet to the N. E. Corner of said NE $\frac{1}{4}$; thence south to beginning, except the south 600 feet of the east 600 feet thereof, and except U S 54 Highway right-of-way. *1152'*

Revised Legal for
Zoning - J.H.S.



5-18-70

M. S. Mitchell, Maintenance-Public Works

Jack H. Galbraith, Senior Planner

DP-37 - Ridge Plaza 3rd CUP, North side of U. S. 54 between
Woodchuck and Ridge Road

Attached is a revised copy of the Community Unit Plan submitted
for the area described above. Please note the change in street
alignment from the previously submitted copy of the plan. We
would appreciate your review and comments by May 25 so that we
can prepare the case for public hearing before the Planning
Commission.

JHG:CLN:vjp

Attachment

5-18-70

Dick Linn, Design Chief Engineer
Department of Public Works
Jack H. Galbraith, Senior Planner

DP-37 - Ridge Plaza 3rd CUP, North side of U. S. 54 between
Woodchuck and Ridge Road

Attached is a revised copy of the Community Unit Plan submitted
for the area described above. Please note the change in street
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would appreciate your review and comments by May 25 so that we
can prepare the case for public hearing before the Planning
Commission.

JHG:CLN:vjp

Attachment

5-18-70

Paul Graves, Traffic Engineer

Jack H. Galbraith, Senior Planner

DP-37 - Ridge Plaza 3rd CUP, North side of U. S. 54 between
Woodchuck and Ridge Road

Attached is a revised copy of the Community Unit Plan submitted for the area described above. Please note the change in street alignment from previously submitted copy of the plan. It should also be noted that the access points indicated along 54 Highway do not exist as the Highway Department has purchased all access rights along this quarter mile.

We would appreciate your review and comments by May 25 so that we can prepare the case for public hearing before the Planning Commission.

JHG:CLN:vjp

Attachment

Next Closing Date April 29 1970
Hearing Date May 28 1970

"Zoning Descriptions"

"Holstead Letter" Interest in acquiring
Parcel 18

Drainage -

Access control - Street Improvements -
Medials? Medial Cuts -
Drill-Well lanes -

Frontage Road.

Sewer Easement across entire $\frac{1}{4}$ Section

DP-37-CUP-RIDGE PLAZA 3RD

COMMENTS

I. PUBLIC WORKS

A. PAUL GRAYES

1. Channelization and control of traffic on Ridge Road and Maple should be accomplished by applicant guaranteeing improvement of both Ridge Rd. & Maple with medians and possibly deceleration lanes for the full length of both streets.
2. May need or want to swing the frontage road to the north and east around Ridge Plaza addition to connect with Ridge Road at a point far enough north of the intersection of Ridge Rd. & US 54, to allow for stacking of traffic (about 450'-470' north of the intersection of Ridge Rd. & US 54)

B. DICK LINN

1. There should be limited, controlled access points to Maple and Ridge Rd and most of the access to the various parcels of land should be from the proposed interior street system.
2. An easement will be needed at some location across the 1/2 section for a sewer main extension coming through the area.
3. Need to provide a drainage easement adjacent to the south line of subject property as well as a dedicational dedication of R.O.W for the US 54 frontage Road.

C. M.S. MITCHELL

1. There has been no plan submitted and approved for the use of the floodway on Lot 2, Ridge Plaza Addition and until such time as the drainage problems associated with this floodway are solved, a definite solution to the drainage problems associated with the CUP can not be drawn up.
2. The basic problem remains, how the applicant intends to carry the drainage crossing under U.S. 54 from the south, through and away from subject property.
3. Either a storm water sewer or a drainage easement is needed along the south line of subject property.
4. The proposed "floodway" indicated should be changed to a "Drainage Dedication". Also the apparent bridge crossing the "floodway" would have to be installed by the applicant as part of the drainage improvement.
5. The applicant's cross-section plan of the proposed box structure ~~is~~ is in error in that the box size should be a triple 5' x 10' box rather than a triple 4' x 10' box as shown.

II MAPD STAFF COMMENTS

1. To avoid confusion with the platting, change the word "Lot" on the plan & in the general conditions to read as "parcel".

2. Screening required as shown in red on the plan
3. Building Heights - Min. FLIGHT CLEARANCE REQUIRED - 81.6' at ~~the~~ north side of U.S. 54.
4. Create separate parcel at the northeast corner of Lot 4 as it is apparent location for a service station.
5. Make changes in general provisions as indicated.

April 21, 1970

Robert Feagins
Feagins and Kirsch, Architects
6572 East Central
Wichita, Kansas 67206

Subject: DP-37 - Ridge Plaza Third C.U.P.
on the north side of U.S. 54 High-
way between Woodchuck and Ridge Rd.

Dear Mr. Feagins:

Enclosed for your information and files is a "marked" copy of the C.U.P. on which the various changes and corrections that were discussed at the informal meeting with you on April 17, 1970, have been indicated. In addition to making the changes and corrections indicated on the marked copy of the C.U.P., you should meet with Mr. Paul Graves of the Traffic Engineering Division regarding access controls, medials and number of access points to Ridge Road and Maple; and with M. S. Mitchell of the Maintenance Division regarding the various drainage improvements as discussed at the informal meeting. Any changes in or additions to the C.U.P. resulting from the meetings with Mr. Graves and Mr. Mitchell should also be indicated on a revised copy of the C.U.P.

As you will recall, it was determined at the informal meeting that prior to advertising the case for the Planning Commission hearing you would contact your engineer regarding the preparation and submission of corrected legal descriptions on the proposed zoning changes and that you would submit five (5) copies of a revised C.U.P. containing all necessary changes and additions to our office for a quick review.

Page 2 - DP-37
Robert Feagins
April 21, 1970

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

Sincerely,

Jack H. Galbraith
Senior Planner

JHG:vjp

Enclosure

cc: Dale F. Hecox and Bowen H. Brady
6405 East Kellogg
Wichita, Kansas 67206

Don E. Satterthwaite
6572 East Central
Wichita, Kansas 67206

WICHITA PUBLIC SCHOOLS
ADMINISTRATION BUILDING
428 South Broadway
WICHITA, KANSAS 67202

*Division of School Plant Planning
and Operation Services*

April 7, 1970

Mr. Jack H. Galbraith
Planning Department
City of Wichita
Wichita, Kansas 67202

Dear Jack:

I received the information that you sent regarding the proposed land development east and south of Benton Elementary School.

For your information, we have been talking to Dale Hecox and Bo Brady for several years about acquiring some land that would abut our existing property. About three weeks ago, Brady and Bob Feagins came in to see me. They gave me prints of the entire quarter section.

We have agreed that Lot 18 as shown on the plat would be the logical one for the Board to acquire. At this point, I am following the legal procedures of the Board of Education in land acquisition. A part of that procedure is to have appraisals made of the land which is being considered for purchase. When we get the appraisals, we will negotiate with the owners.

I certainly appreciate your interest in this matter. I will try to keep you informed of our progress.

Sincerely,

Dick

Richard L. Holstead
Director
School Plant Planning and Operation

RLH:vc



April 2, 1970

Curtis Newby, Planner I

Jack H. Galbraith, Senior Planner

DP-37 - North side of U. S. 54 between
Woodchuck and Ridge Road

Please do a complete analysis of the submitted CUP to check conformance with the provisions of the zoning ordinance. You should check the proposed heights with both Joe Roedel of the Park Department and Tom Byrnes of Central Inspection. Copies of the plan have been forwarded to Dick Linn, Paul Graves and M. S. Mitchell, and I have requested their comments by April 10 so that we can correspond back with the applicants. Dick Holstead has also been notified concerning the northwest corner and its relationship with proposed school expansion.

It appears that they have shown minimum setbacks and maximum utilization of each parcel. Would appreciate your checking the total area as Tom Garland has crossed out the submitted 136 acres and has replaced it with 116 acres. The screening provisions have not been indicated on the plan as required when adjacent to other residential areas.

It would help if you would indicate the zoning districts adjacent to all major streets. Please use the office copy for your comments and remarks and that will leave one remaining copy to later send back to the applicants.

JHG:ber

April 2, 1970

M. S. Mitchell, Asst. Supt., Public
Works Maintenance

Jack H. Galbraith, Senior Planner

DP-37 - Ridge Plaza 3rd CUP - North side of
U. S. 54 between Woodchuck and Ridge Road

Attached is a copy of the Community Unit Plan submitted
for the area described above. We would appreciate your
review and comments by April 10 so that we can cor-
respond with the applicants.

JHG:ber

Attachment

April 2, 1970

Dick Linn, Design Chief Engineer
Jack H. Galbraith, Senior Planner

DP-37 - Ridge Plaza 3rd CUP - North side of
U. S. 54 between Woodchuck and Ridge Road

Attached is a copy of the Community Unit Plan submitted
for the area described above. We would appreciate your
review and comments by April 10 so that we can cor-
respond with the applicants.

JHG:ber

Attachment

April 2, 1970

Dr. Richard Holstead
Board of Education
428 South Broadway
Wichita, Kansas 67202

Re: DP-37 - Ridge Plaza 3rd
CUP - North side of U.S. 54
between Woodchuck and Ridge
Road

Dear Dr. Holstead:

Attached for your information is a Xeroxed copy of the area adjacent to the elementary school at Maple and Woodchuck which is a part of a CUP which has been submitted for this quarter section. My apologies for not sending you the entire plan, however, only limited copies were submitted. The proposed use for Lot 13 is duplexes and nursing home; for Lot 14 multi-family dwellings and nursing home; Lot 18 medical offices, clinic, multiple family; and Lot 19 multiple family dwellings, clinics and professional offices. The owners of this part of the CUP are listed as Dale Hecox and Bowen H. Brady.

There is no immediate scheduling for this case at this time, as several divisions are to review and comment on the plan prior to advertising this case for a public hearing. However, since I will soon send our comments back to the applicants, I would appreciate any remarks you have by April 10.

If you have any questions, please call.

Sincerely,

Jack H. Galbraith
Senior Planner

JHG:ber
Attachment

April 2, 1970

Paul Graves, Traffic Engineer

Jack H. Galbraith, Senior Planner

DP-37 - Ridge Plaza 3rd CUP - North side of
U. S. 54 between Woodchuck and Ridge Road

Attached is a copy of the Community Unit Plan submitted for the area described above. The attached information proposes 20 parcels and generally describes the type of uses proposed, maximum coverage, gross leaseable area, and height for each parcel. Under "General Provisions", you will find the number of curb openings anticipated for each parcel.

We would appreciate your review and comments, particularly with regard to access points, frontage road design along U. S. 54 and whether or not additional right-of-way above the normal 50-foot half street should be required either on Ridge Road or Maple for the construction of accel-decel lanes. If possible, we would appreciate your comments by April 10 so that we can correspond with the applicants.

JHG:ber

Attachment

cc: Ray Bruggeman
Director of Public Works

WICHITA-SEDGWICK COUNTY

METROPOLITAN AREA PLANNING DEPARTMENT

DATE

April 2, 1970



TO Curtis Newby, Planner I
FROM Jack H. Galbraith, Senior Planner JHG
SUBJECT DP-37 - North side of U. S. 54 between
Woodchuck and Ridge Road

Please do a complete analysis of the submitted CUP to check conformance with the provisions of the zoning ordinance. You should check the proposed heights with both Joe Roedel of the Park Department and Tom Byrnes of Central Inspection. Copies of the plan have been forwarded to Dick Linn, Paul Graves and M. S. Mitchell, and I have requested their comments by April 10 so that we can correspond back with the applicants. Dick Holstead has also been notified concerning the northwest corner and its relationship with proposed school expansion.

It appears that they have shown minimum setbacks and maximum utilization of each parcel. Would appreciate your checking the total area as Tom Garland has crossed out the submitted 136 acres and has replaced it with 116 acres. The screening provisions have not been indicated on the plan as required when adjacent to other residential areas.

It would help if you would indicate the zoning districts adjacent to all major streets. Please use the office copy for your comments and remarks and that will leave one remaining copy to later send back to the applicants.

JHG:ber

APPLICATION FOR COMMUNITY UNIT PLAN
(PLANNED RESIDENTIAL OR COMMERCIAL DEVELOPMENT)
FOR PROPERTY LOCATED WITHIN THE LIMITS OF THE
CITY OF WICHITA, KANSAS

This is an application for a Community Unit Plan - Planned Development. The form must be completed and filed at the Planning Department, Room 402, City Building Annex, 104 South Main, Wichita, Kansas, in accordance with directions on the accompanying instruction sheet. AN INCOMPLETE APPLICATION CANNOT BE ACCEPTED.

I. Name of applicant or applicants and/or their agent or agents.

- a. Applicant Feagins & Kirsch
Address 6572 E. Central, Wichita, Kansas 67206 Phone 684-6576
Agent Robert T. Feagins
Address 6572 E. Central, Wichita, Kansas 67206 Phone 684-6576
- b. Applicant Dale F. Hecox and Bowen H. Brady
Address 6405 E. Kellogg, Wichita, Kansas 67206 Phone 684-0175
Agent Bowen H. Brady
Address 6405 E. Kellogg, Wichita, Kansas 67206 Phone 684-0175
- c. Applicant Don E. Satterthwaite
Address 6572 E. Central, Wichita, Kansas 67206 Phone 685-3813
Agent _____
Address _____ Phone _____

(Use separate sheet if necessary for names of additional applicants)

- II.A The applicant hereby ^{*proposed, now AA & LC*} requests Community Unit Plan approval on property zoned "A,B,BB, & LC" and legally described as Lot(s) 1 through 20, Block(s) Not Applicable, Ridge Plaza Addition.

(If appropriate, metes and bounds description may be provided in the space below or on an attached sheet.)

The Northeast Quarter of Section Twenty-Eight (28), Township Twenty-Seven (27) South, Range One (1) West of the Sixth (6th) P.M., Sedg. Co., Ks. except the North 901.2' of the West 400', The Ridge Plaza Addition, The Ridge Plaza Second Addition, and Street Right of Ways and Easements of Record. *116P*

- II.B There are 136.9 acres (round to nearest tenth) in the above described property.

III. This property is located at (address) Not Assigned.

The general location is (use appropriate section)

- a. at the Northeast corner of Woodchuck
and U. S. 54 Highway; or
- b. on the North side of Kellogg (Ave.,
Street) between Woodchuck Lane (Ave., Street) and
Ridge Road (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.

Security Abstract Certificate and Property Owner's List Attached

Don E. Satterthwaite Dale F. Mecox and Bowen H. Brady
By Don E. Satterthwaite By Bowen H. Brady
Authorized Agent (if any) Authorized Agent (if any)

Fearins & Kirsch
By Robert F. Fearins By _____
Authorized Agent (if any) Authorized Agent (if any)

V. OFFICE USE ONLY

This application was received at the Planning Department at
3:00 ~~AM~~ PM on March 31, 1970 (Day, Month,
Year). It has been checked and found to be complete and accom-
panied by required documents and the appropriate fee of
\$ None Required



John H. Dyer Name
Planner III Title

*Supplement to list
for DP-37*

Lot	Block	Addition	Property Owner
9	E	Floyd Bailey 2nd	✓ William D. Bennett Chlorene Y. Bennett 570 Turquoise 67209
10	"	"	✓ William B. Walker, Jr. K. Constance Walker 580 Turquoise 67209
11	"	"	✓ Seb Heimerman Anna Heimerman 354 S. Minnesota 67211
12	"	"	✓ Theodore C. Juengling Sadie E. Juengling 563 S. Woodchuck 67209
8	C	Floyd Bailey 3rd	Elburn L. Martin Irene Ruth Martin Address unknown
7	D	"	✓ Bill E. Mesker 33 Rolling Hills Drive 67212 & ✓ Bud White 316 Fairway 67212
8	"	"	Same
9	"	"	✓ Floyd C. Bowers Barbara R. Bowers 501 Turquoise 67209
10	"	"	✓ Joseph A. Williams 515 Turquoise 67209
11	"	"	✓ Benjamin F. Zeigler Edith F. Zeigler 501 Topaz 67209
12	"	"	✓ Bill E. Mesker 33 Rolling Hills Dr. 67212 & ✓ Bud White 316 Fairway 67212
13	"	"	Same
14	"	"	Same
15	"	"	Same
1	E	"	Same
2	"	"	Same
3	"	"	Same
4	"	"	Same

Lot	Block	Addition	Property Owner
5	E	Floyd Bailey 3rd	✓ Edwin T. Tucker Elizabeth Jane Tucker 516 Topaz 67209
6	"	"	DBill E. Mesker 33 Rolling Hills Dr 67212 & DBud White 316 Fairway 67212

Description

S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ 28-27-1W, exc Ridge Plaza Add and exc Beg; 100.6 ft N and 300.03 ft W of SE/cor NE $\frac{1}{4}$ 28-27-1W, sd pt being on S ln Lot 1, Ridge Plaza Add, 75 ft E of SW cor Lot 1, th W alg sd S ln and S ln extended W a dis of 140 ft, th N with interior angle of 88°50' a dis of 192.5 ft m-o-1 to a pt on N ln Lot 1, extended W, th E with interior angle of 90°45' alg extended N ln and N ln Lot 1, a dis of 140 ft, th S 191.6 ft m-o-1 to beg

✓ Robert T. Feagins
Robert V. Kirsch
dba Feagins & Kirsch
6572 E. Central 67206
&
✓ Don Satterthwaite
1302 Willow Lane 67208

OWNERSHIP LIST

<u>LOT</u>	<u>BLOCK</u>	<u>ADDITION</u>	<u>PROPERTY OWNER</u>
1	A	Floyd Bailey	✓ Fred J. Razook Jeanne E. Razook 375 S. Woodchuck Lane 67209
2	"	"	✓ Floyd J. Ellis Jeanne G. Ellis 8020 University 67209
3	"	"	✓ John H. Green Lucinda J. Green 384 Floyd St. 67209
4	"	"	✓ Orel Newbrey Agnes D. Newbrey 2109 Manhattan Dr. 67204
5	"	"	✓ Hillard E. Moore Andra P. Moore 364 Floyd St. 672-9
6	"	"	✓ W. E. Queen Thelma I. Queen 352 Floyd St. 67209
7	"	"	W. E. Queen 352 Floyd St. 67209
8	"	"	✓ William R. Staab Rosina Staab 365 S. Woodchuck 67209
9	"	"	✓ Victory Life Insurance Co. 8th Ave. at Van Buren Topeka, Kansas.
1	B	"	✓ William D. Mackey Frances O. Mackey 371 Floyd 67209
2	"	"	✓ Equitable Life Assurance Society of the United States 1812 Federal Reserve Bank Bldg. 925 Grand Ave., Kansas City, Mo. E-1106
3	"	"	✓ Fred H. Gades, Jr. Lucy B. Gades 355 Floyd St. 67209

<u>LOT</u>	<u>BLOCK</u>	<u>ADDITION</u>	<u>PROPERTY OWNER</u>
4	B	Floyd Bailey	✓ Norbert J. Tiemeyer Nadine C. Tiemeyer 337 Floyd St. 67209
5	"	"	✓ LaVerne A. Miller Ella Mae Miller 321 Floyd St. 67209
6	"	"	✓ Harley M. Fry Margaret N. Fry 3101 Maple St. 67209
7	"	"	✓ Robert J. Zimmerman Adelina M. Zimmerman 8123 Maple St. 67209
8	"	"	✓ Donald D. Rutherford Loretta C. Rutherford 320 S. Socora Dr. 67209
9	"	"	✓ Ray L. Albert Carol A. Albert 3802 W. 20th St. 67203
10	"	"	✓ Lloyd H. Eckel Bertine Eckel 340 S. Socora Dr. 67209
11	"	"	✓ James R. Ryan 350 S. Socora Dr. 67209
1	A	Floyd Bailey Second	✓ Gilbert W. Bailey Rachel Bailey 3201 Maple 67209
11	A	"	exc. Beg. NW-ly cor., SE-ly along NE-ly line, 66.68 ft; SW-ly 57 ft; N. 54 ft. to beg.
			✓ John W. Bland, Jr. Burma J. Bland 1311 W. 27th St. So. 67217
12	A	"	exc. Beg. NW cor., E. on N. line 83 ft; SW-ly 54.5 ft on SW line NW-ly on SW line 67.5 ft. to beg.
			✓ William C. Peltzer Mary Katherine Peltzer 720 Murray 67212

<u>LOT</u>	<u>BLOCK</u>	<u>ADDITION</u>	<u>PROPERTY OWNER</u>
6	B	Floyd Bailey Second	✓ Marion Wilbur Henrie Gladys Maxine Henrie 8301 University 67209
1	C	"	✓ Don Lew Finney Alice C. Finney 711 Westridge Dr. 67203
2	"	"	✓ Paul O. Momenteller Elizabeth E. Momenteller 440 Turquoise 67209
3	"	"	✓ Merritt R. Ermev Harriett L. Ermev 446 Turquoise 67209
4	"	"	✓ Bill L. Blake Barbara J. Blake 450 Turquoise 67209
5	"	"	✓ John R. Thomas Velma D. Thomas 437 Floyd 67209
6	"	"	✓ Galen D. Seifert Imogene Seifert 425 Floyd St. 67209
7	"	"	✓ Paul E. Schulze Joan M. Schulze 943 W. 47th St. N. 67204
8	"	"	✓ Klaus D. Schueneman Arlene F. Schueneman 815 Wiley 67203
9	"	"	✓ Eugene Dechant Ruth E. Dechant 408 S. Socora 67209
10	"	"	✓ Joseph C. Breaker 416 S. Socora 67209
1	D	"	✓ Floyd Seidl Imogene Seidl 450 Floyd St. 67209
2	"	"	✓ Antonio Cala Durano, Jr. Janice Rae Durano 506 Turquoise 67209

<u>LOT</u>	<u>BLOCK</u>	<u>ADDITION</u>	<u>PROPERTY OWNER</u>
3	D	Floyd Bailey Second	✓ Larry A. Olick Janice L. Olick 512 Turquoise 67209
4	"	"	✓ Paul A. Behrent Jan L. Behrent 439 Topaz 67209
5	"	"	Glenn L. Bowerman Joyce E. Bowerman (Address unknown)
6	"	"	✓ William R. Johnson Glendora S. Johnson 423 Topaz 67209
7	"	"	✓ Wichita Federal Savings & Loan Association 340 S. Broadway 67202
8	"	"	✓ George W. Cougher Deena Cougher 400 Floyd 67209
9	"	"	✓ Albert W. Shiflet Ida Lucile Shiflet 424 Floyd St. 67209
10	"	"	✓ Eugne T. Weighill Janet L. Weighill 436 Floyd 67209
1	E	"	✓ Norman C. Martin Reta S. Martin 400 Topaz 67209
2	"	"	✓ William M. Hamra Victoria Hamra 420 Topaz 67209
3	"	"	✓ Fred W. Illgner O. Louise Illgner 1546 N. Belmont 67208
4	"	"	✓ Jon Lee Rueschkoff 436 Topaz 67209
5	"	"	✓ Donald B. Crist Angela A. Crist 532 Turquoise 67209

<u>LOT</u>	<u>BLOCK</u>	<u>ADDITION</u>	<u>PROPERTY OWNER</u>
6	E	Floyd Bailey Second	✓ H. F. Rettmer Carol Rettmer 542 Turquoise 67209
7	"	"	✓ Keith F. Titcomb Dorcas B. Titcomb 550 Turquoise 67209
8	"	"	✓ Donald M. Burns Opal M. Burns 2926 S. Washington 67216
13	"	"	✓ A. A. Reddy Martha A. Reddy 555 S. Woodchuck 67209
14	"	"	✓ George A. Zugmier Nancy S. Zugmier 547 S. Woodchuck 67209
15	"	"	✓ Robert B. Stamps Jr. Treva M. Stamps 539 S. Woodchuck 67209
16	"	"	✓ Hazel Zellner 533 S. Woodchuck 67209
17	"	"	✓ Warren Bevier Marjorie P. Bevier 9105 W. Central 67212
18	"	"	✓ Ruth E. Bailey 8227 Maple 67209
3	C	Westview	✓ John Callahan 245 Arcadia 67212
4	"	"	✓ Gunther Kiewning Liesbeth Kiewning 630 Cheryl 67209
5	"	"	✓ John Callahan 245 Arcadia 67212
6	"	"	✓ First National Bank in Wichita 105 N. Main St. 67202
7	"	"	✓ Roy E. McKinley Anna I. McKinley 618 S. Martinson 67213
8	"	"	✓ First National Bank in Wichita 105 N. Main St. 67202

<u>LOT</u>	<u>BLOCK</u>	<u>ADDITION</u>	<u>PROPERTY OWNER</u>
9	C	Westview	✓ Don J. Tucker 7210 Maple 67209
10	"	"	✓ Joseph W. Cooper Dolores M. Cooper 217 S. Ridge Road 67209
11	"	"	✓ James C. Bullock Phyllis J. Bullock 201 S. Ridge Road 67209
12	"	"	✓ Don J. Tucker 7210 Maple 67209
13	"	"	✓ Charles L. Loudenslager Ruth Loudenslager 149 S. Ridge Road 67209
14	"	"	ⓓ Don J. Tucker 7210 Maple 67209
15	"	"	✓ Wallace A. Roberts Inez M. Roberts 127 S. Ridge Road 67209
3	D	"	ⓓ Don J. Tucker 7210 Maple 67209
4	"	"	Same
5	"	"	Same
6	"	"	Same
7	"	"	ⓓ First National Bank in Wichita 105 N. Main St. 67202
8	"	"	Same
9, exc W. 150 ft of S. 350 ft.	"	"	✓ John Addis Marjorie L. Addis 7324 Maple 67209
W. 150 ft of S. 350 ft Lot 9	"	"	ⓓ John Addis Marjorie Addis 7324 Maple 67209

<u>LOT</u>	<u>BLOCK</u>	<u>ADDITION</u>	<u>PROPERTY OWNER</u>
E½ 2	E	Westerlea Village	✓ Philip L. Nagley Gail E. Nagley 6901 Maple 67209
W½ 2	E	"	✓ William J. Goebel Janet O. Goebel 310 Summitlawn 67209
3	"	"	Same
4	"	"	✓ John R. McKinney Jean E. McKinney 326 S. Scouller 67209
5	"	"	✓ Thomas A. O'Meara Margaret L. O'Meara 338 S. Scouller 67209
6	"	"	✓ Ferman F. Van Y Eunice J. Van Y 352 Scouller 67209
7	"	"	✓ Earl Linder Rosella A. Linder 349 Ralstin Road 67209
8	"	"	✓ Pat R. Hammitt Doris Marie Hammitt 343 Ralstin Road 67209
9	"	"	✓ Edward S. Ferry Ella Mae Ferry 327 Ralstin Road 67209
1	F	"	✓ Claude D. Sutton Ruth M. Sutton 7007 Maple 67209
E½ 2	"	"	Same
W½ 2	"	"	✓ Laura Howe Ralstin Mary L. Howe 6807 Maple 67209
3	"	"	Same
4	"	"	✓ William J. Goebel Janet O. Goebel 310 Summitlawn 67209
5	"	"	✓ Ned L. Shuey Kenetta F. Shuey 338 Summitlawn 67209

<u>LOT</u>	<u>BLOCK</u>	<u>ADDITION</u>	<u>PROPERTY OWNER</u>
6	F	Westerlea Village	✓ Carl E. Soderberg Ruby L. Soderberg 352 Summitlawn 67209
7	"	"	✓ Peter B. Stebbins Patricia Ann Stebbens 2315 Somerset, Apt. 303 67204
8	"	"	✓ Jack Farrar Lora Farrar 339 S. Scouller 67209
9	"	"	✓ Arden Ratzlaff Margaret Ann Ratzlaff 6013 Castle Drive 67218
1	G	"	D Laura Howe Ralstin Mary L. Howe 6807 Maple 67209
2	"	"	Same
3	"	"	Same
4	"	"	✓ John E. Nelson Barbara F. Nelson 326 S. Ridge Road 67209
5	"	"	✓ Elwin L. Miler Joyce E. Miller 841 Country Acres 67212
6	"	"	Same
7	"	"	✓ Pat Cox and Stebbins Kathleen W. Cox Stebbins 353 S. Summitlawn 67209
8	"	"	✓ Betty M. Gunzelman 339 Summitlawn 67209
9	"	"	✓ Peggy E. Ediger 118 E. Morris 67211
1	H	"	✓ George Eugene Weaver Teresa Ann Weaver 401 Summitlawn 67209
2	"	"	Lieurance & Palmer, Inc. Address unknown
3	"	"	✓ Stanley S. Smeltzer Jr. Theresa L. Smeltzer 5334 W. 1st Street 67212

<u>LOT</u>	<u>BLOCK</u>	<u>ADDITION</u>	<u>PROPERTY OWNER</u>
4	H	Westerlea Village	✓ Ronald K. Meckenstock Beverly J. Meckenstock 453 Summitlawn 67209
5	"	"	Wong Yew Yum King Wong Address unknown
6	"	"	✓ Milton H. Larsen Twila L. Larson 438 S. Ridge Road 67209
7	"	"	✓ Sam L. Mobley Margaret E. Mobley 420 S. Ridge Road 67209
8	"	"	✓ Mary Ann Cravens 303 S. Arapaho Dr. 67209
1	I	"	✓ Howard E. Corner Gladys O. Corner 401 S. Scouler 67209
2	"	"	✓ Alden O. Brenneis Helen J. Brenneis 1158 S. Pershing 67218
3	"	"	✓ Roy L. Nash Mary E. Nash 437 S. Scouler 67209
4	"	"	✓ Cleo F. Clark Gladys M. Clark 451 S. Scouler 67209
5	"	"	✓ Raymond N. Pahis Thelma M. Pahis 454 S. Summitlawn 67209
6	"	"	✓ Norton K. Turner 440 S. Summitlawn 67209
7	"	"	✓ W. Lanny Magee Eileen Suzanne Magee Address unknown
8	"	"	✓ R. L. Wiske Ruby Mae Wiske 400 S. Summitlawn 67209

<u>LOT</u>	<u>BLOCK</u>	<u>ADDITION</u>	<u>PROPERTY OWNER</u>
1	J	Westerlea Village	✓ M. R. Dohrer Julia R. Dohrer 401 Ralstin 67209
2	"	"	✓ J. William Francisco Betty G. Francisco 421 Ralstin Road 67209
3	"	"	✓ Howard T. Farris Alice Farris 439 Ralstin Road 67209
4	"	"	✓ Dale E. German Willena J. German 453 Ralstin Road 67209
5	"	"	✓ James H. Pelham Nancy M. Pelham 450 S. Scouller 67209
6	"	"	✓ Ralph L. Young Aline C. Young 436 S. Scouller 67209
7	"	"	✓ Gerald J. Kampling Katherine A. Kampling 422 S. Scouller 67209
8	"	"	✓ F. H. Small E. Louise Small 400 S. Scouller 67209

<u>DESCRIPTION</u>	<u>PROPERTY OWNER</u>
Beg. on S. line US Hwy 54, 100 ft. W. of intersection of S. line said Hwy & E. line Lot 2, S. 200 ft; W. parallel with Hwy 100 ft.; N. 200 ft. E. 100 ft. to beg., Fairlawn Acres.	✓ Ray C. Hopson 2426 Benjamin Dr. 67204 George L. Quinn, Jr. 838 Perry 67203
Tract 20, in Taylors Survey of Fairlawn Acres & S. 100 ft. of E. 100 ft. of Lot 3, Fairlawn Acres.	✓ Gordon W. Morris <i>ret 6/6</i> Virgie N. Morris <i>Mailed 6-16</i> 9320 E. Central 67208 4330
That part Lots 3 & 4, Fairlawn Acres, lying S. of tract 22 of Taylors Survey of Fairlawn Acres.	✓ Leo A. Rausch Agnes R. Rausch 3026 Irving 67209
That part Lots 3 & 4, Fairlawn Acres, lying S. of Tract 21 of Taylors Survey of Fairlawn Acres.	✓ Louis W. Appel Frances Appel 3016 Irving 67209
East 100 ft. of Lot 4, in Fairlawn Acres.	✓ Loyd R. Roten Shirley S. Roten 3004 Irving 67209
Lots 5 & 6, Fairlawn Acres, except Santa Fe Midland Industries Add & Santa Fe Midland Industries 2nd Add.	Santa Fe Land Improvement Co. (Address unknown)
Lots 1 & 2, Wilbur E. Walker Second Add.	✓ Wilbur E. Walker Bernice H. Walker # 16 Douglas Ave. 67206
Beg. on S. line Hwy 54 and 300 ft. W. of E. line of W $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 28-27-1 W., th W. 100 ft., S. 200 ft E. 100 ft; N. 200 ft. to beg.	✓ D. B. Dinning 627 N. Crestway 67208
Lots 1 & 2, Bank & Farrow Add.	✓ George J. Stevens, Jr. 2133 S. Erie 67211
Lot 2, Sandlian's Fifth Add.	✓ V. E. Lygrisse 3727 Sleepy Hollow Dr. 67208
Lot 1, "	✓ Commercial Development, Inc. 443E North St. Francis 67202
Beg. on S. line of Hwy, 300 ft. W. of E. line W $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 28-27-1 W. S. 200 ft; W. 100 ft; N. 200 ft. E. to beg.	✓ Jack A. Green 7501 Quail Lane Virginia A. Green 67212

<u>DESCRIPTION</u>	<u>PROPERTY OWNER</u>
Lots 1 & 2, Barber Add.	✓ I. D. Barber 2105 S. Chautauqua 67211
Beg. on S. line Hwy 54 & E. line of $W\frac{1}{2}$ $SE\frac{1}{4}$ Sec. 28-27-1 W., th S. 200 ft; W. 100 ft; N. 200 ft. to Hwy, E. 100 ft. to beg.	✓ Bula B. King 4001 Hammond Dr. 67218
Tracts 27 & 28, of Taylors Survey of Fairlawn Acres, and all Lot 13, lying S. of said tracts in Fairlawn Acres.	✓ Norman L. Miller H. Lorene Miller 1135 Atwood Longmont, Colo
Beg. at a point where S. line of U. S. Hwy 54 intersects W. line Lot 2, Fairlawn Acres, NE-ly along S. line of Hwy 54, 32.8 ft; S. 200 ft SW-ly 100.7 ft.; N. 200 ft. to Hwy, NE-ly 67.9 ft. to beg.	✓ Jesse L. Graham 1403 Harding 67208 ✓ Luis A. Casado 14 English 67207
Tract 25 of Taylors Survey of Fairlawn Acres & that part of Lots 3 & 4, Fairlawn Acres adjoining on South	✓ Youal A. Hayes Edna M. Hayes 200 N. Tracy 67212
Tracts 23 & 24, Taylors Survey of Fairlawn Acres & that part of Lots 3 & 4, Fairlawn Acres adjoining on the South	Same
Beg. at a point on S. line Hwy 54, 200 ft. W. of intersection of S. line of said Hwy & E. line Lot 2, Fairlawn Acres, thence S. 200 ft; W. parallel to Hwy 200 ft; N. 200 ft E. along Hwy 100 ft. to beg.	✓ Joe W. Hammond Wilma M. Hammond 743 Valley View 67212

<u>DESCRIPTION</u>	<u>PROPERTY OWNER</u>
<p>Beg. 300 ft. E. of where S. line U. S. Hwy 54 intersects the W. line of E$\frac{1}{2}$ SE$\frac{1}{4}$ Sec. 28-27-1 W., th E-ly 199.2 ft. to a point 820 ft. W. of E. line said SE$\frac{1}{4}$; th S. 200 ft.; E. 590 ft; N. 1.7 ft. E-ly 230 ft to a point 359.4 ft. S. of NE cor. SE$\frac{1}{4}$ Sec. 28; th S. to N. line of A. T. & S. F. Rwy; thence West along N. R/W line said RR to W. line of E$\frac{1}{2}$ said SE$\frac{1}{4}$; thence N. to point 369.2 ft. S. of NW cor. E$\frac{1}{2}$ SE$\frac{1}{4}$; thence E-ly 300 ft; N. 200 ft. to beg.</p>	<p>✓ Mary C. Clark 580 S. Yale 67218</p>
<p>Block 1, Diamond Second Add.</p>	<p>✓ Jean H. Girrens 1425 S. Ridge Road 67209 ✓ Mary Ellen Reichenberger 501 Summitlawn 67209 Elizabeth L. Orth (address unknown) Janet F. Warrender 3926 Westport Lane 67203 Nancy Ann Mohr (address unknown)</p>
<p>Beg. 375 ft. W. of C/L of Airport Road on S. line US Hwy 54; thence W. 450 ft; S. 817.23 ft.; NE-ly parallel to RR R/W 745.3 ft.; N. 287.92 ft.; W. 100 ft N. 200.33 ft.; W. 150 ft.; N. 30 ft.; W. 50 ft; N. 230 ft. to beg.</p>	<p>✓ Henry B. Dugan Nancy Dugan 602 S. Ridge Road 67209</p>
<p>Beg. 169.2 ft. S. of NW cor. E$\frac{1}{2}$ SE$\frac{1}{4}$ Sec. 28-27-1 W., S. 200 ft. E. 300 ft; N. 200 ft. W. to beg.</p>	<p>✓ W. C. King 400 Hammond Dr. 67218</p>
<p>Block 1, Tract 3, Santa Fe Industrial Subdivision</p>	<p>✓ Associated Grocers Company of St. Louis 7761 W. Kellogg 67209</p>
<p>Beg. on S. line of US Hwy 54, 530 ft. W. of E. line of SE$\frac{1}{4}$ Sec. 28-27-1 W., S. 200 ft; W. 290 ft; N. 200 ft. E. 290 ft. to beg.</p>	<p>✓ Mary Catherine Clark 580 S. Yale 67218</p>

<u>DESCRIPTION</u>	<u>PROPERTY OWNER</u>
Beg. on S. line US Hwy 54, 430 ft. W. of E. line SE $\frac{1}{4}$ Sec. 28-27-1 W., S. 200 ft; W. 100 ft. N. 200 ft. to Hwy, E. 100 ft. to beg.	<input checked="" type="checkbox"/> George M. Osborn 117 $\frac{1}{2}$ E. Dewey 67202 <input checked="" type="checkbox"/> Sanford Greenberg 1633 S. Glendale Apt. 103 67218
Beg. on S. line US Hwy 54, & E. line SE $\frac{1}{4}$ Sec. 28-27-1 W., th S. 200 ft; W. 230 ft. N. to Hwy, E. to beg.	<input checked="" type="checkbox"/> Cecil Cofer C. A. Cofer 3641 N. Maize Road 67205
Beg. 100.6 ft. N. and 300.03 ft. W. of SE cor. NE $\frac{1}{4}$ Sec. 28-27-1 W. said point being on S. line Lot 1, Ridge Plaza Add. 75 ft. E. of SW cor. Lot 1, th. W-along said S. line & S. line extended W. a dist. of 140 ft; th N. with int. angle 88 deg. 50 min. a dist. of 192.5 ft. to point on N. line extended W. th. E. with int. angle of 90 deg. 45 min, along extended N. line & N. line Lot 1, a dist. of 140 ft; th S. 191.6 ft. to beg.	<input checked="" type="checkbox"/> Fred E. Stevens, 145 Morningside 67206 <input checked="" type="checkbox"/> Raymond E. Stevens 1319 Iroquois 67203
NW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ Sec. 28-27-1 W.	Dale F. Hecox Norma J. Hecox (address unknown) <input checked="" type="checkbox"/> Bowen H. Brady Mary E. Brady 6329 Eilerts 67218
NE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ Sec. 28-27-1 W.	Same
S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ Sec. 28-27-1 W.	<input checked="" type="checkbox"/> Bowen H. Brady 6329 Eilerts 67218 Dale F. Hecox (address unknown)
N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ Sec. 28-27-1 W., exc. N. 901.2 ft. of W. 400 ft. of NE $\frac{1}{4}$ Sec. 28-27-1 W., exc. N. 30 ft. for road	Same
N. 901.2 ft. of W. 400 ft. of NE $\frac{1}{4}$ Sec. 28-27-1 W., except N. 30 ft. for road.	<input checked="" type="checkbox"/> Board of Education of the City of Wichita 428 S. Broadway 67202

<u>DESCRIPTION</u>	<u>PROPERTY OWNER</u>
NE $\frac{1}{4}$ Sec. 28-27-1 W., exc. N. 901.2 ft. of W. 400 ft., and exc. N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ and exc. S $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ and exc. SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ and except Ridge Plaza Second Add.	✓ Cora E. Adams Ruth Adams Clark R. I. Adams 912 N. Crestway 67208
W $\frac{1}{2}$ W $\frac{1}{2}$ E $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 21-27-1 W.	✓ Hazel G. Stitt 7330 Maple 67209
Beg. 340 ft. N. of SW cor. W $\frac{1}{2}$ E $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 21-27-1 W., th E. 75 ft; N. 978.97 ft. m/1 to S. line of N. 10 Acres of W $\frac{1}{2}$ E $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 21, th. W. along S. line 75 ft. to W. line of E $\frac{1}{2}$ W $\frac{1}{2}$ SW $\frac{1}{4}$; th S. 979.1 ft. more or less to beg.	✓ H. H. Blair P. O. Box 93 Atlanta, Kansas 67008
S. 5 Acres of N. 15 Acres of W $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 21-27-1 W., except the W. 75 ft.	✓ John V. Joy Frances Joy 7722 Maple 67209
S. 5 A. of W $\frac{1}{2}$ E $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$ exc. E. 60 ft., Sec. 21-27-1 W.	Ⓜ John V. Joy Frances Joy 7722 Maple 67209
E $\frac{1}{2}$ W $\frac{1}{2}$ E $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 21-27-1 W.	Ⓜ Hazel G. Stitt 7330 Maple 67209
W $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 21-27-1 W.	✓ L. A. Sutter P. O. Box 93 Atlanta, Kansas. X
E $\frac{1}{2}$ E $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$ Sec. 21-27-1 W.	Ⓜ Cora E. Adams 912 N. Crestway 67208
SW $\frac{1}{4}$ SW $\frac{1}{4}$ Sec. 22-27-1 W.	✓ Catholic Diocese 424 N. Broadway 67202 ✓ Dennis W. Mies J. L. Mies 6128 Maple 67209
Beg. 660 ft. N. of SE cor. E $\frac{1}{2}$ SW $\frac{1}{4}$ Sec. 21-27-1 W., th. W. 640 ft; N. 165 ft; E. 640 ft., S. 165 ft. to beg.	✓ Robert E. Carson Loretta E. Carson 166 S. Socora 67209

<u>DESCRIPTION</u>	<u>PROPERTY OWNER</u>
Beg. 328 ft. W. of SE cor. E $\frac{1}{2}$ SW $\frac{1}{4}$ Sec. 21-27-1 W., th. N. 660 ft; W. 312 ft; S. 660 ft. E. 312 ft. to beg.	✓ L. A. Donnell, M. D. Helene P. Donnell 4329 E. Lewis 67218
Beg. at SE cor. E $\frac{1}{2}$ SW $\frac{1}{4}$ Sec. 21-27-1 W., th N. 660 ft; W. 164 ft; S. 660 ft; E. 164 ft. to beg.	✓ Russell F. Meyer Barbara Harned Meyer 8006 Maple 67209
Beg. 164 ft. W. of SE cor. E $\frac{1}{2}$ SW $\frac{1}{4}$ Sec. 21-27-1 W., th N. 660 ft; W. 164 ft.; S. 660 ft., E. 164 ft. to beg.	✓ A. E. Carson Edna Carson 8028 Maple 67209
Beg. at NE cor. NW $\frac{1}{4}$ Sec. 28-27-1 W., th W. 300 ft; S. 436 ft; E. 300 ft. N. 436 to beg.	✓ The Presbytery of Wichita, Kansas. 8007 Maple 67209
E $\frac{1}{2}$ NW $\frac{1}{4}$ Sec. 28-27-1 W., except Floyd Bailey Add, Floyd Bailey Second Add., Floyd Bailey Third Add., and except tract Beg. at NE cor. NW $\frac{1}{4}$ Sec. 28-27-1 W., W. 300 ft; S. 436 ft; E. 300 ft.; N. 436 ft. to beg.	Ⓟ Bill E. Mesker 33 Rilling Hills Dr. 67212
Lot 1, Mary Ellen Add.	Ⓟ Bud White 316 Fairway 67212
Lots 1 & 2, Air Park Add.	✓ K. C. Reichenberger Mary Ellen Reichenberger 501 Summitlawn 67209
S. 150 ft. of N. 330 ft. of W. 197 ft. of S $\frac{1}{2}$ NW $\frac{1}{4}$ Sec. 27-27-1 W., except W. 40 ft. for road.	Ⓟ Henry B. Dugan Nancy Dugan 602 S. Ridge Road 67209
	✓ Charles A. Conner Lou Conner 526 S. Ridge Road 67209

<u>DESCRIPTION</u>	<u>PROPERTY OWNER</u>
S. 150 ft. of N. 630 ft. of W. 197 ft. of S $\frac{1}{2}$ NW $\frac{1}{4}$ Sec. 27- 27-1 W., exc. W. 40 ft for road.	✓ American Savings Association of Wichita 201 N. Main St. 67202
N. 180 ft. of W. 197 ft. of S $\frac{1}{2}$ NW $\frac{1}{4}$ Sec. 27-27-1 W., exc. N. 30 ft. & W. 40 ft. for roads.	✓ James A. Kennedy Jean Kennedy 500 S. Ridge Road 67209
S. 150 ft. of N. 480 ft. of W. 197 ft. of S $\frac{1}{2}$ NW $\frac{1}{4}$ Sec. 27-27-1 W., except W. 40 ft. for road.	✓ Leroy J. Parker <i>ret. 6-16</i> Kathryn Illene Parker <i>mailed 6-16</i> 753 Brown Thrush Lane 67212 <i>2744 S. Seneca apt 74</i> <i>notice returned 67217</i> <i>"address unknown"</i>
W. 1000 ft. of SW $\frac{1}{4}$ NW $\frac{1}{4}$ Sec. 27-27-1 W., exc. W. 197 ft. of N. 630 ft. of S $\frac{1}{2}$ NW $\frac{1}{4}$ and exc. E. 217 ft. of W. 414 ft. of N. 180 ft. of S $\frac{1}{2}$ NW $\frac{1}{4}$ and exc. Beg. at pt on W. line NW $\frac{1}{4}$ and N. line U. S. 54 Hwy; th N. along W. line NW $\frac{1}{4}$ 210 ft; E. parallel with N. line said HWY 375 ft; th S. 210 ft. th W. 375 ft. to beg.	Ⓜ Henry B. Dugan Nancy Dugan 602 S. Ridge Road 67209
W. 75 ft. of Lot 1, Ridge Plaza Add	Ⓜ Fred E. Stevens 145 Morningside 67206 Ⓜ Raymond E. Stevens 1319 Iroquois 67203
Lot 1, except the West 75 ft. and all Lot 2, Ridge Plaza	Ⓜ Robert T. Feagins Robert V. Kirsch d/b/a Feagins & Kirsch, a partnership. 6572 E. Central 67206
Lots 1, 2, 3, and 4, Ridge Plaza 2nd Add.	Ⓜ Don E. Satterthwaite 1302 Willow Lane 67204
Lot 5, Ridge Plaza Add.	Ⓜ Bowen H. Brady Mary E. Brady 6329 Eilerts 67218 Dale F. Hecox Norma J. Hecox (address unknown)
	✓ Jen Rentals, Inc. 109 S. Pinecrest 67213

We hereby certify the foregoing to be a correct list of property owners within a radius of 1000 feet of:

The Northeast Quarter (NE $\frac{1}{4}$) of Section 28, Township 27 South, Range 1 West of the 6th P. M., Sedgwick County, Kansas, except the North 901.2 feet of the West 400 feet thereof, and except that part platted as Ridge Plaza Addition and Ridge Plaza Second Addition,

as shown by the records in the office of the Register of Deeds of Sedgwick County, Kansas, this 25th day of March, 1970, at 7 o'clock A. M.

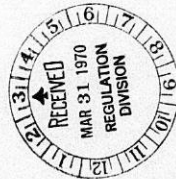
THE SECURITY ABSTRACT AND TITLE COMPANY, INC.

By *Kenneth F. Brown*

Vice President.

Order No. 169710.
(KPB/JP)

- - o o - -



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

June 11, 1970

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 1:30 p.m. on June 25, 1970, at which time you may appear either in person or by agent or attorney, if you so desire.

DP 37 - The NW $\frac{1}{4}$ of Section 28, Township 27 South, Range 1 West of the 6th P.M., Sedgwick County, Kansas; except the north 901.2 feet of the west 400 feet; the Ridge Plaza Addition; the Ridge Plaza Second Addition; and street rights-of-way and easements of record. Generally located on the north side of U. S. 54 Highway between Woodchuck and Ridge Road.

This Development Plan has been submitted as required under the Community Unit Plan provisions of Section 28.04.190 of the Code 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 for RIDGE PLAZA THIRD proposes an approximate 138 acre commercial, office, apartment and duplex development which will include shopping center facilities, restaurants, automotive agencies, mobile home sales, motor hotels, service stations, and other commercial-type uses, office uses, laboratories, clinics, duplexes and/or apartments. In addition, the Development Plan indicates information on the maximum building coverage, gross leasable area, proposed setbacks for structures, means of ingress and egress, and maximum height limitations.

This hearing is to be held as provided in Section 28.04.190 of the Code of the City of Wichita and the same will there be discussed and considered by said Wichita-Sedgwick County Metropolitan Area Planning Commission. Those persons interested in this matter will be heard at that time.

Robert A. Lakin, Secretary

WICHITA-SEDGWICK COUNTY

W.S.C.

METROPOLITAN AREA PLANNING
COMMISSION

CITY BUILDING ANNEX
104 S. MAIN ST.
WICHITA, KANSAS 67202

unknown
L. A. Sutter

P. O. Box 93

Atlanta, Kansas 67008

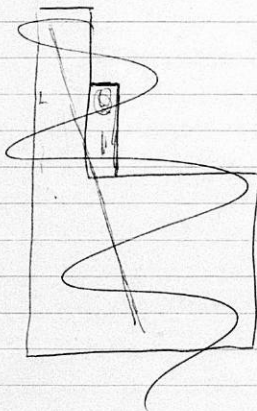


Important! Notice of Hearing Enclosed

Call Flieger's Monday.
MU 46576

6. Provisional building setback line - ^{effective} Granted by the developer for a period not to exceed three (3) years from date of C.U.P. approval by the Board of C.C. In the event a major interchange, designed to freeway standards, has not been authorized publicly and in writing to the ^{owner} developer, the provisional setbacks shall be considered null and void ^{and deleted} from the C.U.P.

7. Alignment of the Drains easement may be required to be determined whenever any portion of the total area ~~is~~ is approved for platting.



Couple Copies for
PC meeting for presentation

COMMUNITY UNIT PLAN
for
RIDGE PLAZA ADDITIONS
to
WICHITA, SEDGWICK COUNTY, KANSAS

GENERAL PROVISIONS:

- Sign Control: Advertising signs shall not exceed 30' in height (except as noted) and shall not project over any public right of way. No Billboards permitted.
- Screening: Reference C.U.P. for location and type of screen.
- Set Backs: Setbacks shall be as shown on site plan.
- Area: Gross Area=138.13 A. Net Area=118.84 A.
- Curb Cuts as Follows
- Along Ridge Road @
1. Parcel 1 - 3 openings (including Joint Medial cut w/Parcel #3)
 2. Parcel 3 - 4 openings (including Joint Medial cut w/Parcel #3 & #4)
 3. Parcel 4 - 3 openings (including Joint Medial cut w/Parcel #3)
 4. Parcel 5 - 4 openings
- Along Maple Street @
1. Parcel 5 - 5 openings (including one (1) Medial cut)
 2. Parcel 6 - 2 openings
 3. Parcel 20 - 3 openings
 4. Parcel 21 - 2 openings
- Along U. S. 54 Highway
1. Parcel 1 - Existing opening with Medial cut subject to Federal and State Authorities' Approval.
 2. Between Parcel 1 and Parcel 9 - one (1) additional opening to frontal road subject to Federal and State Authorities' Approval
- ✓ Curb cuts to Ridge & Maple-The location of the medial breaks proposed for Ridge Road and Maple on this plan are not to be considered final and the final location of said medial breaks shall be determined by the city at the time of the improvement of Ridge Road and Maple to major street standards.

Parcel 1 - Proposed "LC"

Gross Area - 2,011,834 sq. ft. = 46.29 A.
Net Area - 1,861,418 sq. ft. = 42.73 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 80 feet

Proposed Uses:

Shopping Center, Storage Garage, Commercial Uses, Drive-In Bank, Motor Hotel, Service Stations, Professional Offices, Automotive Agencies (subject to BZA approval) with body shop subject to "C" zoning approval, Theatre, Mobil Home Sales (subject to BZA approval).

Sign Height: 55 feet - one (1) on Ridge Road and One (1) on U.S. 54 Highway Frontage Road subject to Board of City Commission Approval.

Parcel 2 - Proposed "LC"

Gross Area - 13,780 sq. ft. = .32 A.
Net Area - 13,136.5 sq. ft. = .3 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 45 feet.

Proposed Uses:

Commercial Uses, Restaurant

Parcel 3 - Proposed "LC"

Gross Area - 351,450 sq. ft. = 8.1 A.
Net Area - 282,160 sq. ft. = 6.5 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Motor Hotel, Service Stations, Professional Offices, Automotive Agencies (subject to BZA approval) with Body Shop subject to "C" zoning approval, Storage Garage.

Parcel 4 - Proposed "LC"

Gross Area - 516,272 sq. ft. = 11.85 A.
Net Area - 435,050 sq. ft. = 10.0 A.
Maximum building coverage of 30%
Maximum Gross leaseable area of 50%
Maximum building height - 80 feet

Proposed Uses:

Institutional, Commercial Uses, Laboratories and clinics, Professional Offices, except schools, hospitals, care or convalescent homes, or other similar uses of public assembly, service stations or drive-in type uses.

Parcel 5 - Proposed "LC"

Gross Area - 728,125 sq. ft. = 16.72 A.
Net Area - 601,073 sq. ft. = 13.8 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 80 feet

Proposed Uses:

Institutional, Commercial Uses, Professional Offices, Laboratories and Medical Clinics, except as indicated in Note "A" hereunder.

Parcel 6 - Proposed "BB"

Gross Area - 83,425 sq. ft. = 1.92 A.
Net Area - 53,750 sq. ft. = 1.23 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 55 feet

Proposed Uses:

Professional Offices, Clinics, Multiple Family Dwellings with 20 units per acre.

Signs - As permitted in "BB" zoning

Parcel 7 - Proposed "LC"

Gross Area - 230,750 sq. ft. = 5.3 A.
Net Area - 157,500 sq. ft. = 3.6 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Mobil Home Sales and Automotive Agencies (subject to BZA approval) with Body Shop subject to "C" zoning approval.

Parcel 8 - Proposed "LC"

Gross Area - 147,775 sq. ft. = 3.39 A.
Net Area - 122,050 sq. ft. = 2.8 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50 %
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Automotive Agencies (subject to BZA approval) with Body Shop subject to "C" zoning approval.

Note "A" - Institutional Uses" under Parcel 5 do not include schools, hospitals, care or convalescent homes, or other similar uses of public assembly. "Commercial Uses" do not include service stations or drive-in type uses.

Parcel 9 - Proposed "LC"

Gross Area - 144,050 sq. ft. = 3.3 A.
Net Area - 129,000 sq. ft. = 2.96 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Motor Hotel, Mobil Home Sales subject to BZA approval, Automotive Agencies subject to BZA approval with Body Shop subject to "C" zoning approval.

Sign Height - 55 feet - one (1) on U.S. 54 Highway Frontage Road, subject to Board of City Commission Approval.

Parcel 10 - Proposed "LC"

Gross Area - 291,575 sq. ft. = 6.7 A.
Net Area - 255,060 sq. ft. = 5.86 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50 %
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Motor Hotel, Mobil Home Sales subject to BZA approval, Automotive Agencies subject to BZA approval with Body Shop subject to "C" zoning approval

Parcel 11 - Proposed "LC"

Gross Area - 165,850 sq. ft. = 3.81 A.
Net Area - 137,585 sq. ft. = 3.16 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Motor Hotel, Mobil Home Sales subject to BZA approval, Automotive Agencies subject to BZA approval with Body Shop subject to "C" zoning approval.

Parcel 12 - Proposed "LC"

Gross Area - 104,325 sq. ft. = 2.4 A.
Net Area - 79,915 sq. ft. = 1.83 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Laboratories and Medical Clinics, Professional Offices.

Parcel 13 - Proposed "A"

Gross Area - 109,200 sq. ft. = 2.51 A.
Net Area - 102,206 sq. ft. - 2.35 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 35 feet or 3 stories

Proposed Uses:

Duplexes + 2 Single Family Homes (See notes 2/22/79 JH8)

Parcel 14 - Proposed "A"

Gross Area - 62,034 sq. ft. = 1.42 A.
Net Area - 55,034 sq. ft. = 1.26 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 35 feet or 3 stories

Proposed Uses:

Duplexes

Parcel 15 - Proposed "A"

Gross Area - 39,000 sq. ft. = .9 A.
Net Area - 31,966 sq. ft. = .73 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 35 feet or 3 stories

Proposed Uses:

Duplexes

Parcel 16 - Proposed "A"

Gross Area - 45,000 sq. ft. = 1.03
Net Area - 38,034 sq. ft. = .87 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50 %
Maximum building height - 35 feet or 3 stories

Proposed Uses:

Duplexes

Parcel 17 - Proposed "BB"

Gross Area - 173,025 sq. ft. = 3.9 A.
Net Area - 139,250 sq. ft. = 3.2 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:

Professional Offices, Clinics, Multiple Family Dwelling (20 units per acre)

Signs - As permitted in "BB" zoning

Parcel 18 - Proposed "BB"

Gross Area - 205,200 sq. ft. = 4.7 A.
Net Area - 168,450 sq. ft. = 3.86 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:
Professional Offices, Medical Clinics, Multiple Family Dwelling (20 units per Acre)

Signs - As permitted in "BB" zoning

Parcel 19 - Proposed "B"

Gross Area - 340,180 sq. ft. = 7.8 A.
Net Area - 316,905 sq. ft. = 7.28 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:
Medical Offices, Clinics, Multiple Family Dwellings (20 units per Acre).

Signs - As permitted in "B" zoning.

Parcel 20 - Proposed "BB"

Gross Area - 103,950 sq. ft. - 2.4 A.
Net Area - 87,539 sq. ft. = 2.0 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:
Professional Offices, Clinics, Multiple Family Dwellings (20 units per Acre).

Signs - As permitted in "BB" zoning.

Parcel 21 - Proposed "BB"

Gross Area - 66,975 sq. ft. - 1.54 A.
Net Area - 53,750 sq. ft. = 1.23 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:
Professional Offices, Clinics, Multiple Family Dwelling (20 units per Acre).

Signs - As permitted in "BB" zoning

Parcel 22 - Proposed "LC"

Gross Area - 59,690 sq. ft. = 1.37 A.
Net Area - 50,800 sq. ft. = 1.16 A.
Maximum building coverage of 30%
Maximum gross leaseable area at 50%
Maximum building height - 80 feet.

Proposed Uses:

Commercial uses, Motor Hotel, Service Stations, Professional Offices,
Automotive Agencies (subject to BZA approval) with Body Shop subject
to "C" zoning approval, Mobile Home Sales (subject to BZA approval)
Drive-in Bank.

Parcel 23 - Proposed "LC"

Gross Area - 40,000 sq. ft. = .92 A.
Net Area - 40,000 sq. ft. = .92 A.
Maximum building coverage of 30%
Maximum gross leaseable area at 50%
Maximum building height - 80 feet
Proposed Uses: Same as Parcel 1
Sign Height - 30 feet

Parcel 24 - Proposed "LC"

Gross Area - 45,100 sq. ft. = 1.04 A.
Net Area - 45,100 sq. ft. = 1.04 A.
Maximum building coverage of 30%
Maximum gross leaseable area at 50%
Maximum building height - 80 feet
Proposed Uses: Same as Parcel 1
Sign Height - 30 Feet

COMMUNITY UNIT PLAN
for
RIDGE PLAZA ADDITIONS
to
WICHITA, SEDGWICK COUNTY, KANSAS

GENERAL PROVISIONS:

- Sign Control:** Advertising signs shall not exceed 30' in height (except as noted) and shall not project over any public right of way. No Billboards permitted.
- Screening:** Reference C.U.P. for location and type of screen.
- Set Backs:** Setbacks shall be as shown on site plan.
- Area:** Gross Area=138.13 A. Net Area=118.84 A.
- Curb Cuts as Follows**
- Along Ridge Road @
1. Parcel 1 - 3 openings (including Joint Medial cut w/Parcel #3)
 2. Parcel 3 - 4 openings (including Joint Medial cut w/Parcel ~~1~~ #3 AND #4.
 3. Parcel 4 - 3 openings (including Joint Medial cut w/Parcel #3)
 4. Parcel 5 - 4 openings
- Along Maple Street @
1. Parcel 5 - 5 openings (including one (1) Medial cut)
 2. Parcel 6 - 2 openings
 3. Parcel 20 - 3 openings
 4. Parcel 21 - 2 openings
- Along U. S. 54 Highway
1. Parcel 1 - Existing opening with Medial cut subject to Federal and State Authorities' Approval.
 2. Between Parcel 1 and Parcel 9 - one (1) additional opening to frontal road subject to Federal and State Authorities' Approval

PARCEL 22 *Indicate approp. info.*

Parcel 1 - Proposed "LC"

Gross Area - 2,096,934 sq. ft. = 48.14 A.
Net Area - 1,946,518 sq. ft. = 44.0 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 80 feet

Proposed Uses:

Shopping Center, Storage Garage, Commercial Uses, Drive-In Bank, Motor Hotel, Service Stations, Professional Offices, Automotive Agencies (subject to BZA approval) with body shop subject to "C" zoning approval, Theatre, Mobil Home Sales (subject to BZA approval).

Sign Height: 55 feet - one (1) on Ridge Road and One (1) on U.S. 54 Highway Frontage Road subject to Board of City Commission Approval.

Parcel 2 - Proposed "LC"

Gross Area - 13,780 sq. ft. = .32 A.
Net Area - 13,136.5 sq. ft. = .3 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 45 feet.

Proposed Uses:

Commercial Uses, Restaurant

Parcel 3 - Proposed "LC"

Gross Area - 351,450 sq. ft. = 8.1 A.
Net Area - 282,160 sq. ft. = 6.5 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Motor Hotel, Service Stations, Professional Offices, Automotive Agencies (subject to BZA approval) with Body Shop subject to "C" zoning approval, Storage Garage.

Parcel 4 - Proposed "LC"

Gross Area - 516,272 sq. ft. = 11.85 A.
Net Area - 435,050 sq. ft. = 10.0 A.
Maximum building coverage of 30%
Maximum Gross leaseable area of 50%
Maximum building height - 80 feet

Proposed Uses:

Institutional Commercial Uses Laboratories and clinics, Professional Offices.

Qualify as not including service stations or drive-in type uses.
Qualify as not including schools, hospitals, care or convalescent homes, or other similar uses of public.

Parcel 5 - Proposed "LC"

Gross Area - 728,125 sq. ft. = 16.72 A.
Net Area - 601,073 sq. ft. = 13.8 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 80 feet

Proposed Uses:

Institutional, Commercial Uses, Professional Offices, Laboratories
and Medical Clinics.

*Qualify as not including service stations
or drive-in type uses.*

Parcel 6 - Proposed "BB"

Gross Area - 83,425 sq. ft. = 1.92 A.
Net Area - 53,750 sq. ft. = 1.23 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 55 feet

Proposed Uses:

Professional Offices, Clinics, Multiple Family Dwellings with 20
units per acre.

Signs - As permitted in "BB" zoning

Parcel 7 - Proposed "LC"

Gross Area - 230,750 sq. ft. = 5.3 A.
Net Area - 157,500 sq. ft. = 3.6 A.
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Proposed Uses:

Commercial Uses, Mobil Home Sales and Automotive Agencies (subject
to BZA approval) with Body Shop subject to "C" zoning approval.

Parcel 8 - Proposed "LC"

Gross Area - 147,775 sq. ft. = 3.39 A.
Net Area - 122,050 sq. ft. = 2.8 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50 %
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Automotive Agencies (subject to BZA approval)
with Body Shop subject to "C" zoning approval.

Parcel 9 - Proposed "LC"

Gross Area - 144,050 sq. ft. = 3.3 A.
Net Area - 129,000 sq. ft. = 2.96 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Motor Hotel, Mobil Home Sales subject to BZA approval, Automotive Agencies subject to BZA approval with Body Shop subject to "C" zoning approval.

Sign Height - 55 feet - one (1) on U.S. 54 Highway Frontage Road. *Subject to Board of City Commission Approval.*

Parcel 10 - Proposed "LC"

Gross Area - 291,575 sq. ft. = 6.7 A.
Net Area - 255,060 sq. ft. = 5.86 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50 %
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Motor Hotel, Mobil Home Sales subject to BZA approval, Automotive Agencies subject to BZA approval with Body Shop subject to "C" zoning approval

Parcel 11 - Proposed "LC"

Gross Area - 165,850 sq. ft. = 3.81 A.
Net Area - 137,585 sq. ft. = 3.16 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Motor Hotel, Mobil Home Sales subject to BZA approval, Automotive Agencies subject to BZA approval with Body Shop subject to "C" zoning approval.

Parcel 12 - Proposed "LC"

Gross Area - 104,325 sq. ft. = 2.4 A.
Net Area - 79,915 sq. ft. = 1.83 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Laboratories and Medical Clinics, Professional Offices.

Parcel 13 - Proposed "A"

Gross Area - 109,200 sq. ft. = 2.51 A.
Net Area - 102,206 sq. ft. - 2.35 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 35 feet or 3 stories

Proposed Uses:
Duplexes

Parcel 14 - Proposed "A"

Gross Area - 62,034 sq. ft. = 1.42 A.
Net Area - 55,034 sq. ft. = 1.26 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 35 feet or 3 stories

Proposed Uses:
Duplexes

Parcel 15 - Proposed "A"

Gross Area - 39,000 sq. ft. = .9 A.
Net Area - 31,966 sq. ft. = .73 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 35 feet or ~~3~~³ stories

Proposed Uses:
Duplexes

Parcel 16 - Proposed "A"

Gross Area - 45,000 sq. ft. = 1.03
Net Area - 38,034 sq. ft. = 38,034 sq. ft. = .87 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50 %
Maximum building height - 35 feet or ~~3~~³ stories

Proposed Uses:
Duplexes

Parcel 17 - Proposed "BB"

Gross Area - 173,025 sq. ft. = 3.9 A.
Net Area - 139,250 sq. ft. = 3.2 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:
Professional Offices, Clinics, Multiple Family Dwelling (20 units per acre)

Signs - As permitted in "BB" zoning

Parcel 18 - Proposed "BB"

Gross Area - 205,200 sq. ft. = 4.7 A.
Net Area - 168,450 sq. ft. = 3.86 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:

Professional Offices, Medical Clinics, Multiple Family Dwelling (20 units per Acre)

Signs - As permitted in "BB" zoning

Parcel 19 - Proposed "B"

Gross Area - 340,180 sq. ft. = 7.8 A.
Net Area - 316,905 sq. ft. = 7.28 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:

Medical Offices, Clinics, Multiple Family Dwellings (20 units per Acre).

Signs - As permitted in "B" zoning.

Parcel 20 - Proposed "BB"

Gross Area - 103,950 sq. ft. - 2.4 A.
Net Area - 87,539 sq. ft. = 2.0 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:

Professional Offices, Clinics, Multiple Family Dwellings (20 units per Acre).

Signs - As permitted in "BB" zoning.

Parcel 21 - Proposed "BB"

Gross Area - 66,975 sq. ft. - 1.54 A.
Net Area - 53,750 sq. ft. = 1.23 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:

Professional Offices, Clinics, Multiple Family Dwelling (20 units per Acre).

Signs - As permitted in "BB" zoning

COMMUNITY UNIT PLAN
for
RIDGE PLAZA ADDITIONS
to
WICHITA, SEDGWICK COUNTY, KANSAS

GENERAL PROVISIONS:

- Sign Control:** Advertising signs shall not exceed 30' in height (except as noted) and shall not project over any public right of way. No Billboards permitted.
- Screening:** Reference C.U.P. for location and type of screen.
- Set Backs:** Setbacks shall be as shown on site plan.
- Area:** Gross Area=138.13 A. Net Area=118.84 A.
- Curb Cuts as Follows**
- Along Ridge Road @
1. Parcel 1 - 3 openings (including Joint Medial cut w/Parcel #3)
 2. Parcel 3 - 4 openings (including Joint Medial cut w/Parcel #3 & #4)
 3. Parcel 4 - 3 openings (including Joint Medial cut w/Parcel #3)
 4. Parcel 5 - 4 openings
- Along Maple Street @
1. Parcel 5 - 5 openings (including one (1) Medial cut)
 2. Parcel 6 - 2 openings
 3. Parcel 20 - 3 openings
 4. Parcel 21 - 2 openings
- Along U. S. 54 Highway
1. Parcel 1 - Existing opening with Medial cut subject to Federal and State Authorities' Approval.
 2. Between Parcel 1 and Parcel 9 - one (1) additional opening to frontal road subject to Federal and State Authorities' Approval

Parcel 1 - Proposed "LC"

Gross Area - 2,096,934 sq. ft. = 48.14 A.
Net Area - 1,946,518 sq. ft. = 44.0 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 80 feet

Proposed Uses:

Shopping Center, Storage Garage, Commercial Uses, Drive-In Bank, Motor Hotel, Service Stations, Professional Offices, Automotive Agencies (subject to BZA approval) with body shop subject to "C" zoning approval, Theatre, Mobil Home Sales (subject to BZA approval).

Sign Height: 55 feet - one (1) on Ridge Road and One (1) on U.S. 54 Highway Frontage Road subject to Board of City Commission Approval.

Parcel 2 - Proposed "LC"

Gross Area - 13,780 sq. ft. = .32 A.
Net Area - 13,136.5 sq. ft. = .3 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 45 feet.

Proposed Uses:

Commercial Uses, Restaurant

Parcel 3 - Proposed "LC"

Gross Area - 351,450 sq. ft. = 8.1 A.
Net Area - 282,160 sq. ft. = 6.5 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Motor Hotel, Service Stations, Professional Offices, Automotive Agencies (subject to BZA approval) with Body Shop subject to "C" zoning approval, Storage Garage.

Parcel 4 - Proposed "LC"

Gross Area - 516,272 sq. ft. = 11.85 A.
Net Area - 435,050 sq. ft. = 10.0 A.
Maximum building coverage of 30%
Maximum Gross leaseable area of 50%
Maximum building height - 80 feet

Proposed Uses:

Institutional, Commercial Uses, Laboratories and clinics, Professional Offices, except schools, hospitals, care or convalescent homes, or other similar uses of public assembly, service stations or drive-in type uses.

Parcel 5 - Proposed "LC"

Gross Area - 728,125 sq. ft. = 16.72 A.
Net Area - 601,073 sq. ft. = 13.8 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 80 feet

Proposed Uses:

Institutional, Commercial Uses, Professional Offices, Laboratories and Medical Clinics, except as indicated in Note "A" hereunder.

Parcel 6 - Proposed "BB"

Gross Area - 83,425 sq. ft. = 1.92 A.
Net Area - 53,750 sq. ft. = 1.23 A.
Maximum building coverage of 30%
Maximum gross leaseable area of 50%
Maximum building height - 55 feet

Proposed Uses:

Professional Offices, Clinics, Multiple Family Dwellings with 20 units per acre.

Signs - As permitted in "BB" zoning

Parcel 7 - Proposed "LC"

Gross Area - 230,750 sq. ft. = 5.3 A.
Net Area - 157,500 sq. ft. = 3.6 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Mobil Home Sales and Automotive Agencies (subject to BZA approval) with Body Shop subject to "C" zoning approval.

Parcel 8 - Proposed "LC"

Gross Area - 147,775 sq. ft. = 3.39 A.
Net Area - 122,050 sq. ft. = 2.8 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50 %
Maximum building height - 80 Feet

Proposed Uses:

Commercial Uses, Automotive Agencies (subject to BZA approval) with Body Shop subject to "C" zoning approval.

Note "A"-Institutional Uses" under Parcel 5 do not include schools, hospitals, care or convalescent homes, or other similar uses of public assembly. "Commercial Uses" do not include service stations or drive-in type uses.

Parcel 9 - Proposed "LC"

Gross Area - 144,050 sq. ft. = 3.3 A.
Net Area - 129,000 sq. ft. = 2.96 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Motor Hotel, Mobil Home Sales subject to BZA approval, Automotive Agencies subject to BZA approval with Body Shop subject to "C" zoning approval.

Sign Height - 55 feet - one (1) on U.S. 54 Highway Frontage Road, subject to Board of City Commission Approval.

Parcel 10 - Proposed "LC"

Gross Area - 291,575 sq. ft. = 6.7 A.
Net Area - 255,060 sq. ft. = 5.86 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50 %
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Motor Hotel, Mobil Home Sales subject to BZA approval, Automotive Agencies subject to BZA approval with Body Shop subject to "C" zoning approval.

Parcel 11 - Proposed "LC"

Gross Area - 165,850 sq. ft. = 3.81 A.
Net Area - 137,585 sq. ft. = 3.16 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Motor Hotel, Mobil Home Sales subject to BZA approval, Automotive Agencies subject to BZA approval with Body Shop subject to "C" zoning approval.

Parcel 12 - Proposed "LC"

Gross Area - 104,325 sq. ft. = 2.4 A.
Net Area - 79,915 sq. ft. = 1.83 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 80 feet

Proposed Uses:

Commercial Uses, Laboratories and Medical Clinics, Professional Offices.

Parcel 13 - Proposed "A"

Gross Area - 109,200 sq. ft. = 2.51 A.
Net Area - 102,206 sq. ft. - 2.35 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 35 feet or 3 stories

Proposed Uses:
Duplexes

Parcel 14 - Proposed "A"

Gross Area - 62,034 sq. ft. = 1.42 A.
Net Area - 55,034 sq. ft. = 1.26 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 35 feet or 3 stories

Proposed Uses:
Duplexes

Parcel 15 - Proposed "A"

Gross Area - 39,000 sq. ft. = .9 A.
Net Area - 31,966 sq. ft. = .73 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 35 feet or 3 stories

Proposed Uses:
Duplexes

Parcel 16 - Proposed "A"

Gross Area - 45,000 sq. ft. = 1.03
Net Area - 38,034 sq. ft. = .87 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50 %
Maximum building height - 35 feet or 3 stories

Proposed Uses:
Duplexes

Parcel 17 - Proposed "BB"

Gross Area - 173,025 sq. ft. = 3.9 A.
Net Area - 139,250 sq. ft. = 3.2 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:
Professional Offices, Clinics, Multiple Family Dwelling (20 units per acre)

Signs - As permitted in "BB" zoning

Parcel 18 - Proposed "BB"

Gross Area - 205,200 sq. ft. = 4.7 A.
Net Area - 168,450 sq. ft. = 3.86 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:
Professional Offices, Medical Clinics, Multiple Family Dwelling (20 units per Acre)

Signs - As permitted in "BB" zoning

Parcel 19 - Proposed "B"

Gross Area - 340,180 sq. ft. = 7.8 A.
Net Area - 316,905 sq. ft. = 7.28 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:
Medical Offices, Clinics, Multiple Family Dwellings (20 units per Acre).

Signs - As permitted in "B" zoning.

Parcel 20 - Proposed "BB"

Gross Area - 103,950 sq. ft. - 2.4 A.
Net Area - 87,539 sq. ft. = 2.0 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:
Professional Offices, Clinics, Multiple Family Dwellings (20 units per Acre).

Signs - As permitted in "BB" zoning.

Parcel 21 - Proposed "BB"

Gross Area - 66,975 sq. ft. - 1.54 A.
Net Area - 53,750 sq. ft. = 1.23 A.
Maximum building coverage of 30%
Maximum gross leaseable of 50%
Maximum building height - 55 feet

Proposed Uses:
Professional Offices, Clinics, Multiple Family Dwelling (20 units per Acre).

Signs - As permitted in "BB" zoning

Parcel 22 - Proposed "LC"
Gross Area - 59,690 sq. ft. = 1.37 A.
Net Area - 50,800 sq. ft. = 1.16 A.
Maximum building coverage of 30%
Maximum gross leaseable area at 50%
Maximum building height - 80 feet.

Proposed Uses:

Commercial uses, Motor Hotel, Service Stations, Professional Offices,
Automotive Agencies (subject to BZA approval) with Body Shop subject
to "C" zoning approval, Mobile Home Sales (subject to BZA approval)
Drive-in Bank.

*

This DP File
Has a Large Drawing
On 35mm Microfilm.
Roll #1

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