

ACTION

COMMITTEE	DATE
M.A.P.C.	<u>Deferred 2 weeks</u> 3-6-86
MAPC	<u>Approved out to committee</u> 3-20-86
R.C.C./B.C.C.	<u>Approved out to</u> 4-15-86 <u>colleagues to recommend</u>

B.C.C. Granted extension 4-28-87
to April 15, 1988

Superseded.

DP-150 - THE LANDING COMMERCIAL C.U.P.
Generally located between Kellogg and
Taft on the east side of Dugan Road.

POSTED 12-3-85 *KR*

ACTION

COMMITTEE _____

DATE _____

M.A.P.C. *Deferred 2 weeks* 3-6-86
MAPC *Approved sub to condition* 3-20-86
R.C.C./B.C.C. *Approved sub to* 4-15-86
Conditions as Recommended

B.C.C. *Granted extension* 4-28-87
to April 15, 1988

Unsuccessful.

DP-150 - THE LANDING COMMERCIAL, C. U. P.
Generally located between Kalliope and
Fate on the east side of Inagan Road.

DATA SHEET

Z- _____
 SCZ- _____
 CU- _____
 DR- _____
 DP- 150

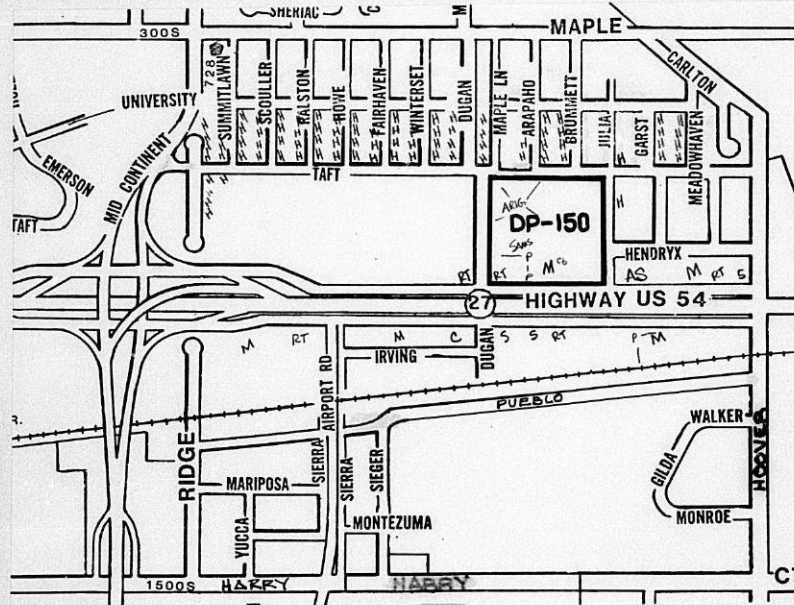
Case Filed: 10-15-85
 Amend _____
 Associated Case: _____

- APPLICATION DATA: Map No. 5046 A
- General Location: Between Kellogg and Taft on the east side of Dugan Road
 - From _____ to _____
 - Proposed Use: _____
 - DP Name: THE LANDING COMMERCIAL COMMUNITY UNIT PLAN
 - Applicant: Kandy-Man Sales, Inc., et. al. *see amended application for address*
 Address: 8020 East Central, Wichita, Kansas 67206 Phone 681-0441
 - Agent: Baughman Company, P.A. c/o Bill Korber
 Address: 330 Laura, Wichita, Kansas 67211 Phone 262-7271

- AREA DATA:
- Acres: 22.2 (1120' ft. by 1207' ft.)
 - Adjoining Zoning: N "AA" & "R-5" S "C" E "AA" & "C" W "C"
 - Land Use: North _____ East _____
 South _____ West _____

PICTURE SHEET

PHOTO DATA:
 Taken by (D) Date 2-25-86 Time 12 PM



NOTES:

**COPIES OF TRAFFIC STUDIES
 & CORRESPONDENCE IN DP-151**

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February 12, 1986

Mr. Brent Wooten, P.E.
Baughman Company
330 Laura
Wichita, Kansas 67211

LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.
9233 WARD PARKWAY, SUITE 300
KANSAS CITY, MISSOURI 64114
TELEPHONE 816/361-0440

Re: Traffic Access Study
Commercial Development
Kellogg and Dugan
Wichita, Kansas
LA #85090

Dear Mr. Wooten:

In accordance with your request, Larkin Associates Consulting Engineers, Inc. has prepared a traffic engineering analysis of a proposed commercial development to be located along Dugan Street between Kellogg Avenue and Taft Avenue in Wichita, Kansas. The purpose of this analysis was to estimate the development's trip generation potential and determine if any special roadway geometric or traffic control improvements will be required to allow adequate vehicle ingress and egress operations. This study is intended to provide the project planners with information required to prepare site plans for submittal to the City of Wichita for a rezoning request on the development site.

EXISTING CONDITIONS

TRAFFIC VOLUMES . . . This analysis utilized recent 1984-1985 daily traffic count data supplied by the City of Wichita Traffic Engineering Section. The daily traffic volume data was supplemented by detailed counts of vehicle movements through the intersections of Kellogg with Dugan and Mid-Continent with Taft. These detailed vehicle movement counts were obtained during the A.M. and P.M. weekday commuter peak periods (i.e. 7:00 - 9:00 A.M. and 4:00 - 6:00 P.M.) and during the Saturday shopping peak period, 1:00 - 3:00 P.M.

Based on available traffic count data, it is estimated that the average daily volume on Kellogg at Dugan is 37,500 vehicles per day and the ADT volume on Dugan north of Kellogg is 1450 v.p.d. An additional 3200 v.p.d. interchange between Kellogg and Kellogg Drive through the Dugan Street intersection. The estimated ADT

volume is 18,000 v.p.d. on Mid-Continent Drive at Taft, while the ADT on Taft east of Mid-Continent Drive is estimated at 1100 v.p.d.

The peak hours during the A.M. and P.M. weekday commuter periods were recorded to occur from 7:15 to 8:15 A.M. and 5:00 to 6:00 P.M. The Saturday shopping peak hour was recorded to occur from 1:15 to 2:15 P.M. These critical peak traffic movement counts are shown on Exhibits 1 through 6 for the Kellogg with Dugan and the Mid-Continent with Taft intersections.

ADJACENT STREET SYSTEM . . . The study site is bounded by Kellogg/Kellogg Drive on the south, Taft on the north, Ridge on the west and Julia on the east. Dugan Street bisects the study tract and connects Taft to Kellogg. Taft extends west of Ridge to intersect with Mid-Continent.

Kellogg Avenue is an expressway facility which serves as U.S. Route 54. It provides two through traffic lanes in each direction and also provides a separate left turn lane and right turn lane on the approaches to the Dugan intersection. Parallel frontage roads are located along Kellogg Avenue about 35 feet to the north and south. These frontage roads are presently two-lane, two-way roadways.

Mid-Continent Drive is a four-lane median divided arterial route with a separate southbound left turn lane provided at the intersection with Taft. Taft, Dugan and Julia are presently narrow, two-lane roads with substandard pavements.

VOLUME/CAPACITY CONDITIONS . . . The capacities of all vehicle movements through the intersections of Kellogg with Dugan and Mid-Continent with Taft have been computed for the A.M. and P.M. weekday and the Saturday shopping peak hours based on the existing traffic controls and roadway geometrics. These computed capacities are summarized with their respective existing volumes in Tables 1 and 2. As can be seen, the volumes for movements such as the westbound and southbound left turns and the eastbound or westbound through movements at the Kellogg and Dugan intersection exceeded the design capacities during one or more of the critical peak hour periods. All movements at the Mid-Continent and Taft intersection are operating within design capacities under existing stop sign controlled conditions.

TABLE 1
VOLUME/CAPACITY SUMMARY
KELLOGG AVENUE & DUGAN STREET

EXISTING CONDITIONS

Traffic Movement	A.M. PEAK HOUR			P.M. PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Left Turn	50	120	0.42	138	190	0.73
Thru & Right	69	180	0.38	149	240	0.62
Southbound						
Left Turn	125	120	1.04	172	190	0.91
Thru & Right	60	180	0.33	87	240	0.36
Eastbound						
Left Turn	74	110	0.67	82	110	0.75
Thru	1844	1650	1.12	1344	1520	0.88
Right Turn	35	720	0.05	52	650	0.08
Westbound						
Left Turn	129	110	1.17	99	110	0.90
Thru	856	1650	0.52	1957	1520	1.29
Right Turn	32	720	0.04	31	650	0.05

Traffic Movement	SATURDAY PEAK HOUR		
	Volume	Capacity	V/C
Northbound			
Left Turn	67	240	0.28
Thru & Right	171	290	0.59
Southbound			
Left Turn	248	240	1.03
Thru & Right	74	290	0.26
Eastbound			
Left Turn	157	170	0.92
Thru	1358	1370	0.99
Right Turn	88	570	0.15
Westbound			
Left Turn	184	170	1.08
Thru	1231	1370	0.90
Right Turn	84	570	0.15

TABLE 2
VOLUME/CAPACITY SUMMARY
MID-CONTINENT DRIVE & TAFT STREET

EXISTING CONDITIONS

Traffic Movement	A.M. PEAK HOUR			P.M. PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound Left Turn Thru & Right	N.A. (1)	N.A.	N.A.	N.A. (1)	N.A.	N.A.
Southbound Left Turn Thru	37 (1)	840	0.04	31 (1)	270	0.11
Westbound Left Turn Thru Right Turn	8 N.A. 4	100 N.A. 840	0.08 N.A. .00	17 N.A. 74	50 N.A. 270	0.34 N.A. 0.27

Traffic Movement	SATURDAY PEAK HOUR		
	Volume	Capacity	V/C
Northbound Left Turn Thru & Right	N.A. (1)	N.A.	N.A.
Southbound Left Turn Thru	24 (1)	560	0.04
Westbound Left Turn Thru Right Turn	20 N.A. 38	140 N.A. 560	0.14 N.A. 0.07

(1) This movement has vehicle right-of-way and, therefore, capacity per demand.

PROPOSED CONDITIONS

LAND USE . . . The study site is presently zoned as a commercial community unit plan. This present approved plan would allow up to 3,600,000 square feet of gross leasable commercial floor area. Three parcels of this original C.U.P. have been developed; and the remaining C.U.P. area could provide approximately 3,100,000 s.f. G.L.A. yet to be developed.

The revised development plan that has been presented for this traffic impact analysis consists generally of the original C.U.P. area divided into two commercial C.U.P.s (i.e. the Dugan C.U.P. and the Landing C.U.P.). The proposed land uses for the two C.U.P.s are listed as follows:

<u>Tract</u>	<u>Acres</u>	<u>Land Use</u>	<u>Floor Area (s.f. G.L.A.)</u>
<u>Landing C.U.P.</u>			
L1	10.4	Commercial-Retail	99,231
L2	9.0	Warehouses	117,058
L3	2.2	Commercial-Retail	<u>29,175</u>
		Subtotal	245,464
<u>Dugan C.U.P.</u>			
D1A	3.6	Hotel	70,000 (220 rooms)
D1B	12.0	Commercial-Retail	86,150
D2	5.8	Office	107,400
D3	14.8	Commercial-Retail	128,990
D4	2.2	Office	23,618
D4 - Alternate 1		Warehouses	23,618
D5	7.8	Hardware Store	101,400
D6	1.4	Commercial-Retail	<u>17,745</u>
		Subtotal	535,303
		Total	780,767

As can be seen above, the total proposed floor area has been reduced from 3,100,000 s.f. to 780,767 s.f. of commercial uses including a 220 room hotel. The

only parcel in the study area with a specific immediate proposed use is Tract D5 in the Dugan C.U.P. This tract is committed for construction of a discount hardware/building materials store consisting of 80,000 square feet of floor area and 21,400 square feet of fenced storage area for building materials. Construction of this store would begin immediately upon approval of platting for the Dugan C.U.P. As such, the development of Tract D5 has been analyzed separately as Phase One of the study area development.

TRIP GENERATION . . . The total trip generation expected to and from the study site would depend on the specific land uses to be developed. Studies completed by the Consultant and the Institute of Transportation Engineers indicate that the expected trip generation rates for daily and peak hour periods vary according to type and size of land use facilities. For many land uses are relatively constant from one day to the next. For example, the number of trips to and from residential areas, office buildings, manufacturing plants, and schools is about the same each day. It is therefore generally accepted to design the access and circulation needs for these types of areas based on average or typical trip generation rates.

For other land uses such as retail stores, banks, hotels, and restaurants, the trip generation rates vary significantly from day-to-day and month-to-month. It is generally accepted that the design of access for these types of facilities should be based on the 30th highest hour of the year. Studies of traffic volumes generated by the Towne East and Towne West shopping centers in Wichita indicate that the average measured traffic generation rates during a typical month (i.e. October) were between 15 and 33 percent lower than the published recommended design trip generation rates for such facilities.

The trip generation rates used in this analysis for the various proposed land uses in the study area were obtained from the recommended design values published by the Institute of Transportation Engineers. These published design values incorporate the average values for land uses where there is little variation between average and maximum rates, and generally the 30th highest hour values for land uses where observed trip generation rates vary significantly.

Tables A-1 through A-4 in the Appendix of this report have been prepared to indicate various combinations of possible land uses and the respective vehicle per day or vehicle per hour trip generation rates for the study site. These tables indicate, by C.U.P. and parcel, the potential land uses, the sizes, the daily expected two-way vehicle trips, and the critical peak hour vehicle trips expected to enter or exit the study site. Tables A-1 and A-2 reflect the expected weekday conditions assuming that the parcels are 100 percent developed and occupied, while Tables A-3 and A-4 reflect the corresponding Saturday conditions.

Review of Tables A-1 through A-4 indicates that the A.M. peak hour volumes are lower than the P.M. peak hour or the Saturday peak hour and, as such, are not critical. Therefore, only the P.M. commuter peak and the Saturday shopping peak conditions have been further analyzed in this report.

Table 3 has been prepared to indicate the average expected trip generation volumes that were assumed in the study analysis.

TABLE 3

	Hourly Traffic Volumes (1)			
	Weekday P.M. Peak Hour		Saturday Peak Hour	
	In	Out	In	Out
PHASE ONE	243	254	558	578
TOTAL DEVELOPMENT	1484	1783	2330	2250

(1) Traffic volumes in vehicles per hour.

TRIP DISTRIBUTION AND ASSIGNMENT . . . The existing land use development patterns in western Wichita and the recorded traffic flow patterns adjacent to the site were analyzed to establish the directional distribution of the trips generated by the study site. The directional distribution used in this analysis are listed below.

	Weekday P.M.		Saturday	
	In	Out	In	Out
East via Kellogg Ave.	56%	36%	46%	51%
West via Kellogg Ave.	27%	38%	35%	31%
North via Mid-Continent	17%	26%	19%	18%

These trip distribution percentages were used to assign the critical weekday P.M. commuter peak hour and Saturday shopping peak hour inbound and outbound trip generation volumes to the adjacent street system. The expected traffic movements through the intersections of Kellogg with Dugan and Mid-Continent with Taft after Phase One development are shown on Exhibits 7 and 8 for the P.M. commuter peak hour and on Exhibits 9 and 10 for the Saturday shopping peak hour. Exhibits 11 through 14 display the corresponding peak hour traffic volumes expected after total development of the study site.

The trip distribution percentages shown above reflect existing land use and traffic flow patterns adjacent to the study area. These are assumed to be the desired distributions of user trips to and from the study site. It should also be noted that when the capacity of a desired trip path is constrained, the user will generally find a trip path with a shorter travel time if one is available. For example, if a user desires to leave the study site and return to the east, the following paths are available.

- 1) Left turn from Dugan onto Kellogg Avenue;
- 2) Right turn onto Kellogg Drive to Mid-Continent, and then through the interchange back to eastbound Kellogg Avenue;
- 3) Right turn from Taft Street onto Mid-Continent, and then eastbound onto Maple Avenue;
- 4) Eastbound on Taft or Hendryx to Hoover Street, and then northbound to Maple Avenue; and
- 5) Left turn from Taft Street onto Mid-Continent, and then onto eastbound Kellogg Avenue via the interchange.

These available paths are listed in order of decreasing attractiveness. If the first (and most desirable) path is operating at a congested level, then users would tend to disperse to the other available paths in proportion to their perceived attractiveness.

VOLUME/CAPACITY CONDITIONS . . . To determine the expected operational levels under both Phase One and full site development conditions, detailed capacity computations were again completed for all vehicle movements through the intersections of Kellogg with Dugan and Mid-Continent with Taft.

The operating conditions expected upon completion and full operation of the proposed hardware store in Phase One have been summarized in Table 4. The capacities listed in Table 4 are based on the assumption that Dugan Street will be widened to provide two through lanes in both directions and double left turn lanes on the southbound approach. A double left turn lane was also found to be needed on the eastbound approach on Kellogg Avenue to serve the expected traffic demands during the Saturday peak hour conditions. The capacities listed in Table 4 also assume that an additional signal phase will be added at Dugan and Kellogg for north-south left turn movements.

As can be seen in Table 4, almost all movements through the two study intersections are expected to operate at a design level of service C or better during both P.M. Weekday and Saturday peak hour conditions. The westbound through movement on Kellogg at Dugan is projected to operate at a level of service E during the P.M. Weekday peak hour as it does under existing conditions (see Table 1). The eastbound and westbound through movements on Kellogg at Dugan are expected to increase to a L.O.S. D (i.e. $V/C = 1.06$ to 1.15) during the peak hour conditions on Saturday. Table 4 reflects the expected operating conditions with all drivers using desired paths to and from the study site and no traffic diversion due to capacity constraints.

The operating conditions expected when the entire study site is 100 percent developed and occupied are summarized in Table 5. In addition to the improvements required for the Phase One development, the capacities listed in Table 5 are based on the following assumptions:

1. The Taft and Mid-Continent intersection will be controlled by a three-phase traffic signal;
2. A northbound right turn lane will be added on Mid-Continent at Taft;
3. A westbound free flowing right turn lane will be added on Taft at Mid-Continent;
4. A southbound double left turn lane will be added on Mid-Continent at Taft.

Table 5 indicates that four movements during the P.M. Weekday peak hour and five movements during the Saturday peak hour at Kellogg and Dugan are expected to

operate at L.O.S. E. All other movements through the Kellogg and Dugan, as well as the Taft and Mid-Continent intersections, are projected to operate at L.O.S. C or better. Trips that would naturally desire to make southbound or eastbound left turn movements (i.e. L.O.S. E movements) at the Kellogg and Dugan intersection have been assigned to other available paths where excess capacity exists to serve them.

The levels of congestion indicated in Table 5, which are expected with ultimate development of the Dugan and Landing C.U.P.s, are generally undesirable. These high levels of congestion are projected only during the P.M. weekday peak periods and the Saturday shopping peak periods. In addition, due to the variability of retail trip generation the congestion levels should be lower than the design levels during many days of the year.

To serve the expected ultimate demands from the Dugan and Landing C.U.P.s and to allow for future traffic growth on Kellogg, major improvements should be constructed along the Kellogg corridor. For example, widening Kellogg to a six lane facility would bring the volume/capacity ratios shown on Table 5 to maximum design values for a Level of Service D. This, however, would allow for very little traffic growth on Kellogg from the vacant land to the south and west of the study area.

The City and State Highway Department have been planning to convert Kellogg to a freeway facility adjacent to the study site to serve the existing and future traffic growth. This freeway concept presently includes an interchange at Julia Street and the conversion of the Kellogg frontage roads to one-way operation. Also included is the closing of the Dugan and Kellogg intersection. Due to the present nature of the area with Dugan providing the major north-south access, the proposed freeway concept would create significant interruptions of access and increases in circulation requirements for trips to and from the study site, as well as the major commercial land uses on the south side of Kellogg.

An analysis of the proposed freeway concept plan indicates that it would be feasible to provide an additional grade separated crossing of Kellogg over Dugan. This would maintain more direct access to commercial tracts and reduce the amount of traffic circulation and conflicts. The removal of the through traffic volumes on

Kellogg from the at-grade intersection at Dugan would eliminate the congestion as indicated in Tables 4 and 5.

In the interim time until the conversion of Kellogg to a freeway facility, the proposed intersection geometric and traffic control improvements at Kellogg and Dugan would be capable of serving the Phase One hardware store facility and some additional land use development within a Level of Service D. An additional volume/capacity analysis indicates that a total of 155,300 square feet of retail land uses could be allowed within the Phase One development of the Dugan and Landing C.U.P.s. The computed volume/capacity conditions expected with this maximum Phase One development are shown in Table 6.

Although the 21,400 square feet of outdoor storage area must be included as a part of the hardware store floor area by City requirements, it should be noted that this storage area would not be expected to generate traffic volumes at normal design rates. As such, Phase One of this development could include the 80,000 s.f. of hardware store and up to 75,300 s.f. of other retail floor area.

TABLE 4
VOLUME/CAPACITY SUMMARY
PROJECTED CONDITIONS - PHASE ONE

Traffic Movement	KELLOGG AVENUE & DUGAN STREET P.M. PEAK HOUR			SATURDAY PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Left Turn	138	140	0.99	67	100	0.67
Thru & Right	149	180	0.83	171	170	1.01
Southbound						
Left Turn	263	260	1.01	543	540	1.01
Thru & Right	178	180	0.99	253	250	1.01
Eastbound						
Left Turn	144	180	0.80	352	350	1.01
Thru	1344	1540	0.87	1358	1200	1.13
Right Turn	52	650	0.08	88	600	0.15
Westbound						
Left Turn	100	110	0.91	184	180	1.02
Thru	1957	1650	1.19	1231	1150	1.07
Right Turn	167	650	0.26	341	650	0.52

Traffic Movement	MID-CONTINENT DRIVE & TAFT STREET P.M. PEAK HOUR			SATURDAY PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Thru	1131	(1)		588	(1)	
Southbound						
Left Turn	72	270	0.27	129	560	0.23
Thru	626	(1)		588	(1)	
Westbound						
Left Turn	17	50	0.34	18	140	0.13
Right Turn	140	270	0.52	137	560	0.24

(1) This movement is not capacity constrained.

LEVELS OF TRAFFIC SERVICE:	
Volume / Capacity Ratio	Level of Service
< 0.85	A
0.86 - 0.95	B
0.96 - 1.05	C (Desirable Design Level)
1.06 - 1.15	D
1.16 - 1.30	E (Possible Capacity)
> 1.30	F

TABLE 5
VOLUME/CAPACITY SUMMARY

PROJECTED CONDITIONS - TOTAL DEVELOPMENT

Traffic Movement	KELLOGG AVENUE & DUGAN STREET P.M. PEAK HOUR			SATURDAY PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Left Turn	138	140	0.99	67	140	0.48
Thru & Right	149	200	0.75	171	200	0.86
Southbound						
Left Turn	360	280	1.29	624	480	1.30
Thru	312	240	1.30	312	240	1.30
Eastbound						
Left Turn	260	200	1.30	364	280	1.30
Thru	1562	1500	1.04	1662	1265	1.31
Right Turn	52	540	0.10	88	480	0.18
Westbound						
Left Turn	100	110	0.91	184	150	1.23
Thru	1957	1500	1.30	1231	1265	0.97
Right Turn	862	900	0.96	884	900	0.98

Traffic Movement	MID-CONTINENT DRIVE & TAFT STREET P.M. PEAK HOUR			SATURDAY PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Thru	1121	1320	0.85	579	1180	0.49
Right Turn	233	500	0.47	617	650	0.95
Southbound						
Left Turn	283	390	0.73	466	480	0.97
Thru	626	1850	0.34	588	1850	0.32
Westbound						
Left Turn	331	390	0.85	352	390	0.90
Right Turn	670	1200	0.56	703	1200	0.59

LEVELS OF TRAFFIC SERVICE:

Volume / Capacity Ratio
 < 0.85
 0.86 - 0.95
 0.96 - 1.05
 1.06 - 1.15
 1.16 - 1.30
 > 1.30

Level of Service

A
 B
 C (Desirable Design Level)
 D
 E (Possible Capacity)
 F

TABLE 6
VOLUME/CAPACITY SUMMARY

PROJECTED CONDITIONS - PHASE ONE PLUS

Traffic Movement	KELLOGG AVENUE & DUGAN STREET					
	P.M. PEAK HOUR			SATURDAY PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Left Turn	138	120	1.15	67	100	0.67
Thru & Right	149	130	1.15	171	150	1.14
Southbound						
Left Turn	323	280	1.15	644	560	1.15
Thru & Right	219	190	1.15	325	290	1.12
Eastbound						
Left Turn	186	180	1.03	438	380	1.15
Thru	1344	1540	0.87	1358	1180	1.15
Right Turn	52	650	0.08	88	600	0.15
Westbound						
Left Turn	100	110	0.91	201	180	1.12
Thru	1957	1650	1.19	1231	1070	1.15
Right Turn	254	650	0.39	456	650	0.70

Traffic Movement	MID-CONTINENT DRIVE & TAFT STREET					
	P.M. PEAK HOUR			SATURDAY PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Thru	1131	(1)		588	(1)	
Southbound						
Left Turn	98	270	0.36	176	560	0.31
Thru	626	(1)		588	(1)	
Westbound						
Left Turn	17	50	0.34	18	140	0.13
Right Turn	183	270	0.68	179	560	0.32

(1) This movement is not capacity constrained.

LEVELS OF TRAFFIC SERVICE:

Volume / Capacity Ratio	Level of Service
< 0.85	A
0.86 - 0.95	B
0.96 - 1.05	C (Desirable Design Level)
1.06 - 1.15	D
1.16 - 1.30	E (Possible Capacity)
> 1.30	F

SUMMARY AND RECOMMENDATIONS

This analysis has indicated that, with some improvements at the Kellogg and Dugan intersection, the traffic operations adjacent to the study site can be expected to operate at acceptable levels of service with the addition of the Phase One development. If the total site is developed as proposed, several conflicting traffic movements at the Kellogg and Dugan intersection can be expected to experience significant congestion during the weekday and Saturday peak hours. The Taft and Mid-Continent intersection will be expected to operate at a free flowing L.O.S. A.

If major improvements are constructed along Kellogg Avenue adjacent to the study site, then the proposed development plan can be accomplished with good traffic operational levels even during peak hour periods. We understand that the City recognizes that a problem exists on Kellogg at Julia and Dugan and that the City intends to resolve this problem when financing permits. We concur that such problems should be resolved either by additional lanes or by a series of grade separated crossings and interchanges at Dugan and Julia.

We hope that this analysis summary has provided sufficient information to plan subsequent development alternatives for the study site. If additional information is required, please contact us.

Sincerely,



Paul M. Bertrand, P.E.

PMB:sv

DP-150 The Landing CVP
Attendance - City Staff + Developers

5-11-87

Walmart - proposed approx. 90,000^{sq}
including vestibule, mezzanine, etc

- They should clarify the garden area now on the CVP.
- Kellogg access should be shown.
90,000^{sq} wouldn't allow for hotel expansion of other bldgs. on the parcel.

access points:

2 (min.) to Kellogg Dr.

2-3 on Julia (not across from Hendrix)

Dugan

No access to Taft (will probably change their plans)

At plating - pave Julia + Taft

Julia access to Kellogg - decel lane + accel lane

Traffic considerations:

Proposal - 9 vehicles / hr additional
level service "D"

Walmart will overestimate traffic figures; though Paul Bertrand said figures show 40-70% of traffic to shopping areas is on road already

In near future: Taft, Dugan left turns on Kellogg,
Julia access to Kellogg
(will be built before Walmart opens)

Taft will be used for people coming in + out
especially to west.

Vacate part of streets to North - Taft would
still have to be paved.

Benefit district - Walmart + residences to W
3 lane road for Taft (40' commercial width)

Capacity is not there for all traffic to
go to Walmart from Kellogg (1995 is
earliest project completion date)

Improvements on frontage rd - 29' B. of curb
will be built at time they are constructing
Kellogg. (Additional ROW will be required for frontage rd)
Petition, at time of platting, will be held
until needed, for paving Kellogg Drive.

Traffic Studies - must be shown + approved
by Eng. for MARD to schedule
for MARE

Need counts for Builders Square 1st.

Overlap of MARE + platting
(June 25?)

DP-150 The Landing CUP

10th Mtg. 5-14-87

Amendment
Proposes:

HAPP
Eng
Developers
Baughman

A change from 75,300[#] of floor area limit
prior to Jan. 1, 1991; Access shall be paved streets



To 90,000[#] of floor area limit prior to Jan 1, 1991;
Access shall be paved streets

Difference: +15,700[#]

walmart sq. footage: 83,000[#]

Do we want to propose - "No bldg permits
on Parcel 2 prior to Jan. 1, 1991" ?

	acres	original CUP	Proposed
Sam's + McDonald's	21.84	504,000 [#] (111.3%)	504,000 [#] (111.3%)
Walmart + other	10.4	260,164 [#] (27.58%)	242,702 [#] (25.51%)
		TOTAL GROSS FLOOR AREA	

Plans we have in file:

Proposed interim rd. improvements

Kellogg/Dugan interim "

Proposed long range rd. "

Name	Organization	Address
Jack H. Galbraith Phone:	Planning Dept	
Barbara R. Harris Phone:	Planning Dept.	
Mike Kirsch Phone:	REP. OF OWNER "THE LANDING" CUP.	
Grant Tidemann Phone:	J. P. Weigand & Sons "Broker"	
Brent Wooten Phone:	Baughman Co.	
W. G. BOTHWELL Phone:	WAL-MART STORES	
MIKE SHUPE, PE Phone:	CEI Engr's Assoc. Rep. W.M. Stutz	110 W Central Burlington, IA 52712
Mike Lindebak Phone:	City of Mich. in Engr.	
Marvin Krout Phone:	Planning Dept.	
Everett Jellies Phone:	Attorney	
Paul Bertrand Phone:	Larkin Assoc.	
Bob Mielke Phone:	Traffic Eng. - COU	
Bill M. Kralog Phone:	Traffic Engineer	
Bill Korber Phone:	Baughman Co	
Phone:		

April 28, 1987

Mr. Brent Wooten
Baughman Company
315 Ellis
Wichita, Kansas 67211

RE: DP-150 - The Landing Commercial C.U.P.

Dear Brent:

On April 28, 1987, the Wichita City Council considered your request for an extension of the platting time associated with the above-referenced C.U.P. Their action was to grant a one-year extension to April 15, 1988. Every effort should be made to plat the property before the new deadline.

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

Sincerely,

Louise Olivarez
Senior Planner

LO:blw
Attachment

PL/0281/4

Planning Agenda Item # _____

City of Wichita
City Council Meeting
April 28, 1987

Agenda Report # _____

TO: Mayor and City Council Members

SUBJECT: REQUEST FOR PLATTING TIME EXTENSION FOR DP-150,
THE LANDING COMMERCIAL C.U.P., LOCATED EAST OF
DUGAN BETWEEN KELLOGG AND TAFT.

INITIATED BY: Metropolitan Area Planning Department *Brent Wooten*

AGENDA ACTION: Planning

Recommendation: Grant a one-year extension.

Background: On April 15, 1986, the Board of City Commissioners approved The Landing C.U.P., a 32-acre commercial development east of Dugan between Kellogg and Taft. Approval was subject to the replatting of Parcels 1, 2 and 3 prior to any additional building permits being issued or within one year, whichever occurred first. Parcels 4 and 5, where Sam's and McDonald's are located, was also required to replat prior to any more building permits being issued. The one-year platting time limit has expired and no plat has been submitted. Additional platting time is needed to keep these files open.

Analysis: A letter has been received requesting a one-year extension of the platting time for Parcels 1, 2 and 3, and stating that the owners have been working with developers for changes in the C.U.P. and need additional time to work out the details. The owners' agents have been advised that any amendments to this C.U.P. which propose an increase in buildable floor area will require a traffic analysis.

Action: Grant a one-year platting time extension to April 15, 1988.

Attachment: Letter from Brent Wooten

cc: Brent Wooten, Baughman Company, 315 Ellis, Wichita, KS. 67211

PL/0245/4

WILLIAM L. KORBER, L.S.
JOHN E. LUNDBLADE, L.S.
N. BRENT WOOTEN, P.E.



BAUGHMAN COMPANY, P.A.

SURVEYING & ENGINEERING

316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

April 13, 1987

Marvin Krout
Planning Director
City Hall - 10th Floor
455 North Main
Wichita, KS 67202

Re: DP-150, Parcels 1, 2 & 3 - The Landing Commercial C.U.P.

Mr. Krout,


As agent representing Kandy-Man Sales, Inc., of The Landing C.U.P., I am requesting a one year time extension of the platting deadline which presently is April 15, 1987.

The owners of these parcels have been working with developers on changes for the C.U.P. and feel that at this point we can complete the platting work of the property within the year time extension.

I would appreciate your favorable consideration of this request.

Thank you.

Sincerely,



N. Brent Wooten, P.E.

cc: Kandy-Man Sales, Inc., 8020 E. Central, Wichita, KS 67206
Four of Wichita, Inc., 60 Longboat Club Rd. #84
Longboat Key, FL 33548
Everett Fettus
Grant Tiedeman

RECEIVED

APR 13 1987

METROPOLITAN PLANNING

ROUTE

File
NBW/ksb

March 3, 1987

Mr. Brent Wooten
Baughman Company, P.A.
315 Ellis
Wichita, Kansas 67211

RE: DP-150, Parcels 1, 2 & 3 - The Landing Commercial C.U.P.

Dear Brent:

The platting time limit for the above-referenced case is due to expire on April 15, 1987. This amended C.U.P. was approved on April 15, 1986, subject to replatting Parcels 1, 2 and 3 within one year and prior to any additional building permits being issued within these parcels or the case would be considered denied and closed. Parcels 4 and 5 also have to be replatted prior to issuance of any additional building permits but there was no time limit set on the replatting of those two parcels. No plat has ever been submitted on any of the parcels. What are your client's intentions regarding the platting requirement?

If further amendments to the C.U.P. are anticipated, these should be submitted as soon as possible. If your clients desire to proceed under the provisions of DP-150, a plat should be submitted immediately for Parcels 1, 2 and 3. If a plat cannot be recorded by April 15, 1987, an extension of the platting deadline will need to be requested and approved if this file is to be kept open.

Please let me hear from you at your earliest convenience regarding this matter.

Sincerely,

Louise Olivarez
Senior Planner

LO:blw

cc: Kandy-Man Sales, Inc., 8020 E. Central, Wichita, KS. 67206
Four of Wichita, Inc., 60 Longboat Club Rd. #84
Longboat Key, FL. 33548

PL/0131/4

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

DATE: June 11, 1986

TO: Monty Robson, Superintendent of Central Inspection

FROM: Louise Olivarez, Senior Planner, Current Plans

SUBJECT: DP-150 - The Landing Commercial C.U.P. Located
between Kellogg and Taft on the east side of Dugan Road.

The Board of City Commissioners on April 15, 1986, considered the above-captioned C.U.P. Their action was to approve the C.U.P. subject to the following conditions:

- a. The development of this property shall proceed in accordance with the development plan as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plan, as determined by the Superintendent of Central Inspection and the Director of Planning, shall constitute a violation of the building permit authorizing construction of the proposed development.
- b. Any major changes in this development plan shall be submitted to the Planning Commission and to the City Commission for their consideration.
- c. 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.
- d. The property included in Parcels 1, 2 and 3 of this C.U.P. shall be replatted prior to any additional building permits being issued and within one year from the date of approval by the Board of City Commissioners or the application shall be considered denied and closed. Parcels 4 and 5 shall be replatted prior to issuance of any additional building permits.

Attached for your information and files are two approved copies of the C.U.P. If you have any questions concerning this matter, please contact our office.

Louise Olivarez
Senior Planner

LO:blw
Attachments

Copy to Louise Mape.

KANSAS DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612



JOHN CARLIN, Governor

May 7, 1986

US-54
City of Wichita
Sedgwick County

Mr. William G. McKinley
Traffic Engineer
Traffic Engineering Division
City Hall-Eighth Floor
455 North Main Street
Wichita, Kansas 67202

Dear Mr. McKinley:

We have reviewed your proposed interim improvement plan layouts for Julia and westbound Kellogg and Dugan and Kellogg.

Our only comments concerning the addition of raised curb transitions to the south end of the median nose on Dugan and to the east end of the triangular island on the frontage road, is that a sign will need to be placed on the right-hand side and on the median for southbound traffic on Dugan indicating the correct stop position (Stop Here on Red, R10-6).

Before this work is started, a Highway Permit will be necessary along with a final review of the plans.

If you have any questions about our review, please contact this office.

Very truly yours,

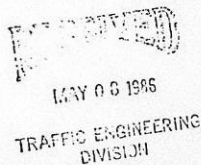
F. J. Reid, P. E.
Chief of Traffic Engineering

Fred E. Terry - DU

Fred E. Terry, P. E.
Traffic Engineer

FJR:FET:du
Attachment

cc: Mr. Wade Culwell, District Five Engineer.



DP-150

WILLIAM L. KORBER, L.S.
JOHN E. LUNDBLADE, L.S.
N. BRENT WOOTEN, P.E.



BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316-262-7271 • 330 LAURA • WICHITA, KANSAS 67211

May 1, 1986

12. Development of any portion or a combination of Parcels 1, 2, or 3 shall not exceed a combined total of 75,300 square foot of floor area prior to January 1, 1991. Access to this permitted floor space shall be limited either Dugan for Parcels 2 and 3, and to Kellogg Drive for Parcel 1. Any alteration or change to these items will require submission to the appropriate governing body for approval thereof. The remaining undeveloped portions of Parcels 1, 2, or 3 will be permitted to occur completely after January 1, 1991. *develop*
13. Any further development of either Parcel 4 or Parcel 5 will require replatting of that particular parcel. Any further development or replatting of either Parcel 4 or Parcel 5 shall not in any way encumber or disallow the permitted 75,300 square foot floor space to occur within Parcels 1, 2, or 3.

*(either to Dugan or Kellogg Drive, for
Parcels ~~2 & 3~~ 1, 2 & 3*

Bill Korber and Brent Wooten asked if the wording in General Provisions 12, 13, & 14 could be revised slightly. They now wanted Parcel 2 to be able to develop before 1991. Since the applicants are the ones who proposed the original limit on Parcel 2, Jack and I were agreeable to the change. G.P. 12, 13, & 14 are now revised as per G.P. 12 & 13 on the approved copies. This does not change the original intent of the CUP as approved by MAPC & BCC. Louise

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

DATE: April 23, 1986

TO: Monty Robson, Superintendent of Central Inspection
FROM: Jack H. Galbraith, Chief Planner, Current Plans
SUBJECT: DP-150 The Landing Commercial C.U.P. & DP-151 The Dugan
Centre Commercial C.U.P.

The above-captioned C.U.P.'s were considered and approved by the Board of City Commissioners on April 15, 1986 subject to the conditions on the attached sheets. As several conditions are still to be complied with, we are unable to yet forward to you copies of the approved C.U.P.'s.

There are major drainage improvements to be resolved as well as numerous guarantees required for improvements on adjacent streets, frontage roads, Dugan/Kellogg intersection improvements, etc. Platting of both C.U.P.'s is required prior to the issuance of any building permits.

I point these problems out to you as it is my understanding that you may be asked to issue permits for grading or foundation work prior to their completing plats and submitting necessary guarantees. As both of these C.U.P.'s have major problems yet to be resolved through the platting process, no permits should be issued until they are all resolved.

If you have any questions, or if we can be of assistance on reviewing the C.U.P.'s or providing plat information which is not yet submitted, please call.

Jack H. Galbraith
Chief Planner

JHG/lw

Attachment

April 22, 1986

Roger Sherwood
833 North Waco
Wichita, Kansas 67203

Re: DP-150 The Landing Commercial C.U.P. & DP-151 The Dugan Centre
Commercial C.U.P.

Dear Mr. Sherwood:

The above-captioned C.U.P.'s were considered by the Board of City Commissioners on April 16, 1986. Their action was to approve these two development plans subject to the conditions as recommended by the Planning Commission as outlined in our letter to you on March 21, 1986.

To complete these cases, it is necessary that we receive a copy of KDOT's letter of approval of those plans for the improvements of the intersection of Dugan/Kellogg and modifications of the frontage road as well as the improved slip-on and slip-off on Kellogg Drive near Julia. It is also necessary, as we advised Brent Wooten following the meeting, that we be furnished two copies of all the final plans as presented to the City Commission. The final plans should be dated so that they can be recognized as street improvement plans concurred with by the City Commission.

If you have any questions on the requests, please call.

Sincerely yours,

Jack H. Galbraith
Chief Planner

JHG/lw

cc: Brent Wooten, Baughman Company, 330 Laura, Wichita, KS 67211

Planning Agenda Item # _____

City of Wichita
City Commission Meeting
April 15, 1986

Agenda Report # _____

TO: Mayor and City Commissioners

SUBJECT: DP-150 - REQUEST FOR APPROVAL OF THE LANDING COMMERCIAL C.U.P. LOCATED ON THE EAST SIDE OF DUGAN ROAD BETWEEN KELLOGG AND TAFT; (Kandy-Man Sales, Inc., et al) AND

DP-151 - REQUEST FOR APPROVAL OF THE DUGAN CENTRE COMMERCIAL C.U.P. LOCATED ON THE WEST SIDE OF DUGAN ROAD BETWEEN KELLOGG AND TAFT. (Nancy Dugan, et al)

INITIATED BY: Metropolitan Area Planning Department

AGENDA ACTION: Zoning

MAPC Recommendation: Approve (8-0 - 1 abstention)

Staff Recommendation: Approve

Background: DP-150 and DP-151 constitute amendments to DP-2 which was first approved in 1964 and amended in 1973. DP-2 was known as the Air Park Commercial C.U.P. The original plan permitted 3,000,000 square feet of commercial development and the amendment in 1973, which added the east 16 acres to the C.U.P., increased that figure to 3,600,000 square feet. The land east of Dugan Road was platted in the early 1970's but the only portion of this property west of Dugan which was ever platted was the 1 1/3-acre Air Park 1st Addition at the northeast corner of Kellogg and Ridge Road which is now part of the interchange right-of-way. During review of Air Park 4th Addition (the balance of the unplatted C.U.P. area west of Dugan) in 1975, the Subdivision Committee recommended that the applicant conduct a study of the impact on adjacent streets from traffic generated by a commercial development of the size proposed. The applicant appealed this requirement to the MAPC and to the City Commission where the traffic study requirement was upheld. It was recognized that this proposed development was larger than Towne East or Towne West, both of which had been required to do extensive traffic studies and guarantee major road improvements.

No traffic study was ever submitted and therefore, the property remained unplatted and undeveloped. Several years ago the property ownerships changed and once again there was an interest expressed in developing this site. The owners were reminded of the need for a traffic study. This past fall, a traffic consultant was hired to study the impacts on adjacent streets and to determine what street improvements would be needed to handle the traffic.

Because the property west of Dugan is owned separately from the property east of Dugan, two new C.U.P.'s have been submitted for what is essentially an amendment of DP-2.

CPO Council "B" reviewed the new C.U.P.'s at their meeting on February 18, 1986. Approximately sixty neighboring residential and business owners were present to discuss the plans. Concerns were expressed about the adverse effects perceived to result from both the interim and long range road improvement proposals; what properties would be assessed for the various improvements being proposed; increased traffic through the residential area north of Taft; and possible drainage problems to be caused by this development. After a lengthy discussion, the Council voted 7-0 to oppose the development plans as presented and to recommend that further studies be done to address the issues raised at the meeting.

On February 19, 1986, the Traffic Commission reviewed the consultant's proposals for immediate and long range road improvements in the area. Again concerns were voiced about the adverse effects on existing businesses which would result from the proposed road improvements, especially at the Kellogg/Dugan intersection. The Traffic Commission deferred action on the traffic plans for one month, suggesting that the applicant meet with owners in the area to explain the plans in more detail and hopefully to work out some compromises.

The applicant's agent scheduled a meeting for February 27, 1986, and approximately 15 representatives of businesses along Kellogg between Hoover and Mid-Continent Road were present to discuss the plans again. A few slight modifications were proposed by the applicant's agent but there remained a great deal of concern on the part of the existing business owners about the impact these road changes would have on their economic livelihood.

On March 6, 1986, the MAPC held a public hearing on both CUP's. Numerous property owners from the area were present to voice the same concerns they had expressed at the previous meetings. The Planning Commission deferred action for two weeks pending a recommendation from the Traffic Commission on the proposed road improvements.

At the March 19, 1986 Traffic Commission meeting, a motion was adopted by a 5-2 vote to approve the short range traffic plan, as amended, subject to KDOT approval of the amended Kellogg/Dugan intersection design. The amended design calls for shortening the proposed medial in Dugan at its north and south ends. The south end shortening would allow eastbound and westbound traffic from mainline Kellogg to enter the frontage road west of Dugan. The frontage road between Dugan and Mid-Continent would have to be one-way westbound. The shortening of the Dugan medial at the north end would provide for easier access to and from the McDonald's and Wendy's sites. The long range plan was approved without discussion and with no definite time frame specified for the long range improvements.

On March 20, 1986, the MAPC approved the two CUP's subject to a number of requirements regarding road improvement guarantees and subject to platting. One of the main items discussed was when the applicants would be permitted to develop more than the 155,300 square feet which could be handled with the phase one road improvements. The applicants wanted to be able to fully develop after January 1, 1991. Staff recommended that development be limited until the long range improvements of U.S. 54 highway have been approved by the Wichita City Commission and are under contract for construction, or until the Wichita City Commission reassesses

the situation and revises or deletes this development restriction. The Planning Commission approved the 1991 date.

CPO Council "B", at their April 1 meeting, was informed of the Traffic Commission and Planning Commission recommendations and was advised of the road design changes but took no additional action regarding these two CUP's.

Analysis: The results of the traffic study indicated that for the road systems to function at an acceptable level of service, the square footage of potential development had to be significantly reduced. Even so, the development will require major road improvements on Taft, Dugan, Julia and Kellogg. Maximum gross floor area on The Dugan Centre has been reduced from 2,200,000 square feet to 535,303 square feet. Maximum gross floor area on The Landing has been reduced from 1,400,000 square feet to 764,464 square feet. 504,000 square feet of The Landing's allocation can be attributed to Parcels 4 and 5. Their owners have not agreed to any reduction of the original permitted gross floor area. Since their sites are already developed but with far less than the maximum allowed, the traffic analysis is based on the generation rates of the existing uses in these two parcels. At such future time as either Parcel 4 or Parcel 5 of The Landing desires to increase its commercial development, replatting would be a necessity (because each parcel is only a portion of a platted lot) and additional traffic analysis may be required.

The new C.U.P.'s are divided into more parcels and provide for more access points to Taft than permitted on DP-2. The uses have been further defined, however, and the drainage of the property is to be taken care of partially with on-site detention.

The applicant's traffic consultant has proposed two phases for road improvements associated with commercial development of these C.U.P.'s. Phase 1 would need to occur immediately and would provide a level of service sufficient to permit 80,000 square feet of development on the west side of Dugan Road and 75,300 square feet of additional development on the east side of Dugan Road. There could also be full development of Parcel 6 of The Dugan Centre which has access only to Kellogg Drive and there could be development within the west 500 feet of Parcels 1 and 2 of The Dugan Centre provided all access is to and from Ridge Circle.

Phase 1 road improvements would include the paving of Taft from Julia to Ridge Circle, the paving of Dugan to provide two left turn lanes out onto Kellogg, two left turn lanes into Dugan from eastbound Kellogg, and the construction of a medial in Dugan which extends far enough south to prohibit the continuation of east-west traffic across Dugan on the north frontage road. It is this frontage road traffic change which has created the most concern.

Phase 2 road improvements include the Julia overpass, which has been proposed for about ten years, as well as a Dugan overpass. The north frontage road would become one-way westbound; the south frontage road one-way eastbound.

The main issue in permitting further development in this area is the safe handling of traffic. It has been the position of staff that the movement of traffic on Dugan and Kellogg should not be lessened, that it should be kept at least at the same level of service and hopefully improved. The traffic study and plans, prepared by the applicant's consultant, have been under review for several months and have been shared with the State. Development of the magnitude which is currently proposed, although significantly reduced from the original plan, is viable only if adequate road improvements exist or can be constructed.

- Actions:
1. Concur with the findings of the MAPC and approve the C.U.P.'s subject to the recommended conditions; or
 2. Take appropriate action stating reasons.

Attachments: Area map
3-06-86 & 3-20-86 MAPC Minutes
CPO Memorandum

March 21, 1986

Roger Sherwood
833 North Waco
Wichita, Kansas 67203

Re: DP-150 THE LANDING COMMERCIAL C.U.P. & DP-151 THE DUGAN
CENTRE COMMERCIAL C.U.P.

Dear Mr. Sherwood:

At its regular meeting on March 20, 1986, the Metropolitan Area Planning Commission considered the above-captioned C.U.P.'s. Their action was to concur with the alternate traffic plans as recommended for approval by the Traffic Commission and that the C.U.P.'s be approved subject to the following conditions:

1. Each CUP (DP-150 and DP-151) shall be subject to approval of the other CUP as both are now part of DP-2.
2. Parcels 1, 2 and 3 of The Landing shall be replatted prior to any additional building permits being issued and within one year after City Commission approval of DP-150. Parcels 4 and 5 shall be replatted prior to issuance of any additional building permits.

Any Parcel within The Dugan Centre shall be platted prior to issuance of building permits within that parcel and within two years after City Commission approval of DP-151.

3. All road improvements described in Phase One of the traffic study with accompanying maps as prepared by Larkin and Associates and dated February 12, 1986, as modified by the Traffic Commission on March 19, 1986, (Alternate II) which are required for development of an additional 155,300 square feet of commercial uses along Dugan Road shall be guaranteed with the first plat submitted in either DP-150 or DP-151.

These road improvements shall include the following:

- a. Construction of Dugan Road to commercial street standards between Kellogg and Taft with the usual benefit district paying the costs.

Roger Sherwood
March 21, 1986
Page 2

- b. An additional left turn lane southbound on Dugan, a raised medial in Dugan near the intersection with Kellogg, and a right turn lane from the frontage road onto Dugan in front of McDonald's.
 - c. Two left turn lanes into Dugan Road from eastbound Kellogg including resignalization at Dugan/Kellogg, and all frontage road medial changes and curb constructions necessary to provide the proper turning radii and alignment for these additional lanes.
 - d. Re-signing and re-stripping of Kellogg Drive from Dugan Road west to Mid-Continent Road in order to make that segment of the frontage road one-way westbound.
 - e. Construction of Taft to commercial standards from Dugan to Ridge Circle with the usual benefit district paying the costs.
4. In addition to conditions 3a through e, and prior to consideration by the City Commission, Alternate II plans shall be modified to reflect an appropriate turnaround on the west side of Dugan at approximately the location of the drainage ditch, and to delineate as accurately as possible the driveway approaches to both restaurants east and west of Dugan. Delineated plans shall also be submitted that reflect a better solution for the slip-on and slip-off on Kellogg Drive near Julia.
 5. At the time of platting Parcel 1 or 2 of The Dugan Centre, a guarantee shall be submitted for paving Ridge Circle south of Taft to commercial street standards.
 6. The paving of Julia from Kellogg to Taft shall be guaranteed at the time of platting Parcel 1 or 2 of The Landing, whichever is platted first.
 7. The paving of Taft from Julia to Dugan shall be guaranteed at the time of platting Parcel 2 of The Landing.
 8. The paving of Kellogg Drive (including curb and gutter) from Julia to Dugan shall be guaranteed at the time of platting Parcel 1, 4 or 5 of The Landing, whichever is platted first.
 9. Improvements at the Taft/Mid-Continent intersection will be necessary. These will consist of a fully actuated traffic signal; a northbound right turn lane on Mid-Continent at Taft; a westbound free flowing right turn lane on Taft at Mid-Continent; and a southbound double left turn lane on Mid-Continent at Taft, all as specified in the February 12, 1986 Traffic Study prepared by Larkin and Associates. These improvements shall be guaranteed by petition to be held until determined necessary.
 10. Approval from KDOT for the Kellogg/Dugan intersection design shall be obtained prior to these cases being scheduled for City Commission review.

*Not approved
6/10/86
Mark May*

Roger Sherwood
March 21, 1986
Page 3

11. The development shall proceed in accordance with the plans as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plans, 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.
12. Any major changes in these development plans shall be submitted to the Planning Commission and to the City Commission for their consideration.
13. The transfer of title of all or any portion of the land included within the C.U.P.'s does not constitute a termination of the plans or any portion thereof, but said plans shall run with the land for commercial development and be binding upon the present owners, their successors and assigns, unless amended.

It is necessary that ten (10) copies of each C.U.P., as well as revised plans required by condition number 4, be submitted to our office by April 2, 1986 so that these cases can be scheduled for consideration by the City Commission at their regular meeting of April 15, 1986, this meeting to be held in the City Commission Meeting Room, First Floor, City Hall, 455 North Main, Wichita, Kansas. We would remind you that Planning items are considered after all other matters of business. If KDOT approval of the Kellogg/Dugan intersection design has not been obtained, as required, by April 7, 1986, these cases will not be scheduled for the April 15, 1986 City Commission agenda.

Upon our photographing the illustrations required in condition #4, they will be released to you.

If you have any questions concerning these cases or the recommended conditions of approval, please call.

Sincerely yours,

Jack H. Galbraith
Chief Planner

JHG/lw

cc: Brent Wooten, Baughman Co., 330 Laura, Wichita, KS 67211
Paul M. Bertrand, P.E., Larkin Associates, 9233 Ward Parkway, Suite
300, Kansas City, MO 64114
Nancy Dugan, 602 S. Ridge Rd., Wichita, KS 67209
Donald N. & Jean H. Girrens, 454 Fairhaven Rd., Wichita, KS 67209
Nicholas M. & Nancy A. Mohr, 12501 W. 29th St. North, Wichita, KS
67209
Kenneth R. & Mary E. Reichenberger, 501 S. Summitlawn, Wichita, KS
67209

Roger Sherwood
March 21, 1986
Page 4

Justin J. & Elizabeth L. Orth, 1515 Yucca Place, Wichita, KS 67209
Wayne L. & Janet F. Sanchez, 20411 W. 13th St. N., Goddard, KS
67052
Kandy-Man Sales, Inc., 8020 E. Central, Wichita, KS 67206
Four of Wichita, inc., 60 Longboat Club, Road #84, Longboat Key, FL
33548
McDonald's Corporation, Attn: Pam Sullins, 11880 College Blvd.,
Overland Park, KS 66210
Wal-Mart Properties, Inc., Attn: Don Smith, 701 S. Walton Blvd.,
Highway 71, Bentonville, AR 72716
Dennis J. Eskie, Terra Venture, Inc., 6600 College Blvd., Suite 330,
Overland Park, KS 66211
Everett Fettis, 120 S. Market, Suite 504, Wichita, KS 67202
Randy Byers, c/o Philips Petroleum, 5624 W. Kellogg, Wichita, KS
67209
Doris Lacount, 351 S. Arapho, Wichita, KS 67209
Les Donovan, Prestige Pontiac-Cadillac, Inc., 5800 W. Kellogg,
Wichita, KS 67209
Keith Melton, McDonald's Restaurant, 6350 W. Kellogg, Wichita, KS
67209
Bill McKinley, City Traffic Engineer

MARCH 20, 1986

ADDENDUM TO DP-150 & DP-151 STAFF REPORTS

At the March 19, 1986 Traffic Commission meeting, a motion was adopted by a 5-2 vote to approve the short range traffic plan, as amended, subject to KDOT approval of the amended Kellogg/Dugan intersection design. The amended design calls for shortening the proposed medial in Dugan at its north and south ends. The south end shortening would allow eastbound and westbound traffic from mainline Kellogg to enter the frontage road west of Dugan. The frontage road between Dugan and Mid-Continent would have to be one-way westbound. The shortening of the Dugan medial at the north end would provide for easier access to and from the McDonald's and Wendy's sites.

The long range plan was approved without discussion and with no definite time frame specified for the long range improvements.

Should the Planning Commission concur with the alternate plan as recommended by the Traffic Commission, the following conditions of approval for The Landing and The Dugan Centre CUP's are recommended for the Planning Commission's consideration:

1. Each CUP (DP-150 and DP-151) shall be subject to approval of the other CUP as both are now part of DP-2.
2. Parcels 1, 2 and 3 of The Landing shall be replatted prior to any additional building permits being issued and within one year after City Commission approval of DP-150. Parcels 4 and 5 shall be replatted prior to issuance of any additional building permits.

Any Parcel within The Dugan Centre shall be platted prior to issuance of building permits within that parcel and within two years after City Commission approval of DP-151.

3. The text of both CUP's shall delete reference to a 1991 development date and instead shall state that development shall be limited until the long range improvements of U.S. 50 Highway have been approved by the Wichita City Commission and are under contract for construction, or until the Wichita City Commission reassesses the situation and revises or deletes this development restriction.
4. All road improvements described in Phase One of the traffic study with accompanying maps as prepared by Larkin and Associates and dated February 12, 1986, as modified by the Traffic Commission on March 19, 1986, which are required for development of an additional 155,300 square feet of commercial uses along Dugan Road shall be guaranteed with the first plat submitted in either DP-150 or DP-151.

These road improvements shall include the following:

- a. Construction of Dugan Road to commercial street standards between Kellogg and Taft with the usual benefit district paying the costs.
 - b. An additional left turn lane southbound on Dugan, a raised medial in Dugan near the intersection with Kellogg, and a right turn lane from the frontage road onto Dugan in front of McDonald's.
 - c. Two left turn lanes into Dugan Road from eastbound Kellogg including resignalization at Dugan/Kellogg, and all frontage road medial changes and curb constructions necessary to provide the proper turning radii and alignment for these additional lanes.
 - d. Re-signing and re-stripping of Kellogg Drive from Dugan Road west to Mid-Continent Road in order to make that segment of the frontage road one-way westbound.
 - e. Construction of Taft to commercial standards from Dugan to Ridge Circle with the usual benefit district paying the costs.
5. At the time of platting Parcel 1 or 2 of The Dugan Centre, a guarantee shall be submitted for paving Ridge Circle south of Taft to commercial street standards.

6. The paving of Julia from Kellogg to Taft shall be guaranteed at the time of platting Parcel 1 or 2 of The Landing, whichever is platted first.
7. The paving of Taft from Julia to Dugan shall be guaranteed at the time of platting Parcel 2 of The Landing.
8. The paving of Kellogg Drive (including curb and gutter) from Julia to Dugan shall be guaranteed at the time of platting Parcel 1, 4 or 5 of The Landing, whichever is platted first.
9. Improvements at the Taft/Mid-Continent intersection will be necessary. These will consist of a fully actuated traffic signal; a northbound right turn lane on Mid-Continent at Taft; a westbound free flowing right turn lane on Taft at Mid-Continent; and a southbound double left turn lane on Mid-Continent at Taft, all as specified in the February 12, 1986 Traffic Study prepared by Larkin and Associates. These improvements shall be guaranteed by petition to be held until determined necessary.
10. Approval from KDOT for the Kellogg/Dugan intersection design shall be obtained prior to these cases being scheduled for City Commission review.
11. The development shall proceed in accordance with the plans as recommended for approval by the Planning Commission and approved by the governing body, and any substantial deviation of the plans, 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.
12. Any major changes in ~~these~~ development plans shall be submitted to the Planning Commission and to the City Commission for their consideration.
13. The transfer of title of all or any portion of the land included within the C.U.P.'s does not constitute a termination of the plans or any portion thereof, but said plans shall run with the land for development and be binding upon the present owners, their successors and assigns, unless amended.

March 7, 1986

Roger Sherwood
833 North Waco
Wichita, Kansas 67203

Re: DP-150 THE LANDING COMMERCIAL C.U.P. & DP-151 THE DUGAN
CENTRE COMMERCIAL C.U.P.

Dear Mr. Sherwood:

At its regular meeting on March 6, 1986, the Metropolitan Area Planning Commission considered the above-captioned cases. The action of the Planning Commission, after considerable discussion, was to recommend that these two cases be deferred two weeks pending a recommendation from the Traffic Commission. These cases are scheduled for the Traffic Commission meeting of March 19, 1986 and the Planning Commission meeting of March 20, 1986, both of which will be held in the City Commission Meeting Room at 1:30 p.m.

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

Sincerely yours,

Jack H. Galbraith
Chief Planner

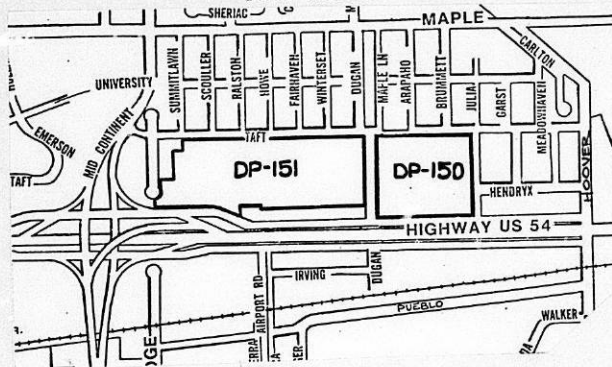
JHG/lw

Roger Sherwood
March 7, 1986
Page 2

cc: Brent Wooten, Baughman Co., 330 Laura, Wichita, KS 67211
Paul M. Bertrand, P.E., Larkin Associates, 9233 Ward Parkway, Suite
300, Kansas City, MO 64114
Nancy Dugan, 602 S. Ridge Rd., Wichita, KS 67209
Donald N. & Jean H. Girrens, 454 Fairhaven Rd., Wichita, KS 67209
Nicholas M. & Nancy A. Mohr, 12501 W. 29th St. North, Wichita, KS
67209
Kenneth R. & Mary E. Reichenberger, 501 S. Summitlawn, Wichita, KS
67209
Justin J. & Elizabeth L. Orth, 1515 Yucca Place, Wichita, KS 67209
Wayne L. & Janet F. Sanchez, 20411 W. 13th St. N., Goddard, KS
67052
Kandy-Man Sales, Inc., 8020 E. Central, Wichita, KS 67206
Four of Wichita, Inc., 60 Longboat Club, Road #84, Longboat Key, FL
33548
McDonald's Corporation, Attn: Pam Sullins, 11880 College Blvd.,
Overland Park, KS 66210
Wal-Mart Properties, Inc., Attn: Don Smith, 701 S. Walton Blvd.,
Highway 71, Bentonville, AR 72716
Dennis J. Eskie, Terra Venture, Inc., 6600 College Blvd., Suite 330,
Overland Park, KS 66211
x Ruby Ast, 514 Julia, Wichita, KS 67209
Everett Fettis, 120 S. Market, Suite 504, Wichita, KS 67202
Randy Byers, c/o Philips Petroleum, 5624 W. Kellogg, Wichita, KS
67209
Doris Lacount, 351 S. Arapho, Wichita, KS 67209
x Steve Barnett, 452 Winterset, Wichita, KS 67209
Les Donovan, Prestige Pontiac-Cadillac, Inc., 5800 W. Kellogg,
Wichita, KS 67209
Keith Melton, McDonald's Restaurant, 6350 W. Kellogg, Wichita, KS
67209
x Josefa Sang, 424 S. Winterset, Wichita, KS 67209
x Jacqueline Ehresman, 420 Howe, Wichita, KS 67209
x Skeets Winkler, President, Traffic Commission
Bill McKinley, City Traffic Engineer

MARCH 6, 1986

STAFF REPORT



DP-150 - REQUEST FOR APPROVAL OF THE LANDING COMMERCIAL C.U.P. LOCATED ON THE EAST SIDE OF DUGAN ROAD BETWEEN KELLOGG AND TAFT; AND

DP-151 - REQUEST FOR APPROVAL OF THE DUGAN CENTRE COMMERCIAL C.U.P LOCATED ON THE WEST SIDE OF DUGAN ROAD BETWEEN KELLOGG AND TAFT.

Applicant: Kandy-Man Sales, Inc., et. al., 8020 E. Central, Wichita, KS 67206 (DP-150)
Nancy Dugan, et. al., 602 S. Ridge Road, Wichita, KS 67209 (DP-151)

Size: 89.18 acres (32.08 acres -- DP-150 57.10 acres -- DP-151)

Application Area	Land Use	Zoning
North	Motel, Restaurant, Discount store, & Undeveloped	"C"
South	Single-family houses	"AA"
East	General businesses	"LC" & "C"
West	Auto agency & single-family houses	"C" & "AA"
	Single-family houses & Undeveloped	"LC" & "AA"
History:	Z-0507 "AA" & "LC" to "E" (for west 73± acres)	
	11/21/63	MAPC Defer
	1/02/64	MAPC Approve
	1/21/64	BCC Refer back to MAPC
	7/02/64	MAPC Approve "C"
	7/21/64	BCC Approve "C"
	Z-1473 "AA" & "LC" to "C" (for east 16± acres)	
	1/11/73	MAPC Approve subject to platting
	2/06/73	BCC Defer
	2/13/73	BCC Approve as recommended
	DP-2 AIR PARK COMMERCIAL C.U.P.	
	7/02/64	MAPC Approve
	DP-2 AMENDMENT #1	
	1/11/73	MAPC Approve subject to conditions
	2/06/73	BCC Defer
	2/13/73	BCC Approve subject to conditions

Background: DP-150 and DP-151 constitute amendments to DP-2 which was first approved in 1964 and amended in 1973. DP-2 was known as the Air Park Commercial C.U.P. The original plan permitted 3,000,000 square feet of commercial development and the amendment in 1973, which added the east 16 acres to the C.U.P., increased that figure to 3,600,000 square feet. The land east of Dugan Road was platted in the early 1970's but the only portion of this property west of Dugan which was ever platted was the 1 1/3-acre Air Park 1st Addition at the northeast corner of Kellogg and Ridge Road which is now part of the interchange right-of-way. During review of Air Park 4th Addition (the balance of the unplatted C.U.P. area west of Dugan) in 1975, the Subdivision Committee recommended that the applicant conduct a study of the impact on adjacent streets from traffic generated by a commercial development of the size proposed. The applicant appealed this requirement to the MAPC and to the City Commission where the traffic study requirement was upheld. It was recognized that this proposed development was larger than Towne East or Towne West, both of which had been required to do extensive traffic studies and guarantee major road improvements.

No traffic study was ever submitted and therefore, the property remained unplatted and undeveloped. Several years ago the property ownerships changed and once again there was an interest expressed in developing this site. The owners were reminded of the need for a traffic study. This past fall, a traffic consultant was hired to study the impacts on adjacent streets and to determine what street improvements would be needed to handle the traffic.

Because the property west of Dugan is owned separately from the property east of Dugan, two new C.U.P.'s have been submitted for what is essentially an amendment of DP-2.

CPO Council "B" reviewed the new C.U.P.'s at their meeting on February 18, 1986. Approximately sixty neighboring residential and business owners were present to discuss the plans. Concerns were expressed about the adverse effects perceived to result from both the interim and long range road improvement proposals; what properties would be assessed for the various improvements being proposed; increased traffic through the residential area north of Taft; and possible drainage problems to be caused by this development. After a lengthy discussion, the Council voted 7-0 to oppose the development plans as presented and to recommend that further studies be done to address the issues raised at the meeting.

On February 19, 1986, the Traffic Commission reviewed the consultant's proposals for immediate and long range road improvements in the area. Again concerns were voiced about the adverse effects on existing businesses which would result from the proposed road improvements, especially at the Kellogg/Dugan intersection. The Traffic Commission deferred action on the traffic plans for one month, suggesting that the applicant meet with owners in the area to explain the plans in more detail and hopefully to work out some compromises.

The applicant's agent scheduled a meeting for February 27, 1986, and approximately 15 representatives of businesses along Kellogg between Hoover and Mid-Continent Road were present to discuss the plans again. A few slight modifications were proposed by the applicant's agent but there remained a great deal of concern on the part of the existing business owners about the impact these road changes would have on their economic livelihood.

Analysis: The results of the traffic study indicated that for the road systems to function at an acceptable level of service, the square footage of potential development had to be significantly reduced. Even so, the development will require major road improvements on Taft, Dugan, Julia and Kellogg. Maximum gross floor area on The Dugan Centre has been reduced from 2,200,000 square feet to 535,303 square feet. Maximum gross floor area on The Landing has been reduced from 1,400,000 square feet to 764,464 square feet. 504,000 square feet of The Landing's allocation can be attributed to Parcels 4 and 5. Their owners have not agreed to any reduction of the original permitted gross floor area. Since their sites are already developed but with far less than the maximum allowed, the traffic analysis is based on the generation rates of the existing uses in these two parcels. At such future time as either Parcel 4 or Parcel 5 of The Landing desires to

increase its commercial development, replatting would be a necessity (because each parcel is only a portion of a platted lot) and additional traffic analysis may be required.

The new C.U.P.'s are divided into more parcels and provide for more access points to Taft than permitted on DP-2. The uses have been further defined, however, and the drainage of the property is to be taken care of partially with on-site detention.

The applicant's traffic consultant has proposed two phases for road improvements associated with commercial development of these C.U.P.'s. Phase 1 would need to occur immediately and would provide a level of service sufficient to permit 80,000 square feet of development on the west side of Dugan Road and 75,300 square feet of additional development on the east side of Dugan Road. There could also be full development of Parcel 6 of The Dugan Centre which has access only to Kellogg Drive and there could be development within the west 500 feet of Parcels 1 and 2 of The Dugan Centre provided all access is to and from Ridge Circle.

Phase 1 road improvement would include the paving of Dugan to provide two left turn lanes out onto Kellogg, two left turn lanes into Dugan from eastbound Kellogg, and the construction of a medial in Dugan which extends far enough south to prohibit the continuation of east-west traffic across Dugan on the north frontage road. It is this frontage road traffic change which has created the most concern.

Phase 2 of the road improvements includes the Julia overpass, which has been proposed for about ten years, as well as a Dugan overpass. The north frontage road would become one-way westbound; the south frontage road one-way eastbound.

The applicant has proposed to limit development of these two C.U.P. areas to 155,300 square feet of additional floor area until January 1, 1991, believing that by then the Phase 2 road improvements should be underway or completed. This date is less than five years away and does not appear to provide sufficient time considering that these improvements are not even scheduled in the Capital Improvement Program.

The proposed uses, building setbacks and heights, screening and landscaping requirements, and other development proposals listed in the various parcel descriptions are in compliance with the C.U.P. regulations. Guarantees for road, drainage, and other improvements will be obtained at the time of platting and the City Commission will determine the benefit districts.

The main issue in permitting further development in this area is the safe handling of traffic. It has been the position of staff that the movement of traffic on Dugan and Kellogg should not be lessened, that it should be kept at least at the same level of service and hopefully improved. The traffic study and plans, prepared by the applicant's consultant, have been under review for several months and have been shared with the State.

Development of the magnitude which is currently proposed, although significantly reduced from the original plan, is viable only if adequate road improvements exist or can be constructed. It would be premature to make a recommendation on these C.U.P.'s until a plan for traffic improvements has been recommended for approval by the Traffic Commission.

THE CITY OF WICHITA

OFFICE OF Citizen Rights & Services DATE February 19, 1986

TO Jack Galbraith, Chief Planner, Current Plans

FROM Shirley Mast, Administrative Aide III

SUBJECT DP-150 (The Landing) and DP-151
(The Dugan Centre) Commercial
Community Unit Plans: Between
Kellogg and Taft on the west
side of Dugan Road

CPO Council "B" considered the captioned cases at its February 18th meeting and voted 7-0 to oppose the development plans as presented but recommend that further studies be done and additional or alternative development plans be prepared to address the adjoining property and business owners concerns of traffic flow, access and/or frontage roads, the cost of street paving assessments and a comprehensive drainage plan for the area.

The agents, Roger Sherwood, and Brent Wooten and City Traffic Engineer, William McKinley, were present to discuss the proposed development plans and respond to questions. Approximately sixty (60) adjoining property and business owners were present concerning the development plans. Of the persons who spoke, the following concerns were expressed:

- The proposed development plans creates an economic hardship to existing businesses.
- The proposed one way service roads will put some businesses out of business.
- Residential streets such as Winterset and Fairhaven can not handle the additional traffic which would be placed on them.
- Dirt from south winds are already a problem with unpaved streets and increased traffic on these streets will make this problem worse.
- The access is inadequate to accommodate a development the approximate size of Towne East.
- Phase II of the development plans elevates Kellogg. The proposed off ramp would exit traffic right in front of the business at 5800 West Kellogg making it more difficult for customers of this business to exit and enter.

Citizen Rights and Service
Page 2

- The paving of Taft street will increase drainage problems in the area.
- The cost of assessments for proposed street pavings and drainage improvements.
- The plans presented were not complete and alternative development plans should be developed.
- The fear that many of the residential streets will become cul-de-sacs or dead ends. (A petition to dead end Winterset at Taft was presented to the Traffic Engineer).

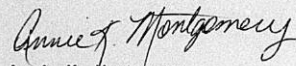
In voting to oppose The Landing and Dugan Centre Commercial Community Unit Plans, the Council concurred with the concerns of the adjoining property and business owners.

Please provide the Council's recommendation to the MAPC and City Commission when cases DP-150 and DP-151 are considered.


Shirley Mast
Administrative Aide III

SM:dm

Noted:


Annie K. Montgomery
CRS Director

cc: Bill McKinley, Traffic Engineering

CASE NO. DP-150

206 127 "Notices to Adjoining Property Owners" mailed on
2/11/86 for MAPC meeting on 3/6/86 and CPO Council
"B" meeting on 2-18-86.

2 One each to Applicant and Agent.

3 One each to CPO, Carl Gipson, and Karen Crook.

2 One each to Louise and Glen.

1 One for the File.

136 TOTAL

(_____) Published in the Daily Record on February 11, 1986 (One Time)

OFFICIAL NOTICE

TO WHOM IT MAY CONCERN AND TO ALL PERSONS INTERESTED:

NOTICE IS HEREBY GIVEN that on Thursday, March 6, 1986, the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC), at a meeting beginning at 1:30 p.m. in the City Commission Meeting Room, First Floor of City Hall, 455 North Main, Wichita, Kansas, will consider an application for approval of THE LANDING and THE DUGAN CENTRE COMMERCIAL COMMUNITY UNIT PLANS for property legally described as follows:

DP-150 (THE LANDING): Lot 1, Air Park Second Addition and Lot 1, Air Park Third Addition, Wichita, Sedgwick County, Kansas. Generally located between Kellogg and Taft on the east side of Dugan Road.

DP-151 (THE DUGAN CENTRE): The South $\frac{1}{2}$ of the Northwest $\frac{1}{4}$ of Section 27, Township 27 South, Range 1 West of the 6th P.M., Sedgwick County, Kansas, except the following: Fleming's First Addition, Woolf Addition, Doolittle Addition, Western 3rd Addition, Westair Addition, Clinton Addition, Mary Ellen Addition, the west 197 feet of the north 630 feet of said South $\frac{1}{2}$, and that part taken for Kellogg right-of-way. Generally located between Kellogg and Taft on the west side of Dugan Road.

The Development Plans of this area have been submitted as required under the Community Unit Plan provisions of Section 28.04.190 of the Wichita Zoning Ordinance. The Development Plans are on file in the Planning Department Office, Tenth Floor, City Hall, 455 North Main, Wichita, Kansas, and are available for public information and review.

The proposed Development Plans, if approved, will supersede the Air Park C.U.P. (DP-2), last amended in 1973. The new development plans will reduce the potential commercial construction from 3,600,000 square feet to approximately 1,300,000 square feet. These properties are zoned "C" Commercial and permitted uses include offices, banks, restaurants, hotels and motels, auto agencies, office warehousing and other similar uses. Building heights, setbacks, access points, and other information relating to development are specified on the plans.

The hearing of the proposed Development Plans is to be held and will there be discussed by said MAPC. Those persons interested in these matters will be heard at that time.

WITNESS MY HAND AND SEAL this 10th day of February, 1986.

Michael E. Lindebak, Secretary
Wichita-Sedgwick County
Metropolitan Area Planning
Commission

(SEAL)

**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, Tenth Floor, City Hall, 455 North Main Street, Wichita, Kansas, in accordance with directions on the accompanying instruction sheet. AN INCOMPLETE APPLICATION CANNOT BE ACCEPTED.

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

- A. APPLICANT Kandy-Man Sales Inc. Att: Terry Heath
 ADDRESS 8020 E. Central Zip Code _____ PHONE 681-0441
 AGENT Baughman Company P.A.
 ADDRESS 330 Laura Zip Code 67211 PHONE 262-7271
- B. APPLICANT _____
 ADDRESS _____ Zip Code _____ PHONE _____
 AGENT _____
 ADDRESS _____ Zip Code _____ PHONE _____
- C. APPLICANT _____
 ADDRESS _____ Zip Code _____ PHONE _____
 AGENT _____
 ADDRESS _____ Zip Code _____ PHONE _____

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

2. A. The applicant hereby requests ~~approval~~ amendment (circle appropriate word) of a Community Unit Plan on property zoned _____ and legally described as Lot(s) _____ Block(s) _____ of the _____ Addition.

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

The Landing CUP ~~(portion being amended)~~ *Lot 1, Air Park 2nd Addition and Lot 1, Air Park 3rd Addition, Wichita, Kansas*
 The north 404.08 feet of Lot 1, Air Park 2nd Addition and the east 20 feet of the south 400 feet of Lot 1, Air Park 2nd Addition, and all of Lot 1, Air Park 3rd Addition.

- B. There are 22.2 acres (round to nearest tenth) in the above described property.

FOR OFFICE USE ONLY

Map No. 5046A Zoning (N) AA' (S) C (E) AA' (W) C MAPC 3-6-86
 T9-330-3 R-5 C Revised 9/85

3. The general location is (USE APPROPRIATE SECTION):

A. At the _____ corner of _____ and _____, OR

B. On the north side of Kelloqg (Ave.) Street between Dugan Road (Ave.) Street and Julia (Ave.) Street.

4. WE ACKNOWLEDGE RECEIPT OF THE INSTRUCTION SHEET EXPLAINING THE METHOD OF SUBMITTING THIS APPLICATION. WE REALIZE THAT THIS APPLICATION CANNOT BE PROCESSED UNLESS IT IS COMPLETELY FILLED IN; IS ACCOMPANIED BY A CURRENT ABSTRACTOR'S CERTIFICATE AS REQUIRED IN THE INSTRUCTION SHEET; AND IS ACCOMPANIED BY THE APPROPRIATE FEE. WE FURTHER CERTIFY THAT THE ABOVE AND FOREGOING INFORMATION IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE. WE ACKNOWLEDGE THAT THE BOARD OF CITY COMMISSIONERS SHALL HAVE AUTHORITY TO IMPOSE SUCH CONDITIONS THAT IT DEEMS NECESSARY IN ORDER TO SERVE THE PUBLIC INTEREST AND WELFARE.

APPLICANT'S SIGNATURE BY William G. Harbo
AUTHORIZED AGENT (IF ANY)

APPLICANT'S SIGNATURE BY _____
AUTHORIZED AGENT (IF ANY)

APPLICANT'S SIGNATURE BY _____
AUTHORIZED AGENT (IF ANY)

OFFICE USE ONLY

This application was received at the Planning Department at 4:15 (AM, PM) on 1-6-86 (day, month, year). It has been checked and found to be complete and accompanied by required documents and the appropriate fee of \$ _____.

Name

Title

WILLIAM L. KORBER, L.S.

JOHN E. LUNDBLADE, L.S.

N. BRENT WOOTEN, P.E.



BAUGHMAN COMPANY, P.A.

SURVEYING & ENGINEERING

316 262-7271 • 330 LAURA • WICHITA, KANSAS 67211

All owners in THE LANDING CUP

Kandy-Man Sales Inc.
8020 E. Central
Wichita, Kansas 67206

Four of Wichita, Inc.
60 Longboat Club
Road #84
Longboat Key, Fl. 33548

McDonald's Corporation
Att: Pam Sullins
11880 College Blvd.
Overland Park, Kansas 66210

Wal-Mart Properties, Inc.
Att: Don Smith
701 S. Walton Blvd.
Highway 71
Bentonville, Arkansas 72716

THE LANDING
DP-150

DP-150

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, Tenth Floor, City Hall, 455 North Main Street, Wichita, Kansas, in accordance with directions on the accompanying instruction sheet. AN INCOMPLETE APPLICATION CANNOT BE ACCEPTED.

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

- a. Applicant Kandy-Man Sales, Inc. et al
Address 8020 E. Central, Wichita, KS. Phone 681-0441
67206
Agent Baughman Company, P.A.
Address 330 Laura, Wichita, KS. 67211 Phone 262-7271
- b. Applicant _____
Address _____ Phone _____
Agent _____
Address _____ Phone _____
- c. Applicant McDonald's
Address _____ Phone _____
Agent _____
Address _____ Phone _____

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

- 2. a. The applicant hereby requests Community Unit Plan approval on property zoned "RC" and legally described as Lot(s) _____
Block(s) _____
Addition.

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

The north 404.08 feet of Lot 1, Air Park 2nd Addition, and Lot 1, Air Park 3rd Addition.

*needs review
20.
11-26-85*

- 2. b. There are 22.2 acres (round to nearest tenth) in the above described property.

T9-330-3

Revised 8/80

Map # 5046A (W) AA-R-5(S) C (E) AA-C (W) C MAPC

→ between Kellogg and Taft on the east side of Dugan

3. The general location is (use appropriate section)

a. at the N.W. corner of Julia and Kellogg; or

b. on the _____ side of _____ (Avenue, Street) between _____ (Avenue, Street) and _____ (Avenue, Street).

4. 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.

Baughman Company, P.A.

By John E. Lundblade
Authorized Agent (if any)
John E. Lundblade

By _____
Authorized Agent (if any)

By _____
Authorized Agent (if any)

By _____
Authorized Agent (if any)

5. OFFICE USE ONLY

This application was received at the Planning Department at _____ (AM, PM) on 10-14-85 (Day, Month, Year). It has been checked and found to be complete and accompanied by required documents and the appropriate fee of \$ 500⁰⁰ paid. 11-18-85

fee & documents not to come

Lamine Oliveira Name
Senior Planner Title

WICHITA - SEDGWICK COUNTY

METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1688

WOD 05 09121061 02/12/86



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METROPOLITAN PLANNING
ROUTE *City Directory*
 Phone Book

Terry L. and Brenda G. Wood
805 South Pershing
Wichita, Kansas 67218

DP-150/DP-151

Important! Notice of Meeting Enclosed

OWNERSHIP LIST

<u>Lot</u>	<u>Block</u>	<u>Addition</u>	<u>Property Owner</u>
Lot 5	Block A	Westerlea Village	Donald Ernest Leiboult Carolyn J. Leiboult ✓ 342 Winterset Wichita, KS 67209
Lot 6	Block A	"	Ardell W. Unruh Barbara J. Unruh ✓ 6524 University Wichita, KS 67209
Lot 7	Block A	"	Ronald Rex Metzger Judith Ann Metzger ✓ 6514 University Dr. Wichita, KS 67209
Lot 8	Block A	"	Carl I. Perry ✓ 6515 Winterset Wichita, KS 67209
Lot 9	Block A	"	Ralph E. Teter Gladys M. Teter ✓ 6514 Winterset Wichita, KS 67209
Lot 6	Block B	"	Fred W. Illgner Jr. ✓ O. Louise Illgner 354 Fairhaven Rd. Wichita, KS 67209
Lot 7	Block B	"	Henry L. Brenner Leona G. Brenner ✓ 6600 University Wichita, KS 67209
Lot 8	Block B	"	Martin F. Bowmon Agnes M. Bowmon ✓ 341 Winterset Wichita, KS 67209
Lot 1	Block L	"	Michael G. Goebel Linda M. Goebel ✓ 401 Fairhaven Rd. Wichita, KS 67209
Lot 2	Block L	"	Donald D. Franz Mildred E. Franz ✓ 421 Fairhaven Rd. Wichita, KS 67209
Lot 3	Block L	"	Dan F. Crosswhite Ann S. Crosswhite ✓ 439 Fairhaven Rd. Wichita, KS 67209
Lot 4	Block L	"	Robert M. Shouse Zelma Faye Shouse ✓ 455 S. Fairhaven Rd. Wichita, KS 67209
Lot 1	Block M	"	Kenneth L. Squires Mary Ruth Squires ✓ 401 Winterset Lane Wichita, KS 67209

<u>Lot</u>	<u>Block</u>	<u>Addition</u>	<u>Property Owner</u>
Lot 2	Block M	Westerlea Village	Glenn H. Lister Hazel L. Lister ✓ 1450 Woodland Wichita, KS 67203
Lot 3	Block M	"	Larry C. Jones Betty J. Jones ✓ 435 Winterset Wichita, KS 67209
Lot 4	Block M	"	Dennis J. Lubbers Kathleen I. Lubbers ✓ 455 Winterset Wichita, KS 67209
Lot 5	Block M	"	Donald N. Girrens Jean H. Girrens ✓ 454 Fairhaven Rd. Wichita, KS 67209
Lot 6	Block M	"	Verlyn Sayer ✓ Rolanda A. Sayer 438 Fairhaven Rd. Wichita, KS 67209
Lot 7	Block M	"	Larry Eugene Boehringer Judikay Maude Boehringer ✓ 424 Fairhaven Rd. Wichita, KS 67209
Lot 8	Block M	"	Clement J. Keiter ✓ Dorothy L. Keiter 400 Fairhaven Rd. Wichita, KS 67209
Lot 1	Block N	"	Madeleine Stewart ✓ Joyce West 6515 University Wichita, KS 67209
Lot 2	Block N	"	George L. Allen ✓ Ola I. Allen 428 Winterset Wichita, KS 67209
Lot 3	Block N	"	Ramon Rex Johnston ✓ Norma Phyllis Johnston 432 Winterset Wichita, KS 67209
Lot 4	Block N	"	Norma P. Johnston OK R. R. Johnston 432 Winterset Wichita, KS 67209
Lot 5	Block N	"	Stephen L. Barnett ✓ Nancy M. Barnett 452 Winterset Wichita, KS 67209

<u>Lot</u>	<u>Block</u>	<u>Addition</u>	<u>Property Owner</u>
Lot 6	Block N	Westerlea Village	Clifford R. Schauvliege Edis M. Schauvliege ✓ 438 Winterset Wichita, KS 67209
Lot 7	Block N	"	Richard H. Seng Josefa Seng ✓ 424 Winterset Wichita, KS 67209
Lot 8	Block N	"	Gene G. Walker Eleanor Walker ✓ 6525 University Wichita, KS 67209
Lot 3		Maple Lane Addition	Kim E. LaCount Cathy A. LaCount ✓ 328 S. Arapahoe Wichita, KS 67209
Lot 4		"	Dale W. Fornshell ✓ Esther M. Fornshell 350 S. Arapahoe Wichita, KS 67209
Lot 5		"	James M. Dixon Marceline E. Dixon ✓ 400 S. Arapahoe Wichita, KS 67209
S$\frac{1}{4}$ of Lot 6		"	Lawrence Zenner Jr. Joanne C. Zenner ✓ 424 S. Arapahoe Wichita, KS 67209
N$\frac{1}{2}$ of Lot 6		"	George A. Sevick Claona C. Sevick ✓ 422 S. Arapahoe Wichita, KS 67209
Lot 7		"	Mark M. Neises Marilou Neises ✓ 1614 University Wichita, KS 67209
Lot 8		"	David D. Dysart Mary K. Dysart ✓ 452 S. Arapahoe Wichita, KS 67209
Lot 11		"	Elaine King ✓ 337 S. Arapahoe Wichita, KS 67209
Lot 12		"	Doris O. LaCount Robert J. LaCount ✓ 351 S. Arapahoe Wichita, KS 67209
Lot 13		"	Ernest Clark ✓ Virginia Lee Clark 8406 Maple Lane Wichita, KS 67209

2-28-86

Stephen M. Jordan
1237 Lulu
Wichita Kansas
67211

The son of
Gnest A. Jordan (owner of B&B D
Wichita Maple Gardens)

who lives in
Hutchinson.
Please notify of
hearings

Lot	Block	Addition	Property Owner
Lot 14		Maple Lane Addition	Robert Harry Johnson ✓ Betty J. Johnson 415 S. Arapahoe Wichita, KS 67209
Lot 15		"	R. D. Moneyhun ✓ Alleyne E. Moneyhun 437 S. Arapahoe Wichita, KS 67209
Lot 16		"	Phillip A. Edwards ✓ Nancy L. Edwards 543 S. Arapahoe Wichita, KS 67209
Lots 2, 3 & 4	Block 1	Maple Lane 2nd Addition	LaVurne J. Unruh Marsha J. Unruh ✓ 8350 N. Oliver Valley Center, KS 67147
Lots 1 through 4, inclusive	Block 2	"	Same As Above
Lots 2 & 3	Block A	West Maple Gardens Addition	Robert B. Held ✓ 6107 Maple Wichita, KS 67209
Lot 4	Block A	"	Timothy Jess Lee Vicki J. Lee ✓ 357 S. Brummett Wichita, KS 67209
Lots 1, 2, 4 & 5	Block B	"	Samuel R. Jones ✓ Kay Mones 6023 Maple Wichita, KS 67209
Lot 3	Block B	"	Clarence E. Might ✓ Esther M. Might 9301 W. Douglas Wichita, KS 67209
Lot 1	Block C	"	Terry L. Wood ✓ Brenda G. Wood 805 S. Pershing Wichita, KS 67218
Lot 2	Block C	"	Richard J. Whisler ✓ Gloria A. Whisler 413 Brummett Wichita, KS 67209
Lots 3, 4 & 5	Block C	"	David J. Pollock ✓ 453 Brummett - Wichita, KS 67209
Lots 1 through 10, inclusive	Block D	"	Ernest A. Jordan Doris Irene Jordan ? Address Unknown info provided 2-28-86 Steven M. Jordan 1237 Lulu 67211 (son)
Lots 1, 2 & 3	Block E	"	Gene Reed ✓ Janice Reed 402 S. Julius Wichita, KS 67209 also 2850 S. Mead 67216

506 W. 36th Ave.
Hutchinson, KS 67501

<u>Lot</u>	<u>Block</u>	<u>Addition</u>	<u>Property Owner</u>
Lots 4 & 5	Block E	West Maple Gardens Addition	Janet L. Carnahan Address Unknown 5929 T&T 67209
Lot 1		Tony Strunk Addition	Timothy L. Fox Sheila F. Fox ✓ 400 Garst St. Wichita, KS 67209
Lot 2		"	Ramona J. Hazell ✓ 412 S. Garst Wichita, KS 67209
Lot 3		"	Robert Schwarzenberger Deborah S. Schwarzenberger ✓ 510 S. Tippecanoe Wichita, KS 67209
Lot 4		"	Elma E. Hughes ✓ 422 S. Garst Wichita, KS 67209
Lot 5		"	Glenn A. Wiens ✓ 428 S. Garst Wichita, KS 67209
Lot 6		"	Greg A. Hayes ✓ 432 Garst Wichita, KS 67209
Lot 7		"	Molly M. Wood ✓ 235 S. Byron Wichita, KS 67209
Lot 8		"	David C. Warn Karen J. Warn ✓ 448 Garst Wichita, KS 67209
Lot 3		Westwood Addition	Haywood Evans Carolyn Evans ✓ 345 Meadowhaven Wichita, KS 67209
Lot 4		"	Randal Euegen Russell Sharon Ann Russell ✓ 401 Meadowhaven Wichita, KS 67209
Lot 5		"	Clifford G. Igo Maxine L. Igo ✓ 407 Meadowhaven Wichita, KS 67209
Lot 6		"	Louis A. Trotter Helen V. Trotter ✓ 429 Meadowhaven Wichita, KS 67209
Lot 7		"	John M. Loux Sandra J. Loux ✓ 441 Meadowhaven Wichita, KS 67209

Lot	Block	Addition	Property Owner
Lot 8		Westwood Addition	William M. Vinduska Annabel L. Vinduska 453 Meadowhaven ✓ Wichita, KS 67209
Lot 9		"	Doris Harrison Charles L. Harrison ✓ 452 Meadowhaven Wichita, KS 67209
Lot 10		"	Wayne H. Jones Marie L. Jones ✓ 440 Meadowhaven Wichita, KS 67209
Lot 11		"	David A. Johnson Lynn R. Johnson ✓ 428 Meadowhaven Wichita, KS 67209
Lot 12		"	James B. Daley ✓ 420 Meadowhaven Wichita, KS 67209
Lot 13		"	Larry J. Austin ✓ Jannessa E. Austin 400 Meadowhaven Wichita, KS 67209
Lot 1	Block A	Pike's Whispering Sands Addition	Harold W. Keys Bonnie J. Keys ✓ 13411 W. Pawnee Wichita, KS 67235
South 71.25' of Lot 2	Block A	"	James A. Cole ✓ Beverly A. Cole 1975 Dallas Wichita, KS 67217
Lot 2 except the South 71.25'	Block A	"	OK Harold W. Keys Bonnie J. Keys 13422 W. Pawnee Wichita, KS 67235
The South 47.5' of Lot 3	Block A	"	Same As Above
Lot 3 except the South 47.5'	Block A	"	OK James A. Cole Beverly A. Cole 1975 Dallas Wichita, KS 67217
Lot 1	Block A	Garst Gardens Addition	Paul C. Garst, <i>retired</i> 20% Helen E. Garst, <i>ital</i> <i>Address Unknown</i> 517 <i>Apple Park Lane</i> Pratt, KS 67124
Lot 2	Block A	"	✓ Melvin Dwayne Query Virginia L. Query 510 S. Julia Wichita, KS 67209

Lot	Block	Addition	Property Owner
Lot 3	Block A	Garst Gardens Addition	Kenneth J. Ast Ruby F. Ast ✓ 514 S. Julia Wichita, KS 67209
Lot 4	Block A	"	Pearl M. Herrman 7 Julie Louise Herrman Address Unknown 6734 Mimosa Lane Dallas, Texas 75230
Lot 5	Block A	"	Anna Josephine Garst Adm. of Est. of Thomas C. Garst, Dec'd ✓ 532 S. Julia Wichita, KS 67209
Lot 6	Block A	"	Thomas C. Garst Jr. Anna Josephine Garst ✓ 532 S. Julia Wichita, KS 67209
Lot 9	Block A	"	Paul C. Garst, et al 79% Helen E. Garst, et al Address Unknown 517 Parklane Pratt, KS 67124
Lots 10, 11, 12 & 13	Block A	"	Anna Josephine Garst Adm. of Est. of Thomas C. Garst, Dec'd OK 532 S. Julia Wichita, KS 67209
Lot 14	Block A	"	Paul C. Garst OK Helen E. Garst Address Unknown
Lots 1 & 2	Block B	"	Anna Josephine Garst Adm. of Est. of OK Thomas C. Garst, Dec'd 532 S. Julia Wichita, KS 67209
Lots 3, 4, 5 & 6	Block B	"	H. Russell Bomhoff ✓ Elgeva I. Bomhoff 3030 Bluebird Dr. Wichita, KS 67204
Lots 9, 10, 11, 12, 13 & 14	Block B	"	Same As Above
Lots 1, 2 & 3	Block C	"	OK Paul C. Garst Helen E. Garst Address Unknown
Lots 4, 5 & 6	Block C	"	H. Russell Bomhoff OK Elgeva I. Bomhoff 3030 Bluebird Dr. Wichita, KS 67204
Lot 1		Byron Stout Addition	✓ Prestige Pontiac-Cadillac, Inc. 5800 W. Kellogg Wichita, KS 67209

Lot	Block	Addition	Property Owner
Beginning at the SE/c of Lot 2; th. West 158'; th. North 250'; th. East 158'; th. South 250' to p.o.b.		Byron Stout Addition	✓ W. A. Michaelis Jr. 211 N. Broadway Wichita, KS 67202
Lot 2 except above description.		"	✓ Motel 6, Inc. 5736 W. Kellogg Wichita, KS 67209
West 27.1' of Lot 3 & all of Lot 4 & the East 40' of Lot 5.		Western Addition	✓ Wichita Inns, Inc. 6150 W. Kellogg Wichita, KS 67209
Lot 5 except the East 49' and all of Lot 6		"	Same As Above
Lots 1 & 2		Cumley's 2nd Addition	Same As Above
East 146' of the North 150' of Lot 3		"	✓ Colby B. Sandlian 435 N. Broadway Wichita, KS 67202
Lot 4		"	✓ Scotsman "8" Inn, Inc. 8136 E. Kellogg Wichita, KS 67207
Lot 1		Sandlian 9th Addition	✓ Barbara J. Fry, Trustee of the Barbara J. Fray Trust 3946 S. Broadway Wichita, KS 67216
East 105' of Lot 1		Jenkins 5th Addition	✓ James H. Stevens Ann M. Stevens 702 N. Doreen Wichita, KS 67206
Lot 1 except the East 105'		"	✓ June Friedman 7026 Timberon Lane Wichita, KS 67206
Lot 2		"	✓ Dennis N. Dillon 1562 Nottingham Lane Wichita, KS 67204
Lot 3		"	OK Wichita Inns Inc. 6150 W. Kellogg Wichita, KS 67209
Lots 1 & 2		Variant Addition	✓ Variant Corporation 6235 W. Kellogg Wichita, KS 67209
Beginning at the SW/c of Lot 1; th. North 241.14' to a point 350' South of the NW/c; th. East 200'; th. South 223.6' to the SW/c; th. SW'ly 201.2' to p.o.b.		Sandlian's 2nd Addition	Same As Above
Lot 1, except above description.		"	✓ Sauder Service Center, Inc. 6333 W. Kellogg Wichita, KS 67209

Lot	Block	Addition	Property Owner
Lot 1		Una Johnson Addition	Una C. Johnson ✓ 546 S. Christine Wichita, KS 67218
Reserve A		Wichita Municipal Airport Addition	Wichita Airport Authority ✓ 2173 Air Cargo Rd. Wichita, KS 67209
Lot 12	Block J	Rolling Hills Mesa	Board of Park Commissioners ✓ 455 N. Main Wichita, KS 67209
<p>Lot 1, Mesker's Airport Addition, except that portion beginning at the NW/c of Lot 1; th. east 350 feet along the north lot line to the center line of the north-south 10 foot Kansas Gas and Electric Company easement; th. south parallel to the west line of said Lot 1 to the south line of Lot 1; th. west on the south lot line to the SW/c of Lot 1; th. north along the west line of Lot 1 to the p.o.b.</p>			<p>U-Drive-It Systems Corporation, Inc. ✓ 6515 West Irving Wichita, KS 67277</p>
Lot 2		Mesker's Airport Addition	✓ Boulevard State Bank 2300 E. Lincoln Wichita, KS 67211
Lot 2		Thrifty 2nd Addition	<p>Donald N. & Jean H. Girrens ✓ 454 Fairhaven Rd. Wichita, KS 67209 AND Nicholas M. & Nancy Ann Mohr ✓ 12501 W. 29th St. North Wichita, KS 67209 AND Kenneth R. and Mary Ellen Reichenberger ✓ 501 S. Summitlawn Wichita, KS 67209 AND Justin J. & Elizabeth L. Orth ✓ 1515 Yucca Place Wichita, KS 67209 AND Janet F. Warrender ✓ 846 N. Maize Rd. Wichita, KS 67209</p>
Lots 1 & 2		Wilbur Walker Addition	✓ Sheplers Inc. 6501 W. Highway 54 Wichita, KS 67209
Lots 1, 2 & 3		Western 3rd Addition	✓ C. A. Doolittle Jr. Patricia B. Doolittle 2416 Coolidge Wichita, KS 67204
Lot 4		"	✓ Wesley E. Stein Marietta Stein 2345 McLean Blvd. NW Wichita, KS 67204

Lot	Block	Addition	Property Owner
Lot 1		Doolittle Addition	Charles A. Doolittle Patricia B. Doolittle 2416 Coolidge Wichita, KS 67204
Lot 1		Woolf Addition	Frank E. Woolf Martha A. Woolf 10 Sequoia Dr. Wichita, KS 67206
Lot 1		Fleming 1st Addition	Larry Fleming 6 Hampton Rd. Wichita, KS 67206

That part of Lot 1, Air Park 2nd Addition, described as beginning at the SW/c thereof; th. NW'ly, along the west line of said Lot 1, and along a curve to the left having a radius of 209.68 feet, a central angle of 26°47', an arc length of 98.02 feet and a chord bearing N13°23'30"W, 97.13' to a point of reverse curvature; th. continuing N'ly along the west line of said Lot 1 and along a curve to the right having a radius of 209.68 feet, a central angle of 26°47', an arc length of 98.02 feet and a chord bearing N13°23'30"W, 97.13 feet to the point of tangency of said curve; th. continuing north, along the west line of said Lot 1, being a line tangent to said curve, and bearing N00°E, 15.86 feet; th. N90°E, 255 feet; th. S00°W, 200 feet to a point on the south line of said Lot 1; th. west along the south line of said Lot 1, and bearing S88°41'W, 210.06 feet to the p.o.b.

McDonald's Corporation
One McDonald Plaza
Oak Brook, ILL 60521

Lot 1, Air Park 2nd Addition except the north 404.08 feet thereof and except that part of Lot 1, Air Park 2nd Addition, described as beginning at the SW/c thereof; th NW'ly along the west line of said Lot 1, and along a curve to the left having a radius of 209.68 feet, a central angle of 26°47', an arc length of 98.02 feet and a chord bearing N13°23'30"W, 97.13 feet to a point of reverse curvature; th. continuing N'ly, along the west line of said Lot 1 and along a curve to the right having a radius of 209.68 feet, a central angle of 26°47', an arc length of 98.02 feet and a chord bearing N13°23'30"W, 97.13 feet to the point of tangency of said curve; th. continuing north, along the west line of said Lot 1, being a line tangent to said curve, and bearing N00°E, 15.86 feet; th. N90°E, 255'; th. S00°W, 200 feet to a point on the south line of said Lot 1; th. west along the south line of said Lot 1, and bearing S88°41'W, 210.06 feet to the p.o.b. AND except the east 20 feet of the south 400 feet of Lot 1, Air Park 2nd Addition.

Wal-Mart Properties, Inc.
701 S. Walton Blvd.
Hwy. 71
Bentonville, AK 72716

Lot	Block	Addition	Property Owner
Lot 1,	Air Park 2nd Addition,	except those parts of said addition described on Pg. 10 of this list.	Kandy-Man Sales, Inc. 8020 E. Central Wichita, KS 67206
Lot 1	except the West 200' of the South 500' (and except the East 20' of the South 400' of Lot 1, Air Park 2nd)	Air Park 3rd Addition	Same As Above
The West 200' of the South 500' of Lot 1 and the East 20' of the South 400' of Lot 1, Air Park 2nd		"	Four of Wichita, Inc. 60 Longboat Club Road #84 Longboat Key, FL 33548

Tract Description

The West 5 acres of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27S, Rge. 1W, except the South 630' thereof; and except the North 280' of the South 950' thereof; except the East 30' and except the North 40' thereof for road purposes.	✓	Liebl and Brown Partnership 3703 W. Douglas Wichita, KS 67213
The North 75' of the South 330' of the West 5 acres of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1W, except the East 30' for road.	✓	Terry A. Richards Cathy L. Richards 2920 N. Ridge Road Wichita, KS 67209
The North 75' of the South 255' of the West 5 acres of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1 W.	OK	Variant Corporation 6235 W. Kellogg Wichita, KS 67209
The North 140' of the South 950' of the West 5 acres of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1W, except the East 30' for road.	✓	Guaranteed Homes Sales, Inc. 345 Maple Wichita, KS 67209
The S $\frac{1}{4}$ of the N $\frac{1}{4}$ of the East 5 acres of the West 15 acres of the N $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1W.	?	Max King Address Unknown 1582 N. Brunswick Wichita, KS 67212
The North 150' of the South 480' of the West 5 acres of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1W, except the East 30' for road.	✓	Charlton Izard Jr. Helen M. Izard 415 Maple Lane Wichita, KS 67209
The North 75' of the South 180' of the West 5 acres of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1W.	✓	Horace Edwin Medlin Carolyn K. Medlin 445 Maple Lane Wichita, KS 67209
The S $\frac{1}{4}$ of the East 5 acres of the West 15 acres of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1W.	OK	Robert J. LaCount Doris O. LaCount 328 S. Arapahoe Wichita, KS 67209
The North 150' of the South 630' of the West 5 acres of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1W, except the East 30' for street.	✓	Anita Marie George Milton George III 401 Maple Lane Wichita, KS 67209

Tract Description	Property Owner
The North 75' of the South 105' of the West 5 acres of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1W.	✓ Virgil Simons Beverly Simons 455 Maple Lane Wichita, KS 67209
The North 140' of the South 810' of the West 5 acres of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1W subject to 30' for road easement on the East.	✓ William E. Robinson Emma A. Robinson 1457 Otis Wichita, KS 67214
The S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Sec. 27, Twp. 27S, Rge. 1W, except therefrom beginning at a point on the North line of U.S. Hwy. 54 as condemned in Case #A-38302, 40' West of the East line of the NW $\frac{1}{4}$ of said Sec. 27; th. North parallel to the East line of said NW $\frac{1}{4}$ a distance of 200'; th. West parallel to the North line of said U.S. Hwy. #54 a distance of 1281.8' more or less to a point on the West line of the E $\frac{1}{2}$ of said NW $\frac{1}{4}$ of Sec. 27; th. North along said West line of the E $\frac{1}{2}$ of the NW $\frac{1}{4}$ a distance of 50'; th. West parallel to the North line of U.S. Hwy. #54 a distance of 200'; th. South 250' to the North line of U.S. Hwy. #54; th. East along said North line of U.S. Hwy. #54 a distance of 1481.7' more or less to beginning and except therefrom the West 197' of the North 630' of the S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of said Sec. 27, and except therefrom the East 217' of the West 414' of the North 180' of the S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Sec. 27, Twp. 27S, Rge. 1W, and except therefrom Air Park Addn. to Wichita, Sedg. Co., KS.	✓ Henry B. Dugan Nancy Dugan 602 S. Ridge Road Wichita, KS 67209 AND Donald N. Girrens Jean H. Girrens 454 Fairhaven Rd. Wichita, KS 67209 AND Nicholas M. Mohr Nancy Ann Mohr 12501 W. 29th St. North Wichita, KS 67209 AND Kenneth R. Reichenberger Mary Ellen Reichenberger 501 S. Summitlawn Wichita, KS 67209 AND Justin J. Orth Elizabeth L. Orth 1515 Yucca Place Wichita, KS 67209 AND Wayne L. Sanchez Janet F. Sanchez 846 N. Maize Rd. Wichita, KS 67209
The North 629.58' of the East 5 acres of the West 15 acres of the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1 West.	✓ Joseph Clithero Jr. Lois J. Clithero 5827 Maple Wichita, KS 67209
The North 2 $\frac{1}{2}$ acres of the West 5 acres of the East 10 acres of the West 15 acres of the East 40 acres of the N $\frac{1}{2}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1 West.	✓ James T. Sanders Via Roma #43 Wichita, KS 67230
The S $\frac{1}{2}$ of the S $\frac{1}{2}$ of the West 5 acres of the East 10 acres of the West 15 acres of the East 40 acres of the N $\frac{1}{2}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1 West.	✓ Robert L. Liebl 7712 Harmony Ct. Wichita, KS 67209
The N $\frac{1}{2}$ of the S $\frac{1}{2}$ of the West 5 acres of the East 10 acres of the West 15 acres of the East 40 acres of the N $\frac{1}{2}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1 West.	Gene N. Reed Janice D. Reed 702 S. Julia Wichita, KS 67209

Tract DescriptionProperty Owner

Beginning 310.1' East of the NW/c of the East 10 acres of the West 40 acres of the N $\frac{1}{2}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1 West said point being 1300.1' East of the NW/c of the NE $\frac{1}{4}$; th. South 1318.33' to the South line of said N $\frac{1}{2}$; th. East 187.1'; th. North 1318.25' to the Sec. line' th. West 189.27' to p.o.b. except part platted into West Maple Gardens.

Eli R. McClenahan Jr.
Phoebe L. McClenahan
5929 Maple
Wichita, KS 67209

Beginning at a point on the North line of said NE $\frac{1}{4}$, said point being being 1250' East of the NW/c of said NE $\frac{1}{4}$; th. South a distance of 375; th. East 50.1'; th. North 375'; th. West 50.1' to p.o.b. except the North 212.5' thereof.

Thomas Lee Ricke
6005 Maple
Wichita, KS 67209

Tract beginning at the NW/c of the East 10 acres of the West 40 acres of the N $\frac{1}{2}$ of the NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1 West, said point being 990' East of the NW/c of the NE $\frac{1}{4}$; th. South 271.14'; th. East 165'; th. South 103.86'; th. East 95'; th. North 375' to the North line of said NE $\frac{1}{4}$; th. West 260' to p.o.b., except the West 30' thereof for street.

Samuel R. Jones
Kay Jones
6023 Maple
Wichita, KS 67209

A tract in the SE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1 West described as: That part of the said Quarter Section lying South of U.S. Highway 54 r/o/w and North of North r/o/w line of Wichita and Western now A.T.S.F. Railroad except the East 2515.8' thereof and except the North 200' thereof.

Drys Inc.
c/o Re McElroy Inc.
Suite 100
3609 Smith Barry Rd.
Arlington, TX 76013

Beginning at a point on the south line of U.S. Highway 54 as condemned in District Court Case #A-38302, said point being 475 feet east of the west line of the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Sec. 27, Twp. 27S, Rge. 1W of the 6th P.M., Sedg. Co., KS; th. south 345 feet; th. east parallel to the south line of U.S.Hwy. 54, a distance of 300 feet; th. North 345 feet; th. west along the south line of said U.S. Hwy 54, a distance of 300 feet to the p.o.b.

Branding Iron Motel, Inc.
6601 W. Highway 54
Wichita, KS 67209

The east 125' of the west 225' of the following tract: Beginning at a point on the south line of U.S. Highway 54 as condemned in Case A-39302, said point being 775 feet east of the west line of of the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Sec. 27, Twp. 27S, Rge. 1W of the 6th P.M., Sedg. Co., KS; th. east on the south line of Hwy., 507 feet to a point 40 feet west of the east line of the E $\frac{1}{2}$ of the SW $\frac{1}{4}$; th. south 345 feet; th. west 506.6 feet to a point 775 feet east of the west line of the E $\frac{1}{2}$ of the SW $\frac{1}{4}$; th. north 345 feet to beginning.

Sheplers, Inc.
6501 W. Highway 54
Wichita, KS 67209

Tract Description

Property Owner

The West 100 feet of a tract described as beginning at a point on the south line of U.S. Highway 54 as condemned in District Court Case No. A-38302; said point being 775 feet east of the west line of the E½ of the SW¼ of Sec. 27, Twp. 27S, Rge. 1W of the 6th P.M., Sedgwick County, KS; th. east along the south line of said highway a distance of 507 feet to a point 40 feet west of the east line of said SW¼; th. south 345 feet; th. west, parallel to the south line of said U.S. Hwy. 54 a distance of 506.6 feet, to a point 775 feet east of the west line of the E½ of said SW¼; th. north 345 feet to the p.o.b.

MC Branding Iron Motel, Inc.
6601 W. Highway 54
Wichita, KS 67209

We hereby certify the foregoing to be a true and correct list of the property owners of the hereinbefore described lots and tracts within a 1000 foot radius of:

Air Park 2nd Addition and Air Park 3rd
Addition to Wichita, Kansas, Sedgwick
County, Kansas.

as shown by the last deed of record on file in the Office of the Register of Deeds, Sedgwick County, Kansas, on the 5th day of August, 1985, at 7:00 o'clock A.M.

THE SECURITY ABSTRACT AND TITLE COMPANY, INC.

Mary Hable

By

Sr. Vice-President

Order No: 348515

nj

FORM 29-031

PAYMENT NOTICE
City of Wichita

Bldg.	Use of Str.	Code Bks	Copies
Elec	Elev. Insp.	Hse Moving	Lic.
Mech	Boiler Insp.	Pav. Cuts	Cert.
Plbg	Exam Fees	Sewer	Elev.
Signs	Plan Rev. (P.W.)	Cement	M.S.P.

Planning

DESCRIPTION 500 - AMOUNT

NAME

ADDRESS

FUND

DUE DATE

COMMENTS

DATE

BY

*

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

Roll # 1

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