

DP-151

THE DUGAN CENTRE COMMERCIAL C.U.P.
Generally located between Kellogg and
Taft on the west side of Dugan Road.

DP-151 - THE DUGAN CENTRE COMMERCIAL
C.U.P. - Generally located between Kel-
log and Taft on the west side of Dugan
Road.

POSTED 12-3-85 KAL

ACTION

DATE

COMMITTEE

M.A.P.C. *Deferred 2 weeks. 3-6-86*
M.A.P.C. *Approval sent to committee 3-20-86*
B.C.C./B.C.O.C. *Approved 4-15-86*
All conditions as recorded

Supervised by #17
DP-151 (amended)

DATA SHEET

Z- _____
 SCZ- _____
 CU- _____
 DR- _____
 DP- 151

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

APPLICATION DATA: Map No. 5046 A

1. General Location: Between Kellogg and Taft on the west side of Dugan Road

2. From _____ to _____

3. Proposed Use: _____

4. DP Name: THE DUGAN CENTRE COMMERCIAL COMMUNITY UNIT PLAN

5. Applicant: Nancy Dugan
 Address 602 South Ridge Road, Wichita, KS. 67209 Phone _____

Applicant: Donald N. and Jean H. Cirrens
 Address 454 Fairhaven Road, Wichita, KS. 67209 Phone 942-2221

Applicant: Nicholas M. and Nancy A. Mohr
 Address 12501 West 29th Street North Phone _____

Applicant: Kenneth R. and Mary E. Reichenberger
 Address 501 South Summitlawn, Wichita, KS. 67209 Phone _____

Applicant: Justin J. and Elizabeth L. Orth
 Address 1515 Yucca Place, Wichita, KS. 67209 Phone _____

Applicant: Wayne L. and Janet F. Sanchez
 Address 20411 West 13th Street North, Wichita, KS. 67052 Phone _____

6. Agent: Roger Sherwood
 Address 833 North Vaco, Wichita, KS. 67203 Phone 267-1281

Agent: Baughman Company, P.A.
 Address 330 Laura, Wichita, KS. 67211 Phone _____

AREA DATA:

1. Acres: 60.5 (859' ft. by (irregular) 2400' ft.)

2. Adjoining Zoning: N "AA" S "LC"6"C" E "C" W "AA"6"LC"

3. Land Use: North _____ East _____
 South _____ West _____

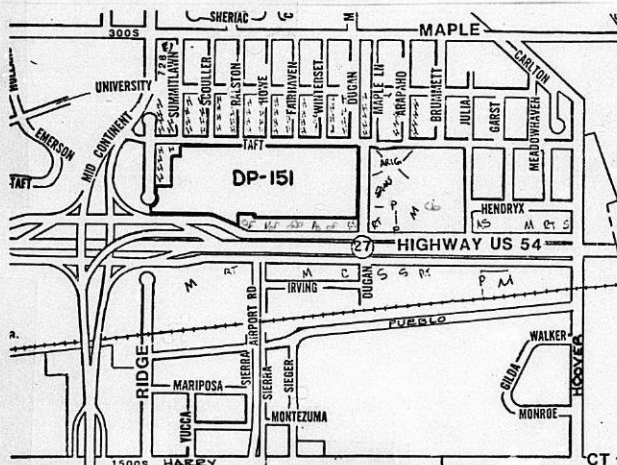
PICTURE SHEET

PHOTO DATA:

Taken by PK Date 2-25-86 Time 12 PM

NOTES:

T9-214-2



LOG ABSTRACTED FROM THE ORIGINAL RECORDS OF THE
 WICHITA COUNTY RECORDS DEPARTMENT, WICHITA, KANSAS
 No. 2153C
 SHERMAN
 U.S.A.

DATA SHEET

Z- _____
 SCZ- _____
 CU- _____
 DR- _____
 DP- 151

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

APPLICATION DATA: Map No. 5046 A

- General Location: Between Kellogg and Taft on the west side of Dugan Road
- From _____ to _____
- Proposed Use: _____
- DP Name: THE DUGAN CENTRE COMMERCIAL COMMUNITY UNIT PLAN
- Applicant: Wayne Sanchez
 Address 846 North Maize Road, Wichita, Kansas 67209 Phone 722-6118
- Agent: Baughman Company, P.A. c/o Bill Korber
 Address 330 Laura, Wichita, Kansas 67211 Phone 262-7271

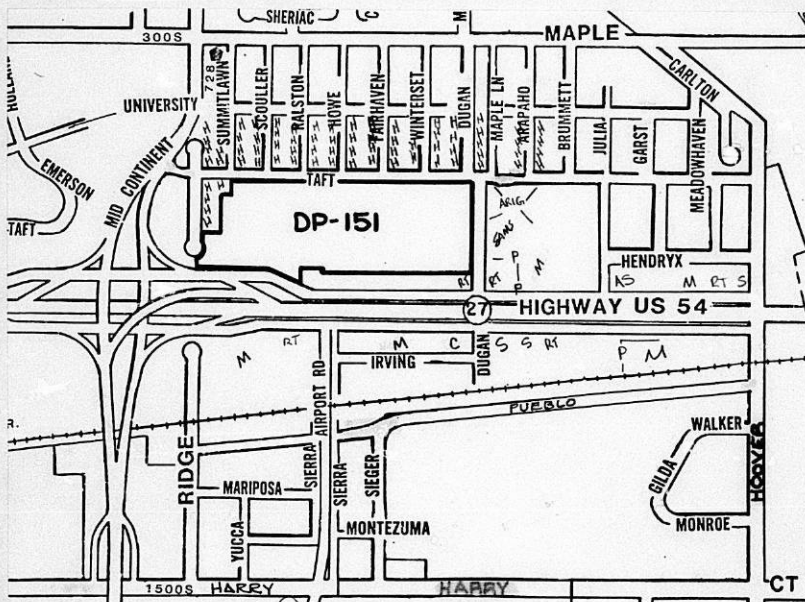
AREA DATA:

- Acres: 60.5 (85' (irregular) ft. by 2400' ft.)
- Adjoining Zoning: N "AA" S "LC" & "C" E "C" W "AA" & "LC"
- Land Use: North _____ East _____
 South _____ West _____

PICTURE SHEET

PHOTO DATA:

Taken by _____ Date _____ Time _____



NOTES:

Superseded

LOS ANGELES, CHICAGO, COLUMBIA, OHIO
 MEMPHIS, NEW YORK, ST. LOUIS, MO.
 U.S.A.

Speed
 No. 2-153C

WICHITA - SEDGWICK COUNTY



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1668
(316) 262-4551

July 25, 1986

Mr. John Magnuson
Construction Manager, Terra Venture
Real Estate Development & Investments
6600 College Boulevard, Suite 330
Overland Park, Kansas 66211

RE: DP-151 - Parcel 5 - The Dugan Centre Community Unit Plan:
Administrative Adjustment

Dear Mr. Magnuson:

We have received your request for an administrative adjustment of the maximum building coverage allowed for the above-referenced site. Your request for an additional 17,277 square feet of building coverage raises the building coverage above the 80,000 s.f. limit placed on this parcel by General Provision Number 16 on the C.U.P. The C.U.P. limits development of Parcel 5 to 80,000 s.f. of enclosed floor area until January 1, 1991. After that time, development of the remainder of the allowable gross floor area (21,400 s.f.) is permitted. These figures are based on a traffic analysis study conducted when considering this C.U.P.

Although we consider permitted floor area to include all areas of a store, we understand that you consider certain areas within the Builders Square Store proposed for this parcel as not being included in trip generation figures, such as the following areas described in your letter dated July 21, 1986:

Mezzanine - to be used by employees and office personnel only.

Lumber Staging Area - a fenced and roofed area for lumber storage and customer pick-up.

Garden Center - fenced and partially roofed area for garden merchandise sales and storage and other merchandise storage.

As we understand, these areas as well as the receiving and storage areas are typical components in Builders Square Stores. These areas raise the square footage above the maximum coverage permitted at this time on this parcel. However, the traffic consultant's analysis report of completed Builders Square Stores across the nation, submitted to Bill McKinley, Traffic Engineer for the City of Wichita, indicates the average car traffic

SEDCWICK COUNTY
John Magtuson
July 25, 1986
Page 2


count for their stores are below the standard maximum figure. Therefore, we find the additional square footage of building coverage and enclosed fenced area acceptable in this case.

We feel that this adjustment would not have an adverse affect on adjacent properties nor would it be a substantial deviation from the plan. Our copies of the approved C.U.P. in both the Planning Department and Central Inspection Division will be marked to indicate the changes for the "Maximum Building Coverage" figures under Parcel 5 from 80,000 s.f. or 24 per cent to 97,277 s.f. or 29 per cent. Likewise, General Provision #16 will be changed to read:

Development of Parcel 5 shall be limited to 80,000 square feet of enclosed floor area plus 17,277 square feet of additional mezzanine, lumber staging and garden center. The remainder of the allowable gross floor area plus this permitted non-enclosed area may be enclosed for use after January 1, 1991.

Our signatures below indicate that an adjustment is granted to permit additional square footage in Parcel 5 and the changes in the wording of General Provision #16.

Sincerely,


Michael E. Lindebak
Interim Director of Planning


Monty Robson, Superintendent
of Central Inspection

MEL/MR/BRB:blw

cc: Paul M. Bertrand, P.E., Larkin Associates, 9233 Ward Parkway,
Suite 300, Kansas City, MO. 64114
Lawrence H. Furman, Furman & Furman Architects,
175 Great Neck Road, Great Neck, N.Y. 11021
Art Harden, Project Engr., Columbia Engineering & Services, Inc.
5775A Glenridge Drive, Suite 202, Atlanta, GA. 30328
Michael Morton, Sr. Vice-President, Builders Square, 100 Gill Road
San Antonio, Texas 78201
Bill McKinley, Traffic Engineer, City of Wichita
Brent Wooten, Baughman Company, 315 Ellis, Wichita, KS. 67211
Roger Sherwood, 833 North Waco, Wichita, KS. 67203
Wayne and Janet Sanchez, 20411 W. 13th Street, Goddard, KS. 67052

TERRA



VENTURE

July 21, 1986

Mr. M.E. Lindebak
City of Wichita
Metropolitan Planning
Interior Director of Planning
455 North Main Street
Wichita, Kansas 67202

RE: An Administrative Adjustment

Dear Mr. Lindebak:

On July 18, 1986, I had the opportunity to have a meeting with Mr. Jack Galbraith, Mr. Bill McKinley and Ms. Barbara Bonanni to review the Builders Square site on parcel five of the Dugan property.

In our review of the mezzanine area, which consists of 1,142.7 square feet, I stated that the use of the mezzanine is for employees only. The mezzanine has a break room/locker room, manager's office, a training room, accounting office, two storage rooms, a supply room, two corridors and a stair well.

Our lumber staging area and the garden center consist of an area measuring 15,956.4 square feet. The lumber staging is a fenced area open on three sides, and a roofed area.

Builders Square uses the lumber staging fenced area to protect the storage of the lumber products and to secure their property and merchandise. The lumber staging area will not generate direct sales from this area.

The garden center is a three sided, fenced area with a roof over a portion of the footage. Builders Square will store garden merchandise in this area, and at peak garden times, will generate some sales direct from this area; however, in out of season, this area will be used for storage of other merchandise.

As with the lumber staging area, Builders Square is concerned for the protection of their merchandise, and the security of the property.

Real Estate Development & Investments
6600 College Boulevard / Suite 330 / Overland Park, Kansas 66211 / (913) 345-1078

Mr. M.E. Lindebak
July 21, 1986
Page 2

The roofed area of the lumber staging and garden center is at an elevation of +15'8 $\frac{1}{2}$ " A.F.F., with a slope of 1/8"=1"0" up. The chain link fence is galvanized at 10'0" elevation A.F.F. Proper code required exit devices are installed for the protection of all.

The following will show a square foot usage of the footprint of the Builders Square structure:

Lumber Staging/Garden Center	15,956.4
Mezzanine	1,142.7
Receiving/Storage	10,548.0
Receiving	2,400.0
Sales	67,230.0

I hope that our meeting and the above information will help to resolve any problems we may have. We are looking forward to the construction of this project.

Also, attached is a letter from the traffic consultant for your review. If there are any additional questions, please feel free to contact me.

Sincerely,

TERRA VENTURE, INC.



John R. Magnuson
Construction Manager

JRM/jmt
Enclosure

cc: B. Bonanni
D. Eskie
L. Furman
J. Galbraith
A. Harden
B. McKinley
M. Robson
B. Wooten
File 850501



July 21, 1986

Mr. John Magnuson
Construction Manager
Teraventure
6600 College Blvd., #330
Overland Park, Kansas 66211

Dear Mr. Magnuson:

In response to the questions raised regarding the trip generation potential of the Builder's Square store in Wichita, Kansas, I would like to present the following points of clarification.

- As discussed in our traffic study dated February 12, 1986, the overall capacity analyses and trip generation of the Builder's Square was based on 101,400 s.f. of gross leasable area (see Appendix Tables A-1 thru A-4, Tract D5). This higher floor area was used to determine the total trip generation even though it was assumed that only about 80,000 s.f. of area would be used for store area and about 21,400 s.f. would be used for outdoor storage of lumber and materials.
- The last paragraph on page 11 of the 2-12-86 report indicates that the 21,400 s.f. of storage area would not be expected to generate traffic like normal store area. This was discussed with the city staff and officials and it was agreed that the Phase One development of the Dugan/Landing C.U.P.'s should be based on the construction of about 80,000 s.f. of hardware store and about 75,300 s.f. of other retail stores; and that the 21,400 s.f. of outdoor area would not be included unless it was enclosed with walls.
- It is generally accepted that outdoor storage and open sheds at auto dealers, lumber yards, and other material supply businesses are not included in trip generation characteristics of the site.
- The trip generation rates used in the study analyses were based on national studies for hardware/paint stores and not on measured rates for Builder's Square stores. Builder's Square representatives contend that their actual rates are lower than our assumed rates.

PRINCIPALS:
KENNETH J. VAUGHN, PE
PRESIDENT
ROBERT A. VAN WYK, PE
GLENN C. GRAY, PE
WALLACE W. BEASLEY, PE
ROBERT W. LAMBERTON, PE
DAVID V. OWSLEY, PE
M. CLARK THOMPSON, PE
PAUL E. URSCH, PE

ASSOCIATES:
DONALD T. GARDNER, PE
PAUL M. BERTRAND, PE

1946-1986
OUR
40th YEAR
KENNETH H. LARKIN
FOUNDER, 1908-1973

Mr. John Magnuson
July 21, 1986
Page Two

- The critical trip generation rates which were used to analyze the Builder's Square impact include 2.5 trips per 1000 s.f. in and 2.4 trips per 1000 s.f. out during the evening peak hour period. Even if the building area were increased by 10 percent, or about 8,000 s.f., the impact would only be about 20 more vehicles in and out. This should not create a significant impact on the ingress or egress of any of the access points to the site.

We hope that these comments will provide additional information to assist with the completion of your project.

Sincerely,



Paul M. Bertrand, P.E.

PMB:lf



100 GILL ROAD
SAN ANTONIO, TEXAS 78201
512-734-5151
TELEX #767316

July 22, 1986

FEDERAL EXPRESS
Airbill #714063243

Mr. John Magnuson
Terra Venture
6600 College Blvd.
Suite 330
Overland Park, KS 66211

Re: Customer Traffic
Existing Stores

Dear John:

Mr. Larry Furman has requested that I provide you with the following information for Builders Square stores. For the week ended July 13, 1986, customer counts varied from a low of 5,800 to a high of 13,700. Customer count reflects actual closed transactions in each store. Builders Square is open 90 hours per week, from 7:30 AM to 9:00 PM Monday through Saturday and 10:00 AM to 6:00 PM on Sunday. This would place average customer count (e.g., car traffic count) from a low of 64.4 cars per hour to a high of 152.2 cars per hour. The week of July 13 represented an average week for Builders Square.

Should you require further clarification, please do not hesitate to call.

Sincerely,

BUILDERS SQUARE, INC.

Michael R. Morton
Senior Vice President
Development

dw

cc Mr. Larry Furman

RECEIVED

JUL 23 1986

TRAFFIC ENGINEERING
DIVISION

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-151 - The Dugan Centre Commercial C.U.P. Located
between Kellogg and Taft on the west 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. Any parcel within this C.U.P. shall be platted prior to issuance of building permits within that parcel and within two years after City Commission approval (April 15, 1988).

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,

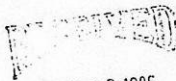
F. J. Reid, P. E.
Chief of Traffic Engineering

Fred E. Terry - DU

Fred E. Terry, P. E.
Traffic Engineer

FJR:FET:du
Attachment

cc: Mr. Wade Culwell, District Five Engineer



MAY 08 1986

TRAFFIC ENGINEERING
DIVISION

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

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 obtained
to about
mid 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. Cirrens, 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 Phillips 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 DOT 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. 34 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.

Revise Alternate #1 to reflect a turn around for south bound traffic on Dugan.

Continue to work with Tom Poulos and Wexler to reflect as accurate as possible the location of the curb cuts.

Approval of Alternate #1 plan by KDOT prior to forwarding onto the Board of City Com.

Work toward solving a better solution of what are and off - near Julia as part of the improvements of the C.U.P.'s -
Delimitate a better solution for that area.

9-0

Ernie Miller -

Watson - approve what

approve or recommend.

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. Cirrens, 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
Ruby Ast, 514 Julia, Wichita, KS 67209
Everett Fettis, 120 S. Market, Suite 504, Wichita, KS 67202
Randy Byers, c/o Phillips Petroleum, 5624 W. Kellogg, Wichita, KS
67209
Doris Lacount, 351 S. Arapho, Wichita, KS 67209
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
Josefa Sang, 424 S. Winterset, Wichita, KS 67209
Jacqueline Ehresman, 420 Howe, Wichita, KS 67209
Skeets Winkler, President, Traffic Commission
Bill McKinley, City Traffic Engineer

TERRA

VENTURE

March 5, 1986

Metropolitan Area Planning Commission
City Building - 10th Floor
455 No. Main
Wichita, KS 67202

Dear Commissioners:

Unfortunately, conflicting schedules have prevented me from attending this March 6th commission hearing; however, please don't let my absence reflect upon my interest in your proceedings and decisions. John Magnuson, who is the President of Terra Venture Construction, is attending this meeting and will verbally speak on behalf of Terra Venture and Builders Square.

I would like to briefly explain our position. We optioned land from the Dugan family in April 1985 and were prepared to start construction on the Builders Square in August with a store opening in the Spring of 1986. As you can see, it is almost Spring 1986 and we are still up in the air as to when we can start construction.

With the land already zoned and the Dugan family's willingness to cooperate with a benefit district to improve Dugan (which benefit district has been filed for in 1972 with no current action), we saw no basic delays and proceeded with our final architectural drawings and site engineering. To date we have invested several thousand dollars on drawings, etc. and have a lease with Builders Square.

I can certainly understand that Dugan Street and the Kellogg/Dugan intersection needs improvement. The need for the improvement is there today regardless of what happens to Builders Square. The intersection today is a serious hazard to the general public. Builders Square is not the bad guy who is causing the problem. In fact, we are the ones who are willing to assist in correcting an existing liability to the area (the intersection).

The City Traffic Engineer's staff has for years had a plan that reflects major changes to Kellogg which affect the frontage roads from Dugan to Julia. In fact, these plans reflect Dugan Street being closed to access from Kellogg and the frontage road to the south.

Real Estate Development & Investments
6600 College Boulevard/Suite 330/Overland Park, Kansas 66211/(913) 345-1028

Metropolitan Area Planning Commission
Wichita, Kansas

Page 2
March 5, 1986

The Dugan family was requested by the City to provide a traffic study. This study now allows Dugan Street to remain open for access to the frontage road on the south side of Kellogg. If Dugan would have been closed, all of the business (i.e., Wendy's, McDonald's, Sam's Wholesale Club, etc.) would have been severely damaged. My point is that our development of Builders Square has hopefully corrected what could have been a disaster to the area businesses as it relates to the intersection of Kellogg and Dugan.

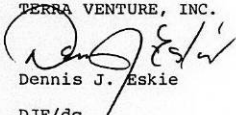
I doubt if there is any way to make everyone happy along the frontage road north of Kellogg; however, in the interest of public safety, something needs to happen to the intersection of Kellogg and Dugan today. I realize that your commission can make no final decisions about street improvements until a recommendation is received from the Traffic Commission. However, I would respectfully request that the commission take action on the CUP subject to final traffic approval.

By giving tentative approval, you would allow us to stay on schedule and get us into this Spring construction season.

Thank you for your consideration.

Sincerely,

TERRA VENTURE, INC.

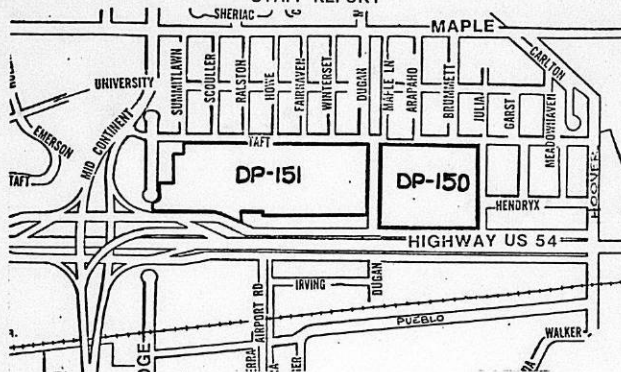


Dennis J. Eskie

DJE/dc

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)

	Land Use	Zoning
Application Area	Motel, Restaurant, Discount store, & Undeveloped	"C"
North	Single-family houses	"AA"
South	General businesses	"LC" & "C"
East	Auto agency & single-family houses	"C" & "AA"
West	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.

SHERWOOD & HENSLEY
ATTORNEYS AT LAW
RIVERFRONT PLACE - 833 N WACO
P. O. BOX 830
WICHITA, KANSAS 67201

ROGER SHERWOOD
WILLIAM A. HENSLEY
KURT A. HARPER
BRYCE A. ABBOTT

267-1281
AREA 316

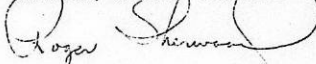
February 21, 1986

To All Persons Interested In Proposed Traffic Design on the Dugan
Centre and The Landing Commercial Community Unit Plans.

Please be advised that an informal meeting has been scheduled
for Thursday, February 27, at 3:00 p.m. at the City Building, in
the Board Room on the first floor. This meeting is being held at
the suggestion of the Traffic Commission to discuss the proposed
traffic design near Kellogg and Dugan.

Respectfully yours,

SHERWOOD, HENSLEY & HARPER



ROGER SHERWOOD

RS:eaf

RECEIVED

FEB 24 1986

TRAFFIC ENGINEERING
DIVISION

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.

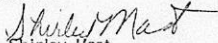
The agents, Roger Sherwood, and Brent Wooten and City Traffic Engineer, William McKinley, were present to discuss the proposed development plans and respond to questions. Approximately sixty (60) adjoining property and business owners were present concerning the development plans. Of the persons who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

- 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

KANSAS DEPARTMENT of TRANSPORTATION

STATE OFFICE BUILDING—TOPEKA, KANSAS 66612—1568

JOHN B. KEMP, Secretary of Transportation

JOHN CARLIN, Governor



February 17, 1986

US-54 & Dugan
City of Wichita
Sedgwick County

Mr. William G. McKinley
Traffic Engineer
City Hall-7th Floor
455 North Main
Wichita, Kansas 67202

Dear Mr. McKinley:

The Kansas Department of Transportation has reviewed the City's proposed interchange concept at US-54 and Dugan.

Attached is a copy of a memorandum from our Design Bureau outlining the major points of concern. Overall, we believe this proposal will provide a definite improvement to traffic operations and safety along this section of US-54.

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

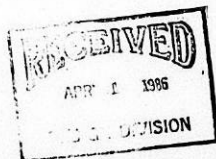
Very truly yours,

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

Fred E. Terry
Fred E. Terry, P. E.
Traffic Engineer

FJR:FET:du
Attachment

cc: Mr. Wayne T. Luallin, Engineer of Consulting Services
Bert H. Stratmann, Consulting Services Squad Leader



RECEIVED

FEB 19 1986

TRAFFIC ENGINEERING
DIVISION

Kansas Department of Transportation

February 13, 1986

US-54 at Dugan Street
in Wichita
Sedgwick County

MEMORANDUM TO: MR. F. J. REID, P.E., CHIEF
BUREAU OF TRAFFIC ENGINEERING

ATTENTION: Mr. Fred Terry, P.E.
Traffic Engineer

SUBJECT: Proposed Interchange on US-54 at Dugan and
Julia Streets in Wichita, Kansas

In a meeting on January 29, 1986 with Wichita officials/representatives from Baughman Co., an interim intersection design and a proposed future interchange design in the vicinity of Dugan Street and Julia Street at US-54 highway was presented by Mr. Paul Bertrand of Larkin and Associates. Those attending the meeting are on the attendance sheet attached herewith.

At that meeting it was requested that the KDOT Bureau of Design examine the geometrics of the proposed future interchange proposal to see how it compares with current AASHTO standards. The interim intersection proposal was to be reviewed by the KDOT Bureau of Traffic Engineering without further input from the Bureau of Design.

It is understood that the original design of US-54 in this area was designed to the less stringent (AASHTO Blue Book) standards that were acceptable for federal funding at that time. Since the original construction was completed, some interim projects have been completed by the City of Wichita, at their expense, to improve traffic patterns in this area.

The entire length of US-54 in Wichita from Tyler Road on the west to Rock Road on the east has undergone a number of changes to permit commercial development and improve traffic flow as much as possible. These changes, although worthwhile improvements, were built to less than desirable standards. With this as a background the proposed future interchange at Julia and Dugan will be discussed.

- A. VERTICAL ALIGNMENT: We find that the vertical alignment of this proposal is satisfactory according to all standards. However, if these grades were changed to increase bridge clearances at Julia and Dugan Street the grade change would have to be re-examined. At the present time KDOT criteria calls for 16'-4" desirable clearance be maintained at all bridges. However, since other clearances along this route are less, KDOT would likely approve a minimum clearance of 14'-6". The traffic patterns at Julia and Dugan indicate that it will be necessary

February 13, 1986

to minimize all visual obstructions. Therefore, it is recommended that the US-54 bridges over Julia and Dugan be two and no more than three span structures thus minimizing the visual obstructions caused by piers.

- B. **HORIZONTAL ALIGNMENT:** The horizontal alignment with 12' lanes and 10' shoulders on US-54 meets all standards. When lanes are reduced from 12' to 11' this is less than desirable. However, since the project just to the east at West Street and US-54 uses 11' lanes, KDOT would most likely approve 11' lanes with 10' outside and 6' inside shoulders.
- C. **SLIP RAMPS:** Slip ramps are not the desirable method of creating interchanges by current AASHTO standards. Certainly federal-aid projects would probably not allow such construction except on a design exception basis. However, the constraints of right of way and adjacent commercial development would lead to excessive if not impossible project costs if other interchange options are considered; therefore, KDOT would likely approve a project with slip ramps if they were used in conjunction with one-way frontage roads. Another obstacle in the design of this interchange is the proximity of slip ramps to the I-235 ramps on the east and the Ridge Road interchange ramps on the west. The areas between these ramps and the slip ramps are weaving areas and subject to those design requirements. The AASHTO standards in existence when the Ridge Road and I-235 interchanges were built showed that the distance between entrance and exit ramps should be 800' for a 55 mph design speed. The present AASHTO standard published in the Green Book dated 1984 recommends a minimum distance of 1600' regardless of design speed. Without further discussion it is evident that although the weaving distances exceed previous AASHTO standards, they do not meet present AASHTO standards. Various analyses have been accomplished all resulting in this conclusion. If this interchange proposal versus a "no-build" alternate is considered, it is apparent that the new interchange would provide a safer more efficient traffic facility for the public. Thus, considering right of way and economic restraints, KDOT would likely approve a Wichita project for this interchange even though it would be a "design exception" to present standards. It is recommended that all slip ramp acceleration/deceleration lanes be carried as auxiliary lanes between I-235 and Ridge Road interchange entrance and exit ramps. It is further recommended that GREAT type impact attenuators be placed at the nose of the exit slip ramps of the proposed interchange.
- D. **DUGAN ROAD RAILROAD CROSSING:** It is recommended that signalization at the Dugan Road and AT & SF Railway crossing be investigated to determine if signals are warranted.

memo to Mr. Reid

-3-

February 13, 1986

This KDOT review and our subsequent concurrence would depend upon the City of Wichita being able to administer, design and construct this proposed project.

MARK T. ROBERTS, P.E.
CHIEF, BUREAU OF DESIGN

BY 
BERT H. STRATMANN, P.E.
CONSULTING SERVICES SQUAD LEADER

BHS:js

cc: Mr. Wayne T. Luallin, Engineer of Consulting Services

SHERWOOD & HENSLEY

ATTORNEYS AT LAW
RIVERFRONT PLACE - 833 N WACO
P. O. BOX 830
WICHITA, KANSAS 67201

ROGER SHERWOOD
WILLIAM A. HENSLEY
KURTA A. HARPER
BRYCE A. ABBOTT

287 1281
AREA 316

February 18, 1986

Metropolitan Area Planning Commission
City Hall, 10th Floor
455 North Main
Wichita, KS 67202

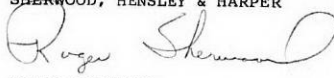
Re: The Dugan Centre
DP-151

Gentlemen:

Please be advised that I represent the Dugan Family in regard to their application to amend the Air Park CUP.

Respectfully yours,

SHERWOOD, HENSLEY & HARPER



ROGER SHERWOOD

RS:eaf

cc: Mr. & Mrs. Wayne Sanchez
Mr. & Mrs. Don Girrens
Mr. & Mrs. Nicholas Mohr
Mr. & Mrs. Kenneth Reichenberger
Mr. & Mrs. Justin Orth
Mr. William G. McKinley, Traffic Engineer

RECEIVED

FEB 19 1986

METROPOLITAN PLANNING

ROUTE _____

CASE NO. DP-151

206

~~79~~

"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, Karen Crook and Carl Gipson.
- 2 One each to Louise and Glen.
- 1 One for the File.

87 TOTAL

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1688

February 11, 1986

NOTICE OF PUBLIC HEARING

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, Wolf 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.

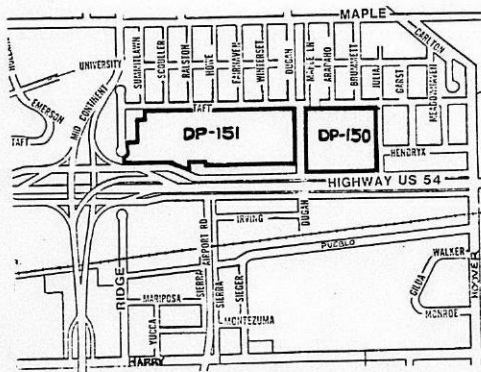
The Development Plans of this area have been submitted as required under the Community Unit Plan provisions of Section 28.04.190 of the Wichita Zoning Ordinance. The Development Plans are on file in the Planning Department Office, Tenth Floor, City Hall, 455 North Main, Wichita, Kansas, and are available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

CPO Council "B" will review these plans at their meeting on Tuesday, February 18, 1986, at 7 p.m. in the Stanley/Aley Community Center, 1749 South Martinson.

Additional information concerning these cases may be obtained from the Planning Department, 10th Floor, City Hall, or by calling 268-4421.



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

OFFICIAL NOTICE

TO WHOM IT MAY CONCERN AND TO ALL PERSONS INTERESTED:

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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 Nancy Dugan et al
Donald N. Girrens (and others see attached sheet)
ADDRESS 454 Fairhaven Road Zip Code 67209 PHONE 942-2221 ext. 558
AGENT Roger Sherwood
ADDRESS 833 N. Waco Zip Code _____ PHONE 267-1281
- B. APPLICANT _____
ADDRESS _____ Zip Code _____ PHONE _____
AGENT Baughman Co. P. A.
ADDRESS 330 Laura Zip Code 67211 PHONE 262-7271
- 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).

see attached sheet

- B. There are 60.5 acres (round to nearest tenth) in the above described property.

FOR OFFICE USE ONLY

Map No. _____ Zoning (N)____(S)____(E)____(W)____ MAPC 3-6-86
T9-330-3 Revised 9/85

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

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

B. On the south side of Taft (Ave.) Street between Ridge Road (Ave.) Street and Dugan Road (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 ABTRACTOR'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 Z. Korb
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

Owners of THE DUGAN CENTRE CUP DP-2

Nancy Dugan
602 S. Ridge Road
Wichita, Kansas 67209

list as main applicant

Donald N. Girrens
Jean H. Girrens
454 Fairhaven Road
Wichita, Kansas 67209

Nicholas M Mohr
Nancy Ann Mohr
12501 W. 29th St. No. 67209

Kenneth R. Reichenberger
Mary Ellen Reichenberger
501 S. Summitlawn
Wichita, Kansas 67209

Justin J. Orth
Elizabeth L. Orth
1515 Yucca Place
Wichita, Kansas 67209

Wayne L. Sanchez
Janet F. Sanchez
20411 W. 13th St.
Goddard, Kansas 67052

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

Legal Description THE DUGAN CENTRE CUP DP-2

The S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Sec. 27, Twp. 27-S, R-1-W,
~~EXCEPT~~ therefrom beginning at a point on the
north line of U S Highway 54 as condemned in
Case #A-38302, 40 feet west of the east line
of the NW $\frac{1}{4}$ of said Sec. 27; thence north parallel
to the east line of said NW $\frac{1}{4}$ a distance of 200
feet; thence west parallel to the north line
of said U S Highway #54 a distance of 1281.8 feet
more or less to a point on the west line of the
E $\frac{1}{2}$ of said NW $\frac{1}{4}$ of said Sec. 27; thence north
along the west line of the E $\frac{1}{2}$ of the NW $\frac{1}{4}$ a distance
of 50 feet; thence west parallel to the north line
of U S Highway #54 a distance of 200 feet; thence
south 250 feet to the north line of U S Highway
#54; thence east along said north line of U S
Highway #54 a distance of 1481.7 feet more or less
to beginning, ~~AND EXCEPT~~ therefrom the west 197
feet of the north 630 feet 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 feet of the
S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Sec. 27; ~~AND EXCEPT~~ therefrom
that part platted as Air Park Addition to Wichita
Kansas; ~~AND EXCEPT~~ therefrom that part taken for
U S 54 Highway right-of-way.

*This legal covers the same
property as the legal originally
submitted. The original
legal is much shorter
follows.*

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

October 8, 1985

Bill McKinley
Traffic Engineering
City of Wichita

Re: Traffic Study and Report
The Dugan Centre and the Landing C.U.P.'s
Dugan & Kellogg.

Bill,

Enclosed are two copies of the required traffic study and report for the commercial developments which will be in two companion community unit plans filed with M.A.P.C.. The two C.U.P.'s planned to be filed will drastically reduce the amount of buildable commercial space available under the current Air Park C.U.P. for property lying between Ridge Road and Julia from Kellogg to Taft.

I have enclosed preliminary copies of the two C.U.P.'s for your review with the study. I might add that presently the only property which is planned for new development out of the proposed C.U.P.'s is parcel 5, The Dugan Centre.

Please review the report and contact me should you require any further information for this project.

Thank You.

Sincerely,

N. Brent Wooten, P.E.

File
NBW/kb

cc: Jack Galbraith ✓
M.A.P.C.

*MAPD received copy
of traffic study 10-14-85
along with several sets
of prints of the C.U.P.s.*

THE DUGAN CENTRE
DP-151

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 Wayne Sanchez
Address 846 N. Maize Rd., Wichita, KS. 67209 Phone 722-6148
Agent Baughman Company, P.A.
Address 330 Laura, Wichita, KS. 67211 Phone 262-7271
- b. Applicant _____
Address _____ Phone _____
Agent _____
Address _____ Phone _____
- c. Applicant _____
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 "C" 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 S $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Sec. 27, Twp. 27-S, R-1-W 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 S $\frac{1}{2}$ and that part taken for Kellogg right-of-way.

- 2. b. There are 60.5 acres (round to nearest tenth) in the above described property.

T9-330-3

Revised 8/80

MAP# 5046D (N) AA (S) LC & C (E) C (W) AA & LC MAPC

→ between Kellogg and Taft on the west side of Dugan

3. The general location is (use appropriate section)

at the S.W. corner of Taft and Dugan; 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, 11-18-85

fee's ownership list to come

Louise Olwan Name
Senior Planner Title

CASE NO. DP-151

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.

OWNERSHIP LIST

Lot	Block	Addition	Property Owner
Lot 1	Block 1	Ridge Plaza 7th Addition	H. C. Eichelberger F. E. Trotter Inc. W. H. McVoy Inc. P. R. Cassidy, Inc. as Trustee under Will & Estate of James Campbell, Deceased. ✓ 828 Fort Street Mall Suite 500 Honolulu, Hawaii 96813
Lot 3	Block B	Ridge Plaza 8th Addition	Boulevard State Bank 2310 E. Lincoln Wichita, KS 67211
Lots 5 & 6	Block B	"	William P. Higgins ✓ 209 E. Williams Sutton Place Bldg. Wichita, KS 67202

That part of Lot 7, Ridge Plaza 8th Addition being described as: Part of Lots 1 and 2, Ridge Plaza 3rd Addition, Wichita, Kansas, described as commencing at the SW/c of said Lot 1; th. north 00° east, along the west line of said Lot 1, 540 feet; th. north 90° east, 100 feet to the P.C. of a curve to the right having a central angle of 16° and radius of 711.54 feet; th. SE/ly along said curve, 198.69 feet to the P.T. of said curve; th. south 74° east, on the tangent of said curve, 110 feet to the P.C. of a curve to the left having a radius of 745 feet; th. E'ly along said curve and through a central angle of 27°08'59", 116.09 feet for place of beginning; th. continuing E'ly and NE'ly along said curve and through a central angle of 40°36'03", 173.61 feet; th. south 51°45'02" east, 306.76 feet to the W'ly right-of-way line of US 54 Highway recorded on Film 91, Pages 1083 through 1094; th. south 14°50' west, along said right-of-way, 308.4 feet; th. south 3°58' west, along said right of way, 110.45 feet; th. south 82°49'45" west, along said right of way, 144.87 feet; th. south 83°26'46" west, along said right-of-way, 126.03 feet; th. north 00° east, 345 feet; th. north 90° west, 30 feet; th. north 00° east, 196.67 feet to beginning.

Lot 7, Ridge Plaza 8th Addition except that part described in foregoing description.

Lot 1

Ridge Plaza 9th Addition

Daniel M. Carney
✓ 2024 N. Woodlawn
Wichita, KS 67208

Timothy R. Wilbeck
✓ 455 S. Ridge Road
Wichita, KS 67209

Lots 1 through 4 inclusive

Ridge Plaza 10th Addition

Richard H. Chance
✓ Marjorie E. Chance
241 N. Westfield
Wichita, KS 67212

Max I. Cole, et al.
c/o Daniel M. Carney
Suite 402
2024 N. Woodlawn
67208

Lot	Block	Addition	Property Owner
<p>That part of Lot 1, Ridge Plaza 3rd Addition, being described as beginning at the most E'ly SE/c of said Lot; th. south 87°42'36" west, a distance of 585.00 feet along the south line of said Lot; th. south 1°32'09" east a distance of 194.30 feet along the east line of said Lot; th. south 87°16'02" west a distance of 398.55 feet along the south line of said Lot; th. south 63°27'53" west a distance of 105.40 feet along the SE'ly line of said Lot; th. north 1°32'05" west a distance of 180.19 feet; th. north 81°19'27" east a distance of 144.87 feet; th. north 2°27'43" east a distance of 110.45 feet; th. north 13°19'38" east a distance of 343.40 feet; th. north 25°20'23" east a distance of 340.00 feet; th. north 40°22'19" east a distance of 138.34 feet to the NE'ly line of said Lot; th. south 27°52'06" east a distance of 698.54 feet; th. on a curve of 262.23 feet radius of the left an arc distance of 293.83 feet; th. north 87°55'41" east a distance of 47.69 feet; th. south 1°32'05" east a distance of 23.41 feet to the place of beginning.</p>			<p>City of Wichita 455 N. Main Wichita, KS 67202</p>
Lot 3		Ridge Plaza 3rd Addition	Same As Above
Lot 4		"	<p>Dan Taylor 202 N. Rock Road Apt. #511 Wichita, KS 67206</p>
Lot 1 except the West 75' and all of Lot 2		Ridge Plaza Addition	<p>City of Wichita 455 N. Main Wichita, KS 67202</p>
<p>Beginning at a point 100.6 feet north and 300.03 feet west of the SE/c of the NE¼ of Sec. 28, Twp. 27S, Rge. 1 West of the 6th P.M., Sedg. County, KS, said point also being on the south line of Lot 1, Ridge Plaza Addn., Wichita, Sedgwick Co., KS, 75 feet east of the SW/c of said Lot 1; th. west along said south line and south line extended west a distance of 140 feet; th. north with an interior angle of 88°59' a distance of 192.5 feet, more or less, to a point on the north line of said Lot 1 extended west; th. east with an interior angle of 90°45'15" along the extended north line and north line of said Lot 1, a distance of 140 feet; th. south 191.6 feet, more or less, to the point of beginning, together with a driveway easement appurtenant to the aforesaid premises over the west 12½ feet of the east 85.02 feet of Lot 1, Ridge Plaza Addition.</p>			Same As Above
Lot 4	Block A	Westerlea Village	<p>Andrew R. Balfour Kathryn M. Balfour 6524 Winterset Court Wichita, KS 67209</p>
Lot 5	Block A	"	<p>Donald Ernest Leiboult Carolyn J. Leiboult 342 Winterset Wichita, KS 67209</p>

Lot	Block	Addition	Property Owner
Lot 6	Block A	Westerlea Village	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 Ct. Wichita, KS 67209
Lot 4	Block B	"	✓ Joe E. Carothers Glenda J. Carothers 324 Fairhaven Rd. Wichita, KS 67209
Lot 5	Block B	"	✓ Thomas B. Kennedy Vera C. Kennedy 338 Fairhaven Rd. 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 9	Block B	"	✓ Dale Burris Valeda M. Burris 325 Winterset Lane Wichita, KS 67209
Lot 4	Block C	"	✓ Paul B. Shipley Mary S. Shipley 324 Howe Wichita, KS 67209
Lot 5	Block C	"	✓ George W. Hill Mary V. Hill 344 Howe Rd. Wichita, KS 67209
Lot 6	Block C	"	Robert M. Brentlinger Maxine Brentlinger Address Unknown

Affidavit of Interest:

✓ Larry L. Guhr
Betty L. Guhr
354 Howe Rd.
Wichita, KS 67209

<u>Lot</u>	<u>Block</u>	<u>Addition</u>	<u>Property Owner</u>
Lots 7, 8 & 9	Block C	Westerlea Village	Robert L. Goebel ✓ Rosalie Goebel 6700 University Ave. Wichita, KS 67209
Lot 1	Block D	"	Margaret E. Mobley 420 S. Ridge Road Wichita, KS 67209 AND James F. Ralstin ✓ 100 St. Cloud Place Wichita, KS 67230 AND ✓ Robert H. Ralstin 3745 Circle Dr. Wichita, KS 67218
Lot 2	Block D	"	Bennie J. Tull ✓ Gerry A. Tull 341 Howe Rd. Wichita, KS 67209
Lot 3	Block D	"	Robert J. Hein ✓ Alberta M. Hein 353 Howe Rd. Wichita, KS 67209
Lot 4	Block D	"	Frederick D. Martz Nina G. Martz ✓ 354 Ralstin Wichita, KS 67209
Lot 5	Block D	"	Thomas J. Kornhaus ✓ Jean E. Kornhaus 342 Ralstin Wichita, KS 67209
Lot 4	Block E	"	Charles H. Cummings ✓ Sharon A. Cummings 326 S. Scouller Wichita, KS 67209
Lot 5	Block E	"	James A. Adams ✓ Diane E. Adams 338 S. Scouller Wichita, KS 67209
Lot 6	Block E	"	? Rodney W. Strella, <i>etal</i> Kella L. Ahles Address Unknown 352 S. Scouller 67209
Lot 7	Block E	"	Stephen L. Fisher ✓ Kim I. Fisher 349 Ralstin Wichita, KS 67209
Lot 8	Block E	"	? Phyllis A. Ellis Address Unknown 343 Ralstin 67209
Lot 9	Block E	"	✓ Kenneth L. Marcotte Marlene Marcotte 327 Ralstin Wichita, KS 67209

Lot	Block	Addition	Property Owner
Lot 4	Block F	Westerlea Village	William J. Goebel Janet O. Goebel ✓ 310 S. Summitlawn Wichita, KS 67209
Lot 5	Block F	"	Fourth National Bank & Trust ✓ 100 N. Broadway Wichita, KS 67202
Lot 6	Block F	"	✓ Carl E. Soderberg Ruby L. Soderberg 352 S. Summitlawn Wichita, KS 67209
Lot 7	Block F	"	Oren Lee Baker Judith K. Baker ✓ 353 S. Scouller Wichita, KS 67209
Lot 8	Block F	"	✓ George F. Schneller 339 S. Scouller Wichita, KS 67209
Lot 9	Block F	"	Richard Soloski Ann Elizabeth Soloski ✓ 327 S. Scouller Wichita, KS 67209
Lot 4	Block 6	"	John E. Nelson Barbara F. Nelson ✓ 326 S. Ridge Rd. Wichita, KS 67209
Lots 5 & 6	Block G	"	Hammit T. Pinaire ✓ 352 S. Ridge Rd. Wichita, KS 67209
Lot 7	Block G	"	John A. Coleman Ramona Maxine Coleman ✓ 353 S. Summitlawn Wichita, KS 67209
Lot 8	Block G	"	Joe A. Miller Lana M. Miller ✓ 339 S. Summitlawn Wichita, KS 67209
Lot 9	Block G	"	Gerald B. Becker II Janet G. Becker ✓ 6801 Par Lane Apt. 820 Wichita, KS 67212
Lot 1	Block H	"	George Eugene Weaver Teresa Ann Weaver ✓ 401 S. Summitlawn Wichita, KS 67209
Lot 2	Block H	"	Balbir Singh Mather Trevia June Mathur ✓ 421 S. Summitlawn Wichita, KS 67209

<u>Lot</u>	<u>Block</u>	<u>Addition</u>	<u>Property Owner</u>
Lot 3	Block H	Westerlea Village	✓ Jim D. Dies Kay E. Dies 439 S. Summitlawn Wichita, KS 67209
Lot 4	Block H	"	✓ Earl L. Horn Vernice L. Horn 453 S. Summitlawn Wichita, KS 67209
Lot 5	Block H	"	✓ Wong Yew Yum King Wong 452 S. Ridge Rd. Wichita, KS 67209
Lot 6	Block H	"	✓ Milton H. Larsen Twila L. Larsen 438 S. Ridge Rd. Wichita, KS 67209
Lot 7	Block H	"	✓ Sam L. Mobley Margaret E. Mobley 420 S. Ridge Rd. Wichita, KS 67209
Lot 8	Block H	"	? Mary Ann Cravens Address Unknown 1718 N. Illinois Wichita, KS - 67203
Lot 1	Block I	"	✓ Howard E. Corner Christena M. Corner 402 S. Scouller Wichita, KS 67209
Lot 2	Block I	"	✓ Patrick J. Kennedy Cecilia R. Kennedy 421 S. Scouller Wichita, KS 67209
Lot 3	Block I	"	✓ Donald R. Lavy Judith K. Lavy 437 S. Scouller Wichita, KS 67209
Lot 4	Block I	"	✓ Kendall R. Carpenter Beatrice M. Carpenter 451 S. Scouller Wichita, KS 67209
Lot 5	Block I	"	✓ Richard D. Dewey Mary Jane Dewey 1530 W. 20th St. Wichita, KS 67209
Lot 6	Block I	"	✓ Norton K. Turner 440 S. Summitlawn Wichita, KS 67209
Lot 7	Block I	"	✓ Arden D. Ratzlaff Margaret Ann Ratzlaff 424 Summitlawn Wichita, KS 67209

<u>Lot</u>	<u>Block</u>	<u>Addition</u>	<u>Property Owner</u>
Lot 8	Block I	Westerlea Village	✓ Ruby M. Wiske, Trustee 400 S. Summitlawn Wichita, KS 67209
Lot 1	Block J	"	✓ M. R. Dohrer Julia R. Dohrer 401 Ralstin Wichita, KS 67209
Lot 2	Block J	"	✓ Jack Farrar Lora Farrar 421 Ralstin Wichita, KS 67209
Lot 3	Block J	"	✓ Howard T. Farris Alice Farris 439 Ralstin Wichita, KS 67209
Lot 4	Block J	"	✓ Dale E. German Willena J. German 453 Ralstin Wichita, KS 67209
Lot 5	Block J	"	✓ Carl J. Pinaire E. Maxine Pinaire 450 S. Scouller Wichita, KS 67209
Lot 6	Block J	"	✓ George L. Self Martha L. Self 436 S. Scouller Wichita, KS 67209
Lot 7	Block J	"	✓ Gerald J. Kampling Katherine A. Kampling 422 S. Scouller Wichita, KS 67209
Lot 8	Block J	"	✓ Wilfred W. Stump Carolyn D. Stump 400 S. Scouller Wichita, KS 67209
Lot 1	Block K	"	✓ Paul L. Enegren Alta June Enegren Address Unknown
Lot 2	Block K	"	✓ Ben H. Leonard Joan G. Leonard 421 Howe Road Wichita, KS 67209
Lot 3	Block K	"	✓ Galen L. Gose Marjorie C. Gose 435 Howe Road Wichita, KS 67209
Lot 4	Block K	"	✓ Ronald J. Mayo Mary Mayo 455 Howe Road Wichita, KS 67209

<u>Lot</u>	<u>Block</u>	<u>Addition</u>	<u>Property Owner</u>
Lot 5	Block K	Westerlea Village	John A. Edwards Marie Ann Edwards 452 Ralstin Wichita, KS 67209
Lot 6	Block K	"	James J. Pryor Suzanne Pryor 438 Ralstin Wichita, KS 67209
Lot 7	Block K	"	Joseph E. Warren Diane R. Warren 420 Ralstin Wichita, KS 67209
Lot 8	Block K	"	Walter G. Kuykendall Patricia J. Kuykendall 400 Ralstin 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 5	Block L	"	Thomas J. Uthe LaVonne M. Uthe 454 Howe Rd. Wichita, KS 67209
Lot 6	Block L	"	Blanche M. Thompson Evelyn R. Thompson 440 Howe Rd. Wichita, KS 67209
Lot 7	Block L	"	Charles L. Ehresman Jacqueline M. Ehresman 420 Howe Rd. Wichita, KS 67209
Lot 8	Block L	"	Lawrence D. Brookman Irene A. Brookman 400 Howe Rd. Wichita, KS 67209
Lot 1	Block M	"	Verne 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 Lane Wichita, KS 67209
Lot 4	Block M	"	Dennis J. Lubbers Kathleen I. Lubbers 455 Winterset Ln. 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 Ct. Wichita, KS 67209
Lot 3	Block N	"	Ramon Rex Johnston Norma Phyllis Johnston 432 Winterset Wichita, KS 67209
Lot 4	Block N	"	<i>Jup</i> Norma P. Johnston 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. Schavliege Edis M. Schavliege 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 4		Maple Lane Addition	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$\frac{1}{2}$ 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 328 S. Arapahoe Wichita, KS 67209
Lot 13		"	Ernest Clark Virginia Lee Clark 8406 Maple Lane Wichita, KS 67209
Lot 14		"	Robert Harry Johnson Betty J. Johnson 415 S. Arapahoe Wichita, KS 67209

<u>Lot</u>	<u>Block</u>	<u>Addition</u>	<u>Property Owner</u>
Lot 15		Maple Lane Addition	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
Lot 1	Block C	West Maple Gardens Addition	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
Lot 1		Thrifty Addition	Henry B. Dugan Nancy Dugan 602 S. Ridge Rd. Wichita, KS 67209
Lots 1 & 2		Thrifty 2nd Addition	Jean H. Girrens 454 Fairhaven Rd. Wichita, KS 67209 AND Nancy Ann Mohr 12501 W. 29th St. North Wichita, KS 67209 AND Mary Ellen Reichenberger 501 S. Summitlawn Wichita, KS 67209 AND Elizabeth L. Orth 1515 Yucca Place Wichita, KS 67209 AND Janet F. Warrender 846 N. Maize Rd. Wichita, KS 67209
Lots 1 & 2		Wilbur Walker Addition	Sheplers Inc. 6501 W. Highway 54 Wichita, KS 67209

A tract within Lot 1, Mesker's Airport Addition, described as 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 on such center line 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 to p.o.b.

Union National Bank
Trustee of the Bill E.
Mesker Trust
Trust Department
150 N. Main
Wichita, KS 67202

<u>Lot</u>	<u>Block</u>	<u>Addition</u>	<u>Property Owner</u>
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.	U-Drive-It Systems Corporation, Inc. 6515 West Irving Wichita, KS 67277
Lot 2		Mesker's Airport Addition	Boulevard State Bank 2300 E. Lincoln Wichita, KS 67211
Lot 1		Diamond Addition	Henry B. Dugan Nancy Dugan 602 S. Ridge Rd. Wichita, KS 67209
Lot 1		Diamond Second Addition	Jean H. Girrens 454 Fairhaven Rd. Wichita, KS 67209 AND Nancy Ann Mohr 12501 West 29th St. North Wichita, KS 67209 AND Mary Ellen Reichenberger 501 S. Summitlawn Wichita, KS 67209 AND Elizabeth L. Orth 1515 Yucca Place Wichita, KS 67209 AND Janet F. Warrender 846 N. Maize Rd. Wichita, KS 67209
Lot 1		Diamond Third Addition	Henry B. Dugan Nancy Dugan 602 S. Ridge Rd. Wichita, KS 67209
Reserve A		Wichita Municipal Airport Addition	Wichita Airport Authority 2173 Air Cargo Rd. Wichita, KS 67209
Reserve C		"	Same As Above
Lots 1 & 2 taken by Cond. Case 82-C-2053		Rolling Hills Mesa	Same As Above
Lots 3 & 4		"	Same As Above
Lots 5, 6, 7, 8, 9, 10, 11 & 12 (now part of Reserve B, Wichita Municipal Airport Addition)		"	Board of Park Commissioners 455 N. Main Wichita, KS 67202
Lots 1 & 2		Variant Addition	Variant Corporation 6235 W. Kellogg Wichita, KS 67209

<u>Lot</u>	<u>Block</u>	<u>Addition</u>	<u>Property Owner</u>
Lot 3 except the West 90' of the South 140'		Airport Industrial Addition	Paul E. Heinemann Elizabeth Heinemann 2476 Coolidge Wichita, KS 67204 AND Donald B. Heinemann Bertha L. Heinemann 1709 N. Clarence Wichita, KS 67203
Lot 1		Una Johnson Addition	Una C. Johnson 546 S. Christine Wichita, KS 67218
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	Variant Corporation 6235 W. Kellogg Wichita, KS 67209
Lot 1, except above description.		"	Sauder Service Center, Inc. 6333 W. Kellogg Wichita, KS 67209
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 4		Cumley's 2nd Addition	Scotsman "8" Inn, Inc. 8136 E. Kellogg Wichita, KS 67207

*Duplicate
See
DP-150*

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 McDonalds Plaza
Oak Brook, ILL 60521

*duplicate
See DP-150*

Lot	Block	Addition	Property Owner
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 S98°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 1, Air Park 2nd Addition except foregoing description and except last description on Page 13 of this list.			Kandy-Man Sales, Inc. 8020 E. Central Wichita, KS 67206
Lot 1 except the West 200' of the South 500' and exc. the East-20' of the South 400'.		Air Park 3rd Addition	Kandy-Man Sales, Inc. 8020 E. Central Wichita, KS 67206
The West 200' of the South 500' of Lot 1 and the East 20' of the South 400' of Lot 1.		"	Four of Wichita, Inc. 60 Longboat Club Road #84 Longboat Key, FL 33548
Lots 1 & 2		Air Park Addition	Henry B. Dugan Nancy Dugan 602 S. Ridge Road Wichita, KS 67209 AND Donald N. Girrens Jean H. Girrens 454 Fairhaven Rd. Wichita, KS AND Nicholas M. Mohr Nancy Ann Mohr 12501 West 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 James Sanchez 876 N. Maize Rd. Wichita, KS 67209

*duplicate
See DP-150*

*County Road 2100 Rembs
Show these lots as Avenue
been decided to the City
for street. 11-27-85
L.O.*

duplicate. Same as applicant.

Tract DescriptionProperty Owner

All that part of the NE $\frac{1}{4}$ of Sec. 28, Twp. 27S, Rge. 1W of the 6th P.M., Sedg. Co., KS, desc. as follows: Commencing at a point on the north line of said NE $\frac{1}{4}$, said point being 1097 feet west of the NE/c thereof; th. S'ly along the east line of the drainage dedication as recorded in Book 88, Page 994, and being parallel with the east line of said NE $\frac{1}{4}$, 138.61 feet to the P.C. of a curve to the left with a radius of 1228.04 feet and a central angle of 26°19'15"; th. SE'ly along said curve, 564.14 feet to the P.T. of said curve; th. SE'ly, tangent to said curve, 125.33 feet to the point of beginning; th. E'ly, with a deflection angle to the left of 84°42' 67.45 feet to the P.C. of a curve to the right with a radius of 240 feet and a central angle of 84°42'; th. SE'ly, along said curve, 354.79 feet to the P.T. of said curve; th. SE'ly, tangent to said curve, 94.31 feet to the P.C. of a curve to the left with a radius of 447.88 feet and a central angle of 30°29'30"; th. SE'ly, along said curve, 238.35 feet to the west line of Mid-Continent Road, as recorded on Film 165, Page 1248; th. SW'ly along said west line to the east line of the drainage dedication as recorded in Book 88, Page 994; th. NW'ly along said east line to the point of beginning.

Bowen H. Brady
 Mary E. Brady
 6405 E. Kellogg
 Wichita, KS 67218

All that part of the NE $\frac{1}{4}$ of Sec. 28, Twp. 27S, Rge. 1W of the 6th P.M., Sedg. Co., KS, described as follows: Beginning at a point on the North line of said NE $\frac{1}{4}$, said point being 1097 feet West of the NE/c thereof; th. S'ly along the East line of the drainage dedication as recorded in Book 88, Page 994, and being parallel with the East line of said NE $\frac{1}{4}$, 138.61 feet to the P.C. of a curve to the left with a radius of 1228.04 feet and central angle of 26°19'15"; th. SE'ly along said curve, 564.14 feet to the P.T. of said curve; th. SE'ly, tangent to said curve, 125.33 feet; th. E'ly, with a deflection angle to the left of 84°42', 67.45 feet to the P.C. of a curve to the right with a radius of 240 feet and a central angle of 84°42'; th. SE'ly, along said curve, 354.79 feet to the P.T. of said curve; th. SE'ly, tangent to said curve, 94.31 feet to the P.C. of a curve to the left with a radius of 447.88 feet and a central angle of 30°29'30"; th. SE'ly, along said curve, 238.35 feet to the West line of Ridge Road as recorded on Film 165, Page 1248; th. NE'ly, along said West line, with a deflection angle to the left from the tangent of said curve of 87°40'11", 168.81 feet; th. continuing along said West line on a curve to the left with a radius of 1218.24 feet and a central angle of 20°36'04", 438.03 feet to the SE/c of Lot 1, Ridge Plaza 7th Addn.; th. W'ly along the South line of said Lot 1, to the SW/c thereof; th. N'ly along the West line of said Lot 1, to a point on the North line of said NE $\frac{1}{4}$, said point being 619.83 feet West of the NE/c thereof; th. W'ly, along said North line, 477.17 feet to the p.o.b.

H. C. Eichelberger
 F. E. Trotter, Inc.
 W. H. McVay, Inc.
 P. R. Cassiday Inc.
 as Trustees under the
 Will and of the Estate
 of James Campbell,
 Dec'd
 828 Fort Street Mall
 Suite 500
 Honolulu, Hawaii 96813

Tract Description	Property Owner
Beginning at a point on the South line of U.S. 54 Highway as condemned, said point being 530 feet West of the East line of the SE $\frac{1}{4}$ of Sec. 28, Twp. 27, Rge. 1W; th. South 200'; th. W'ly parallel to the South line of Hwy. 54, 290'; th. North 200' to the South line of Hwy. 54; th. E'ly 290' on the South line of Hwy. 54 to beginning.	City of Wichita 455 N. Main Wichita, KS 67202
Beginning at a point on the South line of U.S. Highway 54 as condemned in Case #A-38302, said point being 430' West of the East line of Sec. 28, Twp. 27, Rge. 1W; th. South parallel to the East line 200'; th. West parallel to the South line of said Highway 100'; th. North 200' to the South line of said Highway; th. E'ly on the South line of said Highway 100' to p.o.b.	Same As Above
Condemnation Case #C-36718 - Beginning at a point where the South line of U.S. Highway 54 intersects the East line of the SE $\frac{1}{4}$ of Sec. 28, Twp. 27, Rge. 1W said point being 159.4' South of the NE/c of the SE $\frac{1}{4}$ of Sec. 28, Twp. 27, Rge. 1 W; th. South on Section line 200'; th. West 230'; th. North to the South line of said U.S. Hwy. 54; th. E'ly along the South line of said Hwy. to beginning, except the East 30' for road.	Same As Above
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 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
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 E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Sec. 27, Twp. 27S, Rge. 1 W 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 SW $\frac{1}{4}$; 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 E $\frac{1}{2}$ of said SW $\frac{1}{4}$; th. north 345 feet to the p.o.b.	Branding Iron Motel, Inc. 6601 W. Highway 54 Wichita, KS 67209

Tract Description	Property Owner
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 E½ of the SW¼ 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 West 5 acres of the NW¼ of the NE¼ 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 NW¼ of the NE¼ 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 NW¼ of the NE¼ of Sec. 27, Twp. 27, Rge. 1 W.	Variant Corporation 6235 W. Kellogg Wichita, KS 67209
The North 140' of the South 950' of the West 5 acres of the NW¼ of the NE¼ of Sec. 27, Twp. 27, Rge. 1W, except the East 30' for road.	Guaranteed Homes Sales, Inc. 345 Maple Lane Wichita, KS 67209
The S½ of the N½ of the East 5 acres of the West 15 acres of the N½ of the NE¼ of Sec. 27, Twp. 27, Rge. 1W.	Max King Address Unknown
The North 150' of the South 480' of the West 5 acres of the NW¼ of the NE¼ 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 NW¼ of the NE¼ of Sec. 27, Twp. 27, Rge. 1W.	Horace Edwin Medlin Carolyn K. Medlin 445 Maple Lane Wichita, KS 67209
The S½ of the East 5 acres of the West 15 acres of the NW¼ of the NE¼ of Sec. 27, Twp. 27, Rge. 1W.	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 NW¼ of the NE¼ 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 DescriptionProperty 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

application area
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 deceased~~
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

A tract of land situated in the E $\frac{1}{2}$ of the SE $\frac{1}{4}$ of Sec. 28, Twp. 27S, Rge. 1W desc. as follows: Beginning at a point on the south line of U.S. Hwy. 54, said point being 300' east of the west line of said E $\frac{1}{2}$ SE $\frac{1}{4}$ of Sec. 28; th. E'ly along the south line of said Hwy. 199.2' to a point 820' west of the east line of said E $\frac{1}{2}$ SE $\frac{1}{4}$; th. S'ly parallel to the east line of said E $\frac{1}{2}$ SE $\frac{1}{4}$; 200'; th. E'ly parallel to the south line of said Hwy., 590'; th. north 1.7'; th. E'ly 230' to a point on the east line of said E $\frac{1}{2}$ SE $\frac{1}{4}$; said point being 359.4' south of the NE/c of said E $\frac{1}{2}$ SE $\frac{1}{4}$; th. S'ly along the east line of said E $\frac{1}{2}$ SE $\frac{1}{4}$ to the north r/o/w line of the Atchison, Topeka, and Santa Fe Railroad; th. in a SW'ly direction along the north r/o/w line of said railroad to the west line of said E $\frac{1}{2}$ SE $\frac{1}{4}$; th. N'ly along the west line of said E $\frac{1}{2}$ SE $\frac{1}{4}$ to a point 369.2' south of the NW/c of said E $\frac{1}{2}$ SE $\frac{1}{4}$; th. E'ly parallel to the south line of said U.S. Hwy. 54, a distance of 300'; th. N'ly, 200' to the p.o.b.

United States Postal
Service
7117 W. Harry
Wichita, KS 67209

<u>Lot</u>	<u>Addition</u>	<u>Property Owner</u>
Lot 1	Mary Ellen Addition	Kenneth L. Reichenberger Mary Ellen Reichenberger 501 S. Summitlawn Wichita, KS 67209
Beginning at the SE/c of Lot 1; th. S 87°14' W along the south line to the west line of said Lot; th. N 01°28' W, 28.5' along said West line; th. S 87°38' E, 95.3'; th. N 87°16' E to a point on the East line 19.9' North of said SE/c; th. S 01°28' E, 19.9' along said East line to p.o.b.	Clinton Addition	City of Wichita 455 N. Main Wichita, KS 67202
Lot 1, except above description.	"	Air Midwest, Inc. P.O. Box 7724 Wichita, KS 67217
Lot 1	Westair Addition	Union National Bank 150 N. Main Wichita, KS 67202
Lots 1, 2 & 3	Western 3rd Addition	C. A. Doolittle Jr. Patricia B. Doolittle 2416 Coolidge Wichita, KS 67204
Lots 4 & 5	Western 3rd Addition	Wesley E. Stein Marietta Stein 2345 McLean Blvd. NW Wichita, KS 67204
Lot 1	Doolittle Addition	Charles A. Doolittle Patricia B. Doolittle 2416 Coolidge Wichita, KS 67209
Lot 1	Wolf 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
Lot 1	Sandlian's 5th Addition	City of Wichita 455 N. Main Wichita, KS 67202

Tract Description

A tract in the SE¼ 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

Tract Description

Property Owner

Beginning 105' East of the point where the South line of U.S. Highway 54 intersects the West line of the E $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1 West; th. South 125'; th. East 125'; th. North 125'; th. West along the South line of U.S. Highway 54 to p.o.b.

G & R Investments
c/o O. L. Eck
320 Windrose
Goddard, KS 67052

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:

The South Half of the Northwest Quarter 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 Half and that part taken for Kellogg right of way.

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 Isable

By

Sr. Vice-President

Order No: 348514
nj

D-28747

(Air Park Addition)

The S $\frac{1}{2}$ of the N $\frac{1}{2}$ of the East 5 acres
of the West 15 acres of the N $\frac{1}{2}$ of the
NE $\frac{1}{4}$ of Sec. 27, Twp. 27, Rge. 1W.

D-20310
21548

Lot 9, Block A, Harst Gardens Addition

Lot 4, Block A, Harst Gardens Addition

lots 1, 2 & 3, Block C, Harst Gardens Addition

Lot 1, Block A, Harst Gardens Addition

D-21735
815

lots 4 & 5, Block E, West Maple Gardens Addn.

lots 1-10 inclusive, Block D, West Maple
Gardens Addition

?

DP-130
151

PF-KEYS, 1-MENU, 2-BACK, 3-FWD, 4-NEW ID, 5-DEED, 6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -38843- RE 17 JUL

COLE MAX L ETAL
X DANIEL M. CARNEY
SUITE 402

PROPERTY ADDRESS

2024 N. WOODLAWN
WICHITA KS 67208 6702
LOT 7
BLOCK B
RIDGE PLAZA 8TH. ADD.

Lot 3	Block B	Ridge Plaza 8th Addition	P. R. Cassidy, Inc as Trustee under Wi & Estate of James Campbell, Deceased. 828 Fort Street Mal Suite 500 Honolulu, Hawaii 9
			Boulevard State Ban 2310 E. Lincoln Wichita, KS 67211
Lots 5 & 6	Block B	"	William P. Higgins 209 E. Williams Sutton Place Bldg. Wichita, KS 67202

Max I. Cole

That part of Lot 7, Ridge Plaza 8th Addition being described as: Part of Lots 1 and 2, Ridge Plaza 3rd Addition, Wichita, Kansas, described as commencing at the SW/c of said Lot 1; th. north 00° east, along the west line of said Lot 1, 540 feet; th. north 90° east, 100 feet to the P.C. of a curve to the right having a central angle of 16° and radius of 711.54 feet; th. SE/ly along said curve, 198.69 feet to the P.T. of said curve; th. south 74° east, on the tangent of said curve, 110 feet to the P.C. of a curve to the left having a radius of 745 feet; th. E'ly along said curve and through a central angle of 27°08'59", 116.09 feet for place of beginning; th. continuing E'ly and NE'ly along said curve and through a central angle of 40°36'03", 173.61 feet; th. south 51°45'02" east, 306.76 feet to the W'ly right-of-way line of US 54 Highway recorded on Film 91, Pages 1083 through 1094; th. south 14°50' west, along said right-of-way, 308.4 feet; th. south 3°58' west, along said right of way, 110.45 feet; th. south 82°49'45" west, along said right of way, 144.87 feet; th. south 83°26'46" west, along said right-of-way, 126.03 feet; th. north 00° east, 345 feet; th. north 90° west, 30 feet; th. north 00° east, 196.67 feet to beginning.

P-38852

Lot 7, Ridge Plaza 8th Addition except that part described in foregoing description.

Daniel M. Carney
2042 N. Woodlawn
Wichita, KS 67208

Lot 1	Ridge Plaza 9th Addition	Timothy R. Wilbeck 455 S. Ridge Road Wichita, KS 67209
-------	--------------------------	--

Lots 1 through 4 inclusive	Ridge Plaza 10th Addition	Richard H. Chance Marjorie E. Chance 241 N. Westfield Wichita, KS 67212
----------------------------	---------------------------	--

West 1st Ave Ull Addr

Lot 6, B E

8 "

8 H

D-21881

29

RE-KEYS, 1-MENU, 2-BACK, 3-FWD, 4-NEW ID, 5-DEED, 6-SPEEDX, 7-CURR SP, 8-LAND TYPE
STRELLA RODNEY W ETAL

352 S. SCULLER
WICHITA KS 67209 6702
LOT 2
BLOCK E
WESTERLEA VILLAGE ADD. ✓

PROPERTY ADDRESS
352 S SCULLER DR

PF-KEYS, 1-MENU, 2-BACK, 3-FWD, 4-NEW ID, 5-DEED, 6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D 42919- RE 17 JLL

ELLIS PHYLLIS A ✓
343 RALSTIN
WICHITA KS 67209 6702
LOT 8
BLOCK E
WESTERLEA VILLAGE ADD.

PROPERTY ADDRESS
343 S RALSTIN RD

RE-KEYS, 1-MENU, 2-BACK, 3-FWD, 4-NEW ID, 5-DEED, 6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D 42919- RE 17 JLL
CRAVENS MARY ANN ✓

1718 N. ILLINOIS
WICHITA KS 67203 6702
LOT 8
BLOCK H
WESTERLEA VILLAGE ADD.

PROPERTY ADDRESS
7125 UNIVERSITY

PF-KEYS, 1-MENU,2-BACK,3-FWD,4-NEW ID,5-DEED,6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -18466-17BU- RE 17 JLL

KING MAX E

1582 N. BRUNSWICK
WICHITA KS 67212 6702
E1/2 S1/2 N1/2 E 5A W 15A N1/4
NE1/4 SEC 27-27-1W ✓

PROPERTY ADDRESS
W MAPLE

PF-KEYS, 1-MENU,2-BACK,3-FWD,4-NEW ID,5-DEED,6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -18466-17BR- RE 17 JLL

KING MAX E

1582 N. BRUNSWICK
WICHITA KS 67212 6702
W1/2 S1/2 N1/2 E 5A W 15A N1/2
NE1/4 SEC 27-27-1W ✓

PROPERTY ADDRESS
W MAPLE

ST

PF-KEYS, 1-MENU,2-BACK,3-FWD,4-NEW ID,5-DEED,6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21819- - RE 17 JLL

REED GENE ETUX

2850 S MEAD KS 67216 6702
WICHITA
LOT 2
BLOCK E
WEST MAPLE GARDENS ADD. ✓

PROPERTY ADDRESS
402 S JULIA

ST

PF-KEYS, 1-MENU,2-BACK,3-FWD,4-NEW ID,5-DEED,6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21820- - RE 17 JLL

REED GENE ETUX

2850 S MEAD KS 67216 6702
WICHITA
LOT 2
BLOCK E
WEST MAPLE GARDENS ADD. ✓

PROPERTY ADDRESS
S JULIA

ST

PF-KEYS, 1-MENU,2-BACK,3-FWD,4-NEW ID,5-DEED,6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21821- - RE 17 JLL

REED GENE ETUX

2850 S MEAD KS 67216 6702
WICHITA
LOT 3
BLOCK E
WEST MAPLE GARDENS ADD. ✓

PROPERTY ADDRESS
S JULIA

ST

PF-KEYS, 1-MENU,2-BACK,3-FWD,4-NEW ID,5-DEED,6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21822- - RE 17 JLL

CARNAHAN JANET L

5922 TAFT KS 67209 6702
WICHITA
LOT 4
BLOCK E
WEST MAPLE GARDENS ADD. ✓

PROPERTY ADDRESS
S JULIA

ST

PF-KEYS, 1-MENU,2-BACK,3-FWD,4-NEW ID,5-DEED,6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21823- - RE 17 JLL

CARNAHAN JANET L

5923 TAFT KS 67209 6702
WICHITA
LOT 3
BLOCK E
WEST MAPLE GARDENS ADD.

PROPERTY ADDRESS
5923 W TAFT AVE

PF-KEYS, 1-MENU,2-BACK,3-FWD,4-NEW ID,5-DEED,6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21835- - RE 17 JLL

GARST PAUL C ETUX
% HELEN GARST ETAL

517 PARKLANE KS 67124 6702
PRATT
LOT 6
BLOCK A
GARST GARDENS ADD.

PROPERTY ADDRESS
501 S GARST ST

PF-KEYS, 1-MENU,2-BACK,3-FWD,4-NEW ID,5-DEED,6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21832- - RE 17 JLL

HERRMANN JULIE L

6734 MIMOSA LANE TX 75230 6702
DALLAS
LOT 2
BLOCK A
GARST GARDENS ADD.

PROPERTY ADDRESS
S JULIA ST

PF-KEYS, 1-MENU,2-BACK,3-FWD,4-NEW ID,5-DEED,6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21829- - RE 17 JLL

GARST PAUL C ETUX
% HELEN GARST ETAL

517 PARKLANE KS 67124 6702
PRATT
LOT 4
BLOCK A
GARST GARDENS ADD.

PROPERTY ADDRESS
S JULIA

PF-KEYS, 1-MENU,2-BACK,3-FWD,4-NEW ID,5-DEED,6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21853- - RE 17 JLL

GARST PAUL C ETUX
% HELEN GARST ETAL

517 PARKLANE KS 67124 6702
PRATT
LOT 3
BLOCK C
GARST GARDENS ADD.

PROPERTY ADDRESS
S MEADOWHAVEN ST

PF-KEYS, 1-MENU,2-BACK,3-FWD,4-NEW ID,5-DEED,6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21855- - RE 17 JLL

GARST PAUL C ETUX
% HELEN GARST ETAL

517 PARKLANE KS 67124 6702
PRATT
LOT 3
BLOCK C
GARST GARDENS ADD.

PROPERTY ADDRESS
S MEADOWHAVEN ST

REY: FD -21822-

GARST PAUL C ETUX
% HELEN GARST ETAL
517 PARKLANE KS 67124 6702
PRATT
LOT 6
BLOCK A
GARST GARDENS ADD.

PROPERTY ADDRESS
501 S GARST ST

FF-KEYS, 1-MENU, 2-BACK, 3-FWD, 4-NEW ID, 5-DEED, 6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21833- RE 17 JLL

HERRMANN JULIE L

PROPERTY ADDRESS
S JULIA ST

6734 MIMOSA LANE TX 75230 6702
DALLAS
BLOCK A
GARST GARDENS ADD.

FF-KEYS, 1-MENU, 2-BACK, 3-FWD, 4-NEW ID, 5-DEED, 6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21833- RE 17 JLL

GARST PAUL C ETUX
% HELEN GARST ETAL
517 PARKLANE KS 67124 6702
PRATT
LOT 6
BLOCK A
GARST GARDENS ADD.

PROPERTY ADDRESS
S JULIA

FF-KEYS, 1-MENU, 2-BACK, 3-FWD, 4-NEW ID, 5-DEED, 6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21833- RE 17 JLL

GARST PAUL C ETUX
% HELEN GARST ETAL
517 PARKLANE KS 67124 6702
PRATT
LOT 6
BLOCK C
GARST GARDENS ADD.

PROPERTY ADDRESS
S MEADOWHAVEN ST

FF-KEYS, 1-MENU, 2-BACK, 3-FWD, 4-NEW ID, 5-DEED, 6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21855- RE 17 JLL

GARST PAUL C ETUX
% HELEN GARST ETAL
517 PARKLANE KS 67124 6702
PRATT
LOT 6
BLOCK C
GARST GARDENS ADD.

PROPERTY ADDRESS
S MEADOWHAVEN ST

FF-KEYS, 1-MENU, 2-BACK, 3-FWD, 4-NEW ID, 5-DEED, 6-SPEEDX, 7-CURR SP, 8-LAND TYPE
KEY: -D -21854- RE 17 JLL

GARST PAUL C ETUX
% HELEN GARST ETAL
517 PARKLANE KS 67124 6702
PRATT
LOT 6
BLOCK C
GARST GARDENS ADD.

PROPERTY ADDRESS
MEADOWHAVEN ST

Proposed West Kellogg Change Raises Concern 2-27-86

By Teresa Gaines
Staff Writer

Some business owners and residents in west Wichita are upset by a proposed development that could force changes in a ¼-mile stretch of Kellogg between Ridge Road and I-235.

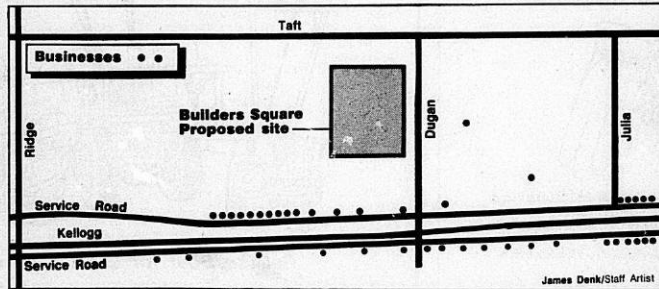
The Wichita Traffic Commission last week deferred action on a traffic plan for a proposal to build a Builders Square home improvement center on the west side of Dugan between Kellogg and Taft, east of the entrance to Mid-Continent Airport.

The Traffic Commission is involved because any further development in the area requires a city-approved plan to handle increased traffic.

The new store would be in an area which is home to 41 businesses. These have limited traffic access because of two service roads and a median in Kellogg.

The proposed traffic plan by developer Wayne Sanchez would change traffic patterns on the service roads and rebuild a section of Kellogg.

City traffic officials say his plans are acceptable but need more detailed study.



The developer of Builders Square is proposing a change in the traffic flow on the service roads which provide access to the 41 businesses along Kellogg between Ridge Road and I-235.

"Our goal there is to provide at least the same level of service out there today at Kellogg and Dugan during the interim plan," said Bill McKinley, traffic engineer for the city of Wichita. "And then to provide a better level of service in the ultimate plan by going to a freeway."

The proposals as presented would create an economic hardship for businesses, said H.K. Mel-

ton, owner of the McDonald's restaurant at Dugan and Kellogg. "I could no longer operate," he said. "Their proposal seems to solve their problem at our expense. I just see this as a second Pearl Harbor."

When the traffic plan was unveiled at a Citizen Participation Organization Council B meeting last week, the council unanimously opposed the plan. About 50 peo-

ple attended the meeting, most of them business owners worried about the impact of the West Kellogg plans. The service roads in the area are lined with fast-food restaurants, large and small stores, gas stations and motels.

The CPO council also recommended that developers prepare alternative plans that would respond to the concerns of property owners.

The developer's proposals suggest two phases for traffic development. Phase I proposes the replacement of Dugan, north of Kellogg, with a four-lane paved road that would become five lanes at the Kellogg and Dugan intersection, McKinley said. Dugan is currently unpaved. Two of the lanes at the intersection of Kellogg and Dugan would be left-turn lanes.

Builders Square is the only building currently planned for the area. However, there is enough land available to develop a shopping center the size of Towne East, McKinley said.

Phase II of the plan would change the two-way Kellogg frontage roads into one-way roads, McKinley said. The north frontage road would be one-way going west. The south road would be one-way going east. Construction on Kellogg would change it to an overpass, he said.

Businesses along the frontage roads would be accessible by only two Kellogg exits, at Julia and Dugan, McKinley said. The developer has also proposed widening Taft to four paved lanes.

McKinley said that it's too soon to say who would bear the cost of street improvements.

FORM 29-221

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 511 AMOUNT

NAME

ADDRESS

FUND

DUE DATE

COMMENTS

DATE

BY

PRINCIPALS
KENNETH J. VAUGHAN, PE.
PRESIDENT
ROBERT A. VAN WYKE, PE.
GLENN C. GRAY, PE.

WALLACE W. BEASLEY, PE.
ROBERT W. LAMBERTSON, PE.
DAVID V. OMSLEY, PE.
JAMES E. MCCLANAHAN, PE.

ASSOCIATES
MARIE UBBEL, PE.
M. CLARK THOMPSON, PE.
DONALD T. GARDNER, PE.

KENNETH H. LARKIN
FOUNDER, 1958-1973

MAPD

Approved



December 2, 1985

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

SATURDAY PEAK HOUR

Traffic Movement	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	29,175 ✓
		Subtotal	245,464
	<i>L4 & 5 (McDonald's Sites) 10.4</i>		<i>502,680 s.f.</i>
<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	17,745 ✓
		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 an 101,400 s.f. hardware store 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.

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 I). The eastbound through and left turn movements on Kellogg at Dugan, as well as the southbound left turn on Dugan at Kellogg, are expected to increase from a L.O.S. C. 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; and
5. A slip ramp will be added from westbound Kellogg Avenue onto Kellogg Drive on the approach to Dugan.

Table 5 indicates that three movements during the P.M. Weekday peak hour and four 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.

TABLE 4
VOLUME/CAPACITY SUMMARY

PROJECTED CONDITIONS - PHASE ONE

Traffic Movement	KELLOGG AVENUE & DUGAN STREET P.M. PEAK HOUR			DUGAN STREET SATURDAY PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Left Turn	138	140	0.99	67	280	0.24
Thru & Right	149	240	0.62	171	240	0.71
Southbound						
Left Turn	263	250	1.05	543	480	1.13
Thru & Right	178	240	0.74	253	240	1.05
Eastbound						
Left Turn	144	200	0.72	352	320	1.10
Thru	1344	1540	0.87	1358	1190	1.14
Right Turn	52	540	0.10	88	500	0.18
Westbound						
Left Turn	100	110	0.91	184	180	1.02
Thru	1957	1540	1.27	1231	1190	1.03
Right Turn	167	540	0.31	341	500	0.68

Traffic Movement	MID-CONTINENT DRIVE & TAFT STREET P.M. PEAK HOUR			TAFT STREET 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.

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	280	0.49	67	280	0.24
Thru & Right	149	240	0.62	171	240	0.71
Southbound						
Left Turn	360	280	1.29	624	480	1.30
Thru	17	240	0.07	21	240	0.09
Right Turn	642	1200	0.54	721	1200	0.60
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	1200	0.72	1156	1200	0.96

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	

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 be comparable to existing conditions 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. Due to the high volumes of traffic which exist along Kellogg Avenue, either additional lanes must be constructed for through traffic or a series of grade separated crossings and interchanges will be required if the study site and the adjacent area of the City are allowed to continue to develop and grow.

The ability of the adjacent street system to serve additional development on the study site will depend on which tract is developed, with what land use, and when it is constructed relative to the improvements along Kellogg Avenue.

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:nh

Exhibits

EXISTING A.M. PEAK HOUR

KELLOGG & DUGAN

From 7:15 (A.M.) (RMX)
To 8:15 (A.M.) (RMX)
Average
Day of Week
Date

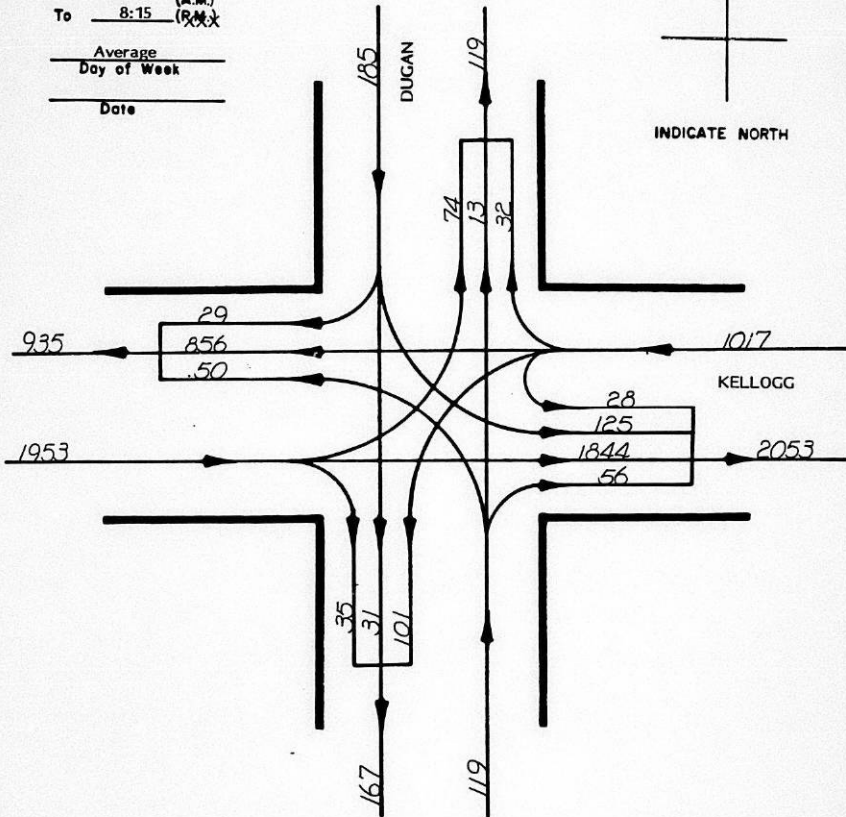


EXHIBIT 1



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

EXISTING P.M. PEAK HOUR

KELLOGG & DUGAN

From 5:00 (A.M.)
 (P.M.)
To 6:00 (P.M.)
Average
Day of Week
Date

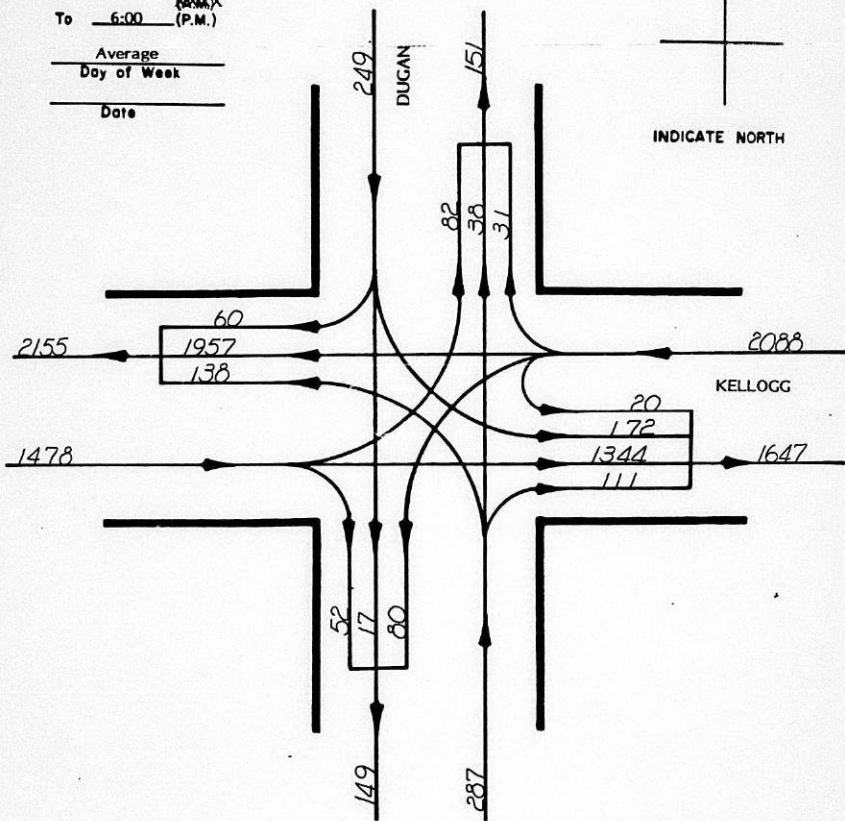


EXHIBIT 2



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

EXISTING SATURDAY PEAK HOUR
 KELLOGG & DUCAN

From 1:15 (P.M.)
 To 2:15 (P.M.)
 Saturday
 Day of Week
 Date

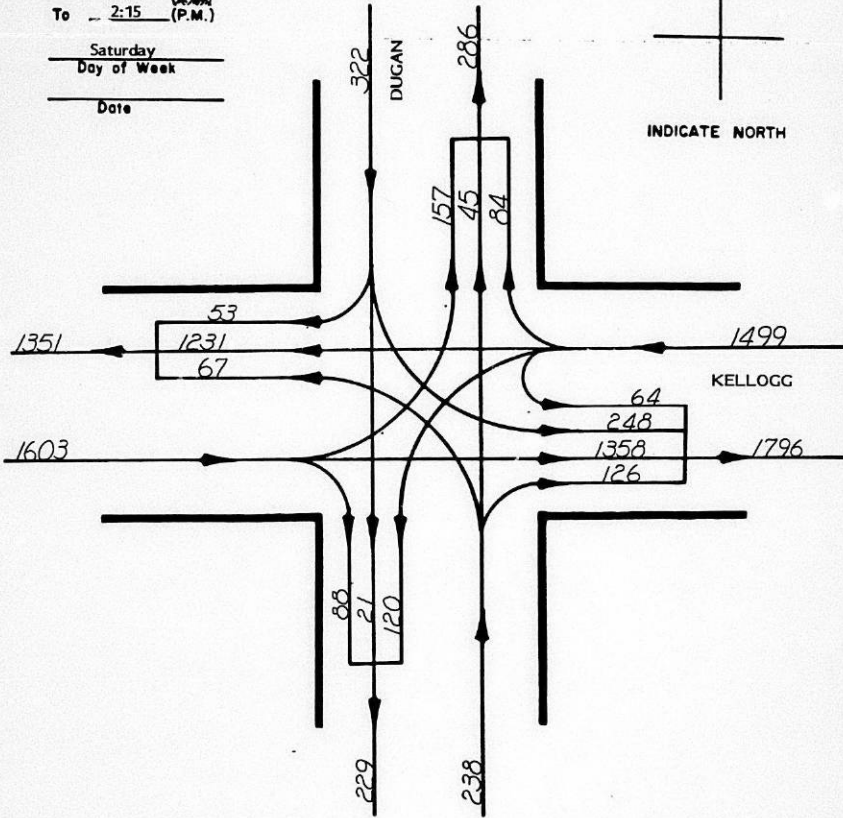


EXHIBIT 3



LARKIN ASSOCIATES
 CONSULTING ENGINEERS, INC.

EXISTING A.M. PEAK HOUR
MID-CONTINENT & TAFT

From 7:15 (A.M.)
To 8:15 (A.M.)
Average
Day of Week
Date

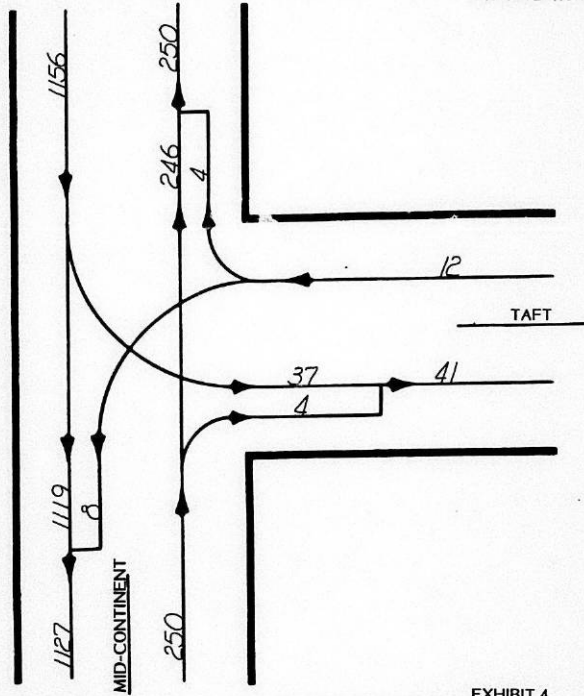
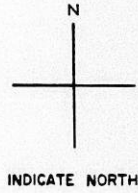


EXHIBIT 4



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

EXISTING P.M. PEAK HOUR
 MID-CONTINENT & TAFT

From 5:00 (P.M.)
 To 6:00 (P.M.)
 Average
 Day of Week
 Date

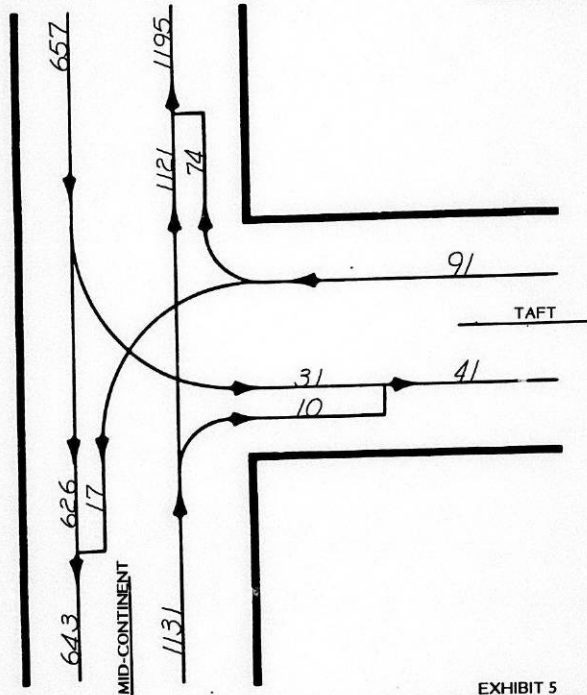
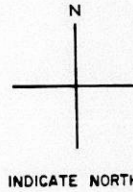


EXHIBIT 5



LARKIN ASSOCIATES
 CONSULTING ENGINEERS, INC.

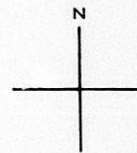
EXISTING SATURDAY PEAK HOUR

MID-CONTINENT & TAFT

From 1:15 ~~(X)X(X)~~
(P.M.)
To 2:15 ~~(X)X(X)~~
(P.M.)

Saturday
Day of Week

Date



INDICATE NORTH

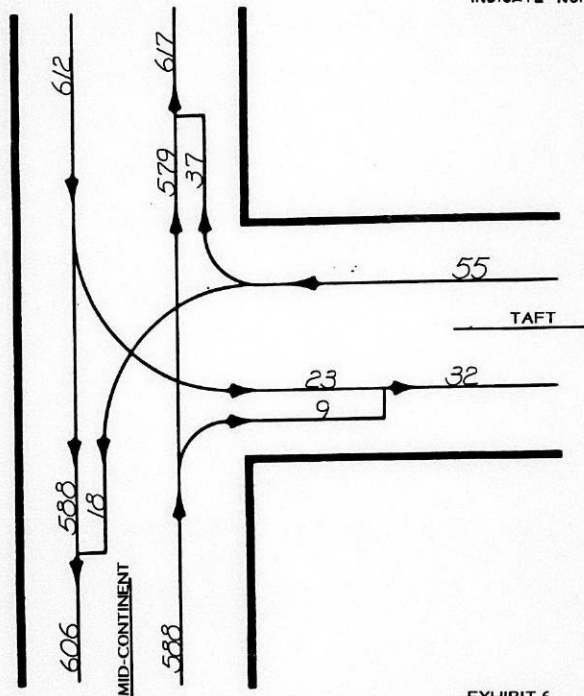


EXHIBIT 6



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

PHASE ONE
 PROJECTED P.M. PEAK HOUR
 KELLOGG & DUGAN

From 5:00 (AMX) (P.M.)
 To 6:00 (AMX) (P.M.)
 Average
 Day of Week
 Date

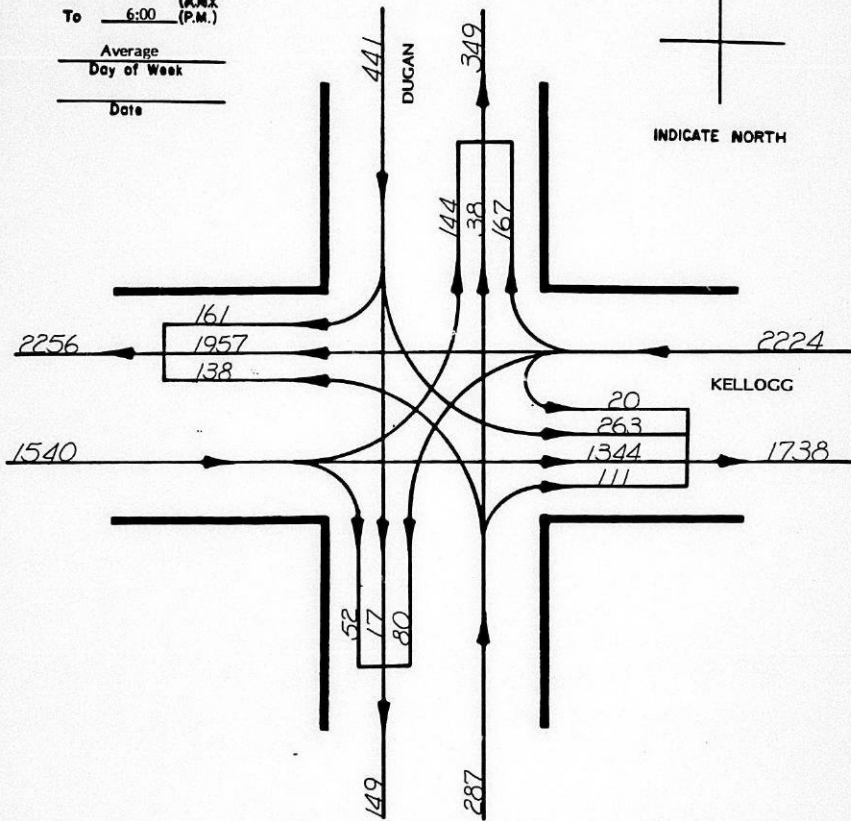


EXHIBIT 7



LARKIN ASSOCIATES
 CONSULTING ENGINEERS, INC.

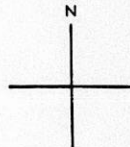
PHASE ONE
 PROJECTED P.M. PEAK HOUR
 MID-CONTINENT & TAFT

From 5:00 (P.M.)

To 6:00 (P.M.)

Average
 Day of Week

Date



INDICATE NORTH

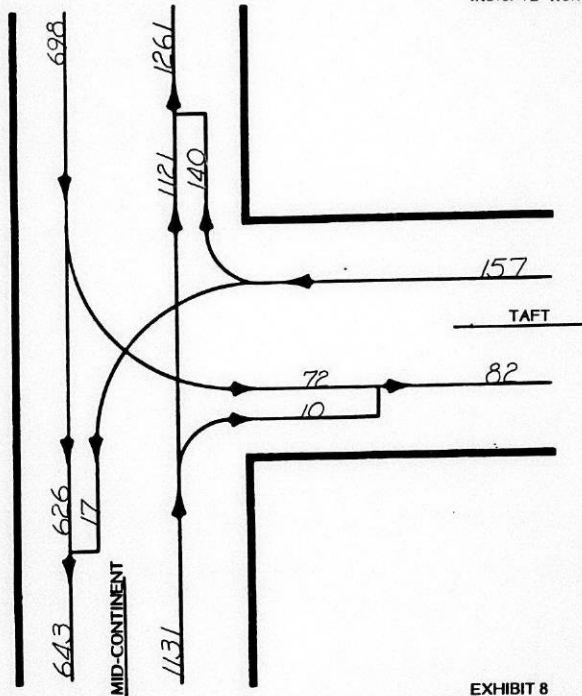


EXHIBIT 8



LARKIN ASSOCIATES
 CONSULTING ENGINEERS, INC.

PHASE ONE
PROJECTED SATURDAY PEAK HOUR

KELLOGG & DUGAN

From 1:15 (A.M.)
(P.M.)

To 2:15 (A.M.)
(P.M.)

Saturday
Day of Week

Date



INDICATE NORTH

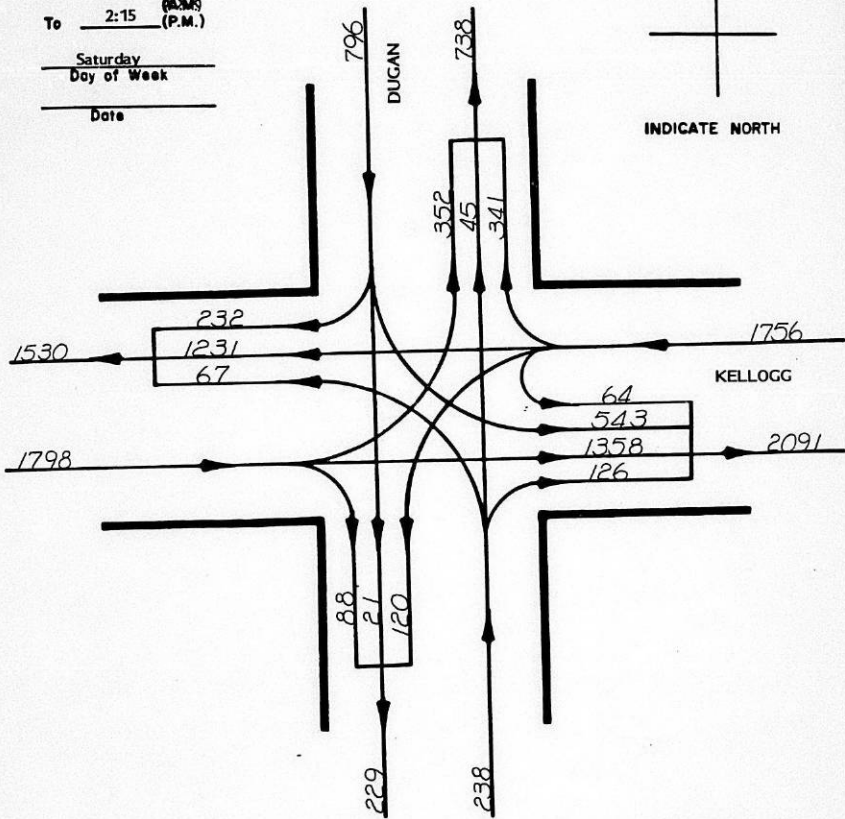


EXHIBIT 9



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

TOTAL DEVELOPMENT
PROJECTED P.M. PEAK HOUR

KELLOGG & DUCAN

From 5:00 (P.M.)
To 6:00 (P.M.)
Average
Day of Week
Date

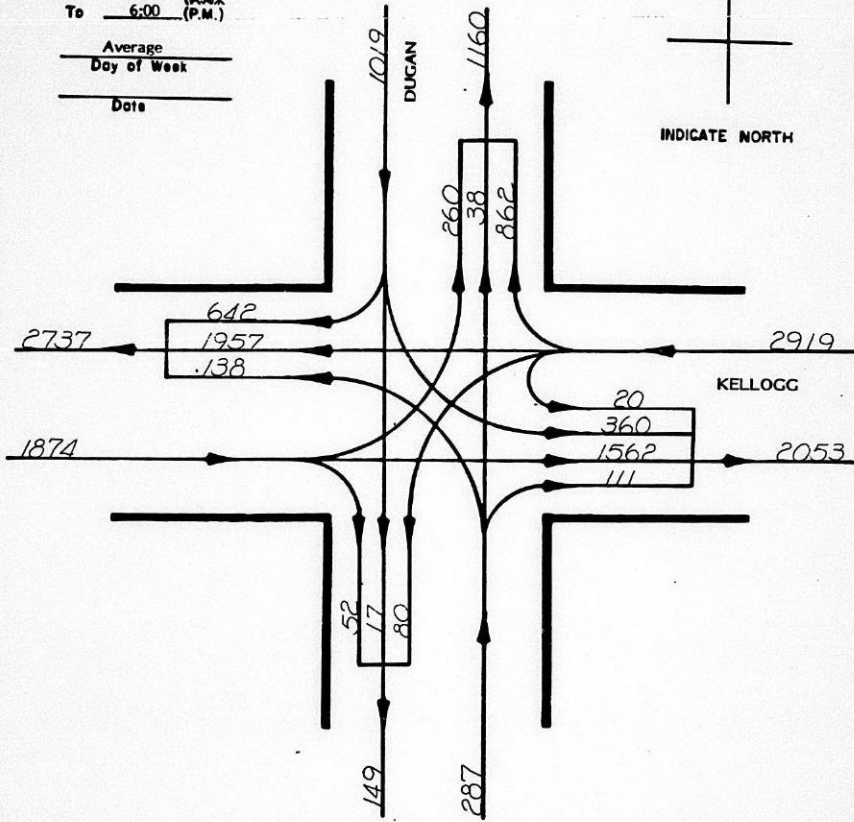
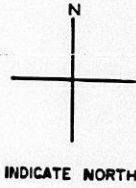


EXHIBIT 11



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

TOTAL DEVELOPMENT
PROJECTED P.M. PEAK HOUR
MID-CONTINENT & TAFT

From 5:00 ~~(A.M.)~~ (P.M.)
To 6:00 ~~(A.M.)~~ (P.M.)
Average
Day of Week
Date



INDICATE NORTH

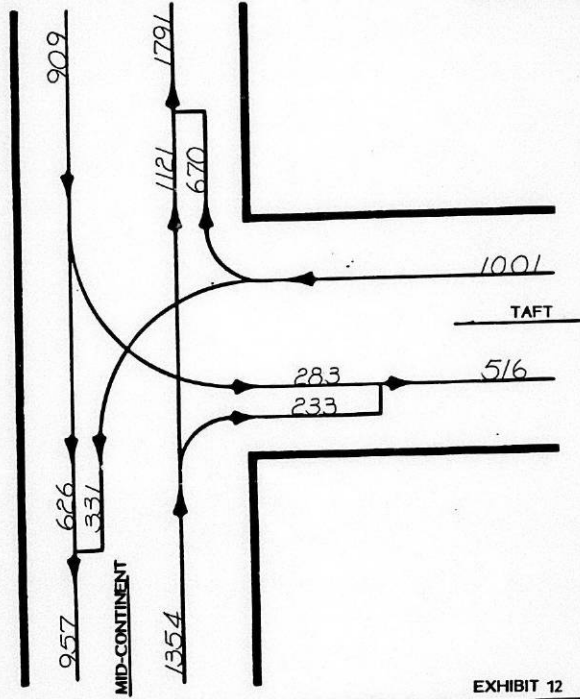


EXHIBIT 12



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

TOTAL DEVELOPMENT
 PROJECTED SATURDAY PEAK HOUR
 KELLOGG & DUGAN

From 1:15 (A.M.) (P.M.)
 To 2:15 (A.M.) (P.M.)
 Saturday
 Day of Week
 Date

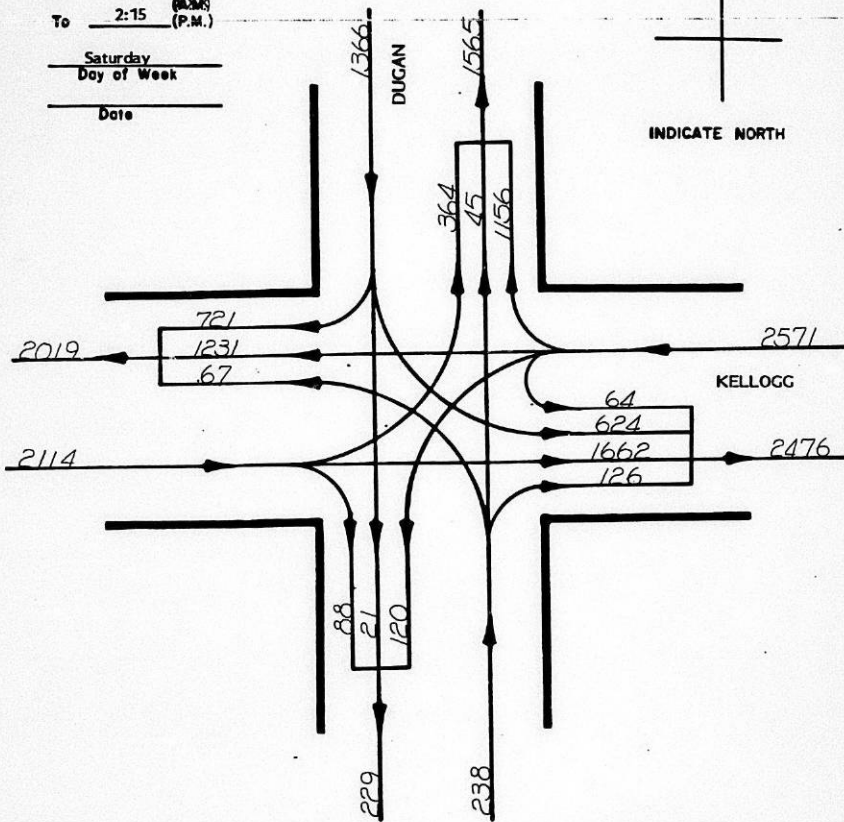


EXHIBIT 13



LARKIN ASSOCIATES
 CONSULTING ENGINEERS, INC.

TOTAL DEVELOPMENT
PROJECTED SATURDAY PEAK HOUR
MID-CONTINENT & TAFT

From 1:15 (P.M.)
To 2:15 (P.M.)
Saturday
Day of Week
Date

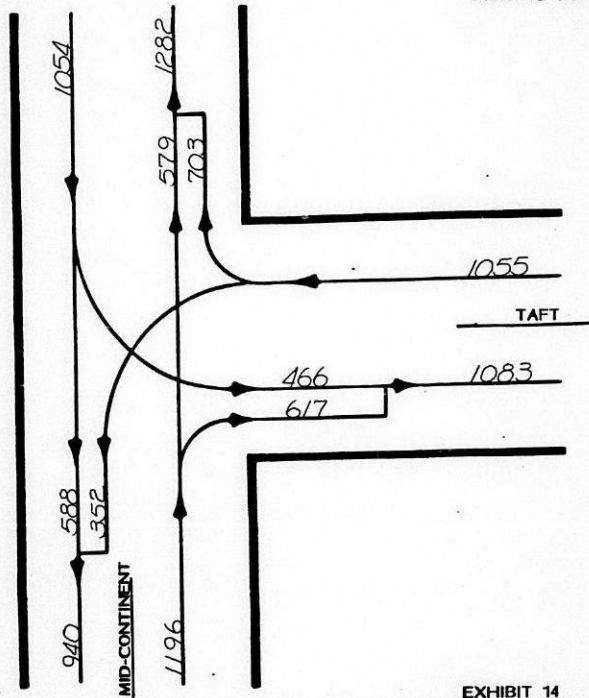


EXHIBIT 14



LARKIN ASSOCIATES
CONSULTING ENGINEERS, P.C.

Appendix

TABLE A-1
 ALTERNATE 1
 WEEKDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: December 1, 1985

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	AVERAGE DAILY TRAFFIC		A.M. PEAK HOUR				P.M. PEAK HOUR			
							ENTER RATE	EXIT RATE	ENTER RATE	EXIT RATE	ENTER VOLUME	EXIT VOLUME	ENTER RATE	EXIT RATE
L1	10.4	RETAIL	99231	0	66.7	6619	0.90	89	0.80	79	2.90	288	3.10	308
L2	9.0	W.H.	117058	0	4.9	574	0.56	66	0.10	12	0.57	67	1.06	124
L3	2.2	RETAIL	29175	0	66.7	1946	0.90	26	0.80	23	2.90	85	3.10	90
D1A	3.6	HOTEL	70000	220	10.5	2310	0.57	125	0.28	62	0.36	79	0.37	81
D1B	12.0	RETAIL	86150	0	66.7	5746	0.90	78	0.80	69	2.90	250	3.10	267
D2	5.8	OFFICE	107400	0	14.3	1536	1.80	193	0.20	21	0.41	44	1.62	174
D3	14.8	RETAIL	128990	0	66.7	8604	0.90	116	0.80	103	2.90	374	3.10	400
D4	2.2	OFFICE	23618	0	17.7	418	2.13	50	0.37	9	0.40	9	2.42	57
D5	7.8	RETAIL	101400	0	51.3	5202	0.60	61	0.50	51	2.40	243	2.50	254
D6	1.4	RETAIL	17745	0	51.3	910	0.60	11	0.50	9	2.40	43	2.50	44
TOTAL FLOOR AREA			780767											
TOTAL TRAFFIC VOLUMES						33864		815		438		1482		1799

TABLE A-2
 ALTERNATE 2
 WEEKDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: December 1, 1985

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	AVERAGE DAILY TRAFFIC		A.M. PEAK HOUR				P.M. PEAK HOUR			
					RATE	VOLUME	ENTER		EXIT		ENTER		EXIT	
							RATE	VOLUME	RATE	VOLUME	RATE	VOLUME	RATE	VOLUME
L1	10.4	RETAIL	99231	0	66.7	6619	0.90	89	0.80	79	2.90	288	3.10	308
L2	9.0	W.H.	117058	0	4.9	574	0.56	66	0.10	12	0.57	67	1.06	124
L3	2.2	RETAIL	29175	0	66.7	1946	0.90	26	0.80	23	2.90	85	3.10	90
D1A	3.6	HOTEL	70000	220	10.5	2310	0.57	125	0.28	62	0.36	79	0.37	81
D1B	12.0	RETAIL	86150	0	66.7	5746	0.90	78	0.80	69	2.90	250	3.10	267
D2	5.8	OFFICE	107400	0	14.3	1536	1.80	193	0.20	21	0.41	44	1.62	174
D3	14.8	RETAIL	128990	0	66.7	8604	0.90	116	0.80	103	2.90	374	3.10	400
D4	2.2	W.H.	23618	0	4.9	116	0.56	13	0.10	2	0.57	13	1.06	25
D5	7.8	RETAIL	101400	0	51.3	5202	0.60	61	0.50	51	2.40	243	2.50	254
D6	1.4	RETAIL	17745	0	51.3	910	0.60	11	0.50	9	2.40	43	2.50	44
TOTAL FLOOR AREA			780767											
TOTAL TRAFFIC VOLUMES						33562		778		432		1486		1767

TABLE A-3
 ALTERNATE 3
 SATURDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: December 1, 1985

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	SATURDAY TRAFFIC		SATURDAY PEAK HOUR			
					RATE	VOLUME	ENTER		EXIT	
						RATE	VOLUME	RATE	VOLUME	
L1	10.4	RETAIL	99231	0	112.4	11154	4.60	456	4.30	427
L2	9.0	W.H.	117058	0	0.0	0	0.00	0	0.00	0
L3	2.2	RETAIL	29175	0	112.4	3279	4.60	134	4.30	125
D1A	3.6	HOTEL	70000	220	8.1	1782	0.30	66	0.30	66
D1B	12.0	RETAIL	86150	0	112.4	9683	4.60	396	4.30	370
D2	5.8	OFFICE	107400	0	3.5	376	0.24	26	0.21	23
D3	14.8	RETAIL	128990	0	112.4	14498	4.60	593	4.30	555
D4	2.2	OFFICE	23618	0	2.4	57	0.26	6	0.22	5
D5	7.8	RETAIL	101400	0	78.5	7960	5.50	558	5.70	578
D6	1.4	RETAIL	17745	0	78.5	1393	5.50	98	5.70	101
TOTAL FLOOR AREA			780767							
TOTAL TRAFFIC VOLUMES						50182		2334		2250

TABLE A-4
 ALTERNATE 4
 SATURDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared For Baughman Company
 Date: December 1, 1985

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	SATURDAY TRAFFIC		SATURDAY PEAK HOUR			
					RATE	VOLUME	ENTER RATE	ENTER VOLUME	EXIT RATE	EXIT VOLUME
L1	10.4	RETAIL	99231	0	112.4	11154	4.60	456	4.30	427
L2	9.0	M.H.	117058	0	0.0	0	0.00	0	0.00	0
L3	2.2	RETAIL	29175	0	112.4	3279	4.60	134	4.30	125
D1A	3.6	HOTEL	70000	220	8.1	1782	0.30	66	0.30	66
D1B	12.0	RETAIL	86150	0	112.4	9683	4.60	396	4.30	370
D2	5.8	OFFICE	107400	0	3.5	376	0.24	26	0.21	23
D3	14.8	RETAIL	128990	0	112.4	14498	4.60	593	4.30	555
D4	2.2	M.H.	23618	0	0.0	0	0.00	0	0.00	0
D5	7.8	RETAIL	101400	0	78.5	7960	5.50	558	5.70	578
D6	1.4	RETAIL	17745	0	78.5	1393	5.50	98	5.70	101
TOTAL FLOOR AREA			780767							
TOTAL TRAFFIC VOLUMES						50125		2327		2245

Dugan revised

Excerpts from revised study dated 10-29-85 and submitted to McKinley 11-26-85. All other sheets remain as submitted on study dated 10-1-85. There were no Table A-5 or A-6 with this latest revision.

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	9.4	Commercial-Retail	100,975
L2	11.3	Warehouses	148,150
		Subtotal	249,125
<u>Dugan C.U.P.</u>			
D1A	3.7	Hotel	70,000 (220 rooms)
D1B	12.0	Commercial-Retail	100,910
D2 <i>matches Parcel 2</i>	5.8	Office	107,400
D3	15.1	Commercial-Retail	131,230
D4	2.2	Office	28,970
D4 - Alternate 1		Warehouses	28,970
D5	7.8	Hardware Store	80,000
D6 <i>matches Parcel 6</i>	1.4	Commercial-Retail	17,745
		Subtotal	536,255
		Total	785,380

Still does not include James or McDonald's sites with 504,000 sf

CUP shows 156,150

CUP shows 128,910

CUP shows 23,618

now 101,400

matches CUP still does not match CUP's which

total 1,300,000 sf

As can be seen above, the total proposed floor area has been reduced from 3,100,000 s.f. to 785,380 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 an 80,000 s.f.

CUP now shows 101,400 s.f.

hardware store 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.

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. As such, 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 (I)			
	Weekday P.M. Peak Hour		Saturday Peak Hour	
	In	Out	In	Out
PHASE ONE	192	200	440	456
TOTAL DEVELOPMENT	1380 <i>wad 1450</i>	1700 <i>waw 1810</i>	2070 <i>waw 2010</i>	1980 <i>waw 1910</i>

(I) 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

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	280	0.49	67	280	0.24
Thru & Right	149	240	0.62	171	240	0.71
Southbound						
Left Turn	360	280	1.29	624	480	1.30
Thru	17	240	0.07	21	240	0.09
Right Turn	612 ¹⁵⁵⁰	1200	0.51 ^{0.54}	659 ⁶³⁴	1200	0.55 ^{0.53}
Eastbound						
Left Turn	260	200	1.30	364	280	1.30
Thru	1547 ¹⁵⁶⁷	1500	1.03 ^{1.04}	1662 ¹⁶⁴⁶	1265	1.31 ^{1.30}
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	790 ⁸²⁹	1200	0.66 ^{0.69}	1036 ¹⁰⁰⁹	1200	0.86 ^{0.84}

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	204 ²¹³	500	0.41 ^{0.43}	527 ⁵⁰⁵	650	0.81 ^{0.78}
Southbound						
Left Turn	266 ²⁷⁷	390	0.68 ^{0.71}	416 ⁴⁰⁵	480	0.87 ^{0.84}
Thru	626	1850	0.34	588	1850	0.32
Westbound						
Left Turn	314 ³³⁷	390	0.81 ^{0.86}	330 ³¹⁷	390	0.85 ^{0.81}
Right Turn	639 ⁶⁵⁰	1200	0.53 ^{0.57}	577 ⁵⁵⁶	1200	0.48 ^{0.46}

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

TOTAL DEVELOPMENT
 PROJECTED P.M. PEAK HOUR
 KELLOGG & DUGAN

From 5:00 (~~AM~~) (P.M.)
 To 6:00 (~~AM~~) (P.M.)
 Average
 Day of Week
 Date

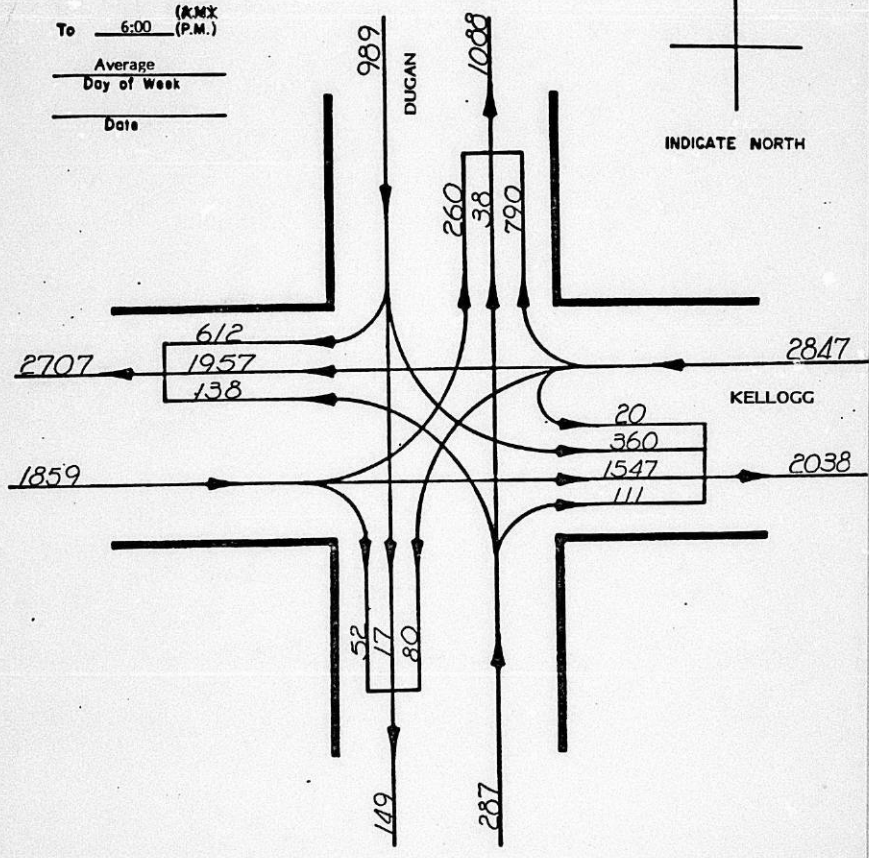
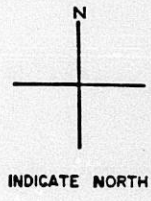


EXHIBIT 11



LARKIN ASSOCIATES

TOTAL DEVELOPMENT
 PROJECTED P.M. PEAK HOUR
 MID-CONTINENT & TAFT

From 5:00 (P.M.)
 To 6:00 (P.M.)
 Average
 Day of Week
 Date

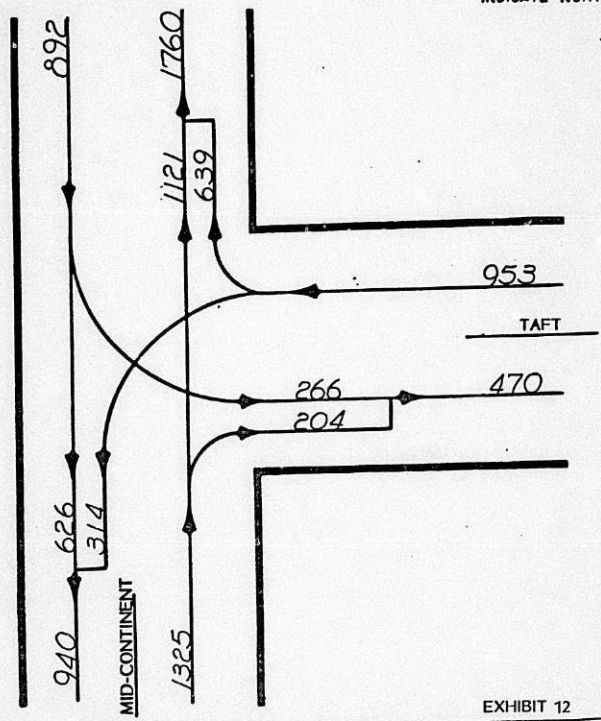


EXHIBIT 12



LARKIN ASSOCIATES
 CONSULTING ENGINEERS, INC.

TOTAL DEVELOPMENT
 PROJECTED SATURDAY PEAK HOUR
 KELLOGG & DUGAN

From 1:15 (~~(A.M.)~~)
 (P.M.)
 To 2:15 (~~(A.M.)~~)
 (P.M.)
 Saturday
 Day of Week
 Date

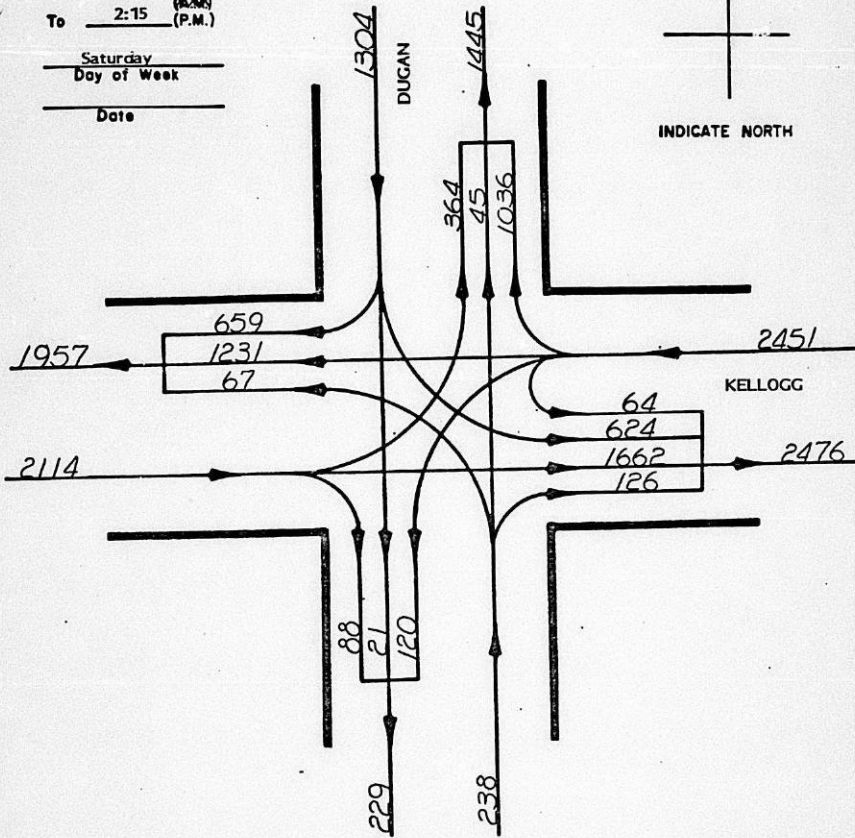


EXHIBIT 13



LARKIN ASSOCIATES
 CONSULTING ENGINEERS, INC.

TOTAL DEVELOPMENT
PROJECTED SATURDAY PEAK HOUR

MID-CONTINENT & TAFT

From 1:15 ~~(P.M.)~~ ~~(P.M.)~~
To 2:15 ~~(P.M.)~~ ~~(P.M.)~~
Saturday
Day of Week
Date

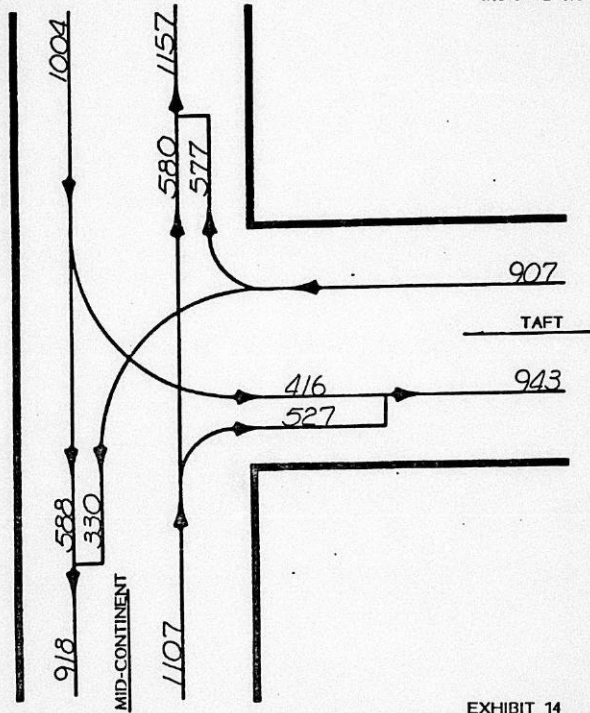
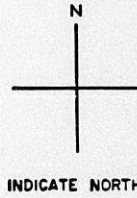


EXHIBIT 14



LARKIN ASSOCIATES

TABLE A-1
 ALTERNATE I
 WEEKDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared For Baughman Company
 Date: October 28, 1985

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	AVERAGE DAILY TRAFFIC		A.M. PEAK HOUR				P.M. PEAK HOUR			
					RATE	VOLUME	ENTER RATE	ENTER VOLUME	EXIT RATE	EXIT VOLUME	ENTER RATE	ENTER VOLUME	EXIT RATE	EXIT VOLUME
L1	9.4	RETAIL	100975	0	66.7	6735	0.90	91	0.80	81	2.90	293	3.10	313
L2	11.6	W.H.	148150	0	4.9	726	0.56	83	0.10	15	0.57	84	1.06	157
D1A	3.7	HOTEL	70000	220	10.5	2310	0.57	125	0.28	62	0.36	79	0.37	81
D1B	11.6	RETAIL	100910	0	66.7	6731	0.90	91	0.80	81	2.90	293	3.10	313
D2	6.4	OFFICE	107400	0	14.3	1536	1.80	193	0.20	21	0.41	44	1.62	174
D3	15.1	RETAIL	131230	0	66.7	8753	0.90	118	0.80	105	2.90	381	3.10	407
D4	2.3	OFFICE	28970	0	17.7	513	2.13	62	0.37	11	0.40	12	2.42	70
D5	7.8	RETAIL	80000	0	51.3	4104	0.60	48	0.50	40	2.40	192	2.50	200
D6	1.4	RETAIL	17745	0	51.3	910	0.60	11	0.50	9	2.40	43	2.50	44
TOTAL FLOOR AREA			767635											
TOTAL TRAFFIC VOLUMES						31407		811		415		1377		1715

TABLE A-2
 ALTERNATE 2
 WEEKDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: October 28, 1985

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	AVERAGE DAILY TRAFFIC		A.M. PEAK HOUR				P.M. PEAK HOUR			
					RATE	VOLUME	ENTER RATE	ENTER VOLUME	EXIT RATE	EXIT VOLUME	ENTER RATE	ENTER VOLUME	EXIT RATE	EXIT VOLUME
L1	9.4	RETAIL	100975	0	66.7	6735	0.90	91	0.80	81	2.90	293	3.10	313
L2	11.6	W.H.	148150	0	4.9	726	0.56	83	0.10	15	0.57	84	1.06	157
D1A	3.7	HOTEL	70000	220	10.5	2310	0.57	125	0.28	62	0.36	79	0.37	81
D1B	11.6	RETAIL	100910	0	66.7	6731	0.90	91	0.80	81	2.90	293	3.10	313
D2	6.4	OFFICE	107400	0	14.3	1536	1.80	193	0.20	21	0.41	44	1.62	174
D3	15.1	RETAIL	131230	0	66.7	8753	0.90	118	0.80	105	2.90	381	3.10	407
D4	2.3	W.H.	28970	0	4.9	142	0.56	16	0.10	3	0.57	17	1.06	31
D5	7.8	RETAIL	80000	0	51.3	4104	0.60	48	0.50	40	2.40	192	2.50	200
D6	1.4	RETAIL	17745	0	51.3	910	0.60	11	0.50	9	2.40	43	2.50	44
TOTAL FLOOR AREA			767635											
TOTAL TRAFFIC VOLUMES						31036		766		407		1382		1676

TABLE A-3
 ALTERNATE 3
 SATURDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: October 28, 1985.

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	SATURDAY TRAFFIC		SATURDAY PEAK HOUR			
					RATE	VOLUME	ENTER		EXIT	
						RATE	VOLUME	RATE	VOLUME	
L1	9.4	RETAIL	100975	0	112.4	11350	4.60	464	4.30	434
L2	11.6	W.H.	148150	0	0.0	0	0.00	0	0.00	0
D1A	3.7	HOTEL	70000	220	8.1	1782	0.30	66	0.30	66
D1B	11.6	RETAIL	100910	0	112.4	11342	4.60	464	4.30	434
D2	6.4	OFFICE	107400	0	3.5	376	0.24	26	0.21	23
D3	15.1	RETAIL	131230	0	112.4	14750	4.60	604	4.30	564
D4	2.3	OFFICE	28970	0	2.4	70	0.26	8	0.22	6
D5	7.8	RETAIL	80000	0	78.5	6280	5.50	440	5.70	456
D6	1.4	RETAIL	17745	0	78.5	1393	5.50	98	5.70	101
TOTAL FLOOR AREA			767635							
TOTAL TRAFFIC VOLUMES						45950		2072		1983

TABLE A-4
 ALTERNATE 4
 SATURDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: October 28, 1985.

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	SATURDAY TRAFFIC		SATURDAY PEAK HOUR			
					RATE	VOLUME	ENTER		EXIT	
							RATE	VOLUME	RATE	VOLUME
L1	9.4	RETAIL	100975	0	112.4	11350	4.60	464	4.30	434
L2	11.6	W.H.	148150	0	0.0	0	0.00	0	0.00	0
D1A	3.7	HOTEL	70000	220	8.1	1782	0.30	66	0.30	66
D1B	11.6	RETAIL	100910	0	112.4	11342	4.60	464	4.30	434
D2	6.4	OFFICE	137400	0	3.5	376	0.24	26	0.21	23
D3	15.1	RETAIL	131230	0	112.4	14750	4.60	604	4.30	564
D4	2.3	W.H.	28970	0	0.0	0	0.00	0	0.00	0
D5	7.8	RETAIL	80000	0	78.5	6280	5.50	440	5.70	456
D6	1.4	RETAIL	17745	0	78.5	1393	5.50	98	5.70	101
TOTAL FLOOR AREA			767635							
TOTAL TRAFFIC VOLUMES						45880		2064		1977

270
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FOUNDER, 1908-1973



MAPS
Received 10-14-85 (9)
October 1, 1985

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

Sponsored

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

SATURDAY PEAK HOUR

Traffic Movement	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	9.4	Commercial-Retail	102,140
L2	11.6	Warehouses	151,910
		Subtotal	254,050
<u>Dugan C.U.P.</u>			
D1A	3.7	Hotel	220 rooms
D1B	6.4	Office	107,400
D1C	11.6	Commercial-Retail	101,060
D1C - Alternate 1		Warehouses	151,590
D1C - Alternate 2		Office	151,590
D2	1.4	Commercial-Retail	17,745
D3A	11.9	Commercial-Retail	104,130
D3B	3.3	Drive-in Restaurant	14,000
D4	2.3	Office	30,410
D4 - Alternate 1		Warehouses	30,410
D5	7.8	Hardware Store	80,000
		Subtotal (1)	454,745-
		Total (1)	505,275
			708,795-
			759,325

(1) Does not include floor area for the 220 room hotel.

As can be seen above, the total proposed floor area has been reduced from 3,100,000 s.f. to a maximum of 759,325 s.f. of commercial uses plus 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 an 80,000 s.f. hardware store 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.

Tables A-1 through A-6 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 through A-3 reflect the expected weekday conditions assuming that the parcels are 100 percent developed and occupied, while Tables A-4 through A-6 reflect the corresponding Saturday conditions.

Review of Tables A-1 through A-6 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. As such, 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	192	200	440	456
TOTAL DEVELOPMENT	1450	1810	2010	1910

(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 through movement on Kellogg at Dugan is expected to increase from a L.O.S. C. (i.e. $V/C = 0.99$) to a L.O.S. D (i.e. $V/C = 1.14$) 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; and
5. A slip ramp will be added from westbound Kellogg Avenue onto Kellogg Drive on the approach to Dugan.

Table 5 indicates that three movements during the P.M. Weekday peak hour and four 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.

How does this affect the frontage road functioning?

TABLE 4
VOLUME/CAPACITY SUMMARY

PROJECTED CONDITIONS - PHASE ONE

Traffic Movement	KELLOGG AVENUE & DUGAN STREET P.M. PEAK HOUR			DUGAN STREET SATURDAY PEAK HOUR		
	Volume	Capacity	V/C	Volume	Capacity	V/C
Northbound						
Left Turn	138	140	0.99	67	280	0.24
Thru & Right	149	240	0.62	171	240	0.71
Southbound						
Left Turn	248	250	0.99	480	480	1.00
Thru & Right	167	240	0.70	223	240	0.93
Eastbound						
Left Turn	138	200	0.69	319	320	1.00
Thru	1344	1540	0.87	1358	1190	1.14
Right Turn	52	540	0.10	88	500	0.18
Westbound						
Left Turn	100	110	0.91	184	180	1.02
Thru	1957	1540	1.27	1231	1190	1.03
Right Turn	143	540	0.26	299	500	0.60

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	64	270	0.24	107	560	0.19
Thru	626	(1)		588	(1)	
Westbound						
Left Turn	17	50	0.34	18	140	0.13
Right Turn	126	270	0.47	119	560	0.21

(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	280	0.49	67	280	0.24
Thru & Right	149	240	0.62	171	240	0.71
Southbound						
Left Turn	360	280	1.29	624	480	1.30
Thru	17	240	0.07	21	240	0.09
Right Turn	653	1200	0.54	634	1200	0.53
Eastbound						
Left Turn	260	200	1.30	364	280	1.30
Thru	1567	1500	1.04	1646	1265	1.30
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	829	1200	0.69	1009	1200	0.84

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	213	500	0.43	505	650	0.78
Southbound						
Left Turn	277	390	0.71	405	480	0.84
Thru	626	1850	0.34	588	1850	0.32
Westbound						
Left Turn	337	390	0.86	317	390	0.81
Right Turn	680	1200	0.57	555	1200	0.46

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 be comparable to existing conditions 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.

specify
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. Due to the high volumes of traffic which exist along Kellogg Avenue, either additional lanes must be constructed for through traffic or a series of grade separated crossings and interchanges will be required if the study site and the adjacent area of the City are allowed to continue to develop and grow.

The ability of the adjacent street system to serve additional development on the study site will depend on which tract is developed, with what land use, and when it is constructed relative to the improvements along Kellogg Avenue.

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:nh

EXISTING A.M. PEAK HOUR

KELLOGG & DUGAN

From 7:15 (A.M.)
(RXX)
To 8:15 (A.M.)
(RXX)
Average
Day of Week
Date

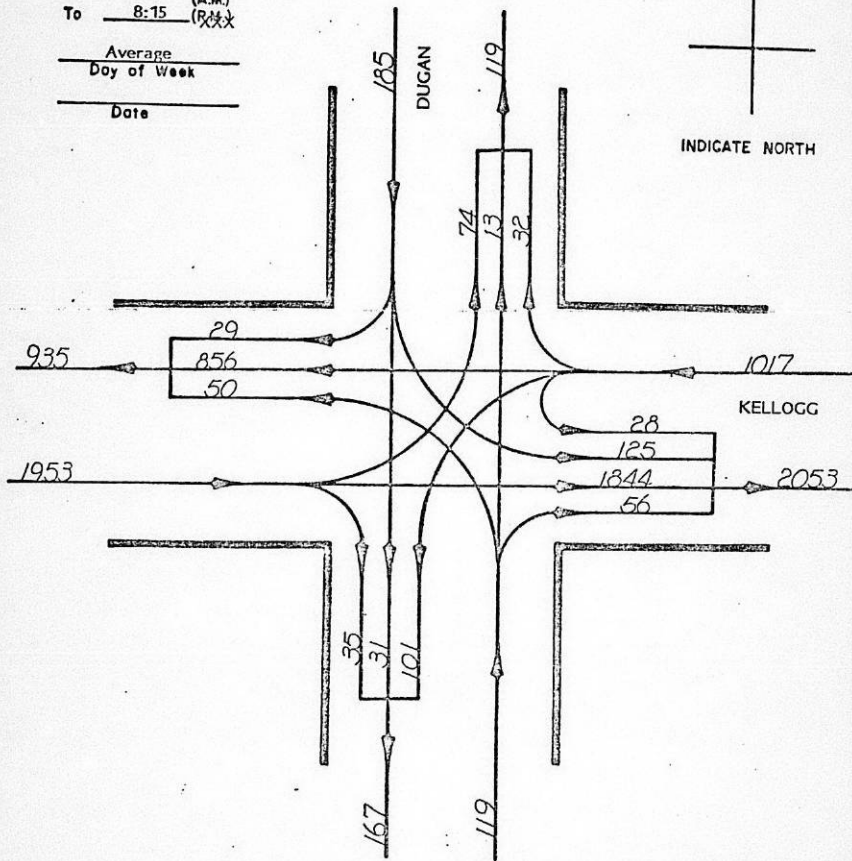
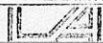


EXHIBIT 1



EXISTING P.M. PEAK HOUR

KELLOGG & DUGAN

From 5:00 (P.M.)
To 6:00 (P.M.)
Average
Day of Week
Date

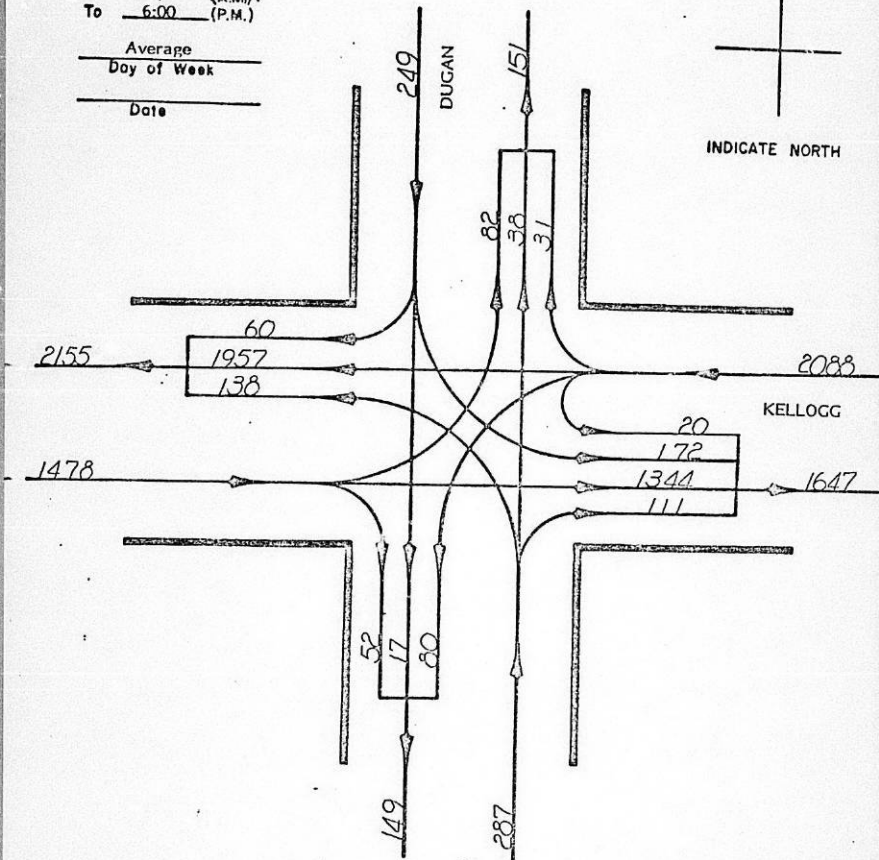


EXHIBIT 2



LARKIN ASSOCIATES

EXISTING SATURDAY PEAK HOUR
 KELLOGG & DUGAN

From 1:15 (P.M.)
 To 2:15 (P.M.)
 Saturday
 Day of Week
 Date

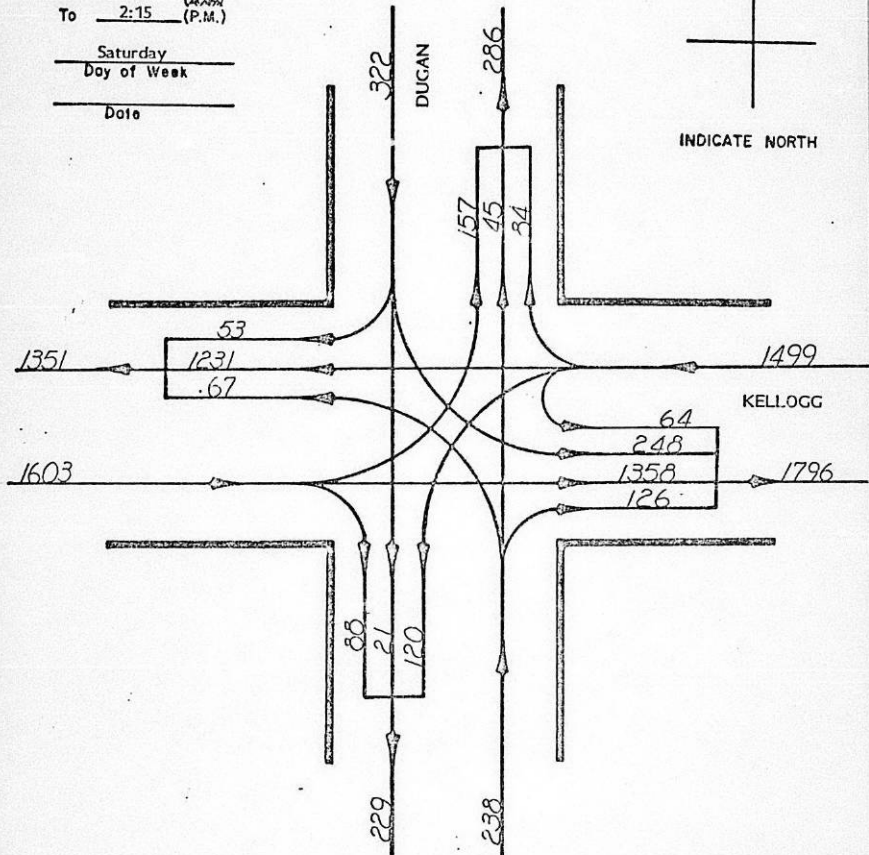


EXHIBIT 3



EXISTING A.M. PEAK HOUR

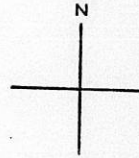
MID-CONTINENT & TAFT

From 7:15 (A.M.)
(RXXK)

To 8:15 (A.M.)
(RXXK)

Average
Day of Week

Date



INDICATE NORTH

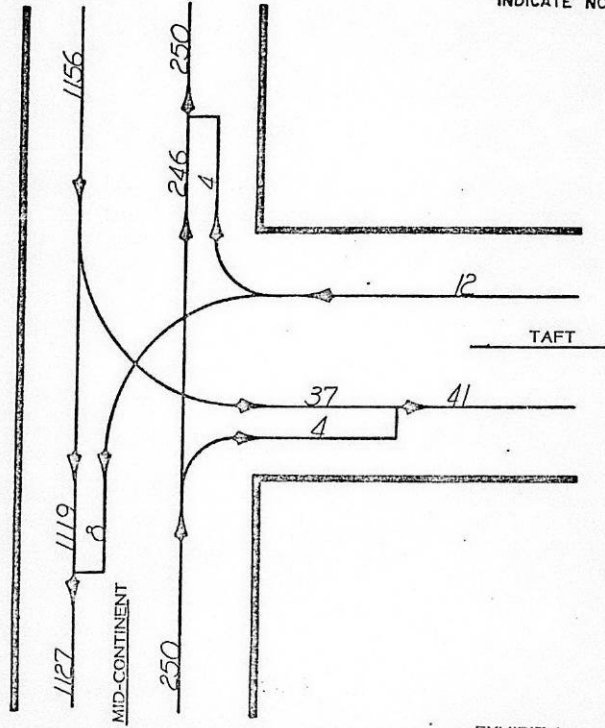


EXHIBIT 4



EXISTING P.M. PEAK HOUR

MID-CONTINENT & TAFT

From ~~5:00~~ (P.M.)
To 6:00 (P.M.)
Average
Day of Week
Date

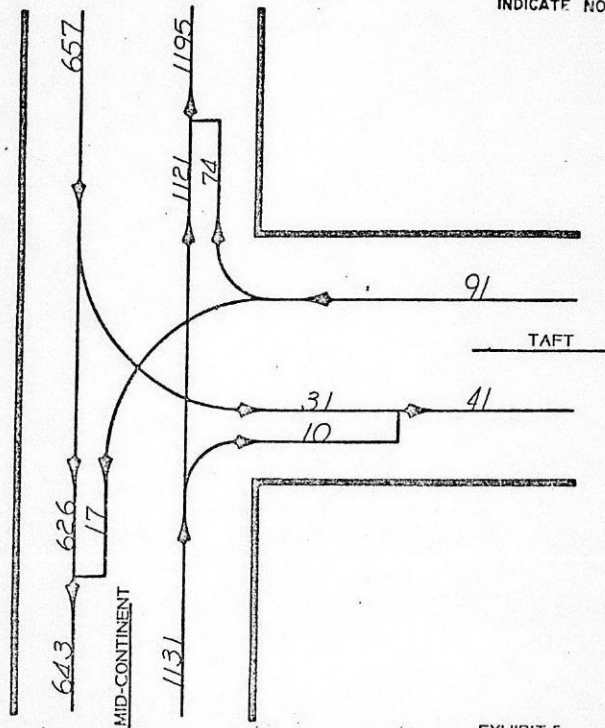


EXHIBIT 5



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

EXISTING SATURDAY PEAK HOUR

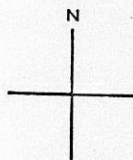
MID-CONTINENT & TAFT

From 1:15 (X)XX
(P.M.)

To 2:15 (X)XX
(P.M.)

Saturday
Day of Week

Date



INDICATE NORTH

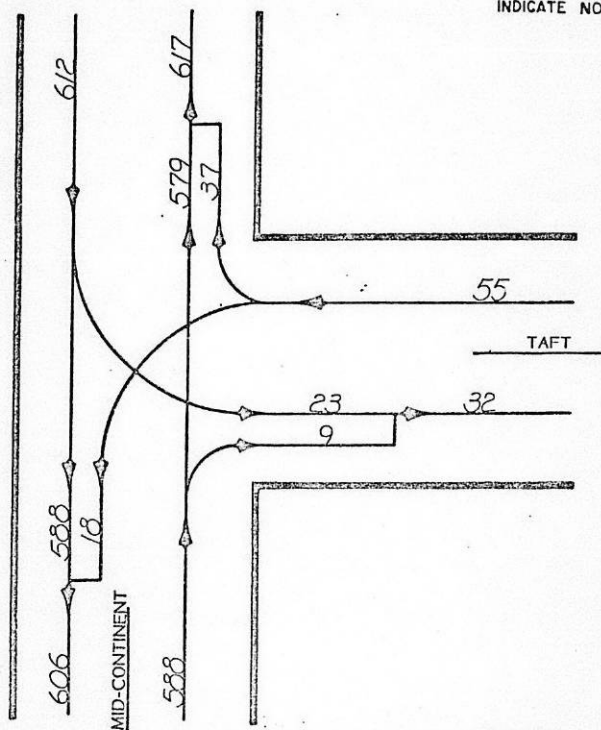


EXHIBIT 6



LARKIN ASSOCIATES

PHASE ONE
PROJECTED P.M. PEAK HOUR

KELLOGG & DUGAN

From 5:00 (XXX)
(P.M.)
To 6:00 (R.M.X)
(P.M.)
Average
Day of Week
Date

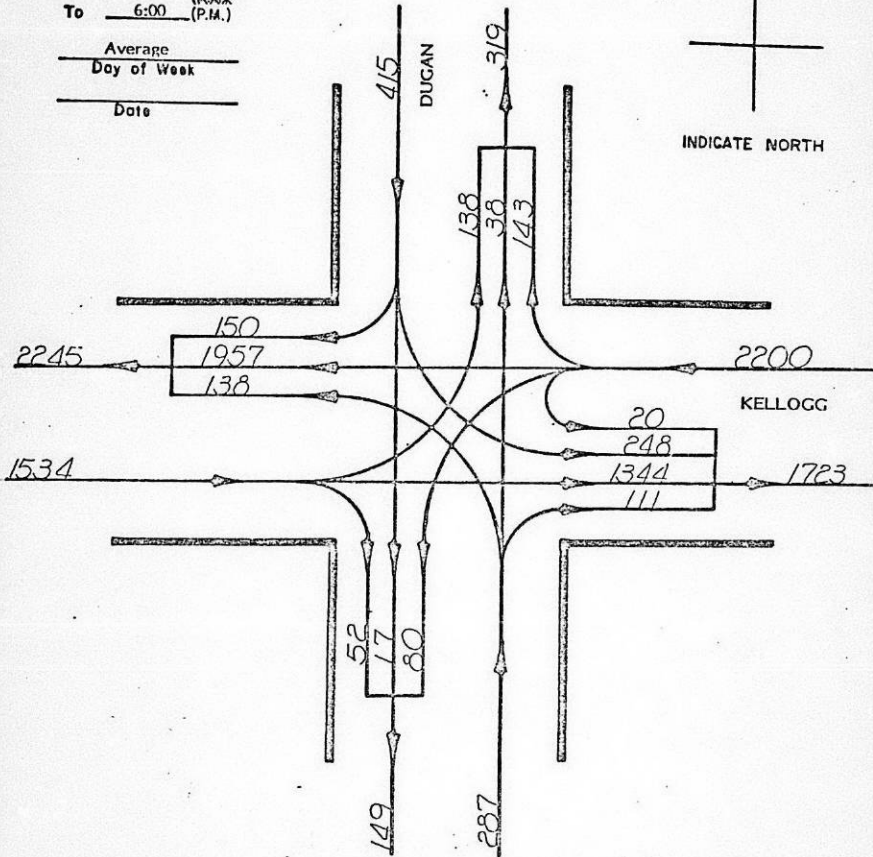
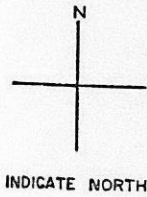
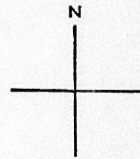


EXHIBIT 7



PHASE ONE
PROJECTED P.M. PEAK HOUR
MID-CONTINENT & TAFT

From 5:00 (P.M.)
To 6:00 (P.M.)
Average
Day of Week
Date



INDICATE NORTH

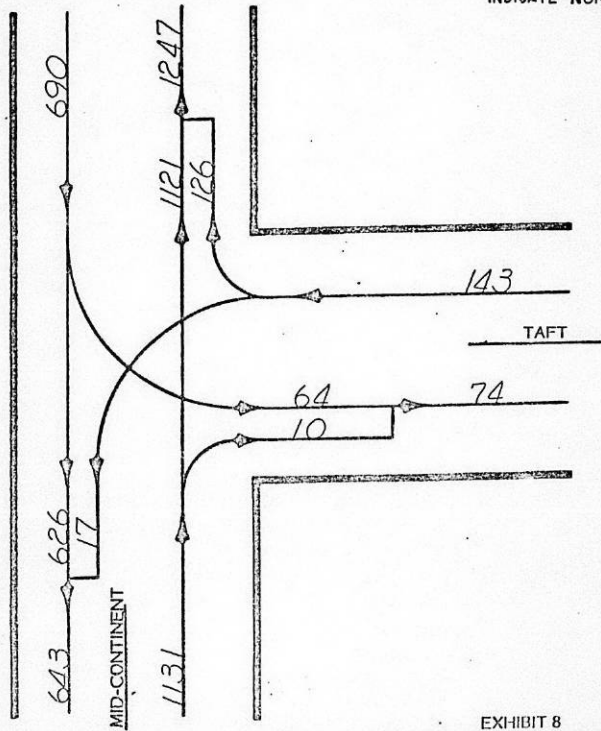


EXHIBIT 8



PHASE ONE
 PROJECTED SATURDAY PEAK HOUR
 KELLOGG & DUGAN

From 1:15 (~~XXX~~) (P.M.)
 To 2:15 (~~XXX~~) (P.M.)
 Saturday
 Day of Week
 Date _____

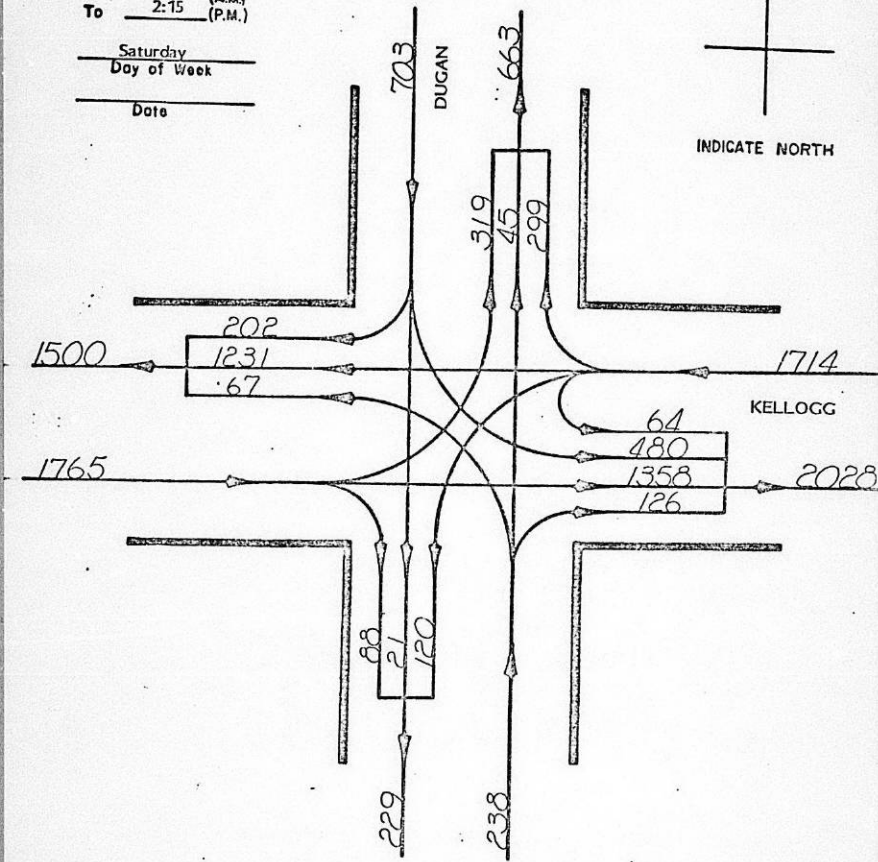


EXHIBIT 9

PHASE ONE
 PROJECTED SATURDAY PEAK HOUR

MID-CONTINENT & TAFT

From 1:15 (XXX) (P.M.)
 To 2:15 (XXX) (P.M.)
 Saturday
 Day of Week
 Date

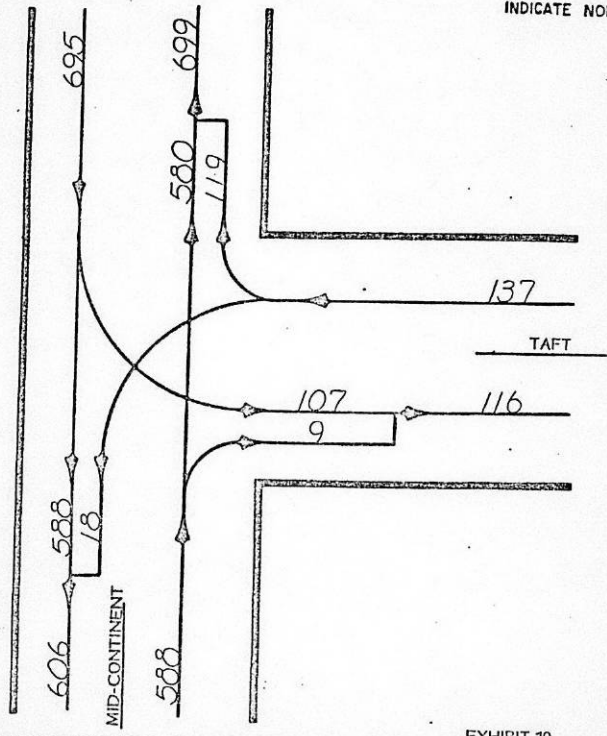


EXHIBIT 10



TOTAL DEVELOPMENT
PROJECTED P.M. PEAK HOUR

KELLOGG & DUGAN

From 5:00 (~~AM~~) (P.M.)
 To 6:00 (~~AM~~) (P.M.)
 Average
 Day of Week
 Date

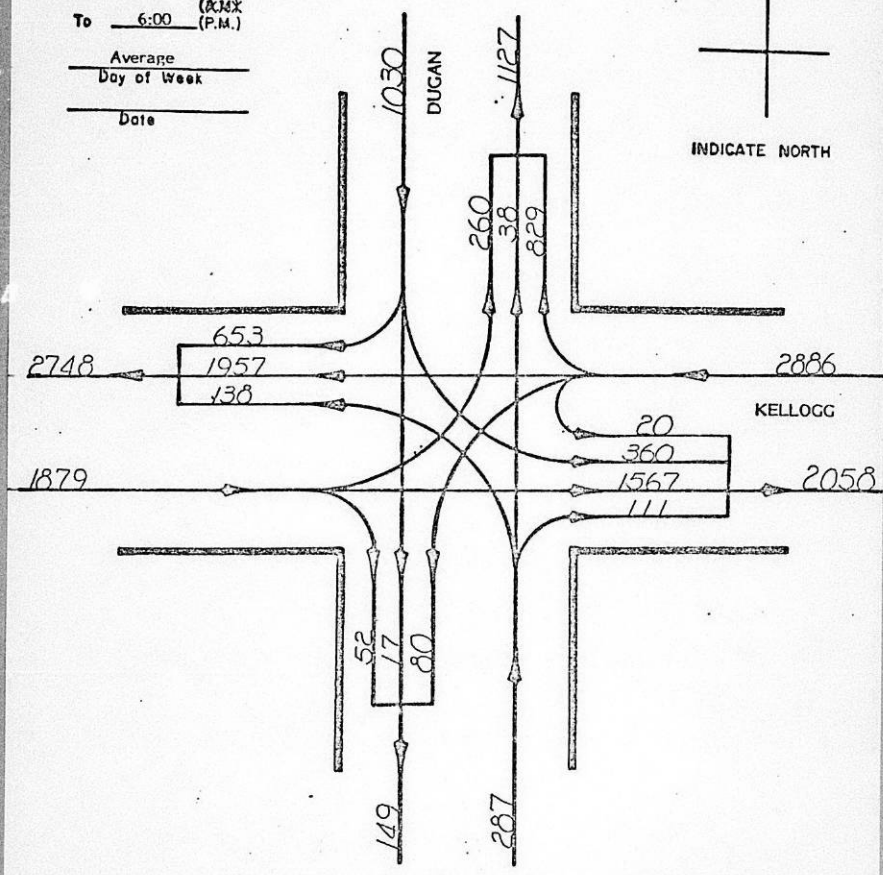
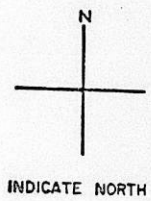


EXHIBIT 11



TOTAL DEVELOPMENT
PROJECTED P.M. PEAK HOUR

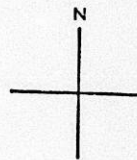
MID-CONTINENT & TAFT

From 5:00 (P.M.)

To 6:00 (P.M.)

Average
Day of Week

Date



INDICATE NORTH

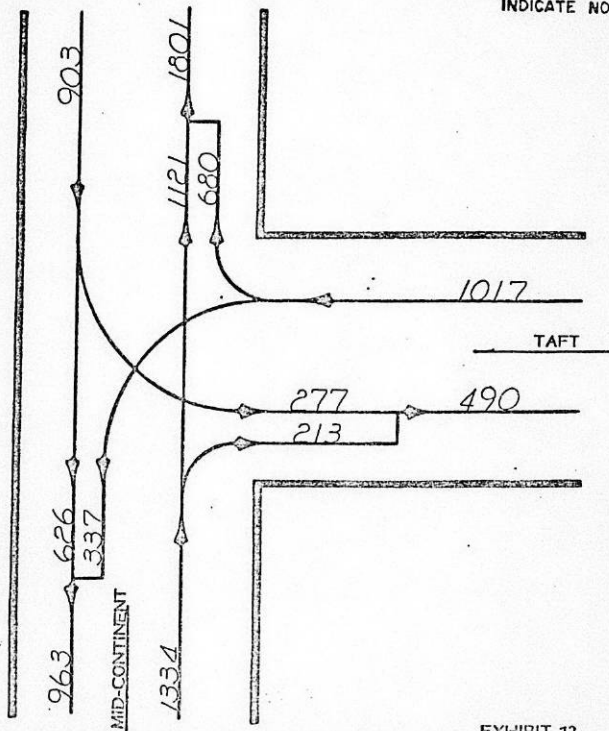


EXHIBIT 12



TOTAL DEVELOPMENT
 PROJECTED SATURDAY PEAK HOUR
 KELLOGG & DUGAN

From 1:15 (P.M.)
 To 2:15 (P.M.)
 Saturday
 Day of Week
 Date

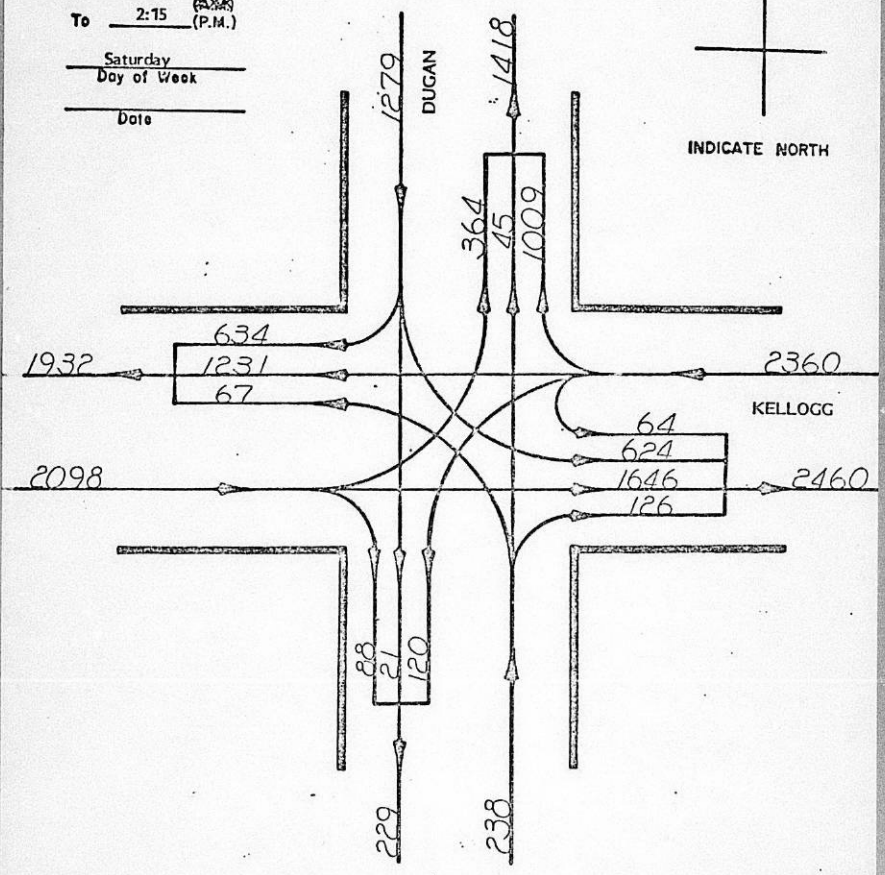


EXHIBIT 13



TOTAL DEVELOPMENT
 PROJECTED SATURDAY PEAK HOUR

MID-CONTINENT & TAFT

From 1:15 (XXX) (P.M.)
 To 2:15 (XXX) (P.M.)
 Saturday
 Day of Week

 Date

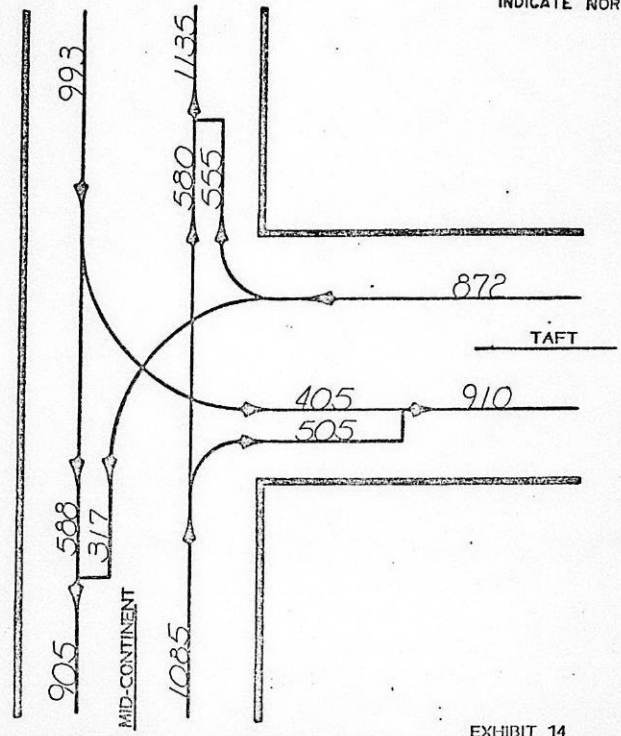


EXHIBIT 14

TABLE A-1
 ALTERNATE 1
 WEEKDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: September 19, 1985.

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	AVERAGE DAILY TRAFFIC		A.M. PEAK HOUR				P.M. PEAK HOUR			
					RATE	VOLUME	ENTER RATE	ENTER VOLUME	EXIT RATE	EXIT VOLUME	ENTER RATE	ENTER VOLUME	EXIT RATE	EXIT VOLUME
L1A	9.4	RETAIL	102140	0	66.7	6813	0.90	92	0.80	82	2.90	296	3.10	317
L2	11.6	W.H.	151910	0	4.9	744	0.56	85	0.10	15	0.57	87	1.06	161
D1A	3.7	HOTEL	0	220	10.5	2310	0.57	125	0.28	62	0.36	79	0.37	81
D1B	6.4	OFFICE	107400	0	14.3	1536	1.80	193	0.20	21	0.41	44	1.62	174
D1C	11.6	RETAIL	101060	0	66.7	6741	0.90	91	0.80	81	2.90	293	3.10	313
D2	1.4	RETAIL	17745	0	51.3	910	0.60	11	0.50	9	2.40	43	2.50	44
D3A	11.9	RETAIL	104130	0	66.7	6945	0.90	94	0.80	83	2.90	302	3.10	323
D3B	3.3	D.I. REST	14000	0	553.0	7742	4.25	60	3.65	51	17.00	238	14.60	204
D4	2.3	OFFICE	30410	0	17.7	538	2.13	65	0.37	11	0.40	12	2.42	74
D5	7.8	RETAIL	80000	0	51.3	4104	0.60	48	0.50	40	2.40	192	2.50	200
TOTAL FLOOR AREA			708795											
TOTAL TRAFFIC VOLUMES						38384		863		455		1586		1891

TABLE A-2
 ALTERNATE 2
 WEEKDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Daughman Company
 Date: September 19, 1985.

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	AVERAGE DAILY TRAFFIC		A.M. PEAK HOUR				P.M. PEAK HOUR			
					RATE	VOLUME	ENTER RATE	EXIT RATE	ENTER VOLUME	EXIT VOLUME	ENTER RATE	EXIT RATE	ENTER VOLUME	EXIT VOLUME
L1A	9.4	RETAIL	102140	0	66.7	6813	0.90	92	0.80	82	2.90	296	3.10	317
L2	11.6	W.H.	151910	0	4.9	744	0.56	85	0.10	15	0.57	87	1.06	161
D1A	3.7	HOTEL	0	220	10.5	2310	0.57	125	0.28	62	0.36	79	0.37	81
D1B	6.4	OFFICE	107400	0	14.3	1536	1.80	193	0.20	21	0.41	44	1.62	174
D1C	11.6	W.H.	151590	0	4.9	740	0.56	85	0.10	15	0.57	86	1.06	161
D2	1.4	RETAIL	17745	0	51.3	910	0.60	11	0.50	9	2.40	43	2.50	44
D3A	11.9	RETAIL	104130	0	66.7	6945	0.90	94	0.80	83	2.90	302	3.10	323
D3B	3.3	D.I. REST	14000	0	553.0	7742	4.25	60	3.65	51	17.00	238	14.60	204
D4	2.3	W.H.	30410	0	4.9	148	0.56	17	0.10	3	0.57	17	1.06	32
D5	7.8	RETAIL	80000	0	51.3	4104	0.60	48	0.50	40	2.40	192	2.50	200
TOTAL FLOOR AREA			759325											
TOTAL TRAFFIC VOLUMES						31993		809		381		1384		1698

TABLE A-3
 ALTERNATE 3
 WEEKDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: September 19, 1985.

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	AVERAGE DAILY TRAFFIC		A.M. PEAK HOUR				P.M. PEAK HOUR			
					RATE	VOLUME	ENTER RATE	ENTER VOLUME	EXIT RATE	EXIT VOLUME	ENTER RATE	ENTER VOLUME	EXIT RATE	EXIT VOLUME
L1A	9.4	RETAIL	102140	0	66.7	6813	0.90	92	0.80	82	2.90	296	3.16	317
L2	11.6	W.H.	151910	0	4.9	744	0.56	85	0.10	15	0.57	87	1.06	161
D1A	3.7	HOTEL	0	220	10.5	2310	0.57	125	0.28	62	0.36	79	0.37	81
D1B	6.4	OFFICE	107400	0	14.3	1536	1.00	193	0.20	21	0.41	44	1.62	174
D1C	11.6	OFFICE	151590	0	14.3	2168	1.80	273	0.20	30	0.41	62	1.62	246
D2	1.4	RETAIL	17745	0	51.3	910	0.60	11	0.50	9	2.40	43	2.50	44
D3A	11.9	RETAIL	104130	0	66.7	6945	0.90	94	0.60	83	2.90	302	3.10	323
D3B	3.3	D.I. REST	14000	0	553.0	7742	4.25	60	3.65	51	17.00	238	14.60	204
D4	2.3	W.H.	30410	0	4.9	148	0.56	17	0.10	3	0.57	17	1.06	32
D5	7.8	RETAIL	80000	0	51.3	4104	0.60	48	0.50	40	2.40	192	2.50	200
TOTAL FLOOR AREA			759325											
TOTAL TRAFFIC VOLUMES						33421		997		397		1360		1782

TABLE A-4
 ALTERNATE 4
 SATURDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 MICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: September 19, 1985.

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	SATURDAY RATE	TRAFFIC VOLUME	SATURDAY PEAK HOUR			
							ENTER		EXIT	
						RATE	VOLUME	RATE	VOLUME	
L1A	9.4	RETAIL	102140	0	112.4	11481	4.60	470	4.30	439
L2	11.6	W.H.	151910	0	0.0	0	0.00	0	0.00	0
D1A	3.7	HOTEL	0	220	8.1	1782	0.30	66	0.30	66
D1B	6.4	OFFICE	107400	0	3.5	376	0.24	26	0.21	23
D1C	11.6	RETAIL	101060	0	112.4	11359	4.60	465	4.30	435
D2	1.4	RETAIL	17745	0	78.5	1393	5.50	98	5.70	101
D3A	11.9	RETAIL	104130	0	112.4	11704	4.60	479	4.30	448
D3B	3.3	D.I. REST	14000	0	553.0	7742	17.00	230	14.60	204
D4	2.3	OFFICE	30410	0	2.4	73	0.26	8	0.22	7
D5	7.8	RETAIL	80000	0	78.5	6280	5.50	440	5.70	456
TOTAL FLOOR AREA			708795							
TOTAL TRAFFIC VOLUMES						52190		2289		2178

TABLE A-5
 ALTERNATE 5
 SATURDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: September 19, 1985.

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	SATURDAY RATE	TRAFFIC VOLUME	SATURDAY PEAK HOUR			
							ENTER RATE	ENTER VOLUME	EXIT RATE	EXIT VOLUME
L1A	9.4	RETAIL	102140	0	112.4	11481	4.60	470	4.30	439
L2	11.6	W.H.	151910	0	0.0	0	0.00	0	0.00	0
D1A	3.7	HOTEL	0	220	8.1	1782	0.30	66	0.30	66
D1B	6.4	OFFICE	107400	0	3.5	376	0.24	26	0.21	23
D1C	11.6	W.H.	151590	0	0.0	0	0.00	0	0.00	0
D2	1.4	RETAIL	17745	0	78.5	1393	5.50	98	5.70	101
D3A	11.9	RETAIL	104130	0	112.4	11704	4.60	479	4.30	448
D3B	3.3	D.I. REST	14000	0	553.0	7742	17.00	238	14.60	204
D4	2.3	W.H.	30410	0	0.0	0	0.00	0	0.00	0
D5	7.8	RETAIL	80000	0	78.5	6280	5.50	440	5.70	456
TOTAL FLOOR AREA			759325							
TOTAL TRAFFIC VOLUMES						40758		1816		1737

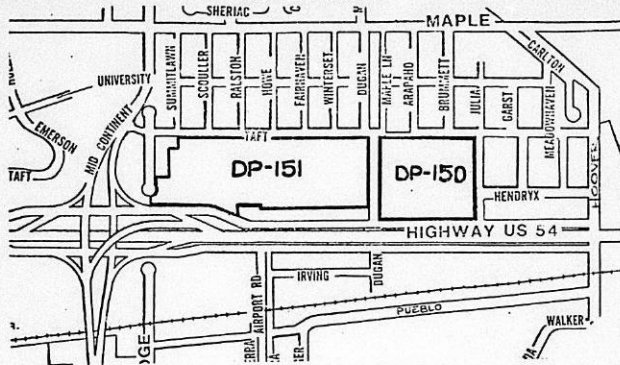
TABLE A-6
 ALTERNATE 6
 SATURDAY TRAFFIC VOLUME GENERATION
 KELLLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: September 19, 1985.

TRACT	ACRES	LAND USE	FLOOR AREA	ROOMS	SATURDAY TRAFFIC RATE	TRAFFIC VOLUME	SATURDAY PEAK HOUR			
							ENTER RATE	ENTER VOLUME	EXIT RATE	EXIT VOLUME
L1A	9.4	RETAIL	102140	0	112.4	11481	4.60	470	4.30	439
L2	11.6	W.H.	151910	0	0.0	0	0.00	0	0.00	0
D1A	3.7	HOTEL	0	220	8.1	1782	0.30	66	0.30	66
D1B	6.4	OFFICE	107400	0	3.5	376	0.24	26	0.21	23
D1C	11.6	OFFICE	151590	0	3.5	531	0.24	36	0.21	32
D2	1.4	RETAIL	17745	0	78.5	1393	5.50	98	5.70	101
D3A	11.9	RETAIL	104130	0	112.4	11704	4.60	479	4.30	448
D3B	3.3	D.I. REST	14000	0	553.0	7742	17.00	238	14.60	204
D4	2.3	W.H.	30410	0	0.0	0	0.00	0	0.00	0
D5	7.8	RETAIL	84500	0	78.5	6633	5.50	465	5.70	482
TOTAL FLOOR AREA			763025							
TOTAL TRAFFIC VOLUMES						41641		1877		1795

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)

	Land Use	Zoning
Application Area	Motel, Restaurant, Discount store, & Undeveloped	"C"
North	Single-family houses	"AA"
South	General businesses	"LC" & "C"
East	Auto agency & single-family houses	"C" & "AA"
West	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