

# SUBDIVISION REPORT

## CITY OF TOPEKA PLANNING DEPARTMENT

*Preliminary Plat Phase*

*Preliminary and Final Plat Phase*

*Final Plat Phase*

**NAME:** Wrangler Ridge Subdivision – [P14/4]

**OWNER/DEVELOPER:** John P. and Barbara R. Hoffer

**ENGINEER/SURVEYOR:** Schmidt, Beck, and Boyd Engineering LLC

**GENERAL LOCATION:** Property at the northeast quadrant of the intersection of SW Urish Road and SW SW 17<sup>th</sup> Street

**JURISDICTION:** Class "A" subdivision- within the City of Topeka

**ANNEXATION:** The property was annexed into the city on March 18, 2014 by approval of Ordinance #19895 by the Governing Body.

Area	# of Lots	Residential Density	Proposed Land Use	Zoning
75 acres	5	Lot 3, Block A and Lot 1, Block B= 13.5 DU/acre  Lot 2, Block A- 16 DU/acre	Commercial, Office, and Medium to High Density Residential	RR-1*

**\*Pending Zoning Case:** Case #PUD14/1 rezoning the property to "PUD" Planned Unit Development (C2, C4, O&I-2, M2 uses) is being heard in conjunction with this application.

**Design:** The proposed design is primarily rectangular, measuring approximately 2646' X 1539', with its longest length running parallel to SW 17<sup>th</sup> Street. The plat proposes a five-lot, two-block subdivision with Lot 1, Block A planned for neighborhood commercial uses; Lot 2, Block B planned for heavy commercial uses; Lot 2, Block A planned for office or up to high-density residential; and Lot 3, Block A and Lot 1, Block B planned for up to high density residential. The plat dedicates SW Kingsrow through the property, north-south, and provides for its future extension to connect to SW Huntoon. SW Kingsrow will provide access to Lot 3, Block A and Lot 1, Block B. Lot 1, Block A will have one access each off of SW 17<sup>th</sup> and SW Urish. Lot 2, Block B will have two access points off of SW 17<sup>th</sup> Street. A Type II stream crosses the property, separating Lot 2, Block B from Lot 1, Block B and provides a natural buffer from the heavy commercial use to the multiple-family residential uses.

**BACKGROUND:** Pursuant with TMC 18.35.130 of the Subdivision Regulations, the Planning Director approved submission of the preliminary and final plats to be heard at the same Planning Commission hearing.

**SERVICES AND FACILITIES:**

1. **WATER SERVICE:** The development will be serviced by the City of Topeka public water supply and distribution system upon approval of utility extension plans by the Public Works Department with all extensions and connections being at developer expense. A note has been added indicating such, "No

*building permits shall be issued for subdivision until such time as utility extension plans for sanitary sewer and water, including sizing and routing, are approved by the City of Topeka Department of Public Works."*

2. SEWAGE DISPOSAL: The development is to be serviced by the City of Topeka public wastewater treatment plant and collection system upon approval of utility extension plans by the Public Works Department with all extensions and connections being at developer expense. A note has been added indicating such, "*No building permits shall be issued for subdivision until such time as utility extension plans for sanitary sewer and water, including sizing and routing, are approved by the City of Topeka Department of Public Works."* The City Utilities Division requested that the plat grant a 10-15 ft. wide "permanent construction easement" along the north and east sides of the 16 ft. sanitary sewer force main easement that runs parallel to SW 17<sup>th</sup> Street to allow the space that is needed by the City to allow for the replacement of the main in the future. The existing 16 ft. sanitary sewer easement width is inadequate to accommodate the placement of equipment, digging, stockpiling dirt, and storing pipe repair and backfill materials. The plat still needs to depict this required easement. (See attached memo from Larry Wilms, City Utilities Division.)
3. WASTEWATER PLAN SERVICE AREA: The property is located within the Urban Service Area as reflected by the Shawnee County Wastewater Management Plan; and the proposal appears to be in full compliance with said Plan since the development extends sanitary sewer.
4. DRAINAGE CONDITIONS: The Stormwater Management Report as submitted by the consultant to the City of Topeka Department of Public Works has been approved per memo dated March 24, 2014. Final stormwater plans will be approved at the site development stage, as noted on the plat.
5. STREET PLAN/ACCESS: SW Kingsrow provides the primary means of access for Lot 3, Block A and Lot 1, Block B. A temporary turnaround is provided at the north end of the property until the street is extended on property to the north. A private street system will provide internal street connectivity within Lot 3, Block A and Lot 1, Block B. Commercial uses (Lot 1, Block A and Lot 2, Block B) will take access off of SW Urish Road and SW 17<sup>th</sup> Street.

SW Kingsrow is classified as a collector street on the City's Functional Classification Map, which by City street design standards requires a 75 ft. right-of-way. The plat dedicates only a 60 ft. right-of-way. City street design criteria typically require collector streets to have a standard pavement width of 39 ft. (75' right-of-way) in order to allow two-way traffic, to better funnel traffic out on the arterial, and encourage neighborhood residents to use the collector instead of interior local residential streets. The applicant's original concept, prior to submittal, was a lower density residential design at only 7.5 DUs/acre, which would not have necessarily benefited from a full collector width street. However, the PUD design now proposes up to 13.5 DUs per acre for Lot 3, Block A and Lot 1, Block B and up to 16 DU/acre for Lot 2, Block A, which may necessitate a wider street. Staff recommends that an additional 15 ft. to be dedicated if a higher density development is proposed (> 7.5 DUs per acre) in the future. A plat note needs to be added indicating such, "*Any development that proceeds improvements of SW Urish Road to at least three lanes or development of the "M-2" use group that exceeds a density of 7.5 units per acre shall require the approval of an updated Traffic Impact Analysis by the City Engineer. If that TIA warrants additional street improvements be made to SW Kingsrow Road or SW Urish Road, these improvements shall be completed prior to the issuance of building permits. Any additional right-of-way needed shall be dedicated by re-plat.*" Additional right-of-way is currently being dedicated on the plat to allow for a left-turn lane along SW Kingsrow at its intersection with SW 17<sup>th</sup> Street. An additional 2.5' width of utility easement should be added on the plat to the existing 5' utility easements adjacent with Kingsrow (7.5' total) if additional Kingsrow right-of-way is necessary in the future.
6. FIRE DISTRICT: City of Topeka – The location of hydrants will be approved by the Fire Department on subsequent plans prior to construction

7. STREAM BUFFER: The property is affected by a Type II stream traversing the property from the south to the northeast and separating Lot 2, Block B from Lot 1, Block B. The plat demonstrates compliance with the required 50' stream buffer on both sides of the center line of the creek per stream buffer regulations in TMC 17.10.
8. SCHOOL DISTRICT: 437- Auburn/Washburn School District
9. PARKS/OPEN SPACE: The Parkland Development Fee Ordinance #19323 will apply to multiple-family residential units. The subdivision is located in the West Topeka Parkland District #3 requiring a fee of \$225 per duplex unit. The fee drops to \$200 per unit for three-family dwellings or a higher density.

**WAIVER/VARIANCE TO STANDARDS:** None

**CAPITAL IMPROVEMENT PLAN (CIP):** SW Urish Road is proposed for widening to 5-lanes as a County CIP project from SW 21<sup>st</sup> to just south of the property in 2017. SW 21<sup>st</sup> Street is proposed for widening to 5-lanes as a City CIP project from SW Urish Road to SW Indian Hills Road in 2016.

**CONFORMANCE TO COMPREHENSIVE PLAN:** The Topeka Land Use and Growth Management Plan – 2025 (LUGMP) identifies this area for *Mixed-Use Urban* land uses. The land use policies and principles in the Comprehensive Plan support medium to high density residential uses and compact development adjacent with the Wanamaker Corridor. The proposed residential density of 13.5 to 16 DUs/acre is consistent with these principles established in the LUGMP for medium- and high-density residential development. The overall PUD plan follows guidelines established in the plan for the location of commercial centers and provides appropriate land use transitions between commercial and residential. Further, alignment of the Kingsrow/17<sup>th</sup> Street intersection would encourage further commercial development stripping out along SW 17<sup>th</sup> Street, which is not supported by the LUGMP. As proposed, the request is in conformance to the land use policies and principles of the Comprehensive Plan.

---

**STAFF ANALYSIS:** The overall design conforms to the established standards and provisions of the Subdivision Regulations relative to design criteria. The overall design is compatible with adjacent and future development and should not overburden existing public infrastructure facilities provided all sizing and routing of sewer and water mains are approved by the City Public Works Department. As recommended, if the site is developed for a residential density greater than 7.5 DUs/acre, the Traffic Impact Analysis will be re-evaluated to determine the need for a full collector width street and right-of-way will be dedicated by re-plat.

The extension of SW Kingsrow as a collector is consistent with policies in the LUGMP. SW Kingsrow was originally designated on the City's Functional Classification Map as a collector street classification that should be spaced ½ - mile between SW Wanamaker and Urish. However, policy for this future alignment was established at the time the two developments to the north of the subject property were approved without dedicating the right-of-way that would have allowed for that original alignment, thereby, causing the street to be re-aligned. In this case, the current land use arrangement that allows for an off-set Kingsrow intersection is desirable and supported by policies since it will hinder external traffic from using Kingsrow as an alternative means of traveling between neighborhoods. Collector streets ideally carry traffic from the interior local streets out to the arterial streets, but should not function as the primary streets for carrying traffic within the city or between neighborhoods.

Based upon the above findings and analysis, the Planning Department recommends Wrangler Ridge Subdivision be **APPROVED**, subject to:

1. Revision to plat graphic to establish a 7.5' utility easement on either side of Kingsrow instead of the proposed 5'

easement in order to ensure enough reserved space for future right-of-way dedication.

2. Revision of Note #12 to state: ". . . and as established on the recorded Planned Unit Development plan for Wrangler Ridge."
3. Adding note: "*Any development that proceeds improvements of SW Urish Road to at least three lanes or development of the "M-2" use group that exceeds a density of 7.5 units per acre shall require the approval of an updated Traffic Impact Analysis by the City Engineer. If that TIA warrants additional street improvements be made to SW Kingsrow Road or SW Urish Road, these improvements shall be completed prior to the issuance of building permits. Any additional right-of-way needed shall be dedicated by re-plat.*"
4. Adding General Drainage Easement note.
5. Adding 10-15 ft. wide "permanent construction easement" along the north and east sides of the existing 16 ft. Sanitary Sewer Easement per requirements from City Utilities.

Prepared by:  
Annie Driver, AICP  
Planner II