WICHITA–SEDGWICK COUNTY
W.SC
METROPOLITAN AREA PLANNING COMMISSION

AGENDA ITEM NO. 12A + 12B

STAFF REPORT

MAPC March 30, 2000

CASE NUMBER: ZON2000-00004 and DP-253 Kaylor C.U.P

APPLICANT/AGENT: Ritchie Investment Company, c/o Rob Ramseyer, and Ronald G. and Renee D. Kaylor (owners); Baughman Company c/o Phil Meyer (agent)

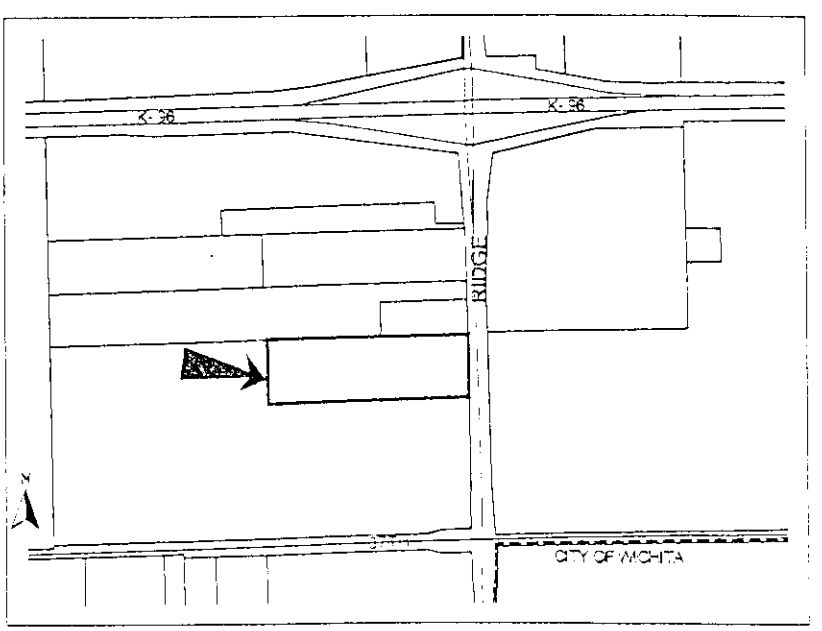
REQUEST: Zone Change to "LC" Limited Commercial and creation of Kaylor Community Unit Plan

CURRENT ZONING: "SF-20" Single-Family Residential

SITE SIZE: 11.45 acres

LOCATION: West of Ridge Road, approximately one-fourth mile north of 37th Street North

PROPOSED USE: Commercial development



BACKGROUND: The applicant is requesting the creation of a Community Unit Plan for 11.45 acres near the northwest corner of 37th Street North and Ridge Road. The proposed C.U.P. is located directly north of DP-250 Starwest C.U.P. which was approved by MAPC on December 16, 1999.

The proposed C.U.P. has three parcels. Parcel 1 is the main tract and would be 9.62 acres acres in size. It is situated behind Parcels 2, and 3, which are just under an acre in size each (0.91 acre), and are located along Ridge Road.

Parcel 1 has a narrow extension that connects the parcel to Ridge Road and provides the major access to the property. Another opening is proposed for Parcel 2 at its northern boundary. Parcel 3 has complete access control along Ridge Road, but has three points of access. It has joint access with Parcel 1, a potential for cross-lot circulation with Parcel 2 of DP-250 Starwest C.U.P. on the south, and cross-lot circulation along its western boundary. This cross-lot circulation also connects with the western boundary of Parcel 2 in Starwest C.U.P.

The applicant proposes each parcel to permit all uses in the "LC" zoning district except for adult entertainment establishments, group homes, group residential, halfway houses, correctional placement residences, private clubs, taverns, and drinking establishments. Restaurants that serve liquor would be permitted as long as food was the primary service of the establishment. All uses that require "Conditional Use" permits in the "LC" districts would be permitted only by amending the C.U.P.

Each parcel would be limited to 30 percent maximum building coverage and 35 percent floor area ratio. All buildings would be limited to 35 feet in height. The setback along Ridge is 35 feet. A 60-foot setback is shown for Parcel 1 on its northern and eastern boundary. No setback is shown between Parcel 1 of Kaylor C.U.P. and Parcel 1 of Starwest C.U.P. A screening wall six feet in height constructed of masonry would be provided along the northern property line where the adjacent property is zoned for residential use. Landscaping would include a landscape buffer along the northern and western property lines, and landscape street yard along Ridge Road.

Signage restrictions would prohibit flashing signs (except time and temperature and public message displays), rotating or moving signs, signs with moving lights or that create illusions of movement; portable signs and off-site signs, signs on the rear of buildings, and window display signs in excess of 25 percent of window area.

Each parcel would be permitted one monument sign to be spaced a minimum of 150 feet apart and to be a maximum height of 30 feet for Parcel 1 and 20 feet for the Parcels 2 and 3. A suggested definition of a monument sign, until the Sign Code is amended, is that it be a detached sign where the width of the base of the sign is at least ½ of the width of the widest part of the sign face, or where the base consists of two or more supports where the sign face is not more than two feet above the

average grade of the ground. The materials of the base shall be one of the following: masonry, wood, anodized metal, stone or concrete. A monument sign shall harmonize with the architecture of the structure or complex it serves and be constructed of materials consistent with the same.

The applicant proposes all parcels share a uniform architectural character, color, texture, and the same predominant exterior building material. The applicant proposes similar or consistent lighting elements, with the height of light poles to be 24 feet. Extensive use of back lit canopies and neon or fluorescent tube lighting on buildings would not be permitted.

The application area is currently developed with a residence on the eastern half of the tract and with agricultural land on the western half. The application area is only one-fourth mile south of the interchange of Ridge Road and K-96 and is located in an area that is undergoing development.

The tract to the southeast of 37th and Ridge, DP-237 Ridgeport North C.U.P. is being developed with medical offices and is the proposed site for a new hospital facility for Via Christi. The property immediately to the south of the application area is undeveloped, but was approved as DP-250 Starwest C.U.P. for "LC" uses. The property south of 37th was approved as DP-242 Ridge Centre C.U.P. for "LC " Limited Commercial and "NR" Neighborhood Retail. DP-245 Catamaran Cove C.U.P. is immediately west of Ridge Centre C.U.P. This is the application for "B" Multi-Family deferred from the MAPC meeting of March 16, 2000. It is to be heard on March 30th.

North of the site, there are two remaining residences, and a third residence approved, but not yet platted for a "NR" Neighborhood Retail greenhouse. Another application has been filed, but deferred for "LI" Limited Industrial and "LC" uses closer to K-96. To the east, a small tract was recently approved for a commercial communication tower and the remainder of the property is agricultural.

Virtually all of Parcel 1 is in the 100-year floodplain. Parcels 2 and 3 are in the 500-year floodplain. As with other proposed developments in the area, the Big Slough North is a major factor that will impact the drainage plan during the platting process and will affect the use of the properties. The channel of the Big Slough is located west of the application area, separated by an existing lake next to the Big Slough. The area to the west of the application area is owned by the same property owner as Kaylor C.U.P., and will be used for drainage for the C.U.P. The applicant intends to provide an off-site drainage agreement for this area, but has indicated a willingness to plat it as part of the residential area west of the Big Slough. A homeowners association would maintain the lake.

CASE HISTORY: The application area is unplatted.

ADJACENT ZONING AND LAND USE:

NORTH:	"SF-20"	Large-lot residential, agricultural, greenhouse
SOUTH:	"LC"; "SF-20"	Vacant
EAST:	"SF-20";	Agricultural
WEST:	"SF-20"	Agricultural

PUBLIC SERVICES: The property is located along Ridge Road. Ridge was recently reconstructed to four-lane standards. 37th Street North is still an unpaved road. 37th will be accessed via an internal circulation link connecting the Starwest C.U.P. with the Kaylor C.U.P., and potentially to the property to the north and northwest. Traffic volumes along Ridge Road in 1997 were 7,717 ADTs (average daily traffic). This was projected to increase to 15,275 ADTs in the 2020 Transportation Plan, but this projection did not anticipate the volume of development occurring in the vicinity (Via Christi, Ridge Centre, Starwest, Catamaran Cove, etc). If fully developed with 174,611 square feet of shopping center type of uses, this project could be projected to increase traffic on Ridge Road both to the north and south by as much as 47,500 vehicle trips per day.

Recommended traffic improvements include extending accel/decel lanes into the property and providing a left-turn lane on Ridge.

In terms of road alignment, the development of this property is viewed a a part of a larger urbanizing area extending from K-96 southward to 37th and from Ridge westward to the Big Slough North. In that context, the development of a north-south circulator was required as part of Starwest C.U.P. and also is provided in this C.U.P. (General Provision Number 26).

The proposed spacing of the access drives is too close, with three openings within 403 feet. Further, the northern property line of this C.U.P. coincides with the quarter-section line and would be an ideal location for a street to ensure smooth traffic flow for all property between K-96 and 37th, connecting with the north-south circulator, and for the best location for a traffic signal between K-96 and 37th Street North. It is recommended that the drive between Parcels 2 and 3 be shifted to the north, and that it be a public street.

Water and sewer services are not currently available to the property. The applicant will need to guarantee extensions for water and sewer services.

CONFORMANCE TO PLANS/POLICIES:

The Land Use Guide of the 1993 Comprehensive Plan identifies this area for "agricultural" use. However, the continued northern expansion of urban development and recent widening of Ridge Road, the proximity of the K-96 freeway interchange, and the

ultimate plan to extend sewer service to that freeway suggests that this area is becoming ripe for urban development. The amended Comprehensive Plan recently adopted by MAPC shows the property as commercial.

The commercial locational guidelines recommend that commercial uses be located in "planned centers" with site design features which limit noise, lighting, and other activities so as not to adversely impact surrounding residential areas. Also, the planned centers should be oriented to minimize traffic impact due to its location in relation to major traffic routes and the use of shared access points. The development of out parcels should be integrated in relation to planned retail centers through shared internal vehicular and pedestrian circulation, combined signage, similar landscaping and building materials, and combined ingress/egress. The proposed C.U.P. adheres to these recommended locational guildelines.

RECOMMENDATION:

Ideally, development occurring in this area should be coordinated to provide a smooth traffic circulation. The area could be compared to the stretch of Rock Road between K-96 and 29th Street North, where concentrated commercial development many points of access have led to congestion and traffic hazards. This stretch of Ridge is the same length, one-half mile, and in the same relative position, immediately south of K-96. If all the potential developments, Via Christi, Starwest, Ridge Centre, Catamaran Cove, plus addtiional residential development in the area materialize, it is possible to imagine a replication of traffic conditions on Rock Road.

However, there is an opportunity to avoid problems that have beset Rock Road by refining the traffic circulation pattern for the area, with an eye to limiting access points and placing the points of signalization at the most beneficial points. In terms of circulation, this would include a north-south collector along the rear of the tracts connecting with east-west drives accessing Ridge at strategic locations. A cross-circulation drive is being provided already along the western portion of Starwest, and is proposed along the western edge of Kaylor to provide access to the land within these properties, as well as to the north and west. It could be extended northward across the properties to the north, eventually connecting with another proposed development immediately south of K-96. A second north-south cross-circulation drive to enhance traffic flow is beng provided along the western edge of the outparcels along Ridge in both Starwest and Kaylor C.U.P.s. This internal drive will enhance circulation within the C.U.Ps.

An east-west access drive is needed to connect Parcel 1 of the Kaylor C.U.P. to Ridge Road. Its proposed location is between the Parcels 2 and 3, but this leads to three points of access on Ridge within 403 feet. These points are the entrance drive for Parcel 1, the access opening on the northern boundary of the Kaylor C.U.P., and the access opening on the southern property line in the Starwest C.U.P. If the entrance

drive were moved to the northern property line, it would have two advantages. It would provide access to the property to the north on a shared drive and it could eliminate the need for an additional entrance onto Ridge Road for the property to the north. Similarly, by aligning another entrance along the southern property line of the proposed development near K-96, access could be shared between the development and the neighboring property to the south, This would complete a circulation pattern for the quarter-section and avoid extra drives that would occur in the absence of this coordination.

The best scenerio would be to have the main drives be public streets. However, private cross-circulation access was allowed as part of the Starwest C.U.P. for the western cross-circulation access. Perhaps this concern could be reconsidered. Regardless, it is recommended that the main entrance to Kaylor C.U.P. be shifted to the north and be dedicated for the length of the property by petition as a contingent right-of-way for future construction of a street, with the potential for this to be the point of signalization between K-96 and 37th Street. A temporary three-lane entrance road could be provided within the opening until the other side comes in for development, thus giving the applicant the immediate ability to develop this property.

Marked here to discuss

With these modifications to the traffic circulation, recognizing the ongoing trends in the vicinity of Ridge and 37th for commercial, office, medical and residential development, and viewing the Kaylor C.U.P. as an extension of the commercial area already approved for the northwest corner of Ridge and 37th (Starwest), plus the information available prior to the public hearing, Staff feels that this area offers a potential site for future commercial development and recommends the request be APPROVED subject to platting within one year and subject to the following conditions:

A. APPROVE the zone change (ZON2000-00004) to "LC" Limited Commercial, subject to platting of the entire property within one year.

B. APPROVE the Community Unit Plan (DP-253), subject to the following conditions:

1. The following transportation improvements shall be provided:

   A. A continuous right-turn decel and a left-turn storage lane shall be provided along Ridge Road.

   B. The joint opening on Parcel 2 of DP-250 shall be shared with Parcel 3 of DP-253, ~~and shall be limited to right-in/right-out only, or a guarantee shall be provided for future construction of a raised medial if the Traffic Engineer deems necessary.~~

   C. A contingent street dedication of 40 feet in width shall be provided along

the entire northern property line. A temporary three-lane drive may be located herein to serve development of the property and as corss-circulation access until which time the dedication is obtained from the adjoining property for the public street.

2. No development shall occur until such time as municipal water and sewer services are provided to the site.

3. General Provision Number 13 shall be deleted with the relocation of the drive along the northern property line.

4. General Provision Number 18 shall delete the reference to "half-way houses".

5. General Provision Number 26 shall be revised to state:

   Cross-circulation access shall be provided in at least two locations, generally located on the rear of Parcels 2 and 3, and near the western edge of Parcel 1. These locations shall be reviewed by the MAPD to ensure smooth vehicular circulation: from 37th Street, through the commercial C.U.P. to the south and this commercial C.U.P., and continuing through all further development located north and west of the C.U.P.

6. Any major changes in this development plan shall be submitted to the Planning Commission and to the Governing Body for their consideration.

7. 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.

8. All property included within this C.U.P. and zone case shall be platted within one year after approval of this C.U.P. by the Governing Body, or the cases shall be considered denied and closed. The resolution establishing the zone change shall not be published until the plat has been recorded with the Register of Deeds.

9. Prior to publishing the resolution establishing the zone change, the applicant(s) shall record a document with the Register of Deeds indicating that this tract (referenced as DP-250) includes special conditions for development on this property.

10. The applicant shall submit 4 revised copies of the C.U.P. to the Metropolitan

Area Planning Department within 30 days after approval of this case by the Governing Body, or the request shall be considered denied and closed.

This recommendation is based on the following findings:

1. The zoning, uses and character of the neighborhood: The character of this area is changing. Office/medical uses are being developed to the southeast, and limited commercial, office, neighborhood retail uses are approved for development to the south. There is an application for multi-family development to the south. The tract to the west is separated from this site by the Big Slough North and remains agricultural in use. The tract to north is large lot suburban, agricultural, and a neighborhood retail use, but could be anticipated to be developed more intensively northward to K-96, as could the land east of Ridge between 37th and K-96 which is still in agricultural use and approved for a commercial communication tower.

2. The suitability of the subject property for the uses to which it has been restricted: The property could remain agricultural, but would more likely be developed with urban-type uses. The location along a major arterial near a freeway interchange and the presence of office/commercial activity nearby makes low density "SF-20" residential development seem out of character and below desirable density levels for orderly urban expansion.

3. Extent to which removal of the restrictions will detrimentally affect nearby property: Approval of this C.U.P. will increase the likelihood that other properties to north, and east seek to be developed more intensively. Approval probably would not influence the property to the west as significantly due to its separation by a pond and the Big Slough North.

4. Conformance of the requested change to the adopted or recognized Comprehensive Plan and Policies: The 1993 Land Use Guide of the Comprehensive Plan identifies this area as agricultural, however, changing factors have pointed to the need to reconsider that designation, as discussed earlier. The Comprehensive Plan recently adopted by MAPC shows it as "commercial".

5. Impact of the proposed development on community facilities: The site will have a significant impact on community facilities. However, through the required guarantees for street and other infrastructure improvements and provision of a circulation network, this impact should be adequately handled.

(1) Provide the Commitment for access w/ Parcel 2B

(2) Compromise - Provide opinion of North (1/2 to 3/4)

3) Wanted more parcel 2/3 to 5/8 either - might then only need 1/2

(4)