

STAFF REPORT
(Preliminary Plat)

CASE NUMBER: SUB 2004-42 – YODER AIRPORT THIRD ADDITION

OWNER/APPLICANT: Donald D. & Janet S. Yoder, 1842 Cub Lane Dr., Garden Plain, KS 67050-9312

SURVEYOR/ENGINEER: Baughman Company, P.A., 315 Ellis, Wichita, KS 67211

LOCATION: West of 247th West, South side of US Hwy 54

SITE SIZE: 31.99 Acres

NUMBER OF LOTS

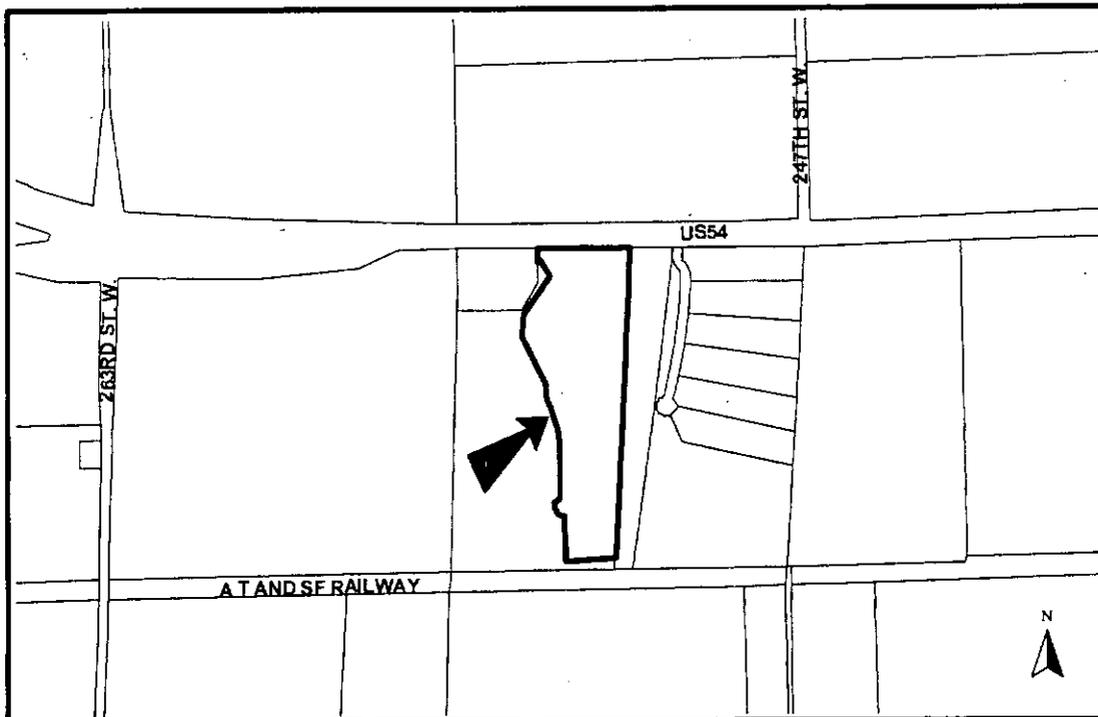
Residential:	9
Office:	
Commercial:	
Industrial:	
Total:	<u>9</u>

MINIMUM LOT AREA: 2.99 Acres

CURRENT ZONING: RR, Rural Residential

PROPOSED ZONING: Same

VICINITY MAP



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NOTE: This unplatted site is located in the County in an area designated as "rural" by the 1999 Update to the Wichita-Sedgwick County Comprehensive Plan. It is located in the Garden Plain Area of Influence.

STAFF COMMENTS:

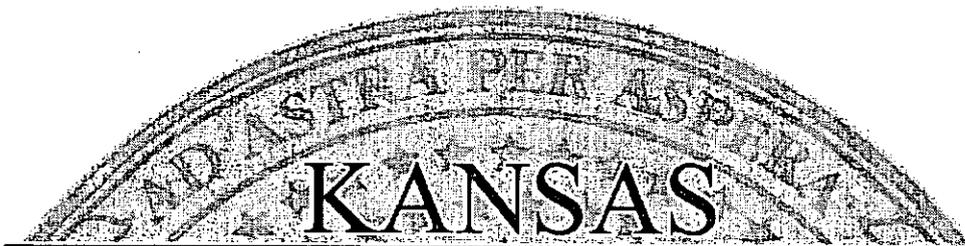
- A. Since neither sanitary sewer nor municipal water is available to serve this property, the applicant shall contact County Code Enforcement to find out what tests may be necessary and what standards are to be met for approval of on-site sewerage and water wells. A memorandum shall be obtained specifying approval.
- B. If improvements are guaranteed by petition, a notarized certificate listing the petitions shall be submitted to the Planning Department for recording.
- C. County Engineering needs to comment on the status of the applicant's drainage concept. *The Engineer needs to verify no impact exists upon the lots in this plat from the adjacent pond.*
- D. The benchmark needs an elevation.
- E. The strip along the east and south sides of Lots 7 & 8 should be included within the plat.
- F. The vicinity map needs to be corrected.
- G. KDOT needs to comment on the proposed street opening along US Hwy 54. Approval of this plat shall be subject to any conditions required by KDOT.
- H. Per Sedgwick County Fire Department, access drives to any structure in excess of 150 feet from the edge of the roadway will need to be installed prior to final framing inspection, preferably before the start of any above grade construction work. Such drive to be installed according to fire department specifications: (1) Twenty feet of drivable surface is provided the entire length of the access drive designed to withstand the weight of fire apparatus in inclement weather with provisions for turning fire apparatus around. (2) To meet fire department specifications, the surface will need to be an all-weather material consisting of rock or gravel, ground asphalt, laid asphalt or concrete. It is to be applied a minimum of 4 inches in depth consistently over the entire width and length of the driving surface (gravel is prone to problems during extended periods of rain or snow and should be used with caution unless a good solid compacted base has been installed).
- I. The applicant shall guarantee the paving of the private street to the 36-ft rock suburban street standard. As private improvements, such guarantee shall not be provided through the use of a petition.
- J. A covenant shall be submitted regarding the private street, which sets forth ownership and maintenance responsibilities. The plat's text shall reference the platting of the reserve for private street purposes and shall state which specific lots are to be accessed by the reserve.
- K. GIS has requested that the reserve being platted as a private street shall be shown an appropriate street name.
- L. For those reserves being platted for drainage purposes, the required covenant which provides for ownership and maintenance of the reserve shall grant, to the appropriate governing body, the authority to maintain the drainage reserves in the event the owner(s) fail to do so. The covenant shall provide for the cost of such maintenance to be charged back to the owner(s) by the governing body.

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- M. County Fire Department needs to comment on the street length of the private street (2,100 feet). The Subdivision Regulations limit rural cul-de-sacs to 1,200 feet in length unless a stub street connection or contingent street dedication is provided for future access to adjoining tracts.
- N. The Applicant has platted 25-ft building setbacks which represent an adjustment of the Zoning Code standard of 30 feet for the RR, Rural Residential District. The Subdivision Regulations permit the setback provisions to be modified by the plat upon the approval of the Planning Commission.
- O. Lot 8 does not conform with the 200-ft lot width standard which is measured at the building setback line. An increase in the distance of the building setback from the road would meet the standard.
- P. The platting binder indicates a party holding a mortgage on the site. This party's name must be included as a signatory on the plat, or else documentation provided indicating that such mortgage has been released.
- Q. A block shall be denoted on the face of the plat.
- R. The platting text shall include language that a drainage plan has been developed for the plat and that all drainage easements, rights-of-way, or reserves shall remain at established grades or as modified with the approval of the applicable City or County Engineer, and unobstructed to allow for the conveyance of stormwater.
- S. The applicant shall install or guarantee the installation of all utilities and facilities which are applicable and described in Article 8 of the MAPC Subdivision Regulations. (Water service and fire hydrants required by Article 8 for fire protection shall be as per the direction and approval of the Chief of the Fire Department.)
- T. The applicant's engineer is advised that the Register of Deeds is requiring the name(s) of the notary public, who acknowledges the signatures on this plat, to be printed beneath the notary's signature.
- U. To receive mail delivery without delay, and to avoid unnecessary expense, the applicant is advised of the necessity to meet with the U.S. Postal Service Growth Management Coordinator (Phone 316-946-4556) prior to development of the plat so that the type of delivery, and the tentative mailbox locations can be determined.
- V. The applicant is advised that various State and Federal requirements (specifically but not limited to the Army Corps of Engineers, Kanopolis Project Office, Rt. 1, Box 317, Valley Center, KS 67147) for the control of soil and wind erosion and the protection of wetlands may impact how this site can be developed. It is the applicant's responsibility to contact all appropriate agencies to determine any such requirements.
- W. The owner of the subdivision should note that any construction that results in earthwork activities that will disturb one (1) acre or more of ground cover requires a Federal/State NPDES Storm Water Discharge Permit from the Kansas Department of Health and Environment in Topeka. Also, for projects located within the City of Wichita, erosion and sediment control devices must be used on ALL projects. For projects outside of the City of Wichita, but within the Wichita Metropolitan area, the owner should contact the appropriate governmental jurisdiction concerning erosion and sediment control device requirements.

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- X. Perimeter closure computations shall be submitted with the final plat tracing.
- Y. Recording of the plat within thirty (30) days after approval by the City Council and/or County Commission.
- Z. The representatives from the utility companies should be prepared to comment on the need for any additional utility easements to be platted on this property.
- AA. The applicant is reminded that a compact disc (CD) shall be submitted with the final plat tracing to the Planning Department detailing this plat in digital format in AutoCAD, or sent via e-mail to MAPD (cholloway@wichita.gov) . This will be used by the City and County GIS Department.



DEPARTMENT OF TRANSPORTATION
DEB MILLER, SECRETARY

KATHLEEN SEBELIUS, GOVERNOR

DAVID A. CHURCH, P.E., CHIEF

May 26, 2004

Cheryl Holloway
Administrative Aide
10th Floor 455 North Main
Wichita, Kansas 670202-1688

Subject: US-54, Yoder Airport 3rd Addition

Dear Ms. Holloway:

This letter is in response to plat review received by your department on May 12, 2004. The exact alignment of US-54 has not been decided, and there are several workshops scheduled with the city of Goddard and Wichita to address the final alignment of US-54. I apologize that we cannot give more descriptive details on the alignment and right-of-way needed for this corridor. I fully expect that the workshops in the upcoming months will define the final alignment and allow KDOT to begin the design of the highway.

We have the following general comments in regard to this project:

- A State D.O.T. access permit (Form 309) will be needed for the improvements to the intersection of US-54 & Bonanza Court. The permit is required because the developer has changed the land use of an adjacent property along a state highway. This form can be obtained at the local metro office from Benny Tarverdi, the Metro Engineer.
- The developer understands that current engineering practices and standards will apply to the construction drawings in order to accomplish the identified improvements. Construction drawings will be needed before a permit can be issued to the city/developer. The city and developer are aware of additional items of work that may be needed, including but not limited to the following: Relocation of utilities, reconstruction of shoulders, re-grading of recovery slopes, and extensions of hydraulic structures.
- Funding for these identified improvements is 100% City or Developer and 0% KDOT. The project will be let by either the city or developer for construction.

BUREAU OF TRAFFIC ENGINEERING
THACHER BUILDING, 217 SE FOURTH ST., FOURTH FLOOR, TOPEKA, KS 66603-3504
VOICE 785-296-3618 TTY 785-296-3585 FAX 785-296-3619 <http://www.ksdot.org>

Specific improvements per location:

- **US-54 & Bonanza Court:**
 1. The width of the entrance cannot exceed 36 feet for a Type 5 entrance. The plat shows a 70 feet wide entrance at the intersection point.
 2. The entrance at US-54 will have a properly designed taper that meets our design criteria on page B-15 of the Corridor Management Policy.
 3. **The main entrance to US-54 will be closed** when the highway is converted to a future access controlled facility with grade separated interchanges. A tentative interchange is planned at 247th Street. The entrance to Yoder Airport 3rd Addition will be removed when construction begins. The developer or city will be responsible for dedicating right-of-way to provide an alternative access road to the remaining lots with in the subdivision. The site plan for Yoder Airport 3rd Addition fails to allow any continuity of internal circulation roads in between different subdivisions.

- **Suggestion for Lot 3 & Lot 4**
 1. Consider a dedication of 50 feet right-of-way for a future connecting road to straddle the lot lines (LOT 3 & LOT 4) for a reverse frontage road that could connect to 247th Street approximately 600 feet south of the proposed on/off ramps of the interchange (See attached preliminary sketch of the interchange).

If there are any questions regarding the content of this letter, please contact me at 785-296-7442.

Sincerely,

Robert K. Ott, P.E.
Corridor Management Administrator

rko
Enclosure

cc: Bob Cook, P.E., District Engineer
Benny Tarverdi, P.E., Area Engineer
James Brewer, P.E, Road Office Manager
Brian Gower, P.E., State Traffic Engineer

STAFF REPORT
(Final Plat, Preliminary Plat Approved 4/15/04)

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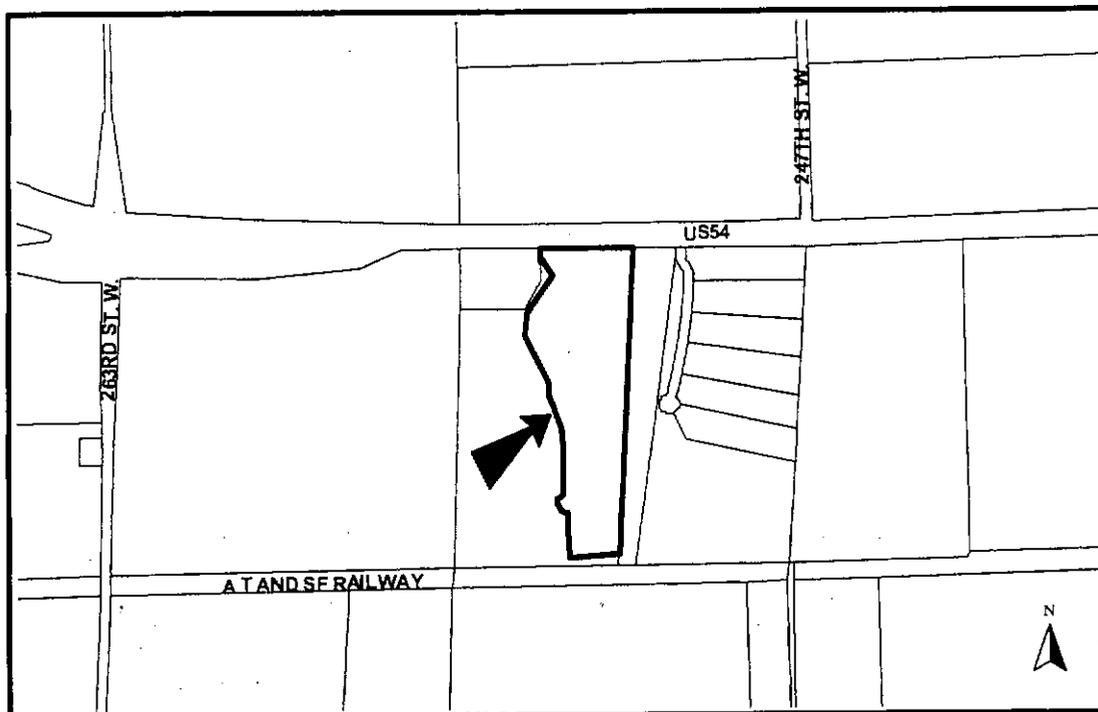
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Industrial:	
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- A. Since neither sanitary sewer nor municipal water is available to serve this property, the applicant shall contact **County Code Enforcement** to find out what tests may be necessary and what standards are to be met for approval of on-site sewerage and water wells. A memorandum shall be obtained specifying approval.
- B. If improvements are guaranteed by petition, a notarized certificate listing the petitions shall be submitted to the Planning Department for recording.
- C. County Engineering has approved the drainage plan. A drainage easement is needed across the northwest portion of Lot 1.
- D. **KDOT** needs to comment on the proposed street opening along US Hwy 54. Approval of this plat shall be subject to any conditions required by KDOT. KDOT has requested a 50-foot street right-of-way dedication.
- E. Per **Sedgwick County Fire Department**, access drives to any structure in excess of 150 feet from the edge of the roadway will need to be installed prior to final framing inspection, preferably before the start of any above grade construction work. Such drive to be installed according to fire department specifications: (1) Twenty feet of drivable surface is provided the entire length of the access drive designed to withstand the weight of fire apparatus in inclement weather with provisions for turning fire apparatus around. (2) To meet fire department specifications, the surface will need to be an all-weather material consisting of rock or gravel, ground asphalt, laid asphalt or concrete. It is to be applied a minimum of four (4) inches in depth consistently over the entire width and length of the driving surface (gravel is prone to problems during extended periods of rain or snow and should be used with caution unless a good solid compacted base has been installed).
- F. The width should be denoted of the unplatted strip on the south side of Lot 8.
- G. The north line of Reserve A needs to be a solid line.
- H. The "northeast" corner of the section is labeled as "northwest" corner.
- I. The applicant shall guarantee the installation of the private street to the 36-foot rock suburban street standard. As private improvements, such guarantee shall not be provided through the use of a petition.
- J. A covenant shall be submitted regarding the private street, which sets forth ownership and maintenance responsibilities. The platting text shall reference the platting of the reserve for private street purposes and shall state which specific lots are to be accessed by the reserve.
- K. **GIS** needs to comment on the street name. Bonanza Ct needs to be revised to Bonanza Cir.

SUB 2004-42 -- Final Plat of YODER AIRPORT THIRD ADDITION
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- L. For those reserves being platted for drainage purposes, the required covenant which provides for ownership and maintenance of the reserve shall grant, to the appropriate governing body, the authority to maintain the drainage reserves in the event the owner(s) fail to do so. The covenant shall provide for the cost of such maintenance to be charged back to the owner(s) by the governing body.
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Yoder Airport 3rd
Addition Plat

This is now platted for 6
lots, strip development

Future
Road for
access?

600 feet from
on/offramps

CLOSURE

CLOSURE - YODER AIRPORT 3RD ADDITION

PT 01 North: 22851.7647 East : 24278.3135
 Line Course: S 02-03-22 W Length: 2424.32
 PT 02 North: 20429.0056 East : 24191.3332
 Line Course: S 89-07-11 W Length: 422.54
 PT 03 North: 20422.5140 East : 23768.8431
 Line Course: N 00-52-49 W Length: 355.30
 PT 04 North: 20777.7721 East : 23763.3846
 Curve Length: 220.11 Radius: 80.00
 Delta: 157-38-42 Tangent: 404.86
 Chord: 156.97 Course: N 12-03-28 W
 Course In: N 00-52-49 W Course Out: N 23-14-07 W
 RP North: 20857.7626 East : 23762.1555
 PT 05 End North: 20931.2741 East : 23730.5949
 Line Course: N 02-42-33 E Length: 374.62
 PT 06 North: 21305.4754 East : 23748.3018
 Curve Length: 260.02 Radius: 565.00
 Delta: 26-22-06 Tangent: 132.35
 Chord: 257.73 Course: N 10-28-30 W
 Course In: N 87-17-27 W Course Out: N 66-20-27 E
 RP North: 21332.1808 East : 23183.9333
 PT 07 End North: 21558.9125 East : 23701.4444
 Line Course: N 23-39-33 W Length: 96.42
 PT 08 North: 21647.2283 East : 23662.7515
 Curve Length: 152.05 Radius: 235.00
 Delta: 37-04-18 Tangent: 78.79
 Chord: 149.41 Course: N 05-07-24 W
 Course In: N 66-20-27 E Course Out: N 76-35-15 W
 RP North: 21741.5327 East : 23877.9994
 PT 09 End North: 21796.0433 East : 23649.4090
 Line Course: N 25-58-38 W Length: 414.77
 PT 10 North: 22168.9083 East : 23467.7340
 Line Course: N 03-32-32 E Length: 174.28
 PT 11 North: 22342.8554 East : 23478.5017
 Line Course: N 32-55-24 E Length: 351.21
 PT 12 North: 22637.6606 East : 23669.3901
 Line Course: N 32-46-08 W Length: 135.71
 PT 13 North: 22751.7738 East : 23595.9369
 Line Course: N 89-55-05 W Length: 18.52
 PT 14 North: 22751.8003 East : 23577.4169
 Line Course: N 00-02-15 W Length: 99.95
 PT 15 North: 22851.7502 East : 23577.3515
 Line Course: N 89-59-55 E Length: 700.96
 PT 01 North: 22851.7672 East : 24278.3115