

**PROJECT NUMBER / TITLE: Z-20-01(PDP-20-01):** Rezoning from County RUR, PRB2, and PEC3 Districts to City of Gardner Districts RP-1 and RP-2 and associated preliminary development plan for Prairie Trace

**PROCESS INFORMATION**

**Type of Request:** Rezoning and Preliminary Development Plan

**Date Received:** January 10, 2020

**APPLICATION INFORMATION**

**Applicant:** Schlagel & Associates, P.A. (Daniel Foster)

**Owner:** Day3 LLC (Grata Development)

**Parcel ID:** A portion of 2F231429-3001; 2F231429-1001

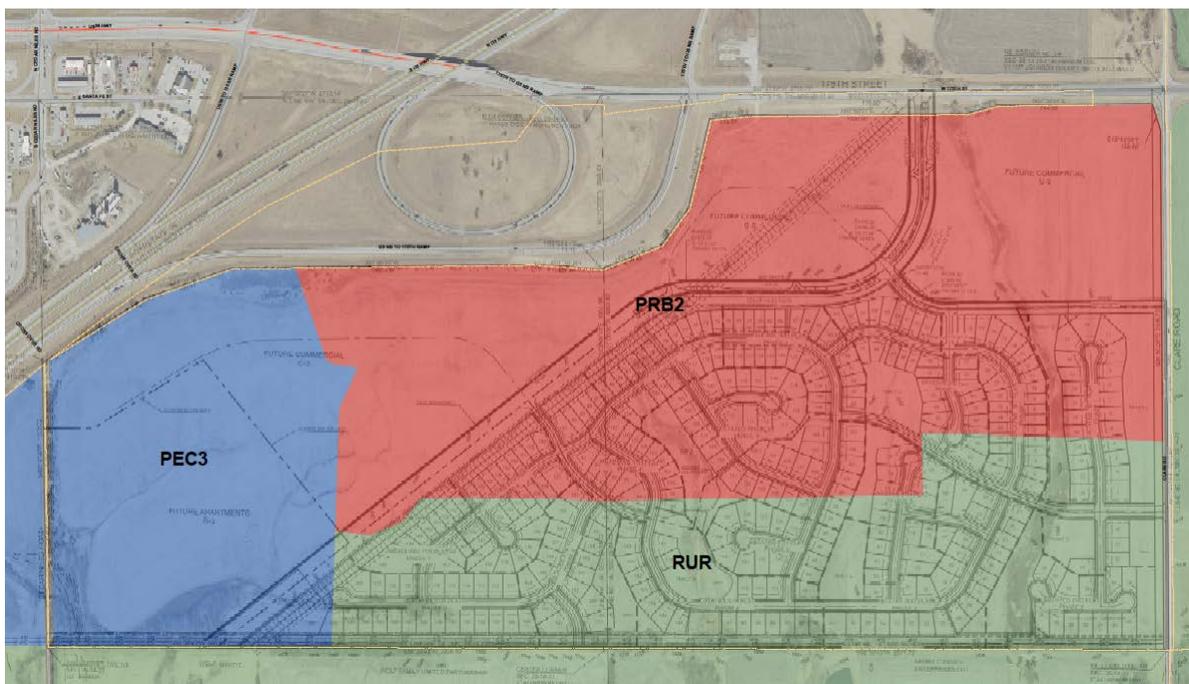
**Location:** Southeast corner of Interstate 35 and 175<sup>th</sup> Street

**REQUESTED ACTION**

The applicant is requesting approval of a rezoning from County RUR, PRB2 and PEC3 Districts to City of Gardner RP-1 and RP-2 Districts containing 88.21 acres and 48.08 acres respectively. Additionally the applicant is requesting approval of an associated preliminary development plan for Prairie Trace containing 356 single-family dwelling units a pool and clubhouse facility and various tracts, all containing 136.05 acres.

**EXISTING ZONING AND LAND USE**

Currently the properties are zoned County RUR (Rural), PRB2 (Planned Residential Neighborhood Retail Business), and PEC3 (Planned Light Industrial Park) Districts. The properties are currently cultivated for row crops.



**SURROUNDING ZONING AND LAND USE**

<b>Zoning</b>	<b>Use(s)</b>
<b>North of subject property</b>	
M-1 (Restricted Industrial) District	Vacant
CP-2 (Planned General Commercial) District	Row crops
C-3 (Heavy Commercial) District [northwest]	I-35 ROW, Hotel, retail, restaurant uses
<b>East of subject property</b>	
County RUR (Rural, Agriculture) District	Row crops, homestead
<b>South of subject property</b>	
County RUR (Rural, Agriculture) District	Row crops
<b>West of subject property</b>	
County PEC3 (Planned Light Industrial) District	Row crops
CP-2 (Planned General Commercial) District [northwest]	Retail

**EXISTING CONDITIONS**

These properties were annexed into the City on September 3, 2019 per Ordinance 2622. The properties are two parcels located along Interstate 35, at the southeast corner of the I-35 and 175<sup>th</sup> Street with city limits bordering to the north and northwest sides of the property. Currently the property is unplatted and farmed with row crops and zoned with County RUR (Rural), PRB2 (Planned Residential Neighborhood Retail Business), and PEC3 (Planned Light Industrial Park) Districts. The site also contains two small creeks/wetlands that drain to the south. Currently no utilities serve this site however there is a large Southern Star gas pipeline (yellow line on map) that bisects the property which includes a 66' easement around the pipeline. Also along the southern boundary, Evergy has electric transmission lines (red lines on map) with a 70' easement surrounding the lines. These two areas are no build areas.

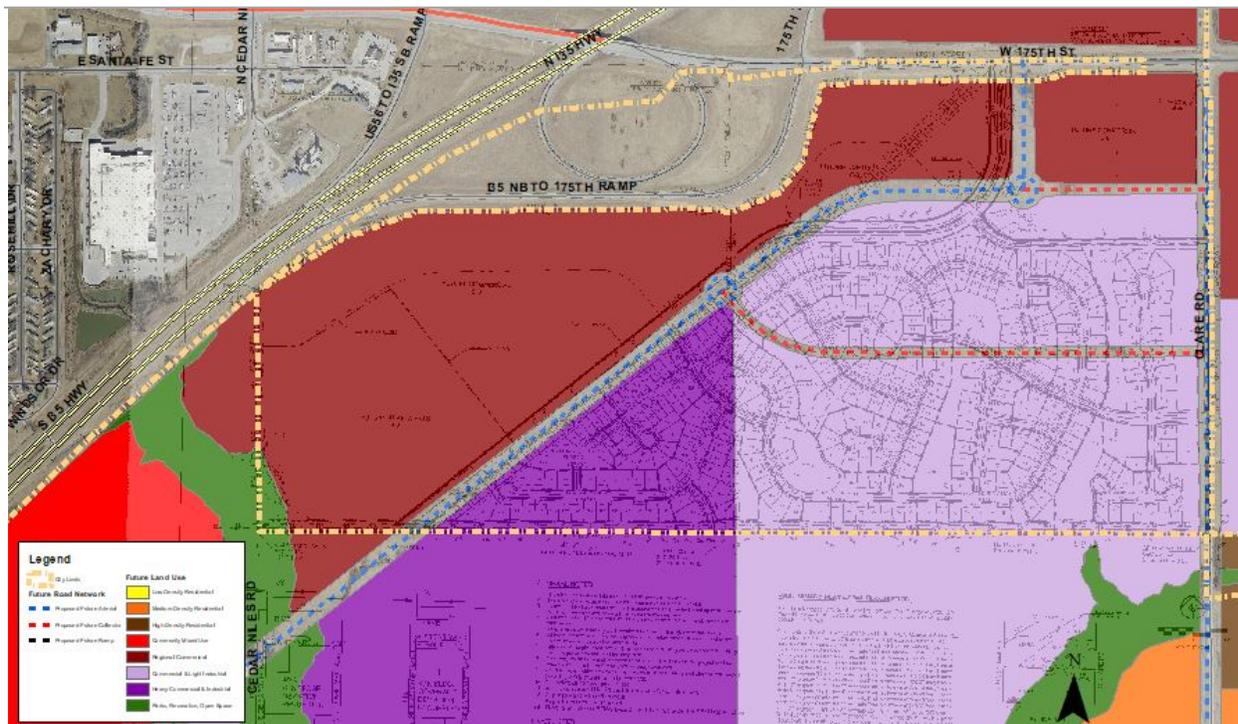


### **BACKGROUND / HISTORY**

The properties were zoned RUR (Rural), PRB2 (Planned Residential Neighborhood Retail Business), and PEC3 (Planned Light Industrial Park) Districts in the County and annexed into the City as such in September 2019. The subject properties are part of a larger development project that includes the single-family planned district, multi-family residential and commercial. The single-family portion is what is included in this application.

### **CONSISTENCY WITH COMPREHENSIVE PLAN**

The Gardner Comprehensive Plan was adopted in 2014 and did not identify detailed future land use for areas on the east side of the interstate but designated it as "Southeast Quadrant Market Determined Growth Area" with Regional Commercial identified at the interchanges. The plan directed staff to further study that growth area in the near future. Staff proceeded with this direction and completed the process for two area plans at the interchanges. The subject properties are within the study boundaries of the *I-35 & 175<sup>th</sup> Street Interchange Subarea Plan* which was adopted and incorporated by reference into the Comprehensive Plan in June 2018. At the time of the planning efforts, the subject property owner had proposed a concept for the property and that concept was utilized for the future land use in that area in the plan. The property is shown for Regional Commercial (red), Commercial and Light Industrial (lavender), and Heavy Commercial and Industrial (dark purple) future land uses on the picture below. The portion of the properties subject to this rezoning and preliminary development plan are identified for Commercial and Light Industrial and Heavy Commercial and Industrial.



Since the adoption of the Plan, the property owner's concept has changed to include Regional Commercial on the north and northwest, multi-family on the west and single-family within the subject area. This is due to market demand for the industrial warehouse and the need for residential development changing. Industrial warehouse is tending to locate near other existing similar uses further south along I-35. The residential will help to support the commercial development by providing goods and services to the area. While the Future Land Use map is not consistent with the proposed project, there are policies within the Plan that support residential development related to the proposed development.

In the *I-35 & 175<sup>th</sup> Street Subarea Plan*, the following Goals support the proposed project:

- *Goal 5: Protect and respect the natural systems currently in place and expand the natural and recreational facilities with development.*

The subject properties contain 2 designated stream/wetlands areas and the applicant is providing detention and open space in the majority of the areas around these stream/wetlands.

Additionally the following Policies support the proposed project:

- *General*
  - *Pedestrian friendly connectivity between land uses and properties should be incorporated.*

The applicant has provided pedestrian trails and sidewalks around and through the development which extend to the outside for future continuation to adjacent properties.

- *Residential Land Uses*  
 While the property is not identified for residential land use, the application proposes residential land use and therefore the following apply:

- *Residential uses shall maintain a “back-to-back” relationship to more intense uses.*

The proposal provides for residential lots to back to the proposed arterial with the more intensive land uses on the other side.

- *Residential streets shall be extended to undeveloped property and shall use a grid or modified grid pattern.*

The proposal provides for future street connections to the south.

- *Public Facility/Parks, Recreation, Open Space Land Uses*
  - *Open space areas should be provided and/or acquired along major thoroughfares and along drainage ways for development of pedestrian and bicycle trails.*

The proposal provides for trails along New Trails Parkway, within the electric easement along the southern property line, and along a drainage way.

- *Trail facilities shall be expanded and connected through all uses in the planning area.*

As noted above, the proposal is providing for this and will be required to be expanded to remainder of the development in the future.

Additionally the project meets policies within the New Residential Growth Areas. While this area is not identified for residential growth, it meets the following policies:

- *Connectivity:*
  - *Require pedestrian connections to adjacent streets and neighborhoods at the terminus of all new cul-de-sacs.*
- *Open Space Preservation & Conservation Design*
  - *Integrate stormwater detention areas and corridors in order to effectively mitigate the impacts of flooding.*
  - *Require trails, useful open spaces, and parks throughout new development areas through dedications and easements set aside as part of the development review process.*
  - *Utilize environmental features, topography, and natural areas, to guide development, and shape the potential development area of residential sites.*

## **STAFF ANALYSIS – ZONING MAP AMENDMENT**

### **17.03.030 (B) Review Criteria:**

1. The character of the neighborhood, including the design of streets, civic spaces and other open spaces; the scale, pattern and design of buildings; and the operation and uses of land and buildings;

**Staff Comment:** *The site is rural in nature as are the adjacent properties, and is currently used for cultivated crops. 175<sup>th</sup> Street abuts the property to the north which is a 2 lane paved arterial road. To the west is Interstate 35, and the subject properties do not have direct access to the interstate. Clare Road abuts the property to the east and Clare is a 2 lane paved arterial road. The subject property contains two wetland areas, a 66’ gas pipeline easement and 70’ electrical easement. There are no structures on the property and the only structure nearby is a single-family farmstead to the east.*

2. The zoning and use of properties nearby, and the compatibility with potential uses in the proposed district with these zoning districts;

**Staff Comment:** *The zoning of the nearby properties are mainly RUR District which is a County rural residential district. The properties to the north and across I-35 are zoned for commercial, though only the property across the interstate is developed with commercial uses. The property to the west is zoned for planned industrial in the County though it is undeveloped. The majority of the surrounding properties are cultivated with either row crops or hay or contain open space. One residence is located just to the east of the subject property. The proposed rezoning to accommodate single-family residential uses would be compatible with the surrounding uses as would the proposed RP-1 and RP-2 Districts.*

3. The suitability of the subject property for the uses to which it has been restricted;

**Staff Comment:** *The property is currently zoned with County zoning districts though it is within the City limits. This occurs when property is annexed and it remains County zoning until the request is made to change. Properties within the City cannot develop with County zoning and need to request City zoning. The portion of property in question is mainly zoned for rural residential which is a limited type of development within the City. The property as it is zoned today is in a transitional phase – while the ground may be suitable for the district for which it's zoned, it can't be developed because it's not City zoning. Having single-family residential adjacent to proposed commercial and within proximity of the interstate interchange also are appropriate.*

4. The extent to which removal of the restrictions will detrimentally affect nearby property;

**Staff Comment:** *The removal of the current restrictions will not detrimentally affect nearby properties as the subject properties are not developable as they are currently zoned with County zoning designations within the City. The proposed zoning is less intense than the commercial and industrial zoning in the County but more intense than the rural zoning. The I-35 & 175<sup>th</sup> Street Subarea Plan anticipated warehouse and light industrial uses in this location and the proposed single-family residential is less intensive than originally planned. This will have a lesser impact on the nearby properties.*

5. The length of time the subject property has remained vacant as zoned;

**Staff Comment:** *The subject property has never been developed.*

6. The relative gain to economic development, public health, safety and welfare by the current restrictions on the applicant's property as compared to the hardship imposed by such restrictions upon the property;

**Staff Comment:** *The relative gain by the current restrictions on the applicant's property is very little as compared to the greater hardship imposed by such restrictions upon the property. The property cannot be developed as zoned as the properties hold County zoning designations. The property can remain to be cultivated but that economic gain is very small compared to if it is rezoned in order to be developed. Additionally the development will bring City utilities to the other side of the interstate and allow for additional development in the area.*

7. The recommendations of professional staff;

**Staff Comment:** *Staff recommends approval of the rezoning.*

8. The conformance of the requested change to the Comprehensive Plan, and in particular the relationship of the intent statement for the proposed district and how the specific application furthers that intent statement in relation to the Comprehensive Plan;

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**Staff Comment:** *The proposed change is not consistent with the future land use map designations, however the proposal is supported by various goals and policies as stated above. The intent statements for the R-1, R-2 and Planned Zoning Districts are as follows:*

- *R-1 District: “The Single-Family Residential District provides residential living in a low-density neighborhood setting, with access to supporting uses such as schools, churches, parks and other public facilities which reinforce residential neighborhoods. This district should be used in the contemporary neighborhoods of the residential area plans, or in association with the planned zoning process or other complementary residential zoning districts to implement development patterns identified in the new growth areas.”*
- *R-2 District: “The Two-Family Residential District provides residential living in a moderate-density residential setting, providing a mix of housing options at strategic locations in relation to complementary uses that support strong residential neighborhoods.”*
- *Planned Zoning Districts: “The intent of the planned zoning districts is to encourage innovation in development, unique and distinctive places, and efficient use of land, buildings and infrastructure. Specifically, planned zoning and development plans to support the flexibility offered through planned zoning should accomplish one or more of the following:*
  1. *Preservation of distinct natural features on the land and integration of them into amenities for the project.*
  2. *Reduction in potential environmental impacts from the development, whether through disturbance of land, location of streets and infrastructure or operation of sites and buildings.*
  3. *Create broader community benefits through the better integration of multiple projects, resulting in designs that could not have otherwise been accomplished through the base zoning districts and standards.*
  4. *Improved public realm designs, including streetscapes, open space, civic spaces and the relationship of buildings and sites to those spaces.*
  5. *Creation of unique projects and places that are particularly suited for the planned location based on the characteristics of the land or the context and relationship to surrounding areas.*

*In the Gardner Comprehensive Plan, the Low Density Residential Land Use Category is described as: “Low Density Residential areas primarily consists of detached single family homes, but may also include duplexes or triplexes arranged in a low density format on larger lots, with buildings in character with typical single family homes. Housing is typically arranged on a local street grid, or as part of a subdivision, and may include local amenities such as small community or civic buildings, playgrounds or gardens that serve residents.”*

*This project would be between 2-4 dwelling units per acre gross across the development and about 3-5.5 dwelling units net across the development. Typically about 7-8 dwelling units per acre is the top of what would be considered low-density. The Low Density Land Use Category is consistent with this range and are in character with a typical single-family home subdivision although part of it, the PR-2 District is proposed to have smaller lots. The development will have local amenities including trails and a pool/clubhouse facility.*

9. *The extent to which the proposed use would adversely affect the capacity or safety of any utilities, infrastructure or public services serving the vicinity; and*

**Staff Comment:** *This project would require extension of City utilities to the other side of the interstate. This will allow for the expansion of the necessary capacity of utilities.*

10. Other factors relevant to a particular proposed amendment or other factors which support other adopted policies of the City.

**Staff Comment:** *None.*

### **STAFF ANALYSIS - PRELIMINARY DEVELOPMENT PLAN**

The intent of the planned zoning districts is to encourage innovation in development, unique and distinctive places, and efficient use of land, buildings and infrastructure. Specifically, planned zoning and development plans to support the flexibility offered through planned zoning should accomplish one or more of the following:

1. Preservation of distinct natural features on the land and integration of them into amenities for the project.
2. Reduction in potential environmental impacts from the development, whether through disturbance of land, location of streets and infrastructure or operation of sites and buildings.
3. Create broader community benefits through the better integration of multiple projects, resulting in designs that could not have otherwise been accomplished through the base zoning districts and standards.
4. Improved public realm designs, including streetscapes, open space, civic spaces and the relationship of buildings and sites to those spaces.
5. Creation of unique projects and places that are particularly suited for the planned location based on the characteristics of the land or the context and relationship to surrounding areas.

Departures from the standards associated with all zoning districts may be considered through planned zoning, and approved provided they are based upon a comprehensive and well-integrated development plan for the area. These departures shall not be justified for simply wanting flexibility or deviations from standards based upon a site plan.

A preliminary development plan represents an overall plan for a development to include the specific land uses and their density/intensity, block and lot patterns, building types and scale, design characteristics, and other building and site design elements that reflect the proposed character of the plan. This plan shall have a particular emphasis on how these elements relate to the public realm plan and where transitions between these elements occur at a parcel or block scale, both within the development and in coordination with abutting property. The development plan shall specifically identify where development standards may differ from those otherwise applicable through the base zoning districts and general development requirements of this Code.

A final development plan provides specific details of the portion or entirety of the approved preliminary development plan. This includes elevations, building materials, landscaping and other specific details. The final development plan has the same review criteria as a site plan.

### **Project Overview**

The proposed project is for two types of development, the 'Estates' which is a 194 lot, standard single-family suburban subdivision, and the 'Meadows' which is a 162 smaller lot, single-family subdivision. Included within the subdivision are many areas of open space, walking trails and a proposed pool and clubhouse facility.

**17.03.040 (C) Review Criteria:**

1. The plan represents an improvement over what could have been accomplished through strict application of otherwise applicable base zoning district standards, based on the goals of the Comprehensive Plan, and based upon generally accepted planning and design practice.

**Staff Comment:** *The Comprehensive Plan identifies the subject property for industrial and commercial uses however, as stated above, changes circumstances for this area and other goals and polices can support the land use change. The subject property has many influences that impact the layout including a 66' wide high pressure gas line along the west, a 70' electric easement along the south and two wetland areas. The project could have utilized the RP-3 District with the Detached House - Compact Building Type to better meet the base standards for the 'Meadows' area and reduce the number of deviations being requested. The applicant did not wish to rezone to the RP-3 District. As proposed, the application provides for increased lot coverage (building and hardscape), offset by open space and pedestrian amenities. The applicant has proposed a more typical "suburban" home design consistent with what they have utilized elsewhere, that they believe will better accommodate reasonably priced housing for people who wish to downsize in their later years. Although the project does not achieve the design intent of the LDC for walkable neighborhoods by utilizing less prominent, front-loaded garages and reduced front paving, the project does provide for extensive recreational walking opportunities throughout the development, and a future benefit for residents who may be able to walk to access adjacent commercial goods and services.*

2. The benefits from any flexibility in the standards proposed in the plan promote the general public health, safety and welfare of the community, and in particular of the areas immediately near or within the proposed project, and are not strictly to benefit the applicant.

**Staff Comment:** *The benefits from the flexibility in the standards proposed promote the public health, safety and welfare of the community by preserving wetland and stream areas and extending City utility services to the area for future development. These things benefit both the applicant and the surrounding properties.*

3. The benefits from any flexibility in the standards proposed in the plan allow the project to better meet or exceed the intent statements of the base zoning district(s) and the standards proposed to be modified when applied to the specific project or site.

**Staff Comment:** *The intent statement of the Single-Family Residential District provides residential living in a low-density neighborhood setting, with access to supporting uses such as schools, churches, parks and other public facilities which reinforce residential neighborhoods. This district should be used in the contemporary neighborhoods of the residential area plans, or in association with the planned zoning process or other complementary residential zoning districts to implement development patterns identified in the new growth areas.*

*The Two-Family Residential District provides residential living in a moderate-density residential setting, providing a mix of housing options at strategic locations in relation to complementary uses that support strong residential neighborhoods.*

*The project provides for both Single-Family R-1 and Two-Family R-2 Planned Districts though the proposal utilizes the Detached House – Suburban and Detached House – Neighborhood Building Types which are both single-family type structures. The project benefits from the flexibility of the standards paired with a large amount of open space area. These homes will have access to nearby commercial to the north, when developed. The overall project density is consistent with low-density development.*

*Something to note, 13 deviations have been requested and are discussed below. The applicant has not requested a lot width deviation for 'Meadows' lots however it appears that there are six*

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lots that do not meet the minimum 50' lot width when measured at the front lot line or when measured at the building setback line for irregular lots. These lots include 'Meadows' Lots 149, and 154-158. Revising these lots to meet the minimum lot width will be a condition of approval.

4. The plan reflects generally accepted and sound planning and urban design principles with respect to applying the Comprehensive Plan and any specific plans to the area;

**Staff Comment:** *The plan reflects generally accepted planning and urban design principles by preserving and protecting wetland and stream areas and utilizing the utility easements that are undevelopable to provide pedestrian trails and connectivity throughout the development.*

5. The plan meets all of the review criteria for a zoning map amendment.

**Staff Comment:** *The plan generally meets the review criteria for a zoning map amendment. The proposal does not meet the future land use designated for the property however the project is supported by various goals and polices within the Plan.*

## DEVIATIONS

The standards outlined below are standards from the Land Development Code that are not met. The planned district allows for departures from the standards associated with all zoning districts provided they are based upon a comprehensive and well-integrated development plan for the area. Below are the standards not met and the applicant's justification for such deviation.

### Street Network and Street Design

#### 1. **Section 17.04.010(C.3) Typical Cross Sections - Local Neighborhood**

Standard: 5' sidewalk on both sides of the street

Proposed: 5' sidewalks on one side of the street or adjacent to a trail

**Applicant Response:** *It is our desire to provide pedestrian connectivity that encourages recreational walking through out the neighborhood. Recreational walking is often done in larger groups and with children requiring strollers and other riding toys. By providing a 10' trail on the North, South and West sides of the property we are providing a 10' trail that runs for near 1.75 miles with only 4 road crossings. Internal trails provide pedestrian connectivity through the green spaces within the community. This expansive trail systems adds additional impervious system and cost to the project. As such we are requesting a deviation from the requirement of 5' sidewalks on both sides of the street. We have set forth a pedestrian plan that provides direct sidewalk access to every lot in the development either in front of the home or in the rear via the trail system. We believe this pedestrian plan supports and encourages pedestrian activity in a manner suitable to the location and style of the neighborhood.*

**Staff Comment:** *The Land Development Code supports pedestrian connectivity and requires sidewalks on both sides of a street. The previous Code also supported sidewalks on both sides of the street. Additionally Public Works standards requires sidewalk on both sides of the street. The applicant has proposed for each lot to either have a sidewalk along the street in front of the lot or be adjacent to either a public trail or private trail/walkway. Some streets do meet the standard of having sidewalks on both sides of the street and the others provide pass through (mid-block) pedestrian connectivity. Staff feels that this proposal meets the intent of pedestrian connectivity and supports this deviation.*

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**Detached House - Suburban (Estates)**

2. **Section 17.07.020 Table 7-2; Detached House – Suburban; Minimum Rear Setback/Section 17.07.040 Specific Building Type Standards Detached House – Suburban; Minimum Rear Setback**

Standard: 25'

Proposed: 20'

**Applicant Response:** *This reduction of the rear-yard setback allows for homes with larger footprints while maintaining the natural beauty of the preserved wetlands. While extending the rear lot lines into the wetland area is possible without disturbing them it would require mitigation at the cost of \$55,000/acre. We are only asking for rear yard setback deductions on lots that are adjacent to greenspace. Other lots backing to greenspace include those backing to the Evergy easement on the Southern property line. We have worked with Evergy to obtain utility easements and an encroachment agreement for a trail through that green space. Lots that are not adjacent to green space will have the normal 25' rear yard setback. This is a practice embraced by many municipalities in an effort to promote common greenspaces.*

**Staff Comment:** *The applicant is requesting a 5' reduction (25' min to 20' min) in the rear setback on the 'Estates' lots that are adjacent to greenspace. By limiting this potential building increase to lots adjacent to open space (on rear or side), it offsets the impact of potential increase in building footprint. Staff has identified lots that are not adjacent to open space including lots that have less than 50% of the rear or side lot line length or lots adjacent to open space that does not have enough depth to make the intended impact. As such, the following lots in the 'Estates' area should meet the 25' minimum rear yard setback: Lots 28, 39, 40, 57-67, 82, 86, 87, 96-108, 117-119, 123-128, 131-133, 141-146, 152, 153, 162, 164-170, 186-194. This is 61 of the proposed 194 'Estates' lots or 31%. Staff support this deviation on all of the 'Estate' lots with the exception of the lots outline above.*

3. **Section 17.07.020 Table 7-2; Detached House – Suburban; Building Coverage/Section 17.07.040 Specific Building Type Standards Detached House – Suburban; Building Coverage**

Standard: 30%

Proposed: 40%

**Applicant Response:** *Strategic placement of lots around the preserved wetlands create a large expanse of natural areas to be enjoyed by multiple lots. 71% of lots in this phase back to a common green space, this creates a unique spaciousness that can be enjoyed by all rather than confining it with a lot boundary. Enlarging the lots would unnecessarily increase the cost of homes as most if not all homes will likely be built below this lot coverage. Enlargement would decrease the density and thus increase the cost. The result would be an increase in the price of the home pushing it out of market acceptance. By pushing the allowed building coverage up, we are leaving an opportunity for larger houses to be built and helping the city meet its goal of providing step-up housing for its current residents. This type of lot coverage is in line with national trends of decreased lot sizes. This request is made with respect to the largest house we think is feasible in the development being built on the smallest lot. Typically, the smaller lots are not as desirable to the customer that want the larger homes. This development only has 2 lots that are the minimum lot size.*

**Staff Comment:** *The applicant is asking for a 10% increase in lot coverage on the 'Estate' lots. As stated above, lots adjacent to shared open space can utilize that open space as mitigation to the reduction in lot open space. As stated in the above deviation staff comments,*

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staff is recommending this reduction only apply to lots adjacent to the common open space. These lots in the 'Estates' area include Lots 28, 39, 40, 57-67, 82, 86, 87, 96-108, 117-119, 123-128, 131-133, 141-146, 152, 153, 162, 164-170, 186-194 that will have to meet the 30% maximum lot coverage. This is 61 of the proposed 194 'Estates' lots or 31%. Staff supports this deviation on all of the 'Estate' lots with the exception of the lots outline above.

4. **Section 17.07.050(C) Frontage Design, Design Standards, Neighborhood Yard; Access Width**

Standard: 15%; 20' max

Proposed: 30%; 20' max

**Applicant Response:** This request allows for a 20' driveway at the curb for all lots. This is standard in suburban settings. Additionally, it encourages driveway parking instead of on-street parking.

**Staff Comment:** The Code provides design objectives for the Frontage Design Section 17.07.050 which state:

Frontage Type design objectives establish the relationship of the building to the public realm, based upon the context, streetscape design, and the specific buildings and uses permitted on a block. The design standards for the Frontage Types have the following objectives:

1. Create transitions that allow a range of different buildings to engage the streetscape in compatible ways along a block.
2. Enhance the image of the City by coordinating streetscape investment with private lot and building investment.
3. Coordinate development across several lots, considering access, parking, landscape and civic/open space design.
4. Promote higher design amenities in areas intended for more compact and walkable development.

The Detached House - Suburban Building Type provides for the option of the Suburban Yard and Neighborhood Yard which is also dependent on the Street Type. The Suburban Yard Frontage Type would be utilized with the Standard Local Street Type and the Neighborhood Yard Frontage Type would be utilized with the Neighborhood Local Street Type. These are intended to be paired together based on the context of the development. The Standard Street Type is intended to be used with an existing context and Neighborhood Street Type is intended to be used in a new, greenfield setting in order to establish the public realm design.

In the proposed development, the Neighborhood Local Street Type is being utilized which pairs with the Neighborhood Frontage Type. This frontage type permits access width limits of 15% for the lot width and 20' maximum. For a standard 70' wide lot in the "Estates", the driveway would be permitted to be 10.5' wide within the entire frontage area. The Neighborhood Frontage Type limits the width of the drive in the entire frontage area, not just at the right-of-way as the Suburban Yard Frontage Type does, so the max width would be 20' all the way to the front building line (provided the lot is wide enough to accommodate the 20' width). This is not what the applicant has diagrammed on page 1 of the plans. The access type and design for the Suburban Frontage Type more closely meets what is shown on the plan diagrams. If the Suburban Yard Frontage Type was able to be utilized, the access limits could be 30% of the lot width and 24' maximum, applicable to the area within the right-of-way, which for a standard 70' wide lot would be 21', brought down because of the proposed max of 20'. This is not an option with the street type.

The summary table below provides calculations based on the diagrams for proposed driveway configuration on the front page of the plans. The requested deviation will need to be revised to reflect what is shown in the diagram in order to allow for the driveway to widen to 3 car garage width.

	<b>Neighborhood Yard Frontage-standard lot</b>	<b>Neighborhood Yard Frontage-cul-de-sac lot</b>
<b>Standard</b>	10.5' wide, 315 sf area	10.5' wide, > 315 sf area with a curve
<b>As proposed</b>	20' wide, 600 sf area	20' wide, 655 sf
<b>As proposed with 3<sup>rd</sup> car "flair"</b>	20' wide at street to approx. 38'; 777 sf area	20' wide at street to approx. 38'; 816 sf area

The access limits are intended to maintain space for on-street parking between accesses and to maintain greenspace in the public realm. Greenspace provides for the softening of the area from the pavement, less heat from the pavement and a more inviting space. The access and hardscape allocations are calculations the go together to help create an inviting public realm. If the access limits change, the hardscape allocations need to increase to compensate for the larger driveway. It is acknowledged that some people are looking for larger driveways to offset storage in the garage. This is a balance that the Planning Commission should discuss.

5. **Section 17.07.050(C) Frontage Design, Design Standards, Neighborhood Yard; Hardscape Allocation**

Standard: 5%-20%

Proposed: 37% on rectangle lots; 49% on cul-de-sac lots

**Applicant Response:** Lots located on a cul-de-sac or a curved street often on have to narrow in the front to match the curvature of the street. This shaping results in street frontages with reduced square footage. This increased hardscape percentage allows for driveways and sidewalks necessary to access these homes.

**Staff Comment:** The hardscape percentage has a similar intent as the access width limit and they work together. The hardscape allocation provides for up to a certain amount of hardscape or pavement and a certain amount of turf or landscape in the frontage area to soften the impact of the amount of paved area in the public realm. Staff does not include the sidewalk connection within this calculated percentage. The applicant is asking for a 17% increase on standard rectangular lots and a 29% increase on cul-de-sac lots. This accommodates the larger driveway as requested in the deviation above. A cul-de-sac lot has an irregular shaped front yard and more road surface in front than a lot on a standard 50' wide street would have, which can have a substantial impact on that area. This is a balance that the Planning Commission should discuss for both a typical and irregular shaped lot.

6. **Section 17.07.050(C) Frontage Design, Design Standards, Neighborhood Yard; Sidewalk Connection**

Standard: 4' wide sidewalk between sidewalk and front entry feature

Proposed: 4' wide sidewalk between driveway and front entry feature

**Applicant Response:** This requests allows for sidewalks to connect from the driveway to the front entryway of the home. This practice is predominantly used when the homes are featuring

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rear loaded or detached garages. The return of the sidewalk allows for easy passage from the driveway to the front of the home and promotes parking in the driveway rather than on the street. Additionally it reduces the amount of impervious surface decreasing the amount of runoff. This also allows for an enhanced visual appeal by allowing for more landscaping.

**Staff Comment:** The intent of this standard is to promote walkability and a pedestrian-oriented framework as experienced from the public realm to the front door of the house. Often driveways are parked with cars, making it less inviting to get to the front of the house. The applicant is proposing a sidewalk from the front of the house to the driveway. Having any walkway helps to maintain that visual connection, and therefore staff supports this deviation based on the proposed context of the planned development.

### **Detached House - Neighborhood (Meadows)**

7. **Section 17.07.020 Table 7-2; Detached House – Neighborhood; Minimum Lot Size /Section 17.07.040 Specific Building Type Standards Detached House – Neighborhood; Minimum Lot Size**

Standard: 6,000 square feet

Proposed: 5,750 square feet

**Applicant Response:** This reduction of the minimum lots size allows for homes with larger footprints while maintaining the natural beauty of the preserved wetlands. By building houses on smaller lots, it allows for a value proposition that is unique to the area. Only 22 Lots of 163(13.4%) are below the 6000 sq ft. minimum.

**Staff Comment:** The applicant is requesting for lots of a minimum of 5,750 square feet in the 'Meadows' area of the development. This is a 4% reduction in lot area. The Code allows for Administrative Adjustments of up to 5% for altering a building standard. This falls within the built in flexibility of the code. This would apply to 41 or 25% of the 'Meadows' lots with the average lot area in this portion of the development being 7,377 square feet. Staff supports this deviation.

8. **Section 17.07.020 Table 7-2; Detached House – Neighborhood; Minimum Rear Setback /Section 17.07.040 Specific Building Type Standards Detached House – Neighborhood; Minimum Rear Setback**

Standard: 25'

Proposed: 20' on lots adjacent to open space

**Applicant Response:** This reduction of the rear-yard setback allows for homes with larger footprints while maintaining the natural beauty of the preserved wetlands. While extending the rear lot lines into the wetland area is possible without disturbing them it would require mitigation at the cost of \$55,000/acre. We are only asking for rear yard setback deductions on lots that are adjacent to greenspace. Other Lots backing to greenspace include those that are backing to the Southern Star Gas pipeline. Rear lot lines could have been extended the rear lot lines into this gas easement. However, during our negotiation with Southern Star we offered to keep the easement in a continuous track to make it easier should they need to service the lines. In return, we were able to place the arterial road at the desired angle across their pipeline (40 degrees instead of their required 70 degrees); as well as obtain an encroachment agreement for the trail system running through the easement and necessary agreements for the retail space. This is a practice embraced by many municipalities to promote common greenspaces. Lenexa has allowed as few as 15' setbacks from greenspace. Lots that are not adjacent to green space will have the normal 25' rear yard setback.

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**Staff Comment:** *The applicant is requesting a 5' reduction (25' min to 20' min) in the rear setback on the 'Meadows' lots that are adjacent to greenspace. By limiting this potential building increase to lots adjacent to open space (on rear or side), it offsets the impact of potential increase in building footprint. Staff has identified lots that are not adjacent to open space as including lots that have less than 50% of the rear or side lot line length or lots adjacent to open space that does not have enough depth to make the intended impact. As such, the following lots in the 'Meadows' area should meet the 25' minimum rear yard setback: Lots 19-36, 42, 43, 58, 59, 68-79, 84-90, 99, 100, 120-125, 135-154. This is 69 of the proposed 162 'Meadows' lots or 43%. Staff supports this deviation of a 20' rear yard setback minimum on all of the 'Meadows' lots with the exception of the lots outline above.*

9. **Section 17.07.020 Table 7-2 Detached House – Neighborhood; Building Coverage/17.07.040 Specific Building Type Standards Detached House – Neighborhood; Building Coverage**

Standard: 40%

Proposed: 45%

**Applicant Response:** *Strategic placement of lots around the preserved wetlands create a large expanse of natural areas to be enjoyed by multiple lots. 71% of lots in this phase back to a common green space, this creates a unique spaciousness that can be enjoyed by all rather than confining it with a lot boundary. This type of lot coverage is in line with national trends of decreased lot sizes. This request is made with respect to the largest house we think is feasible in the development being built on the smallest lot. Typically, the smaller lots are not as desirable to the customer that want the larger homes. This development only has 11 lots that are the minimum lot size.*

**Staff Comment:** *The applicant is asking for a 5% increase in lot coverage on the 'Meadows' lots. As stated above, lots adjacent to shared open space can utilize that open space as mitigation to the reduction in lot open space. As stated in the above deviation staff comments, staff is recommending this reduction only apply to lots adjacent to the common open space. These lots in the 'Meadows' area include Lots 19-36, 42, 43, 58, 59, 68-79, 84-90, 99-100, 120-125, 135-154 that will have to meet the 40% maximum lot coverage. This is 61 of the proposed 162 estates lots or 31%. Staff supports this deviation on all of the 'Meadows' lots with the exception of the lots outline above.*

10. **Section 17.07.040 Specific Building Type Standards Detached House – Neighborhood; Design and Performance Standards; Garage Limits**

Standard: 25% of facade if front loaded (Counting the garage door width only)

Proposed: 40% (16' garage door width)

**Applicant Response:** *This modification allows for a 2-car front loaded garage that is standard in the previously discussed similar projects but prohibits a 3-car garage frontage. While in surveys consumers generally prefer an aesthetic where garage doors are not as prevalent, they are not willing to deal with the consequences of these design changes. The market has shown strong negative reactions to new home communities with detached garages, rear alleys, and shared driveways in suburban and exurban contexts.*

**Staff Comment:** *The intent of the garage limits standard is to enhance the streetscape in areas intended for more compact and walkable development, and to mitigate the effect of narrow lots with frequent repetition along the block by limiting front-loaded garage access and encouraging set back garages, or side or rear access garages. The applicant is proposing 16' wide garage doors on the minimum width of lots of 50', where it is likely that the structure will be 40' wide. This calculates to 40% of the building being garage door. The standard*

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*allows for a maximum of a 10' wide garage door on a 50' wide lot with a 40' wide structure. Typical single garage door widths range from 8'-10' and typical double garage door widths range from 12'-18'. An option to meet the standard and provide garage space for two vehicles is a tandem garage which allows for two parking spaces, one in front of another, with the appearance of a single garage door.*

*The Planning Commission previously discussed Garage limit standards as part of a potential text amendment regarding garage door limits on the Duplex building type. The Commission recommended that the Governing Body change the garage limits to 30% of the facade if front-loaded. This would potentially allow one double car garage (for one unit) or two single-car garages (one for each unit) on the front of a duplex built on the minimum lot size of 70'. The Governing Body has not yet taken action this recommendation. The Planning Commission has not discussed amending garage limits for Detached House Building Types. Some of the staff findings for the duplex garage limit discussion that generally apply are:*

- Problems generally only occur when a developer wishes to pair suburban building design with more compact urban lot configurations contrary to the intent of the LDC (big homes with multiple front-loaded garages on small lots).*
- When the majority of the front facade is occupied rooms and windows rather than garage, greater safety is encouraged through "eyes on the street".*
- The large front garages and accompanying driveways degrade the pedestrian realm by creating frequent, large expanses of concrete for pedestrians to cross while walking on the sidewalk and avoiding backing cars or parked cars that encroach on the sidewalk.*

*A deviation from any building design standard as provided for in Administrative Adjustments would require an alternative "equal or better" solution is proposed by the applicant. No mitigating factor has been proposed. Other projects that have requested similar Administrative Adjustments for the Duplex Building Type in regard to garage limits have provided alternatives such as enhanced carriage garage doors, garage doors with windows, and increased landscaping (both dressed up doors and landscaping together) as a solution to enhance the streetscape. This could be an option, though it may not be enough to mitigate the potential of 40% of each structure to be a garage, and garages being what is mainly seen while traveling down the street. The Planning Commission should discuss these points to consider garage limit deviations on the Detached House building types as presented in this development plan.*

#### **11. Section 17.05.05(C) Design Standards; Neighborhood Yard; Access Width Limits**

Standard: 15%; 20' max

Proposed: 40%; 20' max

**Applicant Response:** *This request allows for a 16' driveway at the curb for all lots. This is standard in suburban settings. Additionally, it encourages driveway parking instead of on-street parking.*

**Staff Comment:** *The Neighborhood Frontage Type permits access width limits of 15% of the lot width up to 20' maximum, which for a standard 50' wide lot in the "Meadows", the driveway would be permitted to be 7.5' wide. The Neighborhood Frontage does not allow for the width of the drive to change until the building setback line, so the max width would be 7.5' all the way to the front building line. This is not what the applicant has diagramed on page 1 of the plans.*

*The access limits are intended to maintain space for on-street parking between accesses and to maintain greenspace in the public realm. Greenspace provides for the softening of the area*

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*from the pavement, less heat from the pavement, and a more inviting space. The access and hardscape allocations are calculations that go together to help create an inviting public realm. If the access limits change, the hardscape allocations need to increase to compensate for the larger driveway. It is acknowledged that some people are looking for larger driveways to offset storage in the garage, though with the smaller lots, the Code anticipates the utilization of alternatives to address the access limitations. This is a balance that the Planning Commission should discuss.*

**12. Section 17.07.050(C) Frontage Design, Design Standards, Neighborhood Yard; Hardscape Allocation**

Standard: 5%-20%

Proposed: 40% on rectangular lots, 45% on cul-de-sac lots

**Applicant Response:** *Lots located on a cul-de-sac or a curved street often have to narrow in the front to match the curvature of the street. This shaping results in street frontages with reduced square footage. This increased hardscape percentage allows for driveways and sidewalks necessary to access these homes.*

**Staff Comment:** *The hardscape percentage has a similar intent as the access width limit and they work together. The hardscape allocation provides for up to a certain amount of hardscape or pavement and a certain amount of turf or landscape in the frontage area to soften the impact of the amount of paved area in the public realm. Staff does not include the sidewalk connection within this calculated percentage. The applicant is asking for a 20% increase on standard rectangular lots and a 25% increase on cul-de-sac lots. This accommodates for the larger driveway as requested in the deviation above. A cul-de-sac lot has an irregular shaped front yard and more road surface in front than a lot on a standard 50' wide street would have which can have a substantial impact on that area. This is a balance that the Planning Commission should discuss for both a typical and irregular shaped lot.*

**13. Section 17.07.050(C) Frontage Design, Design Standards, Neighborhood Yard; Sidewalk Connection**

Standard: 4' wide sidewalk between sidewalk and front entry feature

Proposed: 4' wide sidewalk between driveway and front entry feature

**Applicant Response:** *This requests allows for sidewalks to connect from the driveway to the front entryway of the home. This practice is predominantly used when the homes are featuring rear loaded or detached garages. The return of the sidewalk allows for easy passage from the driveway to the front of the home and promotes parking in the driveway rather than on the street. Additionally it reduces the amount of impervious surface decreasing the amount of runoff. This also allows for an enhanced visual appeal by allowing for more landscaping.*

**Staff Comment:** *The intent of this standard is to promote walkability and a pedestrian-oriented framework as experienced from the public realm to the front door of the house. Often driveways are parked with cars, making it less inviting to get to the front of the house. The applicant is proposing a sidewalk from the front of the house to the driveway. Having any walkway helps to maintain that visual connection, and therefore staff supports this deviation based on the proposed context of the planned development.*

## **STAFF ANALYSIS – INFRASTRUCTURE / OTHER**

### **ELECTRIC –**

Electric utilities will be provided to the property by the City. The City will extend the utilities across the interstate and to the development. Ten foot easements have generally been provided along the rear or every property. Additional 10' easements will need to be provided along the south side of Meadows Lot 79, the east side of Estates Tract H, and along the west side of Estates Tract G.

### **WATER –**

Water is to be provided by Water District #7 and WaterOne. The applicant will work with the appropriate water district for approval and installation.

### **SANITARY SEWER –**

Sanitary sewer will be provided by the City of Gardner. The utilities will be extended across the interstate and a new lift station will need to be installed generally within the area of Estates Tract E and located outside of all detention and stream setback areas. The sanitary sewer line locations will be further defined with the public improvement plans.

### **STORM SEWER –**

Storm sewer improvements are provided for with the proposed storm water detention and drainage areas. A preliminary storm water study has been submitted and comments are being addressed in the final study.

### **ROADWAY NETWORK & VEHICULAR ACCESS –**

The applicant is proposing to construct an arterial road, New Trails Parkway, with the first and fourth phases of the Meadows development. A collector will be constructed partially with Meadows Phase one and the remainder will be constructed with the commercial to the north. Local streets within the residential development will be constructed by the developer. With the project being adjacent to Interstate 35 and within the impact area of the interchange, the Kansas Department of Transportation (KDOT) will need to review the Traffic Impact Study (TIS) regarding access to 175<sup>th</sup> Street, at the final development and final plat phases. KDOT has accepted the TIS "in concept".

The Public Works Department has identified in the TIS that there will be a need for a larger road, 80' wide, for the proposed collector, 177<sup>th</sup> Street, in order to accommodate a 4-lane road.

The applicant has proposed eight cul-de-sacs and the Fire Department has requested that the pavement on the cul-de-sac be 96' in diameter. The applicant has revised seven of those cul-de-sacs to meet that standard though they have included in the proposal a 20' island in the middle. The Fire Department has requested a turning template be shown on the cul-de-sac to diagram that the largest fire truck can turn around within said cul-de sac.

### **SIDEWALKS –**

The Neighborhood Local street design requires a 5' sidewalk along both sides of the street. The applicant has proposed to provide pedestrian connections to all lots either by sidewalks on one side of the street or an adjacent trail. This is discussed in the deviation requests above.

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The arterial street is to have a 10' trail on the south side. The remaining design of the street will occur at a later date. The collector will require a 5' sidewalk on both sides and the design of the street will occur at a later date.

### **NEW CENTURY AIRCENTER –**

The subject property is within the New Century AirCenter Airport Interest Area and within 1 mile of airport owned property. Within the New Century AirCenter Future Land Use Map for the Airport Area of Interest, the subject properties are identified generally for low and medium density residential uses with a limit of 3 and 5-12.5 dwelling units per acre respectively. The proposed gross density of the RP-1 District area is 2 dwelling units per acre and the RP-2 District gross density is 3.8 dwelling units per acre. The net dwelling units per acre are 2.9 and 5.5 respectively. These density areas, when averaged, fall within the stated limits. The Johnson County Airport Board and Johnson County Board of County Commissioners will have to review and take action on these applications because of the proximity of the property to the airport.

### **ATTACHMENTS**

- I. Preliminary development plan
- II. Johnson County Planning comment letter
- III. Public notice letter
- IV. Application

### **ACTIONS**

Per Section 17.03.010 (G) of the *Gardner Land Development Code*, a review body may take the following actions (or recommend the following actions):

1. Recommend approval the application.
2. Recommend approval the application with conditions or modifications to lessen or mitigate a potential impact from the proposed application.
3. Recommend denial the application.
4. Continue the application to allow further analysis. The continued application shall not be more than 60 days from the original review without consent of the applicant. No application shall be continued more than once by each review body without consent of the applicant.

### **EFFECT OF DECISION**

**Zoning Map Amendment (Rezoning)** – Amendments to the official zoning map (rezoning) shall be approved by the Governing Body in the form of an ordinance. Approved changes shall be indicated on the official zoning map by the Director within 30 days following such action.

**Preliminary Development Plan** – Approval of a preliminary development plan shall constitute acceptance of the overall planning concepts and development parameters. In reviewing and approving a preliminary development plan, the Planning Commission may recommend or the Governing Body may require conditions that must be met before an applicant submits a final development plan. An approved preliminary development plan shall lapse and be of no further force and effect if a final development plan (or a final development plan for a designated phase of the preliminary development plan) has not been approved within two years of the date of approval of the preliminary development plan.

## **RECOMMENDATION**

Staff recommends approval of the rezoning and associated preliminary development plan with the conditions outlined below. Please note that if the condition reads “Potential deviation”, the Planning Commission has been directed to discuss the potential deviation request. If, after discussion, the Planning Commission does not support the deviation as proposed by the applicant, then the Planning Commission would format some kind of condition of approval related to that deviation, either that the application must meet the code standard or some other amended deviation.

### **Recommended Motion:**

After review of applications Z-20-01, a rezoning for 136 acres from County RUR, PRB2 and PEC3 to RP-1 and RP-2 located approximately a quarter mile south of the intersection of 175<sup>th</sup> Street and Clare Road, portions of parcel IDs CF231429-3002 and CF231429-1001, and preliminary development plan PDP-20-01 for Prairie Trace and dated March 2, 2020, and staff report dated March 24, 2020, the Planning Commission recommends the Governing Body approve the applications subject to the following conditions:

1. Label the following tracts and add the size in the summary tables
  1. Trail tract between Estates Lot 177 and Lot 178.
  2. Trail tract between Estates Lot 79 and Lot 80.
2. Revise the “Single Family Site Data” number of lots to be 194 for the ‘Estates’ and 162 for the ‘Meadows’.
3. Meadows Lots 149, and 154-158 shall be revised to meet the minimum lot width at the setback line.
4. Change notes indicating a 10’ asphalt trail along New Trails Parkway to be a 10’ concrete trail.
5. Provide a written agreement that Southern Star has reviewed the plans and agrees to the proposed street crossings and 10’ concrete trail and associated easements to be located within their 66’ gas pipeline easement.
6. Provide a written agreement that KCP&L/EVERGY has reviewed the plans and agrees to the proposed street crossings, easements, utility lines, and 10’ concrete trail to be located within their 70’ electric line easement.
7. Trail and pedestrian amenities shall be installed with the development of the phase in which it is platted.
8. Update the Deviation outline on the plans to note that ‘Estate’ Lots 28, 39, 40, 57-67, 82, 86, 87, 96-108, 117-119, 123-128, 131-133, 141-146, 152, 153, 162, 164-170, 186-194 shall meet the 25’ rear yard setback minimum.
9. Update the Deviation outline on the plans to note that ‘Estate’ Lots 28, 39, 40, 57-67, 82, 86, 87, 96-108, 117-119, 123-128, 131-133, 141-146, 152, 153, 162, 164-170, 186-194 shall meet the 30% Building Coverage maximum.
10. Update the Deviation outline on the plans to note that ‘Meadows’ Lots 19-36, 42, 43, 58, 59, 68-79, 84-90, 99, 100, 120-125, 135-154 shall meet the 25’ minimum rear yard setback.
11. Update the Deviation outline on the plans to note that ‘Meadows’ Lots 19-36, 42, 43, 58, 59, 68-79, 84-90, 99, 100, 120-125, 135-154 shall meet the 40% Building Coverage maximum.
12. Potential conditions regarding Deviation #4, Section 17.07.050(C) Frontage Design, Design Standards, Neighborhood Yard; Access Width for the ‘Estates’ area.
13. Potential conditions regarding Deviation #5, Section 17.07.050(C) Frontage Design, Design Standards, Neighborhood Yard; Hardscape Allocation for the ‘Estates’ area.

14. Potential conditions regarding Deviation #10, Section 17.07.040 Specific Building Type Standards Detached House – Neighborhood; Design and Performance Standards; Garage Limits for the 'Meadows' area.
15. Potential conditions regarding Deviation #11, Section 17.05.05(C) Design Standards; Neighborhood Yard; Access Width Limits for the 'Meadows' area.
16. Potential conditions regarding Deviation #12, Section 17.07.050(C) Frontage Design, Design Standards, Neighborhood Yard; Hardscape Allocation for the 'Meadows' area.
17. Revise the deviation requests on the first three pages of the plan to reflect what has been approved.
18. Provide a 10' easement along the south side of Meadows Lot 79, east side of Estates Tract H, and along the west side of Estates Tract G.
19. Revise the right-of-way for 177<sup>th</sup> Street to be at least 80' in width.
20. Provide a truck turning template with the Johnson County Fire District #1's largest truck on it to show that the islands will not impede fire truck movement.
21. The applications shall be reviewed and approved by the Johnson County Airport Board and Johnson County Board of County Commissioners prior to the publication of an Ordinance by the City of Gardner Governing Body.



PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

# PRELIMINARY PLAT & PLAN FOR PRAIRIE TRACE IN THE CITY OF GARDNER JOHNSON COUNTY, KANSAS

## OVERALL SITE DATA:

### Overall Plan Data

Existing Use  
Proposed Use  
Future Land Use Map Designation

Agriculture  
Single Family  
Regional Commercial and Light Industrial  
Southeast Quadrant Market Determined  
Growth Area  
CNTY PRB2, RUR, PEC3

### Proposed Zoning

RP-1, RP-2  
RP-1 Single Family Residential Gross Land Area  
RP-2 Single Family Residential Gross Land Area  
TOTAL GROSS LAND AREA  
RP-1 DENSITY  
RP-2 DENSITY

RP-1, RP-2  
93.68 Acres  
42.37 Acres  
136.05 Acres  
2.07 DU/AC  
3.82 DU/AC

## SINGLE FAMILY SITE DATA:

### General Data

Estates Detached Single Family (Suburban) Number of Lots  
Meadows Detached Single Family (Neighborhood) Number of Lots  
Total Number of Lots

194 Lots  
162 Lots  
356 Lots

### Estates Detached House - Neighborhood Data

Total Number of lots  
17.07.020 Zoning Districts - Building Type and Development Standards  
Building Type  
Lot Size Minimum Per Code  
Lot Size Minimum Proposed  
Lot Width Minimum Per Code  
Lot Width Minimum Proposed  
Lot Size Minimum Proposed  
Building Coverage Maximum Per Code  
Building Coverage Maximum Proposed  
Front Setback Per Code  
Front Setback Proposed  
Interior Side Setback Per Code  
Interior Side Setback Proposed  
Street Side Setback Per Code  
Street Side Setback Proposed  
Rear Setback Per Code  
Rear Setback Proposed  
Driveway Setback From Side Lot Line Per Code  
Front Entry Walk Proposed

197 lots  
Detached House-Suburban  
8,000 s.f.  
8,000 s.f.  
70'  
70'  
70' x 120'  
30%  
40% (deviation requested)  
25'-50"  
30'  
7'  
7'  
20'  
20'  
25'  
20'(deviation requested)  
3'

### Meadows Detached House - Neighborhood Data

Total Number of lots  
17.07.040 Specific Building Type Standards  
Frontage Type Per Code  
Frontage Type Proposed  
17.07.050 Frontage Design  
Frontage Type Proposed  
Depth Minimum Per Code  
Depth Proposed  
Access Limits Per Code  
Access Limits Proposed  
Access Type  
Required Building Frontage Per Code  
Building Frontage Proposed  
Hardscape Area Per Code  
Hardscape Area Proposed

163 lots  
Detached House-Neighborhood  
6,000 s.f.  
5,750 s.f. (deviation requested)  
50'  
50'  
50' x 115'  
40%  
45% (deviation requested)  
10'-35"  
25'  
5'  
5'  
10'  
20'  
25'  
20'(deviation requested)  
Neighborhood Yard; Terrace (limited)  
Neighborhood  
40% (deviation requested)

### Street Design Data for Suburban and Meadows Single Family

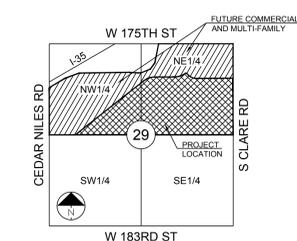
17.04.010 Street Networks and Street Design  
NEIGHBORHOOD TYPE: ALL STREETS WITHIN SINGLE FAMILY AREA  
Block Length Per Code  
Block Length Proposed  
Block Area Per Code  
Block Area Proposed  
Cul De Sac Length Maximum  
Cul De Sac Length Maximum proposed (1 cul de sac due to terrain/access)  
Right of Way Per Code  
Right of Way Proposed  
Pavement Width Per Code  
Pavement Width Proposed  
Utility Placement Per Code  
Utility Placement Proposed  
Sidewalk Per Code  
Sidewalk Proposed

500' Min. - 1,000' Max  
165' x 300' (deviation requested)  
5-8 Acres  
3.9, 4.1, 3.1, 5, 5.3, 4.4, 5.3, 1.5, 1.6, 2.6, 8.4  
(deviation requested)  
500'  
780' (deviation requested)  
50'  
25'-28' back of curb to back of curb  
28' back of curb to back of curb  
Right of way and Easement  
Right of way and Easement  
5' both sides  
5' and trail so each lot has access (deviation requested)  
6'  
5' (deviation requested)  
1' - 2' curb/gutter  
2' curb/gutter  
9' two way or 14' yield flow  
6' limited parking  
6' detached sidewalk  
Detached Sidewalk  
Tree Lawn  
Tree Lawn  
25'-40' on center  
25'-40' on center  
None - within traffic flow  
None - within traffic flow  
~20 mph  
~20 mph

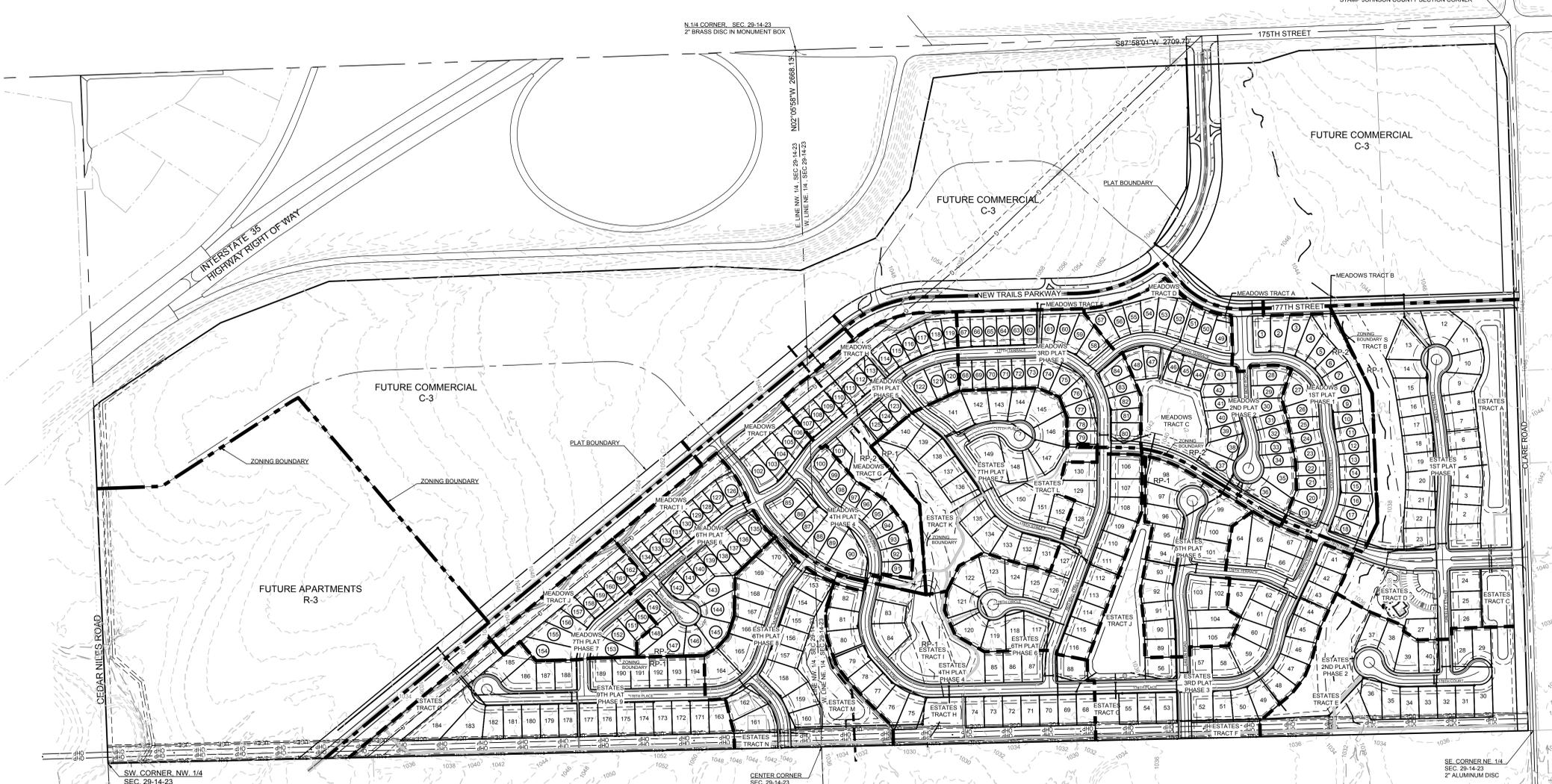
### Open Space Data

17.04.020 Open and Civic Space Systems  
Context  
Preferred Types Per Code  
Type Proposed  
Open Space Minimum Required by Section D of Code  
Open Space Proposed  
Estates Tract A (Green with Pedestrian Overlook) 0.41 ac (only part of tract)  
Estates Tract D (Park/Pool Tract) 1.62 ac  
Estates Tract E (Trail/Greenway) 2.61 ac (only part of tract)  
Estates Tract F (Trail/Greenway) 0.36 ac  
Estates Tract G (Trail/Greenway) 0.68 ac  
Estates Tract H (Trail/Greenway) 1.51 ac  
Estates Tract I (Trail/Greenway and Natural Area) 2.03 ac  
Estates Tract J (Natural Area with Pedestrian Overlook) 0.23 ac (only part of tract)  
Estates Tract K (Trail/Greenway and Natural Area) 2.08 ac  
Estates Tract L (Trail/Greenway) 0.23 ac  
Estates Tract O (Trail/Greenway) 2.94 ac  
Meadows Tract C (Natural Area with Pedestrian Overlook) 0.59 ac (only part of tract)  
Meadows Tract E (Trail/Greenway) 0.26 ac  
Meadows Tract F (Trail/Greenway) 0.46 ac  
Meadows Tract G (Trail/Greenway and Natural Area) 1.50 ac  
Meadows Tract H (Trail/Greenway) 1.13 ac  
Meadows Tract I (Trail/Greenway) 0.97 ac  
Meadows Tract J (Trail/Greenway) 1.05 ac

Suburban  
Park, Trail/Greenway, Green Natural Area  
Park/Pool, Trail/Greenway  
10% (1.73 Acres)  
16% (2.88 Acres)



SECTION 29-14-23  
LOCATION MAP  
SCALE 1" = 2000'



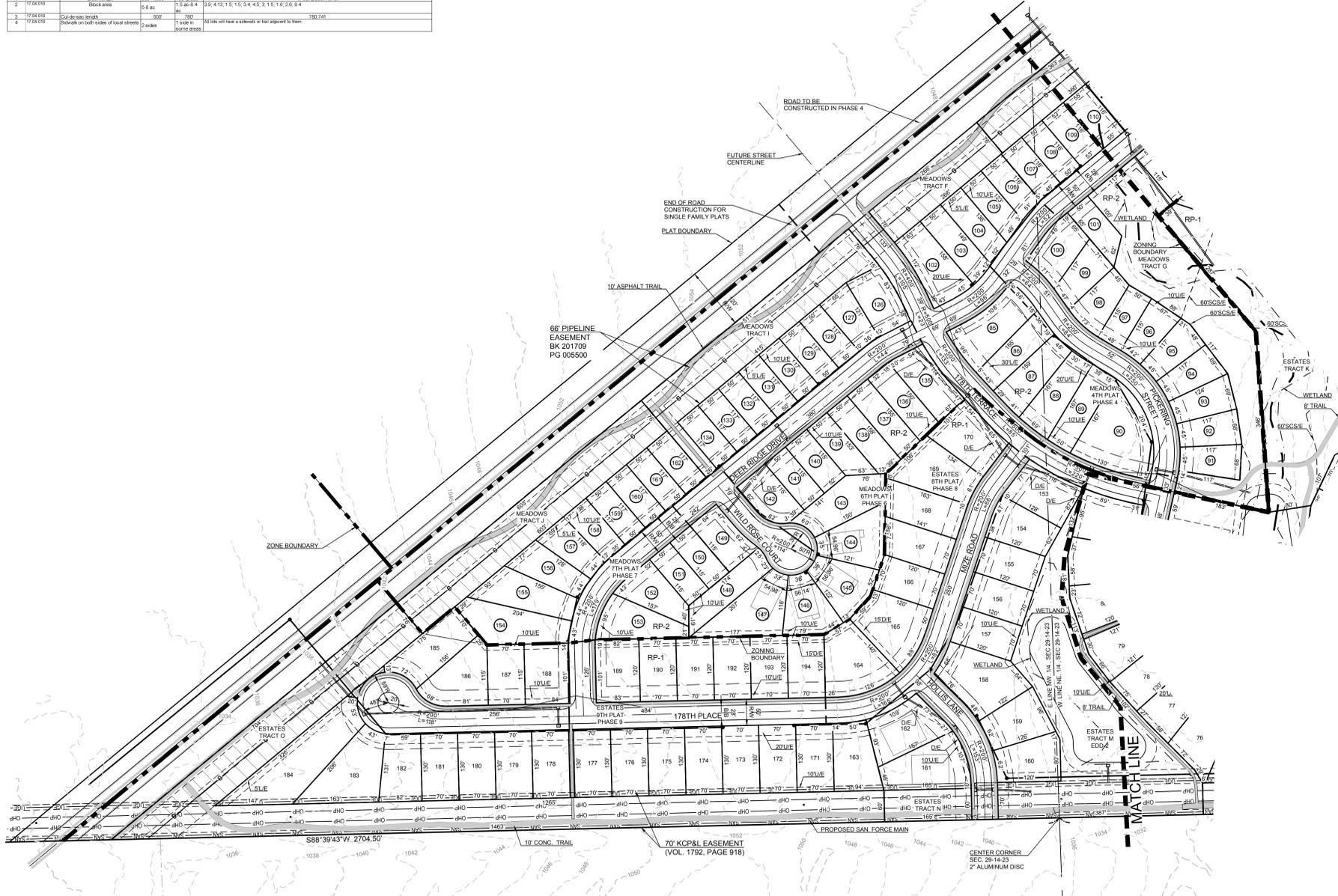
Code Section	Code Standard	Standard	Request	Notes
<b>ESTATES</b>				
1	17.07.003-A Table 12.4 17.07.040	Detached House - Suburban Minimum Building Coverage	30%	40%
2	17.07.003-A Table 12.4 17.07.040	Detached House - Suburban Rear Setback	20'	20'
3	17.07.003-C	Detached House - Neighborhood Access Limits	10% 20' max	30% 20' max
4	17.07.003-C	Detached House - Neighborhood Landscape Area	10% 20' max	Allocation of space landscape 20.8% 2 car 31% 3 car rectangular lot 36.8% 2 car 45.4% 3 car cut de sac
5	17.07.003-C	Detached House - Neighborhood Sidewalk	Direct Connect to Street	Direct Connect to Driveway
<b>MEADOWS LOTS</b>				
1	17.07.003-A Table 12.4 17.07.040	Detached House - Neighborhood Minimum Lot Size	6,000 sq ft	5,760 sq ft
2	17.07.003-A Table 12.4 17.07.040	Detached House - Neighborhood Minimum Building Coverage	40%	45%
3	17.07.003-A Table 12.4 17.07.040	Detached House - Neighborhood Rear Setback	20'	20'
4	17.07.003-C	Detached House - Neighborhood Garage Limit	20% up to 40% of area 12' from front	40%
5	17.07.003-C	Detached House - Neighborhood Access Limits	10% 20' max	32% 10' max
6	17.07.003-C	Detached House - Neighborhood Landscape Area	10% 20' max	Allocation of area 45% cut de sac
7	17.07.003-C	Detached House - Neighborhood Sidewalk	Direct Connect to Street	Direct Connect to Driveway
<b>STREET DESIGN</b>				
1	17.04.010	Block front	500'-1,000'	100'-2,000'
2	17.04.010	Block area	50'-80'	15'-24'-4'
3	17.04.010	Cut-de-sac length	50'	70'
4	17.04.010	Sidewalk on both sides of local streets	2' sidewalks	1' sidewalk on home street

**MEADOWS WEST**

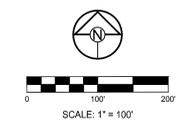
LOT #	AREA (SF)	LOT #	AREA (SF)	LOT #	AREA (SF)
85	12,674	126	8,639	MEADOWS TRACT A	1,310
86	8,239	127	6,565	MEADOWS TRACT B	32,766
87	9,282	128	5,853	MEADOWS TRACT C	66,929
88	9,456	129	5,853	MEADOWS TRACT D	10,442
89	8,379	130	5,853	MEADOWS TRACT E	11,465
90	18,253	131	5,853	MEADOWS TRACT F	20,217
91	6,541	132	5,853	MEADOWS TRACT G	65,302
92	6,542	133	5,853	MEADOWS TRACT H	49,191
93	6,781	134	5,853	MEADOWS TRACT I	42,388
94	6,781	135	9,474	MEADOWS TRACT J	45,807
95	6,709	136	7,639		
96	6,445	137	7,816		
97	5,750	138	7,941		
98	7,078	139	6,891		
99	6,812	140	6,035		
100	8,419	141	5,750		
101	5,895	142	7,605		
102	11,087	143	11,351		
103	7,750	144	10,637		
104	7,142	145	9,768		
105	6,476	146	9,311		
106	5,925	147	13,097		
107	5,800	148	8,938		
108	5,800	149	7,565		
109	6,148	150	5,750		
151	5,750				
152	8,484				
153	9,653				
154	12,819				
155	10,928				
156	8,134				
157	8,844				
158	6,051				
159	5,853				
160	5,853				
161	5,853				
162	5,853				

**ESTATES WEST**

LOT #	AREA (SF)	LOT #	AREA (SF)
153	10,317	ESTATES TRACT A	101,192
154	9,232	ESTATES TRACT B	120,804
155	8,400	ESTATES TRACT C	27,310
156	8,400	ESTATES TRACT D	66,397
157	8,400	ESTATES TRACT E	183,132
158	15,232	ESTATES TRACT F	15,532
159	9,622	ESTATES TRACT G	29,771
160	9,727	ESTATES TRACT H	66,077
161	13,335	ESTATES TRACT I	91,303
162	11,862	ESTATES TRACT J	85,340
163	10,415	ESTATES TRACT K	89,361
164	13,698	ESTATES TRACT L	26,752
165	13,761	ESTATES TRACT M	90,872
166	8,400	ESTATES TRACT N	8,883
167	9,152	ESTATES TRACT O	128,031
168	10,657		
169	12,497		
170	11,172		
171	9,100		
172	9,100		
173	9,100		
174	9,100		
175	9,100		
176	9,100		
177	9,100		
178	9,100		
179	9,100		
180	9,100		
181	9,100		
182	9,963		
183	14,718		
184	21,551		
185	11,720		
186	11,556		
187	8,050		
188	9,682		
189	9,954		
190	8,400		
191	8,400		
192	8,400		
193	8,400		
194	8,400		



- LEGEND:**
- FOUND MONUMENT AS NOTED
  - FOUND 1/2" REBAR UNLESS OTHERWISE NOTED
  - SET 1/2" REBAR W/LS-54 CAP UNLESS OTHERWISE NOTED
  - B/B - BACK TO BACK
  - BL or B.L. - BUILDING LINE
  - D/E - DRAINAGE EASEMENT
  - L/E - LANDSCAPE EASEMENT
  - R/W - RIGHT-OF-WAY
  - S/E - SANITARY SEWER EASEMENT
  - U/E - UTILITY EASEMENT
  - SCS/E - STREAM CORRIDOR SETBACK EASEMENT
  - CURB & GUTTER
  - EXISTING LOT AND PROPERTY LINES
  - EXISTING PLAT AND R/W LINES
  - DHP - OVERHEAD POWER LINE
  - SAN - SANITARY SEWER MAIN
  - WATERLINE
  - E<sub>1</sub> - ELECTRIC LINE
  - E<sub>2</sub> - GAS LINE
  - STORM SEWER
  - SANITARY MANHOLE
  - FIRE HYDRANT
  - WATER VALVE
  - POWER POLE
  - GAS VALVE
  - GUY WIRE
  - LIGHT OVERHEAD
  - POWER PEDESTAL
  - TELEPHONE PEDESTAL
- LOT LEGEND:**
- ⊗ MEADOWS
  - xx ESTATES



**SCHLAGEL**  
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS  
14620 W. 152ND ST., SUITE 100  
OVERLAND PARK, KS 66204  
(913) 492-5159 • FAX (913) 492-8400  
WWW.SCHLAGELASSOCIATES.COM  
Kansas State Certificate of Authority #E-298, #L.A.-29, #L.S.-54

PREPARED BY:  
  
SCHLAGEL & ASSOCIATES, P.A.

**PRAIRIE TRACE  
PRELIMINARY PLAT & PLAN  
I-35 & 175TH STREET GARDNER, KANSAS**

REVISION DATE	DESCRIPTION
1-22-2020	CITY COMMENTS
2-12-2020	CITY COMMENTS
2-12-2020	CITY COMMENTS
3-4-2020	CITY COMMENTS

GENERAL LAYOUT - WEST

I:\PROJECTS\2018\18-2283.0 Design\3.0 DWG Plans\2.0 PDP\18-228-PDP-GEN.dwg, 3/10/2020 7:46:54 AM, 1:1

MEADOWS EAST

LOT #	AREA (SF)	LOT #	AREA (SF)
1	9,268	61	6,765
2	8,591	62	5,823
3	9,681	63	5,750
4	8,930	64	5,750
5	8,956	65	5,750
6	6,590	66	5,750
7	6,608	67	5,808
8	6,775	68	5,850
9	6,604	69	5,750
10	6,518	70	5,750
11	6,014	71	5,854
12	6,498	72	5,750
13	5,985	73	6,636
14	5,757	74	7,263
15	6,189	75	8,094
16	7,022	76	7,910
17	6,319	77	7,543
18	7,475	78	5,759
19	7,970	79	5,879
20	7,516	80	8,072
21	6,135	81	6,131
22	6,108	82	6,731
23	7,120	83	6,495
24	6,383	84	9,079

ESTATES EAST

LOT #	AREA (SF)	LOT #	AREA (SF)	LOT #	AREA (SF)	LOT #	AREA (SF)
1	11,633	61	9,181	121	11,153	ESTATES TRACT A	101,192
2	8,849	62	10,137	122	12,622	ESTATES TRACT B	120,804
3	8,400	63	11,175	123	11,358	ESTATES TRACT C	27,310
4	9,019	64	13,327	124	9,777	ESTATES TRACT D	66,397
5	8,400	65	14,925	125	9,300	ESTATES TRACT E	183,132
6	8,400	66	10,727	126	9,360	ESTATES TRACT F	15,532
7	8,624	67	12,144	127	9,360	ESTATES TRACT G	29,771
8	8,635	68	8,400	128	9,957	ESTATES TRACT H	66,077
9	10,648	69	8,400	129	11,423	ESTATES TRACT I	91,303
10	10,125	70	8,400	130	8,989	ESTATES TRACT J	85,340
11	10,914	71	8,400	131	8,927	ESTATES TRACT K	89,361
12	14,584	72	8,400	132	8,707	ESTATES TRACT L	26,752
13	13,413	73	8,400	133	9,699	ESTATES TRACT M	90,872
14	9,385	74	8,400	134	10,265	ESTATES TRACT N	9,893
15	9,336	75	10,020	135	8,793	ESTATES TRACT O	128,031
16	8,400	76	10,797	136	9,129		
17	8,676	77	9,038	137	8,413		
18	8,400	78	8,605	138	9,493		
19	8,400	79	9,902	139	9,796		
20	9,281	80	9,560	140	11,083		
21	8,400	81	9,628	141	15,980		
22	8,736	82	10,330	142	10,380		
23	10,207	83	9,832	143	9,670		
24	9,545	84	12,582	144	9,546		
25	8,050	85	8,400	145	13,588		
26	8,050	86	8,400	146	11,404		
27	9,481	87	9,470	147	10,955		
28	11,923	88	11,035	148	10,314		
29	8,809	89	8,400	149	17,677		
30	9,226	90	8,821	150	11,994		
31	8,748	91	8,400	151	8,525		
32	8,749	92	9,528	152	8,872		
33	8,750	93	8,433				
34	8,758	94	8,944				
35	9,339	95	8,400				
36	10,580	96	10,458				
37	10,158	97	9,392				
38	11,487	98	16,366				
39	11,209	99	17,525				
40	9,854	100	8,983				
41	9,960	101	11,256				
42	8,616	102	8,661				
43	8,400	103	11,489				
44	8,400	104	12,677				
45	9,594	105	11,360				
46	9,308	106	11,281				
47	9,412	107	8,455				
48	9,369	108	9,615				
49	10,201	109	8,587				
50	10,247	110	8,400				
51	8,848	111	8,400				
52	9,960	112	8,400				
53	9,960	113	8,400				
54	8,400	114	8,400				
55	8,400	115	8,400				
56	9,960	116	9,165				
57	9,960	117	12,809				
58	10,624	118	10,750				
59	12,726	119	10,120				
60	10,158	120	11,076				

LOT # AREA (SF)

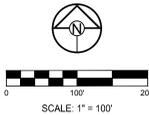
LOT #	AREA (SF)
110	6,380
111	6,380
112	5,800
113	5,800
114	6,192
115	6,310
116	6,218
117	6,518
118	6,511
119	6,194
120	6,869
121	7,269
122	9,654
123	7,475
124	5,750
125	5,750

LOT # AREA (SF)

LOT #	AREA (SF)
MEADOWS TRACT A	1,310
MEADOWS TRACT B	32,766
MEADOWS TRACT C	66,529
MEADOWS TRACT D	10,442
MEADOWS TRACT E	11,465
MEADOWS TRACT F	20,217
MEADOWS TRACT G	65,302
MEADOWS TRACT H	49,191
MEADOWS TRACT I	42,388
MEADOWS TRACT J	45,807

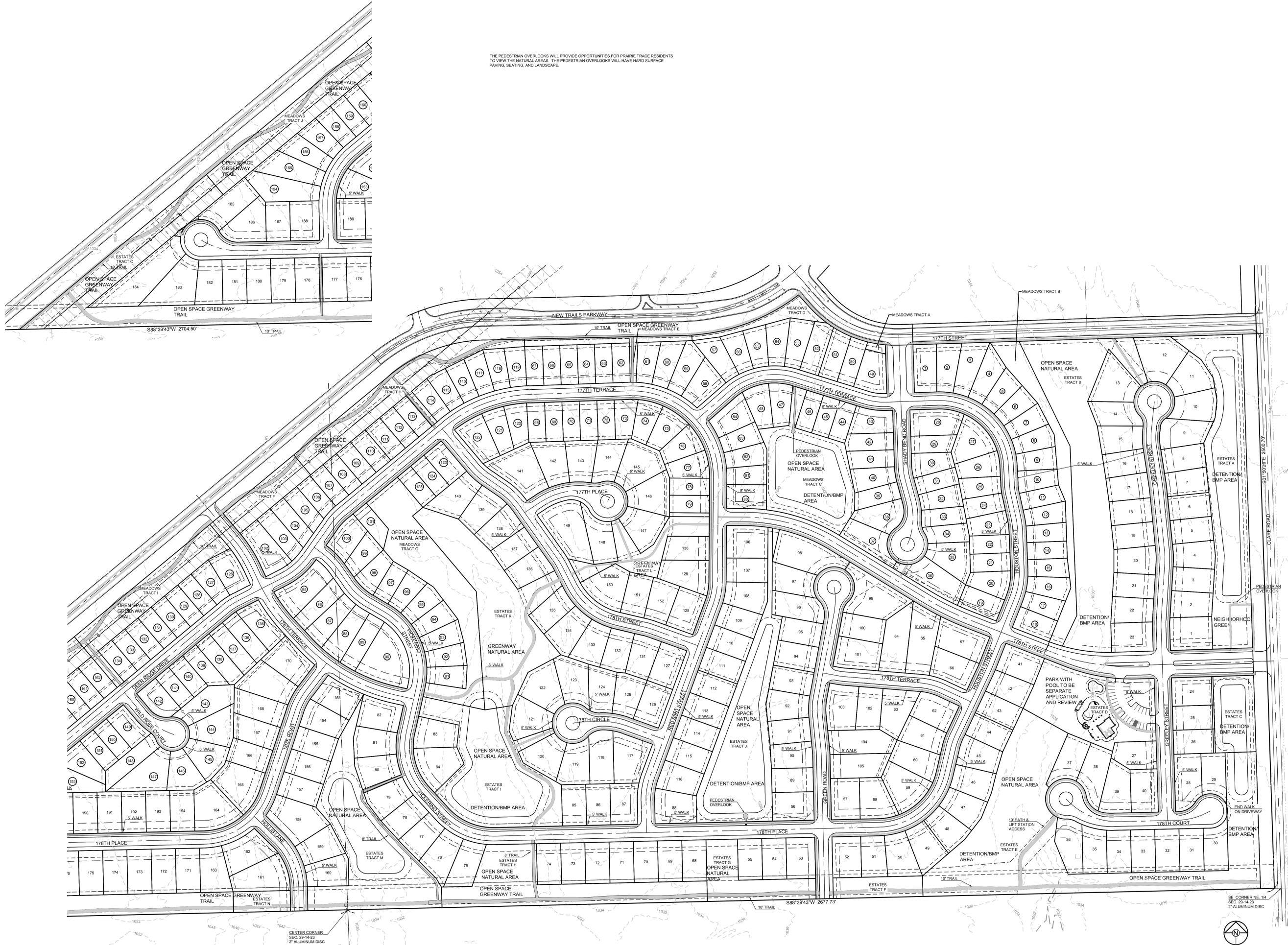
- LEGEND:**
- FOUND MONUMENT AS NOTED
  - FOUND 1/2" REBAR AS NOTED UNLESS OTHERWISE NOTED
  - SET 1/2" REBAR W/LS-54 CAP UNLESS OTHERWISE NOTED
  - BACK TO BACK
  - B/B BUILDING LINE
  - BL or B.L. BUILDING LINE
  - D/E DRAINAGE EASEMENT
  - L/E LANDSCAPE EASEMENT
  - R/W RIGHT-OF-WAY
  - S/E SANITARY SEWER EASEMENT
  - U/E UTILITY EASEMENT
  - CURB & GUTTER
  - EXISTING LOT AND PROPERTY LINES
  - EXISTING PLAT AND RW LINES
  - OVERHEAD POWER LINE
  - SANITARY SEWER MAIN
  - WATERLINE
  - ELECTRIC LINE
  - GAS LINE
  - STORM SEWER
  - SANITARY MANHOLE
  - FIRE HYDRANT
  - WATER VALVE
  - POWER POLE
  - GAS VALVE
  - GUY WIRE
  - LIGHT OVERHEAD
  - POWER PEDESTAL
  - TELEPHONE PEDESTAL

- LOT LEGEND:**
- MEADOWS
  - xx ESTATES



Code Section	Code Standard	Standard	Request	Notes
ESTATES				
1	17.07.00.01	Detached House - Suburban	30%	40%
2	17.07.00.02	Detached House - Suburban	30%	40%
3	17.07.00.03	Detached House - Suburban	30%	40%
4	17.07.00.04	Detached House - Suburban	30%	40%
5	17.07.00.05	Detached House - Suburban	30%	40%
6	17.07.00.06	Detached House - Suburban	30%	40%
7	17.07.00.07	Detached House - Suburban	30%	40%
8	17.07.00.08	Detached House - Suburban	30%	40%
9	17.07.00.09	Detached House - Suburban	30%	40%
10	17.07.00.10	Detached House - Suburban	30%	40%
11	17.07.00.11	Detached House - Suburban	30%	40%
12	17.07.00.12	Detached House - Suburban	30%	40%
13	17.07.00.13	Detached House - Suburban	30%	40%
14	17.07.00.14	Detached House - Suburban	30%	40%
15	17.07.00.15	Detached House - Suburban	30%	40%
16	17.07.00.16	Detached House - Suburban	30%	40%
17	17.07.00.17	Detached House - Suburban	30%	40%
18	17.07.00.18	Detached House - Suburban	30%	40%
19	17.07.00.19	Detached House - Suburban	30%	40%
20	17.07.00.20	Detached House - Suburban	30%	40%
21	17.07.00.21	Detached House - Suburban	30%	40%
22	17.07.00.22	Detached House - Suburban	30%	40%
23	17.07.00.23	Detached House - Suburban	30%	40%
24	17.07.00.24	Detached House - Suburban	30%	40%
25	17.07.00.25	Detached House - Suburban	30%	40%
26	17.07.00.26	Detached House - Suburban	30%	40%
27	17.07.00.27	Detached House - Suburban	30%	40%
28	17.07.00.28	Detached House - Suburban	30%	40%
29	17.07.00.29	Detached House - Suburban	30%	40%
30	17.07.00.30	Detached House - Suburban	30%	40%
31	17.07.00.31	Detached House - Suburban	30%	40%
32	17.07.00.32	Detached House - Suburban	30%	40%
33	17.07.00.33	Detached House - Suburban	30%	40%
34	17.07.00.34	Detached House - Suburban	30%	40%
35	17.07.00.35	Detached House - Suburban	30%	40%
36	17.07.00.36	Detached House - Suburban	30%	40%
37	17.07.00.37	Detached House - Suburban	30%	40%
38	17.07.00.38	Detached House - Suburban	30%	40%
39	17.07.00.39	Detached House - Suburban	30%	40%
40	17.07.00.40	Detached House - Suburban	30%	40%
41	17.07.00.41	Detached House - Suburban	30%	40%
42	17.07.00.42	Detached House - Suburban	30%	40%
43	17.07.00.43	Detached House - Suburban	30%	40%
44	17.07.00.44	Detached House - Suburban	30%	40%
45	17.07.00.45	Detached House - Suburban	30%	40%
46	17.07.00.46	Detached House - Suburban	30%	40%
47	17.07.00.47	Detached House - Suburban	30%	40%
48	17.07.00.48	Detached House - Suburban	30%	40%
49	17.07.00.49	Detached House - Suburban	30%	40%
50	17.07.00.50	Detached House - Suburban	30%	40%
51	17.07.00.51	Detached House - Suburban	30%	40%
52	17.07.00.52	Detached House - Suburban	30%	40%
53	17.07.00.53	Detached House - Suburban	30%	40%
54	17.07.00.54	Detached House - Suburban	30%	40%
55	17.07.00.55	Detached House - Suburban	30%	40%
56	17.07.00.56	Detached House - Suburban	30%	40%
57	17.07.00.57	Detached House - Suburban	30%	40%
58	17.07.00.58	Detached House - Suburban	30%	40%
59	17.07.00.59	Detached House - Suburban	30%	40%
60	17.07.00.60	Detached House - Suburban	30%	40%
61	17.07.00.61	Detached House - Suburban	30%	40%
62	17.07.00.62	Detached House - Suburban	30%	40%
63	17.07.00.63	Detached House - Suburban	30%	40%
64	17.07.00.64	Detached House - Suburban	30%	40%
65	17.07.00.65	Detached House - Suburban	30%	40%
66	17.07.00.66	Detached House - Suburban	30%	40%
67	17.07.00.67	Detached House - Suburban	30%	40%
68	17.07.00.68	Detached House - Suburban	30%	40%
69	17.07.00.69	Detached House - Suburban	30%	40%
70	17.07.00.70	Detached House - Suburban	30%	40%
71	17.07.00.71	Detached House - Suburban	30%	40%
72	17.07.00.72	Detached House - Suburban	30%	40%
73	17.07.00.73	Detached House - Suburban	30%	40%
74	17.07.00.74	Detached House - Suburban	30%	40%
75	17.07.00.75	Detached House - Suburban	30%	40%
76	17.07.00.76	Detached House - Suburban	30%	40%
77	17.07.00.77	Detached House - Suburban	30%	40%
78	17.07.00.78	Detached House - Suburban	30%	40%
79	17.07.00.79	Detached House - Suburban	30%	40%
80	17.07.00.80	Detached House - Suburban	30%	40%
81	17.07.00.81	Detached House - Suburban	30%	40%
82	17.07.00.82	Detached House - Suburban	30%	40%
83	17.07.00.83	Detached House - Suburban	30%	40%
84	17.07.00.84	Detached House - Suburban	30%	40%
85	17.07.00.85	Detached House - Suburban	30%	40%
86	17.07.00.86	Detached House - Suburban	30%	40%
87	17.07.00.87	Detached House - Suburban	30%	40%
88	17.07.00.88	Detached House - Suburban	30%	40%
89	17.07.00.89	Detached House - Suburban	30%	40%
90	17.07.00.90	Detached House - Suburban	30%	40%
91	17.07.00.91	Detached House - Suburban	30%	40%
92	17.07.00.92	Detached House - Suburban	30%	40%
93	17.07.00.93	Detached House - Suburban	30%	40%
94	17.07.00.94	Detached House		

THE PEDESTRIAN OVERLOOKS WILL PROVIDE OPPORTUNITIES FOR PRAIRIE TRACE RESIDENTS TO VIEW THE NATURAL AREAS. THE PEDESTRIAN OVERLOOKS WILL HAVE HARD SURFACE PAVING, SEATING, AND LANDSCAPE.



PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

**PRAIRIE TRACE  
 PRELIMINARY PLAT & PLAN**

**I-35 & 175TH STREET GARDNER, KANSAS**

REVISION DATE	DESCRIPTION
1-22-2020	CITY COMMENTS
2-12-2020	CITY COMMENTS
2-12-2020	CITY COMMENTS
3-4-2020	CITY COMMENTS

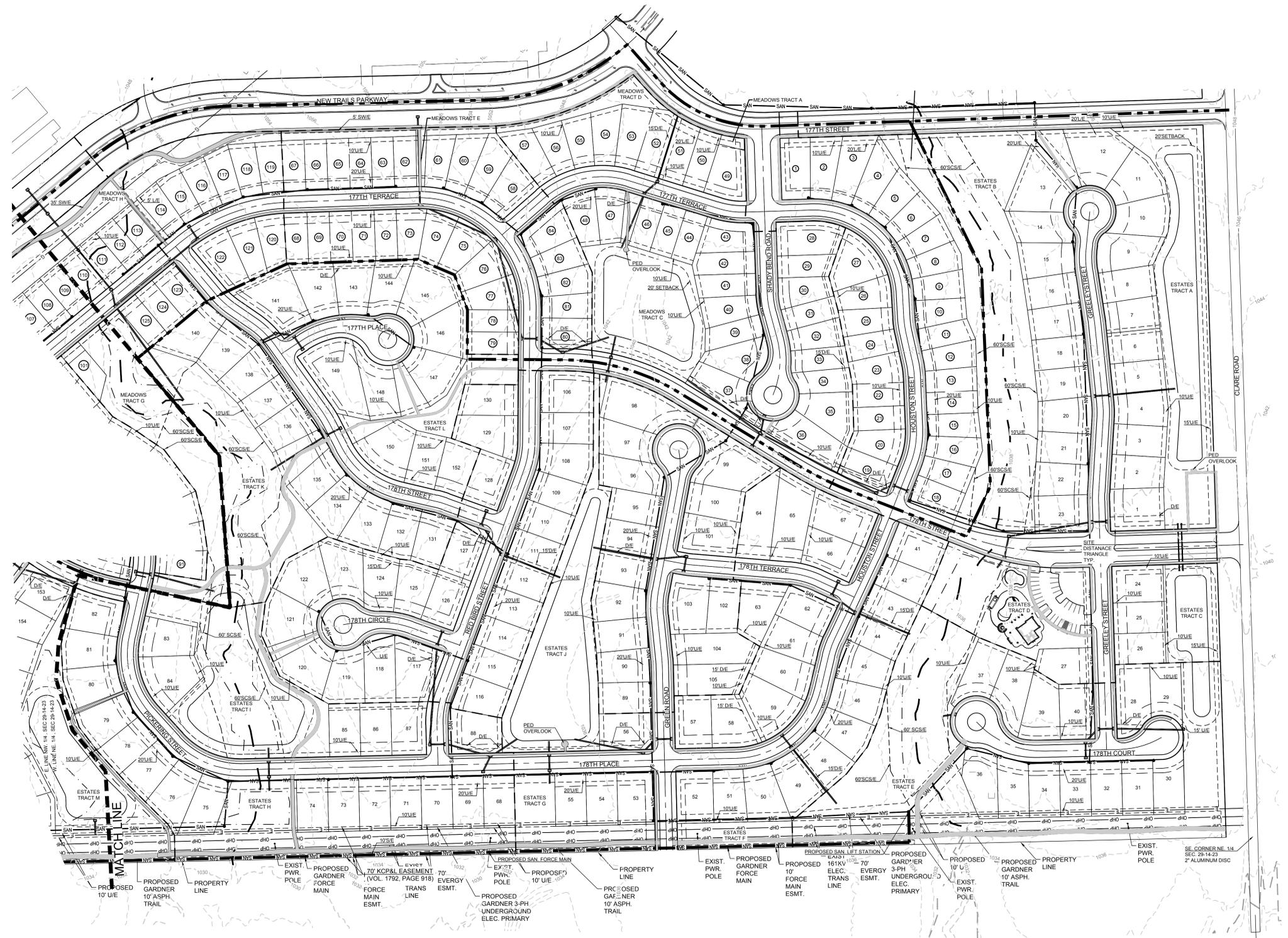
DRAWN BY: A.C.  
 CHECKED BY: M.B.  
 DATE PREPARED: 01/10/20  
 PROJ. NUMBER: 18-298

PEDESTRIAN PLAN

I:\PROJECTS\2018\18-298\2018-298-01-DWG-Plan-20-FED.dwg, 3/10/2020 7:48:15 AM, 1:1



PRAIRIE TRACE  
 PRELIMINARY PLAT & PLAN  
 I-35 & 175TH STREET GARDNER, KANSAS



REVISION DATE	DESCRIPTION
1-22-2020	CITY COMMENTS
2-12-2020	CITY COMMENTS
2-12-2020	CITY COMMENTS
3-4-2020	CITY COMMENTS

DRAWN BY:	AAC
CHECKED BY:	MAE
DATE PREPARED:	01/10/20
PROJ. NUMBER:	14-298

PRELIMINARY  
 UTILITY PLAN -  
 EAST

L:\PROJECTS\2018\18-228A.0 DWG Plan2.0.dwg, 3/10/2020 7:46:46 AM, 1:1

## Planning, Development & Codes

March 6, 2020

To: Michelle Leininger, City of Gardner

From: Sean Pendley, Johnson County Planning Department

Re: **City of Gardner Applications: Z-20-01 (PDP-20-01), Rezoning** approximately 136.3 acres from County RUR, PRB2, and PEC3 Districts to City of Gardner Districts RP-1 (Planned Single Family Residential, approximately 88.2 acres) and RP-2 (Planned Two-Family Residential, approximately 48.1 acres) and associated **Preliminary Development Plan** for Prairie Trace; and **PP-20-01, Preliminary plat** 356 single-family lots for Prairie Trace; and **Z-20-01, Rezoning** approximately 31.9 acres from County PRB2 and PEC-3 to City of Gardner District R-3; and **Z-20-03**, Rezoning approximately 100.4 acres from County PRB2 and PEC-3 to City of Gardner District C-3; on properties are located southwest of 175<sup>th</sup> Street and Clare Road.

Thank you for forwarding the application information and proposed plans for the above referenced development. The subject properties are located within 1 mile of the New Century AirCenter. Pursuant to K.S.A. 3-307e, any changes in existing city zoning must have the approval of the Board of County Commissioners of Johnson County, Kansas (BOCC), to be valid and effective.

The following are preliminary comments from the Johnson County Planning staff and Airport staff for the subject applications and may not necessarily reflect the official views or comments of the BOCC:

1. Preliminary development plans or conceptual plans should be reviewed and approved with the proposed rezoning applications to determine the location, density and type of development and open space area to ensure compliance with the New Century AirCenter (NCAC) Comprehensive Compatibility Plan. The proposed rezonings for the C-3 and R-3 districts do not include preliminary development plans as typically required for County review of applications within one mile of the airports. Staff supports the proposed rezonings with the appropriate plans and restrictions in accordance with the New Century AirCenter Compatibility Plan.
2. If preliminary development plans are not included with the rezoning applications, staff would recommend that conditions be included in the respective zoning ordinances as noted below in comments #6-20.
3. The New Century AirCenter Future Land Use Map (attached) identifies the following recommended land uses for the subject property:
  - Airport Industrial Park
  - General Commercial
  - Low Density Residential (Maximum 3 dwelling units/acre)
  - Medium Density Residential (5-12.5 units/acre)
4. The proposed R-3 and C-3 zoning and part of the RP-2 zoning represent a change in use according to the NCAC Future Land Use Map since these areas are identified as Airport Industrial Park. This land use category is intended for areas located near the airport and is recommended for low density offices, warehouses or businesses related to airport operations.

5. The western 125 feet of the R-3 and C-3 zoning boundaries are located within the Primary Flight Corridor Subarea C (see attached AIMS maps). Land areas adjacent to and within the Primary Flight Corridor are generally planned for commercial and industrial uses.
6. All commercial and residential buildings shall be located completely out of the Primary Flight Corridor that overlays the western edge of the R-3 and C-3 zoning boundaries.
7. To offset the proposed change from Airport Industrial Park uses to multi-family residential development, careful site design should be considered to maximize open space areas and locate buildings as far as possible from the Primary Flight Corridor and reduce densities of development closest to the Primary Flight Corridor.
8. Open space areas should be provided adjacent to the Primary Flight Corridor for safety purposes with areas at least 75 feet wide, at least ½ acre in size, extended along the entire length of the flight corridor. The open space areas should be free of abrupt elevation changes and objects such structures, overhead lines, large trees and light poles.
9. Permanent water features or drainage areas shall not be located within the R-3 and C-3 properties closest to the primary flight corridor. Any water features in the RP-1 and RP-2 areas should be limited to only those areas necessary for required open stormwater drainage.
10. The maximum density of multi-family residential development shall be 12.5 units per acre of gross land area for the R-3 zoning area.
11. The maximum density of single family residential development shall be 3 dwelling units per acre of gross land area for RP-1 and RP-2 zoning.
12. Commercial land uses should be compatible with airport operations and any use that compromises the efficient and safe operation of the airport shall be prohibited according to the Land Use Restrictions identified in Chapter 3, Section 4, of the NCAC Comprehensive Compatibility Plan.
13. Single land uses that attract crowds in excess of 500 persons at any one time (such as hospitals, schools, theaters, arenas, and the like,) or concentrates persons who are unable to respond to emergency situations (such as day care establishments, nursing homes and elderly care or special care facilities), will need to be evaluated carefully for airport compatibility due to the large concentration of persons at such facilities.
14. Parking, lighting and other improvements shall not conflict with airport/aircraft operations.
15. Required FAA documents, including Form 7460, shall be submitted to and approved by FAA for all aspects of the development.
16. Acknowledgment of Noise Impact area, and noise attenuation/sound proofing construction standards should be considered for all development located within the boundaries of the NCAC Airport Interest Area.
17. Affidavits of Interest regarding the New Century Airport shall be filed in the chain of title of the subject properties and appropriate language for Airport Affidavits shall be included with the final plats.

## Planning, Development & Codes

18. Preliminary and final site development plans must be reviewed and approved by the BOCC for all subject properties in accordance with the NCAC Comprehensive Compatibility Plan.
19. Final plats must be reviewed and approved by the BOCC prior to filing the final plats.
20. Any city ordinances approving the rezonings should include a provision indicating that the rezonings shall not be effective unless and until approved by the Board of County Commissioners.

At the conclusion of the city's actions on these applications, all relevant information and documents which were considered by the city regarding the applications, should be forwarded to the BOCC, in care of Sean Pendley, Johnson County Planning Department, 111 S. Cherry, Suite 2000, Olathe, Kansas, 66061. Thereafter, the Airport Commission will consider the applications and provide a recommendation to the BOCC. Finally, the BOCC will review the proposed requests and all information submitted for the record and render its decision on the applications.

Please note, if preliminary development plans are not submitted to the BOCC for review at the time of the rezoning request, then county staff anticipates recommending that the Board grant conditional zoning approval, made subject to subsequent compliance with the above-referenced conditions.

If you have any questions concerning these comments, please contact me at (913) 715-2205. Thank you for your cooperation in this matter.

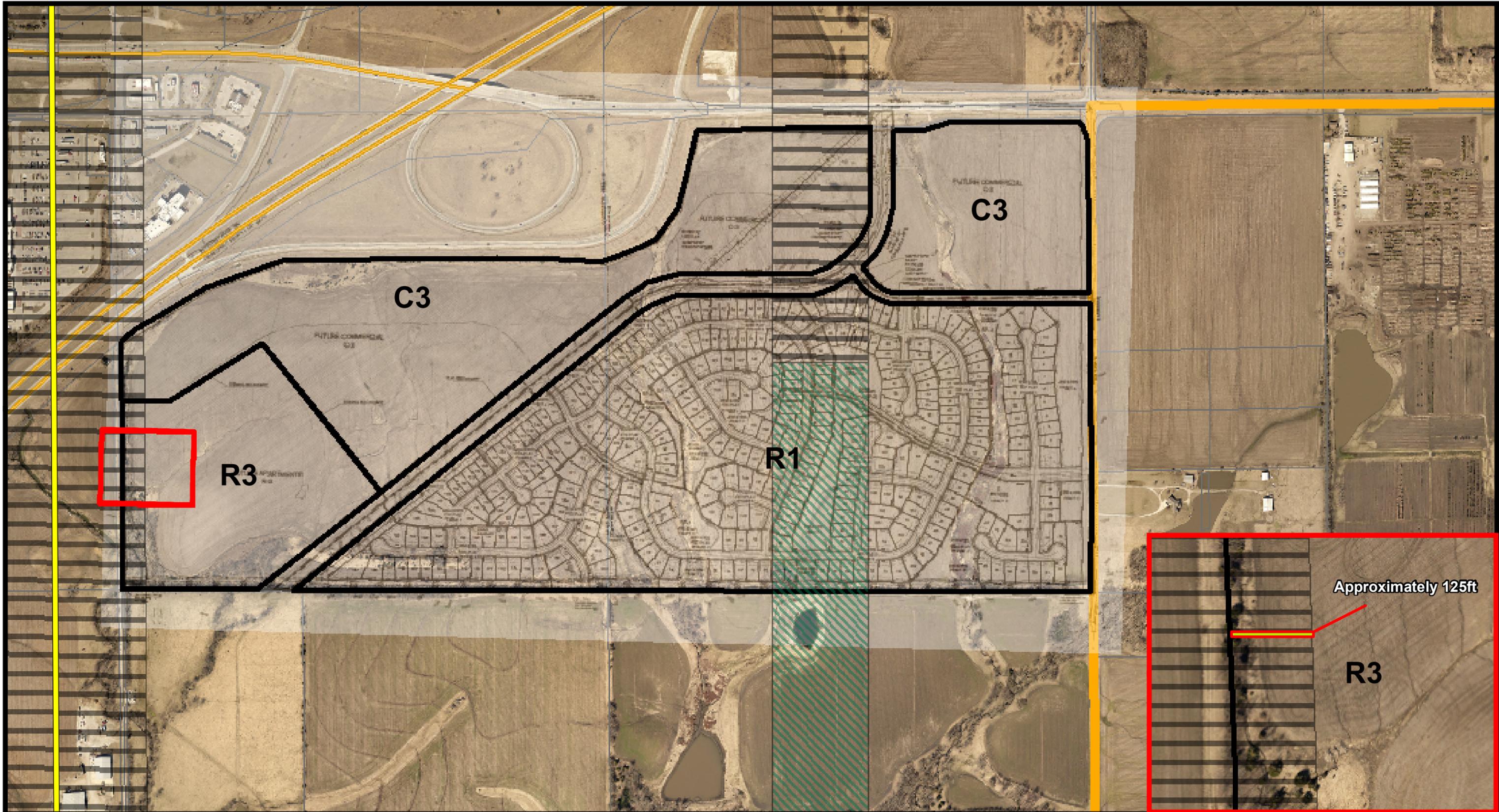
Respectfully,



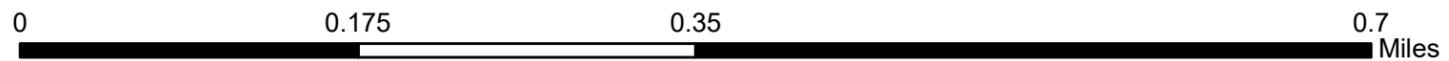
Sean Pendley, AICP  
Deputy Director of Planning

Cc: Aaron Otto, Johnson County Airport Commission  
Larry Peet, Johnson County Airport Commission  
Jay Leipzig, Johnson County Planning  
Richard Lind, Johnson County Legal

# Prarie Trace (Proposed)



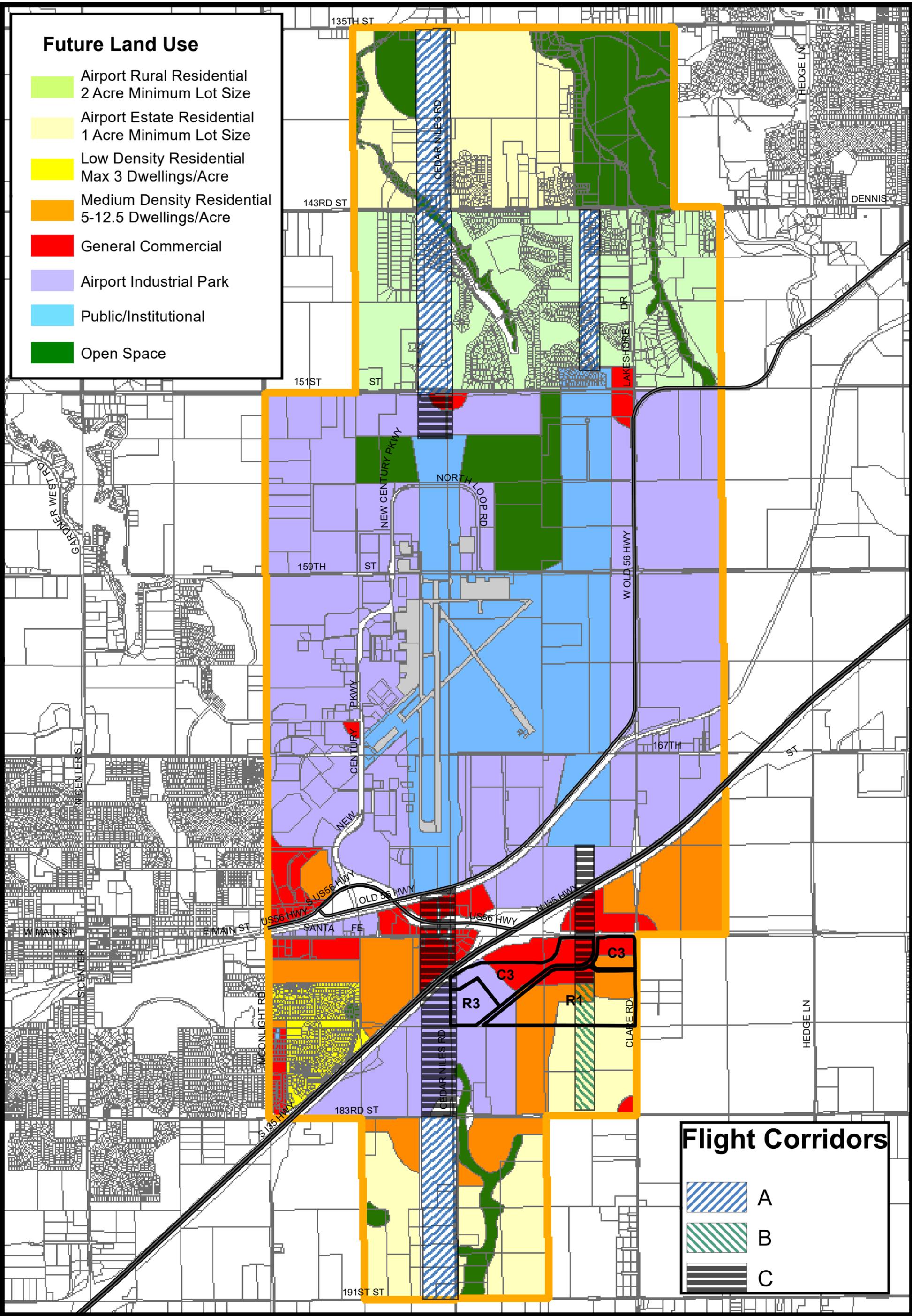
NCAC Centerline



# New Century Airport

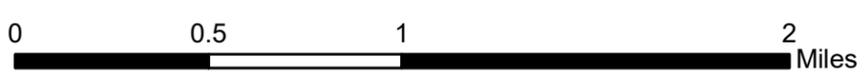
## Future Land Use

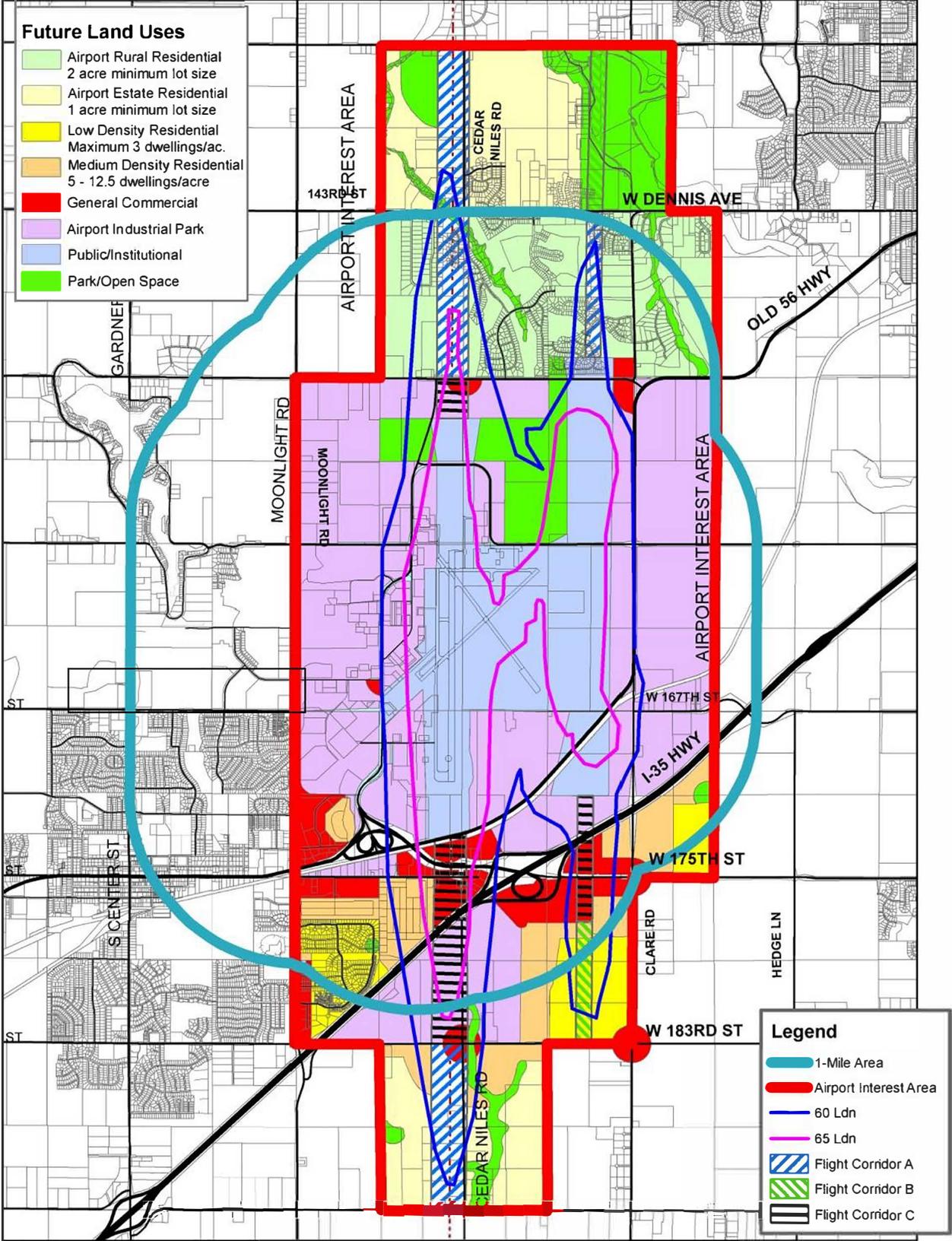
- Airport Rural Residential  
2 Acre Minimum Lot Size
- Airport Estate Residential  
1 Acre Minimum Lot Size
- Low Density Residential  
Max 3 Dwellings/Acre
- Medium Density Residential  
5-12.5 Dwellings/Acre
- General Commercial
- Airport Industrial Park
- Public/Institutional
- Open Space



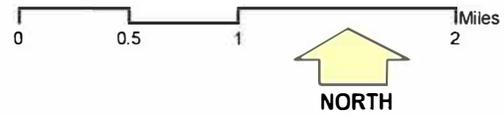
## Flight Corridors

- A
- B
- C





REPLICA OF NCAC FUTURE LAND USE MAP





BUSINESS & ECONOMIC DEVELOPMENT

February 4, 2019

Dear Property Owner:

The Gardner Planning Commission will hold their regular meeting on **Tuesday, February 25, 2020, beginning at 7:00 p.m.**, in the **Gardner City Hall, 120 E Main Street**. The following items may be of interest to you:

**Z-20-01(PDP-20-01):** Hold a public hearing on and consider a rezoning of approximately 136.3 acres from County RUR (Rural), PRB2 (Planned Residential Neighborhood Retail Business), and PEC3 (Planned Light Industrial Park) Districts to City of Gardner Districts RP-1 (Planned Single-Family Residential) (approximately 88.2 acres) and RP-2 (Planned Two-Family Residential) (approximately 48.1 acres) on property located southwest of the intersection of 175<sup>th</sup> Street and Clair Road. Portions of Ttax Ids 2F231429-3001& 2F231429-1001.

**Z-20-02:** Hold a public hearing on and consider a rezoning of approximately 31.9 acres from County PRB2 (Planned Residential Neighborhood Retail Business) and PEC3 (Planned Light Industrial Park) District to City of Gardner District R-3 (Garden Apartment) on property located southwest of the intersection of 175<sup>th</sup> Street and Clair Road. Portions of Tax Id 2F231429-1001.

**Z-20-03:** Hold a public hearing on and consider a rezoning of approximately 100.4 acres from County PRB2 (Planned Residential Neighborhood Retail Business) and PEC3 (Planned Light Industrial Park) Districts to City of Gardner District C-3 (Heavy Commercial) on property located southwest of the intersection of 175<sup>th</sup> Street and Clair Road. Portions of Tax Ids 2F231429-3001& 2F231429-1001.

Rezoning requests are considered public hearing items and the public will be given the opportunity to make oral comments on such requests at the meeting. Written comments are welcome and encouraged.

A complete legal description for this property is available at the City of Gardner Business & Economic Development Department at Gardner City Hall, 120 E. Main Street, Monday - Friday from 8:00 a.m. - 5:00 p.m. If you have questions relating to this matter, please contact me at 913-856-0909.

After the Planning Commission makes a recommendation, property owners within 200' of the subject area, 1,000' in the county, may submit a protest petition against such recommendation. The protest petition must be filed with the City Clerk, within 14 days of the conclusion of the public hearing. For more information, contact the Business & Economic Development Department.

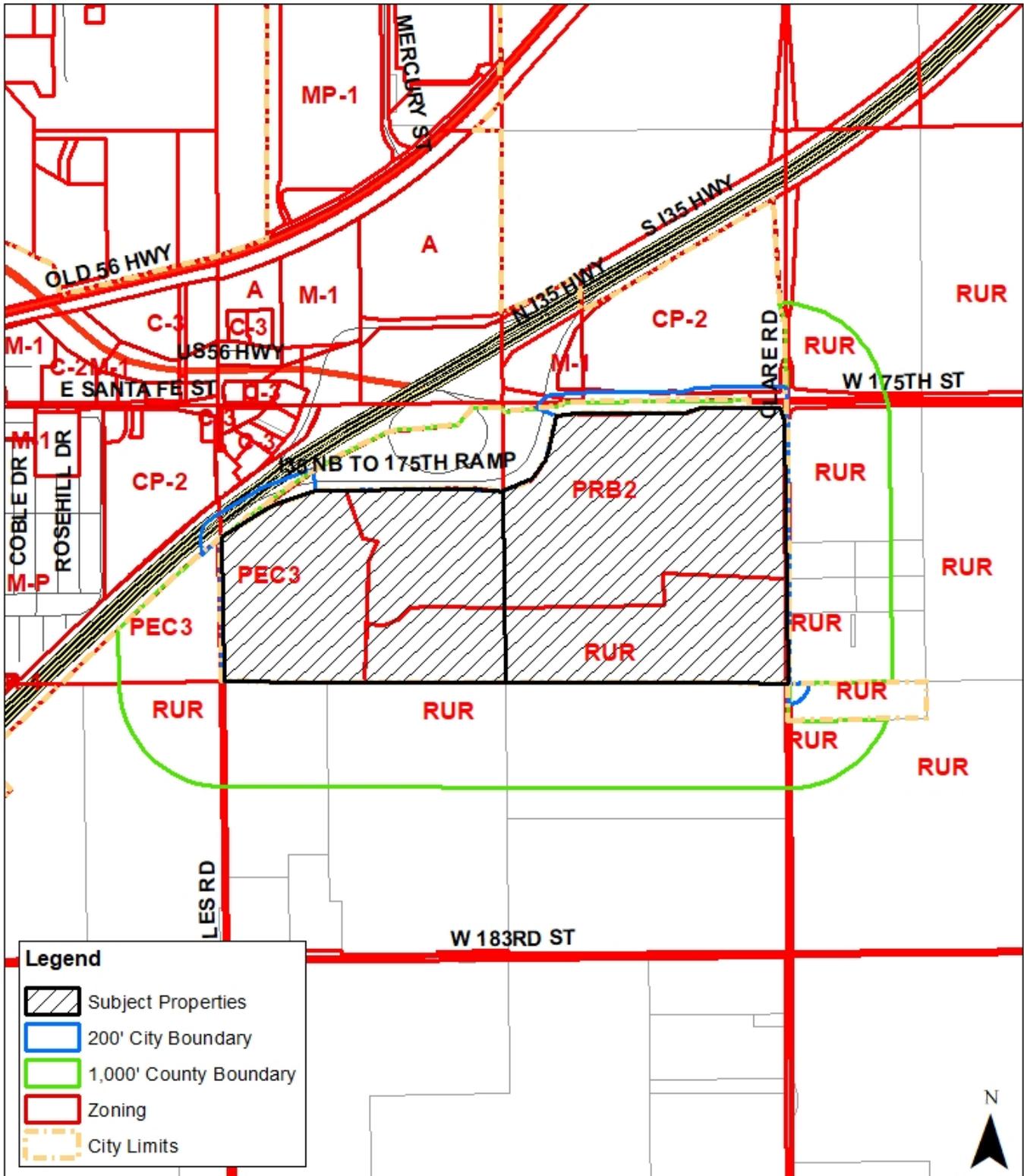
**PLEASE NOTE:** If you have recently transferred ownership of your property in the area of this request, or if such property is under a contract purchase agreement, we ask you to please forward this letter to the new owner or the contract purchaser.

Sincerely,

Michelle Leininger, AICP  
Principal Planner

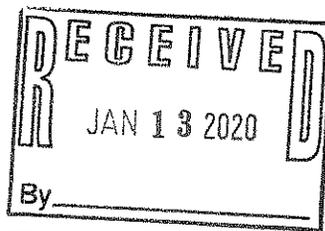
Enclosure





Gardner Planning Commission  
 Z-20-01(PDP-20-01) : County RUR, PRB2 & PEC3 to City RP-1 & RP-2 & PDP for Prairie Trace  
 Z-20-02: County PRB2 & PEC3 to City R-3  
 Z-20-03: County PRB2 & PEC3 to City C-3  
 Meeting Date: February 25, 2020





Business & Economic Development  
 Planning Division  
 120 E. Main St. Gardner, KS 66030  
 P: 913.856.0913 | F: 913.856.4562  
 www.gardnerkansas.gov

**PRELIMINARY DEVELOPMENT PLAN APPLICATION**

Pre-App Date	_____
Fee	\$350 -
File No.	PDP-20-01

**OWNER INFORMATION**

Name(s) Grata Development  
 Contact Travis Schram  
 Address 6300 W. 143rd Street, Suite 200  
 City Overland Park State KS Zip 66223  
 Phone 913-732-4778 Email travis@grata.land

**APPLICANT/AGENT INFORMATION**

Name(s) Schlagel & Associates, P.A.  
 Contact Daniel G Foster, PLA  
 Address 14920 W. 107th Street  
 City Lenexa State KS Zip 66215  
 Phone 913-492-5158 Email DF@schlagelassociates.com

**SITE INFORMATION**

Property Address/Location I-35 Hwy and 175th Street  
 Legal Description (Attach If Necessary) see the attached legal description  
 Number of Existing Lots 2 unplatted parcels Number of Proposed Lots 360  
 Total Site Area 268.59 Present Zoning A,C-2, M-1  
 Present Land Use vacant Proposed Use(s) single family  
 Proposed Street Design Type(s) & Class suburban  
 Proposed Type(s) Open & Civic Space Natural Area, Trail Greenway, Park (Pool)  
 Proposed Frontage Type(s) Suburban and Neighborhood  
 Proposed Building Types(s) Detached House - Suburban and Neighborhood

**SIGNATURE**

I/We, the undersigned am/are the (owner(s)), (duly authorized agent), (Circle One) of the aforementioned property. By execution of my/our signature, I/we do hereby officially apply for a preliminary development plan as indicated above.

Signature(s):  Date 1-13-20  
 \_\_\_\_\_ Date \_\_\_\_\_

## PRELIMINARY DEVELOPMENT PLAN APPLICATION CHECKLIST

### APPLICATION SUBMITTAL REQUIREMENTS

- | Yes                                 | No                       |  |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1. Complete application packet   |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 2. Application fee   |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3. 10 complete sets of full sized plans printed and folded                                   |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 4. Digital copies (PDF) of the completed application, plans, and legal description           |
| <input type="checkbox"/>            | <input type="checkbox"/> | 5. Sign posting affidavit  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 6. Preliminary Stormwater Management Plan (2 printed and 1 digital copy)                     |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7. Preliminary Traffic Assessment See Access Management Code. (2 printed and 1 digital copy) |

### PRELIMINARY DEVELOPMENT PLAN REQUIREMENTS

- |                                     |                          |  |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>1. <b>Public Realm Plan</b> <i>(on preliminary plan/plat)</i><br/>           A plan outlining the general location, design characteristics, and functions of all proposed streets, storm water management, open spaces, civic spaces, and circulation networks – whether public, common or private – that will create the public realm for the plan.</p>  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>2. <b>Development Plan</b><br/>           A plan indicating the specific land uses and their density/intensity, block and lot patterns, building types and scale, design characteristics, and other building and site design elements that reflect the proposed character of the plan. This plan shall have a particular emphasis on how these elements relate to the public realm plan and where transitions between these elements occur at a parcel or block scale, both within the development and in coordination with abutting property. The development plan shall specifically identify where development standards may differ from those otherwise applicable through the base zoning districts and general development requirements of this Code.</p> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>3. <b>Existing Conditions</b><br/>           Analysis identifying the general layout of any existing structures, streets or infrastructure and the location of natural features such as watercourses, steep grades, significant stands of trees, specimen trees or other features.</p>  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>4. <b>Phasing or Implementation</b><br/>           A strategy indicating the estimated timing of development, and any other administrative details of implementing the plan through future final site plans.</p>  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>5. <b>Names, addresses, and phone numbers</b> of all companies, firms, or individuals involved in the preparation of the plat (i.e. property owner, engineer, surveyor, etc.).</p>  |

Yes No

- 6. **Date of preparation and/or revisions.**
- 7. **Vicinity map** (drawn at a scale of 1"=2,000', locating the proposed subdivision in relation to the section of land, including township and range, section street names, and a north arrow.)
- 8. **A legal boundary description** with angular bearings and linear distances, referenced to section or quarter-section corners, Point of Commencing and/or Point of Beginning, and the overall area of the plat in acres.
- 9. **Location of monuments**, shown in reference to existing official monuments or the nearest established ¼ section corner, including the bearings and distances to such reference points or monuments.
- 10. **Boundary lines** of the subdivision shall be enclosed with one continuous bold line, showing approximate dimensions (bearings and distances).
- 11. **Lots and tracts** identified clearly, with blocks numbered or lettered boldly and clearly in the center of the block, and lot dimensions with bearings and distances, and area in square feet.
- 12. **Building setback lines** along public and private streets with dimensions in feet.
- 13. **Existing streets and driveways** which abut, touch upon or extend through the subdivision and/or streets located within 400 feet of the plat. The description shall include types and widths of existing surfaces, right-of-way widths, and dimensions of any bridges and culverts.
- 14. **Location of existing open space, alleys, parks, streams, ponds**, or other similar features within plat, and whether they are to be retained or removed.
- 15. **Location of existing buildings** and structures within 200 feet of the plat.
- 16. **Existing utilities**, including sanitary sewer, force main, water main, gas mains, culverts and storm sewer pipe, street lights, electric conduits, and invert elevations of sewers at points of proposed connection.
- 17. **Topography** of the area contained in the plat and within 20 feet of the plat boundary shown by 2-foot contour intervals and proposed preliminary grading. Contour lines shall be legible but not overpowering.
- 18. **Proposed street network**, including right-of-way, bearings, tangents, and horizontal and vertical curvature data (use of flow direction arrows and percent of grade is permitted at preliminary for vertical curve data, unless otherwise specified/required) along the centerline of each street.
- 19. **Proposed sidewalks** and/or trail locations including proposed widths.
- 20. **Proposed utilities**, including approximate location of sanitary sewer, water main, street lights, and storm sewer.
- 21. **Existing and proposed easements** with dimensions. Existing easements shall be labeled with book and page number. A 10-foot utility easement shall be shown adjacent to arterial streets.
- 22. **Any area within a federally designated floodplain.** Location, stations, and elevations of the 100-year floodplain within the plat and 100-year elevations at rear lot corners adjacent to FEMA and Shaded Zone X floodplains. The source of the floodplain information shall be clearly labeled (example: FIRM, Map #20091C0041D, September 27, 1991).

- | Yes                                 | No                                  |  |
|-------------------------------------|-------------------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 23. <b>Stream corridor boundary</b> and dimensions.  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 24. <b>Intersection site distance analysis.</b>  |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | 25. <b>Vehicle maneuvering/turning templates</b> reflecting the site can accommodate a minimum SU-30 class vehicles (for emergency access to all areas of the site), and the appropriate site-design vehicle for any other special areas of the site (such as delivery or dock areas, etc.), as necessary. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 26. <b>All public streets</b> within the plat conform to the applicable minimum design standards set forth in the Land Development Code and Technical Specifications.  |

I hereby submit all information required for preliminary development plan review. I understand that failure to provide the required information may result in a postponement of my request for review until all information has been submitted.



\_\_\_\_\_  
Signature of Applicant

1-13-20

\_\_\_\_\_  
Date

**OWNER AFFIDAVIT**

I/WE Grata Development, LLC by Travis Schram, Manager, hereby referred to as the "Undersigned", being of lawful age, do hereby on this 13<sup>th</sup> day of January, 2020, make the following statements to wit:

1. I/We the Undersigned, on the date first above written, am/are the lawful owner(s) in fee simple absolute of the following described real property:

See "Exhibit A, Legal Description" attached hereto and incorporated herein by reference.

2. I/We the undersigned, have previously authorized and hereby authorize SCHLAGEL & ASSOCIATES, PA (Herein referred to as "Applicant"), to act on my/our behalf for the purpose of making application with the City of Gardner, regarding property located at 175th St & I-35 (no address) (common address), the subject property, or portion thereof. Such authorization includes, but is not limited to, all acts or things whatsoever necessarily required of Applicant in the application process. I/We further attest that I/We agree to be legally bound by the application made on our behalf by applicant and the resultant action upon such application by the City of Gardner.

3. It is understood that in the event the Undersigned is a corporation or partnership then the individual whose signature appears below for and on behalf of the corporation or partnership has in fact the authority to so bind the corporation or partnership to the terms and statements contained within this instrument.

IN WITNESS THEREOF, I, the Undersigned, have set my hand and seal below.

[Signature] \_\_\_\_\_  
Owner Owner

STATE OF Kansas  
COUNTY OF Johnson

The foregoing instrument was acknowledged before me on this 13<sup>th</sup> day of January, 2020, by Cindy K. Huston.

My Commission Expires:

[Signature]  
Notary Public



## **Prairie Trace Narrative**

January 10, 2020

The Prairie Trace Development will be the residential portion of the New Trails Development proposed on the southeast corner of 175<sup>th</sup> and I-35 in Gardner, Kansas. The New Trails Master Planned Development was designed to open a new chapter of Gardner east of I-35 and includes 100 Acres of Commercial Development, 32 acres of multi-family development as well as this 136-acre single family development. Prairie Trace is divided into two distinct section, Prairie Trace Estates and Prairie Trace Manor. GRATA Development has been working for almost 12 months to lay the groundwork for this project. GRATA and the City of Gardner reached an agreement in October that provided for the annexation of this property into the City as well as arrangements to provide utilities to this site. This site has been expertly designed to account for, the proximity to I-35, a high-pressure gas main through the site as well as incorporate the preservation of wetlands. This unique layout requires some deviations from the standard street network. We are requesting a block length minimum reduction to 165'. We are also requesting a maximum cul-de-sac length exception of 750' due to an access restriction, and prohibitive terrain. Prairie Trace will include an amenity space with an open-air clubhouse and swimming pool that will be completed in conjunction with the first phase. The proposed greenspace and amenity areas exceed the open space requirements of the current code, even without including the wetland preservation areas.

### **Prairie Trace Estates**

Prairie Trace Estates is designed not only to provide step-up housing for the current citizens of Gardner, but also to provide high-quality, spacious homes at a price point that will attract new citizens to the area. In its natural state, the property is marked by three wetland corridors that will be preserved to enhance water quality and bring a natural beauty to the development. The strategic placement of lots around these preservation areas allows for 71% of these lots to back to greenspace. In order to make this placement work, we are requesting a deviation from the rear yard setback requirement allowing for a minimum of 20' from 30' and an increase in lot coverage maximums from 30% to 49%. These deviations allow for large uninterrupted green spaces that not only promote wildlife and preservation but provide fantastic views while continuing to promote walkability in the neighborhood. This project will be similar to our Boulder Creek Project at 167<sup>th</sup> and Murlen in Olathe.

### **Prairie Trace Manor**

Is designed to provide a price conscious option to both first time home buyers as well those wishing to downsize in their later years. The product will be strategically positioned to provide a buffer between the proposed commercial and multi-family developments. Prairie Trace Manor will incorporate wetland preservation areas into its design. This results in 50% of the lots being adjacent to green space. To achieve this effect, we are requesting the use of a "Detached House-Neighborhood" yard style with some minor modifications to achieve the desired result. Specifically we are requesting, a decrease in the rear yard set back from 25 feet to 20 feet as well as reduction of the minimum lot size from 6000 s.f. to 5,750 s.f. This smaller lot will also make an increase in the lot coverage from 40% to 55% necessary. Additionally, we are requesting a deviations that would allow for a garage door to make up 55% of the

front façade. This is a nearly identical to the Grayson place project in Olathe and will be similar to our Boulder Hills Enclave project in Olathe.

### **About GRATA Development**

GRATA Development exists to empower people to enjoy life together as they live, work, and play in their neighborhoods. We see a return to the front porch mindset, where people gather on their front lawn in the evenings and hold backyard barbecues on the weekends. We envision neighbors who know the important things going on in each other's lives and who are prepared to offer a helping hand when needed. We see neighbors becoming friends and friends becoming family. As a company we are Kansas City born and bred. With the financial backing by the Jon Burrell Family, and a team of life-long Kansas City natives, we are committed to seeing our city transformed by tight-knit community. We have several projects currently under construction including The Communities of Falcon Lakes (Basehor, Ks), Boulder Springs (Spring Hill, Ks) Boulder Hills (Olathe, Ks) and Boulder Creek (Olathe, Ks). We would encourage you to learn more about what we do and how we do it on our website. [www.GRATA.land](http://www.GRATA.land)

**PROJECT NUMBER / TITLE: PP-20-01 Preliminary Plat for Prairie Trace**

**PROCESS INFORMATION**

**Type of Request:** Preliminary Plat

**Date Received:** January 10, 2020

**APPLICATION INFORMATION**

**Applicant:** Schlagel & Associates, P.A. (Daniel Foster)

**Owner:** Day3 LLC (Grata Development)

**Parcel ID:** A portion of 2F231429-3001; 2F231429-1001

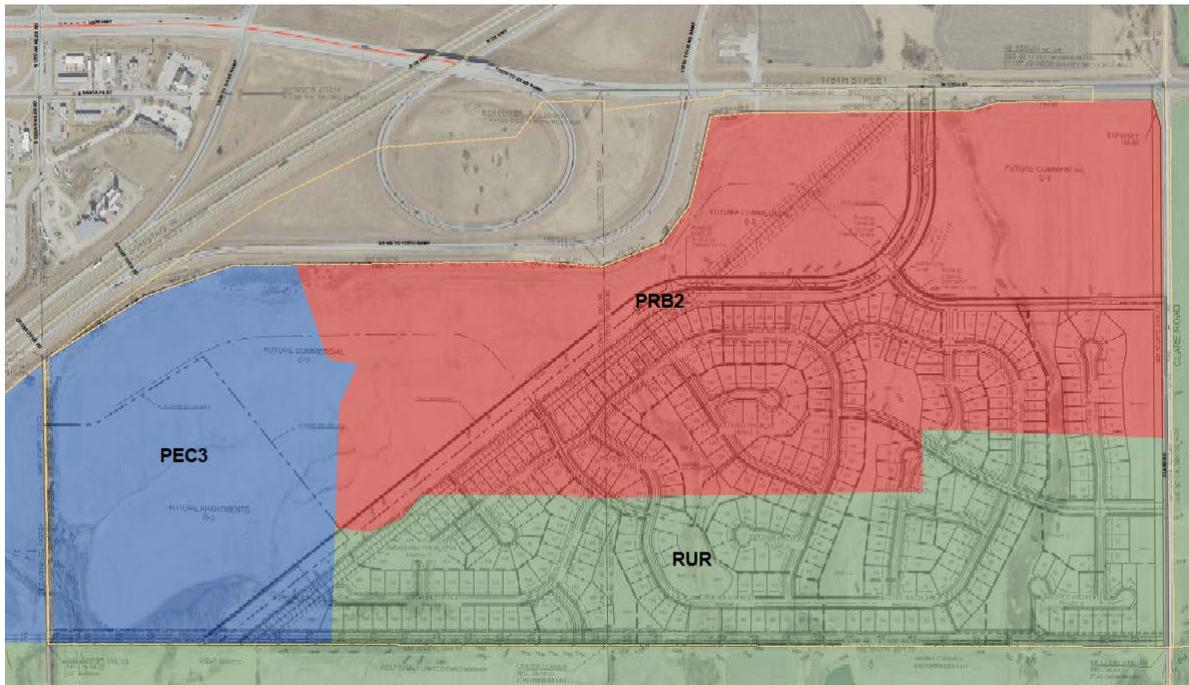
**Location:** Southeast corner of Interstate 35 and 175<sup>th</sup> Street

**REQUESTED ACTION**

The applicant is requesting approval of a preliminary plat for Prairie Trace, a single-family subdivision containing 136.05 acres.

**EXISTING ZONING AND LAND USE**

Currently the properties are zoned County RUR (Rural), PRB2 (Planned Residential Neighborhood Retail Business), and PEC3 (Planned Light Industrial Park) Districts. The properties are currently cultivated for row crops.



**SURROUNDING ZONING AND LAND USE**

Zoning	Use(s)
<b>North of subject property</b>	
M-1 (Restricted Industrial) District	Vacant
CP-2 (Planned General Commercial) District	Row crops
C-3 (Heavy Commercial) District [northwest]	I-35 ROW, Hotel, retail, restaurant uses
<b>East of subject property</b>	
County RUR (Rural, Agriculture) District	Row crops, homestead
<b>South of subject property</b>	
County RUR (Rural, Agriculture) District	Row crops
<b>West of subject property</b>	
County PEC3 (Planned Light Industrial) District	Row crops
CP-2 (Planned General Commercial) District [northwest]	Retail

**EXISTING CONDITIONS**

These properties were annexed into the City on September 3, 2019 per Ordinance 2622. The properties are two parcels located along Interstate 35, at the southeast corner of the I-35 and 175<sup>th</sup> Street interchange with city limits bordering to the north and northwest sides of the property. Currently the property is unplatted and farmed with row crops and zoned with County RUR (Rural), PRB2 (Planned Residential Neighborhood Retail Business), and PEC3 (Planned Light Industrial Park) Districts. The site also contains two small creeks/wetlands that drain to the south. Currently no utilities serve this site however there is a large Southern Star gas pipeline (yellow line on map) that bisects the property which includes a 66' easement around the pipeline. Also along the southern boundary, Evergy has electric transmission lines (red lines on map) with a 70' easement surrounding the lines. These two areas are no build areas.

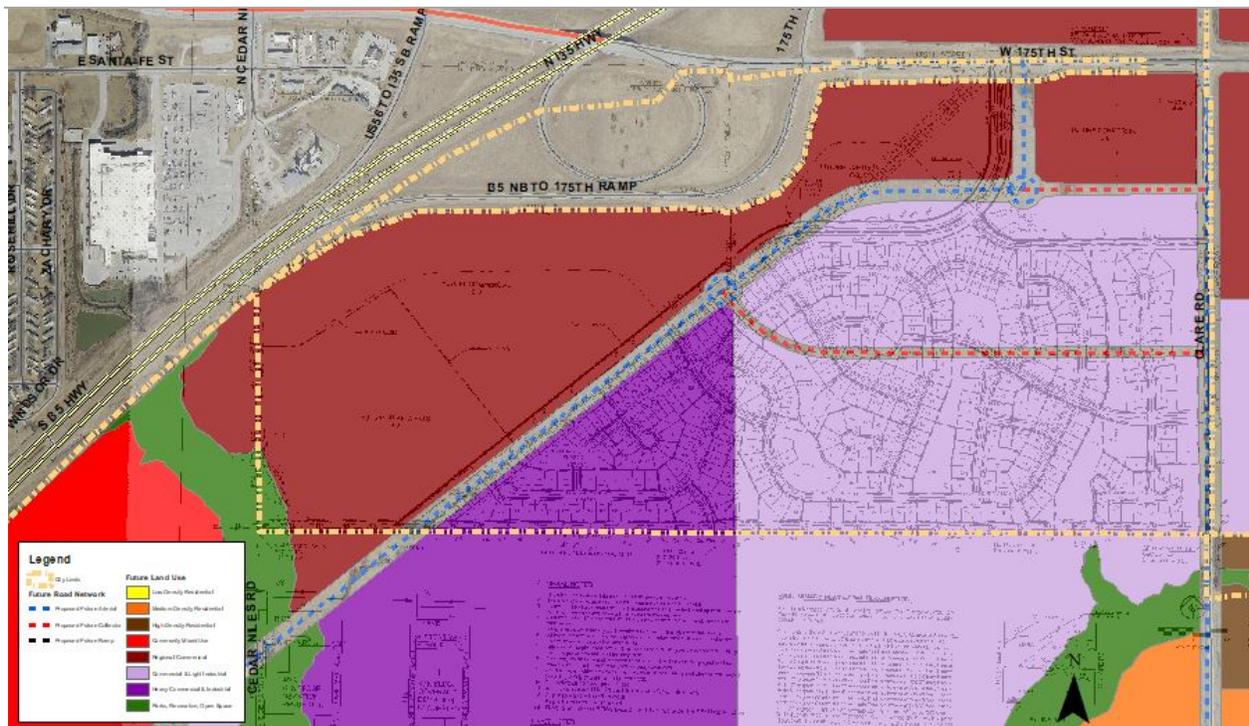
**BACKGROUND / HISTORY**

The properties were zoned RUR (Rural), PRB2 (Planned Residential Neighborhood Retail Business), and PEC3 (Planned Light Industrial Park) Districts in the County and annexed into the City as such in September 2019. The subject properties are part of a larger development project that includes the single-family planned district, multi-family residential and commercial. The single-family portion is what is included in this application.

**CONSISTENCY WITH COMPREHENSIVE PLAN**

The Gardner Comprehensive Plan was adopted in 2014 and did not identify detailed future land use for areas on the east side of the interstate but designated it as “Southeast Quadrant Market Determined Growth Area” with Regional Commercial identified at the interchanges. The plan directed staff to further study that growth area in the near future. Staff proceeded with this direction and completed the process for two area plans at the interchanges. The subject properties are within the study boundaries of the *I-35 & 175<sup>th</sup> Street Interchange Subarea Plan* which was adopted and incorporated by reference into the Comprehensive Plan in June 2018. At the time of the planning efforts, the subject property owner had proposed a concept for the property and that concept was utilized for the future land use in that area in the plan. The property is shown for Regional Commercial (red), Commercial and Light Industrial (lavender), and Heavy Commercial and Industrial (dark purple) on the picture below. The portion of the properties subject to this rezoning and preliminary development plan are identified for Commercial and Light Industrial and Heavy Commercial and Industrial.





Since the adoption of the Plan, the property owner's concept has changed to include Regional Commercial on the north and northwest, multi-family on the west and single-family within the subject area. This is due to market demand for the industrial warehouse and the need for residential development changing. Industrial warehouse is tending to locate near other existing similar uses further south along I-35. The residential will help to support the commercial development by providing goods and services to the area. While the Future Land Use map is not consistent with the proposed project, there are policies within the Plan that support residential development related to the proposed development.

In the *I-35 & 175<sup>th</sup> Street Subarea Plan*, the following Goals support the proposed project:

- *Goal 5: Protect and respect the natural systems currently in place and expand the natural and recreational facilities with development.*

The subject properties contain 2 designated stream/wetlands areas and the applicant is providing detention and open space in the majority of the areas around these stream/wetlands.

Additionally the following Policies support the proposed project:

- *General*
  - *Pedestrian friendly connectivity between land uses and properties should be incorporated.*

The applicant has provided pedestrian trails and sidewalks around and through the development which extend to the outside for future continuation to adjacent properties.

- *Residential Land Uses*

---

While the property is not identified for residential land use, the proposal does and the following apply.

- *Residential uses shall maintain a “back-to-back” relationship to more intense uses.*

The proposal provides for residential lots to back to the proposed arterial of which the more intensive land uses are on the other side.

- *Residential streets shall be extended to undeveloped property and shall use a grid or modified grid pattern.*

The proposal provides for future street connections to the south.

- *Public Facility/Parks, Recreation, Open Space Land Uses*
  - *Open space areas should be provided and/or acquired along major thoroughfares and along drainage ways for development of pedestrian and bicycle trails.*

The proposal provides for trails along New Trails Parkway, within the electric easement along the southern property line and along a drainage way.

- *Trail facilities shall be expanded and connected through all uses in the planning area.*

As noted above, the proposal is providing for this and will be required to be expanded to remainder of the development in the future.

Additionally the project meets policies within the New Residential Growth Areas. While this area is not identified for residential growth, it meets the following policies:

- *Connectivity:*
  - *Require pedestrian connections to adjacent streets and neighborhoods at the terminus of all new cul-de-sacs.*
- *Open Space Preservation & Conservation Design*
  - *Integrate stormwater detention areas and corridors in order to effectively mitigate the impacts of flooding.*
  - *Require trails, useful open spaces, and parks throughout new development areas through dedications and easements set aside as part of the development review process.*
  - *Utilize environmental features, topography, and natural areas, to guide development, and shape the potential development area of residential sites.*

## **STAFF ANALYSIS - PRELIMINARY PLAT**

### **17.03.020 (D1) Review Criteria:**

- a. The application is in accordance with the Comprehensive Plan and in particular the physical patterns, arrangement of streets, blocks, lots and open spaces, and public realm investments that reflect the principles and concepts of the plan.

**Staff Comment:** *The proposed application is not consistent with the future land use map designations however the proposal is supported by various goals and policies as stated above. The physical patterns reflect the preservation of streams and drainage areas and using those to*

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*shape the development area, and providing pedestrian connectivity. The proposed street layout is consistent with the I-35 & 175<sup>th</sup> Street Subarea Plan.*

- b. Compliance with the requirements of this Land Development Code, and in particular the blocks and lots proposed are capable of meeting all development and site design standards under the existing or proposed zoning.

**Staff Comment:** *The plat is in compliance with the requirements of the LDC with the exception of the deviations requested as part of the rezoning/preliminary development plan process. Additionally, there are six lots in the ‘Meadows’ area that do not appear to meet the minimum 50’ lot width at either the property line or front building line. A deviation has not been requested for this standard, and Lots 149, and Lots 154-158 will need to be revised to meet this standard.*

*The block size and connectivity standards in Table 4-1 of Section 17.04.010(B.1) are not met. These standards for the Suburban Planning Context include: block length 500’-1,000’; block area 5-8 acres; and cul-de-sac length maximum 500’. The proposed block lengths range from 165’-1,000’; block area 1.5-8.4 acres; and cul-de-sac length 780’.*

*The same section continues at Section 17.04.010(B.4) for exceptions to these standards. Letter ‘a’ of that section provides an exception for natural features and civic space. This exemption states, “Natural Features and Civic Spaces. Blocks or parcels abutting or containing important natural features, topographical constraints or otherwise creating parts of the Civic Space System, may be larger provided the proposed street layout preserves these features and integrates them into the overall structure of the community.” This property has several stream and wetland areas that the development is designed around. Additionally the property abuts large utility easements on the west and south sides which are not natural features but have limitations all of their own. Within these easement areas the applicant is providing for trails to integrate additional pedestrian facilities into the area. The applicant has provided pedestrian connectivity where possible to break up long blocks and street lengths, and to provide for additional connections at the end of cul-de-sacs.*

*The project is required to provide 10% open and civic space based on the proposed zoning, and 16% is being proposed. The applicant is proposing the Natural Area, Park, and Trail/Greenway types on the property. The natural areas are the areas where stream buffers and wetland protection is provided. The park is the location of the pool and clubhouse area. The trail/greenways are provided throughout the site. These open spaces will be designed to meet the Code standards with the final development plans.*

- c. Any phasing proposed in the application is clearly indicated and demonstrates a logical and coordinated approach to development, including coordination with existing and potential development on adjacent property.

**Staff Comment:** *Phasing is noted on the front page of the plans and has been numbered. This plat has two different areas as designated by the lot size and building type, ‘Estates’ and ‘Meadows’. There is a phase 1 for each area and both first phases will move forward at the same time. Additionally, the applicant has provided for multiple accesses to be constructed as necessary to maintain access for safety personnel, for each phase. The International Fire Code that the City has adopted and Johnson County Fire District #1 implements allows for up to 30 dwelling units before a second access shall be provided. This standard is met with the proposed phasing.*

- d. Any impacts identified by specific studies or technical reports, including a preliminary review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.

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**Staff Comment:** *The Preliminary Storm Water Study and Preliminary Traffic Study have been submitted to Public Works staff for review. Staff is working on comments to be addressed in the final study.*

*The Traffic Study has provided a conceptual approval from KDOT with a final review with each phase. The Public Works Department has identified in the TIS that there is a need for a larger road, 80' wide, for the proposed collector, 177th Street, in order to accommodate a 4-lane road.*

*The applicant has proposed eight cul-de-sacs and the Fire Department has requested that the pavement on the cul-de-sac be 96' in diameter. The applicant has revised seven of those cul-de-sacs to meet that standard though they have proposed a 20' island in the middle. The Fire Department has requested a turning template be shown on the cul-de-sac to diagram that the largest fire truck can turn around within said cul-de sac.*

- e. The application does not deter any existing or future development on adjacent property from meeting the goals and policies of the Comprehensive Plan.

**Staff Comment:** *The application does not deter future development on adjacent property. The development provides two streets stubbed to the south for future development, and connectivity is provided for via the future extension of roads to the east beyond Clare Road.*

- f. The design does not impede the construction of anticipated or planned future public infrastructure within the area.

**Staff Comment:** *The applicant is providing the construction of the New Trails Parkway and the City is working to extend utilities, electric and waste water, across I-35 to the site. This supports future construction and future public infrastructure in the area, allowing for development on the east side of the interstate.*

- g. The recommendations of professional staff, or any other public entity asked to officially review the plat.

**Staff Comment:** *Staff recommends approval of the preliminary plat with the document updated to reflect the deviations approved on the preliminary development plan.*

## **STAFF ANALYSIS – INFRASTRUCTURE / OTHER**

### **ELECTRIC –**

Electric utilities will be provided to the property by the City. The City will extend the utilities across the interstate and to the development. Ten foot easements have generally been provided along the rear or every property. Additional 10' easements will need to be provided along the south side of Meadows Lot 79, east side of Estates Tract H, and along the west side of Estates Tract G.

### **WATER –**

Water is to be provided by Water District #7 and WaterOne. The applicant will work with the appropriate water district for approval and installation.

### **SANITARY SEWER –**

Sanitary sewer will be provided by the City of Gardner. The utilities will be extended across the interstate and a new lift station will need to be installed generally within the area of Estates Tract

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E and located outside of all detention and stream setback areas. The sanitary sewer line locations will be further defined with the public improvement plans.

### **STORM SEWER –**

Storm sewer improvements are provided for with the proposed storm water detention and drainage areas. A preliminary storm water study has been submitted and comments are being addressed in the final study.

### **ROADWAY NETWORK & VEHICULAR ACCESS –**

The applicant is proposing to construct an arterial road, New Trails Parkway with the first and fourth phase of the Meadows development. A collector will be constructed partially with Meadows Phase one and the remainder will be constructed with the commercial to the north. Local streets within the residential development will be constructed by the developer. With the project being adjacent to Interstate 35 and within the impact area of the interchange, the Kansas Department of Transportation (KDOT) will need to review the Traffic Impact Study (TIS) regarding access to 175<sup>th</sup> Street, at the final development and final plat phases. KDOT has accepted the TIS “in concept”.

The Public Works Department has identified in the TIS that there will be a need for a larger road, 80' wide, for the proposed collector, 177<sup>th</sup> Street in order to accommodate a 4-lane road.

The applicant has proposed eight cul-de-sacs and the Fire Department has requested that the pavement on the cul-de-sac be 96' in diameter. The applicant has revised seven of those cul-de-sacs to meet that standard though they have included the proposal a 20' island in the middle. The Fire Department has requested a turning template be shown on the cul-de-sac to diagram that the largest fire truck can turn around within said cul-de sac.

### **SIDEWALKS –**

The Neighborhood Local street design requires a 5' sidewalk along both sides of the street. The applicant has proposed to provide pedestrian connections to all lots either by sidewalks on one side of the street or an adjacent trail. This is discussed in the deviation requests above.

The arterial street is to have a 10' trail on the south side. The remaining design of the street will occur at a later date. The collector will require a 5' sidewalk on both sides and the design of the street will occur at a later date.

### **NEW CENTURY AIRCENTER –**

The subject property is within the New Century AirCenter Airport Interest Area and within 1 mile of airport owned property. Within the New Century AirCenter Future Land Use Map for the Airport Area of Interest, the subject properties are identified generally for low and medium density residential uses with a limit of 3 and 5-12.5 dwelling units per acre respectively. The proposed gross density of the RP-1 District area is 2 dwelling units per acre and the RP-2 District gross density is 3.8 dwelling units per acre. The net dwelling units per acre are 2.9 and 5.5 respectively. These density areas, when averaged, fall within the stated limits. The Johnson County Airport Board and Johnson County Board of County Commissioners will have to review and take action on these applications because of the proximity of the property to the airport.

## **ATTACHMENTS**

- I. Preliminary development plan/preliminary plat
- II. Johnson County Planning comment letter
- III. Application

## **ACTIONS**

Per Section 17.03.010 (G) of the *Gardner Land Development Code*, a review body may take the following actions (or recommend the following actions):

1. Approve the application.
2. Approve the application with conditions or modifications to lessen or mitigate a potential impact from the proposed application.
3. Deny the application.
4. Continue the application to allow further analysis. The continued application shall not be more than 60 days from the original review without consent of the applicant. No application shall be continued more than once by each review body without consent of the applicant.

## **EFFECT OF DECISION**

Preliminary Plat – The approval of the preliminary plat does not constitute an acceptance of the subdivision, but authorizes preparation of the final plat. If the Planning Commission tables a plat, the applicant shall have 60 days to submit information sufficient for approval or the application shall be deemed denied. The applicant may request that a denied preliminary plat be submitted to the Governing Body and the Planning Commission shall submit all information to the Governing Body, which can make a determination consistent with these regulations. The approval of the preliminary plat shall be effective for 18 months, except that any approval of a final plat for any phase specifically indicated on a preliminary plat shall renew the 18-month period. The Planning Commission may grant an extension of this period for up to one year, if the applicant demonstrates substantial progress towards the design and engineering requirements necessary to submit a final plat.

## **RECOMMENDATION**

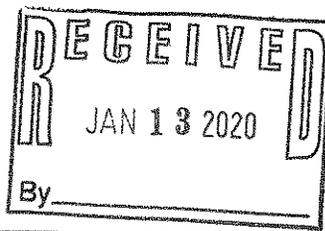
Staff recommends approval of the preliminary plat PP-20-01 for Prairie Trace with the conditions outlined below.

### **Recommended Motion:**

After review of Application PP-20-01, a preliminary plat for 136 acres including 356 single-family lots located approximately a quarter mile south of the intersection of 175<sup>th</sup> Street and Clare Road, portions of parcel IDs CF231429-3002 and CF231429-1001, and preliminary development plan/preliminary plat dated March 10, 2020 and staff report dated March 24, 2020, the Planning Commission approves the application, provided the following conditions are met:

1. Approval of rezoning Z-20-01 and preliminary development plan PDP-20-01 for Prairie Trace.
2. The preliminary plat shall be revised to be consistent with the approved preliminary development plan.

- 
3. Provide a 10' easement along the south side of Meadows Lot 79, east side of Estates Tract H, and along the west side of Estates Tract G.
  4. Revise the right-of-way for 177<sup>th</sup> Street to be at least 80' in width.
  5. Provide a truck turning template with the Johnson County Fire District #1's largest truck on it to show that the islands will not impede fire truck movement.
  6. The applications shall be reviewed and approved by the Johnson County Airport Board and Johnson County Board of County Commissioners prior to the publication of an Ordinance by the City of Gardner Governing Body.



Business & Economic Development  
 Planning Division  
 120 E. Main St. Gardner, KS 66030  
 P: 913.856.0913 | F: 913.856.4562  
[www.gardnerkansas.gov](http://www.gardnerkansas.gov)

**PRELIMINARY DEVELOPMENT PLAN  
 APPLICATION**

Pre-App Date \_\_\_\_\_  
 Fee \$350 - PD  
 File No. PDP-20-01

**OWNER INFORMATION**

Name(s) Grata Development  
 Contact Travis Schram  
 Address 6300 W. 143rd Street, Suite 200  
 City Overland Park State KS Zip 66223  
 Phone 913-732-4778 Email travis@grata.land

**APPLICANT/AGENT INFORMATION**

Name(s) Schlagel & Associates, P.A.  
 Contact Daniel G Foster, PLA  
 Address 14920 W. 107th Street  
 City Lenexa State KS Zip 66215  
 Phone 913-492-5158 Email DF@schlagelassociates.com

**SITE INFORMATION**

Property Address/Location I-35 Hwy and 175th Street  
 Legal Description (Attach If Necessary) see the attached legal description  
 Number of Existing Lots 2 unplatted parcels Number of Proposed Lots 360  
 Total Site Area 268.59 Present Zoning A,C-2, M-1  
 Present Land Use vacant Proposed Use(s) single family  
 Proposed Street Design Type(s) & Class suburban  
 Proposed Type(s) Open & Civic Space Natural Area, Trail Greenway, Park (Pool)  
 Proposed Frontage Type(s) Suburban and Neighborhood  
 Proposed Building Types(s) Detached House - Suburban and Neighborhood

**SIGNATURE**

I/We, the undersigned am/are the (owner(s)), (duly authorized agent), (Circle One) of the aforementioned property. By execution of my/our signature, I/we do hereby officially apply for a preliminary development plan as indicated above.

Signature(s):  Date 1-13-20  
 \_\_\_\_\_ Date \_\_\_\_\_

## PRELIMINARY DEVELOPMENT PLAN APPLICATION CHECKLIST

### APPLICATION SUBMITTAL REQUIREMENTS

- | Yes                                 | No                       |  |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 1. Complete application packet   |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 2. Application fee   |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3. 10 complete sets of full sized plans printed and folded                                   |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 4. Digital copies (PDF) of the completed application, plans, and legal description           |
| <input type="checkbox"/>            | <input type="checkbox"/> | 5. Sign posting affidavit  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 6. Preliminary Stormwater Management Plan (2 printed and 1 digital copy)                     |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7. Preliminary Traffic Assessment See Access Management Code. (2 printed and 1 digital copy) |

### PRELIMINARY DEVELOPMENT PLAN REQUIREMENTS

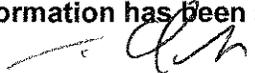
- |                                     |                          |  |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>1. <b>Public Realm Plan</b> <i>(on Preliminary Plan/Plat)</i><br/>           A plan outlining the general location, design characteristics, and functions of all proposed streets, storm water management, open spaces, civic spaces, and circulation networks – whether public, common or private – that will create the public realm for the plan.</p>  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>2. <b>Development Plan</b><br/>           A plan indicating the specific land uses and their density/intensity, block and lot patterns, building types and scale, design characteristics, and other building and site design elements that reflect the proposed character of the plan. This plan shall have a particular emphasis on how these elements relate to the public realm plan and where transitions between these elements occur at a parcel or block scale, both within the development and in coordination with abutting property. The development plan shall specifically identify where development standards may differ from those otherwise applicable through the base zoning districts and general development requirements of this Code.</p> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>3. <b>Existing Conditions</b><br/>           Analysis identifying the general layout of any existing structures, streets or infrastructure and the location of natural features such as watercourses, steep grades, significant stands of trees, specimen trees or other features.</p>  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>4. <b>Phasing or Implementation</b><br/>           A strategy indicating the estimated timing of development, and any other administrative details of implementing the plan through future final site plans.</p>  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>5. <b>Names, addresses, and phone numbers</b> of all companies, firms, or individuals involved in the preparation of the plat (i.e. property owner, engineer, surveyor, etc.).</p>  |

Yes No

- 6. **Date of preparation and/or revisions.**
- 7. **Vicinity map** (drawn at a scale of 1"=2,000', locating the proposed subdivision in relation to the section of land, including township and range, section street names, and a north arrow.)
- 8. **A legal boundary description** with angular bearings and linear distances, referenced to section or quarter-section corners, Point of Commencing and/or Point of Beginning, and the overall area of the plat in acres.
- 9. **Location of monuments**, shown in reference to existing official monuments or the nearest established ¼ section corner, including the bearings and distances to such reference points or monuments.
- 10. **Boundary lines** of the subdivision shall be enclosed with one continuous bold line, showing approximate dimensions (bearings and distances).
- 11. **Lots and tracts** identified clearly, with blocks numbered or lettered boldly and clearly in the center of the block, and lot dimensions with bearings and distances, and area in square feet.
- 12. **Building setback lines** along public and private streets with dimensions in feet.
- 13. **Existing streets and driveways** which abut, touch upon or extend through the subdivision and/or streets located within 400 feet of the plat. The description shall include types and widths of existing surfaces, right-of-way widths, and dimensions of any bridges and culverts.
- 14. **Location of existing open space, alleys, parks, streams, ponds**, or other similar features within plat, and whether they are to be retained or removed.
- 15. **Location of existing buildings** and structures within 200 feet of the plat.
- 16. **Existing utilities**, including sanitary sewer, force main, water main, gas mains, culverts and storm sewer pipe, street lights, electric conduits, and invert elevations of sewers at points of proposed connection.
- 17. **Topography** of the area contained in the plat and within 20 feet of the plat boundary shown by 2-foot contour intervals and proposed preliminary grading. Contour lines shall be legible but not overpowering.
- 18. **Proposed street network**, including right-of-way, bearings, tangents, and horizontal and vertical curvature data (use of flow direction arrows and percent of grade is permitted at preliminary for vertical curve data, unless otherwise specified/required) along the centerline of each street.
- 19. **Proposed sidewalks** and/or trail locations including proposed widths.
- 20. **Proposed utilities**, including approximate location of sanitary sewer, water main, street lights, and storm sewer.
- 21. **Existing and proposed easements** with dimensions. Existing easements shall be labeled with book and page number. A 10-foot utility easement shall be shown adjacent to arterial streets.
- 22. **Any area within a federally designated floodplain.** Location, stations, and elevations of the 100-year floodplain within the plat and 100-year elevations at rear lot corners adjacent to FEMA and Shaded Zone X floodplains. The source of the floodplain information shall be clearly labeled (example: FIRM, Map #20091C0041D, September 27, 1991).

- | Yes                                 | No                                  |  |
|-------------------------------------|-------------------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 23. <b>Stream corridor boundary</b> and dimensions.  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 24. <b>Intersection site distance analysis.</b>  |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | 25. <b>Vehicle maneuvering/turning templates</b> reflecting the site can accommodate a minimum SU-30 class vehicles (for emergency access to all areas of the site), and the appropriate site-design vehicle for any other special areas of the site (such as delivery or dock areas, etc.), as necessary. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | 26. <b>All public streets</b> within the plat conform to the applicable minimum design standards set forth in the Land Development Code and Technical Specifications.  |

I hereby submit all information required for preliminary development plan review. I understand that failure to provide the required information may result in a postponement of my request for review until all information has been submitted.



\_\_\_\_\_  
Signature of Applicant

1-13-20

\_\_\_\_\_  
Date