

-----Original Message-----

From: Boog Highberger [mailto:mrboog@att.net]

Sent: Wednesday, November 30, 2011 1:10 AM

To: Aron Cromwell; schummfoods@gmail.com; 'Michael Dever'; hughcarter@sunflower.com; Mike Amyx (mikeamyx515@hotmail.com); David L. Corliss; Scott McCullough; Charles Soules

Subject: Gaslight Village

Dear Mayor, Commissioners, Dave, Scott, & Chuck--

I read today in the LJW that there is a possibility of Gaslight Village being redeveloped into a large student-oriented apartment complex. I think that this raises some serious concerns and an important opportunity.

If this area redevelops, PLEASE require a connection from Ousdahl at 31st to Ousdahl or Ridge Ct. at 27th. It would be a partial step, but a more interconnected street grid between 23rd & 31st would be far more helpful in removing local traffic from 23rd Street than would building the SLT.

Whatever you think about trailer parks, they are affordable housing.

Please do not allow this area to redevelop as a high-rent, low-diversity, gated community like the development at the SE corner of 31st and Oudahl. If this area redevelops, please do not allow it to be gated, please require a percentage of affordable units, and in general please require other efforts to make sure that this area is integrated into the larger community.

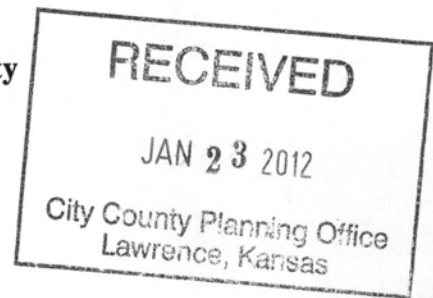
Thank you for your time.

Boog Highberger

424-3262

League of Women Voters of Lawrence-Douglas County
P.O. Box 1072, Lawrence, Kansas 66044

January 22, 2012



Mr. Richard Hird, Chairman
Members
Lawrence-Douglas County Metropolitan Planning Commission
City Hall
Lawrence, Kansas 66044

RE: ITEMS NO. 10A, B, and C; RS10 TO RM12; 41.15 ACRES; 1900 W 31ST ST.- ASPEN HEIGHTS

Dear Chairman Hird and Planning Commissioners:

We have reviewed the plans and proposal for Aspen Heights and would like to present you with our concerns. Fortunately, this type of multiple family development requires a Special Use Permit which allows applying conditions on the development. We appreciate that you recognize your responsibilities in ensuring that this will be a safe and livable environment for the students for whom it is intended to provide rental housing.

1. There should be no parcelization after the one-lot plat is approved and recorded. This is being platted as a one lot development with individual single family and duplex dwelling units. It means that currently, the care of the buildings, utilities, landscaping and access is under one ownership with complete responsibility for the infrastructure maintenance. Our first concern is that you prevent the possibility that this will become a "townhouse" subdivision as has happened in some developments here in Lawrence, without the essential replatting into proper blocks and individual lots fronting on dedicated public streets. Without this, separately-owned dwellings have access only to private drives, totally dependent for access and utility maintenance on whoever owns the land. With multiple owners having access only to private drives, this becomes extremely problematic. This is a possibility here in Lawrence because it has happened.

We suggest that you place as a condition on the SUP that there will be no subdivision of this development whether by metes and bounds, or townhouse divisions, or otherwise, without first re-planning and replatting it as required with proper approval through the public hearing process and Governing Body approval.

2. The storm drainage of this area will possibly be a problem. Because of the intense roofing over, we suggest that you examine this very carefully and give it special consideration. You can do this with a SUP.

3. The density is high, and we suggest that you give notice in the SUP on the limitations of number of allowed occupants per dwelling. We suggest that you also reduce the number of units allowed.

4. Access to bus transportation is very important here. We suggest that special arrangements be made to provide turn-in areas to give access to at least three sides, if possible.

5. Proper maintenance is critical. We suggest that special provisions be made to provide frequent City on-site inspections.

No doubt there will be other concerns, but for the health and safety of the residents, at the very least we ask that you make these conditions of approval of the SUP. Thank you.

Sincerely yours,

Milton Scott
Vice President

Alan Black
Alan Black, Chairman
Land Use Committee

DALE WILLEY

CHEVROLET

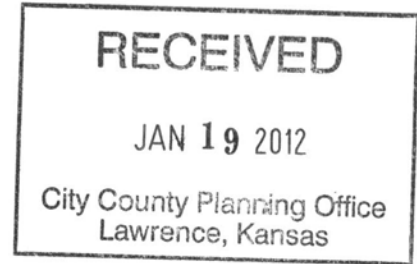
BUICK

GMC

Cadillac

January 18, 2012

Ms. SANDRA DAY, AICP
City/County Planner
City of Lawrence, Kansas



RE: PP-11-12-11 Aspen Heights Addition Preliminary Plat

Ms. Day:

I am writing to express my concern and objection to a portion of the above referenced proposed Site Plan.

- Currently, Ousdahl Road is *NOT* a through street coming from the north through the proposed site plan to 31st street where Ousdahl continues south.
- I have no objection to Ousdahl road being extended south through the property connecting to 31st street.
- However, I do object to permitting this south bound traffic on Ousdahl road to turn right (west) into the Home Depot parking lot.
- I have no objection to the continued flow of traffic entering Ousdahl road north bound from 31st street to turn left (west) into the Home Depot parking lot.
- The proposed route for exiting the Aspen Heights addition is to drive south on Ousdahl Road to 31st Street. However, for those who wish to go north on Iowa street, this proposed route is approximately 500 feet longer in distance with three (3) stop lights to drive through in order to get to Iowa street. **Which route do you think most people will drive in order to go north on Iowa Street?**

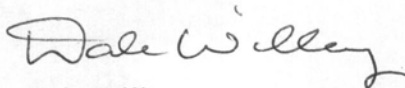
My Dale Willey Automotive dealership is situated at 2840 Iowa Street on the frontage road. The entrance into the dealership is aligned with entrance/exit for Iowa street. The current level of traffic flow onto this access road creates significant amount of congestion increasing the potential for additional accidents. People traveling on Iowa street, either south or north bound use this access point to enter the frontage road to drive south to the BP Gas station, several restaurants, Best Buy and Home Depot. The City of Lawrence planned and intended traffic flow to use the intersection of 31st and Iowa street to gain access into the Home Depot/Best Buy/Restaurant and Gas station businesses. That is NOT happening.

Relative to my concerns regarding the extension of Ousdahl Road through the Aspen Heights development which will also permit that south bound exit traffic from the Aspen Heights development to turn right, west bound, through the Home Depot / Best Buy / BP gas station lots in order to SAVE TIME getting to Iowa Street will create a worsening traffic congestion to an already existing problem.

My concerns can be alleviated by restricting right turns from the south bound traffic on Ousdahl Road into the Home Depot parking lot. If these people are truly intent to buy from Home Depot, they can exit onto 31st Street west bound to the next stop light, turn right (north) thereby entering the Home depot lot. Another option in addition to my proposed modification would be to open up Ousdahl Road for NORTH/SOUTH bound traffic in and out of the Aspen Heights Addition.

I respectfully request reconsideration of the Aspen Heights Addition Site Plan as it negatively impacts traffic flow to the detriment of the businesses and their pedestrian traffic at Home Depot, Best Buy, The Floor Trader and Dale Willey Automotive.

Sincerely,

A handwritten signature in cursive script that reads "Dale Willey". The signature is written in dark ink and is positioned above the printed name.

Dale Willey