



Updated:

3/21/16 @ 12:45pm

Added communications for the following items:

Items 1, 2, and 3A-3F - Oread Design Guidelines

Items 5A & 5B - Alvamar 1800, 1809, 2021 Crossgate Drive

Added Draft December 14, 2015 and February 22, 2016 Planning Commission Minutes

3/17/16 @ 2:30pm

Added Items 5A & 5B - Rezoning & Preliminary Development Plan for Alvamar 1800, 1809, 2021 Crossgate Drive

Added Item 8 - Text Amendment Wind Energy

3/15/16 @ 4:30pm

The following will be added when available:

Items 5A & 5B - Rezoning & Preliminary Development Plan for Alvamar 1800, 1809, 2021 Crossgate Drive

Item 8 - Text Amendment Wind Energy

Draft December 14, 2015 and February 22, 2016 Planning Commission Minutes

**LAWRENCE-DOUGLAS COUNTY METROPOLITAN PLANNING COMMISSION
CITY HALL, 6 EAST 6TH STREET, CITY COMMISSION MEETING ROOM
AGENDA FOR PUBLIC & NON-PUBLIC HEARING ITEMS
MARCH 21 & 23, 2016 6:30PM - 10:30PM**

GENERAL BUSINESS:

PLANNING COMMISSION MINUTES

Receive and amend or approve the minutes from the Planning Commission meeting of December 14, 2015.

Receive and amend or approve the minutes from the Planning Commission meeting of February 22, 2016.

COMMITTEE REPORTS

Receive reports from any committees that met over the past month.

COMMUNICATIONS

- a) Receive written communications from the public.
- b) Receive written communications from staff, Planning Commissioners, or other commissioners.
- c) Receive written action of any waiver requests/determinations made by the City Engineer.
- d) Disclosure of ex parte communications.
- e) Declaration of abstentions from specific agenda items by commissioners.

AGENDA ITEMS MAY BE TAKEN OUT OF ORDER AT THE COMMISSION'S DISCRETION

**REGULAR AGENDA (MARCH 21, 2016) MEETING
PUBLIC HEARING ITEMS:**

**Recess LDCMPC
Convene Joint Meeting with Historic Resources Commission**

ITEM NO. 1 OREAD DESIGN GUIDELINES

Joint meeting with Historic Resources Commission for public hearing on Oread Design Guidelines.

**ITEM NO. 2 TEXT AMENDMENT TO DEVELOPMENT CODE; OREAD DESIGN
GUIDELINES**

TA-12-00171: Text Amendment to the City of Lawrence Land Development Code, Chapter 20, Article 3 adopting the Oread Design Guidelines and incorporating them by reference. *Initiated by City Commission on 8/28/12.*

**Adjourn Joint Meeting
Reconvene LDCMPC**

**ITEMS NO. 3A-3F RECOMMEND THE ESTABLISHMENT & ADOPTION FOR AN URBAN
CONSERVATION OVERLAY DISTRICT (-UC) FOR 190.8 ACRES WITHIN
THE OREAD NEIGHBORHOOD BASED UPON ADOPTION OF THE OREAD
NEIGHBORHOOD DESIGN GUIDELINES. Districts 1-6 AS IDENTIFIED
IN THE INTERACTIVE MAP: http://lawrenceks.org/pds/draft_plans**

Z-12-00172: Oread Design Guidelines District 1 (Low Density), 38.1 Acres, from RM12 (Multi-Dwelling Residential) District, RM12D (Multi-Dwelling Residential) District, RM32 (Multi-Dwelling Residential) District, U-KU (University) District to RM12-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RM12D-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, U-KU-UC (University – Urban Conservation Overlay) District.

Z-12-00175: Oread Design Guidelines District 2 (High Density), 43.7 Acres, from MU (Mixed Use) District, MU-PD (Mixed Use – Planned Development Overlay) District, PCD (Planned Commercial) District, RM32 (Multi-Dwelling Residential) District, RM32-PD (Multi-Dwelling Residential – Planned Development Overlay) District, RMG (Multi-Dwelling Residential – Greek Housing) District, RMO (Multi-Dwelling Residential – Office) District, U-KU (University) District to MU-UC (Mixed Use – Urban Conservation Overlay) District, MU-PD-UC (Mixed Use - Planned Development Overlay - Urban Conservation Overlay) District, PCD-UC (Planned Commercial – Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RM32-PD-UC (Multi-Dwelling Residential – Planned Development Overlay – Urban Conservation Overlay) District, RMG-UC (Multi-Dwelling Residential – Greek Housing - Urban Conservation Overlay) District, RMO-UC (Multi-Dwelling Residential – Office District - Urban Conservation Overlay) District, U-KU-UC (University - Urban Conservation Overlay) District.

Z-12-00177: Oread Design Guidelines District 3 (Medium Density), 63.5 Acres, from CS (Commercial Strip) District, RM32 (Multi-Dwelling Residential) District, RMO (Multi-Dwelling Residential – Office) District to CS-UC (Commercial Strip - Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential - Urban Conservation Overlay) District, RMO-UC (Multi-Dwelling Residential – Office - Urban Conservation Overlay) District.

Z-12-00173: Oread Design Guidelines District 4 (Hancock Historic District), 4.8 Acres, from RM32 (Multi-Dwelling Residential – Urban Conservation Overlay) District to RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District.

Z-12-00174: Oread Design Guidelines District 5 (Oread Historic District), 28.9 Acres, from CS (Commercial Strip) District, RM32 (Multi-Dwelling Residential) District, RMO (Multi-Dwelling Residential – Office) District, RSO (Single-Dwelling Residential – Office) District to CS-UC (Commercial Strip – Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RMO-UC (Multi-Dwelling Residential – Office – Urban Conservation Overlay) District, RSO-UC (Single-Dwelling Residential – Office – Urban Conservation Overlay) District.

Z-16-00058: Oread Design Guidelines District 6 (Commercial), 11.9 Acres, from CN2 (Neighborhood Commercial) District, CS (Commercial Strip) District, RM32 (Multi-Dwelling Residential) District, RMO (Multi-Dwelling Residential – Office) District to CN2-UC (Neighborhood Commercial – Urban Conservation Overlay) District, CS-UC (Commercial Strip – Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RMO-UC (Multi-Dwelling Residential – Office – Urban Conservation Overlay) District.

**ITEM NO. 4 RM12 TO RS7; 2.235 ACRES; 805, 811, 817, 823, 829, 835
 RENAISSANCE DR (SLD)**

Langston Heights: **Z-16-00022:** Consider a request to rezone approximately 2.235 acres from RM12 (Multi-Dwelling Residential) District to RS7 (Single-Dwelling Residential) District, located at 805, 811, 817, 823, 829 and 835 Renaissance Drive. Submitted by Tim Herndon for Langston Heights Development, LLC, property owner of record.

**ITEM NO. 5A RM24-PD TO RMO-PD; 14.2 ACRES; 1800, 1809, 2021 CROSSGATE DR
 (SLD)**

Alvamar: **Z-16-00026:** Consider a request to rezone approximately 14.2 acres from RM24-PD (Multi-Dwelling Residential with Planned Development Overlay) District to RMO-PD (Multi-Dwelling Residential with Planned Development Overlay) District, located at 1800, 1809, & 2021 Crossgate Drive. This rezoning applies only to Proposed Lot 3 of the Alvamar Planned Development. Submitted by Paul Werner Architects, for Eagle 1968, LC, (contract purchaser). Alvamar Inc. is the property owner of record.

**ITEM NO. 5B PRELIMINARY DEVELOPMENT PLAN FOR ALVAMAR; 1800, 1809, 2021
 CROSSGATE DR (SLD)**

Alvamar: **PDP-16-00052:** Consider a Revised Preliminary Development Plan for Alvamar PD, Lots 1, 2a, 2b, and 3, located at 1800, 1809, & 2021 Crossgate Dr. Submitted by Paul Werner Architects, for Eagle 1968, LC, (contract purchaser). Alvamar Inc. is the property owner of record.

**ITEM NO. 6 COMPREHENSIVE PLAN AMENDMENT; K-10 & FARMER'S TURNPIKE
 PLAN (JSC)**

CPA-14-00005: Consider a revised Comprehensive Plan Amendment to *Horizon 2020* Chapter 7: Industrial Land Use, and Chapter 14: Specific Plans – *K-10 & Farmer's Turnpike Plan* to revise the Future Land Use map. Submitted by B.G. Consultants, Inc. *Planning Commission recommended denial on 6/23/14, City Commission returned to Planning Commission on 12/08/15. The revised Comprehensive Plan Amendment has been reduced in scope; retaining the request to reclassify approximately 13.5 acres from Residential/Office to Office/Research but removing the request to include adjacent parcels for additional residential land use.*

**ITEM NO. 7 TEXT AMENDMENT TO ZONING REGULATIONS & SUBDIVISION
 REGULATIONS; ACCESSORY DWELLING UNITS (MKM)**

TA-15-00461: Consider Text Amendments to the *Zoning Regulations for the Unincorporated Territory of Douglas County, Kansas* and the *Subdivision Regulations for Lawrence and the Unincorporated Areas of Douglas County, KS* to add Accessory Dwelling Units as a permitted use and to establish standards for the use. *Initiated by County Commission on 9/2/15.*

ITEM NO. 8 TEXT AMENDMENT TO ZONING REGULATIONS; WIND ENERGY CONVERSION SYSTEMS (SLD)

TA-15-00571: Consider a Text Amendment to the *Zoning Regulations for the Unincorporated Territory of Douglas County, Kansas* to add Wind Energy Conversion Systems. *Initiated by County Commission on 10/21/15.*

MISCELLANEOUS NEW OR OLD BUSINESS

Consideration of any other business to come before the Commission.

MISC NO. 1 APPOINTMENT TO MPO POLICY BOARD

Appoint Planning Commission member to Metropolitan Planning Organization (MPO) Policy Board.

MISC NO. 2 UPCOMING CALENDAR EVENTS

A possible quorum of the Planning Commission may attend the following event:
 Regional Economic Development Educational Seminar, Thursday, April 21, 3:30 – 5:00 p.m.
 Location: Carnegie Building, 200 W. 9th Street. Public is invited.

ADJOURN

CALENDAR

February 2016						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29					

March 2016						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

April 2016						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

PCCM Meeting: (Generally 2nd Wednesday of each month, 7:30am-9:00am)

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2016
LAWRENCE-DOUGLAS COUNTY METROPOLITAN PLANNING COMMISSION
MID-MONTH & REGULAR MEETING DATES

Mid-Month Meetings, Wednesdays 7:30 – 9:00 AM <i>** alternate day/time</i>	Mid-Month Topics	Planning Commission Meetings 6:30 PM, Mon & Wed	
Jan 13	Article 9 text amendments - Parking	Jan 25	Jan 27
<i>Feb 18 ** Thursday 6:00 PM meeting</i>	<i>Joint meeting with HRC – Oread Design Guidelines</i>	Feb 22	Feb 24
<i>Mar 9 ** Wednesday 5:30 PM meeting</i>	<i>Joint meeting with Sustainability Advisory Board [Meeting Room C – Lawrence Public Library – 707 Vermont Street]</i>	Mar 21	Mar 23
Apr 13	Retail Market Study	Apr 25	Apr 27
May 11	<i>TBD</i>	May 23	May 25
Jun 8	<i>TBD</i>	Jun 20	Jun 22
Jul 13	<i>TBD</i>	Jul 25	Jul 27
Aug 10	<i>TBD</i>	Aug 22	Aug 24
Sep 14	<i>TBD</i>	Sep 26	Sep 28
Oct 12	<i>TBD</i>	Oct 24	Oct 26
Nov 2	<i>TBD</i>	Nov 14	Nov 16
Nov 30	<i>TBD</i>	Dec 12	Dec 14

Suggested topics for future meetings:

*How City/County Depts interact on planning issues
Stormwater Stds Update – Stream Setbacks
Overview of different Advisory Groups – potential overlap on planning issues
Joint meeting with other Cities' Planning Commissions
Joint meeting with other Cities and Townships – UGA potential revisions
New County Zoning Codes
Tour City/County Facilities
Water Resources*

*Communication Towers – Stealth Design, # of co-locations, notice area
WiFi Connectivity & Infrastructure Planning
Oread Overlay Districts & Design Guidelines
Comprehensive Plan – Goals & Policies
Affordable Housing
Retail Market Impacts
Case Studies*

Meeting Locations

The Planning Commission meetings are held in the City Commission meeting room on the 1st floor of City Hall, 6th & Massachusetts Streets, unless otherwise noticed.



PLANNING COMMISSION MEETING
December 14, 2015
Meeting Minutes DRAFT

December 14, 2015 – 6:30 p.m.

Commissioners present: Britton, Culver, Denney, Kelly, Liese, Sands, Struckhoff, von Achen

Staff present: McCullough, Stogsdill, Day, Larkin, M. Miller, Pepper, Simmons, Ewert

PLANNING COMMISSION MINUTES

Receive and amend or approve the minutes from the Planning Commission meeting of November 16, 2015.

Commissioner Kelly had a change to the abstention portion of the minutes. His correct employer should have stated USD 497.

Motioned by Commissioner Kelly, seconded by Commissioner Britton, to approve the November 16, 2015 Planning Commission minutes.

Approved 8-0.

COMMITTEE REPORTS

Receive reports from any committees that met over the past month.

Commissioner Culver said the Metropolitan Planning Organization (MPO) Policy Board met in November and reviewed and approved 2016 Unified Planning Work Program. He said they received several presentations from applicants of a transportation alternatives program grant through KDOT. He said it included Eudora, Baldwin, and Lawrence seeking grant funding from KDOT for pedestrian safety and accessibility within those communities.

He said the Oread Design Guidelines will be posted online this week and then there will be a public forum in January. He said PC will have a joint meeting with HRC in February and March.

He said the Pedestrian and Bicycle Issues Task Force asked several City advisory boards to attend a meeting to seek feedback on how their commission/committees worked with other committees within the City. He said it would help them make recommendations to the City Commission regarding pedestrian and bicycle issues.

Commissioner von Achen said she met with Ms. Eileen Horn and Mr. Dale Nims from the Sustainability Advisory Board to coordinate and plan the upcoming joint meeting in March. She said the program would be based around Horizon 2020, Chapter 16.

EX PARTE / ABSTENTIONS / DEFERRAL REQUEST

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<http://www.lawrenceks.org/boards/planning-commission/agendas>

- No ex parte.
- No abstentions.

DRAFT

PC Minutes 12/14/15 **DRAFT**

ITEM NO. 1 IG TO CS; 5,500 SF; 239 ELM ST & 311 N 3RD ST (SLD)

Z-15-00522: Consider a request to rezone approximately 5,500 SF from IG (General Industrial) District to CS (Strip Commercial) District, located at 239 Elm Street and 311 N 3rd Street. Submitted by Paul Werner Architects, for Lawrence Kansas Rentals, LLC and Jon Davis, property owners of record.

STAFF PRESENTATION

Ms. Sandra Day presented the item.

APPLICANT PRESENTATION

Ms. Joy Rhea, Paul Werner Architects, said the rezoning would include a café that would be an asset to the neighborhood. She said the café would offer refreshments and some lunch options. She said the parking needed to be addressed for the property and they were looking into several options. She said they did not intend to propose on-street parking to serve the café use. She said they were looking into shared parking agreements or different lots to use as parking. She agreed with the staff report.

PUBLIC HEARING

Mr. Tom Mersmann said he was in favor of the project. He felt it would be an asset to the neighborhood but expressed concern about traffic/parking. He wanted to be sure the alley would remain accessible for him to use his garage and that it wouldn't be blocked by cars parking there.

APPLICANT CLOSING COMMENTS

Ms. Rhea said regarding parking they were looking at a storage building directly north and an empty lot on Locust Street. She said a few other businesses may be able to provide shared parking. She said there was also the City lot that could possibly be used for parking. She said they were not planning on using the alley for parking.

COMMISSION DISCUSSION

Commissioner Denney asked if the alley had been vacated.

Ms. Day said no, she said it was still a functioning alley and would be maintained.

Commissioner Liese asked what it would take to designate an area as a tow zone.

Mr. McCullough said it was typically a request that would go through the Traffic Safety Commission and then City Commission.

Commissioner Liese said he would like to recommend City Commission create a tow zone so that a resident wouldn't be blocked in.

Mr. McCullough said the issue was getting the amount of Code required parking spaces on a private property site to accommodate the use. He said parking on the street was either permitted or not permitted with no parking signs and would affect all parkers, even residents and their guests. He said the nuisance issue of blocking an alley was a policing issue.

Commissioner Denney asked if a driveway was blocked the resident could have the car towed.

Mr. McCullough said as he understood it, yes.

Commissioner Kelly asked if any consideration was given to have the same rules apply as downtown parking, which do not require businesses to provide parking. He asked if this area would be considered an extension of downtown.

Mr. McCullough said no, it stopped with the CD district downtown.

ACTION TAKEN

Motioned by Commissioner Liese, seconded by Commissioner Culver, to approve the request to rezone approximately 5,500 SF, from IG (General Industrial) District to CS (Strip Commercial) District based on the findings presented in the staff report and forwarding it to the City Commission with a recommendation for approval.

Unanimously approved 8-0.

DRAFT

PC Minutes 12/14/15 **DRAFT**

ITEM NO. 2 UR TO RMO; 1.04 ACRES; 4111 W 6TH ST (BJP)

Z-15-00523: Consider a request to rezone approximately 1.04 acres from UR (Urban Reserve) District to RMO (Multi-Dwelling Residential-Office) District, located at 4111 W 6th St. Submitted by Paul Werner Architects, for Freestate Dental Building, LLC, property owner of record.

STAFF PRESENTATION

Ms. Becky Pepper presented the item.

APPLICANT PRESENTATION

Ms. Joy Rhea, Paul Werner Architects, said the applicant wanted to develop the site in a similar fashion to the surrounding uses. She said the plan was for a two-story building on the site, similar to the buildings to the east and west. She said the fear was that a one-story building would be overlooked along 6th Street since it would be sandwiched between 2 two-story buildings. She said it was still in the planning stages and it was possible they may want to do a mixed use on the second floor. She felt the RMO zoning was a better option to allow for the mixed-use development. She said they planned to get the building as close to 6th Street as possible to allow distance between the residential homes behind the building to the south. She stated the development would be a great addition to 6th Street.

PUBLIC HEARING

Ms. Kim Bergmann said she would prefer that the building be one-story. She said the building to the east was more like a small two-story home. She expressed concern about trees being removed and her property value declining. She also expressed concern about drainage in the area.

Mr. L.D. Lawrence expressed concern about devaluation of his property. He also expressed concern about the tree line being removed. He stated a fence had not been completed at the property to the east of this site.

APPLICANT CLOSING COMMENTS

Ms. Rhea said regarding the drainage, the City Stormwater Engineer required that no water from the site should go to the south. She said all water would go to a curb inlet on 6th Street. She said regarding screening, they had not gotten to the site planning process yet so she was not sure what trees would come down and which would stay, but that they would try to save what they could. She said the sewer line would go through the drainage easement and that they would try to avoid removing mature stands of trees if at all possible.

COMMISSION DISCUSSION

Commissioner Britton asked staff to talk about the process for site planning.

Mr. McCullough said there was an additional step after rezoning, which was the site planning process. He said the site plan would include notification of surrounding property owners within 200' of the subject property. He encouraged the public to provide input and express any concerns and that staff would try to mitigate those concerns to the best of their ability.

Commissioner Liese asked staff if a two-story building versus a one-story building had anything to do with the trees.

Complete audio & video from this meeting can be found online:
<http://www.lawrenceks.org/boards/planning-commission/agendas>

Mr. McCullough said it was more of an aesthetic opinion and did not have anything to do with trees in staff's opinion. He said trees would be affected by placement of the building, setback, parking, and utility trenches.

Commissioner Liese asked why the fence wasn't completed for the property to the east.

Mr. McCullough said he could not recall the details of why the fence had a gap in it. He said staff could check to see if it was a site plan infraction.

Commissioner Denney inquired about joint access with the property to the east. He asked if it was part of the rezoning request.

Mr. McCullough said that would be part of the site plan process.

Commissioner Denney asked if rezoning would not have any effect on the number of cutouts on 6th Street.

Mr. McCullough said that was correct. He said it was under the purview of the administrative site plan process and the City Traffic Engineer review. He said City Commission would be the final arbitrator if there was not agreement between the Code, applicant, and staff.

ACTION TAKEN

Motioned by Commissioner Kelly, seconded by Commissioner Sands, to approve the request to rezone approximately 1.04 acres, from UR (Urban Reserve) District to RMO (Multi-Dwelling Residential - Office) District based on the findings presented in the staff report and forwarding it to the City Commission with a recommendation for approval.

Commissioner Denney asked if the RMO zoning allowed multiple dwellings on the property.

Mr. McCullough said yes.

Commissioner Denney asked if there could be a group of apartments on the second floor of the building.

Mr. McCullough said that was correct.

Commissioner von Achen said she would support the motion but encouraged the architect to preserve as many trees as possible for a buffer to the neighbors to the south.

Commissioner Britton said he would support the motion. He said it was a piece of property that development was inevitable along 6th Street.

Unanimously approved 8-0.

PC Minutes 12/14/15 **DRAFT**

ITEM NO. 3A A TO RS10; 3 ACRES; 1041 N 1700 RD (KES)

Z-15-00524: Consider a request to rezone approximately 3 acres from County A (Agricultural) District to RS10 (Single-Dwelling Residential) District, located at 1041 N 1700 Rd. Submitted by BG Consultants on behalf of Wedman Construction Inc, property owner of record.

ITEM NO. 3B PRELIMINARY PLAT FOR WESTWOOD HILLS 9TH PLAT; 1041 N 1700 RD (KES)

PP-15-00527: Consider a Preliminary Plat for Westwood Hills 9th Plat, located at 1041 N 1700 Rd. The residential subdivision contains approximately 3 acres and proposes 6 single-dwelling lots along the east side of Dole Drive (extended). Submitted by BG Consultants Inc on behalf of Wedman Construction Inc, property owner of record.

STAFF PRESENTATION

Ms. Katherine Simmons presented items 3A and 3B together.

APPLICANT PRESENTATION

Mr. David Hamby, BG Consultants, was present for questioning.

PUBLIC HEARING

No public comment.

COMMISSION DISCUSSION

Commissioner von Achen asked if development would occur as services became available.

Mr. Hamby said there were full services at the site.

ACTION TAKEN on Item 3A

Motioned by Commissioner Sands, seconded by Commissioner Liese, to approve the rezoning request, Z-15-00524, from A (County Agriculture) District to RS10 (Single-Dwelling Residential) District and forwarding it to the City Commission with a recommendation for approval based on the findings of fact found in the body of the staff report and subject to the following condition:

1. City Commission approval of Annexation (A-15-00525)

Unanimously approved 8-0.

ACTION TAKEN on Item 3B

Motioned by Commissioner Sands, seconded by Commissioner Liese, to approve the Preliminary Plat, PP-15-00527, for Westwood Hills 9th Plat, located at 1041 N 1700 Rd.

Unanimously approved 8-0.

PC Minutes 12/14/15 **DRAFT**

ITEM NO. 4 PRELIMINARY DEVELOPMENT PLAN FOR BAUER FARM; NE CORNER 6TH ST & WAKARUSA DR (SLD)

PDP-15-00529: Consider a revised Preliminary Development Plan for Bauer Farm, located at the NE corner of 6th & Wakarusa Dr. The plan proposes revisions to the remaining undeveloped commercial and multi-dwelling residential areas of Bauer Farm. Submitted by Treanor Architects PA for Free State Holdings, Inc., Bauer Farm Residential LLC, Free State Group LLC, property owners of record.

STAFF PRESENTATION

Ms. Sandra Day presented the item.

APPLICANT PRESENTATION

Mr. Matt Murphy, Treanor Architects, was present for questioning.

PUBLIC HEARING

Mr. Tom Mulinazzi, expressed concern about increased traffic and parking. He also expressed concern about high school kids walking across the Theatre Lawrence site to eat at the fast food restaurants.

APPLICANT CLOSING COMMENTS

Mr. Murphy said a traffic impact study was done and this should not significantly increase traffic in the overall development.

COMMISSION DISCUSSION

Commissioner Sands inquired about a reduced drive-thru cap that was previously approved.

Ms. Day said that went back to the first iterations of Bauer Farm when it was designed as a very walkable integrated mixed-use. She said over the various versions and changes of the site that type of development had been stepped away from.

Mr. McCullough said at that time the west side of Bauer Farm was more mixed-use with residential, office, and quaint retail.

Commissioner Britton said that area crept away from the initial idea and that development pushed how it actually got built. The original concept was undercut for actual opportunities of development.

Commissioner Denney said he would support this because he felt there wasn't much they could do. He said it was a situation where they were led down a particular path via a complicated route.

Commissioner von Achen wondered what would come before them next for Bauer Farm. She asked staff to comment.

Ms. Day said the significant shift for this development happened when they moved away from the mixed-use on the northwest side by approving Sprouts and removing all residential uses on that side. She said there were only three lots left to develop.

Commissioner Kelly said he would vote against this. He expressed concern about another fast food opportunity being built across from the high school. He did not feel they should abandon the goals for the community just because the plan didn't go as the developer had hoped.

Mr. McCullough said the biggest reason for the change was the recession after this initially gained approval.

Commissioner Britton said there was some level of disappointment with the outcome of this project but that he did use some of the services at the location. He said the fast food drive-thru aspect bothered him a bit since there were already multiple at the site.

Commissioner Culver said he did think a compromise was found regarding to the third potential drive-thru use and he did not think a third was appropriate. He was optimistic that this was being developed instead of going under. He said he would support a motion.

ACTION TAKEN

Motioned by Commissioner Liese, seconded by Commissioner Culver, to approve the revised Preliminary Development Plan for Bauer Farm Planned Development to include one additional bank drive-thru use and one additional fast order food drive thru use for a total of seven uses with drive-thru, and including the site waivers and variances outlined in this report, based upon the findings of fact presented in the body of the staff report.

Motion carried 5-3, with Commissioners Kelly, Sands, and von Achen voting in opposition.

Ms. Denny Ewert left the meeting at 8:03pm.

PC Minutes 12/14/15 **DRAFT**

ITEM NO. 5 TEXT AMENDMENT FOR URBAN AGRICULTURAL (MKM)

TA-15-00346: Consider a Text Amendment to the City of Lawrence Land Development Code, to add Urban Agriculture as a permitted use and establish standards. *Initiated by City Commission on 6/23/15.*

STAFF PRESENTATION

Ms. Mary Miller presented the item.

PUBLIC HEARING

Ms. Eileen Horn, Douglas County Food Policy Council, said that they supported the majority of the content. She discussed revising the standard for Urban Farm because they felt it imposed a burden and barrier that wasn't there previously.

Ms. Helen Schnoes, Douglas County Food Policy Council, said the standard for Urban Farm implies an assumed level of intensity in the action of the sales that may not actually reflect what that urban farm may be conducting. She recommended allowing the slaughter for home use of chickens, and clarifying weed regulations and on-site sales. She said the Food Policy Council supported the text amendment.

Mr. Derek Tufty was in favor of reducing regulatory hurdles.

Ms. Jill Elmers, Moon Over the Meadows Farm, said her property was zoned RS10 but was in a rural area. She felt the Urban Farm standards went farther than needed.

Mr. Michael Almon, Sustainability Action Network, requested the discussions continue. He provided additional standards in a letter included in the packet. He said the property maintenance code precipitated this text amendment. He felt they should define implements in the terminology to clarify that they aren't debris. He felt they should reinforce the Food Policy Council's comments. He said excess produce sales can't wait until three times per year sales.

Mr. Quentin Cole wondered if permanent on-site sales would be allowed in CN1 zoning. He also wondered about having a food outlet next to a garden.

Mr. Travis Weller felt the Urban Farm Special Use Permit would be an additional barrier to new farmers from starting a business. He said most of North Lawrence was zoned RS7.

Mr. Skyler Adamson, Fruit Tree Project, said animal slaughter would be much more humane than large operation production. He felt animal slaughter would take down barriers to access to healthy food. He felt it would strengthen the food system. He felt they needed to get the weed issues resolved. He also felt the Code was not ready yet and there was much work to be done.

COMMISSION DISCUSSION

Mr. McCullough said staff was looking for comments from Planning Commission regarding what level of process they would want for the industry.

Commissioner von Achen asked if on-site sales would be permitted by right.

Complete audio & video from this meeting can be found online:
<http://www.lawrenceks.org/boards/planning-commission/agendas>

Ms. Schnoes said they looked at other communities and the City of Minneapolis removed the temporary sales permit.

Ms. Horn said on-site sales could allow someone to start to build a business. She said having a simpler process for people to streamline the process would be helpful.

Ms. Miller said a temporary seasonal sales permit was an option.

Mr. McCullough said land use impacts of sales on the property would include such things as scale and traffic.

Commissioner von Achen wondered if three times a year would be problematic for farmers and doesn't address the reality of gardening.

Commissioner Britton inquired about CN1 zoning and that many retail sales would be allowed with a site plan.

Ms. Miller said CN1 would allow retail sales.

Commissioner Denney said the areas used for farming were different, such as out in the country versus imbedded in a neighborhood. He was bothered by them both being held to the same standard. He felt there was a difference between crop agriculture and small animal agriculture and wondered when it became an Urban Farm.

Ms. Miller said it would become an Urban Farm that an individual is no longer able to do it and employees/volunteers need to be brought in.

Commissioner Denney felt they needed to strengthen the distinction of what made it an Urban Farm.

Commissioner Kelly said on-site sales would primarily be in residential neighborhoods. He had a hard time figuring out where they shift from the trend of Home Occupation to Urban Farm. He said he wanted to be supportive of the entrepreneurial spirit but at some point it flows into running a business, which was different.

Ms. Schnoes said there would be ranges of spaces used for sales. She said a permit could be issued for more permanent structures. She said the frequency of sales could flip it from Home Occupation to real commerce.

Commissioner Kelly said the Special Use Permit would not be a barrier to entrepreneurship but to provide protections for farmer and neighbor.

Commissioner Liese inquired about shearing sheep to make wool or building a bird house.

Ms. Miller said processing would be a Home Occupation.

Commissioner Denney asked if a Home Owners Association would restrict it.

Ms. Miller said she did not know about an HOA.

Mr. McCullough said covenants/restrictions would be a civil matter.

Commissioner Sands wondered how the City would enforce vaccinations of animals.

Ms. Miller said that was one of the things they were looking into. She said the Department of Agriculture gives out tags for animals that have been vaccinated so that could be an option.

Commissioner Denney wondered why they would allow slaughtering for small animals, but not sheep or goats.

Ms. Miller said those were options. She said it may be easier to contain a chicken if something goes wrong, versus a goat or sheep.

Commissioner Liese wondered about people who don't slaughter correctly.

Commissioner Sands said it was not unreasonable to expect people to take the meat they raised to a professional butcher, just as a hunter would do.

Commissioner Liese felt there could be potential problems with slaughtering depending on who was doing it. He expressed concern about kids hearing or seeing the impacts.

Commissioner Britton was in favor of slaughtering inside or in a screened area. He hated to inhibit a potential sector because of the "what ifs." He said if they didn't require a Special Use Permit now it may be harder to regulate down the road.

Mr. McCullough said that was a fair option to pursue.

Commissioner von Achen said they were two generations from when everyone slaughtered chickens in town. She said the humane handling of animals was important but that they were trying to shield people from the reality of where food comes from.

Commissioner Liese said most states have pretty strict rules about the slaughtering of animals. He wondered how they would make sure they were followed.

Commissioner Britton they needed to bring it back to the land use impacts, such as impacts to a neighbor of seeing, smelling, and hearing slaughtering.

Commissioner Culver said they needed to let the experts in the room work with staff to keep in mind that changing conditions of urban agriculture will be on-going. He said they may have to revisit the issue in the future as they learn how it impacts the community.

Commissioner Denney felt that the slaughtering of small animal agriculture should be clarified whether it's for sale or just for personal use. He was concerned about 1 residence out of 1000 that impact on the community is different if they are slaughtering 20 chickens and 10 rabbits. He said if 1 in every 100 residents may become a community hazard. He wanted it to be limited to personal consumption and not see hanging racks of rabbits in the street for sale.

Commissioner Kelly expressed concern about starting loose and then tightening later. He wondered if existing farms were grandfathered.

Ms. Miller said that was an option. If it was permitted and we pass a rule saying a Special Use Permit was needed then they could receive a Special Use Permit automatically.

Commissioner Struckhoff said on-site doesn't work for every neighborhood. He said he was not sure which way to start, with loose or tight restrictions. He said there were a self-selected sample of people who raise animals for food supply.

ACTION TAKEN

Motioned by Commissioner Britton, seconded by Commissioner Culver, to defer the text amendment to the February Planning Commission meeting for additional language development.

Motion carried to defer 8-0.

They took straw votes on the following:

Special Use Permit required for Urban Farms in RS7 and up; Crops only:
Straw vote 3-5, with Commissioners Kelly, Liese, and Sands in favor. Commissioners Britton, Culver, Denney, Struckhoff, and von Achen were not in favor.

Special Use Permit required for Urban Farms in RS7 and up; Small animals:
Straw vote 5-3, with Commissioners Britton, Denney, Kelly, Liese, and Sands in favor.
Commissioners Culver, Struckhoff, and von Achen were not in favor.

On-site sales; No restrictions:
Straw vote 0-8.

On-site sales; Moderate/not high restrictions on sales:
Straw vote 8-0.

Slaughter for sale; allowed with restrictions:
Straw vote 6-2, with Commissioners Britton, Culver, Denney, Kelly, Struckhoff, and von Achen in favor. Commissioners Sands and Liese were not in favor.

Slaughter for sale; personal consumption:
Straw vote 6-2, with Commissioners Britton, Culver, Denney, Kelly, Struckhoff, and von Achen in favor. Commissioners Sands and Liese were not in favor.

Commissioner Denney said they should concentrate on what type of stand/display they could have, which could become self-limiting.

PC Minutes 12/14/15 **DRAFT**

ITEM NO. 6 SPECIAL USE PERMIT FOR FAST ORDER FOOD, DRIVE-IN; 4300 W 24TH PLACE (SLD)

SUP-15-00521: Consider a Special Use Permit for approval of a neighborhood commercial shopping area that includes buildings to house *Fast Order Food, Drive-in*, located at 4300 W 24th Place. The plan proposes 31,625 sq. ft. of commercial development in five buildings with four drive-thru uses indicated. Two drive-thru uses are for *Fast Order Food*. Submitted by Paul Werner Architects, for RPI, LLC, property owner of record.

Item 6 was deferred prior to the meeting.

ADJOURN 10:20pm



PLANNING COMMISSION MEETING
February 22, 2016
Meeting Minutes **DRAFT**

February 22, 2016 – 6:30 p.m.

Commissioners present: Britton, Butler, Carpenter, Culver, Denney, Kelly, Liese, Sands, Struckhoff, von Achen

Staff present: McCullough, Stogsdill, Larkin, M. Miller, Simmons, Ewert

PLANNING COMMISSION MINUTES

Receive and amend or approve the minutes from the Planning Commission meeting of January 25, 2016.

Motioned by Commissioner Denney, seconded by Commissioner Kelly, to approve the January 25, 2016 Planning Commission minutes.

Approved 9-0-1, with Commissioner Culver abstaining.

COMMITTEE REPORTS

Receive reports from any committees that met over the past month.

Commissioner Britton said Planning Commission held a joint meeting with Historic Resources Commission last week to work on the Oread Design Guidelines.

Commissioner Culver said the Metropolitan Policy Organization (MPO) met last week and received a presentation from KDOT regarding the K-10 & Kasold closure. He said KDOT decided to have additional public discussions.

Commissioner von Achen reminded Planning Commissioners of the joint meeting with the Sustainability Advisory Board on March 9, 2016. She asked Planning Commissioners to familiarize themselves with that chapter prior to the meeting.

EX PARTE / ABSTENTIONS / DEFERRAL REQUEST

- Receive written communications from staff, Planning Commissioners, or other commissioners.

Mr. McCullough reminded Planning Commissioners of their joint meeting with Sustainability Advisory Board on March 9, 2016 at 5:30pm in the Lawrence Public Library.

- Ex parte:
Commissioner Sands said he received an email of opposition from Ms. Shannon Kimball regarding Item 2 that was included in the packet.

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<http://www.lawrenceks.org/boards/planning-commission/agendas>

- Abstentions:

Commissioner Kelly said he would abstain from Item 2 since he was an employee of the school district and Director of the College and Career Center. He commented on the charge to do a comparative analysis of multiple sites. He said Planning Commission regularly reviewed and made recommendations on a particular property or development. He said their analysis includes immediate relationships such as character of neighborhood, how it would affect nearby properties, and a larger relationship such as conformance with the Comprehensive Plan, and to gain public health safety and welfare. He said this practice helped them consider not only the proposal best for the neighbors but how it would affect the community as a whole. He said their discussions and recommendations were not about the best spot to locate a specific project but to consider the application that had come before them and determine if it met the needs and expectations of the neighbors and community. He felt a comparative analysis fundamentally changed the context of that discussion. He said it was not about whether the proposal was right for the community or neighbors, the discussion becomes which property is more advantageous or egregious to multiple parties, not the individual application. He said there were many items that come before Planning Commission that would be deemed not the best fit for the neighborhood. He did not feel the charge of Planning Commission was to look at properties available that meet the current zoning requirements and determine the best location. He felt it could be a destructive practice. He said the applicant did not intentionally bring forward two competing sites. He wondered what would prevent a future applicant bringing multiple sites forward on a divisive project and asking Planning Commission to pick the lesser of two evils. He said the process seemed extraordinary and he was disappointed he could not participate in the discussion. He said he had a conflict and it troubled him the two applications had been rolled together. He encouraged Planning Commission to avoid comparative analysis requests in the future.

Commissioner Culver said he would abstain from Item 2 because he served on the board of directors of the Boys & Girls Club, which was in close proximity of the originally proposed location. He said due to any perceived biased he would abstain.

Commissioner Kelly left the meeting at 6:40pm.

PC Minutes 2/22/16 **DRAFT**

ITEM NO. 1 CS TO RM24; 1.326 ACRES; 2109 W 26TH ST (KES)

Villa 26 Apartments: **Z-15-00640**: Consider a request to rezone approximately 1.326 acres from CS (Strip Commercial) District to RM24 (Multi-Dwelling Residential) District, located at 2109 W 26th St. Submitted by Petefish, Immel, Heeb & Hird, LLP, for Polaris KS3, LP, property owner of record.

STAFF PRESENTATION

Ms. Katherine Simmons presented the item.

APPLICANT PRESENTATION

Mr. Terry Leibold, applicant attorney, was present for questioning.

PUBLIC HEARING

No public comment.

ACTION TAKEN

Motioned by Commissioner Liese, seconded by Commissioner Sands, to approve the rezoning request, Z-15-00640, from CS (Commercial Strip) District to RM24 (Multi-Dwelling Residential) District and forwarding it to the City Commission with a recommendation for approval based on the findings of fact found in the body of the staff report.

Approved 9-0. Commissioner Kelly was absent for the vote.

PC Minutes 2/22/16 **DRAFT**

ITEM NO. 2 IG TO IL; .972 ACRE; 1021 E 31ST ST (KES)

Gun Range: **Z-15-00471**: Reconsider a request to rezone, Z-15-00471, approximately .972 acres from IG (General Industrial) District to IL (Limited Industrial) District, located at 1021 E 31st St. Submitted by Richard G. Sells on behalf of Spirit Industries Inc, property owner of record. (PC Item 7; denied 4-2-2 on 11/16/15) *Referred back to Planning Commission by City Commission on 1/12/16.*

STAFF PRESENTATION

Ms. Katherine Simmons presented the item.

APPLICANT PRESENTATION

Mr. Richard Sells said he was sorry to see that the City had to shut down the gun range in the basement of community building. He said the City was running a gun range that most people didn't know about and that it didn't meet ADA, EPA, or OSHA approval. He said he kept hearing it was grandfathered in but it obviously was not since it was on public property not private property. He said the City had been running it illegally for the past 19 years. He said his new gun range business would be safe, legal, and would meet ADA, EPA, and OSHA standards, but that he keeps getting shut down. He said the last time he was at Planning Commission the gun free school zone act was brought up. He said the gun free school zone act was nothing and had no effect on any of this. He said there were exceptions to the gun free school act, such as being on private property and a licensed agent of the Federal government, which he was. He said the 1000' law came into place because the law used the same distance for drug sales, which was also 1000'. He said if someone was going to do something stupid they were going to do it whether they were a foot away or 10 miles away. He said the intent for the law was good but that it had no claim to this issue since it was on private property and run by a Federal government agent. He said the gun free act had exceptions that he met. He said back when the school district was looking at a place to put their school the property was rezoned from industrial to allow a school. He said someone didn't do their homework and made a mistake and now his business was being persecuted. He said the Mayor, Mike Amyx, said at a City Commission meeting that he made a mistake. He felt things were not thought out very well for that area. He said he was trying to open a business that met every law and regulation to be able to do it. He said the City had Planning staff that recommended approval of the 31st Street location. He stated he didn't want to be the bad guy or be bullied but he also didn't want to be bullied. He said he called the company that made the material he was going to use in the range and they had never had any incidents where a bullet got out of a building with their material.

PUBLIC HEARING

Mr. Mike Kelly said the City of Chicago passed a law called the responsible gun owners ordinance. He said it required firearm training in a shooting range to obtain a city permit to carry a gun. He said they also banned shooting ranges within the city limits of Chicago. He said an individual sued the City of Chicago, Ezell vs. City of Chicago, and won in Federal District Court but lost at the Federal Appeals Court because they found that the second amendment applied regardless of jurisdiction. He said the judges found that Chicago did not present any empirical evidence that gun ranges were a hazard. He said Chicago had one of the worst gun problems in the country, yet Chicago could not show evidence that a gun range was a problem. He read Kansas law:

12-16,124. Firearms and ammunition; regulation by city or county, limitations.

No city or county shall adopt or enforce any ordinance, resolution or regulation, and no agent of any city or county shall take any administrative action, governing the requirement of fees,

licenses or permits for, the commerce in or the sale, purchase, transfer, ownership, storage, carrying, transporting or taxation of firearms or ammunition, or any component or combination thereof.

He strongly urged the City to check with an attorney about Kansas law.

Mr. Ken Easthouse, Prairie Park Neighborhood Association, expressed opposition to the rezoning. He said the property fell in a gap between the Southern Development Plan and the Southeast Development Plan. He said Horizon 2020 had not been updated to reflect the area realignment in the past few years. He said no recent traffic study had been done either. He did not feel that one business should dictate the policy for the intersection.

Ms. Donna Logan (last name was not audible) felt the Malls location would be too close to too many schools. She was opposed to both potential sites. She said the advantage of the gun range in the community building was that it was close to law enforcement. She expressed concern for foreign non-citizens using guns.

Mr. Duane LaFrenz, Boys & Girls Club, opposed the rezoning and the gun range being at this location. He expressed concern that there would be no control of the people once they left the gun range. He said what potentially could happen scared him. He said people take their children to Boys & Girls Club to be safe.

Mr. John Bowen, 403 Dakota, expressed concern about the many young children around the Malls area. He stated there was a school right behind the Malls.

Mr. Chris Lane said at the last Planning Commission meeting the City attorney Randy Larkin said the gun range would be legal at this site since it was on private property and the 1000' rule did not apply. He felt the business was being discriminating against. He said the 31st Street location was better because the area was zoned industrial and on the outside of town.

Ms. Melinda Henderson said she used to work inside the building at 1021 E 31st Street and that the College & Career was up a hill, not directly across the street. She did not feel the Malls location was not appropriate for a gun range. She encouraged Planning Commission to read Michael Kelly's letter that he sent to City Commission.

Ms. Andrea Bowen, 403 Dakota, said she had an 8 year old son who used the intersection of 23rd & Louisiana Street. She said the area around the Malls was full of pedestrians. She did not feel safe with the potential for gun sales there.

APPLICANT CLOSING COMMENTS

Mr. Sells said he had no ill feelings toward the school district or Boys & Girls Club. He wondered how close was too close. He said there was a pawn shop not too far away on Haskell Ave. that sold guns and ammunition. He said there were also homeowners that sold guns and ammunition in the area. He said before he sells a gun he will do a background check. He stated that the Boys & Girls Club had not purchased the land yet.

COMMISSION DISCUSSION

Commissioner Sands asked if Planning Commission could break up their discussion to address one site and then the other. He suggested they do the comparative analysis that City Commission

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directed them to do and then vote on whether they believe the gun range should go at the 31st Street site.

Mr. McCullough said if the applicant was denied by City Commission that would put them back to the drawing board to pursue other sites. He said the applicant had already starting pursuing different sites and made an application for another site with a different process. He said that application was submitted the same day of the City Commission meeting. He said there was new information with the comparative analysis for Planning Commission to consider.

Commissioner Denney asked if the rezoning request for 31st Street did not exist would the site plan application for the Malls site be heard by Planning Commission.

Mr. McCullough said no, a site plan would be an administrative process. He said it would not be heard by Planning Commission and only heard by City Commission with an appeal.

Commissioner Britton asked staff to explain why the Malls location qualified for administrative approval.

Mr. McCullough said the Malls location was zoned for indoor participant sport land use.

Commissioner Britton asked if there had previously been a gun range classified under that use.

Mr. McCullough said not every specific use was included in the zoning Code. He said the Code provided some examples of indoor participant sport and staff felt that the gun range fell into as a use where participants go in with no spectators. He said the classification had been used for an archery range.

Commissioner von Achen felt there was a big difference between bowling and a gun range, which were both considered an indoor participant recreation. She felt that requiring a Special Use Permit seemed like a reasonable course to take.

Mr. McCullough said the Land Development Code provides that if a use is not specifically within the table of uses that the Planning Director could find a use for it if it existed. He said a Text Amendment would be required for uses that don't exist in the Code. He said an example of that came up a few years ago with a private jail facility. He said staff felt the gun range fit best as a use under the indoor participant recreation. He said that was an administrative decision and appeals on that decision would go to the Board of Zoning Appeals. He said Planning Commission could challenge that decision and make that a recommendation to City Commission.

Commissioner von Achen asked what the downside of doing that would be.

Mr. McCullough said the downside could be a delay for the applicant. He said if Planning Commission disagreed that gun ranges belonged in that category and that the commercial districts supporting that use aren't correct it was a valid discussion to have. He said if Planning Commission believed that the IL zoning district, for example, should support this type of use then maybe it was an off-base discussion.

Commissioner von Achen she felt the Special Use Permit process would be more appropriate. She felt a shooting range was different than anything else in the indoor participant recreation category.

Commissioner Liese asked staff to reiterate the relevance of gun free school zone act.

Mr. Randy Larkin said there were many reasons to approve or deny a rezoning based on the Golden Factors. He said the gun free school zone act did not apply to private property.

Commissioner Liese asked if Planning Commission should be looking at land use, not the gun free school zone act.

Mr. Larkin said that was correct since this was private property.

Commissioner Britton asked for clarification on people going to and from the property through the 1000' buffer.

Mr. Larkin said public rights-of-way qualify as public property, so the rules would apply to people driving anywhere in Lawrence.

Commissioner Sands asked Mr. Sells if he planned on renting weapons at his facility.

Mr. Sells said yes.

Commissioner Sands asked Mr. Sells if he had heard of the suicide prevention Gun Shop Project by the Harvard School of Public Health.

Mr. Sells said no.

Commissioner Sands expressed concern about a person renting a gun and killing themselves. He said the CDC had tracked 50 suicides at gun ranges in recent years with rented guns. He said rented guns were his primary concern with safety at gun ranges. He said he was not worried about the sale of guns because it was generally a safe thing.

Commissioner Denney had some of the same feelings that Commissioner Kelly stated at the beginning of the meeting. He said Planning Commission was charged by City Commission to compare this. He said Planning Commission's function and purpose was determined by the elected officials of City Commission and County Commission so if they have directed Planning Commission to compare something that was not in their basic charter but it was well within what Planning Commission should do. He said he watched the City Commission meeting and it was his interpretation that they wanted Planning Commission to say which site would be the better location. He said the only thing he heard was to relook at the character of the neighborhood. He said it wasn't clear if City Commission meant both sites or just one. He agreed with Commissioner von Achen that perhaps there should be a special look at gun ranges but that would be a process of changing the Code, which was not what they were asked to do tonight. He stated City Commission asked Planning Commission to compare analysis. He said regarding gun ranges, in looking at the character of the neighborhood, he would be opposed to a gun range at the Malls. He said the Peaslee Center was an adult education center, not a grade school or junior high. He said the College and Career Center was designed and advertised to treat students as adults and professionals, according to their website. He

said one of the class examples on their website shows a video of forensic training where the students are collecting bullets from a simulated crime scene. He said another activity at the school was welding. He said the character of the 31st Street neighborhood was pretty open so if it was a comparison between the two sites than the 31st location was the better choice. He said if they were concerned about gun sales and gun ranges within the city of Lawrence then they need to talk about changing Code or laws. He felt they should approve the 31st Street site. He said if they approve the rezoning he would include in the recommendation that Planning Commission or City Commission look at the issue of whether the Code needed to be changed regarding gun ranges. He shared Commissioner Sands' concern about gun rentals and suicide. He said as of right now there was no federal, state, city law which in any way prohibited the initiation or operation of this business at this location.

Commissioner Liese said he was still not completely clear on what a comparative analysis was. He said it did not seem like the concept of doing a comparative analysis was something Planning Commission was qualified to do. He said he would probably abstain because he did not really understand what he was supposed to do.

Mr. McCullough said City Commission wanted to hear from Planning Commission on which would be the better location since the applicant submitted an application for the Malls location. He said it was tough for Planning Commission and City Commission. He said if the 31st Street site was not approved by the governing body it opened the possibility of it being at the Malls location.

Commissioner Liese said he felt they were being asked to see something they had already heard before.

Mr. McCullough said the responsibility of Planning Commission was to take on the City Commission's request. He said new information was presented to City Commission with maps that showed the relative locations of all of the commercial zoning districts that allowed it to exist within the 1000' gun free school zone area, relative to other schools. He said while there was one school of an adult education nature affecting this site, there were other schools affecting other sites that were different degrees of education and activity. He said the real request from City Commission was to do a relative analysis of where a gun range could go and weigh them against each other and then judge the 31st Street site with those items in mind.

Commissioner Liese said all it would take was an administrative decision for it to go at the Malls site. He did not know why Planning Commission had to be involved in this decision. He said it was his responsibility to comment and express his opinion. He said it would go back to City Commission and he did not know what a comparative analysis was and did not understand the request. He felt he was not in a position to say whether one was better than the other.

Mr. McCullough said to view the request as a question of given the two locations of the Malls and the 31st Street, which would Planning Commission prefer.

Commissioner Liese said he would vote on which site was better but he did not want to rehear the rezoning they already voted on.

Mr. McCullough said the specific question from the City Commission was the issue of picking between the two sites. He said Planning Commission could answer the City Commission's direct

question of picking between the two sites and then also say that the recommendation on the rezoning request did not change.

Commissioner Liese said he would be comfortable with that. He said if he had to pick what site would be better it would be the 31st Street site.

Commissioner Britton asked what the effect of a denial recommendation would be.

Mr. McCullough said when it goes back to City Commission they can make any determination with a simple majority vote. He stated City Commission wanted Planning Commission input on the new information of school zones.

Commissioner Britton said it was awkward for Planning Commission, in this context of a specific application, to have to do this sort of comparison between two particular properties. He said he felt on shaky ground trying to determine between two specific pieces of property. He asked if notice went out for the Malls location.

Mr. McCullough said notice went out for the Malls site plan.

Commissioner Liese said he would consider making a motion to only comment on the two properties and which one Planning Commission, in that comparative analysis, would think would make more sense for this operation. He said it appeared clear to him that the 31st Street was more appropriate. He said he did not want to rehear the rezoning of 31st Street because they already gave their comments and vote on that.

Commissioner Britton said ultimately it would give City Commission what they were asking for. He said one of their options for Planning Commission was to not vote again because the prior decision stands. Or they could vote again.

ACTION TAKEN

Motioned by Commissioner Liese to compare the two properties, strengths and weaknesses, and vote on one over the other. He said that way they would not have to approve or deny what they had already voted on. He said he would vote in favor of 1021 31st St being a more appropriate location.

Commissioner Denney said his statement about approving this request was predicated upon the premise that was the method of answering the question asked by City Commission. He said Planning Commission already voted on the rezoning. He stated if Planning Commission tells City Commission which site was the best then Mr. Sells still gets his due process by going back to City Commission, which would only require a 3-2 vote. He said whether Planning Commission approves or disapproves this site had no effect on what happens when it goes back to City Commission. He felt they needed to be sure to answer Commissioner Boley's concern about comparing the character of the neighborhood.

Commissioner Liese said he had never abstained from a vote. He did not mind the process of comparing the two sites. He felt City Commission hands stuff back to Planning Commission that they could decide themselves. He felt like they did not receive much new or different information. He said nothing really changed except an alternative site came up. He said City Commission had the right and responsibility to make a decision. He said he was comfortable with whatever decision City

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Commission came up with. He stated all City Commission could ask of Planning Commission at this point was to compare the two properties. He said if it was going to be one or the other he thought the applicants choice of 31st Street was the better choice.

Motion failed for lack of second.

Commissioner Britton said they should do the comparative analysis and then vote. He said after that they could make a motion on the rezoning if they wanted.

Commissioner Carpenter asked about the actual impact.

Mr. McCullough said the pending rezoning request that was returned by City Commission to specifically address two issues; compare the two sites and take into careful consideration of the character of the neighborhoods. He said when City Commission returns an application to Planning Commission, upon reviewing the request, Planning Commission has the option of returning a recommendation to City Commission. He urged Planning Commission to take a vote on the rezoning to help City Commission. He said that would be the most helpful to City Commission since they won't be constrained by the 4-1 supermajority vote.

Commissioner Britton said it would be most useful to City Commission to do a comparison vote.

Commissioner Butler liked the option of voting on the 31st Street or 23rd Street.

Commissioner Liese said he would vote for 1021 31st Street as the better location but he could not then vote to deny the rezoning. He said his rezoning vote from before stood. He felt it made no sense to say the 31st Street location was better but then deny the rezoning.

Commissioner Britton said he did not remember that Planning Commission ever considered another specific location for the proposed use.

Commissioner Liese said Planning Commission had been told so many times in the past that they should not consider other sites where a business should go.

Commissioner Sands said they were given certain instructions by City Commission. He did not think voting on a comparison would set a precedence.

Commissioner Sands charged staff to look at other cities and how they handle gun ranges in CN2 zoning districts.

Motioned by Commissioner Britton, seconded by Commissioner Liese, to recommend the 1021 E 31st Street location as being the better location than 711 W 23rd Street in terms of locating a gun range within the city.

Commissioner Britton agreed with Commissioner Denney's comments. He said he would not like a gun range at either location in terms of the golden factors. But between the two sites the less intense neighborhood in terms of pedestrian traffic, family traffic, young school age traffic, and consumer traffic was the 31st Street location. He felt the Malls location would be more detrimental than the 31st Street location.

Commissioner Denney said for all the reasons he stated before he would be in favor of the motion.

Commissioner von Achen said there needed to be a safe place where people can shoot guns safely. She said it was not the use that caused concern, it was the location.

Commissioner Butler echoed what Commissioners Denney and von Achen said. She said she would prefer the 31st Street location. She said she was not present during the last initial vote but she would be in favor of approving this rezoning of 31st Street.

Commissioner Carpenter said he was not on Planning Commission during the first vote but he would be inclined to vote in favor of the rezoning. He said in comparing the two sites he would choose the 31st Street site. He expressed concern about the potential outcome being two sites ready for a gun range.

Commissioner Sands said he would choose the 31st Street as being better when comparing the two sites. He endorsed a new vote on the rezoning since their prior meeting did not have a full commission.

Commissioner Liese said the 31st Street location was the most appropriate when comparing the two. He said he would abstain from voting on the rezoning again. He said given the amount of guns in society now it was good to have a place for people to practice.

Commissioner Struckhoff said in doing a comprehensive analysis the 31st Street was not as bad as the Malls location. He stated the high school he attended had five shooting lanes in the basement and that he had been a competitive shooter and hunter. He felt it was important to have facilities to promote gun safety.

Motion carried 8-0-2, with Commissioners Culver and Kelly abstaining.

Commissioner Britton asked about the site plan appeal process.

Mr. McCullough said the applicant or those within the notice area could appeal.

Commissioner von Achen inquired about the issue of lead in shooting ranges.

Mr. Sells said it was an EPA requirement. He said at the end of the shooting line and the unit above shooters would point air to a suction area at the end of the lane. He said the air would travel down the lane at 75 feet per minute and go through a HEPA filtration system. He said there would also be row filters in the front and in back. He stated the front filters would have to be changed every 30 days and the back filters every 90 days. He said the air that goes back out into the atmosphere would be 97.5% pure, which was more pure than the air outside.

Commissioner von Achen asked if food would be served at the gun range.

Mr. Sells said no, but that he may have water or soda.

Commissioner Sands said the employees would be protected under OSHA. He asked about the wiping and cleaning of vertical surfaces.

Mr. Sells said the company he was buying the ranges from had not told him yet about the cleaning process but that his plan was to clean the facility daily.

Motioned by Commissioner Sands, seconded by Commissioner Denney, to approve the rezoning request from IG (General Industrial) District to IL (Limited Industrial) District at 1021 E 31st Street and forwarding it to the City Commission with a recommendation for approval based on the findings of fact found in the body of the staff report.

Commissioner Britton said he would vote against the motion because he felt Planning Commission had the relevant information they needed for their vote last time. He said it was a close call and he tended to error on the side of caution with close calls. He was concerned about setting a precedent about comparing two specific properties. He did not feel they should consider other options in town. He said the future could not be predicted but if the rezoning was approved there would be at least two places that would be ready and capable to have a gun range. He said he would vote against the motion.

Commissioner Liese agreed with Commissioner Britton about having enough information to vote before. He said of the two locations the 31st Street location was the better of the two locations but he could not then vote against the rezoning. He said he would abstain from voting.

Commissioner Sands said he would vote in favor of the motion he made. He felt Planning Commission should not compare/contrast sites on a regular basis. He said during the last vote he voted against the denial. He said it was still a thin yes. He expressed concern about gun rental safety. He challenged the applicant to prevent suicide via gun rentals with extra safety measures. He said he was not as worried about the noise and lead because there were regulations in place. He said he was also not as concerned about negligence discharge after visiting the site.

Commissioner Carpenter said given the location and knowing the gap in the map due to floodplain, made the 31st Street location more preferable than the 23rd Street location. He felt there was very little that could be hit by a stray bullet at the 31st Street site. He said he would vote in favor of the rezoning to allow the gun range at 31st Street.

Commissioner Denney said he would support the motion. He said the Malls location bothered him a great deal. He asked staff to reexamine where gun ranges could go.

Commissioner von Achen said she voted against the rezoning last time and she still had the same reservations. She said it seemed like the 31st Street was within the 1000' gun free zone but exempt because it was private property, although not necessarily any safer due to it being on private property. She said she would support the rezoning primarily because it seemed that this location would not present a negative impact to the school and doesn't present as much risk as other locations. She said with great ambivalence she would support the motion.

Motion carried 5-2-3, with Commissioners Butler, Carpenter, Denney, Sands and von Achen voting in favor of the motion. Commissioners Britton and Struckhoff voted against motion. Commissioners Culver, Kelly, and Liese abstained from voting.

Motioned by Commissioner Denney, seconded by Commissioner von Achen, to direct staff to research appropriate zoning for gun ranges.

Commissioner Denney said an area with the character of the Malls should be looked at as not a good location.

Mr. McCullough asked if Planning Commission was asking for the initiation of a text amendment or just research.

Commissioner Denney said he wanted staff to research options.

Commissioner Sands said he wouldn't mind knowing what other communities in Kansas have gun ranges zoned as.

Motion carried 8-0.

DRAFT

PC Minutes 2/22/16 **DRAFT**

ITEM NO. 3 B-3 TO B-2; 6.178 ACRES; 1400 BLOCK E 900 RD (MKM)

Lakeside Vista: **Z-15-00608**: Consider a request to rezone approximately 6.178 acres from County B-3 District to County B-2 District, located in the 1400 block of E 900 Rd. Submitted by BG Consultants, Inc. on behalf of Fairway LC, property owner of record.

STAFF PRESENTATION

Ms. Mary Miller presented the item.

APPLICANT PRESENTATION

Mr. David Hamby, BG Consultants, said his client was trying to fill a need of warehouse space.

PUBLIC HEARING

No public comment.

ACTION TAKEN

Motioned by Liese, seconded by Commissioner von Achen, to deny the rezoning, Z-15-00608, based on the staff report and forwarding it to the Board of County Commissioners.

Commissioner Kelly asked the applicant if the property owner owned the land to the south.

Mr. Hamby said no, just the land to the west and north.

Motion carried 10-0.

PC Minutes 2/22/16 **DRAFT**

**ITEM NO. 4 TEXT AMENDMENT TO DEVELOPMENT CODE; URBAN AGRICULTURE
(MKM)**

TA-15-00346: Consider a Text Amendment to the *City of Lawrence Land Development Code*, to add *Urban Agriculture* as a permitted use and establish standards. *Initiated by City Commission on 6/23/15. Deferred by Planning Commission on 12/14/15.*

STAFF PRESENTATION

Ms. Mary Miller presented the item.

PUBLIC HEARING

Ms. Helen Schnose, Food Policy Council, supported the text amendment.

Ms. Lyn Walther, Strawberry Hill Christmas Tree Farm, wondered how far the urban agricultural went and if it applied to her. She said her business was in the Urban Growth Area.

Ms. Jeannie Pees expressed concerns with parts of the text amendment and was not sure that neighbors knew about this. She felt more outreach was needed and that many people did not complete the Lawrence Listens survey because an email was requested.

Mr. Eric Walther, Strawberry Hill Christmas Tree Farm, wondered how far the Urban Growth Area went. He said his business fell under the state agritourism. He expressed concern about a change of ownership triggering a Special Use Permit.

COMMISSION DISCUSSION

Commissioner Britton asked what would happen when an existing farm was annexed.

Ms. Miller said it would be allowed in Urban Reserve or RS zoning with a Special Use Permit. She said it did not apply to the Urban Growth Area.

Commissioner Denney said this text amendment would not apply to the Urban Growth Area.

Ms. Miller said that was correct.

Commissioner Denney wondered how many employees crop agriculture allowed.

Ms. Miller said more employees allowed than a Home Occupation.

Commissioner Butler asked what the penalty was for violating a standard. She also wondered about the disposal of waste for small animal slaughter and more public awareness.

Mr. McCullough said it would be a Code violation.

Ms. Miller said disposal would be the same as someone bringing home fish or game from hunting. She said the Health Department and Solid Waste advised to put it in the trash. She said staff did talk to the Lawrence Association of Neighborhoods to spread the word about this text amendment.

Commissioner Liese said he was surprised that there were limited responses from the public survey.

Commissioner Britton said there would never be 100% involvement and that they are at the end of the road with the text amendment. He said City Commission would see this and that it may have to be tweaked later. He said the process was ready to go to the next step, just needed to evaluate the content.

Commissioner Kelly said comments were usually received when it was nearby to someone. He said a Special Use Permit would help with providing notice.

Commissioner von Achen said many people were concerned about animal slaughter but that it was a part of agriculture. She wondered if training could be provided for people who haven't had experience with slaughtering.

Ms. Miller said it was a good idea but wasn't sure how it would be tracked. She said possibly through a permit.

The Food Policy Council said that training could be required before slaughtering.

Commissioner Denney asked if would permit commercial slaughtering.

Ms. Miller said no.

Commissioner Carpenter wondered if they could sell at the site.

Ms. Miller said no, only unprocessed products.

Commissioner Liese asked if the slaughtering would be allowed outside or inside.

Ms. Miller said it could be inside an enclosed structure or outside.

Commissioner Struckhoff liked the training idea for slaughtering. He felt the availability of training would be helpful.

Commissioner Britton wondered if the training could remain voluntary.

Mr. McCullough said outreach efforts would be more valuable to the consumer.

Commissioner Liese asked if there was a way to separate out the slaughtering in the text amendment and revisit it. He said he was in favor of the text amendment, minus the slaughtering part. He felt they needed more public feedback. He was uncomfortable voting for something not knowing what the public thought.

Mr. McCullough said it was included in the monthly newsletter to the Lawrence Association of Neighborhoods. He said it was part of the City's website as well as published in the legal notice in the newspaper.

Commissioner Liese said nobody would think "animal slaughter" when reading "Urban Agriculture."

Complete audio & video from this meeting can be found online:

<http://www.lawrenceks.org/boards/planning-commission/agendas>

Commissioner Denney said commercial slaughtering was not permitted but doesn't distinguish between slaughtering versus butchering. He said it may be self-limiting with what a family can eat.

Commissioner Britton said the slaughtering allowed was limited and limiting.

Commissioner Sands was an opponent of slaughter but thought this was a good compromise with its limited scope.

Commissioner Carpenter said the issue of slaughter had been a central component of the text amendment all along. He said the topic had been discussed by many groups with lots of comments.

ACTION TAKEN

Motioned by Commissioner Liese, seconded by Commissioner Butler, to approve the Urban Agriculture text amendment with the exception of animal slaughter, which he would like to be furthered considered after the public had heard more about it.

Mr. McCullough asked what Planning Commission wanted in terms of more input.

Commissioner Denney said he would like to see an online outreach that states "slaughtering."

Commissioner Sands wondered about small animals as defined and possible nuisance animals like lab rats.

Mr. McCullough said the definition was in the context of agriculture with the raising, producing, keeping of animals to provide food, wool, and other products.

Commissioner Britton said he would oppose the motion. He felt that separating the slaughter convoluted the process.

Commissioner von Achen inquired about slaughtering done to USDA standards.

Ms. Miller said that was the commercial slaughtering.

Commissioner Kelly wondered about limiting the sales and small storefronts in neighborhoods.

Commissioner von Achen thought the hours were a little excessive.

Motion failed 3-7, with Commissioners Butler, Liese, and Sands voting in favor of the motion. Commissioners Britton, Carpenter, Culver, Denney, Kelly, Struckhoff, and von Achen voted against the motion.

Motioned by Commissioner Struckhoff, seconded by Commissioner Carpenter, to approve the Urban Agriculture text amendment as outlined in the staff report.

Commissioner Sands said he would vote for this motion to show support.

Commissioner Kelly asked if five friends could also sell on someone's site.

Mr. McCullough said no. He said it was limited by what was produced.

Commissioner Liese did not think they had adequate information for slaughtering but did not want to stop the text amendment from proceeding.

Commissioner von Achen encouraged Food Policy Council to seek out training for slaughtering.

Motion approved 10-0.

DRAFT

PC Minutes 2/22/16 **DRAFT**

**ITEM NO. 5 TEXT AMENDMENT TO ZONING REGULATIONS; WIND ENERGY
CONVERSION SYSTEMS (SLD)**

TA-15-00571: Consider a Text Amendment to the *Zoning Regulations for the Unincorporated Territory of Douglas County, Kansas* to add Wind Energy Conversion Systems. *Initiated by County Commission on 10/21/15.*

Item 5 was deferred prior to the meeting.

DRAFT

PC Minutes 2/22/16 **DRAFT**

ITEM NO. 6 TEXT AMENDMENT TO ZONING REGULATIONS & SUBDIVISION REGULATIONS; ACCESSORY DWELLING UNITS (MKM)

TA-15-00461: Consider Text Amendments to the *Zoning Regulations for the Unincorporated Territory of Douglas County, Kansas* and the *Subdivision Regulations for Lawrence and the Unincorporated Areas of Douglas County, KS* to add Accessory Dwelling Units as a permitted use and to establish standards for the use. *Initiated by County Commission on 9/2/15.*

Item 6 was deferred prior to the meeting.

DRAFT

PC Minutes 2/22/16 **DRAFT**

ITEM NO. 7A RM32 TO MU-PD; .28 ACRE; 1137 INDIANA ST (SLD)

HERE: **Z-15-00643**: Consider a request to rezone approximately 0.28 acres (12,513 SF) from RM32 (Multi-Dwelling Residential) District to MU-PD (Mixed-Use with Planned Development Overlay) District, located at 1137 Indiana St. Submitted by HERE Kansas LLC on behalf of Carter Management LC, property owner of record.

ITEM NO. 7B PRELIMINARY DEVELOPMENT PLAN FOR HERE; 1137 INDIANA ST (SLD)

HERE: **PDP-15-00644**: Consider a Preliminary Development Plan for HERE Kansas LLC, located at 1137 Indiana St. The plan proposes to replace an existing 12 unit apartment with a 12,688 SF parking structure that includes a total of 97 spaces. 15 surface spaces and 82 spaces in the structure. Submitted by HERE Kansas LLC on behalf of Carter Management LC, property owner of record.

Items 7A and 7B were deferred prior to the meeting.

PC Minutes 2/22/16 **DRAFT**

MISCELLANEOUS NEW OR OLD BUSINESS

Consideration of any other business to come before the Commission.

Commissioner Britton reminded Planning Commissioners of their joint meeting with the Sustainability Advisory Board March 9, 2016 at 5:30pm at the library.

MISCELLANEOUS NEW OR OLD BUSINESS

Consideration of any other business to come before the Commission.

ADJOURN 11:04pm

Planning Commission

Key Links



City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES



Plans & Documents

- [Horizon 2020](#)
- [Sector/Area Plans](#)
- [Transportation 2040](#)
- [2012 Retail Market Study](#)

Development Regulations

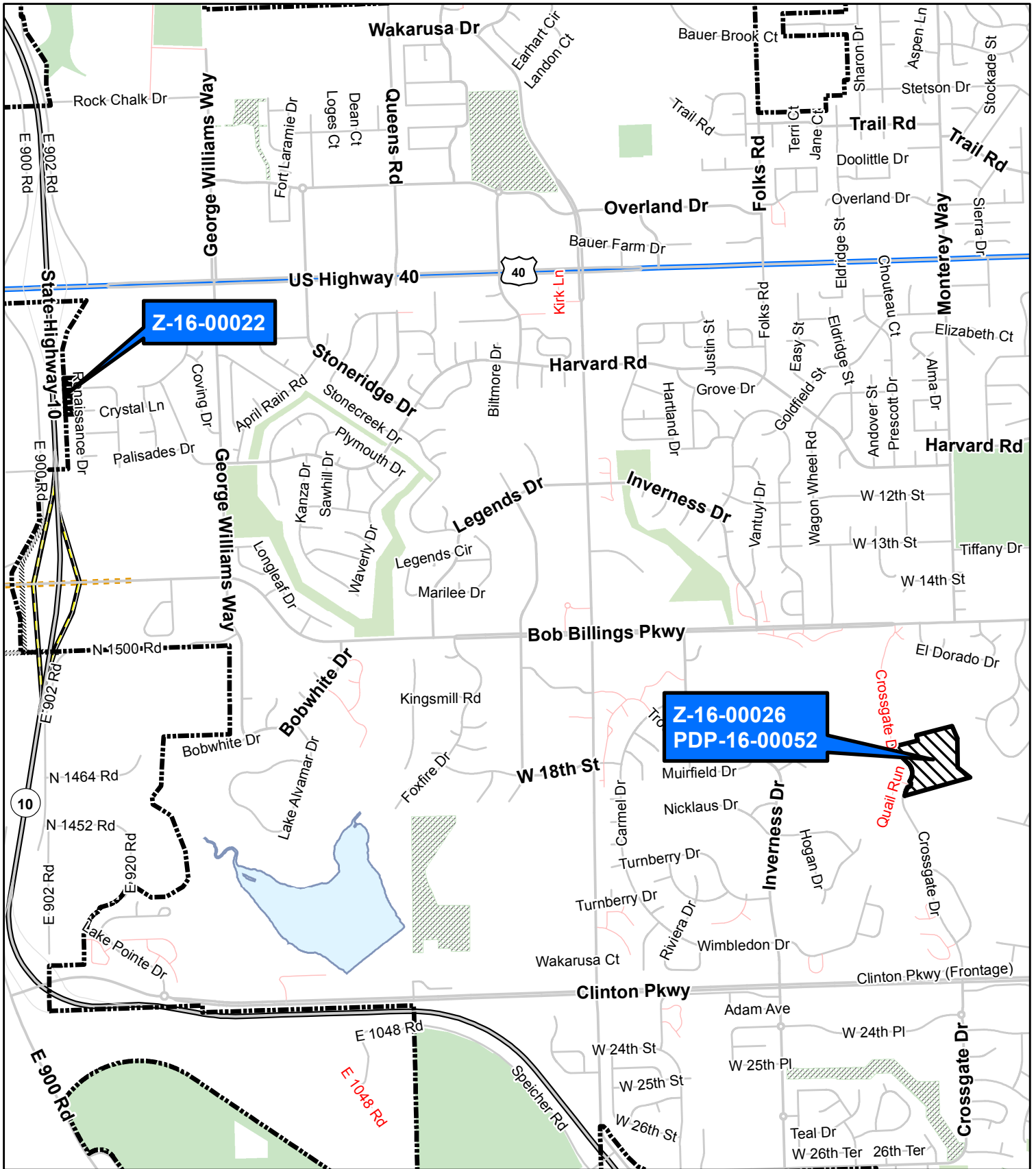
- [Community Design Manual](#)
- [County Zoning Regulations](#)
- [Land Development Code](#)
- [Subdivision Regulations](#)

Online Mapping

- [City of Lawrence Interactive GIS Map](#)
- [Douglas Co. Map Viewer](#)
- [Submittals to the Planning Office](#)

Planning Commission

- [Bylaws](#)
- [Mid-Months & Special Meetings](#)
- [Minutes](#)
- [Planning Commission Schedule/Deadlines](#)



Lawrence-Douglas County Planning Commission March 2016 Public Hearing Agenda Items



Memorandum

City of Lawrence/Douglas County Planning and Development Services

TO: Lawrence – Douglas Co. Planning Commission
Lawrence Historic Resources Commission

FROM: Jeff Crick, AICP, Planner II

CC: Scott McCullough; Planning and Development Services Director
Lynne Braddock Zollner, AICP; Historic Resources Administrator

Date: For March 21st, 2016 Joint PC/HRC Meeting

RE: Revisions to the Oread Design Guidelines since February Joint Discussion

Based on comments and feedback received from the joint Historic Resources Commission/Planning Commission guidelines review on February 18th, 2016, staff has made the following revisions to the Oread Neighborhood Design Guidelines draft:

1. Incorporated [Draft Addendum A: Parking Diagrams](#) into the Guidelines Text
 - a. Inclusion of revised Option 1 into the acceptable parking configurations
 - b. Removal of all stacked parking options from the Addendum A list as acceptable parking configurations (p. 59, 62)
2. Updated "Acknowledgments" page
3. Removed extraneous references to "Alley Dwellings" that was embedded into the text

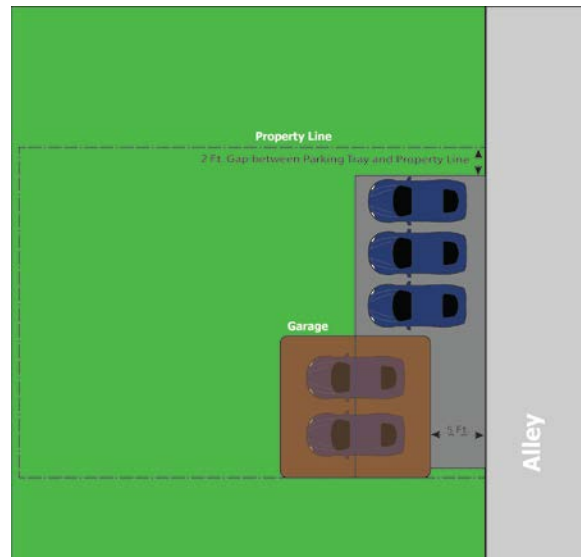


Figure 1: Revised Option 1 Parking Diagram

4. Map correction to match District 4 "Hancock Historic District" to the Hancock National Register Historic District
5. Clarification to the MU Zoning District paragraph (p. 83, 113)
6. Clarification to give Oread Neighborhood Design Guidelines priority in discrepancy with the Land Development Code (p. 83, 113)

Lawrence/Douglas County Planning Office

OREAD NEIGHBORHOOD DESIGN GUIDELINES CITY OF LAWRENCE, KANSAS

21 MARCH 2016



Urban Development Services
Ann Benson McGlone, LLC.

LAWRENCE-DOUGLAS COUNTY PLANNING OFFICE

OREAD NEIGHBORHOOD DESIGN GUIDELINES

March 2016

URBAN DEVELOPMENT SERVICES + ANN BENSON MCGLONE, LLC

OREAD NEIGHBORHOOD DESIGN GUIDELINES

ACKNOWLEDGMENTS

CITY COMMISSION

2012

Robert Schumm, Mayor
Michael Dever, Vice Mayor
Aron Cromwell
Hugh Carter
Mike Amyx

2016

Mike Amyx, Mayor
Leslie Soden, Vice Mayor
Stuart Boley
Matthew Herbert
Lisa Larsen

LAWRENCE-DOUGLAS COUNTY METROPOLITAN PLANNING COMMISSION

2012

Bruce Liese, Chair
Bryan Culver, Vice Chair
Chad Lamer
Charles Blaser
Clay Britton
Jon Josserand
Lara Adams Burger
Pennie von Achen
Richard Hird

2016

Clay Britton, Chair
Patrick Kelly, Vice Chair
Bryan Culver
Julia Butler
Jim Denney
Pennie von Achen
Bruce Liese
Eric Struckhoff
Rob Sands
James Carpenter

HISTORIC RESOURCES COMMISSION

2012

Aaron Bailey
Chad Foster
Leslie Tuttle
Michael Arp
Sean Williams
Stan Hernly
Tracy Quillin

2016

Chad Foster
Aaron Bailey
Michael Arp
Stan Hernly
Tracy Quillin
Keny Fry
Brenna Buchanan Young

OREAD DESIGN GUIDELINES SUBCOMMITTEE

Bryan Culver,
Jon Josserand
Chad Foster
Stan Hernly

PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

Scott McCullough, Director
Amy Miller, Assistant Director
Sheila Stogsdill, Assistant Director
Michelle Leininger
Lynne Braddock Zollner
Jeff Crick

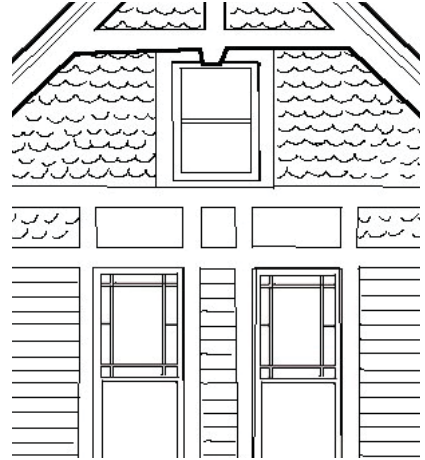
OREAD NEIGHBORHOOD COMMUNITY

Oread Neighborhood Association
Oread Residents Association

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ORGANIZATION AND USE OF GUIDELINES



INTRODUCTION

The introduction to these Guidelines provides a very brief background and history of the Oread Neighborhood, a description of the forces that have shaped it over time and the factors leading to the preparation of these Design Guidelines.

It is recommended that all users of the Guidelines review this section to gain an understanding of the essential design qualities of the Oread Neighborhood that are important to the community.

CHAPTER 1

USER'S GUIDE

Chapter 2 provides basic information on the use of the Guidelines including a description of the processes for new construction, infill redevelopment, and renovation of existing buildings and property. Specifically, this section addresses Design Review, Permitting, Variances and Penalties for Violations.

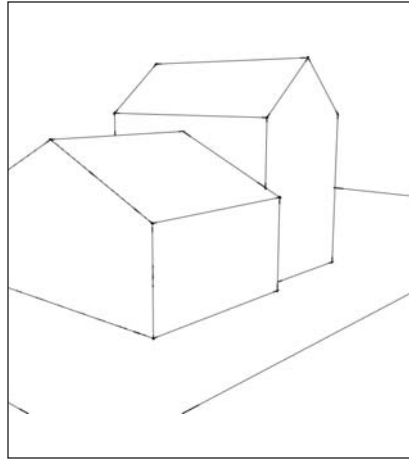
CHAPTER 2

CHARACTER OF THE NEIGHBORHOOD

Chapter 3 contains a general description of the character defining features of the neighborhood in three important areas.

- The public realm includes the areas that are outside the property lines, such as streets, sidewalks and alleys, landscaping, historic elements and variations by districts.
- Individual lot and site character is defined by configuration and the relationship of the principal building to the street and side yards.
- Architectural styles and related scale and size of buildings are also identified.

CHAPTER 3



NEIGHBORHOOD-WIDE DESIGN GUIDELINES

Chapter 4 addresses guidelines that are applicable across the neighborhood in all districts. Guidelines address:

- Public realm – streets, sidewalks, parkways, front yard landscaping, retaining walls and fences, alleys and front yard setbacks.
- Site development guidelines address the relationship of lots/buildings to one another, the development of individual lots including open space, on-site parking, main and accessory structures.
- Building guidelines address the defining architectural elements specific to each building such as massing, roof shape and slope, porches, fenestration, building materials, details, additions, exterior lighting, emergency egress and sustainability features.

CHAPTER 4

DISTRICT SPECIFIC DESIGN GUIDELINES

Chapter 5 identifies guidelines for variations within Stadium North (District 1), High Density (District 2) and the two historic districts – Hancock (District 4) and Oread (District 5).

CHAPTER 5

COMMERCIAL & MIXED USE DESIGN GUIDELINES

Chapter 6 contains guidelines for non-residential properties, addressing site development, building design, location of parking and types and design of signage.

CHAPTER 6



CHAPTER 1: INTRODUCTION

The purpose of the Oread Neighborhood Design Guidelines is to provide a shared understanding of the principal design characteristics that help shape and define the Oread Neighborhood. Over time, as the neighborhood changes and evolves, these essential design characteristics will be maintained and enhanced to ensure that the unique and historic character of the neighborhood remains.

The Design Guidelines are intended to give owners, developers, design review board members, staff and elected officials a clear understanding of the expectations of the design review process. The Design Guidelines should make the review process more predictable and therefore more efficient.

The Design Guidelines are intended to encourage development that conforms to the size, orientation and setting of existing buildings in the neighborhood; reduce the need for zoning variances for structures that conform to the patterns of the existing neighborhood; identify the important physical characteristics of the neighborhood; foster development that is

compatible; conserve cultural and historic resources; maintain property values; and encourage investment.

The design guidelines are intended to be a resource to homeowners, property owners, architects, developers, Commissioners and City Staff. The guidelines should lay the groundwork for positive dialogue between the various stakeholders. It is anticipated that the guidelines will be a source of inspiration that will help property owners understand what it means to build structures that are compatible with the neighborhood.

The Goals for the Oread Neighborhood Design Guidelines are intended to capture the breadth and depth of the community's vision for their neighborhood, and can be a reminder of the neighborhood's ability to work together to achieve common solutions that benefit all. The goals were developed by the community during the public workshops.

1.A. BACKGROUND & 1.B. COMMUNITY PARTICIPATION



Much of the neighborhood is occupied by students living in traditional larger single-family residences.



The Oread Neighborhood Plan, approved in 2010, seeks to retain the character of the neighborhood.

A. BACKGROUND AND NEIGHBORHOOD PLAN

The Oread Neighborhood is situated between a thriving downtown and the University of Kansas. The neighborhood is attractive to home owners as well as students because of the proximity to both the university and downtown. These same attributes make it attractive to landlords, developers and others looking for investment opportunities. Each of these different interest groups has a vision and interest in the development of the neighborhood.

The Oread Neighborhood differs significantly from adjacent single family neighborhoods in that the majority of Oread Neighborhood is zoned multi-family. The higher density brings more concerns about parking, trash, privacy, noise and code compliance. As residences are enlarged or converted to rental units, issues have been raised concerning the design integrity of the neighborhood.

In an attempt to address these concerns the City/County Planning Commission recommended and the City Commission adopted a Neighborhood Plan for Oread in 2010. Through a lengthy inclusive process, many of the neighborhood issues and concerns were identified. An action plan was developed to systematically address these issues. It was recognized at that time that the Oread Neighborhood consisted of five distinct areas whereby design guidelines would be beneficial. Accordingly, an implementation plan was established to create overlay districts to address the specific needs of certain areas. These guidelines address the specific needs of each overlay area.

B. COMMUNITY PARTICIPATION

These guidelines were developed in a collaborative manner with input from community interest groups and City Staff. A community meeting and three community workshops were held to determine the community's interest, concerns, priorities and goals regarding the physical development of their neighborhood.

The meetings were attended by a mixture of people who both owned property and lived in the neighborhood, or who owned property and invested in the neighborhood. There was very little attendance by people who rented in the neighborhood. Most of the participants had been actively involved in the earlier neighborhood planning process.

Attendees were asked what was the one thing they would change about their neighborhood, what their favorite architectural feature was, what was the top design priority that needed to be resolved and what were their worries about adopting design guidelines.

The community also had an opportunity to react to a variety of housing types, densities and styles to help establish the level of community preferences, interest and support for alternative housing forms. The guidelines are a direct result of the community input.

These guidelines are exclusive to the Oread Neighborhood and are a direct reflection of the diversity and interest of the people who compose this distinctive place.



Initial community meeting on April 13, 2012.



Community workshop on April 14, 2012.



Community Workshop on April 14, 2012.

1.C. WHY HAVE DESIGN GUIDELINES & 1.D. HISTORY OF PLANNING



Guidelines should encourage changes that are compatible with the neighborhood.



Guidelines should encourage quality development.



Guidelines should protect unique character.

C. WHY HAVE DESIGN GUIDELINES?

- To sustain the unique character of a place
- Assure that changes to the neighborhood are in keeping with that character
- Encourage quality development which protects investment and helps attract other quality developers
- Establish clear development expectations for both neighbors and developers
- Reduce tensions related to development/redevelopment within the neighborhood
- Establish a framework for change
- Create a cohesive neighborhood attractive to both homeowners and developers
- Encourage creativity and a diverse range of architecture within a framework of community expectations

D. STRONG HISTORY OF COMMUNITY PLANNING

The Design Guidelines are built on a strong history of community planning. Beginning in 1979, the neighborhood created the original Oread Neighborhood Plan. In 1998 the neighborhood participated in the city-wide *Horizon 2020*, a Comprehensive Plan for Lawrence and Unincorporated Douglas County. The Hancock Historic District was listed in the National Register of Historic Places in 2004 and in 2007 the Oread Historic District was placed on the National Register of Historic Places. An updated Neighborhood Plan was adopted in 2010.

These Design Guidelines are based on the Goals, Policies and Implementation Strategies outlined in the Oread Neighborhood Plan of 2010. Listed on the following page are those policies and strategies that are specific to the overlay district design guidelines.

2010 OREAD NEIGHBORHOOD PLAN DESIGN GUIDELINE EXCERPTS

3.1.1.1 Land Use Policies

B. Create overlay district(s) to establish appropriate standards for specific areas regarding density, bulk, massing, and scale, building coverage, mix of housing types, and parking requirements.

E. New development should respect the historic integrity of the neighborhood.

3.1.1.2 Land Use Implementation Strategies

A. Encouraging more owner occupants and families to locate in the planning area is an important key to the long-term health of the neighborhood. Families can bring an increased level of stability and contribute to the diversity of the character of the area. (Policy 3.1.1.1.A)

1. Action - Amend the Land Development Code to permit by right detached dwellings (single-dwelling use) in multi-dwelling zoning districts (RM) with certain standards.

B. There is growing concern about congregate living. Parking, building lot coverage, and number of bedrooms permitted are some of the issues that have been identified. (Policy 3.1.1.1.B and Policy 3.1.1.1.C)

1. Action - Amend the Land Development Code to address neighborhood concerns while maintaining congregate living as a feasible option for owners and students.

C. There are areas of the neighborhood that are zoned more intensely than the historical development pattern and zoning regulations are not always consistent with development expectations. . . .

- 1. Action - Create an overlay district(s) that establish standards to regulate bulk and mass of structures, maintain open space on individually platted lots, and regulate parking.
- 2. Action - Create an overlay district(s) that provides greater latitude to certain areas (generally most closely adjacent to KU) to develop more densely by allowing increased building heights, etc. 3.1.2 Goal 2 – Preservation

3.1.2.1 Preservation Policies

A. Continue the preservation and protection of historic resources in the neighborhood.

B. Infill structures should be compatible with the massing, scale, and bulk of the historic structures in the surrounding area.

C. Historic infrastructure should be preserved and repaired. (eg. stone curbs, hitching posts, steps, brick streets and sidewalks).

3.1.2.2 Preservation Implementation Strategies

B. Utilization of the Lawrence Register of Historic Places will help with the protection of identified historic resources. (Policy 3.1.2.1.A and Policy 3.1.2.1.E)

- 1. Action - Consider creating a local ordinance historic district with design guidelines for the Hancock Historic District.
- 2. Action - Consider creating design guidelines for the Lawrence Register, Oread Historic District.

1.E. GOAL OF THE DESIGN GUIDELINES

1.E. GOALS OF THE DESIGN GUIDELINES

The Goals for the Oread Neighborhood Design Guidelines are intended to capture the breadth and depth of the community's vision for their neighborhood, and can be a reminder of the neighborhood's ability to work together to achieve common solutions that benefit all. The goals were developed by the community during public workshops.

1

Retain existing historic character.



2

Preserve the visual continuity of each district within the neighborhood.



3

Create a framework so that mixed residential uses can thrive.



4

Distinguish the difference between historic development patterns and current zoning regulations.



5

Recognize differing densities in different parts of neighborhood.



6

Ensure that additions, alterations and infill are compatible.



7

Encourage good design without stifling creativity.



8

Protect private property values and investment.



9

Better utilize and enhance alleys.



1.F. PROCESS

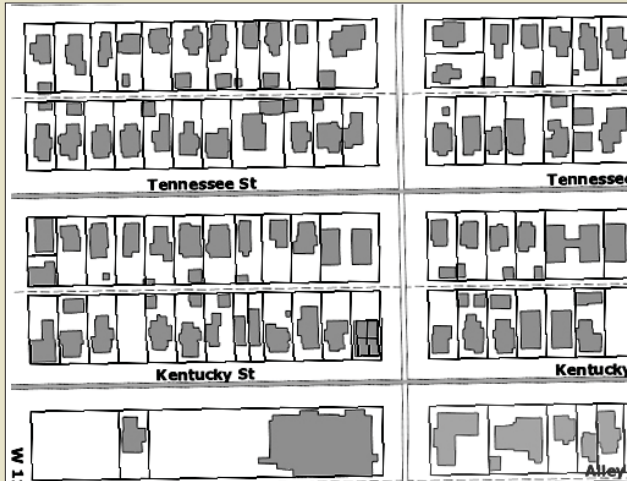


Figure-ground plane analysis shows a fairly dense neighborhood.



Historic block pattern.



Character of the neighborhood.

F. THE PROCESS USED FOR ESTABLISHING THE OREAD DESIGN GUIDELINES.

F1. Historic Patterns

Before determining if a new development, addition or remodel is in keeping with the neighborhood character, it is important to understand the distinctiveness of the historic development pattern and character. That way a project may be examined in terms of how well and to what extent it follows these patterns. A community workshop was held to examine and define the current and historic characteristics and patterns of each district. This was done through a process that engaged the community in determining and verifying the findings.

F2. Character Areas

The characteristics of the Oread Neighborhood were sub-divided into three categories – the public realm, the development of the lot and site, and the design of buildings. The historic patterns that occur in each of these three areas are described in Chapter 3.

F3. Tolerance for Change

After determining the patterns that make Oread a unique and beautiful neighborhood, the consultant team explored the community's tolerance for change and diversity away from the original patterns. After reviewing myriad illustrations of public amenities, housing densities and building styles, there was a general consensus that not all of the examples would be appropriate to the Oread Neighborhood. This process helped to clarify and refine the expectations of the community. Chapter 4 describes the specific community expectations through a series of neighborhood wide design guidelines.

F4. Neighborhood Characteristics

According to the 2010 Neighborhood Plan, there are five distinct character districts within the Oread Neighborhood by which these guidelines will be applied. The most typical of the neighborhood conditions and patterns can generally be found in the largest district - District 3. It is the district of medium density with District 1 being less dense and District 2 being more dense. District 3 is not a designated historic area, unlike the Oread and Hancock Historic Districts, although it does contain historic properties some of which fall under the historic review.



Oread Neighborhood.

F5. Distinct Districts

These Design Guidelines use District 3 as the normal condition or neighborhood-wide standards. Variations to that norm, which vary in the other districts are described in Chapter 5.



Public Realm - street, sidewalks, front yard.

F6. Hierarchy of Patterns

These guidelines look at existing character patterns in a methodical order. First, the guidelines examine the Public Realm, then the Development of the Lot or Site, and finally examine the design character of individual structures. The idea is that by first looking at the broader public issues, narrowing in on the relationships to surrounding lots, and lastly the design of the structure, the applicant and HRC Staff will begin to make decisions and determinations will be made in a systematic way.



Development of the lot and site - relationship of primary building to street and neighbors.

1.F PROCESS



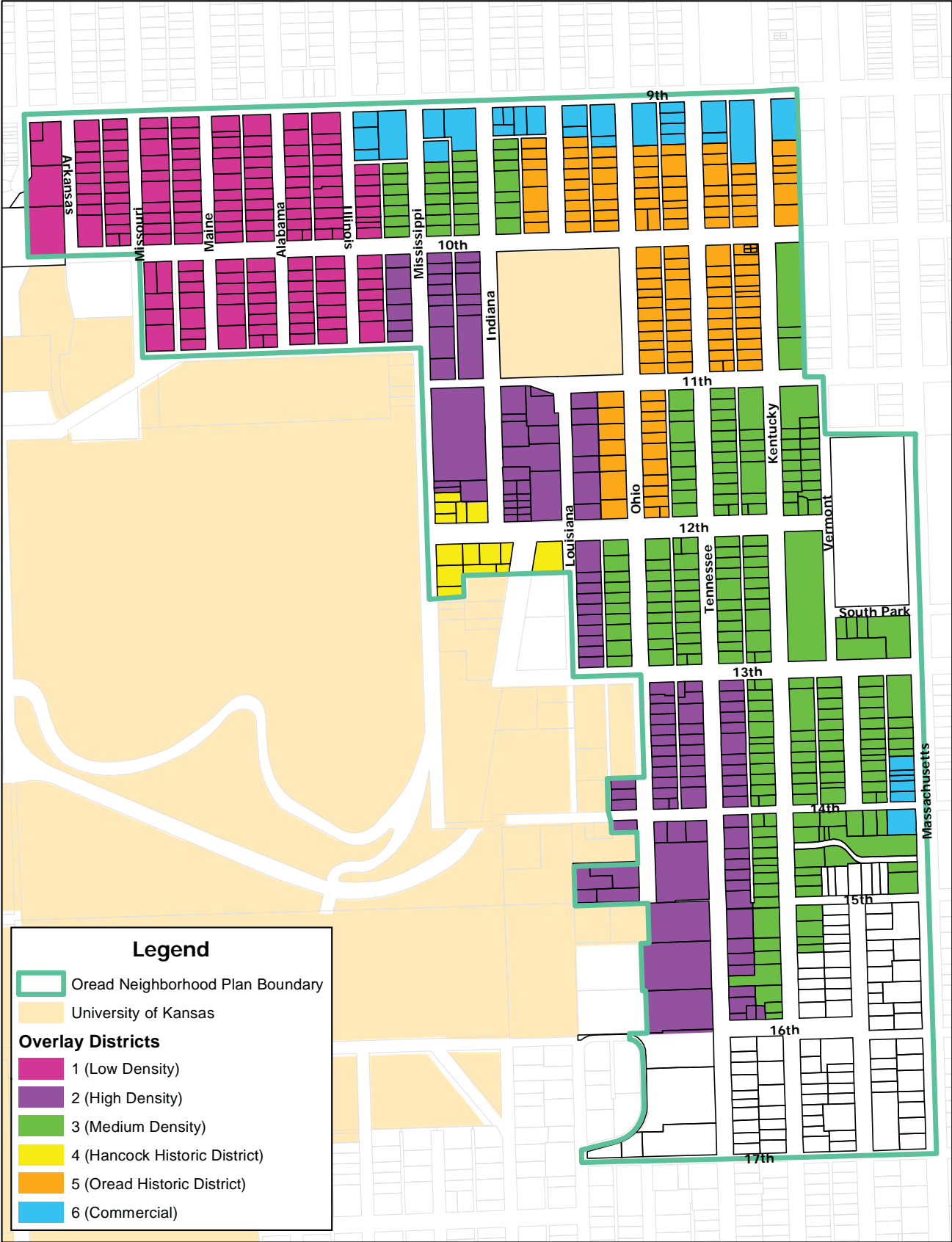
Design of the structure: roof, porch, doors, windows, etc.

G. THE FIVE DISTRICTS OF THE OREAD NEIGHBORHOOD PLAN

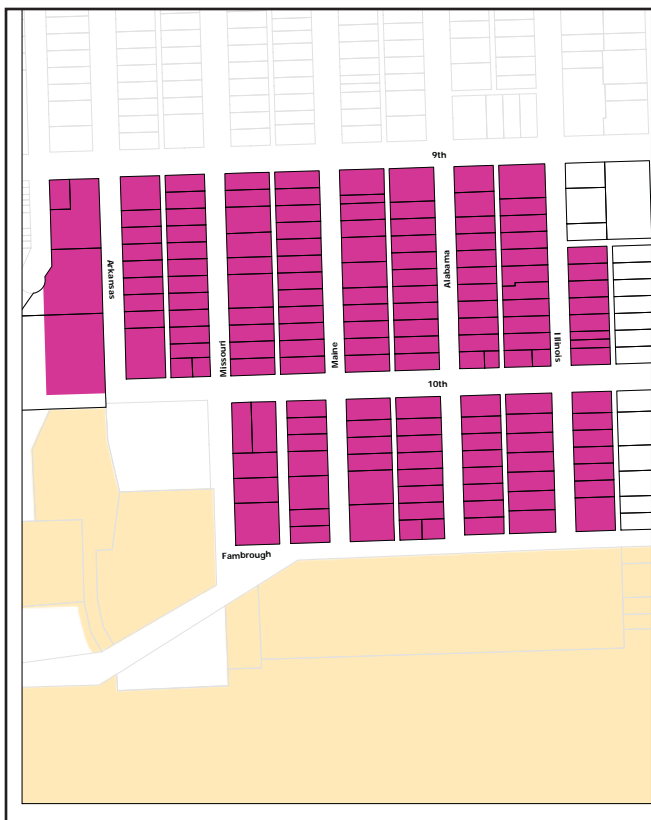
This section reflects the district boundaries that were established by the 2010 neighborhood planning process. The design guidelines are written for these specific districts and in no way tried to redefine or change boundaries.

Starting with a map of the entire neighborhood, there are individual district maps that generally describe the character areas of the districts. Chapter 3 has more in-depth information regarding neighborhood character.

The portions of the map within the boundary that are left white are parts of the Oread Neighborhood Overlay do not require additional standards.



DISTRICT ONE



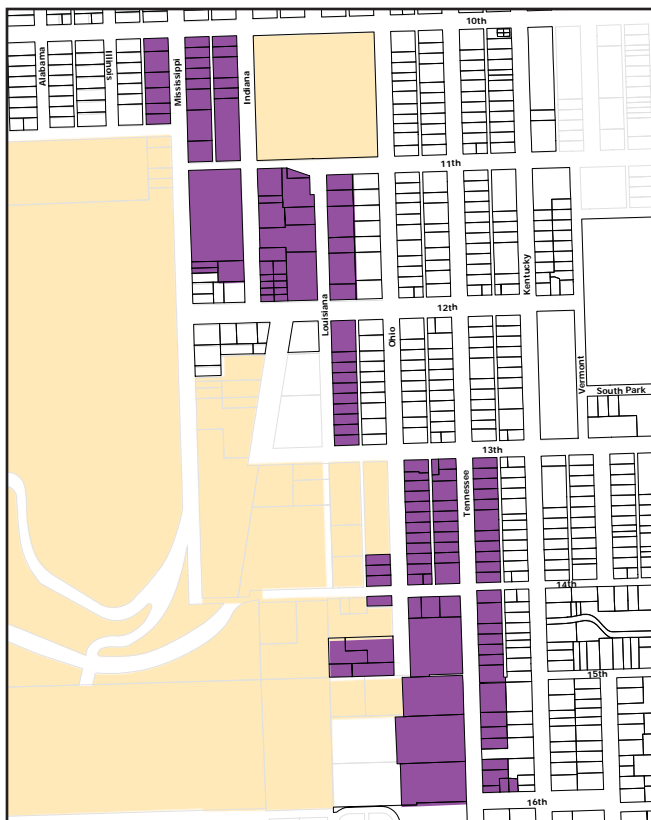
District 1 Low Density

Located just north of the University of Kansas, this district is predominately single family residences with intermittent duplexes, triplexes and quadplexes. The district is less dense (6 or less dwelling units per acre) than most parts of Oread, with smaller scale homes, larger yards, and houses spaced farther apart. The many one story homes in this area give it a unique character.

The district is composed of a wide variety of architectural styles constructed over a long period. Here you will find Victorian Queen Annes, Craftsman Bungalows, and 20th Century Revival Tudors. This was the last area of Oread to develop so Post-War Minimal Traditional houses are unique to this area. More recent apartments exist on the fringes.

The tree lined streets are slightly narrower and the houses closer to the street giving a comfortable and more intimate scale to this part of the neighborhood. Direct adjacency to campus puts parking pressure on the area, especially during football games.

DISTRICT TWO



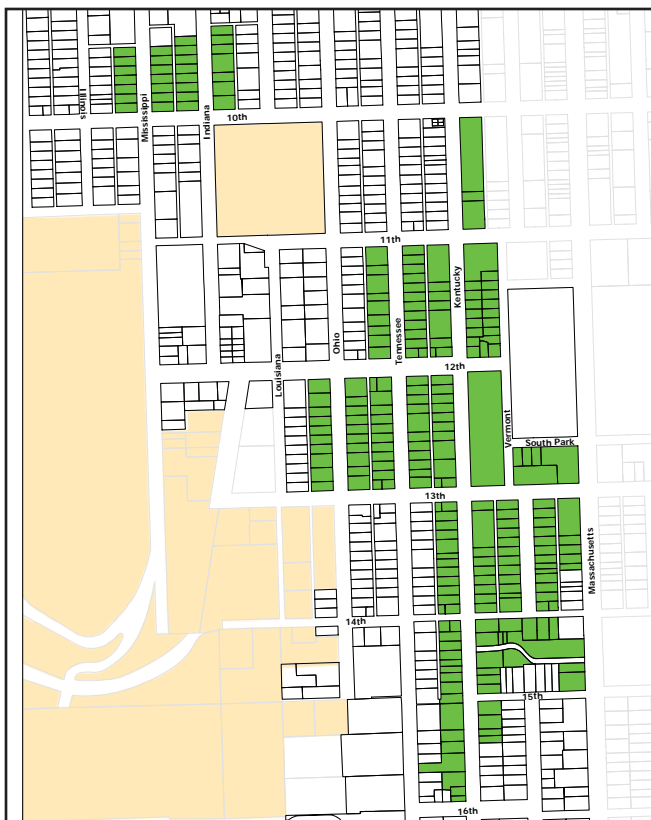
District 2 High Density

District 2 is located adjacent to the east side of the University of Kansas campus. It has the highest density (16+ dwelling units per acre) of any Oread district. The proximity to campus has made it a prime location for apartments, multi-dwelling residential and mixed-use developments.

The character of the neighborhood is diverse. There are large Greek houses, Scholarship Halls, and multi-dwelling complexes that are of a “campus” scale. Interspersed are substantial pockets of older homes, converted to congregate or multi-dwelling uses. The character of this area is distinctly different with larger scale structures, fewer street trees, and hilly terrain. Off-street parking is more visible due to lack of alleys. The prominent homes are large “Comfortable House” Foursquares with wide eaves and deep porches.

Apartment complexes in this area, constructed in the 70’s and ‘80’s, are now approaching 30 to 40 years in age and offer re-development potential and opportunities for improvements in the neighborhood.

DISTRICT THREE



District 3 Medium Density

District 3 is located mainly on the eastern edge of the Oread Neighborhood. It serves as the basis for the design guidelines for all the districts in the overlay area. The other district guidelines are modifications to this standard.

Here the streets are lined with stately trees that create a magnificent canopy. Most off-street parking is accessed from the alleys, so driveways are rare. The homes sit back from the street with simple, elegant facades. Wide, shaded porches add to the character. The original single family homes, constructed between the 1880's and the turn-of-the-century, are generally two stories and represent a wide array of styles and sizes. Many have been converted to multi-dwelling uses. Others have been replaced with modern apartments (7 to 15 dwelling units per acre).

Older commercial buildings and more recent professional buildings can be found near Massachusetts Street.

HANCOCK HISTORIC DISTRICT



District 4 Hancock Historic District

Hancock Historic District is a unique and charming area of the Oread Neighborhood located on a substantial rise that overlooks the University of Kansas.

This small district boasts a beautiful and historic public improvement project that adds to the allure of the area: a pair of curved stone steps ascends from Mississippi Street to W. 12th Street in the grand fashion of the City Beautiful Movement. At the top of the stairs on W. 12th Street a planter of native stone forms a charming esplanade in the center of the street until it intersects with Indiana Street.

The homes in this district are mature and stately, perched on top of the hill overlooking the campus. Most of the lots are larger than those found in the rest of neighborhood, creating a more landscaped setting for most of the homes. The variety of styles, mostly 20th century revivals, add to the character.

OREAD HISTORIC DISTRICT



District 5

Oread Historic District

Oread Historic District is listed in the National Register of Historic Places. It is a charming and distinguished area with some of the oldest homes in the City. There are excellent examples of the Italianate, Queen Anne, Craftsman, and 20th Century Revival styles side by side with the more vernacular National Folk and Foursquare homes. They range in size from grand to simple.

The streets are lined with tall deciduous trees. On the west side of the streets, the houses are set back with elevated front yards. Dominant porches and shade dappled yards add to the appeal of this area. On the east side of the streets, the homes are placed closer to the street with shallow front yards that are relatively flat. Parking is off the alleys so driveways are rare.

Remnants of the historic past remain. Some streets are still paved with the original brick. Hitching posts and stone steps can still be found.



2

CHAPTER 2 : USER'S GUIDE

The User Guide provides property owners, architects/engineers/designers and others with an overview and general description of the steps to be used when considering new development, redevelopment, additions, and renovations to existing buildings in the Oread Neighborhood. The User's Guide is meant to assist anyone contemplating improvements to property and buildings in an orderly process of evaluation, study of alternatives, and recommendations for City Staff and the Historic Resources Commission.

A

HOW TO USE THE OREAD NEIGHBORHOOD DESIGN GUIDELINES



1

The Owner Initiates a Project

These guidelines only take effect when an owner decides to undertake a change to their property. An owner is not required to make changes to meet the guidelines. However, once an owner has decided to begin a development project in the Oread Neighborhood, these Design Guidelines are applied and are intended to assist in making the design review process as smooth and efficient as possible.

2

Confirm the Zoning is Appropriate for the Intended Use

The underlying zoning for the property must support the intended use or the project will not be able to proceed. Zoning regulations will apply to all properties and it is a good idea to be familiar with the general regulations.

3

Read Chapter 1 to Understand the Intent of the Design Guidelines

Chapter 1 will help an owner understand the community's vision for their neighborhood. It will also help an owner understand how these guidelines are part of a more comprehensive plan for the city.

4

Review the Neighborhood Boundaries and Locate the Property

Determine which Overlay District in which the property is located. Read the description of that specific district in Chapter 1 to get an overview of the design characteristics common in that particular area of the neighborhood.

5

Read Chapter 3 to Become Familiar with the Established Patterns

Chapter 3 sets the model for prioritizing the guidelines by establishing a hierarchy of review. The hierarchy includes the character of the Public Realm, the character of individual lots, and the character of the architecture.

6

Read Chapter 4 for the Neighborhood Wide Design Guidelines

This chapter is the heart of the Design Guidelines that applies to all districts. First read the section on the Public Realm and make sure the project fits within the larger framework of the neighborhood. Then focus on the next section which deals with the development of the site. Finally read the section on the architecture to ensure the project will fit into the architectural character of the neighborhood.

7

If the Project is in District 1, 2, 4, or 5 - Review Chapter 5

Chapter 5 describes conditions that are unique to the individual districts. In addition to the neighborhood-wide design guidelines in Chapter 4, districts 1, 2, 4, and 5 have district-specific guidelines as noted in Chapter 5.

8

If the Project is Commercial - Review Chapter 6

The guidelines for commercial and mixed-use properties are located in this chapter.

B UNDERSTANDING THE PRINCIPALS AND APPLICABILITY OF DESIGN REVIEW

The following design principals apply to all projects, both public and private, within the Overlay District boundaries of the Oread Neighborhood.



1

The Oread Design Guidelines are to be utilized to plan projects. Additionally, the guidelines establish criteria for City Staff and the Historic Resources Commission and City Commission to review and evaluate various development applications including site plans, rezoning, and plats, building permits, and Certificates of Appropriateness, in a fair and timely manner.

2

The guidelines apply when improvements to the exterior of structures and sites requiring City review, such as a site plan, rezoning, plats, and building permit are submitted. When improvements do not require City review, the guidelines provide recommendations for improvements such as landscaping and fences.

3

Given the variations between districts and the variety of architecture, each project will be evaluated on a case-by-case basis.

4

Structures that contain original, character defining features shall be more carefully reviewed than those structures that do not contain features consistent with the historic patterns of design.

CHAPTER 2 USERS'S GUIDE TO DESIGN GUIDELINES

5

Individual guidelines should be looked at in relation to the purpose and goals of the guidelines. The intent of the guidelines is important and solutions should be reviewed in that light recognizing that creative solutions may meet the intent of the guideline without specific adherence.

6

The "shall" statements offer relatively little flexibility, unless choices are provided within the statements themselves. The "should" or "may" statements offer flexibility and indicate that the City is open to design features that are equal to or better than those stated so long as the intent is satisfied.

7

The Design Guidelines are not applied retroactively. The Design Guidelines are applied to proposed improvements.

8

Existing structures that have non-contributing elements are encouraged to make alterations that will improve the overall appearance of the building.

9

Projects that have received approval elsewhere in the district do not necessarily act as a precedent for proposed projects. All proposals will be evaluated on a case-by-case basis.

10

City staff and the Historic Resources Commission and City Commission have the authority and discretion to examine the whole situation, or extenuating circumstances, and approve projects that do not meet the letter of these guidelines. Where exceptions are granted, staff will clearly document the reasons.

11

Nothing in these Design Guidelines will be construed to prevent routine maintenance or repair, nor shall it be construed to prevent the City of Lawrence from performing work that is required for public safety. However, the City agrees to take into consideration the historic and neighborhood importance of these guidelines and will strive to meet the community's intent as expressed in these guidelines.

2.C REVIEW PROCESS

C REVIEW PROCESS

The following is the basic process laid out in a step by step manner to help guide the applicant through the design review process with the Lawrence-Douglas County Planning Office.

1

APPLICANT

Applicant decides to begin a project in the Oread Neighborhood.

Gather all available information about the lot/site and building(s), including a concept plan (or boundary improvements survey) and zoning designation.

2

APPLICANT / CITY STAFF

Meet with City staff to review objectives for the project and initial conclusions regarding applicable zoning standards, general, and district specific guidelines.

Review with staff any additional issues pertinent to the project such as provisions of utility services, streets, alleys, etc.

3

APPLICANT / ARCHITECT-ENGINEER-DESIGNER / CITY STAFF

Incorporate staff comments and complete a design that you believe meets the intentions and criteria of the Design Guidelines for the neighborhood and the district. Work with your project designer, architect, or engineer to prepare a design for the proposed project and submit the appropriate application.

City staff may administratively approve the design at this point. Depending on the scale and scope of the project, or compliance with the Design Guidelines, the project may need to be submitted to Historic Resources Commission for review.

4

APPLICANT / HISTORIC RESOURCES COMMISSION

If city staff is unable to approve the project, the applicant may appeal to HRC for review in a public meeting. The HRC will review the project for compliance with the intentions and criteria of the Design Guidelines.

A person aggrieved by City staff's decision determining whether the Development/Design Standards have been met, may file a written appeal with the Historic Resources Commission within 10 working days after the decision is rendered.

5

APPLICANT / CITY COMMISSION

A person aggrieved by a Historic Resources Commission decision determining whether the Development/Design Standards are met, may file a written appeal with the City Commission within 10 working days after the decision has been rendered. Within 30 days after the City Commission's final decision, in passing upon an appeal pursuant to this Section, any person aggrieved by the decision may file an action in District Court to determine the reasonableness of the decision.



CHAPTER 3: CHARACTER of the OREAD NEIGHBORHOOD

One of the first steps in maintaining and enhancing the character of a neighborhood is to understand the basic features and attributes that make up the general traits of a place. Knowing why a certain place is special makes it easier to identify and verbalize why some structures seem to “fit in” and others don’t.

This chapter describes the character of the Oread Neighborhood on three basic levels, from the broader neighborhood to the more specific structures. The first level of scrutiny begins at the **Public Realm**. This can generally be described as that area where the public has access to the neighborhood. It can be both a physical access, such as on streets, alleys, and sidewalks, as well as a visual access of front yards and to some extent the side yards. The public realm encompasses the space between the front of one house and the front of another house across the street. It can be thought of as a great outdoor room created with facades of houses being the walls and the tree canopy being the roof. Another aspect of the Public Realm is the alleys. Because they provide vehicular access to most of the properties, alleys become “the

other front door.” A place where neighbors meet neighbors, alleys can also be shared space of the Public Realm.

The second level of scrutiny of the neighborhood character is to understand the **lot** and **site** elements how buildings are placed relative to each other and the neighboring site. The location of driveways, parking, accessory structures, of trees, and fences contribute to the patterns of the individual lot.

Finally this chapter looks at the character of the **Architectural styles**. There are certain styles and forms that are consistently found within the neighborhood. Understanding the massing, materials, patterns and ornamentation of existing buildings will inform and direct the construction of new buildings. This does not mean that new buildings need to replicate old styles, but that new construction is influenced by the defining characteristics found in the structures already within the neighborhood.

3.A. GENERAL DESCRIPTION



Front yards have an open feeling.



The streets are defined by tall, canopy trees.

A. GENERAL DESCRIPTION OF OREAD

The Oread Neighborhood is a diverse neighborhood situated between a vibrant downtown and the campus of the University of Kansas. It is filled with beautiful old homes, shade covered streets and residents who care deeply about what happens in their neighborhood.

The neighborhood is one of the oldest in the city and boasts two historic districts and many individually listed historic properties. The majority construction occurred between 1877 and 1945, the period of significance. Although there are a wide range of architectural styles represented, the neighborhood is a harmonious blending of architectural forms.

B. CHARACTER OF THE PUBLIC REALM

NOTE: Historic patterns should be based on the Period of Significance.

Only properties built within the period of significance should be used to establish patterns. Incongruent, later construction in the neighborhood should not be used as precedents to set patterns or a gradual character transformation will occur.

In Districts 2 - 5 use buildings built before 1929 as examples to establish pattern. These properties can be identified on historic maps. In District 1, use buildings built before 1945 to establish historic patterns.

The Public Realm is the area that can be seen from the streets, alleys, and sidewalks. It includes streets, sidewalks, parkways and front yards.

B1. Topography

The neighborhood gets its name from Mount Oread, a significant geological rise above the Kansas River. The significant change in elevation is an important character defining feature of the neighborhood. The steep hill begins at Tennessee Street and rises to the west

CHAPTER 3 CHARACTER OF THE OREAD NEIGHBORHOOD

and begins rising from W. 9th Street to the south. The natural elevation change was embraced by the early builders and houses were placed well above the street, the front yards following a natural grade up to a sidewalk and up again to the front porches. Houses literally step up the hill on streets like Louisiana or W. 12th.

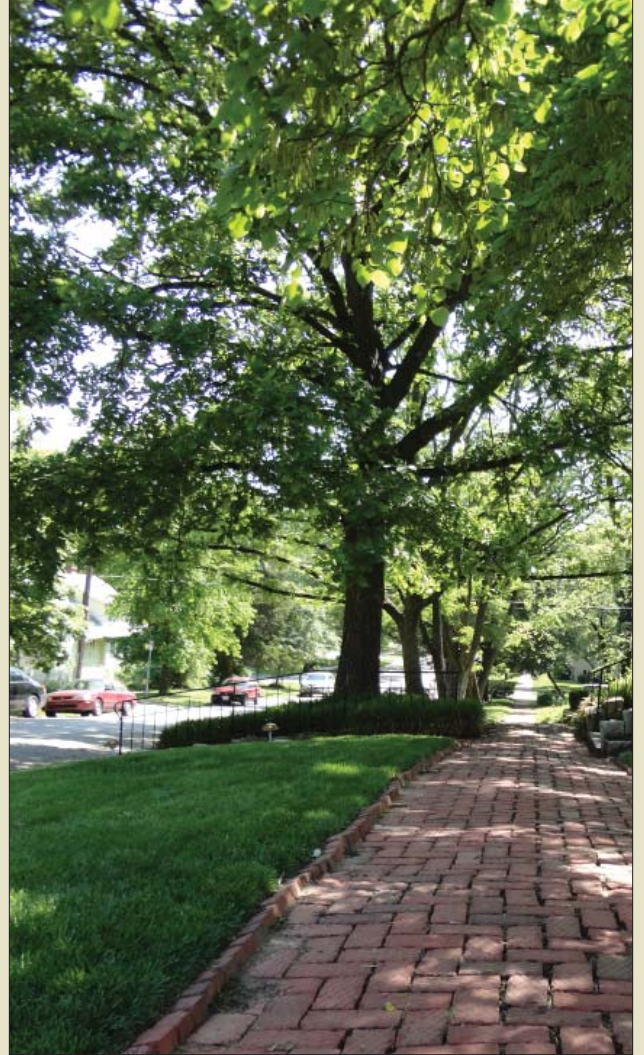
At the apex of the hill was Old College (currently Gertrude Sellards Pearson and Corbin Residence Halls) the site of the original college. Also located at the top of the hill is the new Oread Hotel, a number of residences, as well as scholarship halls and Greek houses associated with the university.

There have been some significant changes to the topography in recent years that have altered the character of the neighborhood. Large pieces of hillside have been removed to create flat parking and building sites.

B2. Network of Streets and Sidewalks

The Oread Neighborhood reflects the original street and block configuration of Lawrence that was laid out in 1854. The primary blocks run north/south with the residential lots facing east or west. This layout is a character defining feature of the neighborhood.

The streets are laid out in a rigid grid pattern. This very inflexible grid occurs despite the great change in elevation caused by the presence of Mount Oread. The result is streets that have remarkably steep grades, seemingly straight up the hill. These steep streets are a character defining feature. Many residents and students alike who describe the Oread Neighborhood refer to the steep incline of the streets.



Sidewalks are separated from the street with a wide parkway. Many of the original brick sidewalks are still common.



Neighborhood topography.

3.B. CHARACTER OF THE PUBLIC REALM



Lawns and boulevards are generally graded down to the sidewalk and curb.



Significantly sloped sites are often more heavily landscaped.



Typical front yard landscaping.

Buildings materials of both the sidewalks and the streets vary. A significant character defining material is the red brick streets and sidewalks. These streets and sidewalks give the neighborhood a character not found in newer developments.

Sidewalks in Oread are almost always situated away from the curb with a planting area located between the street and the sidewalk. This greenspace is called a parkway. Although parkways can also be referred to as right-of-ways; the term parkway is a more descriptive name for the greenspace common between street and curb.

This pattern of connected sidewalks separated from the street by a planting area is a character defining feature of the neighborhood. Within this overall neighborhood pattern there are a great variety of conditions and experiences that exist from block to block. Some of the obvious variables include the vertical location of the sidewalk and the distance from the street. However, within a particular block there is a constant pattern, which does not necessarily match what is happening across the street.

B3. Landscape

The landscape of the public realm consists of both the planting areas between the sidewalks and the street, and the front yards. It also includes those special areas of unique street features, including wide sidewalks and stairways.

Landscaping is an important part of the character of the Oread Neighborhood. The stately deciduous trees that line the streets create a canopy of shade and shadow that gives depth and character to the neighborhood. The large trees are generally planted in the parkway with smaller ornamental trees closer to the

CHAPTER 3 CHARACTER OF THE OREAD NEIGHBORHOOD

houses, although there are blocks where the larger trees are located in the front yard. Where trees have been removed or are missing there is an abrupt change in the landscape, the light quality and the ambiance of the street.

Parkways and front yards are generally grass or low plantings that allow for a clear view of the house beyond. The exception is on the significantly sloped sites with large parkways that are landscaped more densely with native trees and shrubs.

B4. Fences and Retaining Walls

Front yard fences are rare in the Oread Neighborhood. Front lawns that gently merge, one into another down the block, is by far the most typical condition. Those historic fences that do exist are cast iron or wooden picket, usually no higher than 42 inches, with significant spacing between the pickets. This spacing makes the fences appear transparent which is a character defining feature. In recent years there has been a proliferation of front yard fences on newer or renovated structures that are taller than the older fences.

Some historic retaining walls exist in the neighborhood. These are low, usually not higher than 24 inches, made of native limestone with a planting bed behind that allows plants to trail over the wall. They are usually located within the front yard at the edge of the sidewalk. The exception is the very large, limestone retaining walls around Old College.



Front yard fences are not that common.



A more traditional style fence.



Retaining walls were traditionally low and made of native stone.

3.B. CHARACTER OF THE PUBLIC REALM



Hitching posts are still commonly found.



Brick streets and stone curbs are important to neighborhood character.



Most parking is uncovered since many of the garages are no longer in existence.

B5. Historic Elements

Sprinkled throughout the neighborhood's Public Realm are interesting artifacts from different periods of history. These are important character defining features. These individual items give the neighborhood a place in time, and attest to the age and dignity of the residences. Items such as hitching posts and limestone curbs are a wonderful reminder of just how old this neighborhood is. Limestone curbs are a valuable asset that are often found today only in upscale developments.

Stairs leading from street to the sidewalk, or from the sidewalk to front porches contribute to the character of the public realm. Bricks with various stamped names of manufacturers or the "City of Lawrence" add to the charm of the neighborhood.

B6. Alleys

Alleys are an important part of the neighborhood's Public Realm. Because most parking occurs off the alley, it assumes an important role in the interface of neighbor to neighbor. It is the primary access for residents, while front doors are generally reserved for use by visitors and guests.

Alleys are both paved and unpaved. Most are not in good condition, often marked by potholes and deteriorating asphalt. Since garbage collection also occurs in most alleys, the alleys bear the added burden of twice weekly heavy garbage truck use.

Garbage receptacles vary greatly, even within a block. Some units share large receptacles, some have the medium receptacles, and others have numerous standard garbage cans.

CHAPTER 3 CHARACTER OF THE OREAD NEIGHBORHOOD

Rear fences exist intermittently along the alleys. The frequency varies between the different areas of the neighborhood. Where they do exist, they are often privacy fences. In general, landscaping and other aesthetic amenities are not present in the alleys. Occasionally someone will have planted a tree or a small flower bed, but these are the exception rather than the rule.

Lighting in the alleys is provided by individual property owners and some utility pole lighting.

Alley parking will be discussed in a later section on the characteristics of individual lots.

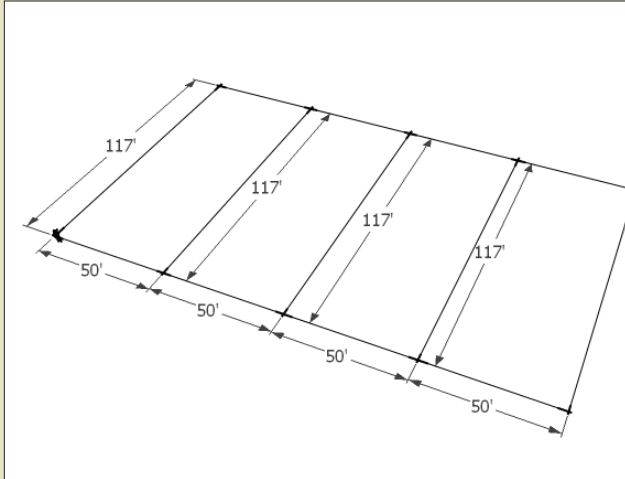


Some units use large dumpsters for alley garbage pickup.



One of the more traditional garages.

3.C. CHARACTER OF INDIVIDUAL LOTS



The typical lot measures 50' wide by 117' deep. Variations do exist.



Figure-ground plan analysis shows a fairly dense and fully built out neighborhood.



A newer structure that has been built to the current side yard setback increases density.

C. CHARACTER OF INDIVIDUAL LOTS

C1. Lot Configuration

The consistent size and shape of lots in the Oread Neighborhood create a recognizable pattern that gives definition to the neighborhood. Those properties that are different from the original grid pattern, in size or shape, appear unrelated and contrasting.

The original lots were rectilinear. In general the width along the street face was 50 feet and the depth of the lot was 117 feet.

Over the years some lots have been combined and reconfigured, but for the most part the individual lots still remain. Lot consolidation is the exception rather than the rule. In a few instances corner lots were subdivided and a second home was added that faced the side street. In the late 20th Century, lots were combined and apartment houses were built that drastically changed the character of some districts.

There is some variation in lot size between districts. Although slight, these differences can be perceived in the spacing and rhythm of the streetscape, and help to delineate the character of each district.

CHAPTER 3 CHARACTER OF THE OREAD NEIGHBORHOOD

C2. Principal Building

The character of a neighborhood is often determined by the location of the principal building on the site. How close the building is to the street and how close the building is to the neighboring structures are essential elements in determining character.

a. Relationship to Street

The location of the principal building to the street outlines the basic shape of the public realm. The outdoor volume that exists is framed by the existing faces of the structures on either side. In an existing neighborhood, like the Oread Neighborhood, the general pattern of front yard setbacks has long been established. City-wide zoning codes do not reflect these established patterns, but rather the patterns of new greenfield developments on the edge of town. Therefore, to maintain the character defining features of the Oread Neighborhood, it is important to establish and define the existing pattern.

The pattern is not as cleanly defined in later developments. Even in the original pattern there is a certain variation between the faces of the main structures along the street. That said, the variation is within a range that can be clearly defined.



The average front yard set back varies within each block and on each side of the block.

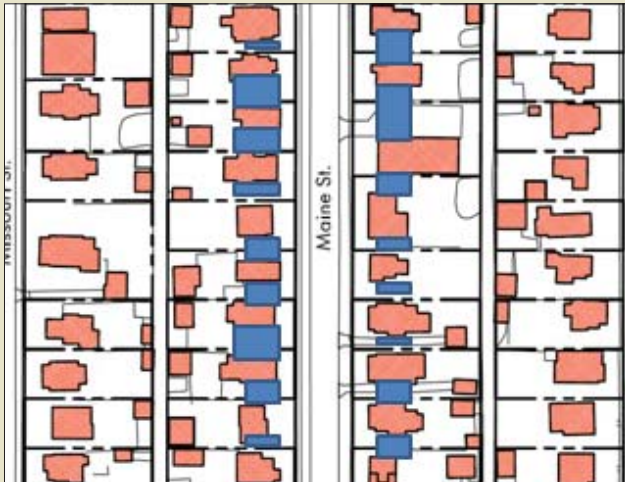


Typical block face.



House to sidewalk and sidewalk to curb distances help define the character.

3.C. CHARACTER OF INDIVIDUAL LOTS



Blue blocks show the variation in how much open space there is between structures.

Neighbor to Neighbor Relationships



The rhythm of the blue blocks (side yard open space) establishes neighborhood character.



Green denotes open space behind the structure, some of which is used for surface parking.

b. Relationship to Side Yards

The location of the principal building to the side yards also has a tremendous impact on the character of a neighborhood. The distance between buildings is important because it affects the views and light quality of both the principal building and the adjacent house.

There is a pattern or rhythm of building – space – building that varies from district to district. Tighter spaced buildings are found in the oldest part of the neighborhood where residences were constructed in the 1800's. A typical distance is 12 feet. After the turn of the century the homes were spaced with slightly more distance between buildings with approximately 15 feet between buildings. And those homes built in the 1920's to 1940's are spaced even farther apart, around 20 feet. This evolving change in spacing is part of the character differences that help differentiate the districts of the neighborhood.

Interestingly, there are also a number of buildings that were originally constructed off-center on their lot. Pushed to either one side or another, they are practically built to the lot line. They represent charming deviations from the norm, but should not be viewed as precedents for future development.

C3. Open Space and Rear Yards

Unlike the rear yards of post war houses, the rear yards of houses built at the end of the 19th century and the beginning of the 20th century were functional. Carriage houses, out houses, and kitchen gardens played a significant role in the rear yards of houses. The front of the house served a more prominent social function. Front porches were for gatherings, visiting and passing a quiet evening with family. Back porches were for washtubs and laundry, canning and

CHAPTER 3 CHARACTER OF THE OREAD NEIGHBORHOOD

crocks, and served the utilitarian needs of a family.

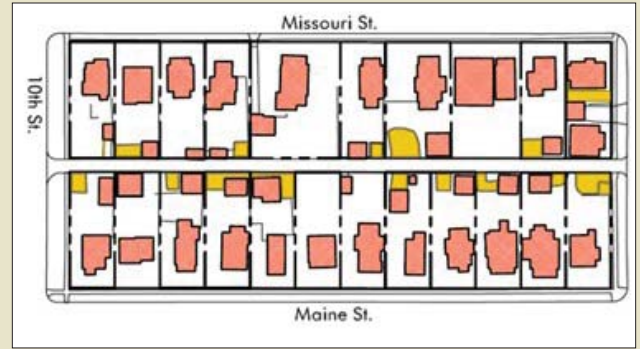
Modern Lawrence continues this utilitarian function for rear yards. Although parking for automobiles has replaced the carriages, rear yards with spacious green lawns are the exception rather than the rule. Social gatherings typically still happen on the front porch rather than in the rear yard.

On large lots, the rear yards and open space still offer respite from the urban lifestyle. Maps showing the footprint of houses allude to a significant open space in the rear yards, but closer examination shows that the open space is in actuality modern parking space.

C4. Accessory Structures

Accessory structures in the Oread Neighborhood are often undersized wooden garages built in the early 20th century. Small in scale, they are more than likely used for storage than for automobiles. Often located on the rear lot line, they are reminders of another era in time. In the historic districts, these outbuildings take on a more significant role, adding character and a connection to the past.

A few larger, more elaborate carriage houses still exist. These are part of the charm of the neighborhood and should be retained.



Gold denotes surface parking.



Blue denotes accessory structures.



Historic accessory structures like this carriage house are important to the character of a neighborhood.

3.D. CHARACTER OF THE ARCHITECTURE



Parking pads in the front yard diminish neighborhood character.



Parking lots have crept up to the rear doors.



Front yards have been converted to parking.

C5. Driveways & Parking

Driveways do not exist in many parts of the Oread Neighborhood. Where they do exist historically, they are narrow, no larger than 10 feet in width. In a block face the driveways would historically occur on the same side of every house in the block. Side by side drives are rare. Ribbon driveways, with a grass median, can still be found in the neighborhood.

Curb cuts have been made along the street to allow front yard parking when alleys do not exist, interrupting the flow of front yard. Cars are sometimes parked over the sidewalk when the driveway is off of the street.

Some of the less pleasing newer parking arrangements have resulted in cars parked double stacked, driveways have been constructed that are overly wide allowing for cars to be parked in what used to be the front lawn.

Parking occurs most often in the rear of lots, directly off the alleys and is set back from the primary structure. A variety of patterns exist to try and maximize parking at the rear of lots. Sometimes the pattern is intentional and defined. Haphazard parking arrangements worked out between tenants is not pleasing from an aesthetic perspective. Parking that is allowed to encroach into the backyard open space with cars parked adjacent to the back door is the least desirable.

Paving standards have changed over time. As a result, some are concrete while others are gravel and dirt and these exist on a variety of grade elevations.

Parking off of alleys is not efficiently laid out resulting in a loss of open space which causes excessive runoff.

CHAPTER 3 CHARACTER OF THE OREAD NEIGHBORHOOD

D. CHARACTER OF THE PERIOD OF SIGNIFICANCE

The architectural character of the buildings within the Oread Neighborhood is an important component in defining the overall character of the neighborhood.

The size and shape of the original homes, the shape of roofs, the size and placement of windows, the location of the front door, the type of foundation, the building materials, the location and details of porches all contribute to the existing character. It is therefore important to understand and be familiar with the historic patterns of design so that additions and new construction can work within the framework of established precedents.

The style and form descriptions that follow are not meant to be rigid parameters but are intended to provide property owners with a sense of the important design factors of a particular style. In the planning and design of alterations, additions, and new construction, they provide clear direction of the priority design characteristics. If an open porch across the entire facade is a character defining feature, an owner may conclude that enclosing the front porch is not going to be an acceptable idea.

If an owner is planning to construct a new building on an existing lot, the style guidelines will give guidance as to what it means to “fit in” to the existing character. Massing shape and size, roof forms, window patterns and sizes are articulated so that the designer can establish a framework within which to work.

Much of the information was compiled from a number of architectural style resources including: *A Field Guide to American Houses* by Virginia & Lee McAlester and *Identifying American Architecture* by John J.G. Blumenson.



A wide variety of architectural styles exist in the Oread Neighborhood.



Details are what help provide this area with its unique sense.

3.D. CHARACTER OF THE ARCHITECTURE

NATIONAL FOLK - GABLE FRONT



The National Register nomination of the Oread Historic District identifies the National Folk style of architecture as the single largest housing type found in the Oread Neighborhood. Homes of this type were built for working and middle class citizens. Simple in form, these vernacular homes were often adorned with ready-made details that were brought in by railroad.

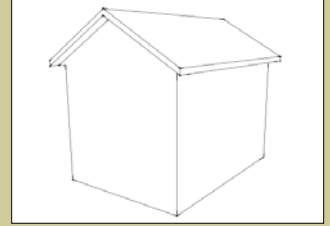
Two prominent sub-types that can be found in the Oread Neighborhood are the Gable-Front and the Gable-Front and Wing. The simple gable front is believed to have derived from the earlier Greek Revival Style, where the triangular gable end imitates the pediments of Greek temples.

In Oread, there are many types of style elements that are applied to the gable front form including Craftsman, Prairie, and Colonial Revival. Most of the detail appears in the porches and gables.

CHAPTER 3 CHARACTER OF THE OREAD NEIGHBORHOOD

a. Massing

The massing of the front elevation is a simple rectangle, taller than it is wide. The front wall extends to the gable roof line, generally with the same material. Sometimes decorative shingles are used in the gable. Gable front houses in Oread are both one and two stories.



b. Facades

The facades are generally symmetrical with the door offset from the center.



c. Roof Pitch

The roof is generally a very simple shape with one ridge running from front to back. The roof pitch is generally greater than 6:12.



d. Foundation

The foundation is raised above the ground level by 2 to 4 feet. The foundations are masonry either stone or brick.



e. Porch

A one story porch is usually applied across the front facade. The porch roof is hipped or shed.



f. Windows

Windows are wood, double hung, typically one-over one, but early houses are two-over-two.



3.D. CHARACTER OF THE ARCHITECTURE

NATIONAL FOLK - GABLE FRONT & WING



A variation of the gable front is created with the addition of a wing. An additional side-gabled wing is added at right angles to the gable front and set back from the projecting facade. This form creates an “L” and it is common to have a porch with a shed roof within the “L”. This sub-type is sometimes called an “L Plan”.

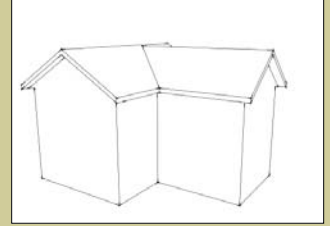
Gable Front and Wing, like the Gable-Front, often incorporate details from other styles. Common elements in this form are derived from the Queen Anne, Craftsman, and Second Empire styles.

Gable front with wings can be either one or two stories, small or large scale. The porches in Oread are generally one story, but a two-story porch is appropriate to the form.

CHAPTER 3 CHARACTER OF THE OREAD NEIGHBORHOOD

a. Massing

The front gable massing is rectangular, taller than it is wide. Generally in Oread Neighborhood the proportion is 3 to 4, width to height. The majority of houses of this sub-type are two stories, but both one and one-and-a-half can be found.



b. Roofs

The roof is generally a simple shape with one major ridge line that is consistent in both wings. The roof pitch is generally greater than 6:12.



c. Foundation

The foundation is raised above the ground level by 18 inches to 24 inches. The foundations are generally masonry either stone or brick.



d. Porch

A one story porch is usually placed in the "L". The porch roof is shed.



e. Front Door

The front door is located in the wing, under the porch and rarely on the front gable elevation.



f. Windows

Windows are wood, double-hung, typically one-over-one, but early houses are two-over-two.



3.D. CHARACTER OF THE ARCHITECTURE

LATE VICTORIAN - ITALIANATE



There are a number of “high style” Victorian residences within the Oread Neighborhood. These were the homes of the upper middle class and wealthy citizens. They can be distinguished by their more elaborate detailing and by an exuberant use of decorative masonry, ornate wood cornices and ornamental porches.

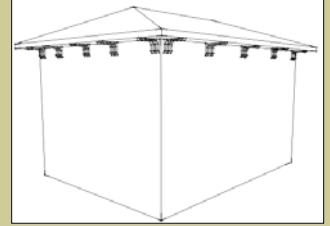
Italianate architecture began as part of the picturesque movement in England, a romantic movement away from the rigid classical revivals. It was thought to evoke images of rural Italian farmhouses, and coincided with a general fascination with foreign cultures introduced through a number of International Expositions that were held beginning in the 1850’s.

The simple block massing, low-pitched roofs, pronounced cornice and exuberant detailing above the doors and windows helps distinguish this beautiful style.

CHAPTER 3 CHARACTER OF THE OREAD NEIGHBORHOOD

a. Massing

The massing of Italianate residences in Oread are almost all two story, square or rectangular, boxed-shaped structures, although there are examples of center gables and towers.



b. Roofs

Roofs are low pitched and generally hipped, with large over-hanging eaves that are supported by decorative brackets that are often paired.



c. Symmetrical Facade

The houses are three part - a central front door with a window on each side. Italianate can also be five part - two windows are either side of a central door.



d. Cornices

The cornices are embellished with a large trim board, often with raised panels or moulding. Large eave brackets, are dominant features. The brackets are often found in pairs and are usually quite elaborate.



e. Windows

Windows in Italianate are almost always vertical in proportion. They are commonly one over one double hung, or two over two. Window tops are often rounded or have segmental arches.



f. Porches

Porches are generally one story and located across the entire front facade. Smaller porches centered on the front door are also appropriate for Italianate. Column, balustrade and spindles are often quite elaborate.



3.D. CHARACTER OF THE ARCHITECTURE

LATE VICTORIAN - QUEEN ANNE



Another popular sub-type of “high style” Victorian is Queen Anne. According to the National Register nomination for the Oread District, over thirty percent of the homes in the Oread Neighborhood are Queen Anne.

Queen Anne is an exuberant, creative style that was originally developed by Richard Norman Shaw in England around 1870. The American version that dominated Midwest towns and cities typically was constructed of wood lap siding and wood shingles, although brick, timbers and shingles were also used. The Queen Anne plan is asymmetrical and expressed on the outside with nooks, bay windows, towers, wrapping porches and a variety of building materials. An array of window types and sizes are incorporated into the facade.

CHAPTER 3 CHARACTER OF THE OREAD NEIGHBORHOOD

a. Massing

The massing is irregular and asymmetrical. Generally in Oread Neighborhood the massing is taller than it is wide. There is usually a front facing gable, turret or a projecting, round porch element. Queen Anne houses in Oread are both one and two stories.



b. Roofs

The roofs are generally steeply pitched with multiple cross gables. The ridge lines of various parts of the house are usually not aligned.



c. Change in Exterior Materials

A change of building materials is often used to differentiate the various wall surfaces. Wood siding and decorative wood shingles are typical materials used in the Oread Neighborhood.



d. Walls

Wall surfaces are not flat. Various devices such as bays, projections, overhangs, and towers are incorporated to avoid a flat wall.



e. Porches

A one story porch is usually applied across the front facade. The porch roof is either hipped or shed. The wood posts, spindles and balustrades are often highly carved.



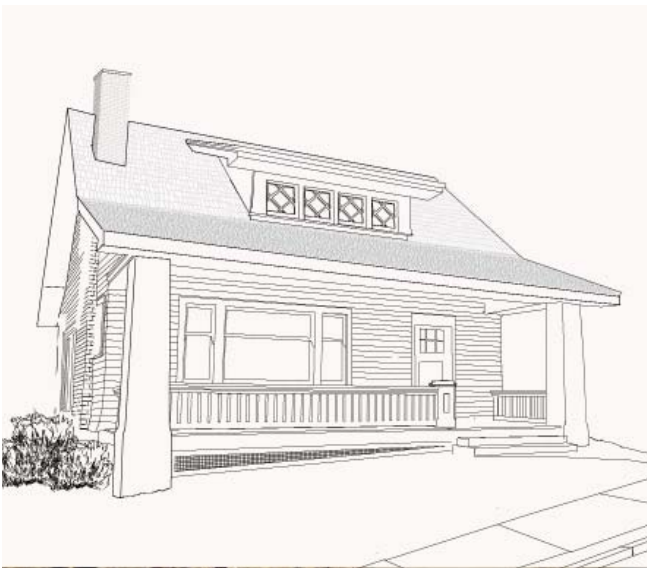
f. Doors and Windows

The front door is rarely centered on the house and is often located behind the front facade on a wing or projection. Windows are wood, double hung, typically two-over-two. Typically windows do not align with windows on another floor.



3.D. CHARACTER OF THE ARCHITECTURE

CRAFTSMAN



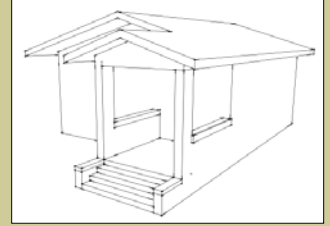
Gustav Stickley, began publishing a magazine in 1901 called *The Craftsman*, promoting the honesty of handcrafted goods, the use of genuine materials, and the straightforward expression of structural elements. In 1902 he started featuring house designs by various architects that promoted both Craftsman architecture and his own furniture products. The magazines' success rapidly spread the popularity of the Craftsman style. Pattern books and pre-cut lumber packages began to appear throughout the country helping make Craftsman the dominant residential architecture from 1905-1920.

Craftsman houses generally have a low-pitched roof with wide overhanging eaves, exposed rafters and roof beams and often use knee brackets to support the large overhangs. One story Craftsman are called "bungalows." In the Oread Neighborhood, it is common to find craftsman inspired detailing on a variety of housing types.

CHAPTER 3 CHARACTER OF THE OREAD NEIGHBORHOOD

a. Massing

The massing is rectangular and usually wider than it is tall. There are often one if not two front facing gables.



b. Roofs

The roofs are generally low-pitched. If there is a cross gable - the ridge lines are aligned. If the main roof is a cross gable, there is often a gabled porch or dormer.



c. Foundation

The foundation is raised above the ground level by 2-4 feet. The foundations typically have an articulated water-table at the level of the first floor joists.



d. Porches

A one story porch is usually featured on the front facade, and can be across the entire length or only across a portion of the front elevation. The porch roof is typically an extension of the main roof, or it can be a secondary gable. Porch columns are typically short, square and often rest upon massive piers or upon a solid porch balustrade.



e. Front Door

The front door is generally wide, often over 3 feet. Three windows above a projecting ledge with supports are a common pattern.



f. Windows

Windows are wood, double hung, typically one over one, but they may feature a more intricate pattern of mullions in the upper sash. The windows may be wider than typical windows.



3.D. CHARACTER OF THE ARCHITECTURE

FOURSQUARE



The Foursquare form is prevalent in the Oread Neighborhood. It was a very popular style from 1900 to 1920. The name is derived from the plan which typically has four rooms of equal size arranged in a square. Four more rooms of equal sizes are placed on the second floor. The result is a cube. Once elevated onto a foundation, the general proportion is taller than it is wide. The roof is pyramidal, often with a central gable facing the front of the house.

The Foursquare is a common form that allows for a variety of stylistic elements to be applied. It is most commonly associated with the Prairie style where it is known in some parts of the country as the Prairie Foursquare or the American Foursquare. The Prairie style usually has a low pitched roof, deep eaves, contrasting caps on railing, and contrasting wood trim between stories. A one story porch with massive columns is placed across the full length of the front facade.

Other stylistic elements have been applied to Foursquares in the Oread Neighborhood, including Italianate, Queen Anne, and Colonial Revival.

CHAPTER 3 CHARACTER OF THE OREAD NEIGHBORHOOD

a. Massing

The massing is two-story square, it is shaped like a cube. Generally a clear pattern of four rooms over four rooms can be discerned.



b. Roofs

Roofs are either pyramidal or hipped. The slope is dependent on the style. Italianate and Prairie are low pitched, Queen Anne and Colonial Revival usually have steep pitch.



c. Foundations

Foundations are commonly made of stone. Rough cut native limestone is typical for many of the Foursquare homes. Foundations are usually 18 to 36 inches above grade.



d. Porches

Porches are almost always present in Oread Foursquares. They are one story and added to the front facade. They are the full width of the facade. Wide steps lead to the porch. The steps are rarely narrower than 6 feet, and can be as wide as 10 feet.



e. Dormers

A large central dormer is often placed on the front facade, centered in the roof not necessarily aligned with windows or doors below. The dormer ridgeline is always below the ridgeline of the main house.



f. Windows and Doors

Due to the layout of the room there is typically a front door with side lights centered on one of the front rooms. A window (or pair of windows) is then centered on each of the rooms facing the street. The windows are still vertical in proportion but are wider than the Victorian style.





4

CHAPTER 4 : NEIGHBORHOOD WIDE DESIGN GUIDELINES

The Design Guidelines are intended to help maintain and enhance the character of the Oread Neighborhood by providing direction in the design and construction of structures within the entire neighborhood.

The guidelines laid out in Chapter 4 represent the overall character of Oread and therefore apply throughout the overlay districts. They represent the essence of the design character of the entire area.

The guidelines deal first with the larger issues of the Public Realm, then move to the design of the site/lot, and then finally to the design of the structure on the lot. This pattern of addressing how the design fits into the neighborhood then into the block will hopefully put the design of the structure into perspective.

Designs should be aligned with the patterns for the neighborhood and should be in context with other structures on the block. Then the architectural style and detailing can be discussed in a productive manner. Then architectural detail can be refined to achieve a context sensitive design.

The character of each District within Oread has subtle and not-so-subtle variations. Chapter 4 deals with the norm and Chapter 5 deals with the exceptions and specifics of each district.

4.A. PUBLIC REALM GUIDELINES



Public Realm is from the building face through the front yard and across the street to the other building face.



Stone curbs and brick streets should be retained.



Streetscape contain real grass and are planted with tall canopy trees.

A. PUBLIC REALM GUIDELINES

Goal: Maintain natural and built elements that are character defining elements including topography, vegetation and historic public works when possible. (Earth work can occur for subterranean development but upon completion the original topographic elevations are restored.)

A1. Street and Alley Patterns and Materials (including curbs)

- a. Improvements in the public right-of-way should retain stone curbs, stone steps and hitching posts.
- b. Improvements in the public right-of-way should retain historic materials, brick streets, and support rehabilitation.
- c. Street width should be maintained and not increased.
- d. The street grid shall remain intact. Streets should not be blocked to create cul-de-sacs.

A2. Sidewalks

- a. Public improvement projects should retain brick sidewalks.
- b. Herringbone or running bond patterns with a soldier course along edges should be used. If a pattern exists in the block, that pattern should be used.
- c. Brick sidewalks should be set on 4-5 inches of compact base materials (e.g. sand or limestone screenings).
- d. Brick sidewalks should shift to accommodate tree roots as opposed to cutting major tree roots.
- e. Sand should be used as fill material between bricks, not mortar.

Streetscape (Rights-of-Way)

Parkways should be planted with living plant materials, grass or low growing ground cover (no more than 12 inches high).

A3. Street Trees

- a. Trees should match the character of existing street trees, and be compatible with approved trees on the City list. Typically these are canopy trees.
- b. Trees should be placed in the middle of the parkway or towards the sidewalk leaving room for people to get out of cars.
- c. Trees should be placed no closer than 5 feet from the curb and should adhere to city traffic guidelines for sight triangles at intersections.

A4. Front Yard Landscaping

- a. Front walk
 - i. Front walk should link the public sidewalk to the front door in a mostly direct route.
 - ii. The front walk should be at least 36 inches wide and no more than 60 inches wide.
 - iii. Materials for the walk should be concrete, brick or a relatively smooth paving stone and not gravel.
- b. Landscaping
 - i. Front yards (between the street and the front facade) should be mostly grass or low ground cover. Shrubs should be limited to foundation plantings.
 - ii. Front lawns should be graded down to the sidewalk without the use of a retaining wall when possible.
 - iii. Where space allows, front yards should be planted with canopy trees. Ornamental trees should be placed closer to the house.



A row of tall canopy trees creates a great sense of enclosure along this street.

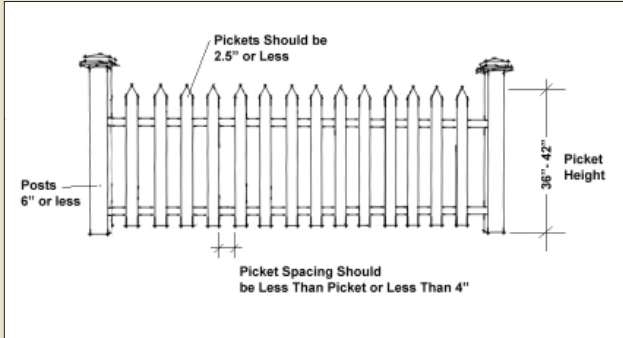


Front yards generally contain lawn with low growing plants.

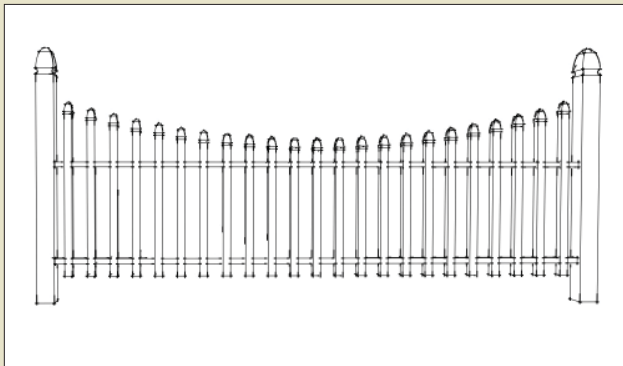


Yards are often graded down to the sidewalk without the use of retaining walls.

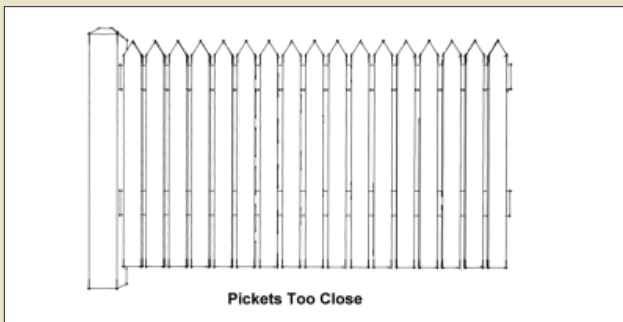
4.A. PUBLIC REALM GUIDELINES



Front yard wooden fences should be more open than closed and between 36" and 42" tall.



Wooden pickets should be vertical but height can vary.



Close pickets are only appropriate for rear yard fences.

A5. Fences and Retaining Walls

a. Front Yard Fences

- i. Fences should use materials such as:
 - (1) Masonry or stone
 - (2) Ornamental iron
 - (3) Woven wire in a historic pattern
 - (4) Wood picket
 - (5) Hedges
 - (6) Chain link and vinyl should not be used

ii. Height

Fences should be between 36 and 42 inches tall.

iii. Pickets

- (1) Pickets should be vertical and should not occupy more than 50% of the fence panel.
- (2) The pickets or materials should not be more than 2.5 inches wide at its widest point. Ornamental iron fences should be more delicate than these standards.
- (3) Picket spacing should be less than a picket width or no more than 4 inches.

iv. Posts

Posts should be no more than 6 inches wide.

b. Side Yard Fences

- i. Side yard fences may be 100% opaque and may be any material listed in A5, a.
- ii. Fences erected behind the front building line shall not be over 4 feet in height to the rear building line of the neighboring dwelling, or to the rear of the dwelling located on the same site as the fence, whichever is the greater distance from the front property line.

c. Rear Yard Fences

- i. Rear yard fences can be 100% opaque and can be any material listed in A5, a.
- ii. Rear yard fences may be 6 feet tall.

d. Retaining Walls

- i. Retaining wall materials should be native Kansas limestone. Rough concrete modular units are also allowed and should be no larger than 6 inches high. Railroad ties or landscape timbers are out of character and should not be used.
- ii. Retaining walls should not be more than 30 inches in height.
- iii. When more height is needed, retaining walls should be broken into a series of shorter walls to avoid one massive wall and to allow a planting area between the walls.
- iv. Retaining walls should start back 5 feet from curb face when at street level.

A6. Other Elements

a. Mailboxes

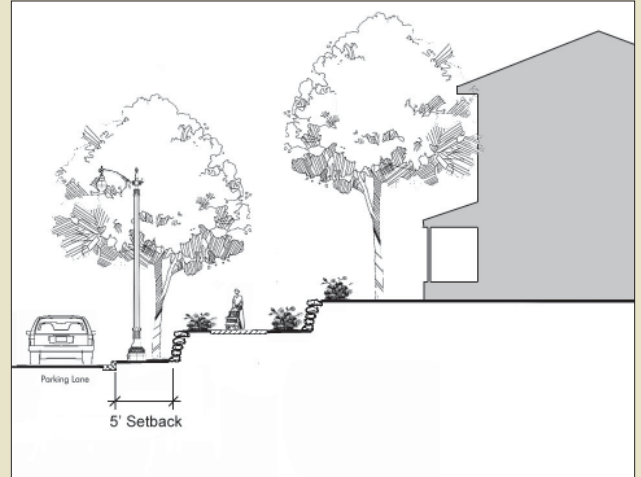
Cluster mailboxes, for multi-dwelling structures, that sit on pedestal bases should be set behind the front wall plane of the structure that is closest to the front lot line and should not be in the front yard.

b. Utility Service Boxes

Above ground utility service boxes that need to be in the front yard should be subterranean or earth tones, and/or screened with landscaping.

c. Solid Waste Collection

- i. Trash and recycling carts shall be screened with some type of landscaping or fencing so that the receptacles are not visible from the public right-of-way.
- ii. Where alley service is not available, trash carts should be stored in back of the front wall plane closest to the street.



Retaining walls should handle grade changes in stages and not all at once. Leave areas in front of retaining walls for plantings.



A good example of a stepped retaining wall in Oread.



Cluster mail boxes should be located behind the front wall of the structure.

4.A. PUBLIC REALM GUIDELINES



Rainwater collection should be located behind the front facade.



Landscaping along an alley.

d. Alley-Side Solid Waste Collection

i. Locations

Dumpster locations shall be close to the lot line and along the edge of the alley. Adjoining property owners should work together to establish combined locations.

ii. Screening

The dumpster should be screened by opaque fencing material that is compatible with the adjacent structure. Screening should be 6 feet in height.

iii. Surfacing

Dumpster pads shall be concrete, level and continuous with the alley surface to allow for drainage to alley. Curbs around the inside of the pad are recommended.

e. Rainwater Collection and Detention

Collection barrels and tanks should be located behind the front wall plane of the structure and not in the front yard.

CHAPTER 4 NEIGHBORHOOD WIDE DESIGN GUIDELINES

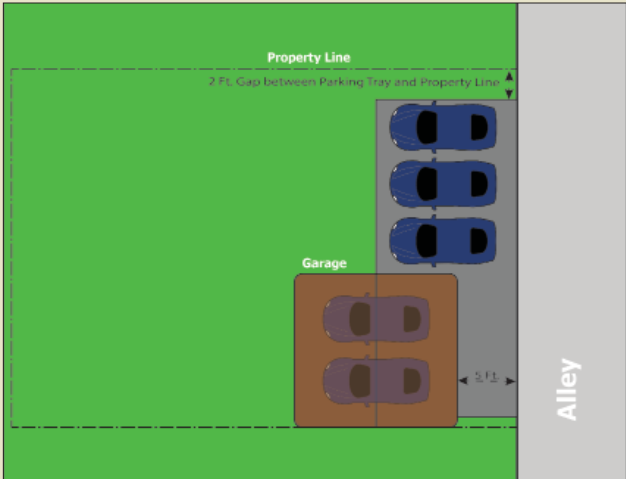


Diagram showing allowed parking configuration when accessing parking via alley.

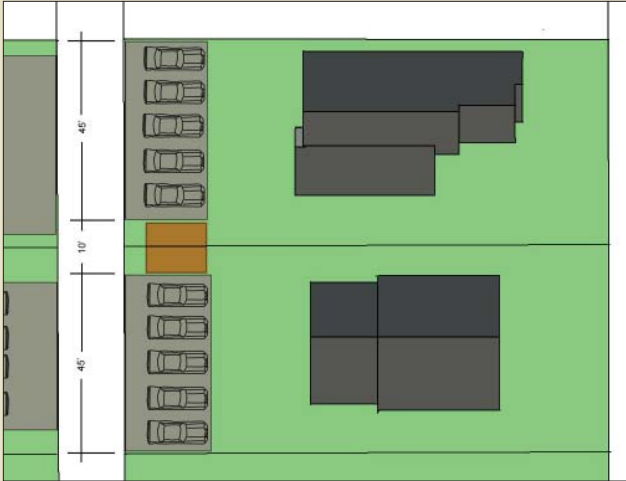


Diagram showing parking configuration to accommodate shared dumpster.

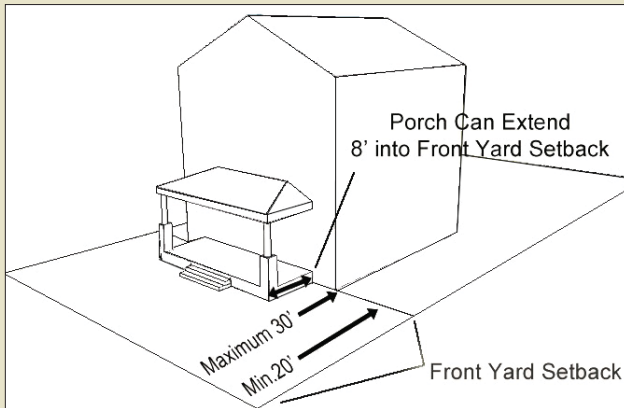


A good example of a dumpster screened with native stone walls.

4.B. SITE DEVELOPMENT GUIDELINES



Principal structures shall face the street.



Front yard setback should be between 20' and 30'.

B. DEVELOPMENT OF THE LOT AND SITE GUIDELINES

Goal: Maintain the established pattern of lot development. Combining lots into larger parcels is not appropriate, except as allowed in Chapter 5.B. Respect and maintain the traditional relationship of a structure to the street and to neighboring properties, the common orientation of structures, the established configuration of open space, and the placement of parking in the rear.

B1. Lot Consolidation

- i. Lots in all districts except District 5 shall not be combined as part of redevelopment to construct duplex and other higher-intensity forms of housing.
- ii. Combinations shall be permitted if they reestablish the historic 50 foot wide lot pattern that is traditionally seen within the neighborhood and do not remove historic structures.

B2. Front Yard Setbacks

- a. Principal Structure
 - i. The entry of the Principal structures shall face a street.
 - ii. Structures shall be constructed no closer than 20 feet to the front property line and should be no farther than 30 feet from the front property line.
 - iii. Portions of porches that extend beyond the principal structure shall not be included in setback calculations.
- b. Porch Encroachment
 - i. A porch may encroach up to 8 feet into the required front yard setback.
 - ii. The total area of any encroachment of the porch into a front yard or a side yard adjacent to a street shall not exceed 150 square feet.

CHAPTER 4 NEIGHBORHOOD WIDE DESIGN GUIDELINES

B3. Side Yard Setbacks

The combination of side yard setbacks should be no less than 15 feet, with a minimum of 5 feet on each side.

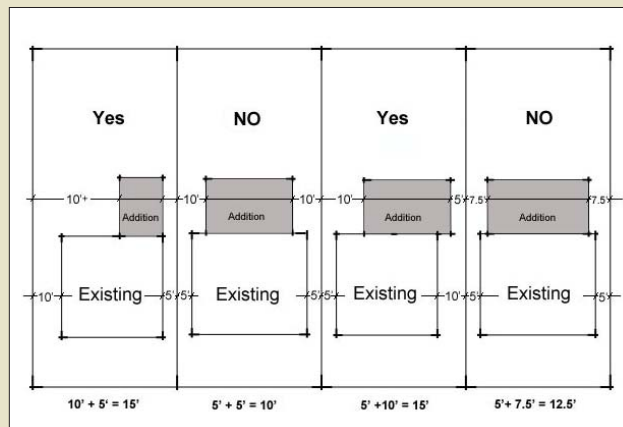
B4. Specific Lot Guidelines

a. Open Space

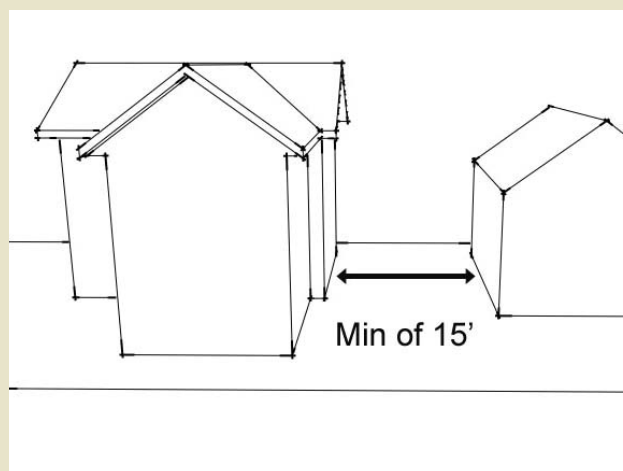
- i. There shall be a minimum of 15 feet of open space between the principal structure and an accessory structure or a parking pad.
- ii. Lots with no alley access may use the 15 feet of open space between the primary structure and the accessory structure for parking.

b. Parking Configuration and Location (when there are no alleys behind lots)

- i. No additional curb cuts shall be constructed if one already exists. To relocate a curb cut, the old curb cut shall be eliminated.
- ii. All parking areas shall be located behind the front facade.
- iii. Driveways to detached dwellings and duplex structures shall be no more than 12 feet wide but can flare out.
- iv. Parking behind the front facade surface may be permeable paving.
 - (1) Brick
 - (2) Geotech paving systems
 - (3) Permeable concrete
- v. Shared driveways are encouraged. Shared driveways to detached dwellings and duplex structures should not be wider than 12 feet.



Combined side yard setbacks should be 15' or greater with a 5' minimum.



A minimum of 15' open space should be maintained between the principal structure and accessory structure or parking.

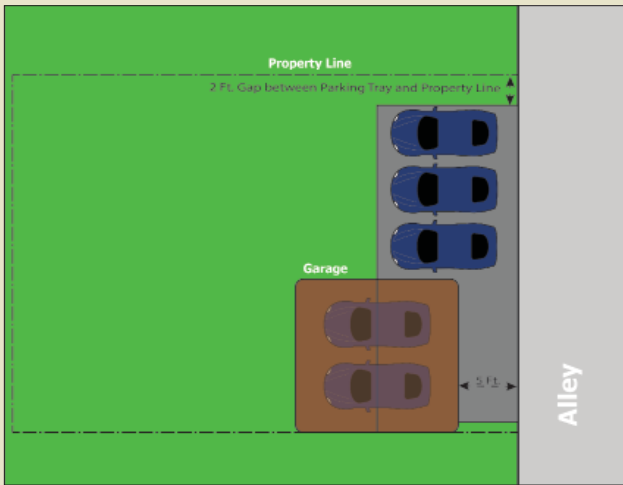


There shall be no parking in the front yards.

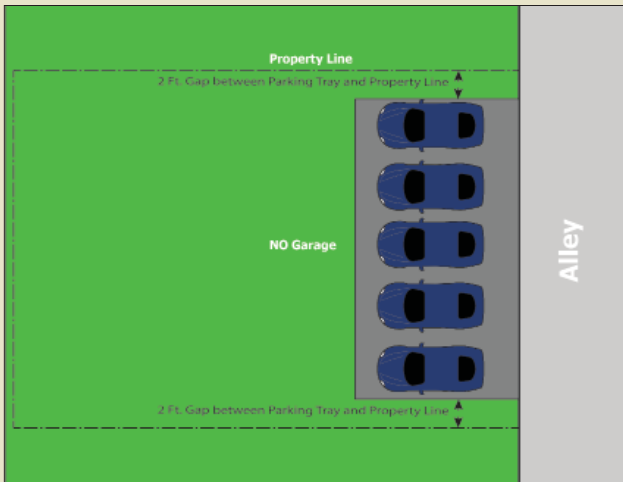
4.B. SITE DEVELOPMENT GUIDELINES



An acceptable example showing depth of parking stall should be no more than 25' from rear lot line.



Permitted parking layout with a garage.



Permitted parking layout with no garage.

- c. Parking Configuration and Location (when parking is accessed off alleys.)
 - i. The depth of uncovered parking spaces should be not more than 25 feet from the rear lot line.
 - ii. Bumper blocks or a 6 inch curb shall be used.
 - iii. The parking surface may be permeable pavement.
 - iv. New curb cuts from the street shall not be permitted.
 - v. Any new covered parking structure shall be a garage and not a carport, and shall not exceed more than 2 car capacity.
 - vi. Parcels shall have only one garage.
 - vii. Detached Dwellings and Duplexes may construct parking spaces in accordance with the diagrams.
 - viii. All Multi-Dwelling Structures shall be required to construct a parking lot in accordance with the Land Development Code and the guidelines of this document.

B5. Principal Building Orientation

- a. Front Door Location
 - i. The front door should face the street to maintain the pattern of the neighborhood.
 - ii. When multiple units are within the same building, one door shall face the street.
 - iii. When more than one door faces the street one door should be more dominant than the other.
- b. Common Green Space
 - i. In multi-unit structures and rowhouses, the green space should be between the front facade and the street.
 - ii. In courtyard housing, the common greenspace should be in the courtyard.



Front doors shall face the street.



Common greenspace can be shared by all tenants.

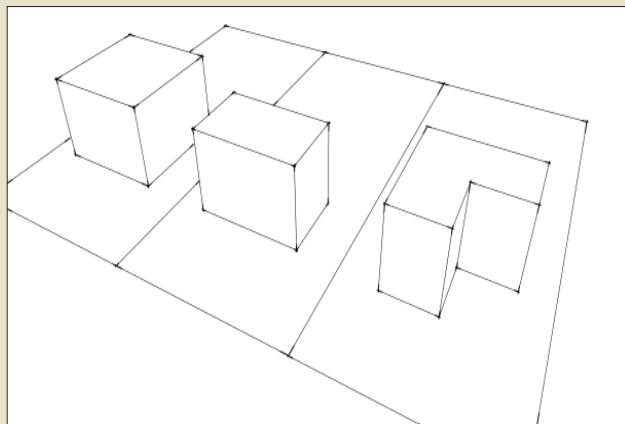


A good example of how common greenspace can be planting areas, rather than lawns.

4.C. ARCHITECTURAL GUIDELINES



Recognize and respect historic elements.



Three basic massing forms, square, rectangle, and "L" plan.



Exposed foundation wall shall be brick or stone.

C. ARCHITECTURAL GUIDELINES

Goal: New construction, additions and remodels should be compatible with the neighborhood, reinforcing the existing patterns and enhancing the established character.

C1. General

- a. New construction in the Oread Neighborhood should recognize and respect the historic elements and patterns that exist within the neighborhood. The design of new structures should respond to the character of existing structures, using them as a source of inspiration for new designs.
- b. New construction should avoid trying to create an artificial history by duplicating styles and designs that are not associated with the neighborhood. For example, while the Spanish Revival style is appropriate within the period of significance (1877-1945), because it is not found in significant amounts in the neighborhood, it is not appropriate for Oread.

C2. Massing and Form

- a. The main form of the principle structure should be a simple square, a rectangle or an "L-Plan" with an uncomplicated roof form, that has minimal roof plane changes.
- b. The proportions of the front facade shall be taller than it is wide.

C3. Foundations

- a. Height
First floor elevation shall be a minimum of 18 inches above grade on the front of the principle structure.
- b. Materials
 - i. Exposed concrete shall be clad in brick or stone.

CHAPTER 4 NEIGHBORHOOD WIDE DESIGN GUIDELINES

C4. Roofs

- a. Form
Primary roof form shall either be a gable end, cross gable, hipped, pyramidal, or gambrel.
- b. Dormers
Dormers shall be designed so that there is a relationship in type and alignment to windows on the main building.
 - i. Dormers may be front facing and centered, but shall not occupy more than 40% of the roof plane. In other words, dormers shall not be so large as to appear to be adding an additional story to a structure.
 - ii. Dormers on the side shall not occupy more than 60% of the roof plane.
 - iii. New dormers shall not exceed the height of the original roof.
- c. Roof Pitch
Primary roof line shall be between 5:12 to 12:12 in slope depending on the style of the house.
- d. Roof Materials
Roof materials shall be one of the following:
 - i. Dimensional asphalt shingle roofs that emulate wood shingles.
 - ii. Real clay tiles
 - iii. Slate tiles
 - iv. Terra-cotta tiles
 - v. Standing seam metal roofs with a double munch or double lock seam, no more than 1.5 inches high and no more than 18 inch wide pans.
 - vi. Grade A, smooth machine cut, real wood shingles treated with fire retardant. Shingles should be about 3/8 inch thick by about 5 inches wide.
- e. Eaves and Overhangs
Overhangs shall be provided and shall be between 16 inches and 36 inches to provide shade over windows in summer months.



Primary roof form shall either be a gable end, cross gable, hipped, pyramidal, or gambrel.



New dormers shall not exceed height of the original roof.

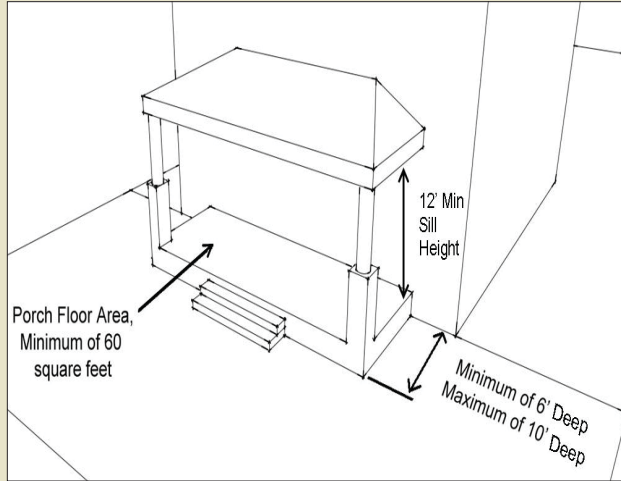


Clay tile roof.

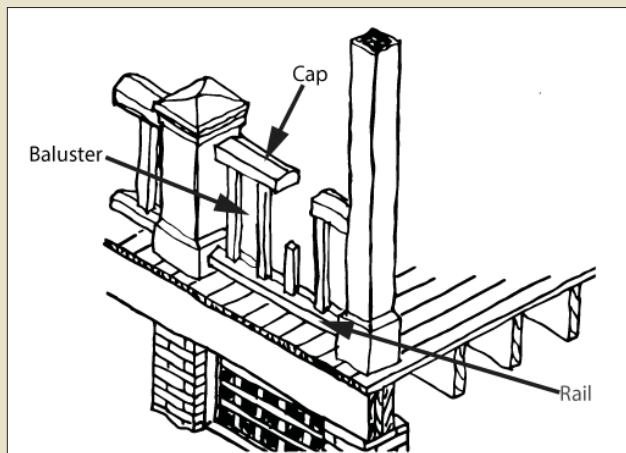
4.C. ARCHITECTURAL GUIDELINES



Eaves should extend by 18" to 24" from the wall.



Porches can be 6' to 10' deep with a minimum deck area of 60 square feet.



Porch balustrades should be 50% or more opaque material with no more than 2" of spacing between balusters.

C5. Porches (Front and Street Side)

- a. Porches
All ground floor dwelling units shall have a porch.
- b. Location
Porches shall be located at and accessible from the first floor level of the structure.
- c. Porch Size
Porches should cover at least half of the first floor facade facing the street horizontally and should have a minimum deck surface area of 60 square feet.
- d. Depth of Porch
The minimum depth of the porch shall not be less than 6 feet and the maximum depth of the porch should not exceed 10 feet.
- e. Porches Bulk
Porches should appear to be "added on to the building" rather than cut out of the building. Porches should have their own roof that isn't integral to the rest of the building.
- f. Porch Roofs
100% of the front porch shall be covered by a roof or a pergola.
- g. Porch Railings and Balusters
 - i. All porches should have a railing.
 - ii. Railings should not exceed 36 inches in height measured from the floor of the porch.
 - iii. Baluster spacing should be continuous between columns.
 - iv. Balusters should be composed of 50% or more opaque material.
 - v. Spacing between balusters should be no more than 2 inches.
 - vi. Balustrades should include a cap or rail on top.

CHAPTER 4 NEIGHBORHOOD WIDE DESIGN GUIDELINES

h. Porch Steps

Front stairs shall appear as one set of stairs even if there is more than one housing unit in the structure.

i. Open Porch

The front porch shall be open and not enclosed by any materials except screens.

j. Height of Porch Floor

The floor of the front porch shall be raised above grade and no lower than one step below the first floor.

k. Porch Roof Height

The sill of a roof or trellis should be set at the second story/floor.

l. Porch Columns

Porch columns should match the proportion, detailing, and size of the porch massing they are supporting. Porch columns shall have capitals and bases. Capitals and bases shall be proportional to the size of the column and shall be detailed in a manner to match the overall architectural style and period of the structure, providing a balanced and finish look. The horizontal spacing between columns is typically no greater than $1\frac{1}{2}$ times the height of each column, and not less than $\frac{3}{4}$ of the column height. Fiberglass columns shall not be permitted.

m. Porch Foundation

i. The porch shall be supported by columns or foundation walls affixed to the ground. The columns should be no less than 16 inches by 16 inches.

ii. The space between the foundation columns shall be infilled with wood siding, lattice, brick or stone.

n. Painted Wood

All exposed wood used for porches should be painted, not stained. The



Porch details should be commensurate with the load they support, such as this example.



The load being supported by the columns should be expressed in the design of the structure. Columns and their bases should be evident.

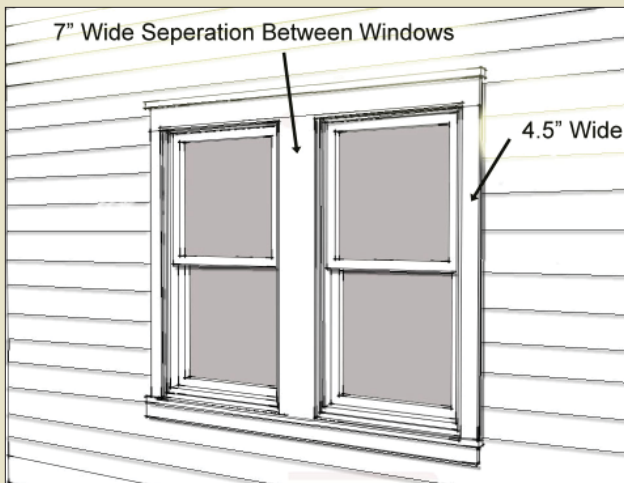


A good example illustrating how front doors shall be prominent and face the street.

4.C. ARCHITECTURAL GUIDELINES



A good example of how windows centered in bay.



Leave 7" of space between grouped windows with 4.5" trim around windows.



Wood siding and wood shingles are common wall cladding.

exception is that floor decking can be stained.

C6. Fenestration

a. Front Doors

- i. Front door shall be prominent and face the street.
- ii. Front door should contain glass in character with the style of the house. Side lights and transom lights may be used.
- iii. Doors into separate units in the same buildings should be situated so that one door is prominent.

b. Windows

- i. Operable windows should be single or double-hung windows.
- ii. Windows should comprise 35% of the front facade.
- iii. Windows shall be made of wood or aluminum-clad wood. The profiles and jamb conditions shall resemble the original wood windows in detailing and profile thickness.
- iv. Windows facing the street shall have all the same sill and/or head height on each floor of the structure.
 - (1) Accent or feature windows are an exception.
 - (2) Windows along stair cases should follow the pitch of the stairs.
- v. Windows should maintain a 2:1 height to width ratio.
- vi. Windows should be laid out symmetrically on each wall plane that faces the street.
- vii. Smaller windows should be grouped together in lieu of using one large single pane window.
- viii. Grouped windows should be separated by a no less than a 5 ½ inch wide trim piece.
- ix. Window should have trim that represents the architectural style of the structure.
- x. Shutters should be the size as the window they are adjacent to so if

CHAPTER 4 NEIGHBORHOOD WIDE DESIGN GUIDELINES

they were to be closed they would cover the windows. Single or double shutters may be used.

C7. Building Wall Materials

- a. Wood
 - i. Horizontal wood or cementitious wood siding shall have a 4 to 7 inch exposure and a smooth finish, not a wood-grained texture.
 - ii. Wood shingles should be in a vertical pattern with 3-7 inch reveal.
 - iii. Wood shingles should be primarily used as second story cladding, on attic dormers, gable ends and porch roof gables.
 - iv. Grooved panel siding should not be used.
- b. Brick & Block
 - i. Brick should be no larger than 2 2/3 inch tall X 8 inch long with mortar joints no larger than 1/2 inch.
 - ii. Concrete masonry units (CMU) or concrete block shall not be used as an exposed exterior material.
 - iii. Brick should not be used on upper floors unless brick is found on the floors below.
- c. Stone
 - i. Synthetic stone should not be used, except in lintel applications.
 - ii. Stone should be in the scale of other stone found in the neighborhood and should have the appearance that they could have been laid by hand.
- d. Combinations

Creative combinations of the above may be used to reflect natural textures, so long as they meet the overall objective of conveying a sense a permanence, human scale and proportion.

C8. Architectural Details and Features

- a. Columns, lintels, sills, rafters, door



Brick is a common wall material.

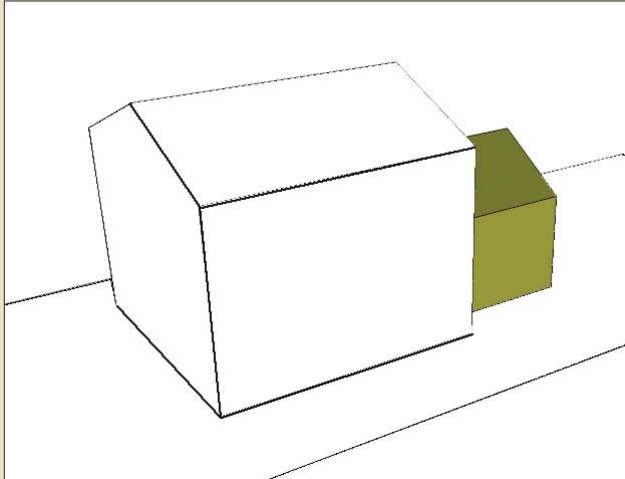


Use of native stone is appropriate for walls or accents or both. Use of synthetic stone can be appropriate for accents.



Wood shingles used on gable end.

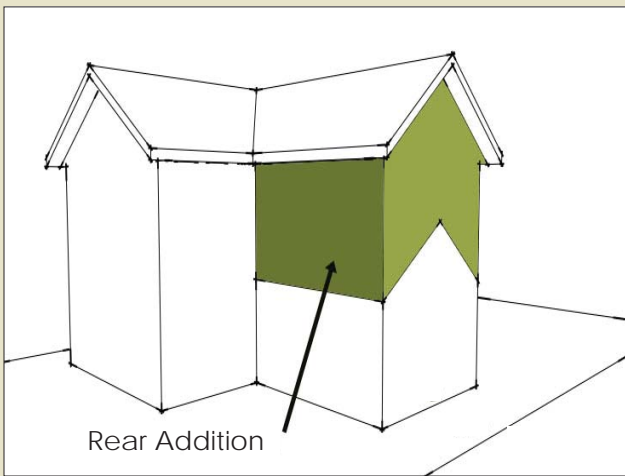
4.C. ARCHITECTURAL GUIDELINES



Additions should be placed inconspicuously on the least character-defining elevation.



Place additions away from public streets.



Second story additions shall not project past the existing first story wall.

surrounds, decorative gable-ends, etc., should be used to add visual interest to a structure.

- b. Appropriately scaled details should be used.
- c. Details should be consistent with the design and style of the building.

C9. Additions

- a. Additions in General
 - i. Additions may include projecting bays, bay windows, dormers, a room or an entire wing.
 - ii. New additions shall not be so large as to overwhelm the original structure because of location, size, height or scale.
 - iii. New additions shall not obscure or demolish character defining features of the original structure.
 - iv. Building additions should be in keeping with the original architectural character, mass, scale, and materials.
- b. Location of Additions
 - i. Additions shall be located inconspicuously on the least character-defining elevation.
 - ii. Additions should be to the rear of the existing structure.
 - iii. Additions should be recessed behind the front facade by a minimum of 5 feet if it is not possible to place the addition to the rear.
 - iv. Additions shall avoid filling in the spaces between projecting elements that create a flat or projecting front facade.
- c. Second Story Additions
 - i. Second story additions shall comply with the minimum interior or combined side yard setbacks:
 - ii. Additions shall not project past the existing first story wall.

CHAPTER 4 NEIGHBORHOOD WIDE DESIGN GUIDELINES

d. Massing of Addition

- i. Design of additions shall be compatible with the style of the primary structure.
- ii. The addition should be relatively the same scale as, or subordinate to, the original house.
- iii. Additions that exceed the height of the original structure should be subordinate in massing and scale.
- iv. Roof forms, pitches, and overhangs that are similar to the original structure should be used.
- v. Window types, shapes, and proportions should be similar to those of the original structure.

e. Exterior Materials

- i. The selection of exterior materials shall be compatible with the primary building.
- ii. See C7 for materials.



A acceptable example of how additions should be subordinate to the primary structure.

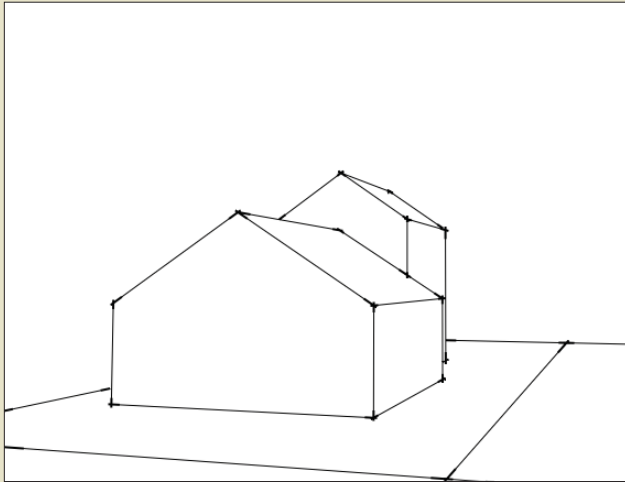


Additions should relate in scale to other elements of the house. The addition is a similar scale to the porch.



Here an unacceptable addition overwhelms the original building.

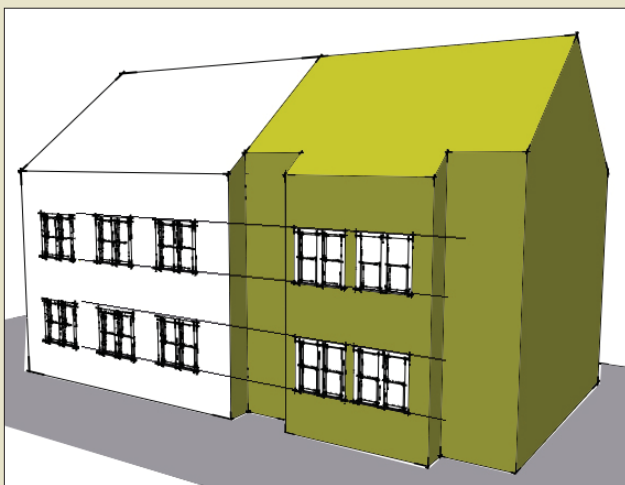
4.C. ARCHITECTURAL GUIDELINES



Roofs on additions should match the pitch of the main body of the house.



Additions should have the same size eaves and windows and should be in the same proportions.



Match window types, shapes, and proportions similar to those of the original structure.

- f. Distinguish New From Existing Structures
 - i. An addition shall be discernible from, yet compatible with, the existing structure.
 - ii. Differentiation should be achieved through a break in roofline, cornice height, wall plane, change in materials, siding profile, or window type.
 - iii. A vertical change should be established between the original portions of the house and the addition to avoid one long wall plane. This change should run from the foundation through to the roof line.

C10. Decks and Balconies

- a. Decks and balconies shall be on the rear of the structure and recessed from the side elevation a minimum of 2 feet.
- b. Decks shall not be constructed above the first story.
- c. Balconies constructed above the first floor/story shall be limited to no more than 60 square feet.

C11. Fire Escapes

CHAPTER 4 NEIGHBORHOOD WIDE DESIGN GUIDELINES

- a. Ramps, lifts, and accessible entrances should be designed in such a way to avoid damage to character-defining features of a building.
- b. Fire escapes should be located at the rear of the structure.
- c. Fire escapes should be metal.

C12. Energy Efficiency

- a. Construction of any new structures or alterations to existing structures should be done in such a way as to maintain character while maximizing energy efficiency.
- b. Maximizing energy efficiency should not be motivation to demolish a historic, contributing, or potentially contributing structure, or to change a structure in such a way that its historic features are modified or removed.

C13. Architectural Barriers and Accessibility

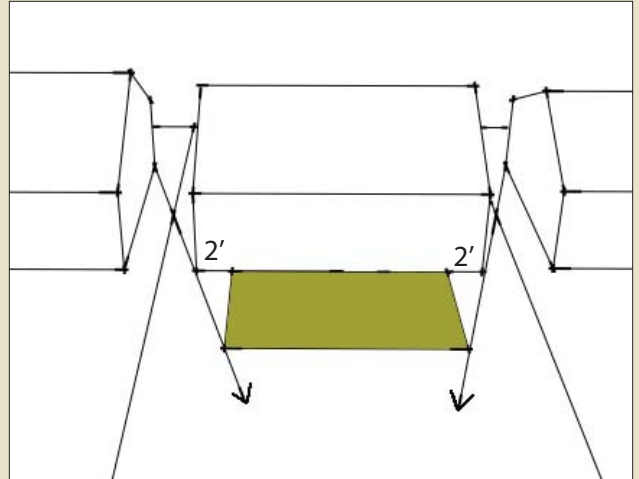
- a. Accessibility to properties should be achieved with careful and creative design solutions when needed or required.
- b. Ramps, lifts, and accessible entrances should be designed in such a way to avoid damage to character-defining features of a building.

Mechanical Equipment

- c. New mechanical equipment should be located a minimum of 10 feet behind the front facade of the structure.
- d. When mechanical equipment must be attached to the exterior wall, historic exterior wall material should be minimally affected. For masonry walls, all attachments shall anchor into the mortar rather than the masonry unit.
- e. Rainwater collection systems should be located behind the primary facade. They should use traditional materials such as

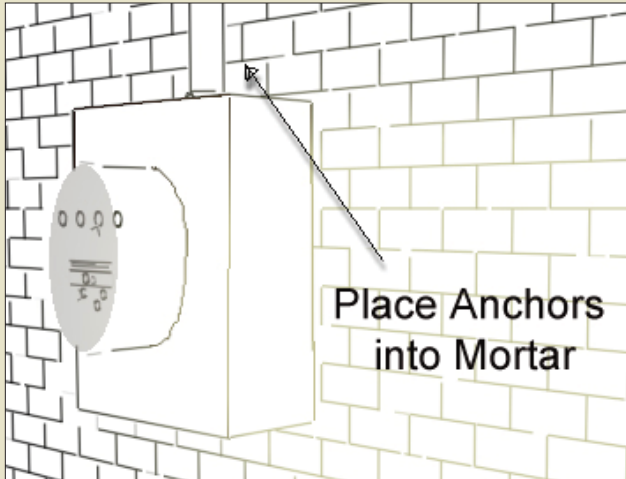


An unacceptable example showing why all decks should be on the rear of the structure and not visible from the front yard.



Decks should be recessed a minimum of 2' from the side elevation.

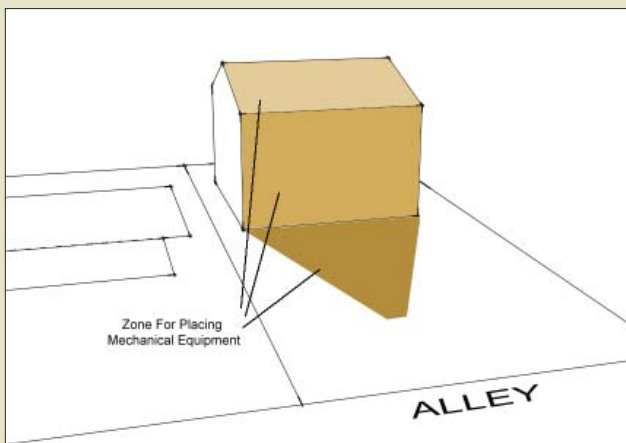
4.C. ARCHITECTURAL GUIDELINES



Place anchor in a way that minimizes damage to the structure.



Photovoltaic and solar thermal panels should be in scale with the existing structure's roof line and should be in same plane as the roof line.



All mechanical utilities should strive to be located to not be visible from the street.

metal and wood.

- f. Photovoltaic and solar thermal installations shall be designed to be in scale with the existing structure's roofline, and shall not damage historical architectural features or materials. These roof systems shall be on the same plane as the roof.
- g. Photovoltaic, solar thermal and satellite dishes (external systems) should be located on ancillary/secondary structures or new additions.

C14. Exterior Lighting

- a. Exterior lighting should be incorporated into renovations or new construction.
- b. Lights shall only shine directly onto the property to which they are attached. They shall not shine onto an adjacent property.
- c. Lights should be shielded as to not glare on adjacent properties, so that "dark skies" are maintained and light does not bleed beyond the property lines. Lights shall only shine directly onto the property to which they are attached.

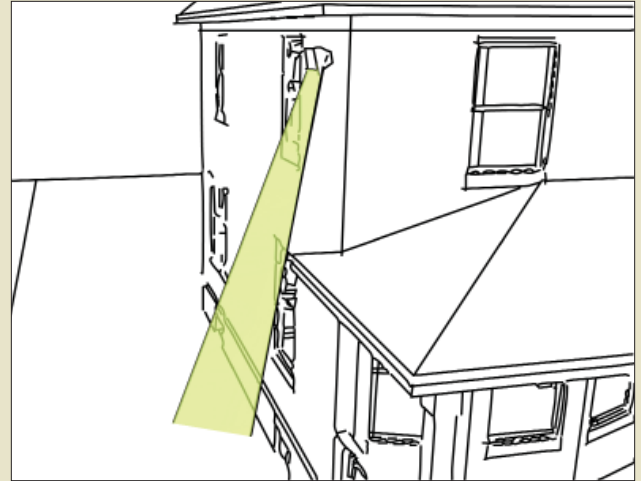
CHAPTER 4 NEIGHBORHOOD WIDE DESIGN GUIDELINES

They shall not shine onto an adjacent property.

- d. Lighting may be included on buildings, along pathways and walkways, along the edge of the alleys and parking, and on porches.
- e. Constant level of light should provide reasonably good visibility. Harsh bright spots and shadows should be avoided.



Low voltage lighting along paths and on porches is appropriate.



Exterior lighting shall not shine onto adjacent property.

4.D DEMOLITION OF EXISTING STRUCTURES



Rehabilitation of an existing structure.



Character defining features.

D. DEMOLITION OF EXISTING STRUCTURES

Goal: Demolition of historic structures is rarely positive for a neighborhood because it destroys the relationships between the structures, landscape features, and open space, and as a result the overall character of the area is diminished. Demolition removes the opportunity for a future owner to rehabilitate the existing structure.

- D1. Character-defining structure(s) shall not be demolished.
- D2. Features that define the character of a listed property shall be retained.
- D3. When removal of a character-defining feature or structure is necessary, a new feature or structure that is compatible with the district shall be installed.
- D4. Plans for compatible replacement of features or structures shall accompany a request for demolition of character-defining features or structures.
- D5. Open space, such as a parking lot or park, shall not be created by demolition of any character-defining structure(s).
- D6. Character-defining structure(s) shall not be demolished and replaced with a historic building from off site.
- D7. Principal and Accessory Structures that are 50 years old or older at the time of demolition application shall be reviewed by the Historic Resources Commission in accordance with the Secretary of the Interior Standards to make a determination on demolition. Structures which are not 50 years old or older at the time of application may be approved by staff.



5

CHAPTER 5: DISTRICT SPECIFIC DESIGN GUIDELINES

The Oread Neighborhood contains a number of unique districts.

Each of these districts have their own special character. Chapter 4 provides guidelines that were applicable neighborhood wide and apply to all districts. Chapter 5 will address the unique character of each district.

The intent of Chapter 5 is to help manage changes in each specific district, so that over time the design character of each district within the Oread Neighborhood will remain distinct.

Chapter 5 addresses the guidelines that are exclusive to Districts 1, 2 and both Historic Districts. District 3 will use the Chapter 4 guidelines for residential development and will refer to Chapter 6 for the commercial guidelines. If Chapter 5 is silent on any given subject, then it may be assumed that the guidelines of Chapter 4 apply.

The Historic District Guidelines are specifically written for the restoration, rehabilitation, and renovation of existing buildings within a historic district. They address additions to contributing and non-contributing buildings, and they address some particular aspects of new construction within an historic district.

It is recommended that Chapter 4 be read prior to Chapter 5, so that a comprehensive understanding of the design guidelines is achieved before embarking on a new project.

5.A. DISTRICT 1



District 1 Boundary Map.



Residential structures are spaced farther apart in District 1.



Residential structures are of a more modest scale in District 1.

A. DISTRICT 1- LOW DENSITY

The following design guidelines are unique to District 1 and only apply to this distinctive area known as Stadium North.

District 1 is a unique district within the Oread Neighborhood. Primarily zoned RM12D, the residential structures are spaced farther apart and are generally of a more modest scale than other parts of the neighborhood. There is a strong desire by neighborhood residents to protect the feel and character of the district by maintaining the scale of the existing houses.

The intent of these specific guidelines is to retain the scale of the original detached dwellings in the neighborhood, while allowing for the density permitted by the Land Development Code. The streetscape, the size and location of structures and the feel of the neighborhood from the public realm should remain unchanged.

Historically, lots within District 1 were drawn to encourage the construction of single-family residential structures along the streets. Any alterations to the lots shall be done to maintain or restore the historic pattern and use of district.

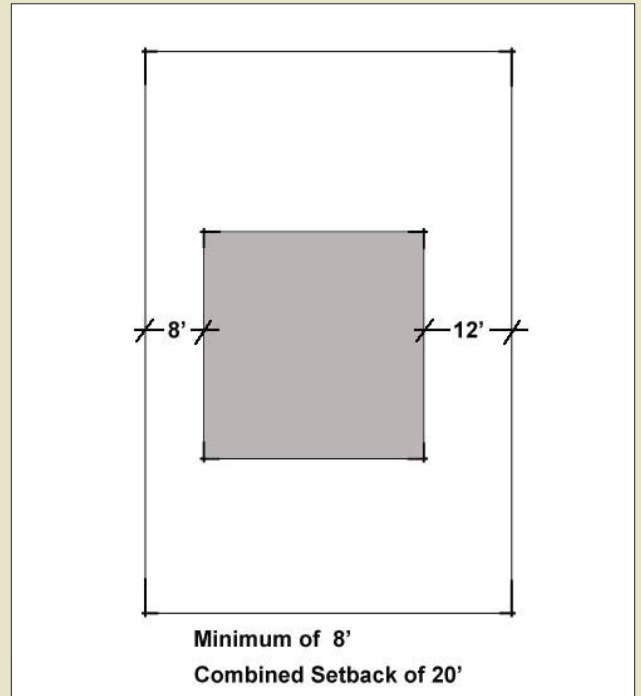
Lots presently platted and meeting the requirements for duplex development under the provisions of the Land Development Code, a lot having a minimum of 7,260 square feet, may maintain the ability to construct this type of use. Within District 1, lots shall not be created or modified to accommodate the construction of duplexes or other higher intensity residential dwellings.

CHAPTER 5 DISTRICT SPECIFIC DESIGN GUIDELINES

A1. Sideyard Setbacks

a. Primary Structure

The minimum combined side yard setback for District 1 shall be 20 feet. The minimum per side shall be 8 feet. This allows for flexibility in locating the house on the lot and retains the diversity of the existing pattern.

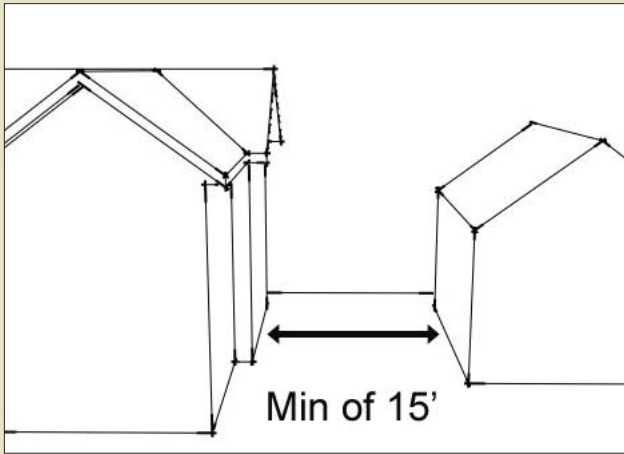


Total side yard setback should be 20' wide. Minimum is 8'.

5.A. DISTRICT 1



A good example of maintaining open space.



Maintain at least 15' of open space between structures.

A2. Open Space

- a. Open space shall be defined as the space between a primary structure and the alley.
- b. Open space shall not be used for parking.
- c. There should be a minimum of 15 linear feet between the garage, parking pad, and the primary structure.

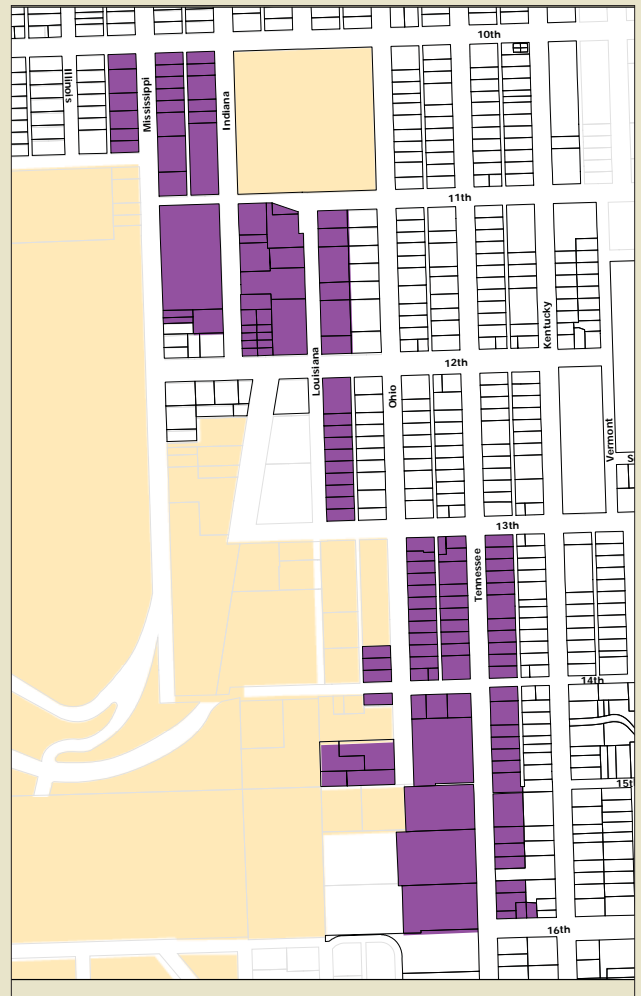
B. DISTRICT 2 - HIGH DENSITY

The following design guidelines are unique to District 2 and only apply to this distinctive area adjacent to the eastern edge of the University of Kansas.

District 2 is a unique district within the Oread Neighborhood. Primarily zoned RM32, this area has seen a number of the original homes demolished and replaced with apartment buildings. Many of these apartments date from the 1960's and 1970's.

The intent of these specific guidelines is to ensure that all new buildings are compatible with the scale and character of the Oread Neighborhood while allowing for a greater density of development.

Portions of the Oread Neighborhood are zoned Mixed Use (MU). The Oread Design Guidelines are intended to supplement the provisions of the Land Development Code's MU Zoning. If the provisions of the Land Development Code's Mixed Use District (MU) are inconsistent with the Oread Design Guidelines, or if they are in conflict, provisions of the Oread Design Guidelines shall control.



District 2 Boundary Map.



Oread Hotel.

5.B. DISTRICT 2



Structure constructed after the "Period of Significance".



Lot consolidation for larger structures.



Parking should be accessed through the alley.

B1. Demolition of Existing Structures

- a. Demolition of an existing structure may be appropriate in District 2 if the structure is not listed on the National Register of Historic Places, State or Local listings.
- b. Demolition may be appropriate if the structure was constructed after the "Period of Significance" of the Neighborhood, 1877-1945, as discussed in Chapter 3.

B2. Lot Consolidation

- a. Lot consolidation shall not involve alley closures or street closures.
- b. Lot consolidation shall not involve the interruption of the established street grid pattern or the creation of a cul-de-sac.
- c. Lot consolidation, which includes demolition, may be appropriate if it consistent with the guidelines in the Demolition of Existing Structures section above.

B3. Access Standards

- a. Parking should be accessed through the alley.
- b. Where an alley is not present, parking and driveway access shall be consistent with the rest of the block.
- c. Driveways shall be at a residential scale.
- d. Entrances to garages, and subterranean garages should be accessed through the alley where feasible.

B4. Parking Standards

- a. Parking shall not be located in the front yard.
- b. Parking lots should be screened along the public street.

B5. Service Standards

Services, including all utility access and above ground equipment, trash carts, and dumpsters should be located on alleys, where alleys exist.

B6. Frontage Standards for Multi-Dwelling Structures

- a. Each ground floor residential unit that is adjacent to the street shall be oriented with front entrances to the street accessed through a front door that faces the street.

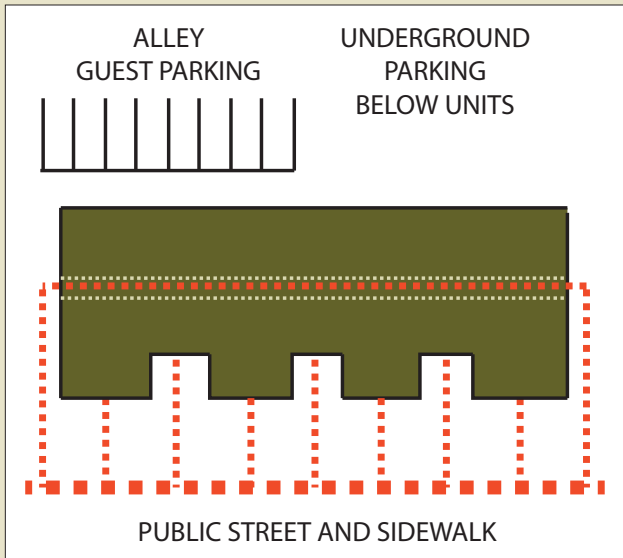


Parking shall not be located in the front yard.



Multi-dwelling structure has individual front doors.

5.B. DISTRICT 2



"House scale" elements and masses relate to the neighborhood.



Apartments shall step down to smaller scale residences.

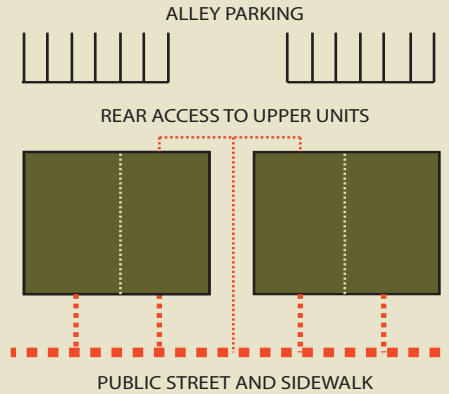
B7. Building Size and Massing Standards

- The facade of large buildings shall be no greater than 40 feet wide after which the building shall be set back a distance of at least 8 feet for the next 20 feet, before returning to the initial setback. This is to reflect the size of a typical Oread house and the side yard spacing between houses. These offsets should be expressed from the foundation through the roof line.
- New construction should be composed of "house scale" elements and masses that relate to the scale of the original neighborhood. Porches, dormers, and projecting bays can help achieve this standard.
- Windows should be vertical in proportion. The scale should be similar to historic windows which are generally 5 feet minimum in height. Windows may be paired.
- Roofs should be pitched.
- New structures should step down to within 1 story of adjacent structures.

CHAPTER 5 DISTRICT SPECIFIC DESIGN GUIDELINES

DUPLEX / TRIPLEX / FOURPLEX

Attached dwellings giving a large single-dwelling appearance.



Stories: 2 - 2.5

Parking:
In individual garages to rear or garages via alley.

Porches/Yards:
Porches and stoops front the street. Private patios to the rear.

ROW HOUSES

Attached dwellings, multi level, typically in rectangular form.



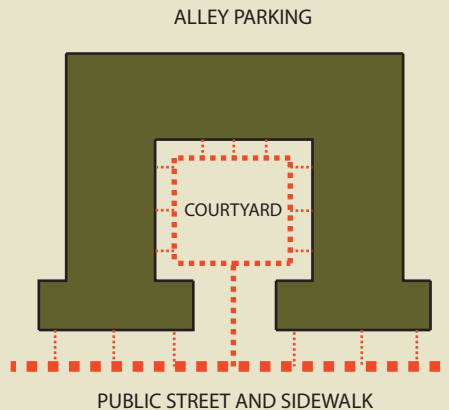
Stories: 2 - 3

Parking:
In individual garages at rear or garages via alley.

Porches/Yards:
Private yards in front and/or rear.

COURTYARD HOUSING

Attached dwellings around a central interior courtyard.



Stories: 2 - 3

Parking:
In individual garages to rear or underground garages

Porches/Yards:
Units facing streets have porches and all others have stoops fronting the interior court.

5.C. HISTORIC DISTRICTS

C. OREAD AND HANCOCK HISTORIC DISTRICTS

Work within the Oread and Hancock Historic Districts shall follow the Neighborhood Wide Design Guidelines of Chapter 4 as well as the more stringent guidelines for Historic Districts that are set forth below. The Design Guidelines are based upon the Secretary of Interior's Standards for Preservation, Rehabilitation, Restoration, or Reconstruction, as appropriate.

These Standards can be found on the National Park Service website.

These standards apply to all properties and new construction within the Historic Districts.

For additional guidance, the National Park Service publishes the Interpreting the Standards Bulletins and Preservation Briefs, available from the National Park Service website.



Oread Neighborhood Historic District Boundary Map.



Hancock Historic District Boundary Map.

C1. Demolition

- a. New construction shall meet the standards of section C6.
- b. Historic structures should not be demolished
- c. If beyond repair, a cost analysis and structure analysis and economic analysis will be required as part of the demolition application process

C2. Respect and Retain Original Historic Style and Features

- a. Historic features, including character-defining elements, original scale and massing, shall be retained.
- b. Stylistic elements that were not originally present shall not be added.
- c. Alterations that have no historic basis and that seek to create the appearance of a different architectural period or a false sense of history shall be avoided.
- d. Non-historic alterations that detract from original historic style should be removed.



A good example of details that are well proportioned to the structure.



Preserve original details when possible.



When replacing elements make sure they match the originals in proportion, scale, mass and materials.

5.C. HISTORIC DISTRICTS



C3. Repair or Replace?

A project should demonstrate that the least intrusive treatment option that is feasible is being used. The Secretary's Standards lay out a prioritization for the treatment of historic materials:

- a. When to Preserve:
Deteriorated historic features and architectural elements shall be repaired rather than replaced.
- b. When to Rehabilitate:
If an original architectural feature has become deteriorated beyond repair, the replacement shall match the historic feature in size, scale, profile, and finish.
 - i. Synthetic or composite replacement materials shall match the original in size, scale, profile, and finish.
 - ii. Compatible recycled historic materials may be used provided that the replacement material is compatible with the historic style and character of the resource.
- c. When to Replace:
 - i. Replaced elements shall match the original in size, scale, profile, and finish.
 - ii. An entire missing building should not be reconstructed.
 - iii. Missing architectural features may be restored using photographs, historic architectural drawings, or physical evidence as a guide. Physical evidence may include other matching elements that remain on the building or a "ghost" showing where the missing element historically was attached.
- d. When to Construct New:
 - i. New construction shall not demolish or significantly alter an existing contributing resource.
 - ii. New construction may be appropriate on an empty lot or to the rear of a contributing resource.

C4. Restoration, Rehabilitation, Renovation of Contributing Structures

- a. Facade
 - i. Original elevations of the structure that are visible from the public right-of-way shall be maintained.
 - ii. Appearance, character, arrangement of architectural features, design or materials shall not be changed except to restore a structure to its original appearance.
 - iii. Architectural features shall not be added to a structure if they were never present.
- b. Building Walls
 - i. Damaged walls shall be repaired with like materials that match in color and texture with the weathered material of the original structure.
 - ii. Only those sections that are deteriorated beyond repair should be replaced.
 - (1) Traditional building materials shall be replaced with traditional building materials. For example stucco ages differently than Exterior Insulation and Finish Systems (EIFS) and over time the EIFS looks significantly different than stucco.
 - (2) Natural building materials that age naturally and weather well should be used. For example synthetic stone does not age in the same manner as real stone. Over time the synthetic stone does not retain the characteristics of real stone.



Retain the appearance, character and arrangement of architectural features, such as in this example.



Unlike this example, walls should be repaired with like materials that match in color, texture, and construction method



A good example of using traditional building materials.

5.C. HISTORIC DISTRICTS



An unacceptable example of vinyl siding concealing original features.



Masonry should not be painted.

- iii. Aluminum, vinyl or other synthetic siding shall not be used as a replacement for a primary building material. Artificial siding materials can cause irreparable damage to underlying materials and structural members.
- iv. Unpainted masonry shall not be painted. Moisture may become trapped between the paint and masonry, causing deterioration of the underlying materials.
- v. Simulated modern materials that attempt to emulate traditional materials should not be used.

CHAPTER 5 DISTRICT SPECIFIC DESIGN GUIDELINES

b. Roofs

- i. The original shape and slope of the roof as seen from the street shall be maintained. The shape and slope of the original roof is an important character defining feature of the structure.
- ii. Roofing materials should duplicate the appearance and profile of the original materials.
 - (1) The color of the new roofing material should be comparable to the color of the original material.
 - (2) The existing roofing may be replaced with roofing materials that historically would have been appropriate for the building form and style.
- iii. Original decorative roof elements, such as exposed rafter ends, bargeboards, or cornices shall be maintained.
- iv. Decorative roof elements that were not historically present should not be added.
- v. Gutters should be made of copper, galvanized steel or aluminum. Gutters should be half-round or ogee in shape.

c. Dormers

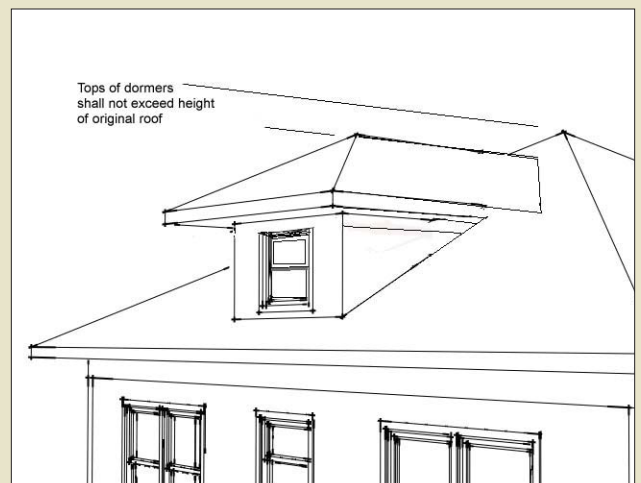
- i. Dormers shall be appropriately sized so as not to overwhelm or dramatically change the character of an historic structure.
- ii. Dormers should be centered over windows on a lower level.
- iii. Dormers should be constructed of lighter materials such as wood, never of brick or stone.
- iv. Windows should be placed in the center of the dormers at least 6 inches from the side edge.



These fiberglass shingles are approximately the scale of the original roofing shingles.



Maintain original decorative roof elements such as these cast roofing tiles.



Keep dormers below the crest of the original roof line.

5.C. HISTORIC DISTRICTS



Retain original porch details such as the balustrade, columns, and porch skirting.



Balustrades are composed of a series of balusters that collectively make a screen that is slightly more opaque than transparent.



If a front porch is screened, it shall be constructed so that the primary architecture elements, such as columns and balustrades are readily visible from the street.

e. Porches

- i. Original front porch elements such as columns, balustrades and decorative trim shall be retained.
- ii. Damaged elements shall be repaired using materials that match the original.
- iii. Only those elements deteriorated beyond repair should be replaced.
- iv. Sufficient documentation should be used to accurately reproduce missing original porch elements. Paint shadows of original profiles, original porch features, examples that remain, or old photos can assist in determining historical designs.
- v. Porch elements that were not historically present shall not be added.
- vi. Front porches should not be enclosed.
- vii. Screened front porches shall be constructed so that the primary architecture elements, such as columns and balustrades are readily visible from the street.
- viii. The addition of screen material should be reversible and should not damage any historic features.

CHAPTER 5 DISTRICT SPECIFIC DESIGN GUIDELINES

- f. Doors
- i. Original door openings on the front elevation shall not be enlarged or enclosed.
 - ii. Doors should not be moved or added.
 - iii. Original door openings that have been enclosed may be restored.
 - iv. Original doors, jambs, decorative door surrounds, sidelights, and transoms should be retained and repaired using materials that match the original.
 - v. Doors and surrounds that have deteriorated beyond repair should be replaced with door surround, sidelight, or transom that match the style, materials, and finish of the original door.
 - vi. Inappropriate doors and surrounds shall be replaced with door surround, sidelight, or transom that match the style, materials, and finish of the original door.
 - vii. If there is no documentary evidence of the original door, the replacement should reflect the style and period of the house.
 - viii. Solid wood doors with recessed panels and frames, and glass lights should be used.



Location, style and size of doors are important character defining features.



Retain original doors, door surrounds, side lights and transoms, like this example.



A good example of a solid wood door with glass lights.

5.C. HISTORIC DISTRICTS



Window placement and patterns are character defining features.



Retain and repair original windows, window surrounds and screens using materials that match the original.

g. Windows and Screens

- i. Original window openings on the front elevations shall not be enlarged or enclosed.
- ii. Window openings on the front elevations should not be moved or added.
- iii. Original window openings that have been enclosed should be restored.
- iv. Original windows, window surrounds, and screens shall be retained or repaired using materials that match the original.
- v. When original windows or screens are deteriorated beyond repair, replacement windows shall maintain the same size, profile, configuration, finish and details as the original windows.
- vi. Replacement materials:
 - (1) Windows should be made of wood.
 - (2) Aluminum clad windows may be used.
 - (3) Solid PVC windows shall not be used.
- vii. Replacement window profiles and jamb conditions should match the original wood windows in detailing and profile thickness.
- viii. The jamb should be recessed from the front facade at the same depth as the original windows.

CHAPTER 5 DISTRICT SPECIFIC DESIGN GUIDELINES

- ix. Divided light windows should match the size and pattern of the original window.
 - (1) True divided lights or dimensional mullions that emulate the historic shape should be used.
 - (2) Dimensional mullions shall be placed on the outside of the glass.
 - (3) Window mullions shall not be inserted inside the glass.
- x. Interior storm windows should be used to maintain the historic exterior appearance of the window.
- xi. Storm windows should be installed so that they do not damage historic jambs and surrounds.

h. Chimneys

- i. Original chimneys shall be retained.
- ii. New chimneys should not be visible on the front of the house as seen from the street.

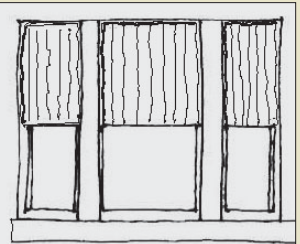


A good example of painted, wooden storm windows that are appropriate for this application.

Acceptable



Unacceptable



Divided light windows should match the size and pattern of the original windows.



Original chimneys should be retained. If adding a chimney, do this on the back of the building so it's not visible from the street.

5.C. HISTORIC DISTRICTS



A good example of how character-defining features on the front of the building shall be preserved.



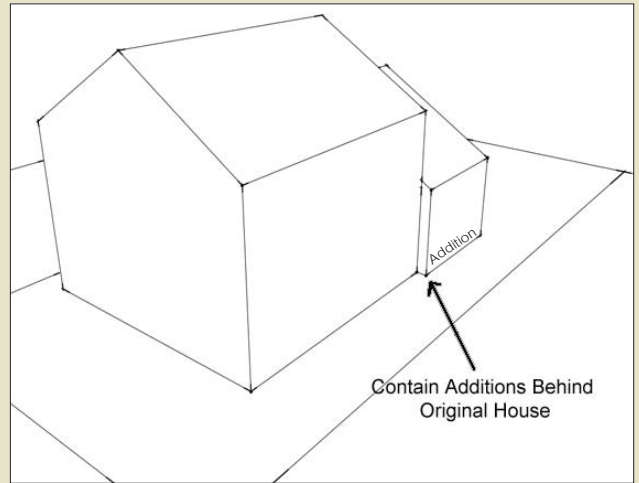
An unacceptable addition at the rear of the property.

C5. Additions to Contributing Structures

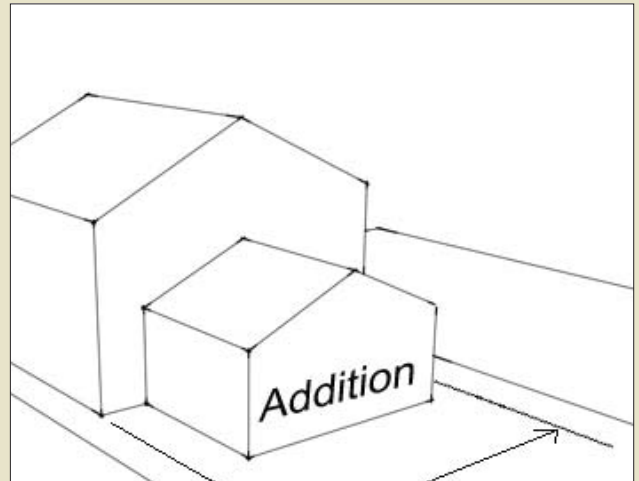
- a. Location and Height
 - i. All character-defining features on the front of the building shall be preserved.
 - ii. Additions shall not project in front of or align to the original front facade.
 - iii. The roof form of the addition shall not be visible above the ridgeline of the original roof when the front of the historic building is viewed from the street.
 - iv. Additions should not overwhelm or overshadow the existing building.
 - v. Additions should appear subordinate and be located as inconspicuously as possible.
 - vi. Additions should reinforce the original historic character, and should not destroy significant historic features.
 - vii. An addition should complement the scale and massing of the original historic building.
 - viii. Features on the sides of the house that are easily seen from the street should be retained.

CHAPTER 5 DISTRICT SPECIFIC DESIGN GUIDELINES

- ix. Original building material should be retained when constructing an addition.
- x. Additions should be located behind the original rear facade of the historic building.
- xi. Additions should not be wider than the original house.
- xii. Two-story additions to one-story homes should be built at the rear of the historic building to preserve the original one-story character.
- xiii. The roof height of the addition should be as low as possible to minimize visual impact.
- xiv. The addition should be set back behind the ridgeline of the original roof if the original roof is side-gabled, hipped, or pyramidal in form.
- xv. The minimum setback between the front facade and the addition should be a minimum of 15 feet if the original structure is front-gabled or has a flat roof form.
- xvi. Additions should be compatible in size, scale, massing and materials to the original structure and the adjacent historic structures.

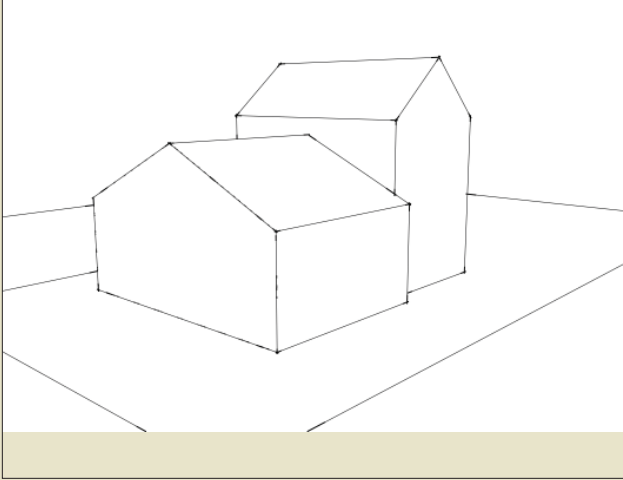


Additions should not be wider than the original house.



Roof height should be as low as possible.

5.C. HISTORIC DISTRICTS



Make the addition compatible with the original (not a replicate) and at the same time it should be vaguely obvious that it's an addition.



Contemporary additions may be appropriate.

- b. Design and Style of New Additions
 - i. Additions shall be compatible with the historic structure, but should not replicate or give a false sense of history.
 - ii. A contemporary design may be appropriate when:
 - (1) The addition is not visible from the street, or
 - (2) The addition does not overwhelm or obliterate the historic building or its architectural features.
 - iii. Contemporary designs should respect the scale, forms, and patterns of the original construction.

CHAPTER 5 DISTRICT SPECIFIC DESIGN GUIDELINES

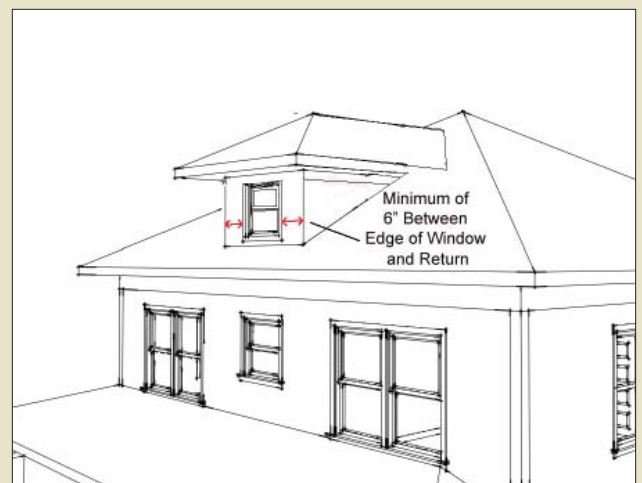
- iv. Additions that are visible from the street shall:
 - (1) Have windows that are the same proportion to the walls,
 - (2) Floor-to-floor heights that are similar,
 - (3) Fenestration patterns, and bay divisions compatible with those on the existing house.
- c. Dormers
 - i. Dormers shall be appropriately sized so as not to overwhelm or dramatically change the character of an historic structure.
 - ii. Dormers should be centered over windows on a lower level.
 - iii. Dormers should be constructed of lighter materials such as wood, never of brick or stone.
 - iv. Windows should be placed in the center of the dormers at least 6 inches from the side edge.
 - v. Dormers should not be located on the main front façade .



Dormers should be appropriately scaled so not to overwhelm or dramatically change the character.



Center dormers on lower level windows.

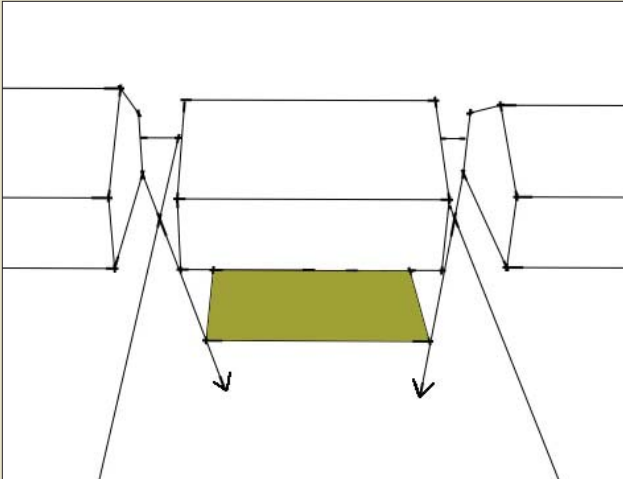


Leave at least 6" between the edge of the window and the outer wall surface.

5.C. HISTORIC DISTRICTS



A good example of how a slight recess helps distinguish the addition from the original.



Back porches and decks should not be visible from the street.

c. Exterior Walls

- i. Additions that are visible from the street (either from the front or from the side) shall be compatible with the exterior wall materials and the architectural styles of the original house.
- ii. Additions should be differentiated from the original structure by varying:
 - (1) Width and profile of wood siding
 - (2) Shape and depth of brick
 - (3) Size of mortar joints
 - (4) Texture
 - (5) Color
 - (6) Slight recess
 - (7) Change in materials
 - (8) Vertical trim board
 - (9) Other appropriate method

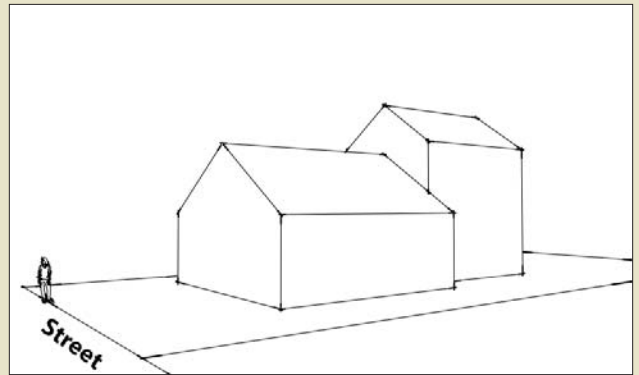
d. Porches & Decks

- i. Front porches shall not be added to contributing structures if one never existed.
- ii. Back porches and decks should not be visible from the street when the house is viewed from the public right-of-way.

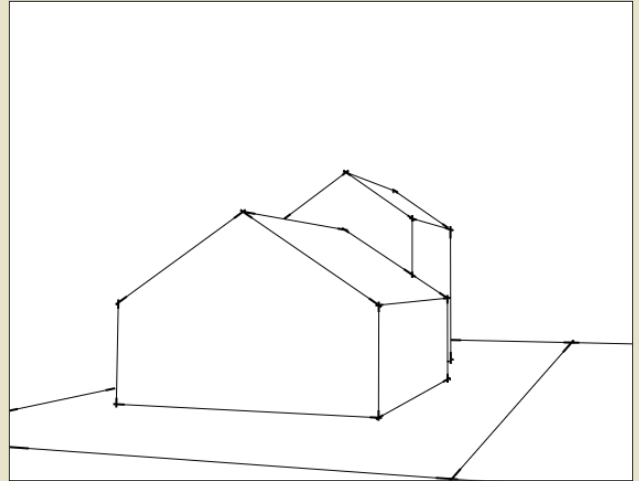
CHAPTER 5 DISTRICT SPECIFIC DESIGN GUIDELINES

e. Roofs

- i. The ridgeline of the addition should not be visible from the street.
- ii. New roofs should be simple in style and should be compatible with the roof of the contributing structure.
- iii. The slope of the new roof should match the slope of the existing house.
- iv. Roof materials should match or be similar to the roof on the existing house in color, scale, and texture.



The roof of the addition should not be visible from the street.



The slope of the new roof should match the slope of the existing.

5.C. HISTORIC DISTRICTS



When constructing an addition the windows should emulate the windows of the existing structure in terms of proportions, pattern, configuration, profile and finish.



False mullions inserted between the glass in windows with no profile are not appropriate.



Wood screens are appropriate for windows.

f. Windows and Screens

- i. Windows should emulate the windows of the existing structure in terms of fenestration pattern, size, configuration, profile and finish.
- ii. Windows with false mullions inserted between the glass in windows with no profile should not be used.
- iii. Windows with mullions attached to the outside of glass, both interior and exterior, should have a spacer between the glass.
- iv. Anodized or dark coated metal screen should be used to minimize their visual presence.
- v. Window materials:
 - (1) Windows should be made of wood.
 - (2) Aluminum clad windows may be used.
 - (3) Solid PVC windows shall not be used.

- g. Exterior Doors
 - i. Exterior doors should be compatible with those of the contributing structure.
 - ii. Hollow core doors should not be used.

C6. Non-Contributing Structures

- a. When a structure is designated “non-contributing” it does not necessarily indicate that the building has no inherent value, nor does it imply that the building does not play a role in defining the character of the neighborhood. A building can be designated non-contributing because:
 - i. Of its age.
 - ii. It has received unsympathetic remodeling.
 - iii. The structure does not have any character defining features of the neighborhood.
 - iv. It is ill sited.
 - v. It is of a style or design that is foreign to the district.
- b. Some non-contributing buildings can be renovated and become contributing buildings.



Doors in an addition should complement those of the existing house.



Inappropriate alterations and additions can be removed.

5.C. HISTORIC DISTRICTS



Modifying newer building to make them look old is not appropriate.



An inappropriate example of new infill being incompatible with the neighborhood.



Infill construction should incorporate proportions, materials and architectural styles typical of the historic districts.

- c. Alterations and Additions to Non-contributing Structures
 - i. Inappropriate alterations or additions to a historic non-contributing building may be removed to return the building to its historic appearance, based upon physical or photographic evidence.
 - ii. Historic elements and features should not be added to a non-contributing building to make it appear older or to change styles.
 - iii. When a non-contributing building is being modified or remodeled the New Construction guidelines (see below) should be followed so that the building might be made more compatible with the neighborhood.

C7. New Construction

- a. Designed in Context with the Historic District
 - i. New construction should be compatible with the primary design characteristics of the district.
 - ii. Siting lot, as well as the massing, proportions, roofs, fenestration patterns, materials and architectural styles should reflect what is historically found in the District.

CHAPTER 5 DISTRICT SPECIFIC DESIGN GUIDELINES

- b. New construction styles should be based on the architectural styles outlined in Chapter 3 of this document.
- c. Contemporary design and style may be appropriate in the historic district if the building respects the scale, massing, proportions, patterns, and materials prevalent among contributing houses within the District.
- d. Exterior Walls
 - i. The exterior wall material of new construction should be constructed of materials that can be found on contributing buildings within the existing historic district.
 - ii. Primary building materials such as wood, brick and stone should be used in comparable ways that they were used on historic buildings.



New construction should be based on the architectural styles outlined in Chapter 3.



Vary shapes and textures to add interest to exterior walls.

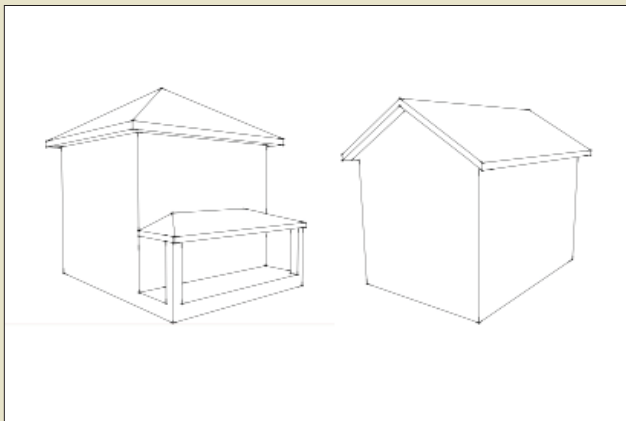
5.C. HISTORIC DISTRICTS



Porches are common character defining features among contributing buildings, such as in this good example.



A good example of how roof details such as dormers, eaves and soffits should also specifically relate to the architectural styles of the neighborhood.



Roof forms should relate to the architectural style of the new construction.

- e. Porches
 - i. New construction should have a front porch.
 - ii. Porch columns, railings, balustrades and detailing should relate to the architectural style of the new building.
- f. Roofs
 - i. Roofs should reflect the character of the roofs on contributing houses within the district.
 - ii. Roof form and materials should relate to the architectural style of the new construction.
 - iii. Roof details such as dormers, eaves and soffits should specifically relate to the architectural style of the new construction.

CHAPTER 5 DISTRICT SPECIFIC DESIGN GUIDELINES

g. Windows

- i. Windows in new construction should reflect the patterns of windows in historic buildings within the District.
- ii. The depth of the windows from the wall surface should be similar to those in historic buildings within the Districts.
- iii. The style of windows in new construction should relate to the architectural style of the new construction.
- iv. False mullions attached to or inserted between the glass in windows should have a spacer between the glass.
- v. Screen frames should be made of wood.
- vi. Anodized or dark coated metal screen should be used to minimize their visual presence.
- vii. Recycled windows from a compatible historic period may be used.



Windows in new construction should reflect the patterns of windows in contributing buildings.



Screen frames should be made of wood with bronze or dark metal screen.



Using recycled windows is appropriate.



Doors shall be visible from the street.



Garages and accessory structures shall be detached and located in the rear yard.



Exterior materials should be wood or cementitious board.

h. Doors

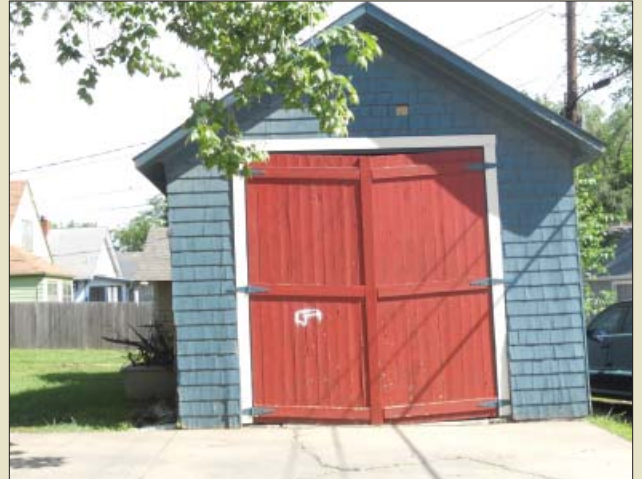
- i. Front doors shall be visible from the street.
- ii. Solid wood doors with or without lights should correspond to the style and design of the house.
- iii. Doors with panels and recesses may be used.
- iv. Flat unadorned doors shall not be used on the primary facade.
- v. Recycled doors from a compatible historic period may be used.

i. Garages & Accessory Buildings

- i. Garages and accessory structures should be detached.
- ii. Garages and accessory structures shall be located in the rear yard.
- iii. Garages and accessory structures should be compatible in scale for the property and subordinate to the main structure.
- iv. Garages and accessory structures should be sited to reflect and correspond to the historic patterns of the block on which they are located.
- v. Exterior materials should be wood or cementitious board.

CHAPTER 5 DISTRICT SPECIFIC DESIGN GUIDELINES

- iv. Garage doors should reflect the overall character of the district.
- v. Garages doors should be made of wood or painted metal to resemble the wooden doors common to the neighborhood.

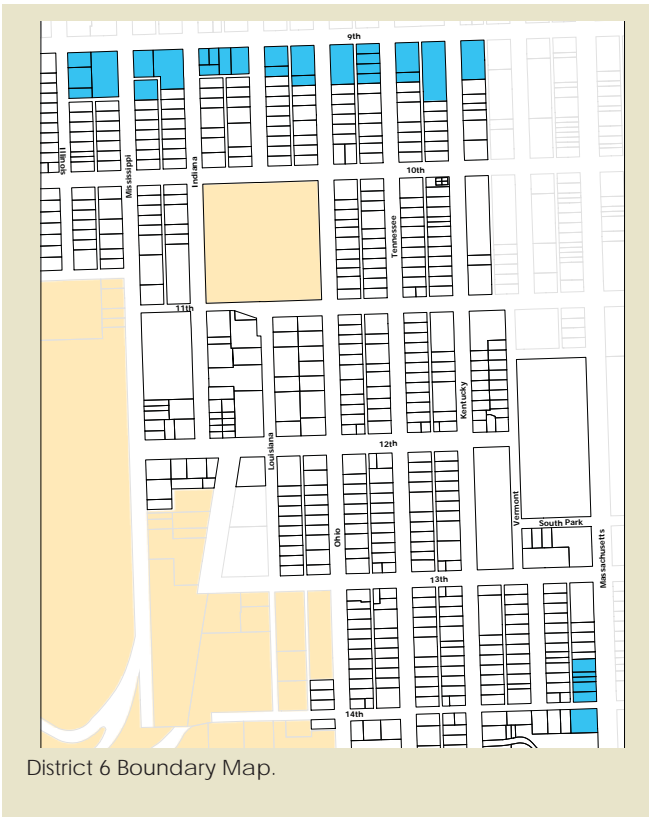


Garage doors should reflect the style of the main house and character of the district.

6



CHAPTER 6: COMMERCIAL AND MIXED-USE



District 6 Boundary Map.

The goal of commercial and mixed use design guidelines is twofold: 1) to create a pleasing and attractive urban design setting where businesses can succeed; and, 2) maintain the existing character of the residential neighborhood. The commercial uses should be scaled to serve the neighborhood, providing business opportunities for convenience that would be primarily accessed on foot.

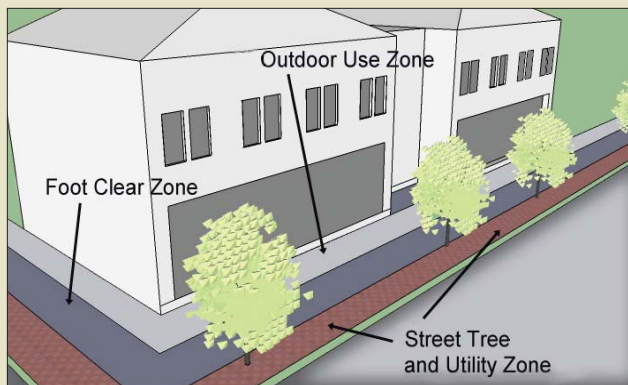
These guidelines are intended to be used only if there is commercial on the ground floor. If the first floor is not commercial then the guidelines in Chapter 4 should be followed.

Portions of the Oread Neighborhood are zoned Mixed Use (MU). The Oread Design Guidelines are intended to supplement the provisions of the Land Development Code’s MU Zoning. If the provisions of the Land Development Code’s Mixed Use District (MU) are inconsistent with the Oread Design Guidelines, or if they are in conflict, provisions of the Oread Design Guidelines shall control.

6.A. COMMERCIAL PUBLIC REALM



Mixed use structure integrating residential and commercial uses within the same structure.



The sidewalk space shall be composed of a "Street and Furniture Zone", "Clear Zone", and "Outdoor Zone".



A good example of how corner buildings should locate at the lot lines.

A. PUBLIC REALM

A1. Zones

The area in front of the structure shall be composed of a "Street Tree and Furniture Zone", a "Clear Zone" and an "Outdoor Use Zone." See illustration.

A2. Trees

- a. Redevelopment should encourage canopy trees in the "tree zone."
- b. Tree spacing should strive to meet the rhythm and placement of trees along the rest of the street.

A3. Surfacing

- a. Surfacing should include a mixture of different material to create visual interest in the Public Realm.
- b. Materials may include:
 - i. Concrete
 - ii. Brick
 - iii. Tree grates
 - iv. Planting beds
 - v. Permeable paving
 - vi. Slate
 - vii. Stone

A4. Landscaping

- a. All plant material shall be real and living.
- b. Planting beds should contain lower growing vegetation to maintain views of first floor storefronts.

B. SITE DESIGN

B1. Setback

The front of the building shall be located in order to accommodate the Public Realm.

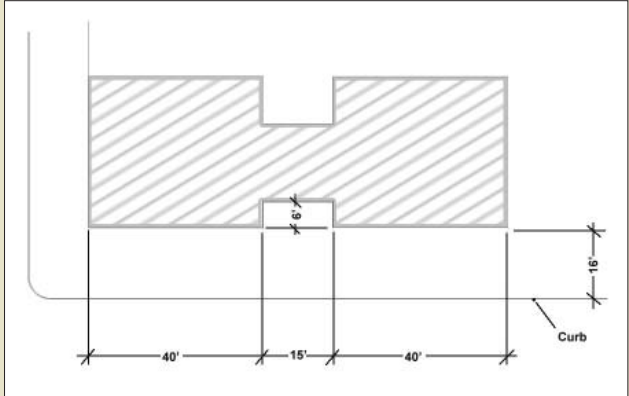
B2. Corner Buildings

Corner buildings should locate at the lot lines.

C. BUILDING DESIGN

C1. Massing

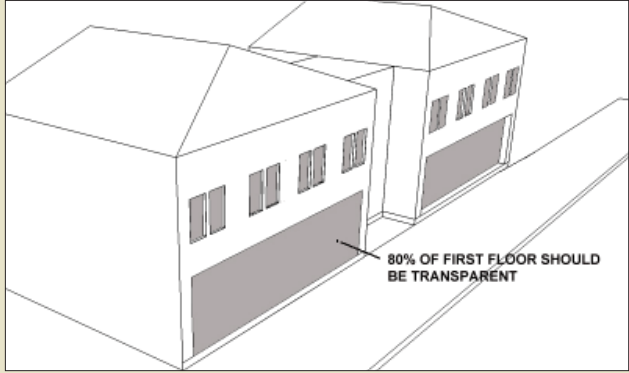
The front facade should be a distance of 40 feet after which the building should be set back a distance of at least 6 feet for 15 feet and then it can return back to the original facade (see figure). The goal here is to emulate the typical building and side yard setback rhythm found in nearby residential fabric. These offsets should be expressed from the foundation through to the roof line.



The building should be composed of 40' bays separated by a 15' wide recess.

C2. First Floor

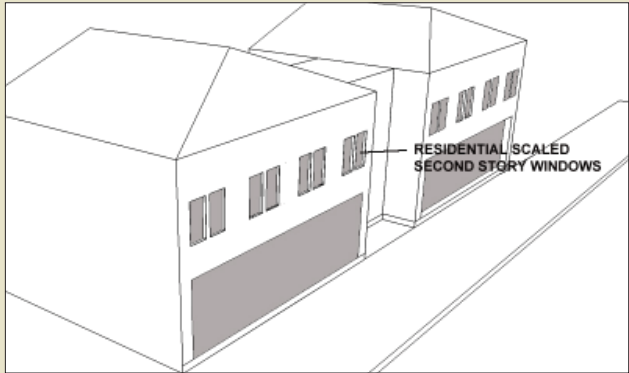
- a. The top of the foundation should be differentiated from the rest of the building with a "water table" or a change of materials between the foundation and upper floors.
- b. Foundations should be covered in real stone or brick, laid so that it appears to be load bearing.
- c. The first floor should be taller relative to other floors in the structure.
- d. The door to the first floor commercial space should be parallel to, visible from, and directly accessible to the front sidewalk.
- e. The first floor commercial spaces should be 70% or more clear glass.
- f. Smoked, frosted or tinted glass shall not be used.



First floor should be at least 80% clear, non frosted and non tinted glass.

C3. Upper Floors

- a. The upper floors should appear to be more residential in nature.
- b. Windows should be taller than they are wide.



Upper floors should be more residential in appearance and about twice as tall as wide.

6.A. COMMERCIAL PUBLIC REALM



An unacceptable example of varying building materials.



Roof lines should be more residential in nature.



Parking lots should be behind the building and incorporate permeable paving.

- c. Group individual windows if more light is desired.
- d. Upper floor windows should comprise between 20% and 30% of the facade.

C4. Materials

- a. Materials should avoid being monolithic in appearance and should be of human scale.
- b. Materials should be:
 - i. Stone
 - ii. Brick
 - iii. Tile
 - iv. Wood
 - v. Non-Corrugated Metal
 - vi. Glass

- c. Plastic, fiberglass and other substitute materials should not be used because they do not age or weather gracefully. Cementitious wood siding is acceptable.
- d. Highly reflective, shiny materials should not be used.

C5. Roof Line

- a. The roof should appear to be more residential in nature.
- b. Flat roofs with cornices typical of downtown commercial buildings should not be used with the exception of the structures along Massachusetts Street.

D. PARKING LOCATION

- D1. All parking should be behind the structure or in the interior of the block.
- D2. Parking should be accessed via the alley and not via additional curb cuts.
- D3. Parking should use permeable paving.

E. SIGNAGE

All provisions of the City of Lawrence’s sign ordinance Chapter V, Article 18 shall apply. In addition, the following standards shall apply:

E1. Types

The following types of signs shall be permitted:

- a. A-Frame
- b. Projecting
- c. Wall
- d. Surface mounted
- e. Works of art

E2. Amount and Size of Signage

- a. Businesses may have a total of three different types of signs.
- b. The total amount of signage per business shall not exceed 50 square feet.
- c. No one sign shall exceed 20 square feet.

E3. Awnings

- a. Signs may be placed on an awning.
- b. Awnings shall not be back lit.
- c. Plastic is not an acceptable material.

E4. Projecting Signs

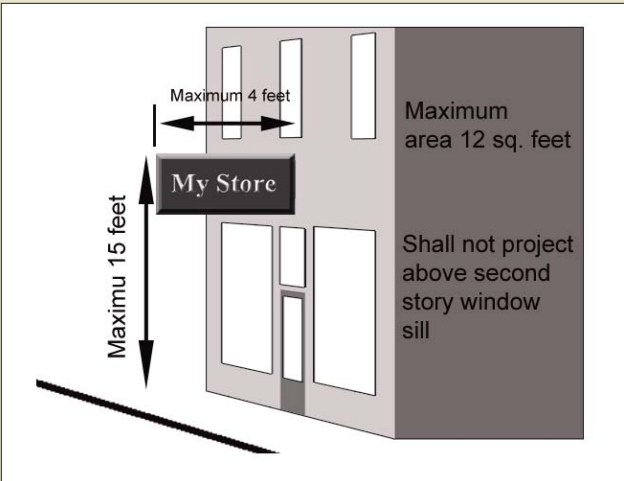
- a. Projecting signs may have two faces but only the square footage of one side shall count towards total sign square footage allocation.
- b. The maximum area shall not exceed 12 square feet.
- c. The sign shall not project more than 4 feet from the structure.



Signage.



A good example of awning signs.



Projecting signs.

6.A. COMMERCIAL PUBLIC REALM



Pedestrian scale projecting signs.

- d. The height at the top of the sign shall not exceed 15 feet from the sidewalk.
- e. The sign shall not project above a second story window sill.

E5. Lighting of Signs


- a. Gooseneck reflectors and lights shall be permitted on surface mounted signs, wall signs, and works of art.
- b. Lights shall be equipped with proper glass lenses concentrating the illumination upon the area of the sign or work of art so as to prevent glare upon the street or adjacent property.
- c. Internally illuminated and back-lighted signs shall not be used.

E6. Ground mounted signs shall not be used.

■ PRESERVATION

■ ARCHITECTURE

■ URBAN DESIGN



Oread Neighborhood Plan

Lawrence-Douglas County Planning Office

Planning Commission Approved 1/27/10
City Commission Approved 9/21/10

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Section 1: Introduction

1.1 Purpose

The purpose of the *Oread Neighborhood Plan* is to outline specific goals, policies and recommendations for the planning area shown on Map 1-2, while being consistent with the overall adopted comprehensive plan for the community. The scope of the *Oread Neighborhood Plan* comprehensively addresses land use, historic preservation, infrastructure, and neighborhood atmosphere. It establishes a multi-year vision with supportive goals, policies and actions.

The Oread Neighborhood is a place where a diverse array of people live, work, study and celebrate. Existing compatibility with its character, maintaining housing variety and maintaining neighborhood scale commercial areas are important. Supporting a healthy and safe environment is essential for the neighborhood to maintain its sense of community. Creative solutions to address crime, owner occupants, landlords and structural neglect are recommended as part of the implementation of this plan.

The plan outlines future land uses for the planning area to be used as a long-term guide for urban development and redevelopment. This plan does not rezone property upon adoption. Development requests are typically made by the property owners and/or developers that have stake in such property and wish to develop or redevelop.

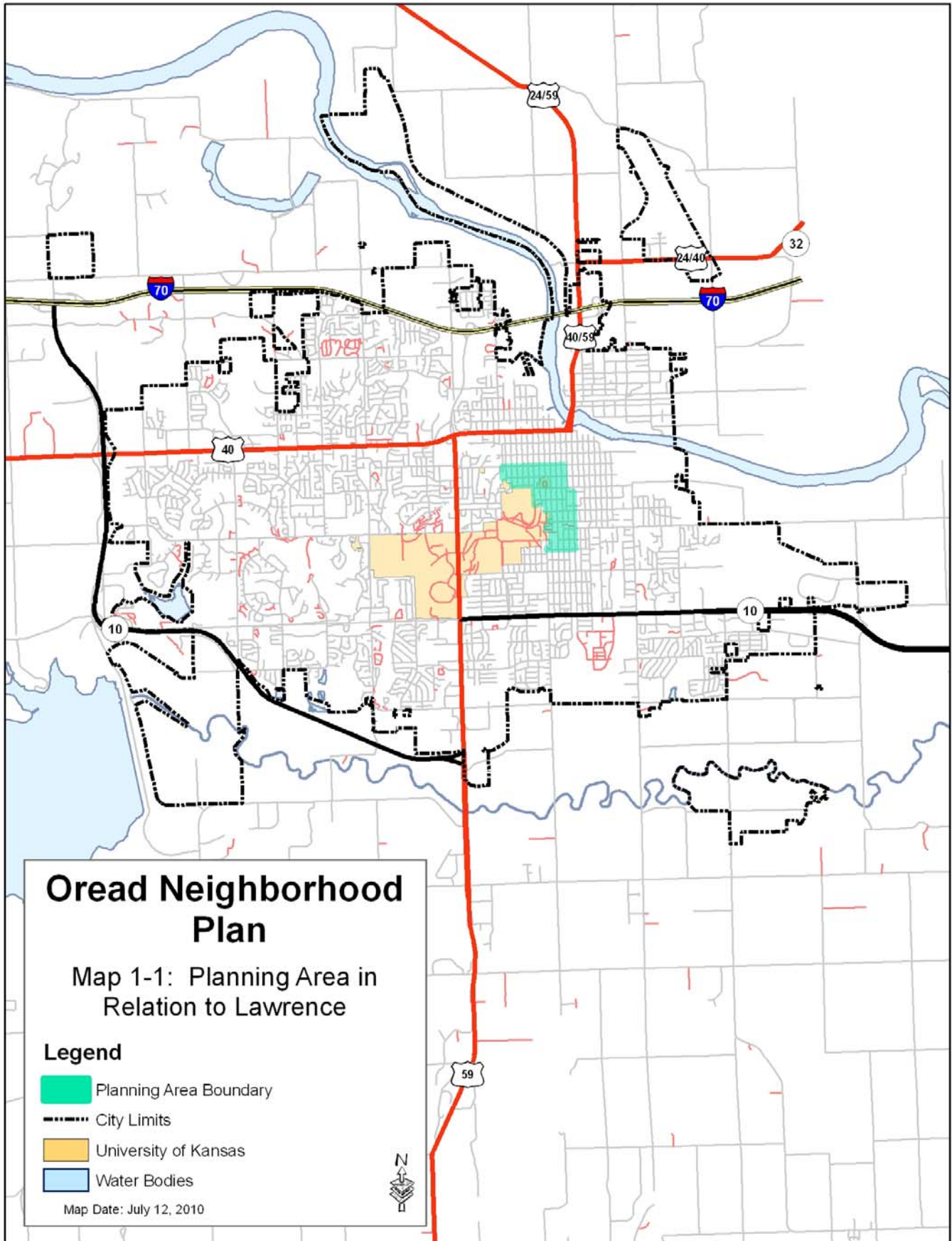
1.2 Description of Planning Area

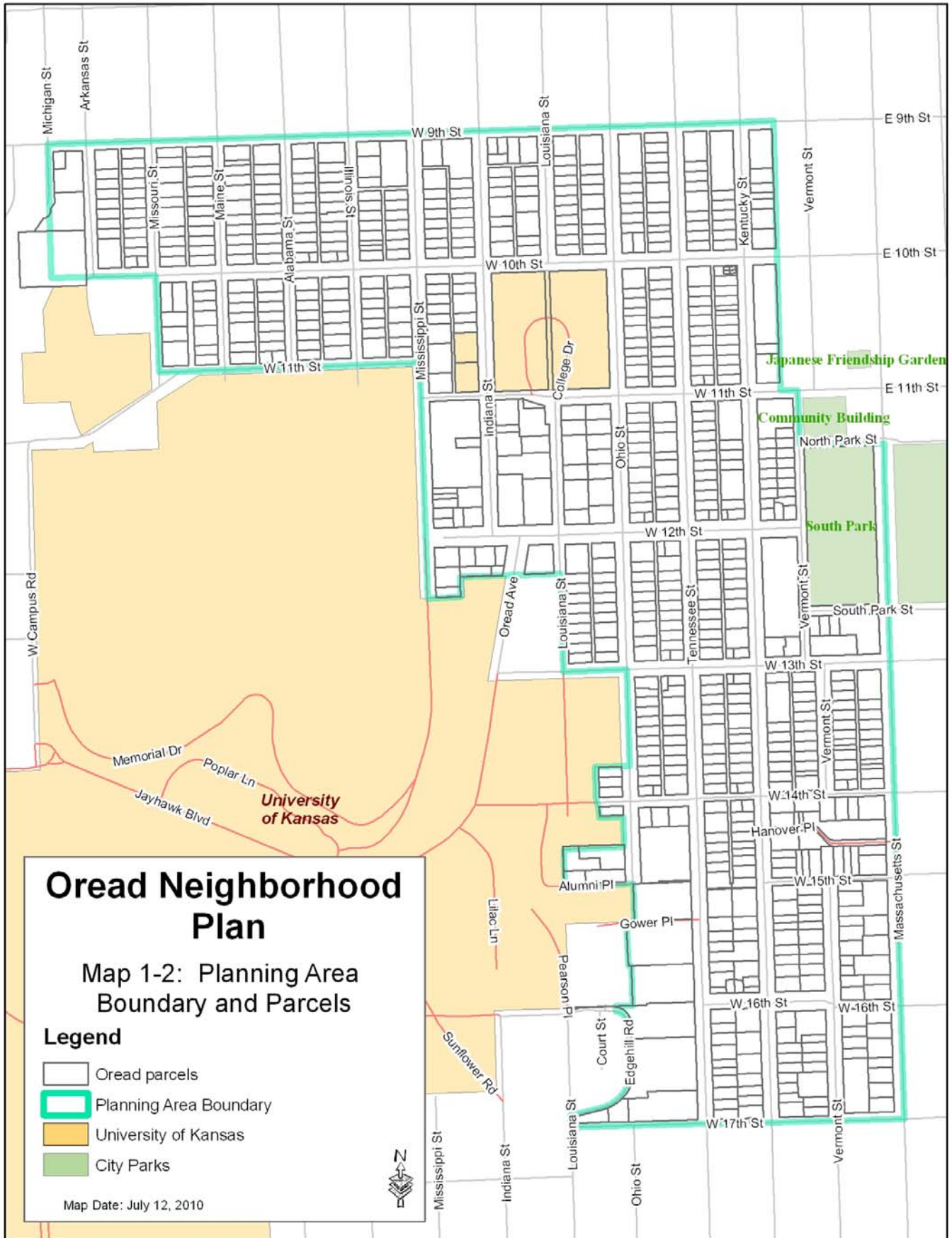
The *Oread Neighborhood Plan* planning area is located in central Lawrence, with the main campus of the University of Kansas on the west and downtown Lawrence on the northeast. The planning area contains approximately 239 acres. The planning area boundaries are shown on Map 1-2.

The neighborhood has historically had a mix of uses with the dominant character as residential in a variety of structure types. The planning area also includes commercial uses along the northern boundary along W. 9th Street between Vermont and Illinois Streets. Over the years, the housing in the neighborhood has become predominately rental in nature and referred to by some as the "student ghetto" because of the increase in crime, large student population, and the neglect of some structures.

North of the planning area is predominantly residential and some commercial uses. East of the planning area is commercial and residential uses. South of the planning area is residential and west of the planning area is the University of Kansas main campus. While the areas described are outside of the planning area boundaries, they influence the land use development patterns within the Oread Neighborhood area.

The planning area contains mostly small ownership parcel sizes as part of the Original Town Plat. The planning area parcel composition is illustrated in Map 1-2.





1.3 Background and History

Lawrence was laid out by A.D. Searle in 1854 on relatively level ground located between the two valleys of the Kansas and Wakarusa Rivers. He used a grid system of eighty feet wide streets, except for three major thoroughfares which were planned to connect blocks reserved for public or quasi-public uses, such as parks and a college. South Park was formed by combining four blocks into one park. Though this plan was revised just one year later, the basic grid pattern of streets, combined with the reservations for parks, schools, and public buildings, remained a significant factor in Lawrence's future development. Also, plans for a college west of the Oread Neighborhood moved forward in 1856 when Amos A. Lawrence donated notes and stocks for the foundation of a proposed "Free State College". A large portion of the planning area was platted in the Original Townsite, Oread Addition, Lane's Addition and Babcock's Addition plats in the early 1860's.



George & Ann Bell House
1008 Ohio Street

On August 21, 1863, William Quantrill led a large group of men in an attack against Lawrence. The result was the destruction of † the majority of structures in the central portion of the town and the deaths of nearly one hundred fifty people. The George and Annie Bell House at 1008 Ohio Street survived from this earliest settlement period.

After Quantrill's raid, there were several factors which contributed to a residential construction boom in Lawrence. Mail service improved significantly, telegraph service arrived in 1863, and a railroad was secured in 1864. The end of the Civil War not only saw the return of soldiers, but also new settlers were pouring into Lawrence. The city's population rose from 1,645 in 1860 to 8,320 in 1870. The Oread Neighborhood appealed to the upper middle class citizens and they looked to an area of town that had room for large homes to reflect their newly acquired wealth.

In addition to its proximity to downtown, other factors affected the development of the neighborhood. The first permanent public school building in Lawrence was built on the northeast edge of the neighborhood. Central School was constructed in 1865 on the southwest corner of 9th and Kentucky Streets. The western boundary of the neighborhood was completed in 1866 with Governor Robinson's gift of land for the University of Kansas. The first classes were held in the North College Hall in 1866, which was built north of the campus between 10th and 11th Streets and Ohio and Indiana Streets, to make use of an existing foundation. The university and its growth would continue to affect the neighborhood in the coming decades.

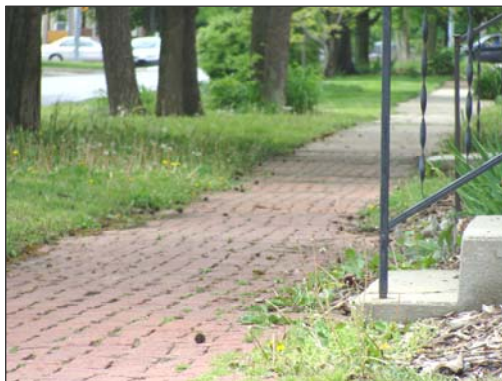
The proximity of the university clearly influenced the development patterns of the neighborhood. Many of the residents in the neighborhood between 1874 and 1899 were university students. The first campus dormitory was not built until 1923 so several homes were operated as congregate living. Families with university age students also moved into the neighborhood so that their children could attend KU and live nearby.

The University of Kansas began to take on a greater importance in the local economy after 1900. While the



town was growing at a slow rate, the number of students enrolled at the university was increasing dramatically. This caused a number of commercial properties catering to students to spring up around the campus. This created a concern among the nearby property owners as well as city officials which resulted in the first Lawrence Planning Commission and zoning ordinance to be created for Lawrence in June 1926. The 1926 zoning ordinance allowed for apartments, congregate living, and fraternity and sorority houses in the neighborhood. As a result, a large number of students lived in the area immediately east and northeast of the university. The Oread Neighborhood was therefore increasingly associated with student housing after the turn of the century with many of these structures being private congregate living uses. As in the previous decades, families moved to the neighborhood so their children would be close to campus.

In addition to student residents, the neighborhood remained popular for university professors as well. After the turn of the century important business leaders in Lawrence were moving into the Oread neighborhood and building new residences. Middle class families were also attracted to the area.



The Oread Neighborhood was still attractive for families during the early twentieth century. In addition to electricity, water and sewer, the streets and even some alleys were paved, curbing was introduced, and stone or brick sidewalks were installed. During the 1930's and again in the post-war boom of the 1940's and 1950's, many of the larger homes were converted to apartments and cooperatives or fraternity and sorority houses. Eventually many of the homes began to suffer from lack of maintenance. By the 1970's, however, new residents interested in rehabilitating historic homes

began moving back into the neighborhood and in 1977 the Oread Neighborhood Association was created. The neighborhood association has used community Development Block Grant funds to build alley parking, dumpster pads and screening, repair steps, and for other projects. This was used to assist the neighborhood in crime prevention, provide dumpster pads, repair of stairs and various other projects. The growing appreciation for historic buildings resulted in several buildings returning to single-family use and being rehabilitated. The new residents of the Oread Neighborhood worked to establish Lawrence's preservation ordinance and nominated the east side of the 1000 block of Ohio Street and the west side of the 1000 block of Tennessee Street as the first local historic district.

Today the planning area is primarily residential in character with a variety of housing types to accommodate the diversity of people calling the neighborhood home. The area contains commercial areas on the edge along W. 9th and also a few commercial areas mixed into the interior of the neighborhood. Most recently a commercial development is being constructed at the corner of Indiana Street and W. 12th Street. This development contains a mix of residential, commercial and hotel use.

1.5 Policy Framework

Horizon 2020 serves as the overall planning guide and policy document for this plan. In addition to *Horizon 2020*, guiding policy is also obtained in other adopted physical element plans. Together, these plans provide the general “umbrella” policies under which this plan is developed. Listed, these plans are:

- *Horizon 2020*, the Comprehensive Plan for Lawrence and Unincorporated Douglas County. Lawrence-Douglas County Metropolitan Planning Office. 1998 as amended.
- *Transportation 2030*, Lawrence/Douglas County Long Range Transportation Plan. Lawrence/ Douglas County Metropolitan Planning Office and Parsons Brinkerhoff. March 26, 2008.
- *Lawrence-Douglas County Bicycle Plan*, Lawrence/Douglas County Metropolitan Planning Office. May 2004.
- *Oread Neighborhood Plan*, Lawrence-Douglas County Planning Office. March 21, 1979.
- United States Department of the Interiors National Register of Historic Places Registration Form for the Oread Neighborhood Historic District. Three Gables Preservation. August 2007.
- *Lawrence Parks & Recreation Department A Comprehensive Master Plan*. Leon Younger & PROS. 2000.
- *City of Lawrence, Kansas Water Master Plan*. Black & Veatch. December 2003.
- *City of Lawrence, Kansas Wastewater Master Plan*. Black & Veatch. December 2003.
- *2008-2013 Capital Improvement Plan*. City of Lawrence. June 26, 2007.

Section 2 - Existing Conditions

The inventory and analysis of existing conditions in this plan are intended to serve as a resource and background for the recommendations included in Section 3 of this plan.

2.1 Land Use and Density

2.1.1 Existing Land Uses

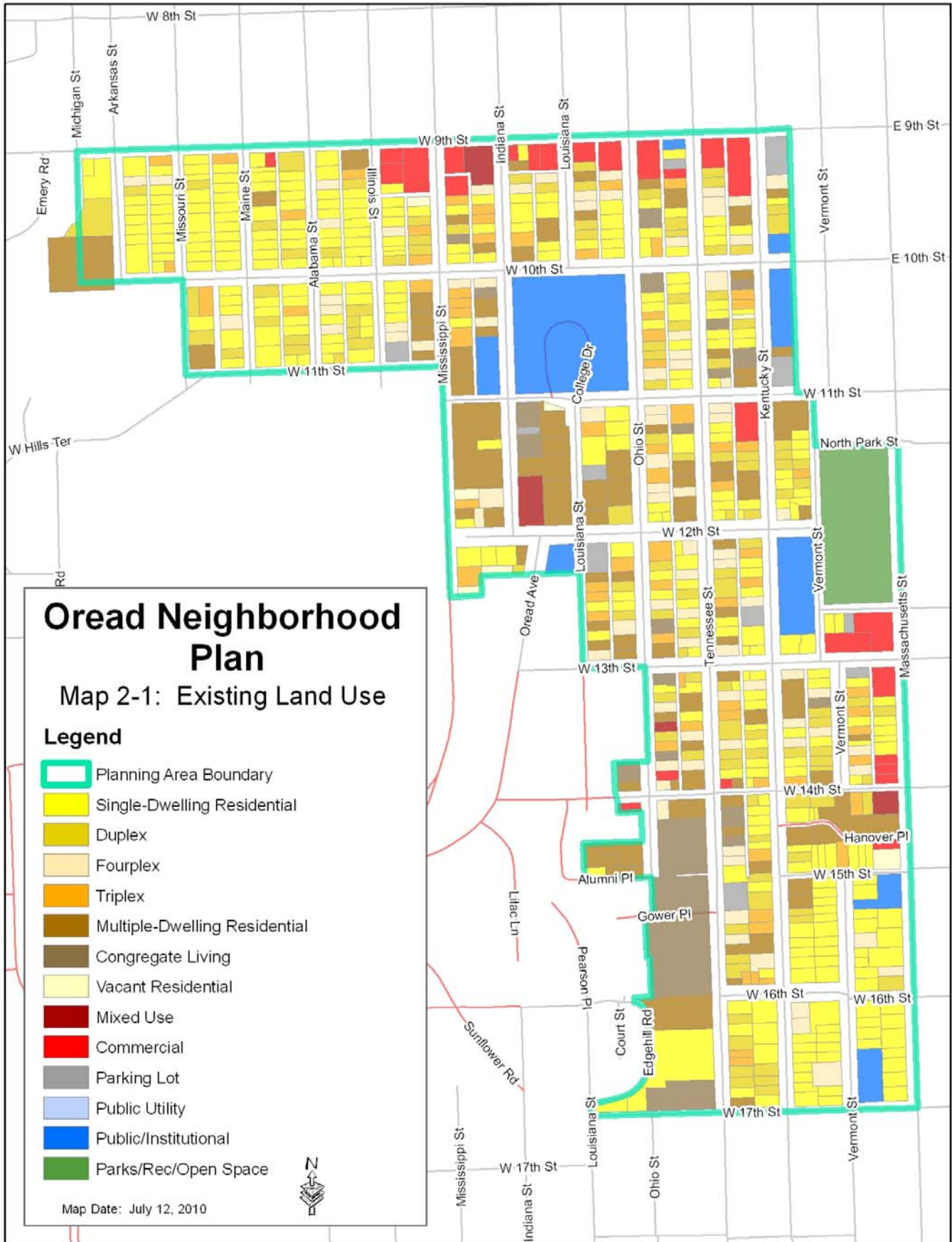


There are currently a variety of land uses within the planning area. The planning area has approximately 161 acres of land dedicated to uses other than public rights-of-way. The source information for the existing land use summary and map are based on the County Appraisers land use code and updated by planning staff. The largest land use within the planning area is the residential land uses which encompass roughly 127 acres or almost 80% of the planning area. Approximately 18% of the planning area is owner occupied housing. Residential land uses are further broken down into single-dwelling, duplex, triplex, fourplex, congregate living and multiple-dwelling

residential land uses. The neighborhood also has commercial within the boundaries along W. 9th Street and other small locations within the planning area. The existing land uses are shown on Map 2-1 and the planning area breakdown is described in Table 2-1.

Table 2-1 Existing Land Use Summary

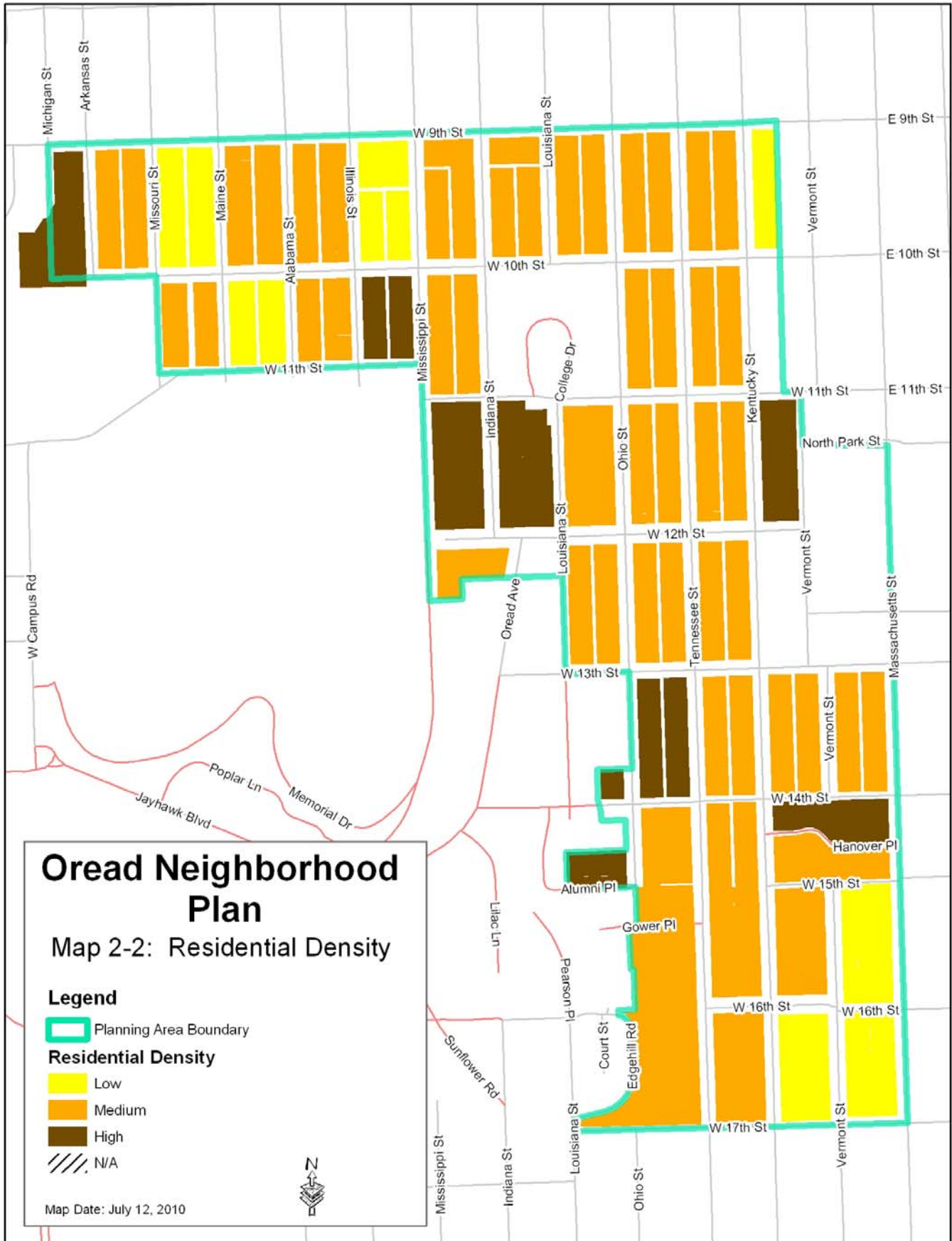
Land Use	Acres	Percent of Acreage
Single-Dwelling Residential	51.19	32%
Duplex	16.63	10%
Triplex	10.09	6%
Fourplex	12.44	8%
Congregate Living	10.81	7%
Multiple-Dwelling Residential	26.23	16%
Vacant Residential	1.08	1%
Mixed Use	1.90	1%
Commercial	8.06	5%
Parking Lot	2.96	2%
Parks/Rec/Open Space	6.43	4%
Public/Institutional	14.26	9%
Total Acres	162.07	100%



2.1.2 Existing Residential Density

Densities are calculated on a gross density based on units per acre. Residential densities on a block by block basis for the planning area are shown in Map 2-2. The number of units for each residential structure was derived from Douglas County Appraiser records and the acreage is calculated to the centerline of each blocks' adjoining streets. Only blocks that are primarily residential are included in the calculations and KU residential dormitory uses are not included. Identified congregate living uses were assigned a count of 1 unit per 4 bedrooms and therefore a congregate living with 8 bedrooms received a unit count of 2. A fraternity or sorority use was assigned a count of 1 unit per four occupants.

Each block is given a rating of low-density, medium-density or high-density. Low-density is described as 6 or few units per acre, medium-density as 7-15 units per acre and high-density as 16 or more units per acre. These density designations are defined in *Horizon 2020*, Chapter 5 – Residential Land Use.



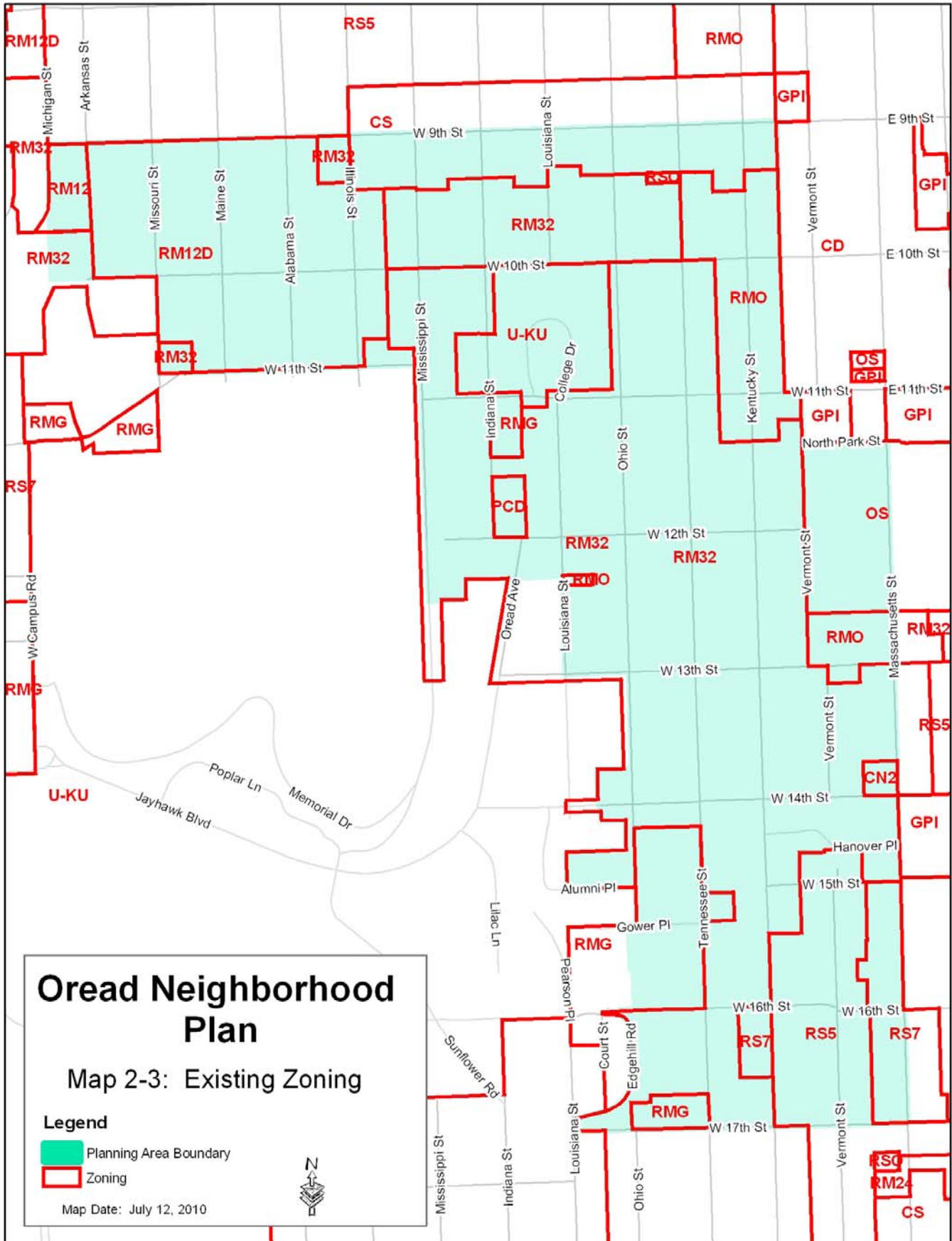
2.2 Zoning Patterns

The planning area encompasses approximately 239 acres of land including public rights-of-ways and incorporates a wide range of zoning designations. The majority of the planning area is zoned one of four types of multi-dwelling residential district listed below in Table 2-2. The planning area also includes areas of single-dwelling residential and commercial zonings. See Map 2-3.



Table 2-2 Zoning Classifications

Zoning	District Name	Comprehensive Plan Designation
RS7	Single-Dwelling Residential (7,000 sq. feet per dwelling unit)	Low-Density Residential
RS5	Single-Dwelling Residential (5,000 sq. feet per dwelling unit)	Low- or Medium-Density Residential
RSO	Single-Dwelling Residential-Office (2,500 sq. feet per dwelling unit)	Low- or Medium-Density Residential
RM12/RM12D	Multi-Dwelling Residential (12 dwelling units per acre)	Medium-Density Residential
RM32	Multi-Dwelling Residential (32 dwelling units per acre)	High-Density Residential
RMG	Multi-Dwelling Residential-Greek Housing	High-Density Residential
RMO	Multi-Dwelling Residential-Office (22 dwelling units per acre)	High-Density Residential
CN2	Neighborhood Shopping Center	Neighborhood Commercial Center
CS	Strip Commercial	N/A
PCD	Planned Commercial District	N/A
OS	Open Space	N/A
U-KU	University-Kansas University	N/A
OS	Open Space	N/A



2.3 Historic Resources



The neighborhoods surrounding downtown were among the first to develop in Lawrence. Many of the structures date back to the late 1800's and early 1900's. The city of Lawrence currently has five types of preservation designations possible for historic properties. These designations include an Urban Conservation Overlay District (UCO), Lawrence Register of Historic Places (Local), Register of Historic Kansas Places (State), the National Register of Historic Places (National) and a National Historic Landmark. The Oread Neighborhood has properties listed under all of the different protection types except for the National Historic Landmark

designations and Urban Conservation Overlay District. See Table 2-3. Once a structure is listed on the National Register of Historic Places, it is automatically placed on the Register of Historic Kansas Places.

Properties listed in the Lawrence Register of Historic Places are protected by Chapter 22 of the Code of the City of Lawrence. The City's historic preservation ordinance and the state historic preservation statutes require projects within a certain distance of the listed property be reviewed for possible effects on the listed property. Structures or sites located within 250 feet of a property listed on the Lawrence Register of Historic Places are considered to be within the environs of the listed property and are subject to review under Chapter 22. Structures or sites located within 500 feet of a property listed on the Register of Historic Kansas Places or the National Register of Historic Places are considered to be within the environs of the listed property and subject to state law review. The review of changes to historic properties and their environs is conducted by the Lawrence Historic Resources Commission (HRC). See Map 2-4 and Map 2-5.

The Kansas Historic Preservation Act (KSA-75-2715-75-2726), under the State of Kansas requires the State Historic Preservation Officer (SHPO) be given the opportunity to comment on proposed projects affecting historic properties or districts. Currently, the city of Lawrence has entered into an agreement with the State Historic Preservation Officer for the HRC to conduct reviews required by this statute in Lawrence. This provides for the protection of properties listed on the Register of Historic Kansas Places and the National Register of Historic Places. This statute also provides for the review of projects located in the "environs" (notification boundary identified as 500 feet) of the listed properties.

Only a portion of the planning area has been assessed for the identification of historic resources.

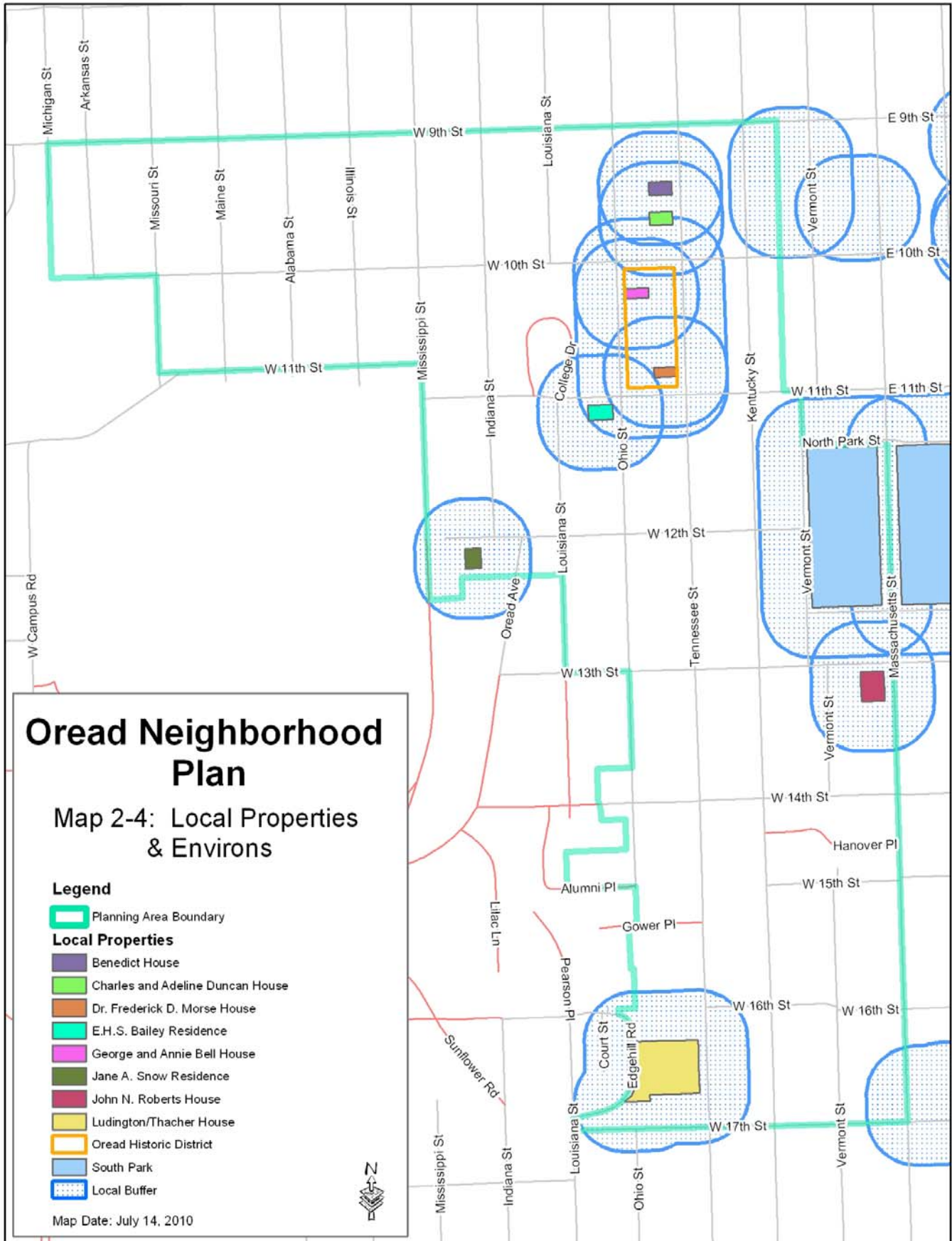
The Oread Neighborhood has other historic elements within the neighborhood. These elements include hitching posts, limestone curbs, stairs, and brick streets. Map 2-6 identifies the locations of the brick streets and specifically, the blocks where the brick is exposed.

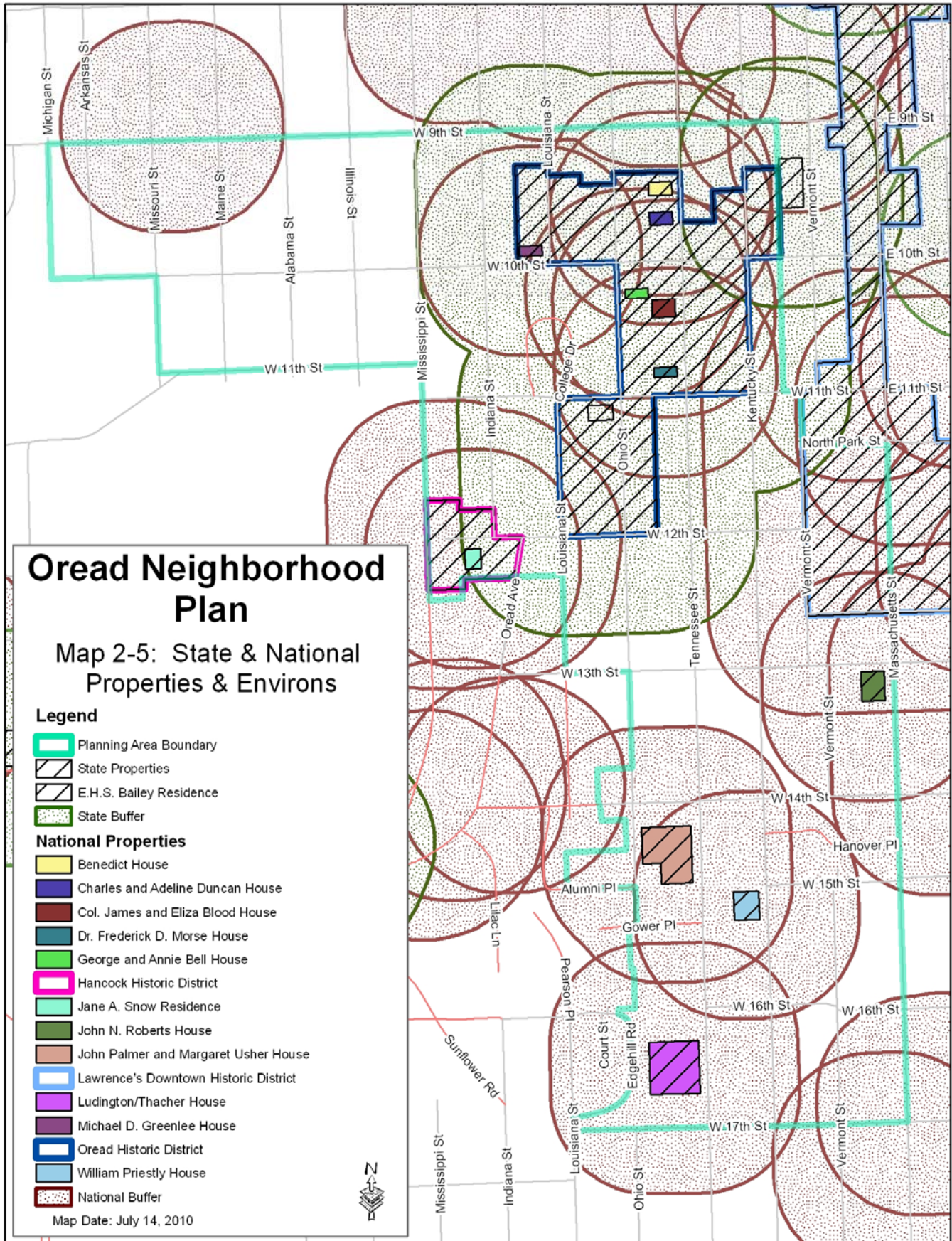
A survey to identify historic resources has been initiated for the area immediately north of the KU football stadium.



Table 2-3 Oread Listed Historic Properties

Name	Location	Listing(s)
Benedict House	923 Tennessee Street	Local, State & National
Charles and Adeline Duncan House	933 Tennessee Street	Local, State & National
Col. James and Eliza Blood House	1015 Tennessee Street	State & National
Dr. Frederick D. Morse House	1041 Tennessee Street	Local, State & National
E.H.S. Bailey Residence	1101 Ohio Street	Local & State
George and Annie Bell House	1008 Ohio Street	Local, State & National
Hancock Historic District		State & National
Jane A. Snow Residence	706 W 12 th Street	Local, State & National
John N. Roberts House	1307 Massachusetts Street	Local, State & National
John Palmer and Margaret Usher House	1425 Tennessee Street	State & National
Lawrence's Downtown Historic District	Massachusetts Street	State & National
Ludington/Thacher House	1613 Tennessee Street	Local, State & National
Michael D. Greenlee House	947 Louisiana Street	State & National
Oread Historic District		Local
Oread Historic District		State & National
South Park	1141 Massachusetts Street	Local
William Priestly House	1505 Kentucky Street	State & National





Oread Neighborhood Plan

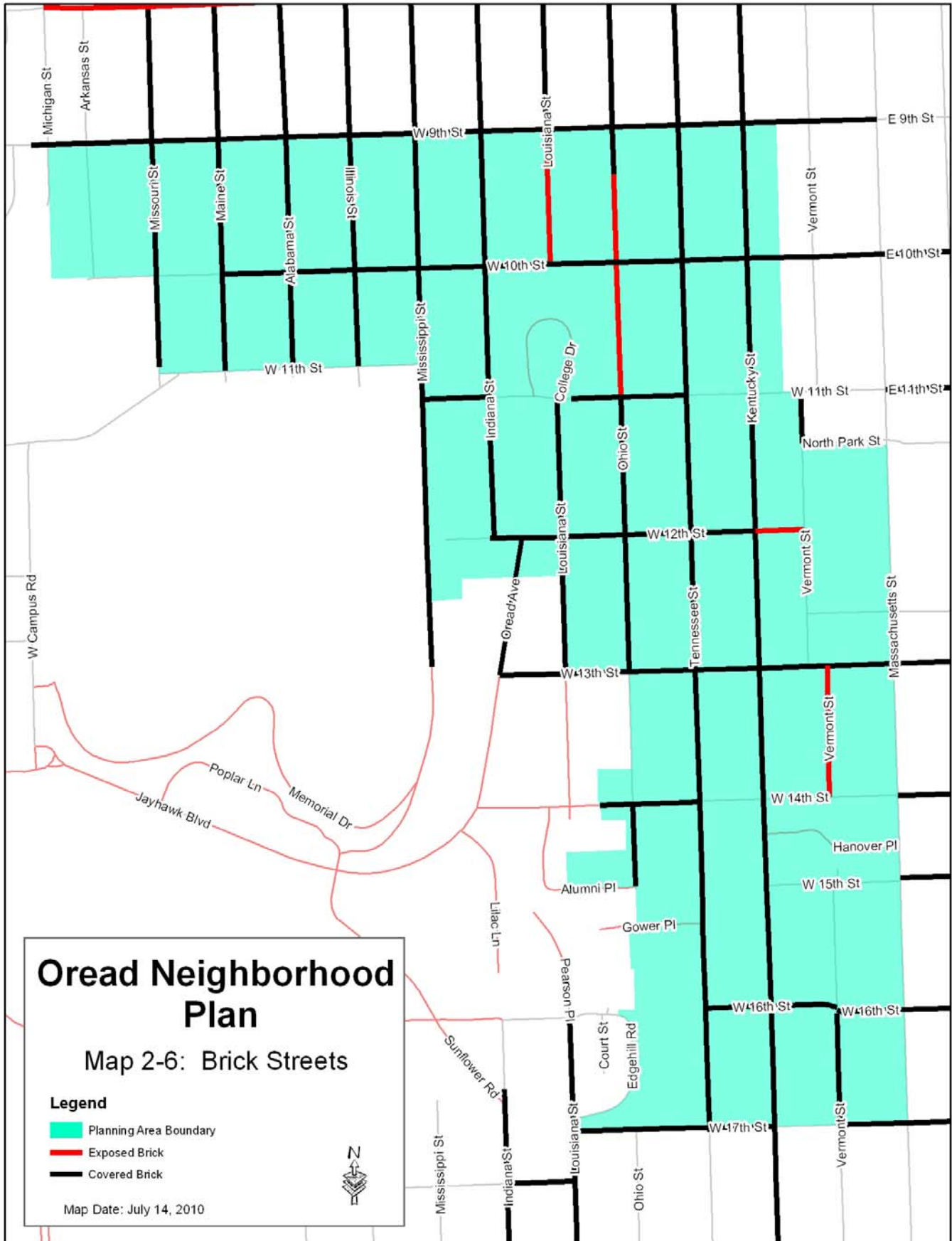
Map 2-5: State & National Properties & Environs

Legend

- Planning Area Boundary
- State Properties
- E.H.S. Bailey Residence
- State Buffer
- National Properties**
- Benedict House
- Charles and Adeline Duncan House
- Col. James and Eliza Blood House
- Dr. Frederick D. Morse House
- George and Annie Bell House
- Hancock Historic District
- Jane A. Snow Residence
- John N. Roberts House
- John Palmer and Margaret Usher House
- Lawrence's Downtown Historic District
- Ludington/Thacher House
- Michael D. Greenlee House
- Oread Historic District
- William Priestly House
- National Buffer

Map Date: July 14, 2010





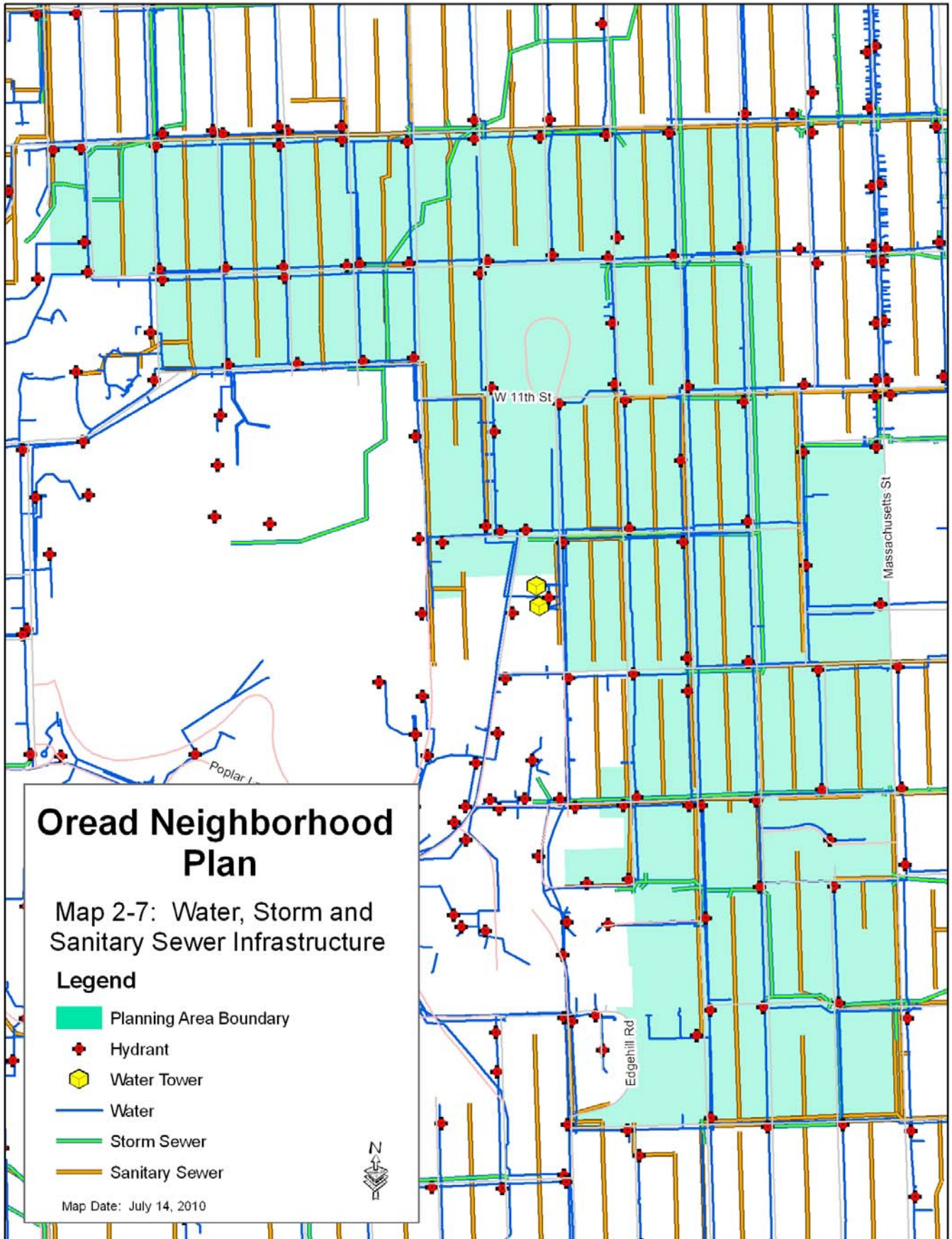
2.5 Infrastructure

2.5.1 Water, Sanitary Sewer and Stormwater Infrastructure

A summary of the existing utilities are shown on Map 2-8. Municipal water is provided to the properties within the planning area. Two water storage towers are located just outside of the planning area on the west side of the 1200 block of Louisiana Street.

Municipal wastewater is provided to the properties within the planning area.

A summary of the existing infrastructure is shown on Map 2-7.



2.5.2 *Trash*

Trash has been an issue in the neighborhood for a long period of time. Discussion is typically related to the use of dumpsters, cans and their locations. Inconsistencies with collection facilities, location of pick-up, and certain behavioral issues of people who live and visit the neighborhood for large events have all contributed to trash issues in the neighborhood.



The type of collection facilities and pick up location depends on many factors. If there is an improved alley in the block, trash pick-up will be made off the alley. The Public Works Solid Waste Division determines the type of collection facility structures will use, whether it is cans or a dumpster. Dumpsters are not necessarily linked to specific addresses. Many of the dumpsters are jointly used by many properties and the Solid Waste Division will place more dumpsters at locations where continuous overflow is noted.

Currently the city Solid Waste Division picks up trash in the majority of the neighborhood twice a week, on Tuesday and Friday, and every day during the move in and move out times of the year at KU. In addition to the traditional trash pick-up, most Fridays the Solid Waste staff will walk certain street and alleys and pick up trash by hand.

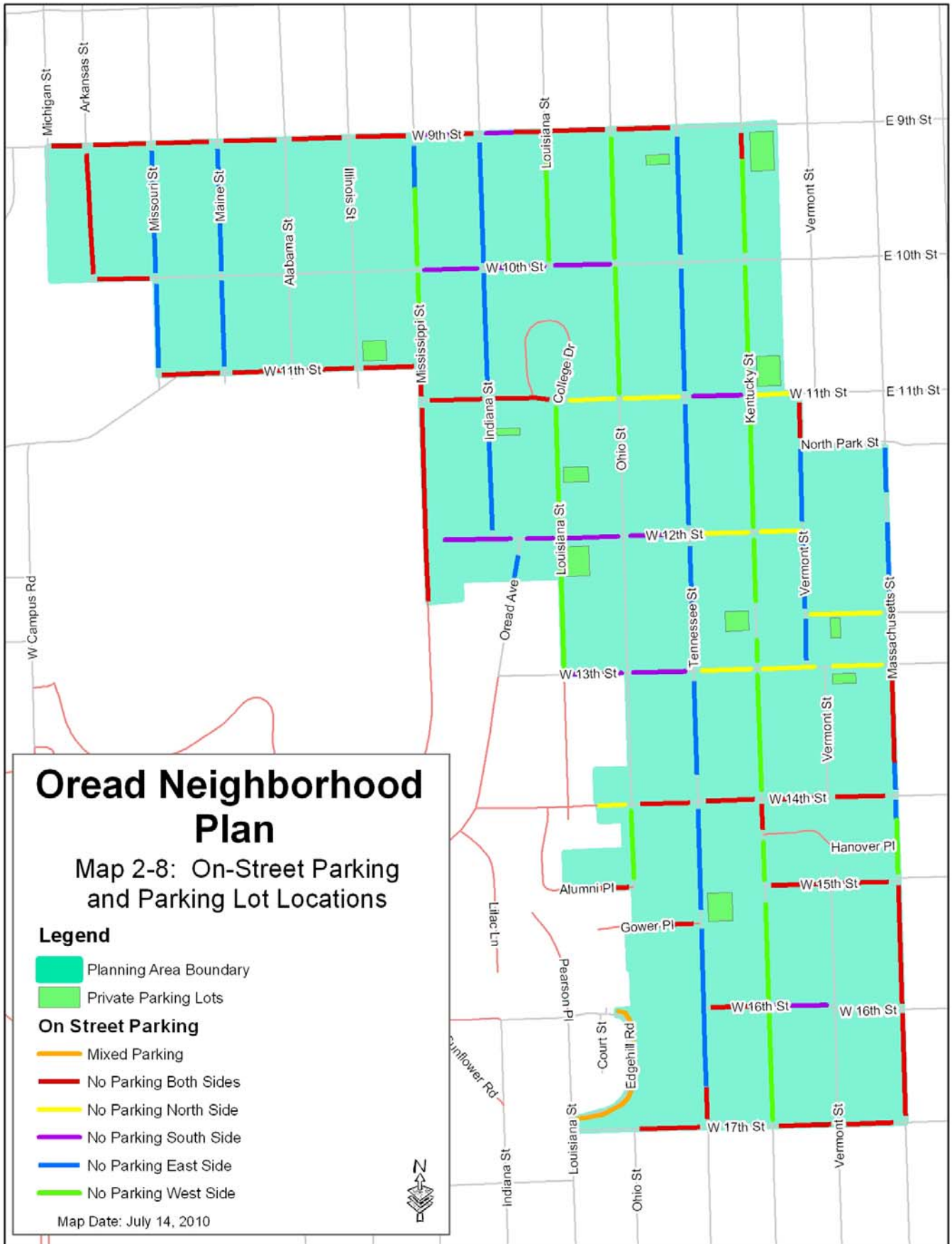
The Environmental Code of the City of Lawrence has recently been updated to improve the trash abatement violations process. This provides a more immediate notice to help accelerate the compliance and allows for a shorter time period for property owners to come into compliance with the violation.

2.5.3 On and Off-Street Parking



On and off-street parking is provided throughout the Oread Neighborhood. Parking space is an issue in the neighborhood. Alleys generally allow for off-street parking, however increasing densities prior to required increases in off-street parking and greater car ownership means many residents must park on the streets. Residents compete for street parking with students commuting to KU or living in the scholarship and residence halls. The KU scholarship halls built in the 1950s had no parking because it was assumed that students living there would not own automobiles; the parking space at Corbin-GSB cannot accommodate the

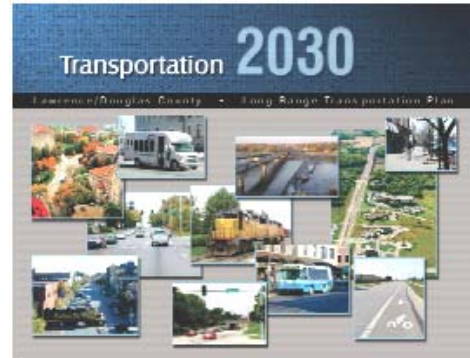
demand. Map 2-8 illustrates locations of both private and public lots and shows on-street parking availability. Streets not shown with a color have parking available on both sides of the street.



2.5.4 Transportation

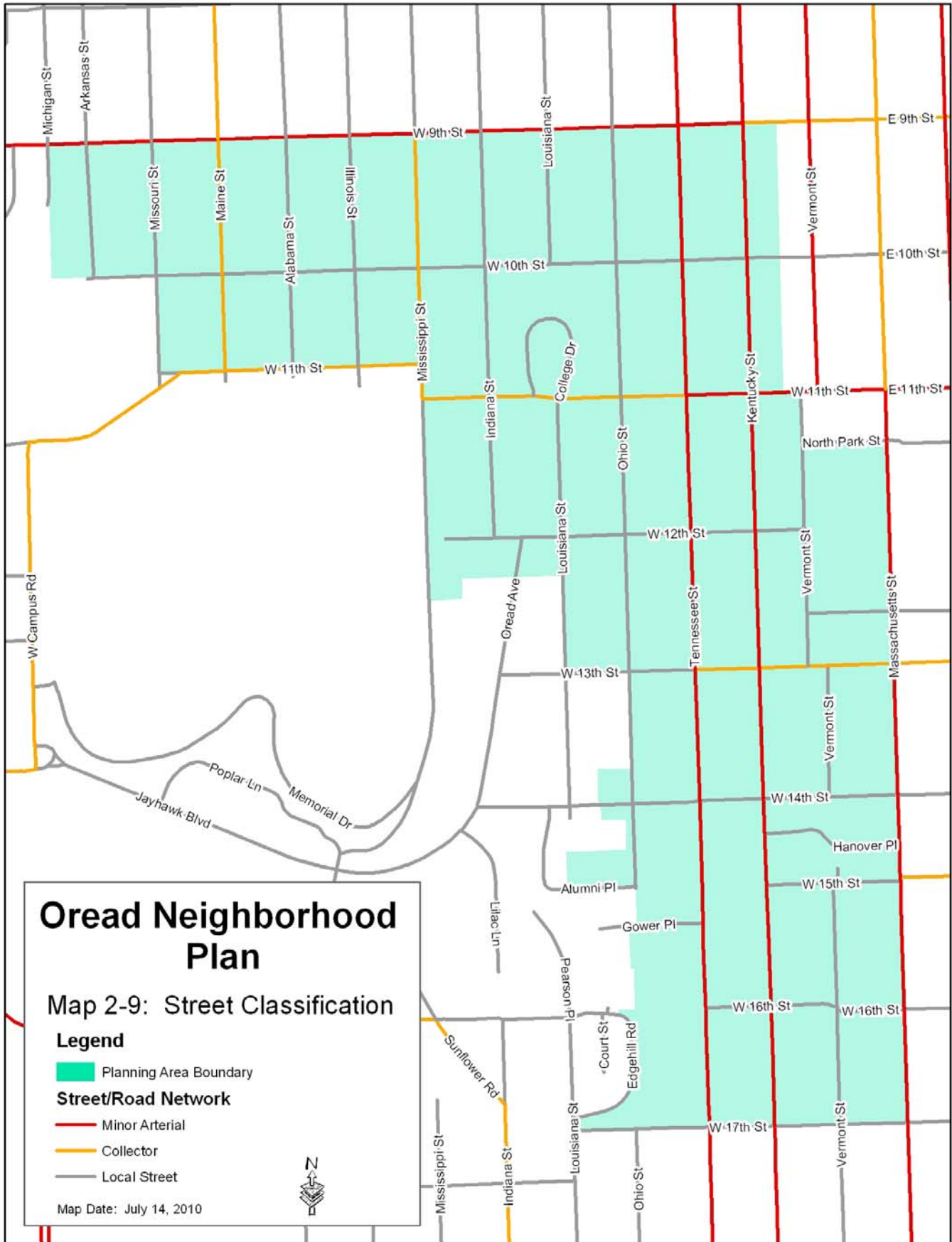
2.5.4.1 Streets

Transportation 2030 (T2030) is the comprehensive, long-range transportation plan for the metropolitan area. T2030 designates streets according to their functional classification or their primary purpose. These functional classifications are shown on Map 2-9. The classification system can be described as a hierarchy from the lowest order, (local streets) that serve to provide direct access to adjacent property, to (collector streets) that carry traffic from local streets, to major thoroughfares (arterial streets) that carry traffic across the entire city. Freeways and expressways are the highest order of streets and are designed with limited access to provide the highest degree of mobility to serve large traffic volumes with long trip lengths.



T2030 shows minor arterial, collector and local streets in the planning area. T2030 is updated at least every 5 years.

The existing street pattern in the planning area is a standard grid pattern with the majority of the blocks having alleys.

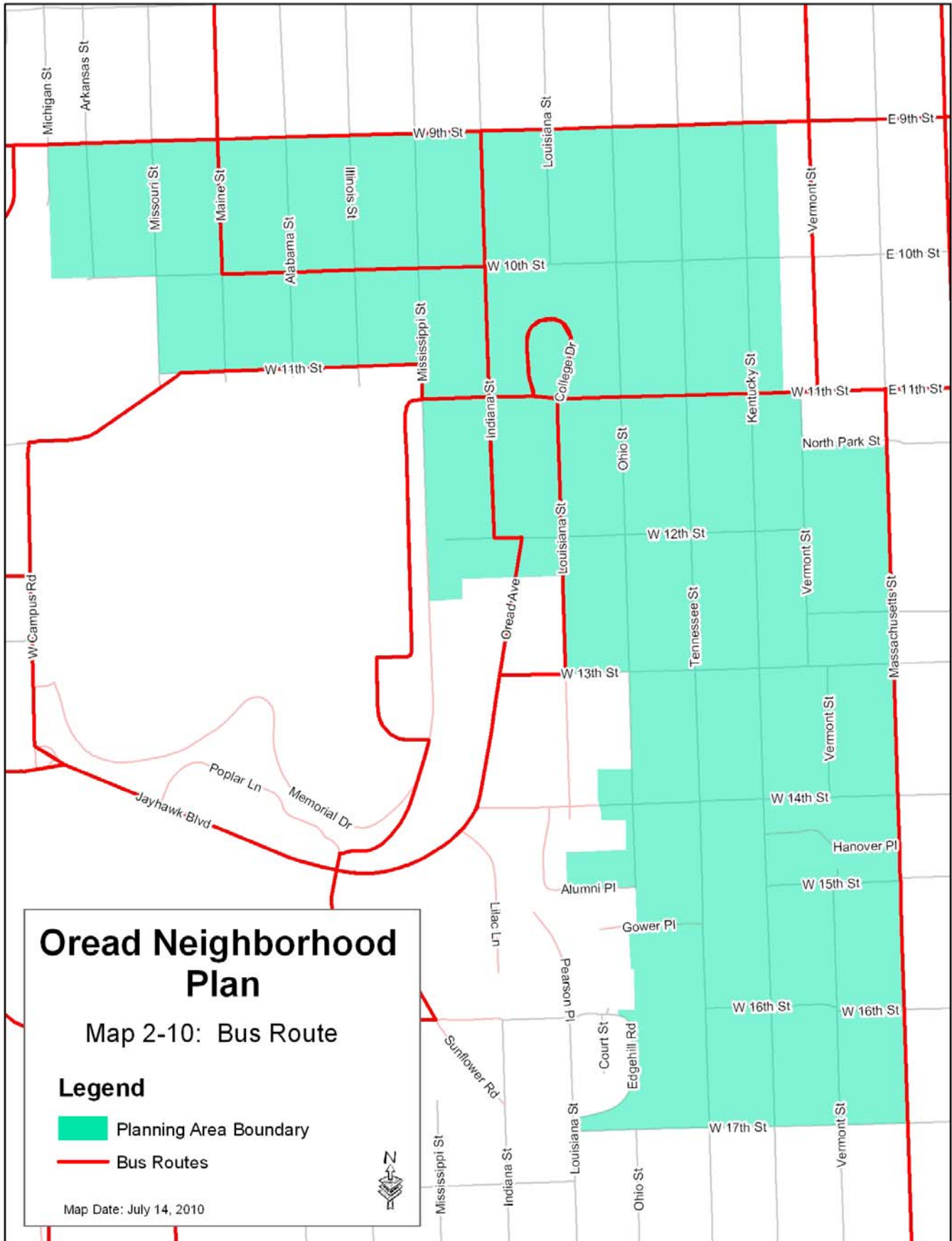


2.5.4.2 Transit



Lawrence and KU have recently completed efforts to have a coordinated public transportation system (The T and KU on Wheels) which operate throughout the city. The coordinated system will better help serve KU and the Lawrence community. A bus system allows people to travel to other areas of the city without relying on a personal automobile.

This system has many routes that travel through the northwestern portion of the planning area. The southern area remains largely not served except for the route that runs along Massachusetts Street. The routes are shown on Map 2-10. A transfer point is located at W. 9th Street and Massachusetts Street adjacent to the planning area. This serves as a major hub and center point for the rest of the system.



Oread Neighborhood Plan

Map 2-10: Bus Route

Legend

- Planning Area Boundary
- Bus Routes

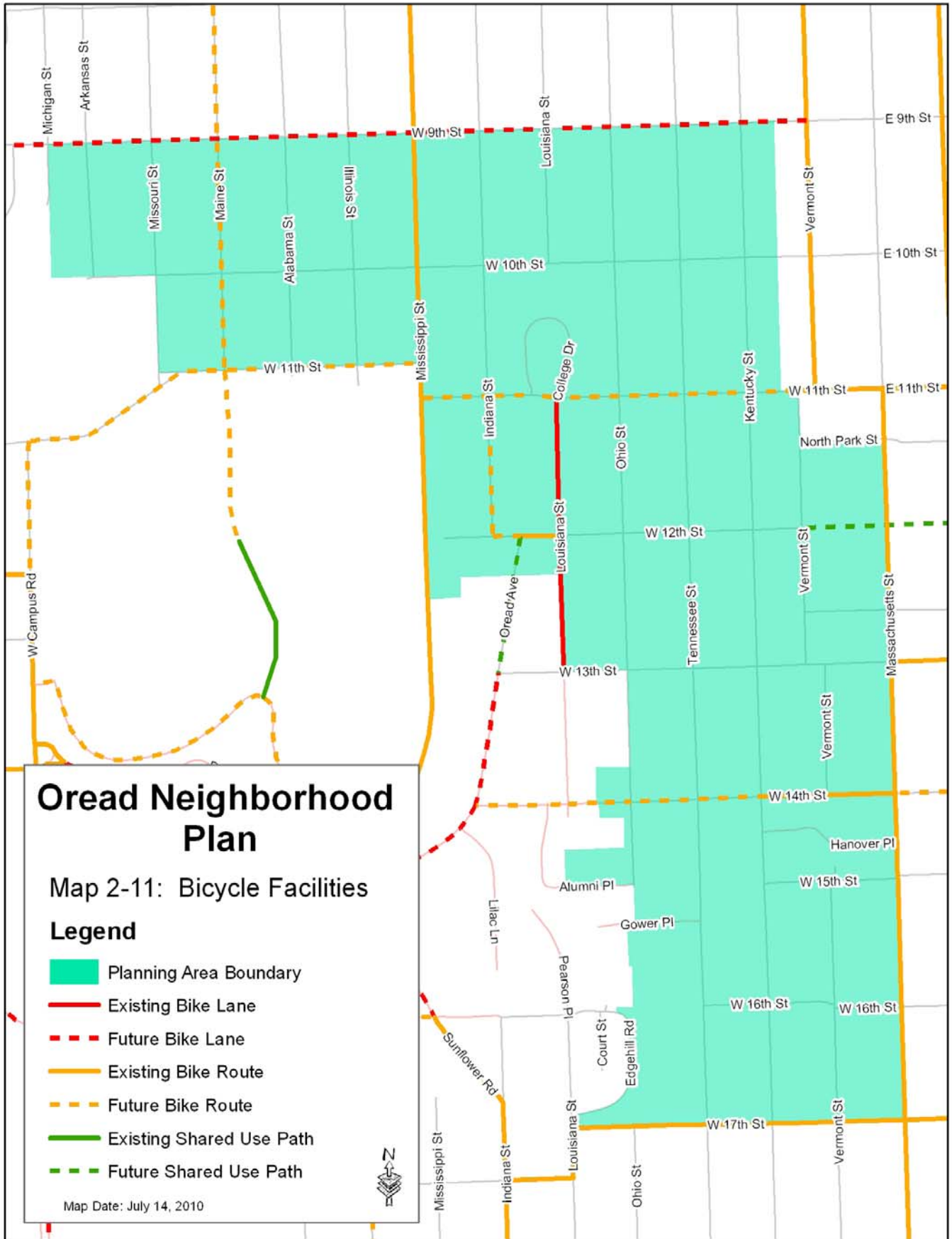
Map Date: July 14, 2010



2.5.4.3 Bicycle Facilities

Lawrence and Douglas County have a joint bicycle plan for the community, the *Lawrence-Douglas County Bicycle Plan* and is currently in the process of being updated. This plan identifies existing and future bicycle routes, lanes, and shared use paths and the map has recently been updated. A bicycle route is a network of streets to enable direct, convenient and safe access for bicyclists. A bicycle lane is a separate space designated with striping, signage or pavement markings for exclusive use by bicycles within a street. A shared use path is a separate path, typically adjacent to and independent of the street and is intended solely for non-motorized travel. These facilities are shown on Map 2-11.





Oread Neighborhood Plan

Map 2-11: Bicycle Facilities

Legend

- Planning Area Boundary
- Existing Bike Lane
- Future Bike Lane
- Existing Bike Route
- Future Bike Route
- Existing Shared Use Path
- Future Shared Use Path

Map Date: July 14, 2010



2.6 Public Community Facilities

Community facilities are services provided by government agencies for the benefit of, and use of, the community. The community facilities including public services, schools, fire/medical, law enforcement, developed parks, etc. are shown on Map 2-12.



The planning area is served by Lawrence-Douglas County Fire & Medical Station Number 1, a facility located at 764 Kentucky Street. Law enforcement is provided by the City of Lawrence Police Department which is located in the Law Enforcement Center in downtown Lawrence.

The planning area is located within the Lawrence Public School District (USD 497). The students currently within the planning area attend either Cordley Elementary or Hillcrest Elementary for elementary school (kindergarten through 6th grades); Central Junior High or West Junior High for junior high (7th through 9th grades); and Free State High or Lawrence High for high school (10th through 12th grades). Additionally, St. John's Catholic School is located within the planning area. This private school serves children in preschool through 6th grade.

Kansas University's main campus is located adjacent to the planning area to the west and the university also owns property within the planning area. KU is a public university that also offers services to the community.

South Park is partially located within the planning area and is bisected by Massachusetts Street. South Park includes a recreational center, a playground, butterfly garden and wading pool.





Section 3 – Goals, Policies and Implementation Strategies

The Oread Neighborhood planning area is anticipated to continue in the future to be a neighborhood with a mix of residential housing types as the dominate land uses and various mixed use and commercial areas. Preserving the existing housing stock, increasing homeownership and improving property maintenance will be important for the future.

The goals, policies and implementation strategies for this plan were the result of three public meetings. At these public meetings, attendees were asked to brainstorm, comment and “vote” on items to prioritize.

3.1 Goals, Policies and Implementation Strategies

Goals

Goals are broad statements of ideal future conditions that are desired by the community. Policies are guiding principles that provide direction for decisions to be made regarding the planning area in order to meet the goals. These policies are in addition to the policies in *Horizon 2020* and are only applicable to the property within the *Oread Neighborhood Plan* planning area. The implementation strategies outline action steps that could help meet the goals and policies of the plan.

Policies

The policy statements below are provided to help guide the development and redevelopment of the Oread Neighborhood area. “Should” and “encouraged” statements identify the items that are strongly recommended to be incorporated into development within the planning area. Other statements are items that should be considered for the neighborhood to achieve the stated goals.

Implementation Strategies

The Implementation strategies are actions to help achieve the goals and policies of the plan.

3.1.1 Goal 1 – Land Use

Maintain a variety of housing types to provide a balance in the diversity of people living in the neighborhood while maintaining strong neighborhood scale commercial areas.

3.1.1.1 Land Use Policies

- A. Maintain and stabilize the strongest concentrations of owner-occupied housing and encourage owner occupancy throughout the neighborhood.
- B. Create overlay district(s) to establish appropriate standards for specific areas regarding density, bulk, massing, and scale, building coverage, mix of housing types, and parking requirements.
- C. Explore creative ideas to deal with parking congestion in the neighborhood that address commuter parking and issues with parking for uses that lack appropriate off-street parking.
- D. Maintain the existing commercial areas in their current locations in the planning area and support new mixed and light commercial uses, if they are determined to not be detrimental to existing downtown commercial uses.
- E. New development should respect the historic integrity of the neighborhood.

3.1.1.2 Land Use Implementation Strategies

- A. Encouraging more owner occupants and families to locate in the planning area is an important key to the long-term health of the neighborhood. Families can bring an increased level of stability and contribute to the diversity of the character of the area. (Policy 3.1.1.1.A)
 - 1. Action
Amend the *Land Development Code* to permit by right detached dwellings (single-dwelling use) in multi-dwelling zoning districts (RM) with certain standards.
 - 2. Action
Explore tax incentive programs to support owner occupancy throughout the neighborhood.
- B. There is growing concern about congregate living. Parking, building lot coverage, and number of bedrooms permitted are some of the issues that have been identified. (Policy 3.1.1.1.B and Policy 3.1.1.1.C)
 - 1. Action
Amend the *Land Development Code* to address neighborhood concerns while maintaining congregate living as a feasible option for owners and students.
- C. There are areas of the neighborhood that are zoned more intensely than the historical development pattern and zoning regulations are not always consistent with development expectations. Most platted lots in the area are approximately 5,850 square feet and can not support the maximum density permitted for the zoning district. For example, a 5,850 square foot lot that is zoned RM32 would permit 32 dwelling units per acre by code. Based on the lot size, the property could develop with 4 units. Setbacks, parking, and building height requirements would also have to be taken into consideration when developing the lot.

In addition, increasing the number of dwelling units on the lot and maximizing the structure size by building to setback lines and occupying space that formerly was open have become common place. Oftentimes the mass and scale of the new structure is out of context with the historical pattern of development in the Original Town Site area and surrounding structures. (Policy 3.1.1.1.C and Policy 3.1.1.1.E)

- 1. Action
Create an overlay district(s) that establish standards to regulate bulk and mass of structures, maintain open space on individually platted lots, and regulate parking.
- 2. Action
Create an overlay district(s) that provides greater latitude to certain areas (generally most closely adjacent to KU) to develop more densely by allowing increased building heights, etc.

D. Parking is a major issue in the planning area. This complicated issue has different facets including commuter parking and appropriate parking for new uses. (Policy 3.1.1.1.C)

1. Action

Develop a parking system to help address commuter parking.

3.1.2 Goal 2 - Preservation

Preserve and improve the character of the neighborhood by encouraging the preservation of existing historic structures and features and by supporting infill development that is compatible with the surrounding neighborhood.

3.1.2.1 Preservation Policies

- A. Continue the preservation and protection of historic resources in the neighborhood.
- B. Infill structures should be compatible with the massing, scale, and bulk of the historic structures in the surrounding area.
- C. Historic infrastructure should be preserved and repaired. (eg. stone curbs, hitching posts, steps, brick streets and sidewalks).
- D. Explore educational opportunities to promote and inform citizens of the benefits of protecting historic resources and existing programs to assist in protection.
- E. Support planning efforts that identify and protect the area's historic resources.

3.1.2.2 Preservation Implementation Strategies

- A. A survey to identify existing historic resources within the planning area. (Policy 3.1.2.1.A, Policy 3.1.2.1.C and Policy 3.1.2.1.E)
 - 1. Action
Complete a historic survey for the area north of the football stadium.
 - 2. Action
Complete a historic survey of the remainder of the planning area and encourage the listing of additional historic resources.
 - 3. Action
If historic resources are identified as a product of historic resources surveys, update the *Oread Neighborhood Plan* to reflect the new resources.
- B. Utilization of the Lawrence Register of Historic Places will help with the protection of identified historic resources. (Policy 3.1.2.1.A and Policy 3.1.2.1.E)
 - 1. Action
Consider creating a local ordinance historic district with design guidelines for the Hancock Historic District.
 - 2. Action
Consider creating design guidelines for the Lawrence Register, Oread Historic District.
 - 3. Action
Encourage property owners to list historic structures in the Lawrence Register of Historic Places.

C. An overlay district(s) could help in guiding proper infill development. (Policy 3.1.2.1.B)

1. Action

Consider creating an overlay district(s) to give proper guidance to infill development. The district(s) could address such issues as the mass, scale and bulk of the development as well as imperious and pervious coverage.

D. Brick streets and sidewalks and steps are important elements of the historic infrastructure in the area. Restoring brick streets, whether covered or uncovered, and sidewalks will enhance the historic character of the area. (Policy 3.1.2.1.C)

1. Action

Include the restoration of brick streets in the city's brick streets program and Capital Improvement Plan (CIP).

2. Action

Seek grants that will assist in the restoration of brick streets, sidewalks, stone curbs, steps, and hitching posts.

3.1.3 Goal 3 - Infrastructure

Promote improvements and maintenance of existing infrastructure on a regular basis, and upgrade infrastructure when redevelopment occurs.

3.1.3.1 Infrastructure Policies

- A. Streets and sidewalks should be maintained and repaired on a regular basis.
- B. Increased pedestrian lighting in the neighborhood should be considered as a safety measure for the area.
- C. Sidewalk gaps should be identified and included in plans to complete them.

3.1.3.2 Infrastructure Implementation Strategies

- A. Public Works is responsible for ongoing street maintenance. Property owners are responsible for maintaining sidewalks in front of their property. (Policy 3.1.3.1.A and Policy 3.1.3.1.C)
 - 1. Action
Allocate funds yearly to the Public Works maintenance budget for street repair and replacement.
 - 2. Action
Increase owner compliance of repairing sidewalks or seek alternative programs for city-wide sidewalk repair.
- B. Increased pedestrian activity will help make the area safer. Considerations should be given to providing a well lit path from campus to downtown. New lighting should be scaled appropriately to provide safety while minimizing impacts on adjoining residences and historic character. (Policy 3.1.3.1.B)
 - 1. Action
Seek grants and other funding to help pay for pedestrian lighting for a path from campus to downtown.

3.1.4 Goal 4 – Neighborhood Atmosphere

Promote a healthy and safe living, working, studying, and celebrating environment with a sense of community.

3.4.1 Neighborhood Atmosphere Policies

- A. Strive to maintain property owner compliance with housing/nuisance standards.
- B. Encourage property owners to participate in housing rehabilitation activities.
- C. Encourage landlords to responsibly address problems with tenants.
- D. Neighborhood clean-up should be an ongoing priority for the neighborhood.
- E. Explore alternative trash policies to help keep the area cleaner.
- F. Strive to improve residents' behavior regarding trash, celebrations and day-to-day activities.
- G. Support programs that encourage permanent housing for the homeless.
- H. Explore public safety programs that support safe and friendly celebrations in the area.

3.1.4.2 Neighborhood Atmosphere Implementation Strategies

- A. Property maintenance is one of the issues that can impact the viability of an area. Well maintained structures provide strength and confidence to neighbors that the area is healthy and vibrant. This confidence will help property owners make ongoing decisions to continue to invest in the neighborhood. Continued investment contributes to improved property values.

The city currently inspects rental units in single-dwelling zoning districts for their rental inspection program. Discussions to expand the program have recently been held but not implemented. (Policy 3.1.4.1.A and Policy 3.1.4.1.B)

1. Action

Support the expansion of the rental registration and inspection program to address areas of blight and demolition by neglect in the planning area.

2. Action

Maintain information on Community Block Grant Programs (CDBG) rehabilitation programs in the neighborhood association newsletter.

3. Action

Explore stricter code language for enforcement of blighted properties and support additional enforcement staff for enforcement.

- B. Incentives to encourage the rehabilitation of the existing housing stock in the neighborhood would benefit the planning area. Incentives could provide the extra encouragement for property owners who want to rehabilitate existing structures but lack the resources. (Policy 3.1.4.1.B)

1. Action

Implement the use of programs, such as the Neighborhood Revitalization Program, as an incentive option to encourage rehabilitation. The program is a property tax rebate program used in Kansas communities to reimburse a certain percentage of property taxes for the rehabilitation.
 2. Action

Promote and educate owners about tax incentive programs available for historic properties.
- C. Property clean-up is an ongoing responsibility for property owners and tenants. Neighborhood property owners, renters and service groups are potential sources for volunteer labor. (Policy 3.1.4.1.D)
1. Action

Continue sponsorship of volunteer neighborhood clean-up days.
 2. Action

Identify and employ service groups and student groups that may be willing to help with a volunteer "adopt a block" clean up programs.
 3. Action

Develop a predictable schedule, while taking into consideration the break schedule for KU, for street sweeping and restrict parking accordingly.
- D. Trash pick up is an issue in the area. The city currently picks up trash in the alley where properties have alley access. Concerns were raised for those properties without alley access and the location of trash cans in front yards. Concerns were also raised about dealing with the additional trash during large events in the area (e.g. KU football games). (Policy 3.1.4.1.E)
1. Action

A trash strategy for the area should be developed regarding storage of trash cans in front yards and include policies for handling trash for large events in the area. Attention should be paid to where trash receptacles are located on properties. Properties without alley access should discreetly store trash receptacles in the side or rear yard.
 2. Action

Review the *Land Development Code* to ensure appropriate dumpster and trash enclosure standards for any multi-family or congregate living structure that includes more than 4 bedrooms.
- E. Inappropriate resident behavior should be addressed so as to not negatively impact the neighborhood. (Policy 3.1.4.1.F)

1. Action
Step-up neighborhood outreach efforts to educate residents about being good neighbors. Good neighbor pamphlets should be routinely distributed.
2. Action
Seek grants that will help pay for additional police officer presence in the area during large events (e.g. KU football games).
3. Action
Continue enforcement of the Disorderly House Nuisance Ordinance.

3.2 Implementation Priority Schedule

The priority of the actions for the plan was identified through an exercise completed at a public meeting. The table below lists the actions in priority order from the highest priority item being first.

Table 3-1 Implementation Schedule

Action	Who	When
Consider creating an overlay district(s) to: <ul style="list-style-type: none"> - provide a greater latitude to certain areas (generally most closely adjacent to KU) to develop more densely by allowing increased building heights, etc. [Land Use 3.1.1.2(C)(2)] - give proper guidance to infill development. The district(s) could address such issues as the mass, scale and bulk of the development as well as imperious and pervious coverage. [Preservation 3.1.2.2(C)(1)] - establish standards to regulate bulk and mass of structures, maintain open space on individually platted lots, and regulate parking. [Land Use 3.1.1.2(C)(1)] 	Oread Neighborhood Association, Planning Commission, Historic Resources Commission, City of Lawrence	2011
Review the <i>Land Development Code</i> : <ul style="list-style-type: none"> - to address neighborhood concerns while maintaining congregate living as a feasible option for owners and students. [Land Use 3.1.1.2(B)(1)] - to ensure appropriate dumpster and trash enclosure standards for any multi-family or congregate living structure that includes more than 4 bedrooms. [Neighborhood Atmosphere 3.1.4.2(D)(2)] - to permit by right detached dwellings (single-dwelling use) in multi-dwelling zoning districts (RM) with certain standards. [Land Use 3.1.1.2(A)(1)] 	Planning Commission, City of Lawrence	2010
Allocate funds yearly to the Public Works maintenance budget for street repair and replacement. [Infrastructure 3.1.3.2(A)(1)]	City of Lawrence	Ongoing
Support the expansion of the rental registration and inspection program to address areas of blight and demolition by neglect in the planning area. [Neighborhood Atmosphere 3.1.4.2(A)(1)]	City of Lawrence	TBD
Explore stricter code language for enforcement of blighted properties and support additional enforcement staff for enforcement. [Neighborhood Atmosphere 3.1.4.2(A)(3)]	City of Lawrence	1-3 years

Action	Who	When
Seek grants that will assist in the restoration of brick streets, sidewalks, stone curbs, steps, and hitching posts. [Preservation 3.1.2.2(D)(2)]	Oread Neighborhood Association, City of Lawrence	Ongoing
Seek grants and other funding to help pay for pedestrian lighting for a path from campus to downtown. [Infrastructure 3.1.3.2(B)(1)]	Oread Neighborhood Association, City of Lawrence, KU	1-5 years
Implement the use of programs, such as the Neighborhood Revitalization Program, as an incentive option to encourage rehabilitation. The program is a property tax rebate program used in Kansas communities to reimburse a certain percentage of property taxes for the rehabilitation. [Neighborhood Atmosphere 3.1.4.2(B)(1)]	City of Lawrence	1-5 years
Seek grants that will help pay for additional police officer presence in the area during large events (e.g. KU football games). [Neighborhood Atmosphere 3.1.4.2(E)(2)]	City of Lawrence, KU	Ongoing
Maintain information on Community Block Grant Programs (CDBG) rehabilitation programs in the neighborhood association newsletter. [Neighborhood Atmosphere 3.1.4.2(A)(2)]	Oread Neighborhood Association	Ongoing
Complete a historic survey of the remainder of the planning area and encourage the listing of additional historic resources. [Preservation 3.1.2.2(A)(2)]	City of Lawrence, Historic Resources Commission	1-5 years
Develop a parking system to help address commuter parking. [Land Use 3.1.1.2(D)(1)]	City of Lawrence, Oread Neighborhood Association, KU	1-2 yrs
Complete a historic survey for the area north of the football stadium. [Preservation 3.1.2.2(A)(1)]	Planning Commission, City of Lawrence, Historic Resources Commission	Ongoing
If historic resources are identified as a product of historic resources surveys, update the <i>Oread Neighborhood Plan</i> to reflect the new resources. [Preservation 3.1.2.2(A)(3)]	Planning Commission, City of Lawrence, Historic Resources Commission	Ongoing
Include the restoration of brick streets in the city's brick streets program and Capital Improvement Plan (CIP). [Preservation 3.1.2.2(D)(1)]	City of Lawrence	Ongoing
Increase owner compliance of repairing sidewalks or seek alternative programs for city-wide sidewalk repair. [Infrastructure 3.1.3.2(A)(2)]	Property owners, City Code Enforcement, City of Lawrence	Ongoing

Action	Who	When
Continue sponsorship of volunteer neighborhood clean-up days. [Neighborhood Atmosphere 3.1.4.2(C)(1)]	Oread Neighborhood Association	Ongoing
Identify and employ service groups and student groups that may be willing to help with a volunteer "adopt a block" clean up programs. [Neighborhood Atmosphere 3.1.4.2(C)(2)]	Oread Neighborhood Association	Ongoing
Develop a predictable schedule, while taking into consideration the break schedule for KU, for street sweeping and restrict parking accordingly. [Neighborhood Atmosphere 3.1.4.2(C)(3)]	City of Lawrence	Ongoing
A trash strategy for the area should be developed regarding storage of trash cans in front yards and include policies for handling trash for large events in the area. Attention should be paid to where trash receptacles are located on properties. Properties without alley access should discreetly store trash receptacles in the side or rear yard. [Neighborhood Atmosphere 3.1.4.2(D)(1)]	Oread Neighborhood, City of Lawrence	1-2 years
Step-up neighborhood outreach efforts to educate residents about being good neighbors. Good neighbor pamphlets should be routinely distributed. [Neighborhood Atmosphere 3.1.4.2(E)(1)]	Oread Neighborhood Association, City of Lawrence, Development Services, KU	Ongoing
Promote and educate owners about tax incentive programs available for historic properties. [Neighborhood Atmosphere 3.1.4.2(B)(2)]	City of Lawrence, Historic Resources Commission	Ongoing
Continue enforcement of the Disorderly House Nuisance Ordinance. [Neighborhood Atmosphere 3.1.4.2(E)(3)]	City of Lawrence, City of Lawrence Police Department	Ongoing
Consider creating a local ordinance historic district with design guidelines for the Hancock Historic District. [Preservation 3.1.2.2(A)(1)]	City of Lawrence, Historic Resources Commission	1-5 years
Consider creating design guidelines for the Lawrence Register, Oread Historic District. [Preservation 3.1.2.2(A)(2)]	City of Lawrence, Historic Resources Commission	1-5 years
Encourage property owners to list historic structures in the Lawrence Register of Historic Places. [Preservation 3.1.2.2(A)(3)]	City of Lawrence, Historic Resources Commission	Ongoing
Consider creating design guidelines for the Lawrence Register, Oread Historic District. [Preservation 3.1.2.2(B)(2)]	City of Lawrence, Historic Resources Commission	1-5 years

Action	Who	When
Encourage property owners to list historic structures in the Lawrence Register of Historic Places. [Preservation 3.1.2.2(B)(3)]	City of Lawrence, Historic Resources Commission	Ongoing
Explore tax incentive programs to support owner occupancy throughout the neighborhood. [Land Use 3.1.1.2(A)(2)]	City of Lawrence	1-3 years
Maintain and work toward a greater collaboration with KU regarding long-range planning efforts.	City of Lawrence, KU	Ongoing

Section 4 – Future Land Use and Overlay Districts

This section outlines the recommended land uses for the planning area and identifies proposed overlay districts. Land use descriptions and overlay district elements are explained on the subsequent pages. Map 4-1 is an illustration to help visually identify the recommended land uses in the *Oread Neighborhood Plan* planning area and Map 4-2 illustrates the proposed boundaries of the different overlay districts.

4.1 Future Land Use

The land use descriptions are more detailed information regarding the different land use categories. The official definitions, density and dimensional standards, and the permitted uses within each zoning district are outlined in the *Land Development Code* for the City of Lawrence. Map 4-1 and the text descriptions must be used in conjunction with one another in order to obtain the complete recommendation for each particular area.

4.1.1 *Low-Density Residential*

The intent of the low-density residential use is to allow for detached dwelling residential uses.

Density: 6 or fewer dwelling units per acre

Intensity: Low

Zoning Districts: RS7 (Single-Dwelling Residential), RS5 (Single-Dwelling Residential), RM12D (Multiple-Dwelling Duplex Residential) [Area north of the stadium only]

Primary Uses: Detached dwellings, manufactured home residential-design

4.1.2 *Medium-Density Residential*

The intent of the medium-density residential use is to allow for a variety of types of residential options for the area.

Density: 7-15 dwelling units per acre

Intensity: Medium

Zoning Districts: RS3 (Single-Dwelling Residential), RS5 (Single-Dwelling Residential), RM12 (Multiple-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), RM15 (Multi-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Detached dwellings, attached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, duplex, multi-dwelling structures, congregate living, group home, civic and public uses

4.1.3 *High-Density Residential*

The intent of the high-density residential use is to allow for compact residential development.

Density: 16+ dwelling units per acre

Intensity: High

Zoning Districts: RM15 (Multi-Dwelling Residential), RM24 (Multi-Dwelling Residential), RM32 (Multi-Dwelling Residential), RMG (Multi-Dwelling Residential-Greek Housing), PD (Planned Development Overlay)

Primary Uses: Attached dwellings, zero lot line dwellings, congregate living, multi-dwelling structures, Fraternity or sorority house, group home, civic and public uses

4.1.4 *Residential/Office*

The intent of the residential/office use is to accommodate mixed use development of administrative and professional offices with varying degrees of residential. This may be achieved by the use of work/live units.

Density: 6-22 dwelling units per acre

Intensity: Medium-high

Zoning Districts: RSO (Single-Dwelling Residential-Office), RMO (Multi-Dwelling Residential-Office), MU (Mixed Use), PD (Planned Development Overlay)

Primary Uses: Work/live units, non-ground floor dwellings, attached dwellings, multi-dwelling structures, civic and public uses, office

4.1.5 *Mixed-Use District*

The intent of the mixed-use district use is to accommodate a mix of uses designed to maintain the character of the surrounding neighborhood and achieve integration with adjacent land uses.

Intensity: Medium-High

Zoning Districts: MU (Mixed Use), PD (Planned Development Overlay)

Primary Uses: non-ground floor dwellings, civic and public uses, eating and drinking establishments, general office, retail sales and services, hotels

4.1.6 *Inner-Neighborhood Commercial*

The intent of the inner-neighborhood commercial district is to accommodate small-scale commercial uses intended to serve adjacent residents. *Horizon 2020* identifies the west side of the intersection of W. 14th Street and Massachusetts Street as an Inner-Neighborhood Commercial Center.

Intensity: Medium

Zoning Districts: MU (Mixed Use), CN1 (Inner Neighborhood Commercial District), CN2 (Neighborhood Commercial Center District)

Primary Uses: Work/live units, non-ground floor dwellings, multi-dwelling structures, civic and public uses, office uses, eating and drinking establishments, retail sales and services

4.1.7 *Neighborhood Commercial Center*

The intent of the neighborhood commercial use is to allow for retail and service uses. This designation is located along W. 9th Street at the northern edge of the planning area.

Intensity: Medium-High

Zoning Districts: MU (Mixed Use), CN1 (Inner Neighborhood Commercial District), CN2 (Neighborhood Commercial Center District), CS (Commercial Strip District), PD (Planned Development Overlay)

Primary Uses: non-ground floor dwellings, multi-dwelling structures, civic and public uses, eating and drinking establishments, office uses, eating and drinking establishments, retail sales and services, gas and fuel sales

4.1.8 Public/Institutional

The intent of the public/institutional use is to allow for public, civic, and utility uses.

Intensity: Variable

Zoning Districts: GPI (General Public and Institutional), U-KU (University – Kansas University)

Primary Uses: Cultural center/library, school, utilities, recreational facilities, utility services, college/university

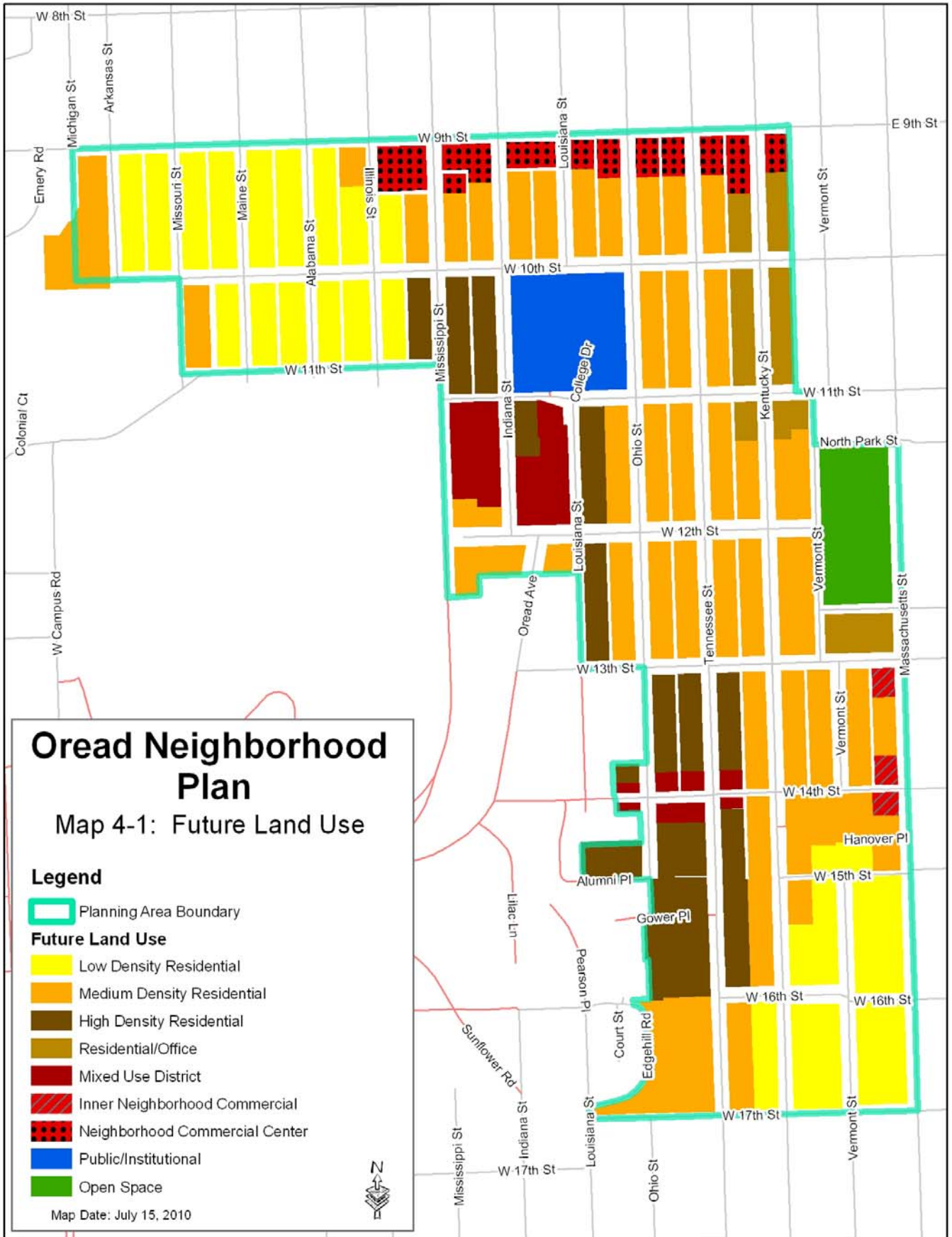
4.1.9 Open Space

The intent of the open space/floodplain use is to provide space for public recreational facilities and natural area preservation.

Intensity: Low

Zoning Districts: GPI (General Public and Institutional District), OS (Open Space),

Primary Uses: cultural center, active recreation, passive recreation, nature preserve, entertainment and spectator sports, participant sports and recreation outdoor, private recreation



4.2 Overlay Districts

The *Oread Neighborhood Plan* recommends the implementation of 5 overlay districts. Overlay districts are zoning overlays that are used in conjunction with the base zoning districts and include design guidelines. The overlay districts are tools for dealing with special situation for accomplishing special zoning goals. This plan recommends 2 different types of overlay districts, the Urban Conservation Overlay District and the Historic District Overlay. The overlay districts are intended to: encourage development that conforms to the size, orientation and setting of existing buildings in a neighborhood or area; reduce the need for zoning variances for development that conforms to the size, orientation and setting of existing buildings in a neighborhood or area; provide building setbacks, lot dimensions and related physical characteristics; foster development that is compatible with the scale and physical character of original buildings in a neighborhood or area through the use of development/design standards and guidelines; and conserve the cultural resources, historic resources and property values within an identified neighborhood or area.

The proposed overlay districts are illustrated on Map 4-2 and the elements listed below. These elements are intended to be addressed for that specific area in the overlay standards.

4.2.1 *Urban Conservation Overlay Districts*

4.2.1.1 District 1 (Low-Density)

District 1 is the area north of the football stadium that is generally identified on the future land use map as low-density and a small amount of medium-density residential.

- A. Minimum lot size for duplex
- B. Minimum required parking number and location
- C. Maximum number of bedrooms permitted in each dwelling unit of a duplex
- D. Maximum lot coverage
- E. Lot size (assembly)
- F. Alley access as opposed to street access
- G. Setbacks

4.2.1.2 District 2 (High-Density)

District 2 is generally the area directly adjacent to KU on the west side of the planning area. This area is mainly identified as high-density and mixed use on the future land use map.

- A. Minimum parking requirements for uses
- B. Massing, scale, bulk, and articulation for new development
- C. Maximum lot coverage
- D. Height and density maximum increase
- E. Larger structures located on corners of certain streets
- F. Lot size (assembly)
- G. Alley access as opposed to street access
- H. Setbacks

4.2.1.3 District 3 (Medium-Density)

District 3 is generally located between District 2 and the eastern side of the planning area. This area is mainly identified as medium density and residential-office on the future land use map.

- A. Limit size of building additions
- B. Maximum lot coverage
- C. Minimum required parking number
- D. Massing, scale, and bulk for new development
- E. Lot size (assembly)
- F. Alley access as opposed to street access
- G. Setbacks

4.2.2 *Historic District Overlay*

4.2.2.1 District 4 (Hancock Historic District)

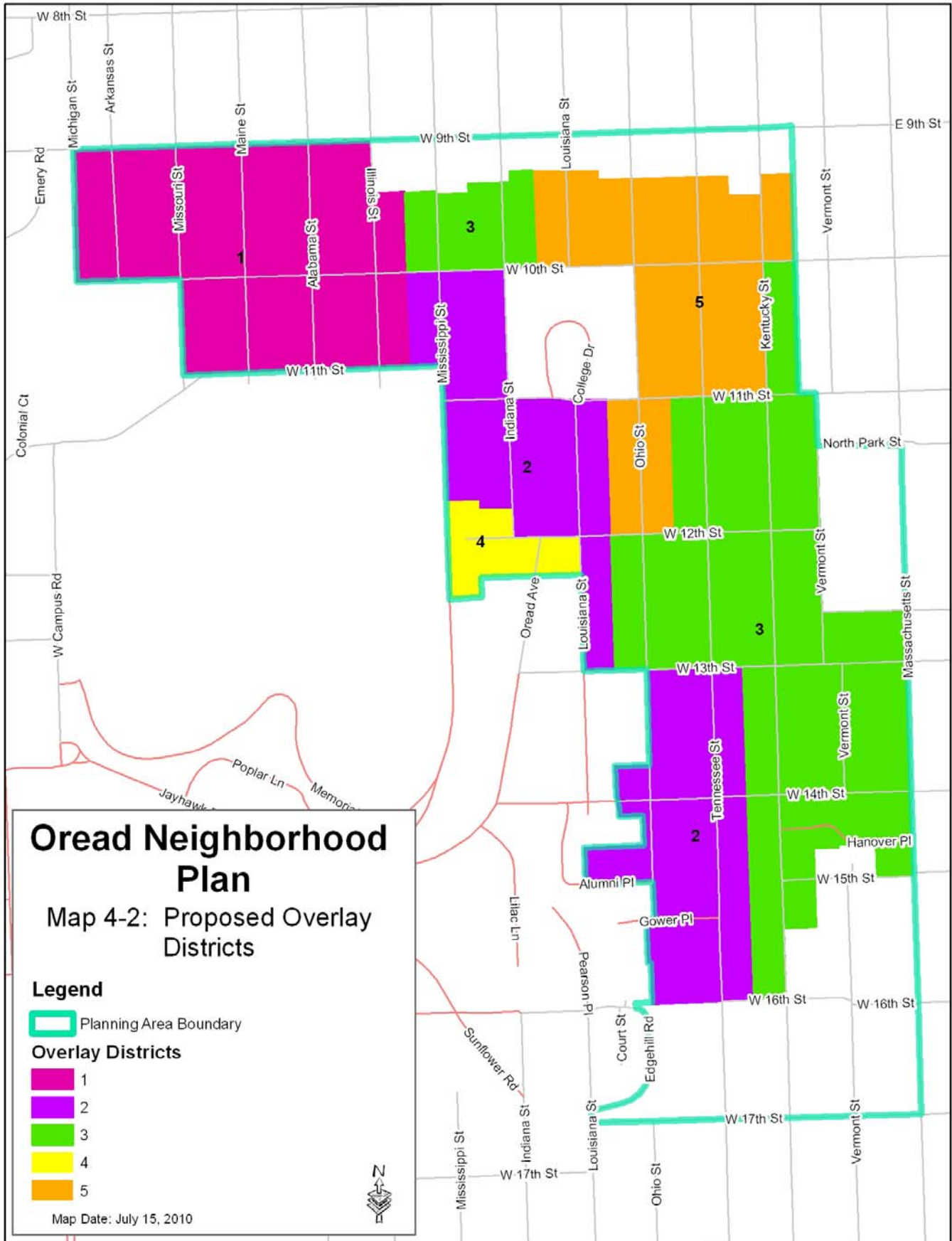
District 4 is generally located at the western side of the planning area at the end of W. 12th Street. The majority of this district is a National Historic District but it is recommended to be listed on the Lawrence Register of Historic Places.

- A. Minimum parking requirements for uses
- B. Massing, scale, bulk, and articulation for new development
- C. Maximum lot coverage
- D. Setbacks
- E. Compatible materials
- F. Lot size (assembly)
- G. Limit size of building additions

4.2.2.2 District 5 (Oread Historic District)

District 5 is generally located on the north and eastern side of the planning area. The majority of this area is a National Historic District but it is recommended to be listed on the Lawrence Register of Historic Places.

- A. Minimum parking requirements for uses
- B. Massing, scale, bulk, and articulation for new development
- C. Maximum lot coverage
- D. Setbacks
- E. Compatible materials
- F. Lot size (assembly)
- G. Limit size of building additions
- H. Alley access as opposed to street access



From: Sheila Stogsdill

Sent: Monday, February 29, 2016 10:12 AM

To: Bruce Liese (bruce@kansascitysailing.com); Bryan Culver (bcculver@gmail.com); David Clay Britton (clay.britton@yahoo.com); Eric Struckhoff (eric.c.struckhoff@gmail.com); Jim Carpenter (jecarpenter15@gmail.com); Jim Denney (denney1@sunflower.com); Julia Butler; Patrick Kelly (Pkelly@usd497.org); Pennie von Achen; Rob Sands

Cc: Scott McCullough; Lynne Zollner; Jeff Crick; Denny Ewert; (djbrown806@gmail.com); Diane Stoddard

Subject: FW: duplex tandem parking in core neighborhoods

Commissioners –

Please see the photos and message below from Dennis Brown.

This property is located in the 900 block of Maine in the proposed Urban Conservation Overlay - Oread Design Guidelines District 1 (Low Density) that is on your agenda March 21st.

Sheila M. Stogsdill, *Planning Administrator* - sstogsdill@lawrenceks.org

Planning & Development Services Department | www.lawrenceks.org/pds

City Hall, 6 E. 6th Street

P.O. Box 708, Lawrence, KS 66044-0708

office (785) 832-3157 | fax (785) 832-3160

From: Dennis Brown [<mailto:djbrown806@gmail.com>]

Sent: Sunday, February 28, 2016 3:51 PM

To: Sheila Stogsdill

Subject: Fwd: duplex tandem parking in core neighborhoods

Sheila, can you or Scott send this to Planning Commissioners?

----- Forwarded message -----

From: Dennis Brown <djbrown806@gmail.com>

Date: Sun, Feb 28, 2016 at 1:48 PM

Subject: Fwd: duplex tandem parking in core neighborhoods

To: Lynne Zollner <lzollner@lawrenceks.org>

Lynne, can you send this to HRC Commissioners?

----- Forwarded message -----

From: Dennis Brown <djbrown806@gmail.com>

Date: Sun, Feb 28, 2016 at 1:46 PM

Subject: duplex tandem parking in core neighborhoods

To: Diane Stoddard <dstoddard@lawrenceks.org>

Diane, can you send this to City Commissioners? Feel free to post it on the City site.

Commissioners: I am attaching photos of what happens to older housing stock when its area is zoned for duplex up to four bedrooms a side and allows four space wide tandem parking to achieve the eight spaces required. Maximum density and profit is incentivized and preservation of old housing stock is a joke.

At the joint meeting of the HRC and PC a week and a half ago, there was much discussion about approving parking guidelines in the overlay plan that would not allow tandem parking in new duplex applications. This cannot happen fast enough for what is left of the Oread Neighborhood. The pictured property is in the 900 block of Maine.

Dennis J Brown LPA President





Dear Design Guidelines Committee and Planning Commission,

2-19-16

The **Design Guidelines and Overlay District** are important tools that can help preserve the historic integrity of the Oread Neighborhood. They should reflect the intention of the **Oread Neighborhood Plan** which specifies areas of varying density. Single dwelling units (houses) make up 80% of the neighborhood. Oread zoning was changed over 40 years ago from low density to the highest density in the city. This has created problems and conflicts among property owners due to the single-family nature of the neighborhood and a high density zoning that has never conformed to existing structures or lot sizes.

Density should increase incrementally from duplex, triplex, fourplex, and higher multi-dwelling units. Problems have arisen because duplex parking codes allow stacked (tandem) parking. The Planning Commission is presently reviewing parking codes. Stacked parking allows an increase in the number of occupants without providing adequate access and regress for vehicles. Additional logistical problems are created when located off of narrow allies versus wide city streets.

Current city parking codes for dwelling units:

Single-family-lowest density zoning (usually houses, family living, can stack cars in driveways).

Duplex –lowest density zoning in multi-family (can stack cars, may not be family-living).

Triplex – one parking space per BR (no stacked parking).

Fourplex- one parking space per BR (no stacked parking).

Larger multi-dwelling units - one parking space per BR plus one space per 10 units for visitors and guests (no stacked parking).

Duplex, triplex, fourplex indicate the number of units on a lot (4 unrelated individuals can live in a unit in multi-zoned areas, 3 unrelated in a unit in single-family zoned areas). The number of BR's is determined by the number of parking spaces that can be provided on each lot. Stacked parking could increase the number of BR's by as much as 50%.

Desirable property development that will increase profits is now the 4 BR duplex that allows stacked parking. Four BR duplexes “game” duplex regulations. The two BR family-oriented units of the past have now become small apartment complexes, appealing to investors, but problems for neighborhoods. Duplex occupants crowd neighborhood streets when they avoid stacking their vehicles and instead use on-street parking spaces.

Duplexes have become higher density, non-family, units in what should be lower density zoned areas. Parking is an effective tool to control density. Why should a duplex be allowed a parking advantage over other multi-zoned units? **Stacked parking leads to an increase in density without providing adequate parking, thus incentivizing building large duplexes in lower density zoned areas.**

The Design Guidelines and the Overlay District will help promote increased stability and vitality in historic Oread by encouraging responsible development and redevelopment.

Sincerely, Candice Davis Oread Neighborhood Resident
Chair, Lawrence Association of Neighborhoods

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Matthew S. Gough
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*ADMITTED IN KANSAS AND MISSOURI

March 21, 2016

VIA E-MAIL ONLY

Mr. Scott McCullough, Director
Planning and Development Services
City Hall, 6 E. 6th Street
Lawrence, KS 66044

Re: *Draft Oread Neighborhood Design Guidelines (the “Guidelines”)*

Dear Scott:

I have been engaged by multiple rental property owners in the Oread Neighborhood. Each of them have complied with the current Land Development Code (the “Code”) to make improvements to their properties. Much has been written in the Oread Neighborhood Plan (the “Plan”) and in the Guidelines about the need to preserve the aesthetic and feel of the neighborhood’s historic roots. However, nothing has been written about the wholesale creation of legal non-conformities these Guidelines appear to cause overnight because of the Guidelines’ limited parking options for Duplexes. If the Guidelines truly exist to “[e]ncourage quality development which protects investment and helps attract other quality developers,” and “[r]educer tensions related to development/redevelopment within the neighborhood” (Guidelines, p. 4) the Guidelines need to expressly accommodate recently and lawfully updated multi-family structures. The applicability of the Guidelines must also be expressly limited to the scope of the “project” being initiated, must integrate with the Code, and must be fair, particularly regarding parking and repairs necessitated by Acts of God.

The Historic Resources Commission (“HRC”) and the Planning Commission should adopt and insert the following clarifications and revisions to the Guidelines:

- 1. The Guidelines shall be limited in applicability to the scope of the “project” being proposed.**

If an applicant files a building permit to replace a rotted or broken window, the Guidelines should only apply to the review and comment on that window, not all the windows. If an owner desires to replace the siding of a property, the Guidelines should apply only to the siding (and work directly related thereto, such as trim board replacement), not the front porch. The Guidelines must apply to the same extent as the work being proposed, and not more. City

Mr. Scott McCullough, Director
Planning and Development Services
March 21, 2016
Page 2

Staff indicates verbally that this is the intent of the Guidelines, but an express reference is necessary to codify that intent.

2. **The Guidelines' parking requirements should only apply when and to the same extent that the parking regulations of the Code are triggered under Section 20-901, *et seq.*; provided, however, in the case of a structure that was site planned under the Code (i.e., after 2006), that structure's existing parking configuration should be *de facto* permitted if there is no proposed increase in occupancy.**

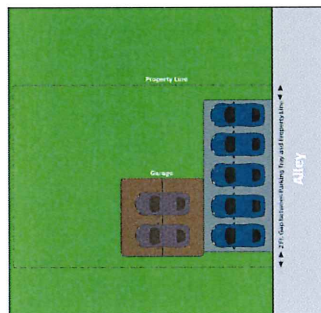
Today, the Code generally permits stacked parking on Duplexes, and owners in the neighborhood have relied upon that configuration to lawfully make significant improvements and obtain occupancy permits greater than what the Guideline's limited parking configurations would allow. *See*, Guidelines, p. 61-62. **Adoption of the Guidelines may create non-conformities on a large scale basis.** There would be no greater disincentive to updating, renovating and repairing properties in the Oread Neighborhood than the prospect of losing available off-street parking and, thus, losing permitted occupancy. Rental properties derive their value from the income they may create, and a reduction in occupancy may significantly reduce fair market value (and the tax base). The trigger for parking compliance under the Guidelines must, *at a minimum*, be identical to those under the Code.

Additional accommodation needs to be expressly made for those structures which have undergone site plan review since the adoption of the Code. If an eight bedroom Duplex has eight site-planned parking spaces, the Guidelines should not punish that property in the future by reducing parking, when a "project" does not increase occupancy. Adopting this accommodation does not increase density or parking in the neighborhood, and helps avoid the undesirable result of non-conforming status for the most recently updated properties. Imagine the potential hardship created by taking parking away from these properties (especially if taken involuntarily because of a fire or tornado) after having undergone the time consuming and expensive task of bringing them into compliance with the Code. Consider also the extreme disincentive to undertake "projects" that reduce parking.

3. Legal non-conforming uses, structures and lots must be afforded the same protections from the implementation of the Guidelines as they are from the implementation of the Code.

Article 15 of the Code acknowledges the existence of legal non-conforming uses, structures and lots, and the limitations and opportunities associated therewith. To the extent they are not protected by paragraph 2, above, owners who find themselves with non-conforming uses, structures, or lots (upon application of the Guidelines) deserve express protections regarding the perpetuation of those legal non-conformities. In this regard, whatever opportunities exist under the Code to renovate, expand, or rebuild those non-conformities should likewise exist under the Guidelines.

4. The parking configuration depicted below should be re-inserted in the Guidelines because it is not “double-stacking.” This design should be an option in appropriate circumstances, determined on a case-by-case basis.



It is unfair to completely eliminate today the possibility of allowing a Duplex more than five parking spaces in the future, especially for those properties that have been redeveloped since the adoption of the Code in 2006. The most recent draft of the Guidelines permit two limited configurations that effectively limit parking to five spaces on any Detached Dwelling or Duplex, and eliminates the only seven-car option.¹ The above configuration, which permits a two car garage and five outside spaces, should be re-inserted because (aesthetically, at least) it's not “double-stacking” if a garage door separates the cars. On a “case-by-case” basis, that configuration may be appropriate in the future.

¹The Guidelines accomplish the wholesale reduction of off-street parking without ever expressly saying that double stacking is prohibited or that no more than five spaces will be approved under the Guidelines. An outcome this significant should be achieved via a base zoning district amendment or by express text amendment to the Code, rather than being buried on pages 61-62 of the Guidelines, where they are unlikely to draw much attention.

- 5. When there is no alley behind a Lot, and when a property can accommodate parking on an existing driveway, parking should continue to be permitted in the driveway if a “project” does not increase occupancy.**

It may be practically impossible to provide for parking behind the front facade of a structure. The requirement on page 61 of the Guidelines (Section B4.b.ii) should be revised to “should” instead of “shall” in the case of “projects” that do not increase occupancy. The stricter requirement for rear parking should be limited to “projects” that propose to increase occupancy, and only to the extent of such increased occupancy.

- 6. When the “project” commences as a result of a casualty event (e.g., wind, fire, or hail) and when the “project” is financed by insurance proceeds, the implementation of the Guidelines should be reasonably applied to accommodate the availability of such proceeds.**

The Guidelines regularly call for the use of specialty building materials or designs that appear to be more expensive (labor and materials) than what may otherwise be permitted under the Building Code. For example, the Guidelines’ list of six permitted types of roofing material (Guidelines, p. 65) are likely more expensive than the “basic” 3-tab asphalt shingles being used on virtually all new construction (and roof replacements) in Lawrence. Front porch foundations must be supported by 16" x 16" columns and the space between the foundation columns must be infilled with wood siding, lattice, brick or stone. If an owner is unable to secure insurance proceeds to fully comply with the Guidelines, the Staff should have flexibility to accommodate the owner’s budget, at least with respect to properties that are not in a historic district.

- 7. The mere replacement of roofing materials should not trigger the Guidelines’ requirements for specialty roofing materials.**

Although the City’s website indicates that the replacement of roofing materials are exempt from the City’s building permit requirements,² the Code section referenced on that web page (*See* Section 5-144) does not appear to contain the same exemption. If, in fact, one needs a building permit to replace roofing materials (thereby triggering the applicability of the Guidelines), the mandatory use of “special” roofing materials in the Oread Neighborhood may create a disincentive to make ordinary and necessary roof repairs and replacements. If no permit is required, the Guidelines would not apply to the roof replacement anyway.

²See: https://www.lawrenceks.org/assets/pds/devservices/bsd/ds_bsd_permit_exemptions.pdf

Mr. Scott McCullough, Director
Planning and Development Services
March 21, 2016
Page 5

The Guidelines, as revised and clarified above, help establish predictability for those who voluntarily and deliberately undertake a “project” in the neighborhood (whether large or small), while avoiding unfair or uncertain outcomes for those who find themselves confronted with the Guidelines involuntarily following an insured casualty loss. Express language providing assurances regarding the applicability of new parking guidelines is essential to maintain investor (and lender) confidence, and does not increase density in the neighborhood.

Some proponents of the Guidelines (as currently drafted) may view them as an opportunity to reduce density by eliminating off-street parking. However, taking the stated goals of the Guidelines and the Plan at face value, we must not adopt Guidelines that achieve that end on a wholesale basis. To do so may stifle investment, reinforce the status quo, and lead to the neighborhood’s decline over time. I do not believe the majority of owners in the neighborhood truly understand the impact of the Guidelines’ parking configurations. Duplex owners would be more vocal if the effect of the Guidelines’ were made more obvious. The revisions discussed above help achieve the goal of making the Guidelines understandable, functional, and fair, and they merit your sincere consideration.

Very truly yours,

BARBER EMERSON, L.C.



Matthew S. Gough

MSG:plh

cc: Lawrence-Douglas County Metropolitan Planning Commission (via e-mail only)
Historic Resources Commission (via e-mail only)

Dear Planning Commissioners,

3-20-16

The Lawrence Association of Neighborhood (LAN) supports the Oread Guidelines and Overlay District with the exception of any allowed stacked parking.

The **Design Guidelines and Overlay District** are important tools that can help preserve the historic integrity of the Oread Neighborhood. They should reflect the intention of the **Oread Neighborhood Plan**, which specifies areas of varying density. Single-family units (houses) make up 80% of the neighborhood. Oread zoning was changed over 40 years ago from low density to the highest density in the city. This has created problems and conflicts among property owners due to the single-family nature of the neighborhood and high density zoning that does not conform to existing structures or lot sizes.

Density should increase incrementally from duplex, triplex, fourplex, and higher multi-dwelling units. Problems have arisen because duplex parking codes allow stacked (tandem) parking. The Planning Commission is presently reviewing parking codes. Stacked parking allows an increase in the number of occupants without providing adequate access and regress for vehicles. **Additional logistical problems are created when located off of narrow allies versus wide city streets.**

Current city parking codes for dwelling units require:

Single-family-lowest density zoning (usually houses, family living, can stack cars in driveways).

Duplex –lowest density zoning in multi-family (can stack cars, may not be family-living).

Triplex – one parking space per BR (no stacked parking).

Fourplex- one parking space per BR (no stacked parking).

Larger multi-dwelling units - one parking space per BR plus one space per 10 units for visitors and guests (no stacked parking).

Duplex, triplex, fourplex indicate the number of units on a lot (4 unrelated individuals can live in one unit in multi-zoned areas, 3 unrelated in one unit in single-family zoned areas). The number of BR's is determined by the number of parking spaces that can be provided on each lot. Stacked parking could increase the number of BR's by as much as 50%. When stacking vehicles : Today's Duplex=2 units =4 BRs each side =8BRs Past Duplex=2units=2BRs each side=4BRs

Four BR duplexes that allow stacked parking are attractive to developers as they increase profits. Four BR duplexes “game” duplex regulations. These are not family-units but rather small apartment complexes, appealing to investors, but problems for lower density neighborhoods. Without adequate parking, duplex occupants crowd neighborhood streets when they avoid stacking their vehicles and use on-street parking spaces.

The Design Guidelines and the Overlay District will help promote increased stability and vitality in historic Oread by encouraging responsible development and redevelopment. Stacked parking should not be allowed.

Sincerely, Candice Davis

Oread Resident, Lawrence Association of Neighborhoods Chair

PLANNING COMMISSION REPORT
Regular Agenda - Public Hearing Item

PC Staff Report
3/21/2016

ITEM NO. 2 TEXT AMENDMENT FOR ADOPTING THE *OREAD NEIGHBORHOOD DESIGN GUIDELINES (JSC)*

TA-12-00171: Consider a Text Amendment to the Land Development Code, Chapter 20 of the Code of The City of Lawrence, Kansas to include the *Oread Neighborhood Design Guidelines*. *Initiated by City Commission on 8/28/2012.*

HISTORIC RESOURCES COMMISSION RECOMMENDATION: Staff recommends that the Historic Resources Commission forward a recommendation for approval to the Lawrence-Douglas County Metropolitan Planning Commission and the Lawrence City Commission for adoption of the proposed Oread Neighborhood Design Guidelines and establishment of the *Oread Neighborhood Design Overlay*, as outlined in this staff report and the attached *Oread Neighborhood Design Guidelines* document.

PLANNING COMMISSION RECOMMENDATION: Staff recommends adopting the *Oread Neighborhood Design Guidelines* and approval of the revised text for Article 3 and forwarding of the proposed guidelines and text amendment to Chapter 20, Articles 3 to the City Commission with a recommendation for approval and adoption.

Reason for Request: The City Commission initiated this amendment on August 28th, 2012 to begin the process of creating Overlay Districts for the areas initially identified in the adopted *Oread Neighborhood Plan*, and to initiate text amendments to various Land Development Code sections incorporating the design guidelines and ensuring consistency with the code.

RELEVANT GOLDEN FACTOR:

- Conformance with the Comprehensive Land Use Plan is the relevant factor that applies to this request. Adoption of a new regulatory tool to use with the existing Land Development Code is an implementation step in the Oread Neighborhood Plan, which is incorporated into Chapter 14: Specific Plans in *Horizon 2020: The Comprehensive Plan for Lawrence and Unincorporated Douglas County*.

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

- A summary of written comments regarding the Oread Neighborhood Design Guidelines is attached.

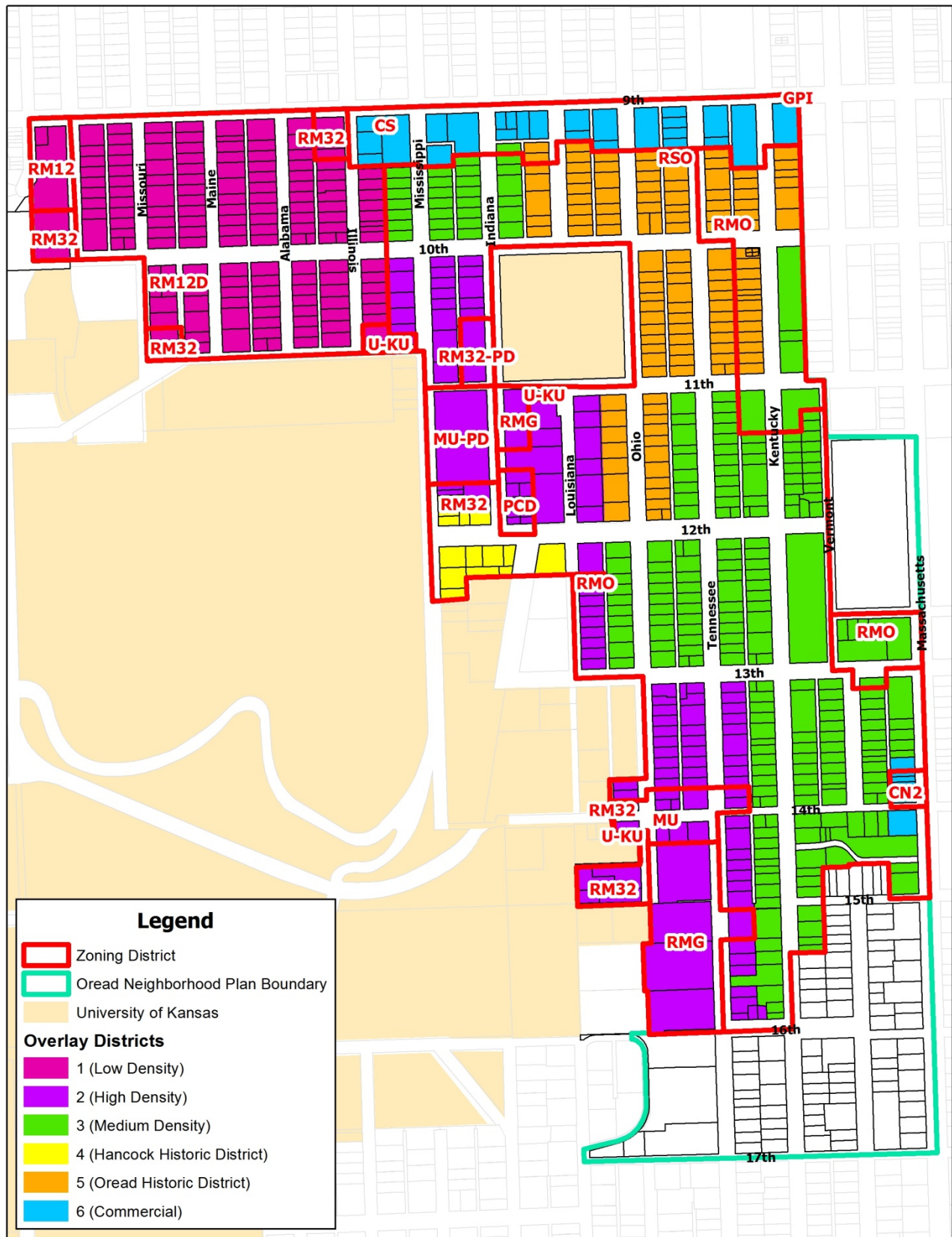


Figure 1: Proposed Overlay Districts with Current Base Zoning

OVERVIEW OF PROPOSED AMENDMENT

The proposed text amendment would incorporate the relevant code language that would assist in implementing and reconciling the differences between the Land Development Code and the *Oread Neighborhood Design Guidelines*. The portion of the neighborhood, including the Overlay Districts, is shown in Figure 1. The properties that are within one of the six districts would have the –UC Overlay applied to them. The properties, as shown in the defined areas of Figure 1, are zoned with a base zoning district that would also include an Urban Conservation Overlay (-UC) District, known as the “Oread Neighborhood Design Guidelines Overlay District.”

The initial recognition of the overlay districts is to create location-specific guidance regarding land use regulations and requirements, such as density and dimensional standards, parking standards, and use standards. The overlay districts are intended to: encourage development that conforms to the size, orientation and setting of existing buildings in a neighborhood or area; reduce the need for zoning variances for development that conforms to the size, orientation and setting of existing buildings in a neighborhood or area; provide building setbacks, lot dimensions and related physical characteristics; foster development that is compatible with the scale and physical character of original buildings in a neighborhood or area through the use of development/design standards and guidelines; and conserve the cultural resources, historic resources and property values within an identified neighborhood or area.

The establishment of the *Oread Neighborhood Design Guidelines* was an action step of the *Oread Neighborhood Plan*, which was adopted by the City Commission in September 2010. In spring 2011, city staff applied for and received a Historic Preservation Fund grant to draft design guidelines for the overlay districts identified in the plan, which was accepted by the City Commission on June 7, 2011. Staff subsequently issued a request for proposals for a consultant for the project which resulted in the selection of Urban Development Services with Ann Benson McGlone. Staff began working with the consultant in January 2012. The first visit by the consultants occurred in February 2012 where they met with staff, design professionals, The Oread Residents Association representatives, and Oread Neighborhood Association representatives.

The first round of public meetings occurred on April 13th and April 14th 2012. Over 400 letters were mailed to property owners, an email was sent to the *Oread Neighborhood Plan* email listserv, newspaper ads were published advertising the meetings, and information was posted on the City of Lawrence website. The April 13th meeting was held at the Lawrence Public Library where approximately 30 people attended where the consultants were introduced, the general concepts of design guidelines were discussed, and a community input activity was completed. This activity was used to identify preferences and what items/issues are important in the neighborhood. The information from this activity was later used as the goals of the guidelines. The April 14th workshop at the Carnegie Building was held for attendees to help identify development patterns within the neighborhood.

The next public meeting was held on May 3rd at the Lawrence Public Library where approximately 20 people attended. The consultants provided a summary and the findings of the April meetings, and showed pictures to understand what type of density and development the attendees would find acceptable in the neighborhood. Over 400 letters were mailed to property owners, an email was sent to the *Oread Neighborhood Plan* email listserv, and information was posted on the City of Lawrence website for this meeting. The 4th public meeting was held on August 2nd, 2012 at the Lawrence Public Library where approximately 15 people attended. The consultants introduced details of the draft design guidelines, though the actual document was not provided.

In January 2013, a joint Planning Commission/Historic Resources Commission subcommittee was established to review the draft of the Oread Design Guidelines, in order to prepare them for public consumption and review. Each commission appointed two members to this subcommittee. The Subcommittee's review process was completed in November 2015, after which a draft will be available for the public in December 2015.

While the adopted neighborhood plan initially called for five districts, through review and consultation in the various drafts of the guideline document, a sixth district was created to provide clarity on commercially zoned properties that are along the edges and could potentially be redeveloped within the Oread Neighborhood as part of potential mixed-use development.

While the *Oread Neighborhood Design Guidelines* contain a significant number of urban design and preservation standards, only a portion would have a direct effect on the Land Development Code.

The following is a summary listing of the proposed changes based on their designation in the *Oread Neighborhood Design Guidelines*:

1. Article 3: Overlay Zoning Districts – to include “Oread Neighborhood Design Guidelines” via Incorporation by Reference.
2. All Districts
 - 2.1. Lot Consolidation
 - 2.2. Front Setback – Article 6: Density & Dimensional Standards
 - 2.3. Side Setback – Article 6: Density & Dimensional Standards
 - 2.4. Open Space Requirements – Article 6: Density & Dimensional Standards
 - 2.5. Parking Configuration – Article 9: Parking, Loading and Access
 - 2.6. Building Orientation – Article 6: Density & Dimensional Standards
 - 2.7. Additions – Article 6: Density & Dimensional Standards
3. District 1 – Low Density
 - 3.1. Lot Dimensions – Article 6: Density & Dimensional Standards
 - 3.2. Lot Consolidation
 - 3.3. Side yard setbacks – Article 6: Density & Dimensional Standards
 - 3.4. Open Space Requirements – Article 6: Density & Dimensional Standards
4. District 2 – High Density
 - 4.1. Lot Consolidation
 - 4.2. Access Standards – Article 9: Parking, Loading and Access
 - 4.3. Parking / Service Standards – Article 9: Parking, Loading and Access
 - 4.4. Frontage Standards – Article 6: Density & Dimensional Standards
 - 4.5. Adjacent Height Stepdowns – Article 6: Density & Dimensional Standards

5. Districts 4 & 5 – Hancock & Oread Historic Districts

5.1. Additions – Article 6

6. District 6 – Commercial District

6.1. Setbacks – Article 6

6.2. Parking Standards – Article 9

Section 20-308(d)(3)(i),a: Description of General Development Pattern

District 1: Located just north of the University of Kansas, this district is predominately comprised of single-family residences with intermittent duplexes, triplexes, and quadraplexes. This district is less dense (6 or less dwelling units per acre) than most parts of Oread neighborhood, with smaller scale homes, larger yards, and houses spaced farther apart. The many one story homes in this area provide it with its unique character. The district is composed of a wide variety of architectural styles constructed over a long period. This was the last area of the neighborhood to develop; therefore, Post-War Minimal Traditional houses are unique to this area. More recent apartments exist on the fringes, mainly on the western side of the district.

District 2: This district is located adjacent to the east side of the University of Kansas Main Campus. It has the highest density (16+ dwelling units per acre) of any Oread district. The proximity to campus has made it a prime location for apartments, multi-dwelling residential, and mixed-use developments. The architectural character of the district is diverse compared to the other districts. There are large Greek houses, Scholarship Halls, and multi-dwelling complexes that are “campus” scale in massing and design. Interspersed are substantial pockets of older homes, some converted to congregate or multi-dwelling uses. The character of this area is distinctly different with larger scale structures, fewer street trees, and hilly terrain. Off-street parking is more visible due to a lack of alleys. Apartment complexes in this district typically were constructed in the 1970s and 1980s, and now are approaching 30 to 40 years in age, offering re-development potential and opportunities for improvements in the neighborhood.

District 3: District 3 is located primarily on the eastern edge of the Oread Neighborhood, and serves as the basis for the design guidelines for all 5 residential districts. The other district guidelines within Chapter 5 of the Guidelines are modifications to this standard tailored to their own distinctive characteristics. Most off-street parking is accessed from alleys, so driveways are rare. The homes sit back from the street. The original single-family homes, constructed between the 1880s and the 1900s, are generally two stories and represent a wide array of styles and sizes. Many have been converted to multi-dwelling uses. Others have been replaced with modern apartments. The density is approximately 7 to 15 dwelling units per acre. Older, commercial buildings and more recent professional buildings can be found towards Massachusetts Street.

District 4: Hancock Historic District is a unique area of the Oread Neighborhood located on a substantial rise that overlooks the University of Kansas. The Hancock Historic District was added to the National Register of Historic Places in 2004. This small district boasts a beautiful and historic public improvement project that adds to the allure of the area: a pair of curved stone steps ascends from Mississippi Street to W. 12th Street in the grand fashion of the City Beautiful Movement. At the top of the stairs on W. 12th Street is a planter of native stone that forms an esplanade in the center of

the street until it intersects with Indiana Street. Most of the lots are larger than those found in the rest of neighborhood, creating a more landscaped setting for most of the homes.

District 5: The Oread Historic District was listed in the National Register of Historic Places in 2007. The Oread Historic District was listed to the Lawrence Register of Historic Places in 1991. It is an area with some of the oldest homes in Lawrence. There are excellent examples of the Italianate, Queen Anne, Craftsman, and 20th Century Revival styles side by side with the more vernacular National Folk and Foursquare homes. They range in size from grand to simple. The streets are lined with tall, deciduous trees. On the west side of the streets, the houses are set back with elevated front yards. Dominant porches and shade-dappled yards add to the appeal of this area. On the east side of the streets, the homes are placed closer to the street with shallow front yards that are relatively flat. Parking is off the alleys; therefore, driveways are rare. Some streets are still paved with the original brick, and hitching posts and stone steps can still be found.

District 6: The guidelines defined commercial district which presently are found fronting W. 9th Street and on the western half of the intersection of 14th Street and Massachusetts Street. The commercial uses were typically scaled to serve the adjacent neighborhoods, providing business opportunities for convenience that would be primarily accessed on foot. These proposed guidelines are intended to be used only if there is commercial on the ground floor. If the first floor is not commercial then the pertinent residential district guidelines would be applicable.

A full copy of listing the proposed changes is attached to this staff report. Text to be deleted is shown with ~~strikeout~~ and proposed text is shown in underlined font.

CRITERIA FOR REVIEW & DECISION-MAKING

Section 20-1302(f) provides review and decision-making criteria on proposed text amendments. It states that review bodies shall consider at least the following factors:

- 1) Whether the proposed text amendment corrects an error or inconsistency in the Development Code or meets the challenge of a changing condition.**

Staff Response: The proposed text amendments address a changing condition. With the adoption of the Oread Neighborhood Plan in 2010, and the subsequent direction from City Commission in 2012, this text amendment would integrate the *Oread Neighborhood Design Guidelines* into the relevant sections of the Land Development Code. Provisions within the *Oread Neighborhood Design Guidelines* would revise certain aspects, such as parking, building envelope, and lot requirements that are integral parts of the guideline document. With the adoption of the guidelines, there would be inconsistencies created between the *Oread Neighborhood Design Guidelines* and the Land Development Code. This text amendment would help reduce these conflicts and inconsistencies.

- 2) Whether the proposed text amendment is consistent with the Comprehensive Plan and the stated purpose of this Development Code (Sec. 20-104).**

Staff Response: The *Oread Neighborhood Design Guidelines* is a key recommendation of the Oread Neighborhood Plan (Section 4.2), which is incorporated into Chapter 14: Specific Plans within *Horizon 2020*. This is consistent with the language and intent of Section 20-104 of the Land Development

Code.

PROFESSIONAL STAFF RECOMMENDATION

Staff recommends adopting the *Oread Neighborhood Design Guidelines* and forwarding a recommendation of approval to the Lawrence City Commission of this text amendment to the Land Development Code, Chapter 20 of the Code of The City of Lawrence, Kansas to incorporate the *Oread Neighborhood Design Guidelines*.

ARTICLE 3. OVERLAY ZONING DISTRICTS

- 20-301 The Districts
- 20-302 ASO, Airspace [Overlay District](#)
- 20-303 FP, Floodplain Management Regulations [Overlay District](#)
- 20-304 HD, Historic District Overlay
- 20-305 HL, Historic Landmark Designation
- 20-306 PD, Planned Development [Overlay District](#)
- 20-307 TC, Major Transportation Corridor Overlay
- 20-308 UC, Urban Conservation [Overlay District](#)
- 20-309 Incorporation By Reference of “The Downtown Design Guidelines 2009 Edition”
- 20-310 Incorporation By Reference of “Design Guidelines 8th & Penn Neighborhood Redevelopment Zone” (2006, Revised October 4, 2011)
- 20-311 [Incorporation By Reference of “Oread Neighborhood Design Guidelines 2016 Edition”](#)

20-301 THE DISTRICTS

(a) [Overlay Districts](#)

[Overlay Districts](#) are tools for dealing with special situations or accomplishing special zoning goals. As the name implies, [Overlay Districts](#) are "overlaid" on [Base District](#) classifications to alter the [Base District](#) regulations. [Overlay Districts](#) are shown on the [Official Zoning District Map](#) as suffixes to the applicable [Base District](#) classification. For example, a CD-zoned [Parcel](#) that is included in the Urban Conservation [Overlay Districts](#) would be shown on the map as CD-UC.

(b) Districts Established

The following [Overlay Zoning Districts](#) are included in this Development Code:

District Name	Map Symbol
Overlay Districts	
Airspace Overlay	-ASO
Floodplain Overlay	-FP
Historic District Overlay	-HD
Historic Landmark Designation	-HL
Planned Development Overlay	-PD
Major Transportation Corridor Overlay	-TC
Urban Conservation Overlay	-UC

20-302 ASO, AIRSPACE OVERLAY DISTRICT

(a) Purpose

The ASO, Airspace [Overlay District](#), is intended to:

- (1) prevent the creation and establishment of hazards to life and property in the vicinity of any [Airport](#) owned, controlled or operated by the City of Lawrence;
- (2) protect users of the [Airport](#); and

- (3) prevent any unreasonable limitation or impairment on the use and expansion of the [Airport](#) and the public investment therein.

(b) Authority

The regulations of this District are adopted under the authority granted by K.S.A. Sections 3-701 through 3-713.

(c) Applicability

The Airspace [Overlay District](#) regulations apply to all land or water area lying within the established [Airport](#) control Instrument Approach Zones, Non-Instrument Approach Zones, Transition Zones, Horizontal Zones and Conical Zones as shown on the Airspace Control Zones overlay map.

(d) Effect

The Airspace [Overlay District](#) is a zoning classification that establishes additional restrictions and standards on those uses permitted by the [Base District](#). In the event of conflict between the Airspace [Overlay District](#) regulations and the regulations of the [Base District](#), the [Overlay District](#) regulations govern. In all other cases, both the [Overlay](#) and [Base District](#) regulations apply.

(e) Sub-zones Established

In order to carry out the provisions of this District, the following Airspace Zones are established within the Airspace District. The Airspace [Overlay District](#) and the Airspace Zones shall be shown on the [Official Zoning District Map](#).

(1) Instrument Approach Zone

The Instrument Approach Zone is established at each end of all runways used for instrument landings and takeoffs. The Instrument Approach Zones have a width of 1,000 feet at a distance of 200 feet beyond the end of each instrument runway, widening thereafter uniformly to a width of 16,000 feet at a distance of 50,200 feet beyond each end of the runway, its centerline being the continuation of the centerline of the runway.

(2) Non-Instrument Approach Zone

The Non-Instrument Approach Zone is established at each end of all runways used for non-instrument landings and takeoffs. The Non-Instrument Approach Zone has a width of 500 feet at a distance of 200 feet beyond the end of each non-instrument runway, widening thereafter uniformly to a width of 2,500 feet at a distance of 10,200 feet beyond each end of the runway, its centerline being the continuation of the centerline of the runway.

(3) Transition Zone

The Transition Zone is established adjacent to each instrument and non-instrument runway and approach zone as indicated on the [Official Zoning District Map](#). Transition Zones symmetrically located on either side of runways have variable widths as shown on the [Official Zoning District Map](#). Transition Zones extend outward from a line of 250 feet on either side of the centerline of a non-instrument runway for the length of such runway plus 200 feet on each end; and 500 feet on either side of the centerline of an instrument runway for the length of such runway plus 200 feet on each end; and are parallel and level with such runway centerlines. The Transition Zones along such runways slope upward and outward one (1) foot vertically for each seven (7) feet horizontally to the point where they intersect the surface of the Horizontal Zone. Further, Transition Zones are established adjacent to both Instrument and Non-

Instrument Approach Zones for the entire length of these Approach Zones. These Transition Zones have variable widths, as shown on the [Official Zoning District Map](#). Such transition zones flare symmetrically with either side of the runway Approach Zones from the base of such zones and slope upward and outward at the rate of one (1) foot vertically for each seven (7) feet horizontally to the points where they intersect the surfaces of the Horizontal and Conical Zones. Additionally, Transition Zones are established adjacent to the Instrument Approach Zone where it projects through and beyond the limits of the Conical Zone, extending a distance of 5,000 feet measured horizontally from the edge of the Instrument Approach Zones at right angles to the continuation of the centerline of the runway.

(4) Horizontal Zone

A Horizontal Zone is that area within a circle with its center at the [Airport Reference Point](#) and having a radius of 7,000 feet. The Horizontal Zone does not include the Instrument and Non-Instrument Approach Zones or the Transition Zones.

(5) Conical Zone

A Conical Zone is the area that commences at the periphery of the Horizontal Zone and extends outward a distance of 5,000 feet. The Conical Zone does not include the Instrument Approach Zone and Transition Zones.

(f) Height Limitations

No [Structure](#) may be erected, altered, or maintained in any Airspace Zone to a [Height](#) in excess of the [Height](#) limit established for such Zone, except as otherwise provided in this section. The following [Height](#) limitations are hereby established for each of the Airspace Zones:

(1) Instrument Approach Zone

One foot in [Height](#) for each 50 feet in horizontal distance beginning at a point 200 feet from and at the centerline elevation of the end of the instrument runway and extending to a distance of 10,200 feet from the end of the runway; thence one foot in [Height](#) for each 40 feet in horizontal distance to a point 50,200 feet from the end of the runway.

(2) Non-Instrument Approach Zone

One (1) foot in [Height](#) for each 20 feet in horizontal distance beginning at a point 200 feet from and at the centerline elevation of the end of the non-instrument runway and extending to a point 10,200 feet from the end of the runway.

(3) Transition Zone

One (1) foot in [Height](#) for each seven (7) feet in horizontal distance beginning at any point 125 feet normal to and at the elevation of the centerline of non-instrument runways, extending 200 feet beyond each end thereof, and 500 feet normal to and at the elevation of the centerline of the instrument runway, extending 200 feet beyond each end thereof, extending to a [Height](#) of 150 feet above [Airport](#) elevation. In addition to the foregoing there are established [Height](#) limits of one (1) foot vertical [Height](#) for each seven (7) feet horizontal distance measured from the edges of all Approach Zones for the entire length of the Approach Zones and extending upward and outward to the points where they intersect the horizontal or conical surfaces. Further, where the Instrument Approach Zone projects through and beyond the Conical Zone, a [Height](#) limit of one (1) foot for each seven (7) feet of horizontal distance shall be maintained beginning at the edge of the Instrument Approach Zone and extending a

distance of 5,000 feet from the edge of the Instrument Approach Zone measured normal to the centerline of the runway extended.

(4) Horizontal Zone

Height may not exceed 150 feet above the **Airport** elevation.

(5) Conical Zone

One (1) foot in **Height** for each 20 feet in horizontal distance beginning at the periphery of the Horizontal Zone, extending to a **Height** of 400 feet above the **Airport** elevation.

(g) Performance Standards

Notwithstanding any other provision of this section, no use or **Development Activity** may occur on land within any Airspace **Overlay District** that:

- (1) creates electrical interference with radio communications between the **Airport** and aircraft, including radio and television transmitting towers or studios and large radiation or X-ray equipment;
- (2) includes aboveground storage of petroleum or any other explosive material.
- (3) emits smoke or odor; emits smoke or odor;
- (4) contains lights or signals that may be confused with **Airport** navigational lights;
- (5) results in glare to pilots approaching, leaving or circling the **Airport** or that impairs visibility in the District;
- (6) provides private airfields or runways for the use of aircraft other than those used in the principal **Airport** in the District; or
- (7) otherwise endangers the landing, taking-off, or maneuvering of aircraft.

(h) Nonconformities

- (1) The regulations set forth in this section do not require the removal, lowering, or other change of any **Structure** not conforming to these regulations or otherwise interfere with the continuance of any nonconforming use, except as provided in Section 20-302(h)(2) and 20-302(i)(6).
- (2) The City may require, upon 30-days written notice, any person, firm, association, or corporation owning and maintaining any nonconforming pole or pole line upon the roads and highways immediately adjoining the **Airport** to remove, lower, change, or alter said nonconforming pole or pole line. Prior to the removal, lowering, or changing of the pole or pole line, the **Owner** or **Owner** of the **Airport**, shall pay said person, firm, association or corporation the reasonable and necessary expense of removing, lowering or changing said pole or pole lines; or in lieu thereof shall execute good and sufficient bond with corporate surety thereon as security for the payment of the reasonable and necessary expense of removing, lowering or changing such pole or pole lines. The reasonable

and necessary expense of removing, lowering or changing said pole or pole lines may include, among other items of expense, the actual cost of:

- (i) constructing underground conduits and the construction of such wires and equipment in such conduits; and
- (ii) rerouting wires together with the poles, cross arms, and other equipment connected thereto, together with the cost, if any, of new right-of-way made necessary by such rerouting.

(i) Permits

(1) Future Uses

Except as specifically provided by the exceptions stated in Section 20-302(i)(4), no material change may be made in the use of land and no **Structure** may be erected, altered, or otherwise established in any **Airspace Overlay District** unless a permit has been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the resulting use or **Structure** would conform to the regulations set forth in this section. If such determination is in the affirmative, the permit shall be granted.

(2) Existing Uses

No permit may be granted that would allow the establishment or creation of an **Airport Hazard** or permit a nonconforming use, or **Structure** to be made or become higher, or become a greater hazard to air navigation than it was on the **Effective Date**, or the **Effective Date** of any amendments hereto, or than it is when the application for a permit is made. Except as provided herein, all applications for permits shall be granted.

(3) Nonconforming Uses

Before any nonconforming **Structure** may be replaced, substantially altered or repaired, rebuilt, or increased in **Height**, a permit shall be obtained authorizing such replacement, alteration, change or repair.

(4) Exceptions

- (i) In the area lying within the limits of the Horizontal Zone and the Conical Zone, no permit will be required for any **Structure** less than 75 feet in vertical **Height** above the ground, except where, because of terrain, land contour or topographic features, such **Structure** would extend above the **Height** limits prescribed for such Zones.
- (ii) In the areas lying within the limits of the Instrument and Non-Instrument Approach Zones but at a horizontal distance of not less than 4,200 feet from each end of the runways no permit will be required for any **Structure** less than 75 feet in vertical **Height** above the ground, except where, because of terrain, land contour or topographic features, such **Structure** would extend above the **Height** limits prescribed for the Instrument or Non-Instrument Approach Zone.
- (iii) In the areas lying within the limits of the Transition Zones beyond the perimeter of the Horizontal Zone, no permit will be required for any **Structure** less than 75 feet in vertical **Height** above the ground except where such **Structure**, because of terrain, land contour or

topographic features would extend above the **Height** limit prescribed for such Transition Zones.

- (iv) Nothing contained in any of the foregoing exceptions will be construed as permitting or intending to permit any construction, or alteration of any **Structure** in excess of any of the **Height** limits established by this section.

(5) Variances

Any person desiring to erect any **Structure** or increase the **Height** of any **Structure**, or otherwise use his property in violation of the Airspace **Overlay District** regulations, may apply to the City Commission of the City of Lawrence for a variance from the zoning regulations in question. Such variances will be allowed where a literal application or enforcement of the regulations would result in practical difficulty or Unnecessary Hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of this section: Provided, that any variance may be allowed subject to any reasonable conditions that the City Commission may deem necessary to effectuate the purposes of this section.

(6) Hazard Marking and Lighting

Any permit or variance granted may, if such action is deemed advisable to effectuate the purposes of this section and be reasonable in the circumstances, be so conditioned as to require the **Owner** of the **Structure** in question to permit the City of Lawrence, at its own expense, to install, operate, and maintain thereon such markers and lights as may be necessary to indicate to flyers the presence of an **Airport Hazard**.

(j) Administration and Enforcement

For the purposes of this section and pursuant to K.S.A. 3-707, the Lawrence/Douglas County Metropolitan **Planning Commission** will be the **Airport Zoning Commission** for the City of Lawrence and will have responsibility for administering and enforcing the regulations set forth in this section.

- (1) In particular, the **Airport Zoning Commission** shall review all permit applications and determine if such should be granted. If an application is found to conform to all the Airspace **Overlay District** regulations, the **Airport Zoning Commission** shall grant the permit.
- (2) Applications for permits and variances shall be made to the **Planning Director** upon forms furnished by the **Planning Director**.
 - (i) Applications for permits shall be submitted at least 35 days prior to a regular meeting of the **Planning Commission**.
 - (ii) Applications for variances shall be submitted at least 35 days prior to a regular meeting of the City Commission.

(k) Conflicting Regulations

In the event of conflict between the Airspace **Overlay District** regulations and any other regulations applicable to the same area, whether the conflict be with respect to the **Height** of **Structures**, use of land, or any other matter, and whether such other regulations were adopted by the City of Lawrence or any other unit of local government, the more stringent limitation or requirements as to **Airport Hazards** will govern and prevail.

20-303 FP, FLOODPLAIN MANAGEMENT REGULATIONS OVERLAY DISTRICT

The FP, Floodplain Management Regulations are implemented as an [Overlay District](#). The established regulatory provisions affecting land in the FP District are set out in Article 12, Floodplain Management Regulations.

20-304 HD, HISTORIC DISTRICT OVERLAY

Historic Districts designated in accordance with the provisions of Chapter 22 of the City Code shall be submitted to the [Planning Commission](#) as a recommended Zoning Map Amendment and processed in accordance with Section 20-1303. If approved by the City Commission, the HD [Overlay District](#) shall be shown on the [Official Zoning District Map](#) with the map symbol “– HD” and shall be governed by the relevant provisions of Chapter 22.

20-305 HL, HISTORIC LANDMARK DESIGNATION

Historic Landmarks designated in accordance with the provisions of Chapter 22 of the City Code shall be shown on the [Official Zoning District Map](#) with the map symbol “– HL” and shall be governed by the relevant provisions of Chapter 22.

20-306 PD, PLANNED DEVELOPMENT OVERLAY DISTRICT

See Section 20-701 for purposes, standards and procedures for the PD District.

20-307 TC, MAJOR TRANSPORTATION CORRIDOR OVERLAY**(a) Purpose**

The TC, Major Transportation Corridor [Overlay District](#), is intended to protect properties adjacent to the transportation corridors from the noise, activity, light and dust of vehicular traffic by requiring [Building Setbacks](#) and Landscaping along the corridors.

- (1) SLT/K10-TC, South Lawrence Trafficway Corridor [Overlay District](#), is designed to create an aesthetically pleasing corridor along the South Lawrence Trafficway, in keeping with the SLT policy of providing a park-like setting. The SLT Corridor [Overlay District](#) does not affect land use regulations or development standards of the [Base Districts](#) except as specifically specified in this section.
- (2) 23rd/K10-TC, 23rd Street/K10 Corridor [Overlay District](#) (section reserved)
- (3) Iowa/US 59-TC, Iowa Street/US Highway 59 Corridor [Overlay District](#) (section reserved)
- (4) 6th/US 40-TC, 6th Street/ US Highway 40 Corridor [Overlay District](#) (section reserved)
- (5) N. 2nd/US 24,40 & 59 -TC, N. 2nd Street/US Highways 24, 40 & 59 Corridor [Overlay District](#) (section reserved)
- (6) 31st Street Corridor [Overlay District](#) (section reserved)

(b) Boundaries

- (1) SLT/K10-TC: The boundaries of the SLT/K10 [Overlay District](#) are shown on the [Official Zoning District Map](#). The SLT [Overlay District](#) extends 500 feet on either side of the centerline of the SLT/K10 right-of-way within the city limits of Lawrence.
- (2) 23rd Street/K10-TC: The boundaries of the 23rd Street/K10 Corridor [Overlay District](#) are shown on the [Official Zoning District Map](#). (Section reserved for adoption of boundaries based on adopted 23rd Street Corridor Study)
- (3) Iowa/US 59-TC: (Section reserved for adoption of a major corridor plan and boundaries for this [Overlay District](#))
- (4) 6th Street/US 40-TC: (Section reserved for adoption of a major corridor plan and boundaries for this [Overlay District](#))
- (5) N. 2nd Street/US 24,40 & 59-TC: (Section reserved for adoption of a major corridor plan and boundaries for this [Overlay District](#))
- (6) 31st Street TC: (Section reserved for adoption of a major corridor plan and boundaries for this [Overlay District](#))

(c) Development Standards

- (1) SLT/K10-TC Development Standards: All [Significant Development Projects](#) within the SLT/K10 [Overlay District](#) shall be required to meet the following minimum standards:
 - (i) All new [Structures](#) and parking Lots shall be set back a minimum of 50 feet from the right-of-way line of the South Lawrence Trafficway/K10;
 - (ii) Improvements to existing [Structures](#) shall be set back a minimum of 50 feet, or the distance of the [Setback](#) of the existing [Structure](#), whichever is less; and
 - (iii) On properties lying directly adjacent to the South Lawrence Trafficway or its service roads, [Structures](#) shall be Screened from the Trafficway by continuous landscape [Screening](#) that meets the following standards:
 - a. Large [Shade Trees](#), a minimum 3-inch [Caliper](#), planted 40 feet on center;
 - b. [Ornamental Trees](#), a minimum 2-inch [Caliper](#), planted 20 feet on center;
 - c. Large [Evergreen Trees](#), a minimum of 6 feet in [Height](#), planted 30 feet on center;
 - d. Landscape [Screening](#) may be mixed in combinations of the above requirements;
 - e. The landscape [Screening](#) shall be placed within 50 feet of the boundary of the property that lies nearest to the Trafficway; and

- f. Required Landscaping shall be installed, maintained and replaced in accordance with Section 20-1010.
- (2) 23rd Street/K10 Highway-TC Development Standards: All **Significant Development Projects** within the 23rd Street/K10 Transportation Corridor **Overlay District** shall be required to meet the following standards:
- (i) Section held for **Setback** standards for new **Structures**.
 - (ii) Section held for **Setback** standards for existing **Structures**.
 - (iii) Section held for Landscaping standards.
- (3) Iowa/US 59 Highway Development Standards: All **Significant Development Projects** within the Iowa/US 59 Highway **Overlay District** shall be required to meet the following standards:
- (i) Section held for **Setback** standards for new **Structures**.
 - (ii) Section held for **Setback** standards for existing **Structures**.
 - (iii) Section held for Landscaping standards.
- (4) 6th Street/US 40 Highway Development Standards: All **Significant Development Projects** within the 6th Street/US 40 Highway **Overlay District** shall be required to meet the following standards:
- (i) Section held for **Setback** standards for new **Structures**.
 - (ii) Section held for **Setback** standards for existing **Structures**.
 - (iii) Section held for Landscaping standards.
- (5) N. 2nd Street/US 24, 40 & 59 Highways: All **Significant Development Projects** within the N. 2nd Street/US 24, 40 & 59 Highways **Overlay District** shall be required to meet the following standards:
- (i) Section held for **Setback** standards for new **Structures**.
 - (ii) Section held for **Setback** standards for existing **Structures**.
 - (iii) Section held for Landscaping standards.
- (6) 31st Street TC Development Standards: All **Significant Development Projects** within the 31st Street Corridor **Overlay District** shall be required to meet the following standards:
- (i) Section held for **Setback** standards for new **Structures**.
 - (ii) Section held for **Setback** standards for existing **Structures**.
 - (iii) Section held for Landscaping standards.

(d) Interpretation

- (1) The provisions of this Section shall not be interpreted to deprive the **Owner** of any existing property or of its use or maintenance for the purpose to which that property is then legally devoted.
- (2) In the event that a governmental taking or acquisition for right-of-way, **Easement** or other governmental use would reduce a **Setback** that previously complied with this Section, that reduction in **Setback** shall not be deemed to constitute a violation of this Section.

20-308 URBAN CONSERVATION OVERLAY DISTRICT

(a) Purpose

The UC, Urban Conservation **Overlay District**, is intended to:

- (1) encourage development that conforms to the size, orientation and setting of existing **Buildings** in a neighborhood or area;
- (2) reduce the need for zoning variances for development that conforms to the size, orientation and setting of existing **Buildings** in a neighborhood or area;
- (3) provide **Building Setbacks**, **Lot** dimensions and related physical characteristics;
- (4) foster development that is compatible with the **Scale** and physical character of original **Buildings** in a neighborhood or area through the use of Development/Design Standards and guidelines; and
- (5) conserve the cultural resources, historic resources and property values within an identified neighborhood or area.

(b) Selection Criteria

A UC District shall be a geographically defined area that has a significant concentration, linkage or continuity of sites that are unified by physical development, architecture or historical development patterns. To be eligible for UC zoning, the area shall comply with the following criteria:

- (1) the general pattern of development, including Streets, Lots and **Buildings**, shall have been established at least 25 years prior to the **Effective Date**;
- (2) the area shall possess built environmental characteristics that create an identifiable setting, character and association;
- (3) the designated area shall be a contiguous area of at least five (5) acres in size. Areas of less than five (5) acres may be designated as an UC **Overlay District** only when they abut an existing five (5) acre or greater UC **Overlay District**.

(c) Establishment of District

UC **Zoning Districts** are established in accordance with the Zoning Map Amendment procedures of Section 20-1303, except as modified by the following provisions:

- (1) an application to establish a UC District may be initiated by the [Historic Resources Commission](#), the [Planning Commission](#) or the City Commission;
- (2) applications may also be initiated by petition when signed either by the [Owner](#) of at least 51% of the area within the proposed UC District or by at least 51% of total number of [Landowners](#) within the proposed District;
- (3) the [Historic Resources Commission](#) and the [Planning Commission](#) shall hold public hearings, and submit written recommendations to the City Commission, regarding each application to establish a UC District;
- (4) the [Historic Resources Commission](#) is responsible for reviewing UC zoning applications for compliance with the selection criteria of Section 20-308(b) and for recommending development/design standards and guidelines for the District;
- (5) the [Planning Commission](#) is responsible for reviewing UC applications for its planning and zoning implications; and
- (6) the City Commission is responsible for making a final decision to approve or deny the [Overlay District Zoning](#).

(d) Procedure

Upon receipt of an application for UC zoning or upon initiation of a UC zoning application by the City Commission, [Planning Commission](#) or [Historic Resources Commission](#), the following procedures apply:

- (1) unless otherwise expressly stated, the zoning map amendment procedures of Section 20-1303 apply;
- (2) public hearings on UC zoning applications shall be held by the [Historic Resources Commission](#) and the [Planning Commission](#) prior to consideration by the City Commission; and
- (3) the [Historic Resources Commission](#) shall make a recommendation that UC District zoning be approved, approved with conditions or denied. The [Historic Resources Commission's](#) recommendation shall be submitted to the [Planning Commission](#) and City Commission. The item shall be placed on the [Planning Commission](#) agenda after receipt of the [Historic Resources Commission's](#) recommendation. The recommendation shall be accompanied by a report containing the following information:
 - (i) an explanation of how the area meets or does not meet the selection criteria contained in Section 20-308(b);
 - (ii) in the case of an area found to meet the criteria in Section 20-308(b):
 - a. a description of the general pattern of development, including Streets, Lots and Buildings in the area; and
 - b. Development/Design Standards to guide development within the District;

- (iii) a map showing the recommended boundaries of the UC District; and
- (iv) a record of the proceedings before the [Historic Resources Commission](#);

(e) Allowed Uses

UC District Classifications do not affect the use of land, [Buildings](#) or [Structures](#). The use regulations of the [Base District](#) control.

(f) Development/Design Standards

In establishing a UC District, the [Historic Resources Commission](#) or [Planning Commission](#) are authorized to propose, and the City Commission is authorized to adopt, by ordinance, District-Specific Development and Design Standards (referred to herein as “Development/Design Standards”) to guide development and redevelopment within UC Districts:

- (1) when Development/Design Standards have been adopted, all Alterations within the designated UC District shall comply with those standards. For the purposes of this section, “Alteration” means any [Development Activity](#) that changes one or more of the “Exterior Architectural Features” of a [Structure](#), as the latter term is defined in Chapter 22 of the City Code;
- (2) when there are conflicts between the Development/Design Standards of the [Base District](#) and adopted UC District Development/Design standards, the UC Development/Design Standards will govern;
- (3) the Development/Design Standards will be administered by City staff in accordance with adopted administrative policy.

(g) Appeals

- (1) Notwithstanding the procedure set forth in Section 20-1311, a person aggrieved by a decision of the City staff, determining whether the Development/Design Standards have been met, may file a written appeal with the [Historic Resources Commission](#). The appeal shall be filed within ten (10) [Working Days](#) after the decision has been rendered.
- (2) A person aggrieved by a decision of the [Historic Resources Commission](#), determining whether the Development/Design Standards have been met, may file a written appeal with the City Commission. The appeal shall be filed within ten (10) [Working Days](#) after the decision has been rendered.
- (3) the City Commission is the final decision-making authority in determining whether a proposed project meets the adopted Development/Design Standards.
- (4) the Board of Zoning Appeals has no authority to grant interpretations, exceptions or variances from the adopted Development/Design Standards.
- (5) within thirty days after the City Commission’s final decision, in passing upon an appeal pursuant to this Section, any person aggrieved by the decision may file an action in District Court to determine the reasonableness of the decision.

(h) UC Districts Established

The following UC Districts are established:

Conservation District Name	Boundaries
Downtown Urban Conservation Overlay District	See Ord. No. 7395
8 th & Pennsylvania Urban Conservation Overlay District	See Ord. No. 8053
Oread Neighborhood Design Overlay District	See Ord. No. <TBD>

(i) UC District Development/Design Standards Established

The following UC District Development/Design Standards and Administrative Policies are established:

Conservation District Name	Development Standards and Administrative Policies
Downtown Urban Conservation Overlay District	Downtown Design Guidelines 2009
8 th and Pennsylvania Urban Conservation Overlay District	Design Guidelines 8 th and Penn Neighborhood Redevelopment Zone (2006, Revised October 4, 2011)
Oread Neighborhood Design Overlay District	Oread Neighborhood Design Guidelines (March 2016)

20-309 INCORPORATION BY REFERENCE OF “THE DOWNTOWN DESIGN GUIDELINES 2009 EDITION”

The “Downtown Design Guidelines December 16, 2008 Edition” prepared compiled, published and promulgated by the City of Lawrence, Kansas is hereby adopted and incorporated by reference as if fully set forth herein, and shall be known as the “Downtown Design Guidelines 2009 Edition”. At least one copy of said text amendments shall be marked or stamped as “Official Copy as Adopted by Ordinance No. 8363 and to which shall be attached a copy of this ordinance, and filed with the City Clerk, to be open to inspection and available to the public at all reasonable business hours. The police department, municipal judge, and all administrative departments of the City charged with the enforcement of the ordinance shall be supplied, at the cost of the city, such number of official copies of such “Downtown Design Guidelines, 2009 Edition” marked as may be deemed expedient.

20-310 INCORPORATION BY REFERENCE OF “DESIGN GUIDELINES 8TH AND PENN NEIGHBORHOOD REDEVELOPMENT ZONE” (2006, REVISED OCTOBER 4, 2011)

The “Design Guidelines 8th and Penn Neighborhood Redevelopment Zone” (2006, Revised October 4, 2011) prepared compiled, published and promulgated by the City of Lawrence, Kansas is hereby adopted and incorporated by reference as if fully set forth herein. At least one copy of “Design Guidelines 8th and Penn Neighborhood Redevelopment Zone” (2006, Revised October 4, 2011) shall be marked or stamped as “Official Copy as Adopted by Ordinance No. 8675” and to which shall be attached a copy of Ordinance No. 8675, and filed with the City Clerk,

to be open to inspection and available to the public at all reasonable business hours. One additional marked and stamped copy of the “Design Guidelines 8th and Penn Neighborhood Redevelopment Zone” (2006, Revised October 4, 2011) shall, at the cost of the City of Lawrence, Kansas, be made available to the Lawrence-Douglas County Metropolitan Planning Office of the City of Lawrence, Kansas.

20-311 INCORPORATION BY REFERENCE OF “OREAD NEIGHBORHOOD DESIGN GUIDELINES 2016 EDITION”

The “Oread Neighborhood Design Guideline, 2016 Edition” prepared compiled, published and promulgated by the City of Lawrence, Kansas is hereby adopted and incorporated by reference as if fully set forth herein, and shall be known as the “Oread Neighborhood Design Guideline, 2016 Edition”. At least one copy of said text amendments shall be marked or stamped as “Official Copy as Adopted by Ordinance No. <TBD> and to which shall be attached a copy of this ordinance, and filed with the City Clerk, to be open to inspection and available to the public at all reasonable business hours. One additional marked and stamped copy of the “Oread Neighborhood Design Guidelines” (2016 Edition) shall, at the cost of the City of Lawrence, Kansas, be made available to the Lawrence-Douglas County Metropolitan Planning Office of the City of Lawrence, Kansas.

From: Sheila Stogsdill

Sent: Monday, February 29, 2016 10:12 AM

To: Bruce Liese (bruce@kansascitysailing.com); Bryan Culver (bcculver@gmail.com); David Clay Britton (clay.britton@yahoo.com); Eric Struckhoff (eric.c.struckhoff@gmail.com); Jim Carpenter (jecarpenter15@gmail.com); Jim Denney (denney1@sunflower.com); Julia Butler; Patrick Kelly (Pkelly@usd497.org); Pennie von Achen; Rob Sands

Cc: Scott McCullough; Lynne Zollner; Jeff Crick; Denny Ewert; (djbrown806@gmail.com); Diane Stoddard

Subject: FW: duplex tandem parking in core neighborhoods

Commissioners –

Please see the photos and message below from Dennis Brown.

This property is located in the 900 block of Maine in the proposed Urban Conservation Overlay - Oread Design Guidelines District 1 (Low Density) that is on your agenda March 21st.

Sheila M. Stogsdill, *Planning Administrator* - sstogsdill@lawrenceks.org

Planning & Development Services Department | www.lawrenceks.org/pds

City Hall, 6 E. 6th Street

P.O. Box 708, Lawrence, KS 66044-0708

office (785) 832-3157 | fax (785) 832-3160

From: Dennis Brown [<mailto:djbrown806@gmail.com>]

Sent: Sunday, February 28, 2016 3:51 PM

To: Sheila Stogsdill

Subject: Fwd: duplex tandem parking in core neighborhoods

Sheila, can you or Scott send this to Planning Commissioners?

----- Forwarded message -----

From: **Dennis Brown** <djbrown806@gmail.com>

Date: Sun, Feb 28, 2016 at 1:48 PM

Subject: Fwd: duplex tandem parking in core neighborhoods

To: Lynne Zollner <lzollner@lawrenceks.org>

Lynne, can you send this to HRC Commissioners?

----- Forwarded message -----

From: **Dennis Brown** <djbrown806@gmail.com>

Date: Sun, Feb 28, 2016 at 1:46 PM

Subject: duplex tandem parking in core neighborhoods

To: Diane Stoddard <dstoddard@lawrenceks.org>

Diane, can you send this to City Commissioners? Feel free to post it on the City site.

Commissioners: I am attaching photos of what happens to older housing stock when its area is zoned for duplex up to four bedrooms a side and allows four space wide tandem parking to achieve the eight spaces required. Maximum density and profit is incentivized and preservation of old housing stock is a joke.

At the joint meeting of the HRC and PC a week and a half ago, there was much discussion about approving parking guidelines in the overlay plan that would not allow tandem parking in new duplex applications. This cannot happen fast enough for what is left of the Oread Neighborhood. The pictured property is in the 900 block of Maine.

Dennis J Brown LPA President





Dear Design Guidelines Committee and Planning Commission,

2-19-16

The **Design Guidelines and Overlay District** are important tools that can help preserve the historic integrity of the Oread Neighborhood. They should reflect the intention of the **Oread Neighborhood Plan** which specifies areas of varying density. Single dwelling units (houses) make up 80% of the neighborhood. Oread zoning was changed over 40 years ago from low density to the highest density in the city. This has created problems and conflicts among property owners due to the single-family nature of the neighborhood and a high density zoning that has never conformed to existing structures or lot sizes.

Density should increase incrementally from duplex, triplex, fourplex, and higher multi-dwelling units. Problems have arisen because duplex parking codes allow stacked (tandem) parking. The Planning Commission is presently reviewing parking codes. Stacked parking allows an increase in the number of occupants without providing adequate access and regress for vehicles. Additional logistical problems are created when located off of narrow allies versus wide city streets.

Current city parking codes for dwelling units:

Single-family-lowest density zoning (usually houses, family living, can stack cars in driveways).

Duplex –lowest density zoning in multi-family (can stack cars, may not be family-living).

Triplex – one parking space per BR (no stacked parking).

Fourplex- one parking space per BR (no stacked parking).

Larger multi-dwelling units - one parking space per BR plus one space per 10 units for visitors and guests (no stacked parking).

Duplex, triplex, fourplex indicate the number of units on a lot (4 unrelated individuals can live in a unit in multi-zoned areas, 3 unrelated in a unit in single-family zoned areas). The number of BR's is determined by the number of parking spaces that can be provided on each lot. Stacked parking could increase the number of BR's by as much as 50%.

Desirable property development that will increase profits is now the 4 BR duplex that allows stacked parking. Four BR duplexes “game” duplex regulations. The two BR family-oriented units of the past have now become small apartment complexes, appealing to investors, but problems for neighborhoods. Duplex occupants crowd neighborhood streets when they avoid stacking their vehicles and instead use on-street parking spaces.

Duplexes have become higher density, non-family, units in what should be lower density zoned areas. Parking is an effective tool to control density. Why should a duplex be allowed a parking advantage over other multi-zoned units? **Stacked parking leads to an increase in density without providing adequate parking, thus incentivizing building large duplexes in lower density zoned areas.**

The Design Guidelines and the Overlay District will help promote increased stability and vitality in historic Oread by encouraging responsible development and redevelopment.

Sincerely, Candice Davis Oread Neighborhood Resident
Chair, Lawrence Association of Neighborhoods

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*ADMITTED IN KANSAS AND MISSOURI

March 21, 2016

VIA E-MAIL ONLY

Mr. Scott McCullough, Director
Planning and Development Services
City Hall, 6 E. 6th Street
Lawrence, KS 66044

Re: *Draft Oread Neighborhood Design Guidelines (the “Guidelines”)*

Dear Scott:

I have been engaged by multiple rental property owners in the Oread Neighborhood. Each of them have complied with the current Land Development Code (the “Code”) to make improvements to their properties. Much has been written in the Oread Neighborhood Plan (the “Plan”) and in the Guidelines about the need to preserve the aesthetic and feel of the neighborhood’s historic roots. However, nothing has been written about the wholesale creation of legal non-conformities these Guidelines appear to cause overnight because of the Guidelines’ limited parking options for Duplexes. If the Guidelines truly exist to “[e]ncourage quality development which protects investment and helps attract other quality developers,” and “[r]educer tensions related to development/redevelopment within the neighborhood” (Guidelines, p. 4) the Guidelines need to expressly accommodate recently and lawfully updated multi-family structures. The applicability of the Guidelines must also be expressly limited to the scope of the “project” being initiated, must integrate with the Code, and must be fair, particularly regarding parking and repairs necessitated by Acts of God.

The Historic Resources Commission (“HRC”) and the Planning Commission should adopt and insert the following clarifications and revisions to the Guidelines:

- 1. The Guidelines shall be limited in applicability to the scope of the “project” being proposed.**

If an applicant files a building permit to replace a rotted or broken window, the Guidelines should only apply to the review and comment on that window, not all the windows. If an owner desires to replace the siding of a property, the Guidelines should apply only to the siding (and work directly related thereto, such as trim board replacement), not the front porch. The Guidelines must apply to the same extent as the work being proposed, and not more. City

Mr. Scott McCullough, Director
Planning and Development Services
March 21, 2016
Page 2

Staff indicates verbally that this is the intent of the Guidelines, but an express reference is necessary to codify that intent.

2. **The Guidelines' parking requirements should only apply when and to the same extent that the parking regulations of the Code are triggered under Section 20-901, *et seq.*; provided, however, in the case of a structure that was site planned under the Code (i.e., after 2006), that structure's existing parking configuration should be *de facto* permitted if there is no proposed increase in occupancy.**

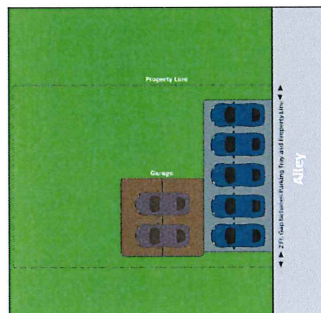
Today, the Code generally permits stacked parking on Duplexes, and owners in the neighborhood have relied upon that configuration to lawfully make significant improvements and obtain occupancy permits greater than what the Guideline's limited parking configurations would allow. *See*, Guidelines, p. 61-62. **Adoption of the Guidelines may create non-conformities on a large scale basis.** There would be no greater disincentive to updating, renovating and repairing properties in the Oread Neighborhood than the prospect of losing available off-street parking and, thus, losing permitted occupancy. Rental properties derive their value from the income they may create, and a reduction in occupancy may significantly reduce fair market value (and the tax base). The trigger for parking compliance under the Guidelines must, *at a minimum*, be identical to those under the Code.

Additional accommodation needs to be expressly made for those structures which have undergone site plan review since the adoption of the Code. If an eight bedroom Duplex has eight site-planned parking spaces, the Guidelines should not punish that property in the future by reducing parking, when a "project" does not increase occupancy. Adopting this accommodation does not increase density or parking in the neighborhood, and helps avoid the undesirable result of non-conforming status for the most recently updated properties. Imagine the potential hardship created by taking parking away from these properties (especially if taken involuntarily because of a fire or tornado) after having undergone the time consuming and expensive task of bringing them into compliance with the Code. Consider also the extreme disincentive to undertake "projects" that reduce parking.

3. Legal non-conforming uses, structures and lots must be afforded the same protections from the implementation of the Guidelines as they are from the implementation of the Code.

Article 15 of the Code acknowledges the existence of legal non-conforming uses, structures and lots, and the limitations and opportunities associated therewith. To the extent they are not protected by paragraph 2, above, owners who find themselves with non-conforming uses, structures, or lots (upon application of the Guidelines) deserve express protections regarding the perpetuation of those legal non-conformities. In this regard, whatever opportunities exist under the Code to renovate, expand, or rebuild those non-conformities should likewise exist under the Guidelines.

4. The parking configuration depicted below should be re-inserted in the Guidelines because it is not “double-stacking.” This design should be an option in appropriate circumstances, determined on a case-by-case basis.



It is unfair to completely eliminate today the possibility of allowing a Duplex more than five parking spaces in the future, especially for those properties that have been redeveloped since the adoption of the Code in 2006. The most recent draft of the Guidelines permit two limited configurations that effectively limit parking to five spaces on any Detached Dwelling or Duplex, and eliminates the only seven-car option.¹ The above configuration, which permits a two car garage and five outside spaces, should be re-inserted because (aesthetically, at least) it's not “double-stacking” if a garage door separates the cars. On a “case-by-case” basis, that configuration may be appropriate in the future.

¹The Guidelines accomplish the wholesale reduction of off-street parking without ever expressly saying that double stacking is prohibited or that no more than five spaces will be approved under the Guidelines. An outcome this significant should be achieved via a base zoning district amendment or by express text amendment to the Code, rather than being buried on pages 61-62 of the Guidelines, where they are unlikely to draw much attention.

5. **When there is no alley behind a Lot, and when a property can accommodate parking on an existing driveway, parking should continue to be permitted in the driveway if a “project” does not increase occupancy.**

It may be practically impossible to provide for parking behind the front facade of a structure. The requirement on page 61 of the Guidelines (Section B4.b.ii) should be revised to “should” instead of “shall” in the case of “projects” that do not increase occupancy. The stricter requirement for rear parking should be limited to “projects” that propose to increase occupancy, and only to the extent of such increased occupancy.

6. **When the “project” commences as a result of a casualty event (e.g., wind, fire, or hail) and when the “project” is financed by insurance proceeds, the implementation of the Guidelines should be reasonably applied to accommodate the availability of such proceeds.**

The Guidelines regularly call for the use of specialty building materials or designs that appear to be more expensive (labor and materials) than what may otherwise be permitted under the Building Code. For example, the Guidelines’ list of six permitted types of roofing material (Guidelines, p. 65) are likely more expensive than the “basic” 3-tab asphalt shingles being used on virtually all new construction (and roof replacements) in Lawrence. Front porch foundations must be supported by 16" x 16" columns and the space between the foundation columns must be infilled with wood siding, lattice, brick or stone. If an owner is unable to secure insurance proceeds to fully comply with the Guidelines, the Staff should have flexibility to accommodate the owner’s budget, at least with respect to properties that are not in a historic district.

7. **The mere replacement of roofing materials should not trigger the Guidelines’ requirements for specialty roofing materials.**

Although the City’s website indicates that the replacement of roofing materials are exempt from the City’s building permit requirements,² the Code section referenced on that web page (*See* Section 5-144) does not appear to contain the same exemption. If, in fact, one needs a building permit to replace roofing materials (thereby triggering the applicability of the Guidelines), the mandatory use of “special” roofing materials in the Oread Neighborhood may create a disincentive to make ordinary and necessary roof repairs and replacements. If no permit is required, the Guidelines would not apply to the roof replacement anyway.

²See: https://www.lawrenceks.org/assets/pds/devservices/bsd/ds_bsd_permit_exemptions.pdf

Mr. Scott McCullough, Director
Planning and Development Services
March 21, 2016
Page 5

The Guidelines, as revised and clarified above, help establish predictability for those who voluntarily and deliberately undertake a “project” in the neighborhood (whether large or small), while avoiding unfair or uncertain outcomes for those who find themselves confronted with the Guidelines involuntarily following an insured casualty loss. Express language providing assurances regarding the applicability of new parking guidelines is essential to maintain investor (and lender) confidence, and does not increase density in the neighborhood.

Some proponents of the Guidelines (as currently drafted) may view them as an opportunity to reduce density by eliminating off-street parking. However, taking the stated goals of the Guidelines and the Plan at face value, we must not adopt Guidelines that achieve that end on a wholesale basis. To do so may stifle investment, reinforce the status quo, and lead to the neighborhood’s decline over time. I do not believe the majority of owners in the neighborhood truly understand the impact of the Guidelines’ parking configurations. Duplex owners would be more vocal if the effect of the Guidelines’ were made more obvious. The revisions discussed above help achieve the goal of making the Guidelines understandable, functional, and fair, and they merit your sincere consideration.

Very truly yours,

BARBER EMERSON, L.C.



Matthew S. Gough

MSG:plh

cc: Lawrence-Douglas County Metropolitan Planning Commission (via e-mail only)
Historic Resources Commission (via e-mail only)

Dear Planning Commissioners,

3-20-16

The Lawrence Association of Neighborhood (LAN) supports the Oread Guidelines and Overlay District with the exception of any allowed stacked parking.

The **Design Guidelines and Overlay District** are important tools that can help preserve the historic integrity of the Oread Neighborhood. They should reflect the intention of the **Oread Neighborhood Plan**, which specifies areas of varying density. Single-family units (houses) make up 80% of the neighborhood. Oread zoning was changed over 40 years ago from low density to the highest density in the city. This has created problems and conflicts among property owners due to the single-family nature of the neighborhood and high density zoning that does not conform to existing structures or lot sizes.

Density should increase incrementally from duplex, triplex, fourplex, and higher multi-dwelling units. Problems have arisen because duplex parking codes allow stacked (tandem) parking. The Planning Commission is presently reviewing parking codes. Stacked parking allows an increase in the number of occupants without providing adequate access and regress for vehicles. **Additional logistical problems are created when located off of narrow allies versus wide city streets.**

Current city parking codes for dwelling units require:

Single-family-lowest density zoning (usually houses, family living, can stack cars in driveways).

Duplex –lowest density zoning in multi-family (can stack cars, may not be family-living).

Triplex – one parking space per BR (no stacked parking).

Fourplex- one parking space per BR (no stacked parking).

Larger multi-dwelling units - one parking space per BR plus one space per 10 units for visitors and guests (no stacked parking).

Duplex, triplex, fourplex indicate the number of units on a lot (4 unrelated individuals can live in one unit in multi-zoned areas, 3 unrelated in one unit in single-family zoned areas). The number of BR's is determined by the number of parking spaces that can be provided on each lot. Stacked parking could increase the number of BR's by as much as 50%. When stacking vehicles : Today's Duplex=2 units =4 BRs each side =8BRs Past Duplex=2units=2BRs each side=4BRs

Four BR duplexes that allow stacked parking are attractive to developers as they increase profits. Four BR duplexes “game” duplex regulations. These are not family-units but rather small apartment complexes, appealing to investors, but problems for lower density neighborhoods. Without adequate parking, duplex occupants crowd neighborhood streets when they avoid stacking their vehicles and use on-street parking spaces.

The Design Guidelines and the Overlay District will help promote increased stability and vitality in historic Oread by encouraging responsible development and redevelopment. Stacked parking should not be allowed.

Sincerely, Candice Davis

Oread Resident, Lawrence Association of Neighborhoods Chair

PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
3/21/16

ITEM NO. 3A-3F REZONING TO APPLY THE URBAN CONSERVATION OVERLAY DISTRICT (-UC) TO 190.8 ACRES WITHIN THE OREAD NEIGHBORHOOD; OREAD NEIGHBORHOOD DESIGN GUIDELINES (JSC)

Z-12-00172: Oread Design Guidelines District 1 (Low Density), 38.1 Acres

RM12, RM12D, RM32, U-KU to RM12-UC, RM12D-UC, RM32-UC, U-KU-UC

Z-12-00175: Oread Design Guidelines District 2 (High Density), 43.7 Acres

MU, MU-PD, PCD, RM32, RM32-PD, RMG, RMO, U-KU to MU-UC, MU-PD-UC, PCD UC, RM32-UC, RM32-PD-UC, RMG-UC, RMO-UC, U-KU-UC

Z-12-00177: Oread Design Guidelines District 3 (Medium Density), 63.5 Acres

CS, RM32, RMO to CS-UC, RM32-UC, RMO-UC

Z-12-00173: Oread Design Guidelines District 4 (Hancock Historic District), 4.8 Acres

RM32 to RM32-UC

Z-12-00174: Oread Design Guidelines District 5 (Oread Historic District), 28.9 Acres

CS, RM32, RMO, RSO to CS-UC, RM32-UC, RMO-UC, RSO-UC

Z-16-00058: Oread Design Guidelines District 6 (Commercial), 11.9 Acres

CN2, CS, RM32, RMO to CN2-UC, CS-UC, RM32-UC, RMO-UC

STAFF RECOMMENDATION: Staff recommends approval of rezoning of 190.8 acres to apply the –UC (Urban Conservation Overlay District), and forwarding these items to the City Commission with a recommendation for approval based on the findings of fact found in this staff report.

KEY POINTS

- The *Oread Neighborhood Plan* was adopted by the City Commission in 2010.
- The *Oread Neighborhood Plan* is incorporated into *Horizon 2020*, Chapter 14: Specific Plans.
- These rezoning requests were initiated by the City Commission on August 28th, 2012.
- The implementation of the Urban Conservation Overlay District would implement the *Oread Neighborhood Design Guidelines*, which was a recommendation of the *Oread Neighborhood Plan*.
- These applications do not change the base zoning districts; they only apply the –UC overlay to the existing districts.

ASSOCIATED CASES/OTHER ACTION REQUIRED

TA-12-00171: Consider a Text Amendment to the Land Development Code, Chapter 20 of the Code of The City of Lawrence, Kansas to include the *Oread Neighborhood Design Guidelines*. Initiated by City Commission on 8/28/2012.

OTHER ACTION REQUIRED:

- City Commission approval of rezonings and adoption of ordinances.
- Publication of rezoning ordinance.

PLANS AND STUDIES REQUIRED

- | | |
|---|----------------------------|
| • <i>Traffic Study</i> | Not required for rezoning. |
| • <i>Downstream Sanitary Sewer Analysis</i> | Not required for rezoning. |
| • <i>Drainage Study</i> | Not required for rezoning. |
| • <i>Retail Market Study</i> | Not required for rezoning. |

PUBLIC COMMENT

General inquiries from the public regarding scope of the proposed rezoning requests. Staff has clarified for callers that the current requests are for the accompanying text amendment and the rezoning cases. Please see attached list.

GENERAL INFORMATION:

Project Summary

The establishment of the *Oread Neighborhood Design Guidelines* is an action step of the *Oread Neighborhood Plan*, which was adopted by the City Commission in September 2010. In the spring of 2011, Planning staff received a Historic Preservation Fund grant to draft design guidelines for the overlay districts identified in the plan. The grant was accepted by the City Commission on June 7th, 2011. Staff subsequently issued a request for proposals for a consultant, which resulted in the selection of Urban Development Services with Ann Benson McGlone to help begin developing the guidelines.

Staff began working with the consultant in January 2012. The first visit by the consultants occurred in February 2012 where they met with staff, design professionals, The Oread Residents Association representatives, and Oread Neighborhood Association representatives.

The first round of public meetings occurred on April 13th and April 14th, 2012. Over 400 letters were mailed to property owners, an email was sent to the *Oread Neighborhood Plan* email listserv, newspaper ads were published advertising the meetings, and information was posted on the City of Lawrence website. The April 13th meeting was held at the Lawrence Public Library, where approximately 30 people attended, at which the consultants were introduced, the general concepts of design guidelines were discussed and a community input activity was completed. This activity was used to identify preferences and what items/issues were important in the neighborhood. The information from this activity was later used as the goals

of the guidelines. The April 14th workshop at the Carnegie Building was held for attendees to help identify archetypal development patterns within the neighborhood.

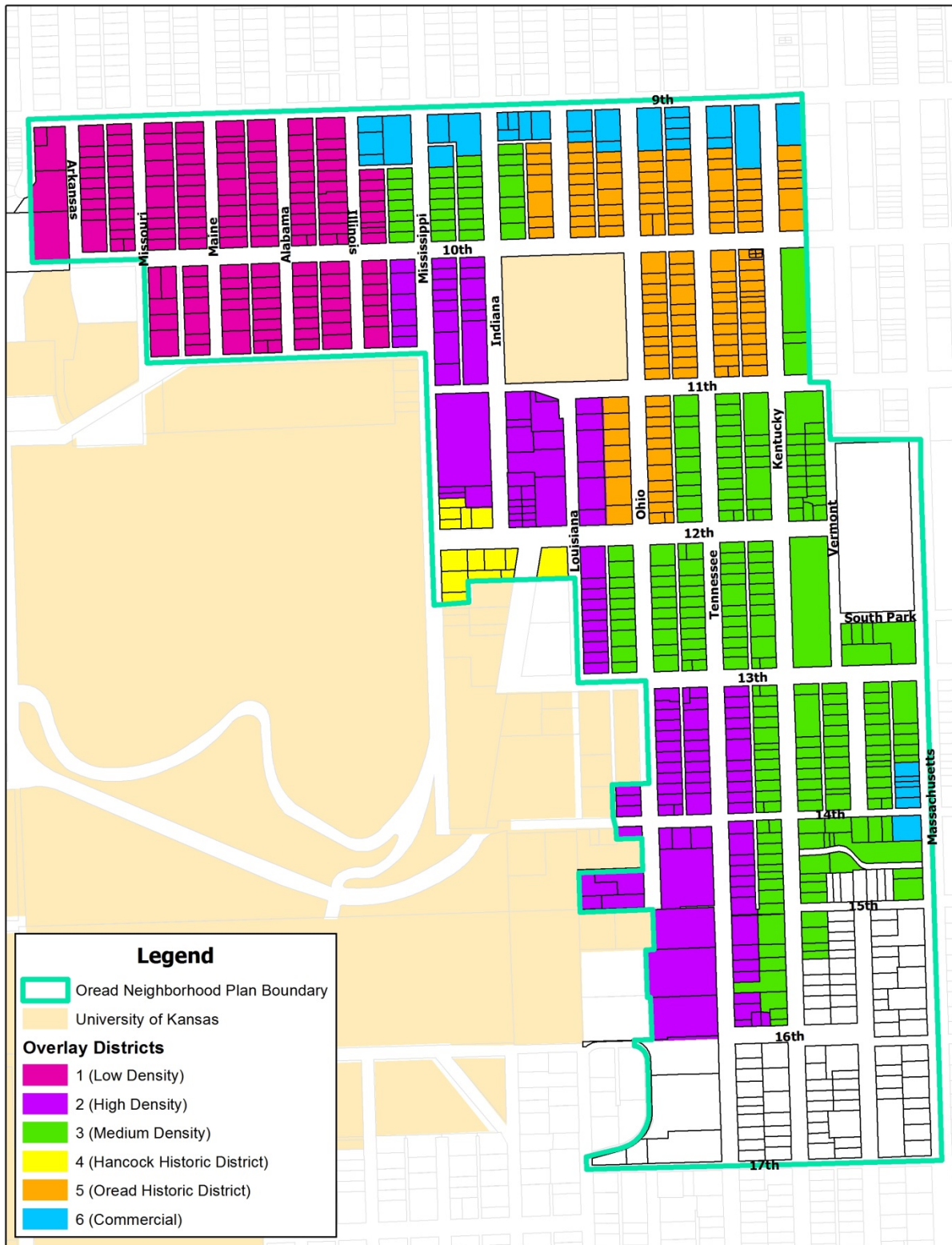


Figure 1: Proposed Oread Neighborhood Design Guideline Districts

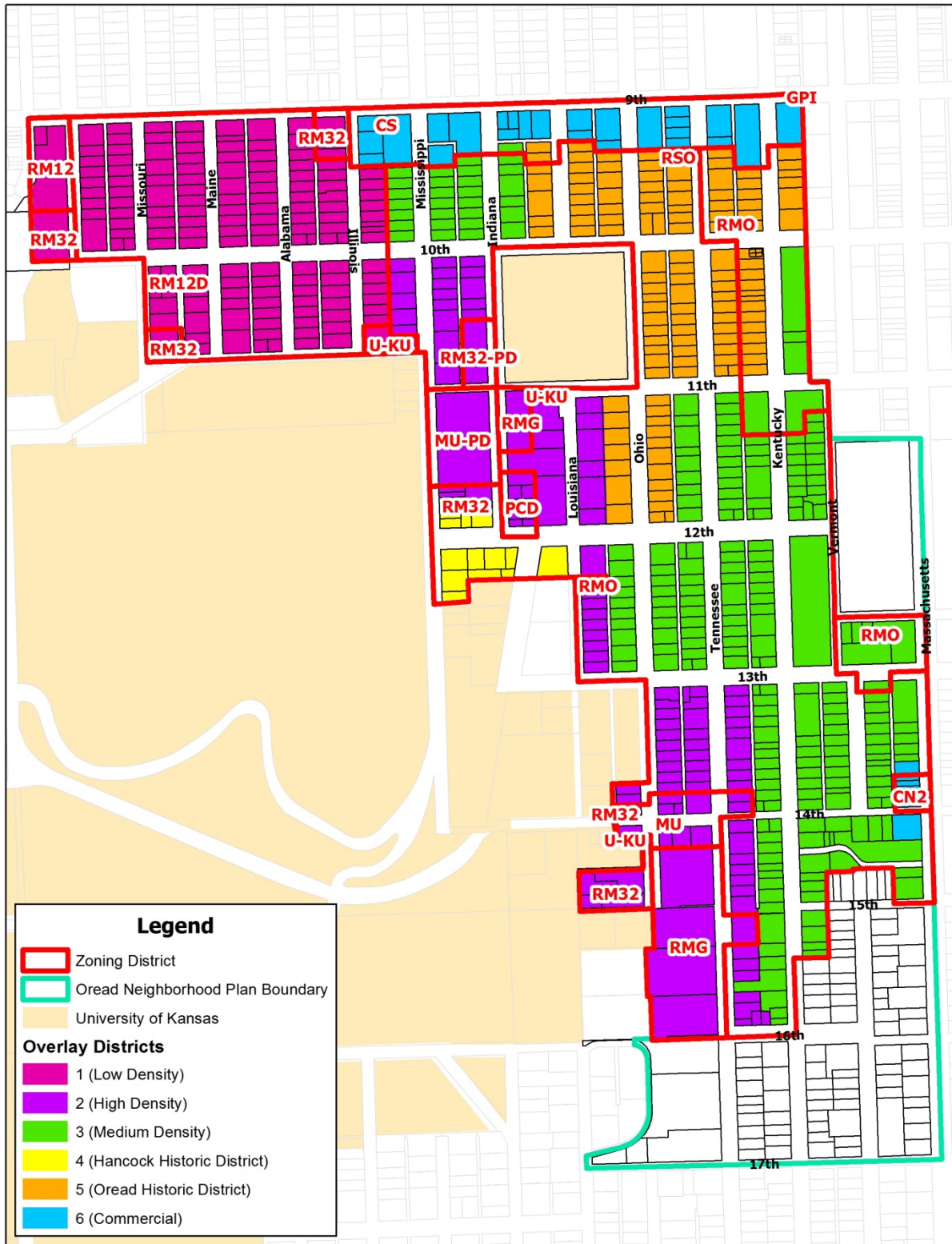


Figure 2: Proposed Oread Neighborhood Design Guideline Districts with Current Zoning

The next public meeting was held on May 3rd, 2012 at the Lawrence Public Library, at which approximately 20 people were in attendance. The consultants provided a summary and the findings of the April meetings, and showed examples to demonstrate what type of density and development the attendees would find acceptable in the neighborhood.

The fourth public meeting was held on August 2nd, 2012 at the Lawrence Public Library where approximately 15 people attended. The consultants introduced details of the draft design guidelines, though the actual document was not provided.

In January 2013, a joint Planning Commission/Historic Resources Commission subcommittee was established to review the draft of the *Oread Neighborhood Design Guidelines*, in order to prepare them for public consumption and review. Each commission appointed two members to this subcommittee. The Subcommittee's review process was completed in November 2015, after which a draft was made available for the public in December 2015. On January 13th, 2016 a public meeting was held at the Lawrence Public Library, at which approximately 25 people attended, to present the guidelines and receive feedback.

The *Oread Neighborhood Design Guidelines* are built on a strong history of community planning. Beginning in 1979, the neighborhood created the original *Oread Neighborhood Plan*. In 1998, the neighborhood participated in the citywide *Horizon 2020: The Comprehensive Plan for Lawrence and Unincorporated Douglas County*. The Hancock Historic District was listed in the National Register of Historic Places in 2004, and in 2007, the Oread Historic District was placed on the National Register of Historic Places. An updated *Oread Neighborhood Plan* was adopted in 2010.

These design guidelines are based on the goals, policies, and implementation strategies outlined in the 2010 *Oread Neighborhood Plan*. Listed on the following page are those policies and strategies that are specific to the overlay district design guidelines.

REVIEW & DECISION-MAKING CRITERIA

1. CONFORMANCE WITH THE COMPREHENSIVE PLAN

The initial *Oread Neighborhood Plan* was adopted by the City Commission in 1979, and the revised neighborhood plan was adopted in 2010. The revised neighborhood plan was incorporated into *Horizon 2020* Chapter 14: Specific Plans (CPA-9-21-09 / Ordinance [8496](#)) on September 28th, 2010.

Only the implementation strategies of the *Oread Neighborhood Plan* were the consideration of creating an overlay district. These rezonings, and the associated Text Amendment, begin to attain one of the key implementation strategies for this neighborhood plan.

Staff Finding – The request to rezone the properties within the identified overlay districts with the –UC (Urban Conservation Overlay) District conforms to Chapter 14: Specific Plan and the *Oread Neighborhood Plan*.

2. ZONING AND LAND USES OF NEARBY PROPERTY, INCLUDING OVERLAY ZONING

- Current Zoning and Land Use:
- CN2 (Neighborhood Commercial District); Mass. St. Music, Footprints Shoe Store.
 - CS (Commercial Strip District); various retail and commercial uses along W. 9th Street.
 - GPI (General Public and Institutional Use District); Lawrence Carnegie Building and Lawrence Community Building.
 - MU (Mixed Use District); Bullwinkles and residential uses.
 - MU-PD (Mixed Use District – Planned Development Overlay); HERE Kansas Student Housing.
 - PCD (Planned Commercial District); Oread Hotel.
 - RM12 (Multi-Dwelling Residential District, 12 Dwelling Units per Acre); residential uses.
 - RM12D (Multi-Dwelling Residential District, 12 Dwelling Units per Acre - Duplex); residential uses.
 - RM32 (Multi-Dwelling Residential District, 32 Dwelling Units per Acre); residential uses.
 - RM32-PD (Multi-Dwelling Residential District, 32 Dwelling Units per Acre – Planned Development Overlay); residential uses.
 - RMG (Multi-Dwelling Residential – Greek Housing District); Alpha Epsilon Pi, Alpha Sigma Chi, Beta Theta Pi, Kappa Alpha Theta, Pi Kappa Phi, and Alpha Gamma Delta.
 - RMO (Multi-Dwelling Residential – Office District); residential and office uses.
 - RSO (Single-Dwelling Residential – Office District); residential and office uses.
 - U-KU (University District – KU); vacant parcel.
- Surrounding Zoning and Land Use:
- To the north: RS5 (Single-Dwelling Residential – 5,000 square feet) District and CS (Commercial Strip) District. Existing uses include various retail establishments, and existing residential dwellings.
 - To the west: U-KU (University District - KU); The

University of Kansas Main Campus, Gertrude Sellards Pearson and Corbin Residence Halls.

To the east: CD (Downtown Commercial) District, GPI (General Public and Institutional Use) District, OS (Open Space) District, CN2 (Neighborhood Commercial) District, RS5 (Single-Dwelling Residential – 5,000 square feet) District, and RS7 (Single-Dwelling Residential – 7,000 square feet) District. Existing uses include, Downtown Lawrence, South Park, Community Building, and existing residential dwellings

To the south: RS5 (Single-Dwelling Residential – 5,000 square feet) District, and RM32 (Multi-Dwelling Residential – 32 Dwelling Units) District. Existing residential dwellings.

Staff Finding: The zoning surrounding the proposed Urban Conservation Overlay District is compatible with the zoning within the proposed district. The rezoning cases would not alter the existing base zoning presently established. Adoption of the overlay district would be compatible with the surrounding zoning.

3. CHARACTER OF THE AREA

Neighborhood-Wide

Historically, the Oread neighborhood has contained a mixture of uses with a dominant residential character via a variety of structure types. The history of the neighborhood traces back to just after the American Civil War as Lawrence was beginning to grow around the 1870s. Initially, the neighborhood appealed to upper-middle class residents, where they looked for space to construct the larger homes that still make up a significant portion of the neighborhood today.

In addition to its proximity to Downtown Lawrence, the Oread Neighborhood's proximity to the University of Kansas helped drive the initial growth and development of the neighborhood. The proximity of KU clearly influenced the development patterns of the neighborhood. Many of the neighborhood residents between 1874 and 1899 were university students. The first campus dormitory was not built until 1923, so several homes in the neighborhood were operated as congregate living. Families with university age students also moved into the neighborhood so their children could attend KU and live in close proximity.

As the University of Kansas began to take on greater importance in the local economy after 1900, the town's growth was slow while University enrollment increased dramatically. This led to a number of commercial properties to develop around KU's Main Campus. This created a concern among the nearby property owners, as well as city officials, resulting in the first Lawrence Planning Commission and zoning ordinance to be created in June 1926. The 1926 Zoning Ordinance allowed for apartments, congregate living, and fraternity and sorority houses within the Oread Neighborhood. As a result, a large number of students lived in the area immediately east and northeast of the University. Therefore, the Oread Neighborhood was increasingly been associated with student housing since the turn of the 20th Century, with many

structures being converted to private congregate living uses. In addition to students, the neighborhood remained popular for University faculty as well. After the turn of the 20th Century, important Lawrence business leaders also moved into the Oread neighborhood and constructed new residences, while the neighborhood continued to attract middle class families.

The Oread Neighborhood was still attractive for families during the early 20th Century. In addition to electricity, water and sewer, the streets and even some alleys were paved, curbing was introduced, and stone or brick sidewalks were installed. During the 1930s, and again in the post-war boom of the 1940s & 1950s, many of the larger homes were converted to apartments, cooperatives, or Greek houses. However, by the 1970s, new residents with an interest in rehabilitating historic homes began moving into the neighborhood. The growing appreciation for historic buildings resulted in several residences being rehabilitated and returned to single-family use. The new residents of the Oread Neighborhood worked to establish Lawrence's preservation ordinance, and nominated the east side of the 1000 block of Ohio Street and the west side of the 1000 block of Tennessee Street as the first local historic district in 1991.

Over the course of time, the Oread Neighborhood developed in a distinct and unique way that is visible in the five districts that were identified in the 2010 *Oread Neighborhood Plan*. Each of the districts is unique in its architecture, as well as in the forces they experience in today's environment. In the *Oread Neighborhood Design Guidelines*, these districts are defined by their key distinctive aspects. Through the guidelines development process, a sixth district containing commercial properties at the edges of the neighborhoods were also identified.

The following is a brief synopsis of each of the six proposed districts to provide more insights into their exact foundations and specific histories.

Z-12-00172: District 1

Located just north of the University of Kansas, this district is predominately comprised of single-family residences with intermittent duplexes, triplexes, and quadraplexes. This district is less dense (6 or less dwelling units per acre) than most parts of Oread neighborhood, with smaller scale homes, larger yards, and houses spaced farther apart. The many one story homes in this area provide it with its unique character.

The district is composed of a wide variety of architectural styles constructed over a long period. Within this district you will find Victorian Queen Annes, Craftsman Bungalows, and 20th Century Revival Tudors. This was the last area of the neighborhood to develop; therefore, Post-War Minimal Traditional houses are unique to this area. More recent apartments exist on the fringes, mainly on the western side of the district.

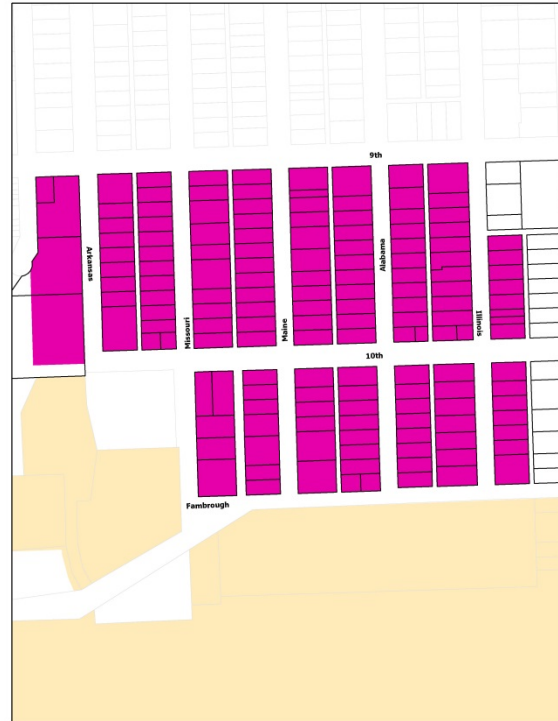


Figure 3: District 1 (Low Density)

Z-12-00175: District 2

This district is located adjacent to the east side of the University of Kansas Main Campus. It has the highest density (16+ dwelling units per acre) of any Oread district. The proximity to campus has made it a prime location for apartments, multi-dwelling residential, and mixed-use developments. The architectural character of the district is diverse compared to the other districts. There are large Greek houses, Scholarship Halls, and multi-dwelling complexes that are “campus” scale in massing and design. Interspersed are substantial pockets of older homes, some converted to congregate or multi-dwelling uses. The character of this area is distinctly different with larger scale structures, fewer street trees, and hilly terrain. Off-street parking is more visible due to a lack of alleys. The prominent homes are large “comfortable house” Foursquares with wide eaves and deep porches.

Apartment complexes in this district typically were constructed in the 1970s and 1980s, and now are approaching 30 to 40 years in age, offering re-development potential and opportunities for improvements in the neighborhood.

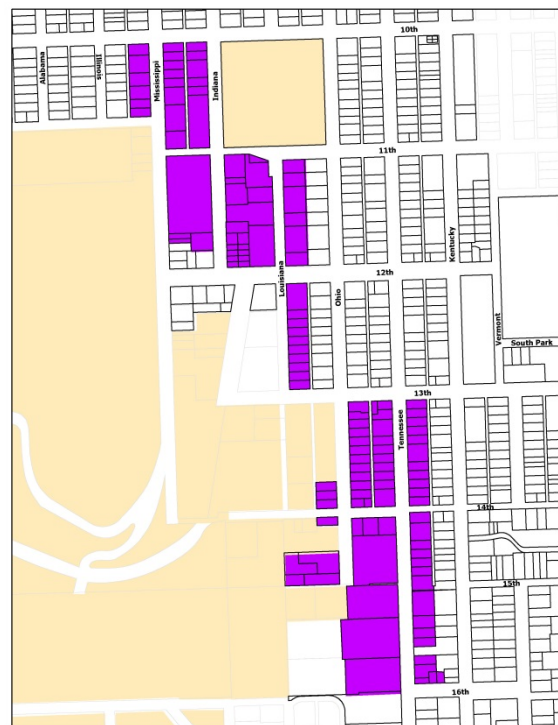


Figure 4: District 2 (High Density)

Z-12-00177: District 3

District 3 is located primarily on the eastern edge of the Oread Neighborhood, and serves as the basis for the design guidelines for all 5 residential districts. The other district guidelines within Chapter 5 of the Guidelines are modifications to this standard tailored to their own distinctive characteristics.

Most off-street parking is accessed from alleys, so driveways are rare. The homes sit back from the street with simple, elegant façades. Wide, shaded porches add to the character. The original single-family homes, constructed between the 1880s and the 1900s, are generally two stories and represent a wide array of styles and sizes. Many have been converted to multi-dwelling uses. Others have been replaced with modern apartments. The density is approximately 7 to 15 dwelling units per acre.

Older, commercial buildings and more recent professional buildings can be found towards Massachusetts Street.

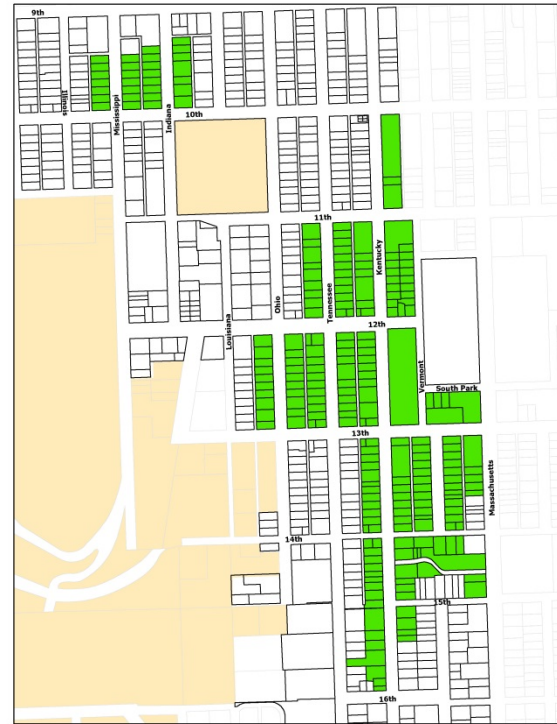


Figure 5: District 3 (Medium Density)

Z-12-00173: District 4

Hancock Historic District is a unique and charming area of the Oread Neighborhood located on a substantial rise that overlooks the University of Kansas. The Hancock Historic District was added to the National Register of Historic Places in 2004.

This small district boasts a beautiful and historic public improvement project that adds to the allure of the area: a pair of curved stone steps ascends from Mississippi Street to W. 12th Street in the grand fashion of the City Beautiful Movement. At the top of the stairs on W. 12th Street is a planter of native stone that forms a charming esplanade in the center of the street until it intersects with Indiana Street.

The homes in this district are mature and stately, perched on top of the hill overlooking the campus. Most of the lots are larger than those found in the rest of neighborhood, creating a more landscaped setting for most of the homes. The variety of styles, mostly 20th Century revivals, adds to the overall character in this district.



Figure 6: District 4 (Hancock Historic)

Z-12-00174: District 5

The Oread Historic District was listed in the National Register of Historic Places in 2007. The Oread Historic District (1000 block, east side Ohio Street, and west side Tennessee Street) was listed to the Lawrence Register of Historic Places in 1991. It is a charming and distinguished area with some of the oldest homes in Lawrence. There are excellent examples of the Italianate, Queen Anne, Craftsman, and 20th Century Revival styles side by side with the more vernacular National Folk and Foursquare homes. They range in size from grand to simple.

The streets are lined with tall, deciduous trees. On the west side of the streets, the houses are set back with elevated front yards. Dominant porches and shade-dappled yards add to the appeal of this area. On the east side of the streets, the homes are placed closer to the street with shallow front yards that are relatively flat. Parking is off the alleys; therefore, driveways are rare. Remnants of the historic past remain. Some streets are still paved with the original brick, and hitching posts and stone steps can still be found.



Figure 7: District 5 (Oread Historic)

Z-16-00058: District 6

The guidelines defined commercial district mainly fronts along W. 9th Street and on the western half of the intersection of 14th Street and Massachusetts Street.

The goal of commercial and mixed-use design guidelines is to create a pleasing and attractive urban setting where businesses can succeed, while maintaining the existing character of the residential neighborhood. The commercial uses should be scaled to serve the adjacent neighborhoods, providing business opportunities for convenience that would be primarily accessed on foot.

These guidelines are intended to be used only if there is commercial use on the ground floor. If the first floor is not commercial then the pertinent residential district guidelines would be applicable.



Figure 8: District 6 (Commercial)

Staff Finding: The Oread Neighborhood was principally developed between the 1870s and the 1950s, with renovation and new development throughout the history of the neighborhood. Contextually in the larger surrounding area, the Oread Neighborhood is established and consistent with other neighborhoods and areas adjacent to the proposed overlay areas.

4. PLANS FOR THE AREA OR NEIGHBORHOOD, AS REFLECTED IN ADOPTED AREA AND/OR SECTOR PLANS INCLUDING THE PROPERTY OR ADJOINING PROPERTY

The *Oread Neighborhood Plan* recommended the implementation of five overlay districts. During the course of drafting and revising the *Oread Neighborhood Design Guidelines*, it was recognized that a sixth mapped district for commercial uses should also be included. From the beginning the commercial component of the guidelines has been present; however, it was not specifically identified on the map. As the revision process began, the Subcommittee felt that mapping this district to the existing commercial areas was important to show the existing conditions where this chapter would be applicable.

The envisioned overlay districts were to, “provide a greater latitude to certain areas (generally most closely adjacent to KU) to develop more densely by allowing increased building heights, etc., give proper guidance to infill development. The district(s) could address such issues as the mass, scale and bulk of the development as well as impervious and pervious coverage, establish standards to regulate bulk and mass of structures, maintain open space on individually platted lots, and regulate parking.” All of these items were direct Goals, Policies and Implementation Strategies that are contained within of the adopted neighborhood plan, which is incorporated in to Chapter 14: Specific Plans of *Horizon 2020*.

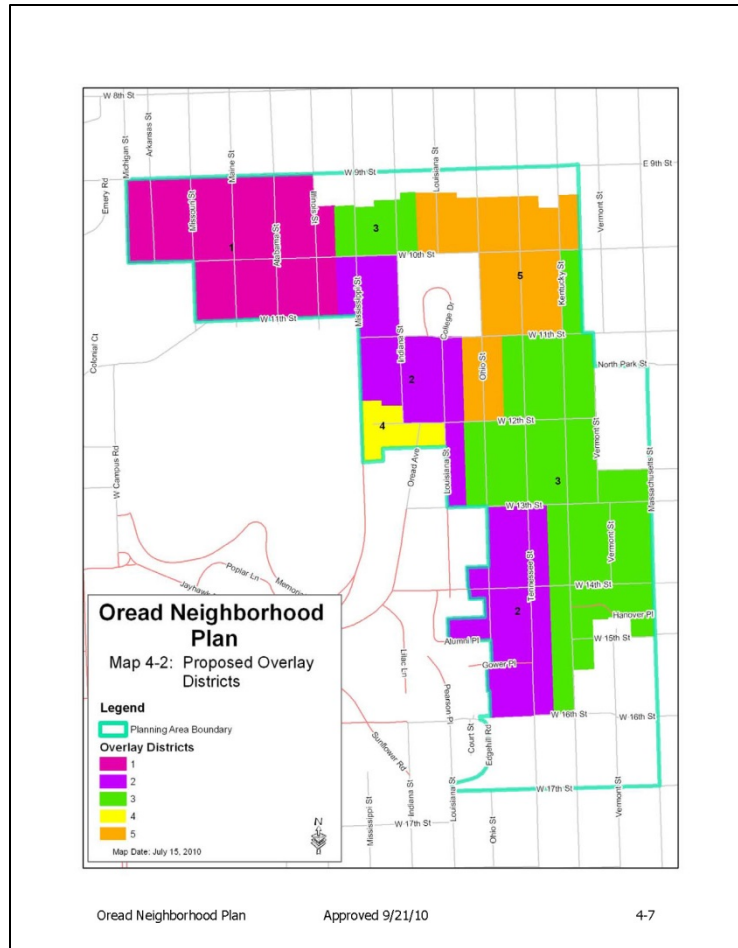


Figure 9: Proposed Overlay Districts from the Adopted *Oread Neighborhood Plan*

Staff Finding: The proposed urban conservation overlay district rezonings conforms to proposed land use recommendations in the *Oread Neighborhood Plan* and *Horizon 2020*.

5. SUITABILITY OF SUBJECT PROPERTY FOR THE USES TO WHICH IT HAS BEEN RESTRICTED UNDER THE EXISTING ZONING REGULATIONS

The rezoning requests for these areas will not change the underlying base zoning district. The proposed rezonings would apply an Urban Conservation Overlay District to implement the guidelines as prescribed in both the *Oread Neighborhood Plan* and the *Oread Neighborhood Design Guidelines*.

Staff Finding: The properties are suitable for the Urban Conservation Overlay District zoning, and are consistent with land use recommendations relating to changes to *Horizon 2020* and the *Oread Neighborhood Plan*.

6. LENGTH OF TIME SUBJECT PROPERTY HAS REMAINED VACANT AS ZONED

The area was principally developed between the 1870s and the 1950s, with renovation and new development throughout the history of the neighborhood. The Guidelines identify the architectural Period of Significance for this area to be between 1877 and 1945, with a stipulation that for Districts 2 through 5, buildings before 1929 be specifically used to determine qualities and context when necessary for consideration. Contextually in the larger surrounding area, the Oread Neighborhood is established and consistent with other neighborhoods and areas adjacent to the proposed overlay area.

Staff Finding: Use of the properties within the proposed overlay districts has been consistent since the initial neighborhood development timeframe.

7. EXTENT TO WHICH REMOVAL OF RESTRICTIONS WILL DETRIMENTALLY AFFECT NEARBY PROPERTIES

Approval of this request would enact the general guidelines for all districts as prescribed in Chapter 4, and area-specific guidance supplemented by Chapter 5 in relation to parking, the building envelope, and other density and dimensional standards. The *Oread Neighborhood Design Guidelines* provides more precise and location-specific standards than the broad city-wide scope provided by the Land Development Code. These items have been reviewed and considered against each district's specific architecture, site typology, history, and concurrent existing conditions. Chapter 4 of the Guidelines is the general set for Districts 1 through 5; while the more tailored District-specific considerations are located in Chapter 5. Chapter 6 guidelines would apply to the mapped commercial properties, and where commercial storefronts are located on the ground floors. The application of the guidelines would be limited to their applicable areas as defined within the Guidelines.

Staff Finding: Impacts on nearby properties would be minimal. The intent of the *Oread Neighborhood Design Guidelines* is to provide more precise guidance to these specific properties than what is currently contained within the Land Development Code.

8. THE GAIN, IF ANY, TO THE PUBLIC HEALTH, SAFETY AND WELFARE DUE TO THE DENIAL OF THE APPLICATION, AS COMPARED TO THE HARDSHIP IMPOSED UPON THE LANDOWNER, IF ANY, AS A RESULT OF DENIAL OF THE APPLICATION

Evaluation of these criteria includes weighing the benefits to the public versus the benefits for the owners of the subject properties. Benefits are measured based on the anticipated impacts of the rezoning request on the public health, safety, and welfare.

If the rezoning requests were denied, the properties would retain their various existing base zoning designations. If the rezonings were approved, the change would apply the *Oread Neighborhood Design Guidelines* to the properties through the designation of the –UC (Urban Conservation Overlay) District. This overlay would then apply both the architectural/historic design guidelines, and also site and building envelope modifications to the Land Development Code as prescribed within the *Oread Neighborhood Design Guidelines*.

Approval of the requests would facilitate more compatible development within the designated neighborhood, and also provide for stronger development in a unique sense of place for the Oread Neighborhood.

Staff Finding: Benefits to the community include providing a more tailored set of land use controls to address and implement the site, historic, and architectural considerations that were identified in the adopted *Oread Neighborhood Plan* and the public input gathered during the various public meetings held regarding this proposal.

PROFESSIONAL STAFF RECOMMENDATION

The focus of this report is in regards to the six rezoning cases, one for each district defined within the guidelines, which comprise the implementation step of the *Oread Neighborhood Design Guidelines*. While the six cases are unique in their geographies, they are identical in their overall intent and goals. The six rezoning cases each implement one of the districts within the guidelines; they are linked together in the consideration and drafting of the *Oread Neighborhood Design Guidelines*. Along with the concurrent Text Amendment, these items would integrate the *Oread Neighborhood Design Guidelines* into the Land Development Code.

Staff recommends approval of the rezoning requests for approximately 190.8 acres to apply –UC (Urban Conservation Overlay) District to implement the *Oread Neighborhood Design Guidelines*, and forwarding these items to the City Commission with a recommendation for approval based on the findings of fact in the body of this staff report subject.

From: Sheila Stogsdill

Sent: Monday, February 29, 2016 10:12 AM

To: Bruce Liese (bruce@kansascitysailing.com); Bryan Culver (bcculver@gmail.com); David Clay Britton (clay.britton@yahoo.com); Eric Struckhoff (eric.c.struckhoff@gmail.com); Jim Carpenter (jecarpenter15@gmail.com); Jim Denney (denney1@sunflower.com); Julia Butler; Patrick Kelly (Pkelly@usd497.org); Pennie von Achen; Rob Sands

Cc: Scott McCullough; Lynne Zollner; Jeff Crick; Denny Ewert; (djbrown806@gmail.com); Diane Stoddard

Subject: FW: duplex tandem parking in core neighborhoods

Commissioners –

Please see the photos and message below from Dennis Brown.

This property is located in the 900 block of Maine in the proposed Urban Conservation Overlay - Oread Design Guidelines District 1 (Low Density) that is on your agenda March 21st.

Sheila M. Stogsdill, *Planning Administrator* - sstogsdill@lawrenceks.org

Planning & Development Services Department | www.lawrenceks.org/pds

City Hall, 6 E. 6th Street

P.O. Box 708, Lawrence, KS 66044-0708

office (785) 832-3157 | fax (785) 832-3160

From: Dennis Brown [<mailto:djbrown806@gmail.com>]

Sent: Sunday, February 28, 2016 3:51 PM

To: Sheila Stogsdill

Subject: Fwd: duplex tandem parking in core neighborhoods

Sheila, can you or Scott send this to Planning Commissioners?

----- Forwarded message -----

From: Dennis Brown <djbrown806@gmail.com>

Date: Sun, Feb 28, 2016 at 1:48 PM

Subject: Fwd: duplex tandem parking in core neighborhoods

To: Lynne Zollner <lzollner@lawrenceks.org>

Lynne, can you send this to HRC Commissioners?

----- Forwarded message -----

From: Dennis Brown <djbrown806@gmail.com>

Date: Sun, Feb 28, 2016 at 1:46 PM

Subject: duplex tandem parking in core neighborhoods

To: Diane Stoddard <dstoddard@lawrenceks.org>

Diane, can you send this to City Commissioners? Feel free to post it on the City site.

Commissioners: I am attaching photos of what happens to older housing stock when its area is zoned for duplex up to four bedrooms a side and allows four space wide tandem parking to achieve the eight spaces required. Maximum density and profit is incentivized and preservation of old housing stock is a joke.

At the joint meeting of the HRC and PC a week and a half ago, there was much discussion about approving parking guidelines in the overlay plan that would not allow tandem parking in new duplex applications. This cannot happen fast enough for what is left of the Oread Neighborhood. The pictured property is in the 900 block of Maine.

Dennis J Brown LPA President





Dear Design Guidelines Committee and Planning Commission,

2-19-16

The **Design Guidelines and Overlay District** are important tools that can help preserve the historic integrity of the Oread Neighborhood. They should reflect the intention of the **Oread Neighborhood Plan** which specifies areas of varying density. Single dwelling units (houses) make up 80% of the neighborhood. Oread zoning was changed over 40 years ago from low density to the highest density in the city. This has created problems and conflicts among property owners due to the single-family nature of the neighborhood and a high density zoning that has never conformed to existing structures or lot sizes.

Density should increase incrementally from duplex, triplex, fourplex, and higher multi-dwelling units. Problems have arisen because duplex parking codes allow stacked (tandem) parking. The Planning Commission is presently reviewing parking codes. Stacked parking allows an increase in the number of occupants without providing adequate access and regress for vehicles. Additional logistical problems are created when located off of narrow allies versus wide city streets.

Current city parking codes for dwelling units:

Single-family-lowest density zoning (usually houses, family living, can stack cars in driveways).

Duplex –lowest density zoning in multi-family (can stack cars, may not be family-living).

Triplex – one parking space per BR (no stacked parking).

Fourplex- one parking space per BR (no stacked parking).

Larger multi-dwelling units - one parking space per BR plus one space per 10 units for visitors and guests (no stacked parking).

Duplex, triplex, fourplex indicate the number of units on a lot (4 unrelated individuals can live in a unit in multi-zoned areas, 3 unrelated in a unit in single-family zoned areas). The number of BR's is determined by the number of parking spaces that can be provided on each lot. Stacked parking could increase the number of BR's by as much as 50%.

Desirable property development that will increase profits is now the 4 BR duplex that allows stacked parking. Four BR duplexes “game” duplex regulations. The two BR family-oriented units of the past have now become small apartment complexes, appealing to investors, but problems for neighborhoods. Duplex occupants crowd neighborhood streets when they avoid stacking their vehicles and instead use on-street parking spaces.

Duplexes have become higher density, non-family, units in what should be lower density zoned areas. Parking is an effective tool to control density. Why should a duplex be allowed a parking advantage over other multi-zoned units? **Stacked parking leads to an increase in density without providing adequate parking, thus incentivizing building large duplexes in lower density zoned areas.**

The Design Guidelines and the Overlay District will help promote increased stability and vitality in historic Oread by encouraging responsible development and redevelopment.

Sincerely, Candice Davis Oread Neighborhood Resident
Chair, Lawrence Association of Neighborhoods

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RICHARD A. BARBER
(1911-1998)

Matthew S. Gough
Email: mgough@barberemerson.com

*ADMITTED IN KANSAS AND MISSOURI

March 21, 2016

VIA E-MAIL ONLY

Mr. Scott McCullough, Director
Planning and Development Services
City Hall, 6 E. 6th Street
Lawrence, KS 66044

Re: Draft Oread Neighborhood Design Guidelines (the "Guidelines")

Dear Scott:

I have been engaged by multiple rental property owners in the Oread Neighborhood. Each of them have complied with the current Land Development Code (the "Code") to make improvements to their properties. Much has been written in the Oread Neighborhood Plan (the "Plan") and in the Guidelines about the need to preserve the aesthetic and feel of the neighborhood's historic roots. However, nothing has been written about the wholesale creation of legal non-conformities these Guidelines appear to cause overnight because of the Guidelines' limited parking options for Duplexes. If the Guidelines truly exist to "[e]ncourage quality development which protects investment and helps attract other quality developers," and "[r]educer tensions related to development/redevelopment within the neighborhood" (Guidelines, p. 4) the Guidelines need to expressly accommodate recently and lawfully updated multi-family structures. The applicability of the Guidelines must also be expressly limited to the scope of the "project" being initiated, must integrate with the Code, and must be fair, particularly regarding parking and repairs necessitated by Acts of God.

The Historic Resources Commission ("HRC") and the Planning Commission should adopt and insert the following clarifications and revisions to the Guidelines:

- 1. The Guidelines shall be limited in applicability to the scope of the "project" being proposed.**

If an applicant files a building permit to replace a rotted or broken window, the Guidelines should only apply to the review and comment on that window, not all the windows. If an owner desires to replace the siding of a property, the Guidelines should apply only to the siding (and work directly related thereto, such as trim board replacement), not the front porch. The Guidelines must apply to the same extent as the work being proposed, and not more. City

Mr. Scott McCullough, Director
Planning and Development Services
March 21, 2016
Page 2

Staff indicates verbally that this is the intent of the Guidelines, but an express reference is necessary to codify that intent.

2. **The Guidelines' parking requirements should only apply when and to the same extent that the parking regulations of the Code are triggered under Section 20-901, *et seq.*; provided, however, in the case of a structure that was site planned under the Code (i.e., after 2006), that structure's existing parking configuration should be *de facto* permitted if there is no proposed increase in occupancy.**

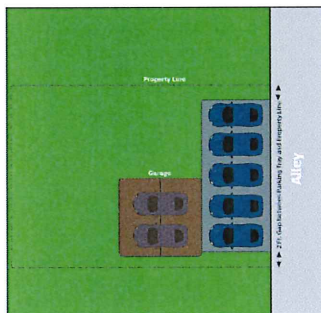
Today, the Code generally permits stacked parking on Duplexes, and owners in the neighborhood have relied upon that configuration to lawfully make significant improvements and obtain occupancy permits greater than what the Guideline's limited parking configurations would allow. *See*, Guidelines, p. 61-62. **Adoption of the Guidelines may create non-conformities on a large scale basis.** There would be no greater disincentive to updating, renovating and repairing properties in the Oread Neighborhood than the prospect of losing available off-street parking and, thus, losing permitted occupancy. Rental properties derive their value from the income they may create, and a reduction in occupancy may significantly reduce fair market value (and the tax base). The trigger for parking compliance under the Guidelines must, *at a minimum*, be identical to those under the Code.

Additional accommodation needs to be expressly made for those structures which have undergone site plan review since the adoption of the Code. If an eight bedroom Duplex has eight site-planned parking spaces, the Guidelines should not punish that property in the future by reducing parking, when a "project" does not increase occupancy. Adopting this accommodation does not increase density or parking in the neighborhood, and helps avoid the undesirable result of non-conforming status for the most recently updated properties. Imagine the potential hardship created by taking parking away from these properties (especially if taken involuntarily because of a fire or tornado) after having undergone the time consuming and expensive task of bringing them into compliance with the Code. Consider also the extreme disincentive to undertake "projects" that reduce parking.

3. Legal non-conforming uses, structures and lots must be afforded the same protections from the implementation of the Guidelines as they are from the implementation of the Code.

Article 15 of the Code acknowledges the existence of legal non-conforming uses, structures and lots, and the limitations and opportunities associated therewith. To the extent they are not protected by paragraph 2, above, owners who find themselves with non-conforming uses, structures, or lots (upon application of the Guidelines) deserve express protections regarding the perpetuation of those legal non-conformities. In this regard, whatever opportunities exist under the Code to renovate, expand, or rebuild those non-conformities should likewise exist under the Guidelines.

4. The parking configuration depicted below should be re-inserted in the Guidelines because it is not “double-stacking.” This design should be an option in appropriate circumstances, determined on a case-by-case basis.



It is unfair to completely eliminate today the possibility of allowing a Duplex more than five parking spaces in the future, especially for those properties that have been redeveloped since the adoption of the Code in 2006. The most recent draft of the Guidelines permit two limited configurations that effectively limit parking to five spaces on any Detached Dwelling or Duplex, and eliminates the only seven-car option.¹ The above configuration, which permits a two car garage and five outside spaces, should be re-inserted because (aesthetically, at least) it's not “double-stacking” if a garage door separates the cars. On a “case-by-case” basis, that configuration may be appropriate in the future.

¹The Guidelines accomplish the wholesale reduction of off-street parking without ever expressly saying that double stacking is prohibited or that no more than five spaces will be approved under the Guidelines. An outcome this significant should be achieved via a base zoning district amendment or by express text amendment to the Code, rather than being buried on pages 61-62 of the Guidelines, where they are unlikely to draw much attention.

- 5. When there is no alley behind a Lot, and when a property can accommodate parking on an existing driveway, parking should continue to be permitted in the driveway if a “project” does not increase occupancy.**

It may be practically impossible to provide for parking behind the front facade of a structure. The requirement on page 61 of the Guidelines (Section B4.b.ii) should be revised to “should” instead of “shall” in the case of “projects” that do not increase occupancy. The stricter requirement for rear parking should be limited to “projects” that propose to increase occupancy, and only to the extent of such increased occupancy.

- 6. When the “project” commences as a result of a casualty event (e.g., wind, fire, or hail) and when the “project” is financed by insurance proceeds, the implementation of the Guidelines should be reasonably applied to accommodate the availability of such proceeds.**

The Guidelines regularly call for the use of specialty building materials or designs that appear to be more expensive (labor and materials) than what may otherwise be permitted under the Building Code. For example, the Guidelines’ list of six permitted types of roofing material (Guidelines, p. 65) are likely more expensive than the “basic” 3-tab asphalt shingles being used on virtually all new construction (and roof replacements) in Lawrence. Front porch foundations must be supported by 16" x 16" columns and the space between the foundation columns must be infilled with wood siding, lattice, brick or stone. If an owner is unable to secure insurance proceeds to fully comply with the Guidelines, the Staff should have flexibility to accommodate the owner’s budget, at least with respect to properties that are not in a historic district.

- 7. The mere replacement of roofing materials should not trigger the Guidelines’ requirements for specialty roofing materials.**

Although the City’s website indicates that the replacement of roofing materials are exempt from the City’s building permit requirements,² the Code section referenced on that web page (*See* Section 5-144) does not appear to contain the same exemption. If, in fact, one needs a building permit to replace roofing materials (thereby triggering the applicability of the Guidelines), the mandatory use of “special” roofing materials in the Oread Neighborhood may create a disincentive to make ordinary and necessary roof repairs and replacements. If no permit is required, the Guidelines would not apply to the roof replacement anyway.

²See: https://www.lawrenceks.org/assets/pds/devservices/bsd/ds_bsd_permit_exemptions.pdf

Mr. Scott McCullough, Director
Planning and Development Services
March 21, 2016
Page 5

The Guidelines, as revised and clarified above, help establish predictability for those who voluntarily and deliberately undertake a “project” in the neighborhood (whether large or small), while avoiding unfair or uncertain outcomes for those who find themselves confronted with the Guidelines involuntarily following an insured casualty loss. Express language providing assurances regarding the applicability of new parking guidelines is essential to maintain investor (and lender) confidence, and does not increase density in the neighborhood.

Some proponents of the Guidelines (as currently drafted) may view them as an opportunity to reduce density by eliminating off-street parking. However, taking the stated goals of the Guidelines and the Plan at face value, we must not adopt Guidelines that achieve that end on a wholesale basis. To do so may stifle investment, reinforce the status quo, and lead to the neighborhood’s decline over time. I do not believe the majority of owners in the neighborhood truly understand the impact of the Guidelines’ parking configurations. Duplex owners would be more vocal if the effect of the Guidelines’ were made more obvious. The revisions discussed above help achieve the goal of making the Guidelines understandable, functional, and fair, and they merit your sincere consideration.

Very truly yours,

BARBER EMERSON, L.C.



Matthew S. Gough

MSG:plh

cc: Lawrence-Douglas County Metropolitan Planning Commission (via e-mail only)
Historic Resources Commission (via e-mail only)

The Lawrence Association of Neighborhood (LAN) supports the Oread Guidelines and Overlay District with the exception of any allowed stacked parking.

The **Design Guidelines and Overlay District** are important tools that can help preserve the historic integrity of the Oread Neighborhood. They should reflect the intention of the **Oread Neighborhood Plan**, which specifies areas of varying density. Single-family units (houses) make up 80% of the neighborhood. Oread zoning was changed over 40 years ago from low density to the highest density in the city. This has created problems and conflicts among property owners due to the single-family nature of the neighborhood and high density zoning that does not conform to existing structures or lot sizes.

Density should increase incrementally from duplex, triplex, fourplex, and higher multi-dwelling units. Problems have arisen because duplex parking codes allow stacked (tandem) parking. The Planning Commission is presently reviewing parking codes. Stacked parking allows an increase in the number of occupants without providing adequate access and regress for vehicles. **Additional logistical problems are created when located off of narrow allies versus wide city streets.**

Current city parking codes for dwelling units require:

Single-family-lowest density zoning (usually houses, family living, can stack cars in driveways).

Duplex –lowest density zoning in multi-family (can stack cars, may not be family-living).

Triplex – one parking space per BR (no stacked parking).

Fourplex- one parking space per BR (no stacked parking).

Larger multi-dwelling units - one parking space per BR plus one space per 10 units for visitors and guests (no stacked parking).

Duplex, triplex, fourplex indicate the number of units on a lot (4 unrelated individuals can live in one unit in multi-zoned areas, 3 unrelated in one unit in single-family zoned areas). The number of BR's is determined by the number of parking spaces that can be provided on each lot. Stacked parking could increase the number of BR's by as much as 50%. When stacking vehicles : Today's Duplex=2 units =4 BRs each side =8BRs Past Duplex=2units=2BRs each side=4BRs

Four BR duplexes that allow stacked parking are attractive to developers as they increase profits. Four BR duplexes “game” duplex regulations. These are not family-units but rather small apartment complexes, appealing to investors, but problems for lower density neighborhoods. Without adequate parking, duplex occupants crowd neighborhood streets when they avoid stacking their vehicles and use on-street parking spaces.

The Design Guidelines and the Overlay District will help promote increased stability and vitality in historic Oread by encouraging responsible development and redevelopment. Stacked parking should not be allowed.

Sincerely, Candice Davis

Oread Resident, Lawrence Association of Neighborhoods Chair

PLANNING COMMISSION REPORT
Regular Agenda - Public Hearing Item

PC Staff Report
03/21/2016

**ITEM NO. 4 Z-16-00022: RM12 (Multi-Dwelling Residential) District TO RS7
(Single-Dwelling Residential) District; 2.23 Acres SF (SLD)**

Z-16-00022: Consider a request to rezone approximately 2.235 acres from RM12 (Multi-Dwelling Residential) District to RS7 (Single-Dwelling Residential) District, located at 805, 811, 817, 823, 829 and 835 Renaissance Drive. Submitted by Tim Herndon for Langston Heights Development, LLC, property owner of record.

STAFF RECOMMENDATION: Staff recommends approval of the request to rezone approximately 2.23 acres from RM12 (Multi-Dwelling Residential) District to RS7 (Single-Dwelling Residential) District based on the findings presented in the staff report and forwarding it to the City Commission with a recommendation for approval.

Reason for Request: *To permit construction of detached single-family dwellings on six (6) subject lots.*

KEY POINTS

- Request includes 6 existing platted lots. No change in the lot configuration is proposed.

ASSOCIATED CASES/OTHER ACTION REQUIRED

- Langston Heights Addition Final Plat
- Z-12-00232; A to RM12 original application
- Z-15-00252; RM12D to RS5 related application

PLANS AND STUDIES REQUIRED

- *Traffic Study* – Not required for rezoning
- *Downstream Sanitary Sewer Analysis* – Not required for rezoning
- *Drainage Study* – Not required for rezoning
- *Retail Market Study* – Not applicable to residential request

ATTACHMENTS

- None

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

- None

Project Summary:

Proposed request is for rezoning specific platted lots located along the west side of the Langston Heights Addition subdivision to allow for detached dwelling rather than duplex lots on individual lots as planned.

1. CONFORMANCE WITH THE COMPREHENSIVE PLAN

Applicant's Response: *Horizon 2020 recommends "low-density" (fewer than six [6] gross units/acre) residential use for the subject property. The requested zoning will facilitate a net density of less than three (3) units/acre; gross density which includes rights-of-way in the density calculation) will be even lower.*

This property was originally discussed in 2012 and 2013 (Z-12-00232) with the initial development proposal for Langston Heights subdivision. The intent of the mixed residential zoning districts; including RM12, RM12D and RS5, was to provide both a range of housing types while keeping the overall density low and to provide land use transition, through housing type between W. 6th Street

to the north and Bob Billings Parkway to the south. Since the original approval, density has been adjusted down by rezoning the duplex areas to detached residential housing districts. The proposed request seeks to rezone an area approved for duplex development to a district for detached residential dwellings on individual lots.

Horizon 2020 recommends infill development over new annexation and compatibility of densities and housing types within neighborhoods. The plan also recommends the provision of a mix of housing types and styles for new residential and infill developments. This application represents an extension of development from the Diamondhead and Langston Heights Subdivisions. Larger residential lots, zoned RS7, are located east of the proposed rezoning along Silver Rain Road. If approved the proposed RS7 lots will be larger than those to the east. This larger lot format accommodates the extraordinary setback associated with the South Lawrence Trafficway Overlay that encumbers the rear of the lots. This area provides a buffer between the highway and the residential uses.

The overall density of the six lots included in the request changes from 5.3 dwelling units per acre (with a duplex development) to 2.7 dwellings per acre as detached housing on individual lots. The development is consistent with the low density land use recommendations for the area as recommended in *Horizon 2020*.

Staff Finding – The proposed request represents a low-density residential development pattern that is consistent with the land use recommendations in *Horizon 2020*. The generally larger lots may off-set the proximity of the lots to the highway by providing additional depth compared to comparable development along Silver Rain Road.

2. ZONING AND USE OF NEARBY PROPERTY, INCLUDING OVERLAY ZONING

Current Zoning and Land Use:	RM12 (Multi-Dwelling Residential) District; unimproved residential lots previously intended for duplex development.
Surrounding Zoning and Land Use:	RM24 (Multi-Dwelling Residential) District to the north; unimproved land platted as one lot for multi-dwelling residential development. RS5 (Single-Dwelling Residential) District to the east; developing residential subdivision. RM12 (Multi-Dwelling Residential) District to the south developing duplex lots. A (Agricultural) County District to the west. Existing Highway 10.

Staff Finding – The subject property abuts the east right-of-way line of Kansas Highway 10 along the rear lot lines. The area to the east and south is developing consistent with the platted Langston Heights residential subdivision. The area to the north, included in the Diamondhead subdivision is undeveloped at this time.

3. CHARACTER OF THE NEIGHBORHOOD

Applicant's Response: *The neighborhood consists of predominantly detached single-family residential structures and/or zoning, varying between RS7 and RS5-zoned lots, with relatively few duplex (RM12 and RM12D) lots in the immediate area, as well.*

This property is located within the West Lawrence Neighborhood Association boundary. The area is developing as an extension of the existing subdivision pattern for the area. The specific lots included in the request are adjacent to the highway to the west (rear yards) and were designed to accommodate duplex development. The proposed request reduces the overall density and intensity of the development subdivision by changing the base zoning from duplex uses to detached residential uses.

Staff Finding – The proposed request does not substantially change or alter the developing character of the immediate neighborhood.

4. PLANS FOR THE AREA OR NEIGHBORHOOD, AS REFLECTED IN ADOPTED AREA AND/OR SECTOR PLANS INCLUDING THE PROPERTY OR ADJOINING PROPERTY

This property is located within the boundary of the *West of K10 Plan*. The area shown is located within an interior portion of a developing area that reflects a low density residential development pattern. The residential portion of the plan generally recommends low-density residential development. The previous zoning plan for this property included multiple zoning districts and lot sizes to achieve an overall density consistent with the plan. The proposed request to RS7, is consistent with the land use plan for this area.

Overall, the proposed zoning change does not substantially impact the residential density. The proposed rezoning is consistent with the residential land use recommendations for low-density residential development described in the *West of K10 Plan*.

Staff Finding – The proposed rezoning represents a single dwelling housing type consistent with the existing zoning to the east. The overall density proposed complies with the residential land use recommendation included in the plan.

5. SUITABILITY OF SUBJECT PROPERTY FOR THE USES TO WHICH IT HAS BEEN RESTRICTED UNDER THE EXISTING ZONING REGULATIONS

Applicant's Response: *The subject property is generally suited for two-family and/or single-family development.*

The current zoning is RM12, a multi-dwelling residential district. The ordinance approving the rezoning, 8838 restricted the maximum number of units within the district to not exceed 62. The property was subdivided as part of the Final Plat of Langston Heights Addition that created 15 lots along the west property line specifically to develop duplex lots. The zoning restriction and the platted lot configuration work together to keep the overall density low. The RM12 district allows detached dwelling subject to a Special Use Permit. By rezoning the property to a detached dwelling district the additional processing associated with the desired development form is eliminated and simplified for the developer and for any future property owner.

Staff Finding – The proposed change does not substantively change the suitability for low density residential development, as planned for this area.

6. LENGTH OF TIME SUBJECT PROPERTY HAS REMAINED VACANT AS ZONED

Applicant's Response: *The subject properties (six lots) have remained vacant since zoned to RM12 from UR in 2013.*

Development of the Langston Heights area has been fluid since the original approval in 2013. As the demand for detached housing on individual lots has increased in the area the developer has responded with rezoning areas previously intended for duplex development to accommodate the detached housing form. The property is currently undeveloped.

Staff Finding – This property has been zoned RM12 since September 2013.

7. EXTENT TO WHICH APPROVING THE REZONING WILL DETRIMENTALLY AFFECT NEARBY PROPERTIES

Applicant's Response: *No detrimental effects upon nearby properties are identifiable.*

The immediately surrounding area is developing with residential uses. This area includes school district property to the southeast, planned neighborhood commercial zoning to the south, and K-10 Highway to the west.

Staff Finding – There are no anticipated detrimental affects for nearby property.

8. THE GAIN, IF ANY, TO THE PUBLIC HEALTH, SAFETY AND WELFARE DUE TO THE DENIAL OF THE APPLICATION, AS COMPARED TO THE HARDSHIP IMPOSED UPON THE LANDOWNER, IF ANY, AS A RESULT OF DENIAL OF THE APPLICATION

Applicant's Response: *The gain to the public by approval of this application is the addition of sought-after single-family housing stock to the Lawrence Residential market and in the neighborhood; the hardship imposed by denial would lie in the reduced availability of such stock in the predominantly single-family neighborhood.*

Evaluation of this criterion includes weighing the benefits to the public versus the benefit of the owners of the subject property. Benefits are measured based on anticipated impacts of the rezoning request on the public health, safety, and welfare.

The proposed request and zoning change is reflective of the demand for detached housing on individual lots in this area. The request is consistent with a similar zoning change from RM12D to RS5 (Z-15-00252). Approval of the requested zoning change allows the developer to respond to the demand for a particular housing type. If denied, the same development type could be accommodated though a Special Use Permit that results in unnecessary process for both the developer and the public as well as future property owners.

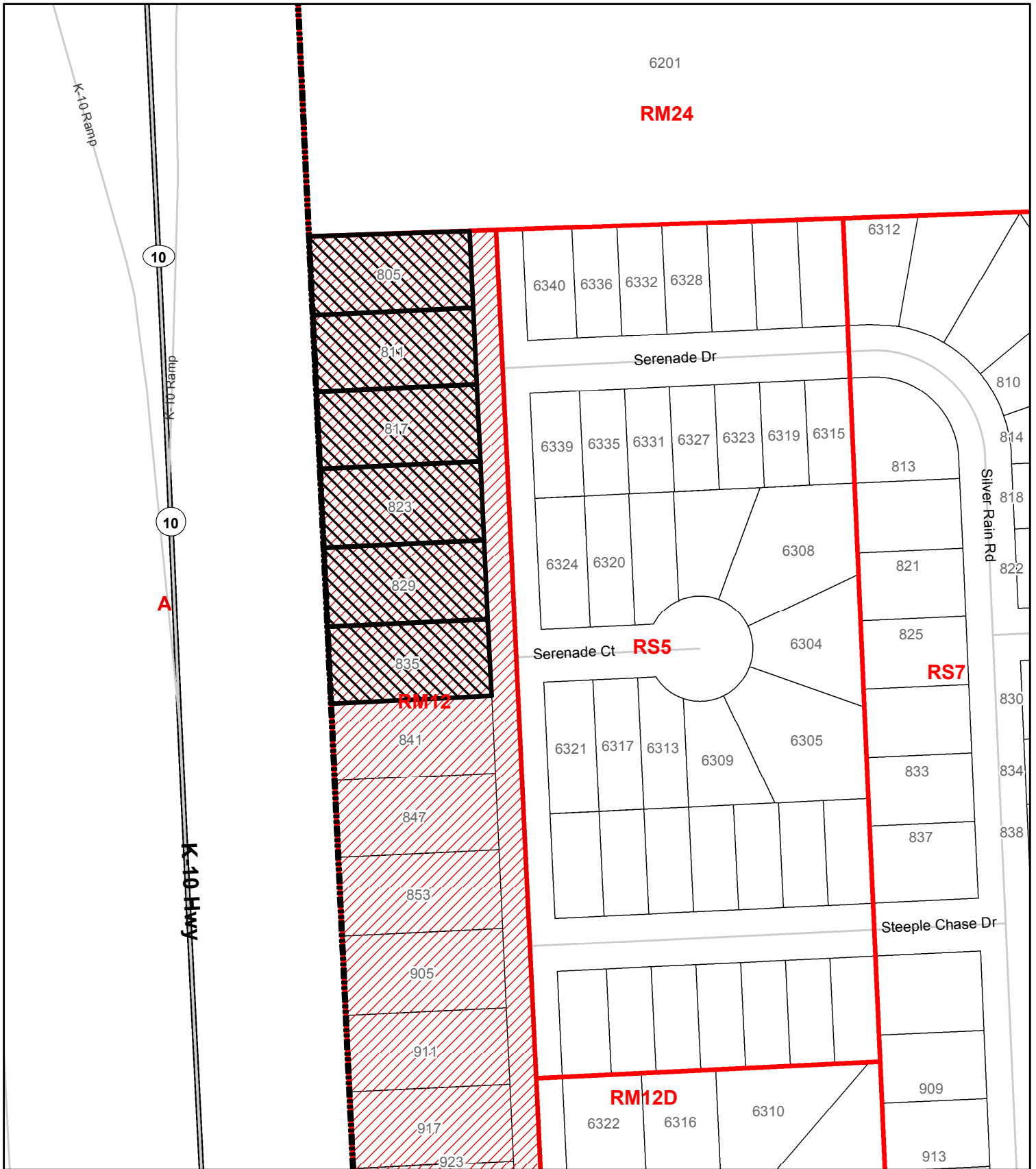
Staff Finding – Approval of the proposed request facilitates infill residential development in an area planned for low-density residential development.

9. PROFESSIONAL STAFF RECOMMENDATION

This request is consistent with the developing land use for low-density residential development in the form of single detached dwelling units on individual lots. The proposed change does not require changes to the platted subdivision or utility arrangement necessary for development.

CONCLUSION

Staff recommends approval of the proposed zoning change.



**Z-16-00022: Rezone 2.235 acres from RM12 District to RS7 District
 Located 805, 811, 817, 823, 829 & 835 Renaissance Drive**



PLANNING COMMISSION REPORT
Regular Agenda - Public Hearing Item

PC Staff Report
03/21/2016

ITEM NO. 5A: Z-16-00026; RM24-PD (Multi-Dwelling Residential with Planned Development Overlay) District to RMO-PD (Multi-Dwelling Residential with Planned Development Overlay) District; 14.2 acres (SLD)

Z-16-00026: Consider a request to rezone approximately 14.2 acres from RM24-PD (Multi-Dwelling Residential with Planned Development Overlay) District to RMO-PD (Multi-Dwelling Residential with Planned Development Overlay) District, located at 1800, 1809, & 2021 Crossgate Drive. This rezoning applies only to Proposed Lot 3 of the Alvamar Planned Development. Submitted by Paul Werner Architects, for Eagle 1968, LC. Alvamar Inc., property owner of record.

STAFF RECOMMENDATION: Staff recommends denial of the request to rezone approximately 14.2 acres from RM24-PD (Multi-Dwelling Residential) District to RMO (Multi-Dwelling Residential Office) District based on the findings presented in the staff report and forwarding it to the City Commission with a recommendation for denial.

Reason for Request: *Since we have begun the process of looking at redevelopment in the Alvamar areas, we have been approached by several individuals that see an advantage and/or synergy of medial office uses to be associated with the golf course. We feel it is more appropriate for an RMO (Office) zoning than an RM zoning, in which we would list these uses as accessory.*

<p>KEY POINTS</p> <ul style="list-style-type: none">• Request proposes to amend the base use group for proposed Lot 3, Alvamar PD.• The proposed <i>Medical Office</i> use (Sports Medicine), shown on the related Preliminary Development Plan, would be independent from the golf course.• RMO District includes all types of <i>Office</i> uses, <i>Medial Office and Clinic</i> uses <i>Veterinary Office and Clinic</i> uses, and <i>Personal Improvement</i> uses.
<p>ASSOCIATED CASES/OTHER ACTION REQUIRED</p> <ul style="list-style-type: none">• Z-14-00552; RM24-PD; Ordinances 9154.• SUP-15-00389; <i>Active Recreation Uses</i> in RM24-PD district• PP-14-00554; Alvamar One Preliminary Plat; application replaced by PDP-15-00247.• PDP-15-00247; Approved by the City Commission on Oct. 27, 2015 subject to conditions.• PDP-16-00052; Revised Preliminary Development Plan, concurrent with this application.• PF-16-00051; Final Plat, administrative review concurrent with this application.• Submission and approval of public improvement plans.
<p>PLANS AND STUDIES REQUIRED – Refer to related Preliminary Development Plan for study discussions</p> <ul style="list-style-type: none">• <i>Traffic Study</i> – Not required for rezoning• <i>Downstream Sanitary Sewer Analysis</i> – Not required for rezoning• <i>Drainage Study</i> – Not required for rezoning• <i>Retail Market Study</i> – Not applicable to residential request
<p>ATTACHMENTS</p> <ol style="list-style-type: none">1. Area Map2. Applicant's justification for request3. Map of non-residential uses in the Alvamar Neighborhood

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

- Jerree Catlin, called requesting additional information and clarification.
- Mike Maddrell, 3506 Tam-O-Shanter Dr., resident stated strong opposition to proposed use.
- Jim Feeney, 1704 St. Andrews Dr., called requesting additional information regarding proposed change.
- Frank Linseisen, 1911 Crossgate Drive, indicated concern and opposition to project that generates additional traffic on Crossgate Drive.
- Steve Koger, inquired about reduced size of golf course.
- Quail Pointe at Alvarado residents concerned about future development of the “back 9”. (see attached map)
- John and Joan Blazek, 4013 Crossgate Ct., expressed concern about existing traffic safety along Crossgate Drive that is caused by on-street parking.

Project Summary:

Proposed request is for rezoning Lot 3 within the Alvarado PD to accommodate office uses as an independent use to the golf course. Specifically proposed is a “sports medicine” use shown on the revised Preliminary Development Plan. This use is defined by the Development Code as a *Medical Office* use. The proposed office use is located in the general area of the previously proposed banquet facility/hotel area on the east side of Lot 3. The revised Preliminary Development Plan that accompanies this application relocates the banquet facility to Lot 1.

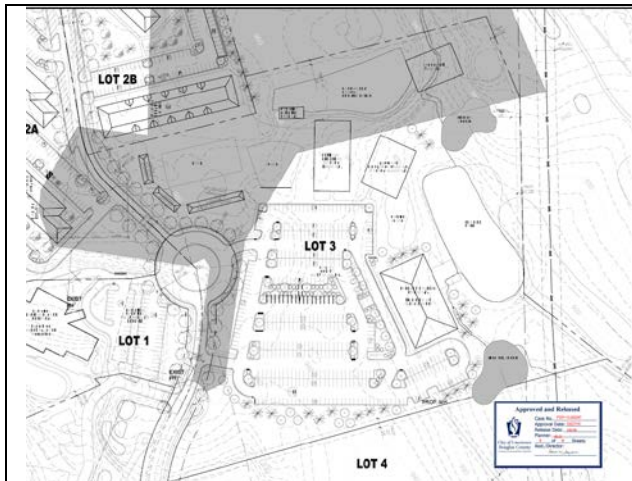


Figure 1: Approved Preliminary Development Plan

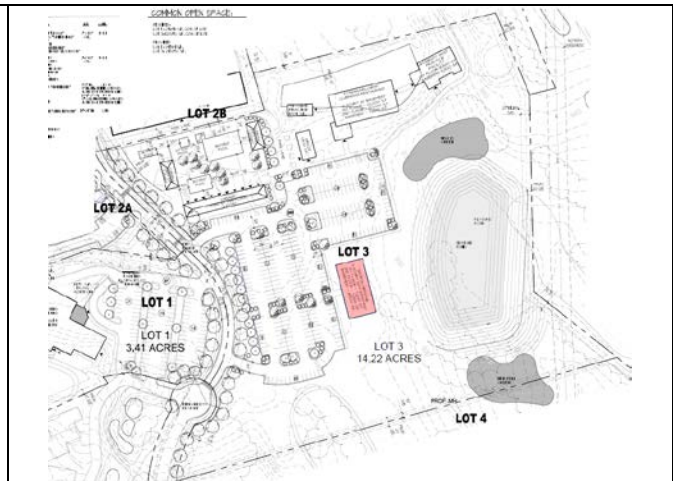


Figure 2: Proposed Preliminary Development Plan

This proposed zoning request affects only Lot 3 of the Alvarado PD.

1. CONFORMANCE WITH THE COMPREHENSIVE PLAN

Applicant's Response: [See Applicant's attached memo](#)

This application is intended to amend only the uses for Lot 3, Alvarado PD. By changing the zoning from RM24-PD to RMO-PD additional non-residential, non-golf course related uses would be permitted. The RMO district is a *mixed use district that includes low and moderate intensity administrative and professional office that are compatible with the character of medium and high-density residential neighborhoods*. This application does not amend the residential density of the remaining development. This district is described in the Land Development Code as “*generally appropriate for implementation along collector or arterial Streets.*” Crossgate Drive is a local

street serving residents and the Alvamar Country Club. However, historically the golf course activity area has been centrally located between Bob Billings Parkway to the north and Clinton Parkway Drive to the south.

The RMO district allows a maximum residential density of 22 dwelling units per acre compared to the RM24 district that allows 24 dwelling units per acre. The area proposed to be rezoned; Lot 3, of the Alvamar PD does not include any residential uses. All land uses approved have been directly related and subordinate to the primary use as a golf course and its related accessory uses such as clubhouse/restaurant, pool, fitness and banquet facility (*Event Center*) uses.

Basic residential strategies are listed in Chapter 5 of *Horizon 2020*. They include:

- Infill residential development should be considered prior to annexation of new residential areas.
- A mixture of housing types, styles and economic levels should be encouraged for new residential and infill development.
- Compatible densities and housing types should be encouraged in residential neighborhoods by providing appropriate transition zones between low density residential land uses and more intensive residential development, and between higher density residential uses and non-residential land uses.

Residential density is variable by lot size, housing type and residential density bonuses that may be considered for a Planned Development. The Alvamar Planned Development includes a high-density residential component located on Lot 2, north of the area proposed to be rezoned by this application. The proposed request does not alter these residential strategies. In addition to the zoning, development is guided by the approved preliminary and final development plans. At this time there are no residential uses proposed for Lot 3. Lot 1 and Lot 3 represent the activity hub of the golf course.

Horizon 2020 does not specifically address this area. The plan recommends the preservation of neighborhood character and appearance, Policy 3 Neighborhood Conservation. Included in this set of policies are recommendations to minimize traffic impacts, encroachment of nonresidential uses, and encourage compatible infill development with regard to lot size, housing type, scale and general architectural style of the area. A Planned Development Overlay designation allows for a detailed review of these elements.

Chapter 7, Industrial and Employment addresses new office development. *Horizon 2020* states:

The Comprehensive plan recognizes the need for smaller scale business development opportunities. New office areas will generally be restricted to existing areas of the City, or new areas that are appropriately identified on future land use maps. Page 7-10.

The proposed change is intended to allow specific non-residential uses that are independent of the golf course. If approved, the RMO district would include the following uses groups:

- **Medical Facilities**, *Health Care office, Health Care clinic,*
- **Animal Services**, *Veterinary*
- **Office**, *Administrative and Professional, Financial, Insurance & Real Estate, Payday Advance, Car Title Loan Business, and Other*
- **Retail Sales & Service**, *Personal Improvement Services.*

The plan provides general land use recommendations for the location of new office areas. Such uses can function as a transition between industrial and employment related development to less intensive uses. The plan states *"It is desirable that a mix of uses be established for these areas in a planned and unified manner. Like other locations visible from major street corridors (Page 7-10)."* When used as a transition use site access to office areas are recommended *"from arterial, collector or access/frontage streets and traffic directed away from surrounding residential areas. (Page 7-17)."*

Evaluation of the compatibility and intensity, as recommended in *Horizon 2020*, must be considered concurrently with the Preliminary Development Plan.

Additional development will increase traffic on a local street. Traffic mitigation is limited by the existing development pattern of the surrounding area. There are only two access points to this area; North from Bob Billings Parkway along Crossgate Drive (a private street segment) and south from Clinton Parkway along Crossgate Drive.

The applicant's response to traffic impacts includes construction of a new public street segment between Bob Billings Parkway extended to the south to limit intrusion into the northern neighborhoods. This design feature is discussed further in the Preliminary Development Plan.

Staff Finding – The proposed change represents an introduction of uses that are independent from the golf course operation and that are best suited to collector and arterial streets. The central area of the activity associated with Alvamar golf course is located in an otherwise residentially designated area. Office uses are more appropriately located at the edges of the neighborhood along Bob Billings Parkway, Kasold Drive or Clinton Parkway as opposed to in the center of the proposed development.

The proposed request does not, in staff's opinion, comply with the land use recommendations included in *Horizon 2020* and is an encroachment of non-residential uses.

2. ZONING AND USE OF NEARBY PROPERTY, INCLUDING OVERLAY ZONING

Current Zoning and Land Use: RM24-PD (Multi-Dwelling Residential – Planned Development Overlay) District. Alvamar PD. Existing development includes a club house, accessory buildings related to the golf course operations, golf course and the KU practice facility.

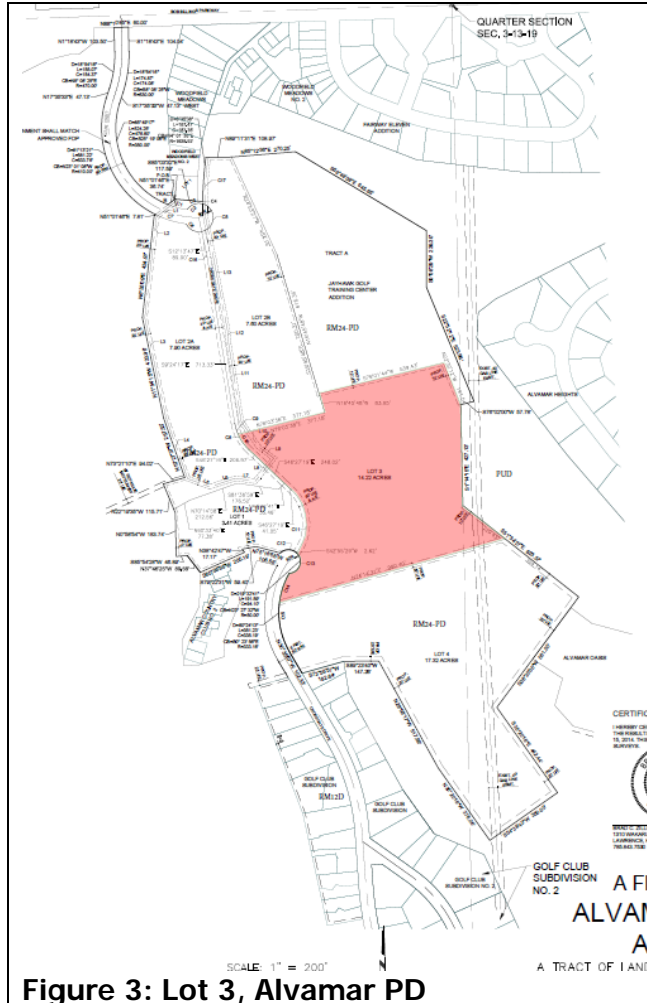


Figure 3: Lot 3, Alvarado PD

The subject property is adjacent to the north, west and south by the Alvarado PD overlay district of which the subject property is a part. The area along the east side of the subject property is located within the original Alvarado Planned Unit Development. The predominate use surrounding the area is the active portion of the golf course. Beyond the golf course includes a variety of residential uses.

Historically, the golf course has included a central location for the accessory uses related to the golf club located in the central portion of the Alvarado PD (proposed Lots 1 and). These uses include membership related accessory uses associated with the golf club. Other non-residential uses are located on the periphery of the Alvarado neighborhood along Bob Billings Parkway, Kasold Drive and Clinton Parkway. See Non Residential Use Map attached.

Table 1: Zoning and Land Use Summary

Surrounding Zoning and Land Use:	
To the North:	RM24-PD (Multi-Dwelling Residential – Planned Development Overlay) District. Alvarado PD. Proposed multi-dwelling residential development (proposed Lot 2A) and KU golf training center. Existing golf course.
To the west:	(Multi-Dwelling Residential – Planned Development Overlay) District. Alvarado PD. Proposed Lot 1, existing clubhouse to remain. And RM12 (Multi-Dwelling Residential) District. Existing Quail's Nest at Alvarado Condominium neighborhood.
To the south:	(Multi-Dwelling Residential – Planned Development Overlay) District. Alvarado PD. Proposed Lot 4. Existing golf course, specific uses are not proposed at this time.
To the east:	PUD – Alvarado Planned Development. Existing Golf Course and platted residential subdivisions for detached single-dwelling residential uses.

The following table provides a summary of uses that are allowed in the RMO District.

Table 2: Uses Permitted in RM24 and RMO

Uses	RM 24	RMO
Residential Uses	Multi-Dwelling Residential Uses	Same; and Permits Non-Ground Floor Living and Live

		Work Units.
Community Facility Uses	Permits Large and Small Event Centers as an <i>accessory use for the golf course</i> .	Permits Large and Small Event Centers.
Medial Facilities	Permits Extended Care Facilities.	Same; and Permits Health Care Office/Clinic Permits Outpatient Care Facility
Recreational Facilities	Permitted	Same
Religious Assembly	Permitted	Same
Animal Services	Not Permitted	Permits Veterinary
Eating & Drinking Establishments	Not Permitted <i>except as accessory to golf course only</i>	Same
Office	Not Permitted	Permits Administrative and Professional Permits Financial, Insurance & Real Estate Permits Payday Advance, Care title Loan Businesses Permits Other
Parking Facilities	Permitted as accessory use only	Same
Retail Sales and Services	Not permitted except as accessory use to golf course only	Permits Personal Conveniences and permits Personal Improvement Services
Transient Accommodations	Not permitted <i>except as accessory use to golf course only</i>	Same

The district allows all types of office uses including, banks, *Administrative and Professional Offices*, *Payday Advance/Car Title Loan Businesses* as well as *Personal Convenience Services* and *Personal Improvement Services*.

- *Personal Conveniences Services* are generally small neighborhood-scale and provide for conveniences stores, drugstores, smoke shops, and laundromats/dry cleaners, beauty salons, tanning salons, nail salons, tattoo/body piercing shops and massage therapy uses (20-1748).
- *Personal Improvement Services* include informational, instructional, personal improvement provided in a group setting such as classes or meetings and includes fire arts studios, martial arts centers (20-1749). While some of these uses may be included as amenities provided by the golf course as accessory uses the proposed application is intended to accommodate uses that are independent to the golf course.

Staff Finding – The proposed zoning is not in keeping with the zoning pattern of this master planned community that locates non-residential districts along the periphery of the neighborhood.

3. CHARACTER OF THE NEIGHBORHOOD

Applicant's Response: *The "neighborhood" consists of a private country club facility of approximately 30,000 square feet, a public clubhouse, cart barns, and two golf courses. Part of this should include the swimming pool which is currently located at Bishop Seabury (Alvamar's old tennis facility).*

This neighborhood area is described as the Alvarmar Neighborhood. This neighborhood has developed around the Alvarmar Golf Course and includes multiple platted subdivisions. It is bounded on the north by Bob Billings Parkway, Clinton Parkway on the south, Kasold Drive on the east and Wakarusa Drive on the west. It is not a registered neighborhood within the City of Lawrence. A small area known as Quail Ridge East is a registered neighborhood and is located in the northeast corner of the Alvarmar PUD. Though the review and development of this project several other small neighborhoods have identified themselves to staff and in communications to the Commissions.

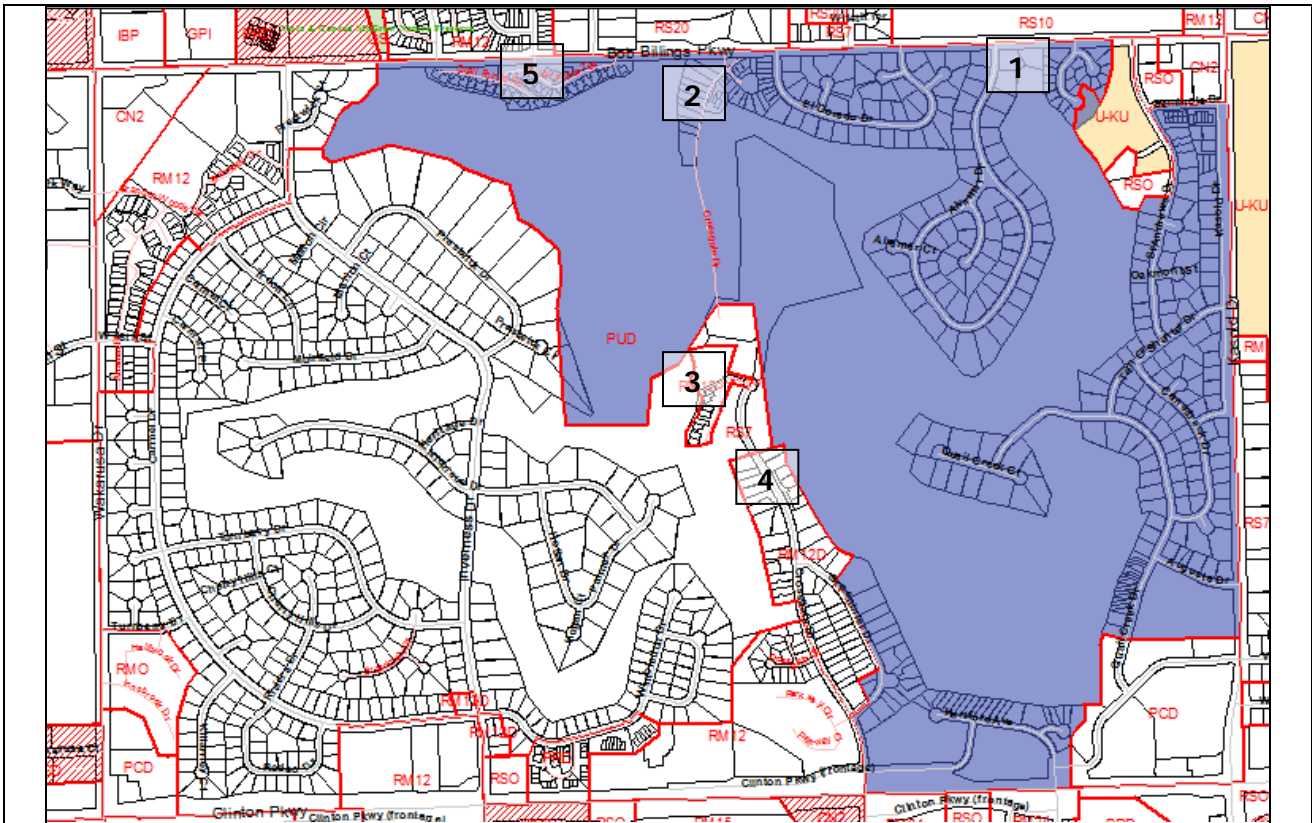


Figure 4: Alvarmar Neighborhood and Alvarmar PUD

1. Quail Ridge East Neighborhood.
2. Woodfield Homeowners Assoc. and Woodfield Townhomes
3. Quails Nest Neighborhood
4. South Crossgate Drive Neighborhood
5. Quail Pointe at Alvarmar

The neighborhood includes golf course with residential uses to the interior with office, religious institutions, and retail uses are located along arterial streets and the periphery of the neighborhood.

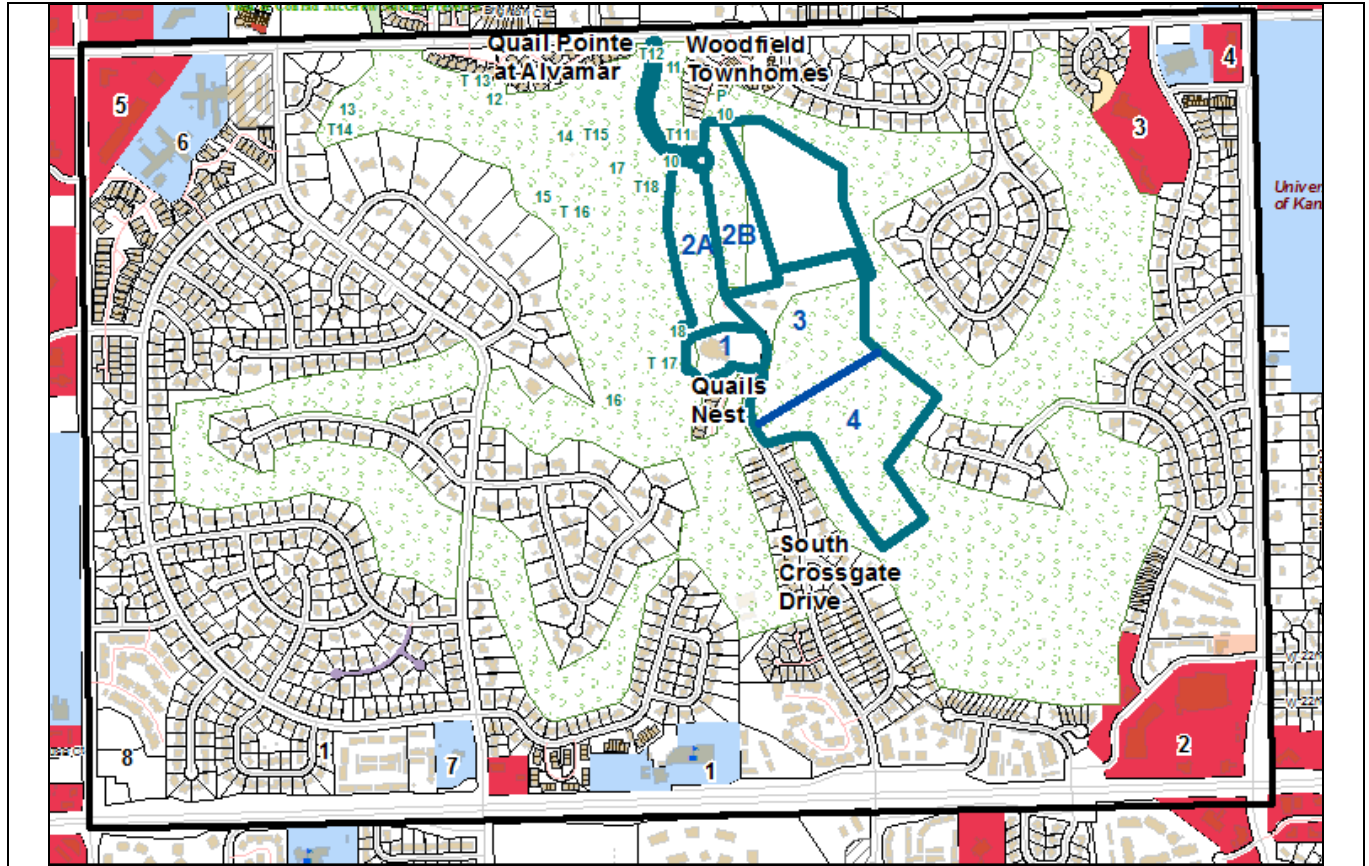


Figure 5: Non-Residential Uses

1. Bishop Seabury Academy
2. Hyvee Shopping Center
3. University of Kansas - Continuing Education and Offices for Design and Construction
4. McGrew Real Estate Offices
5. Wakarusa Marketplace - Bob Billings Parkway & Wakarusa
6. Brandon Woods
7. Good Shepard Lutheran Church
8. Vacant neighborhood commercial land

The approved zoning and development plan expanded the non-residential uses and amenities associated with the golf course in the central area (Lot 3) of Alvamar. This proposed request, if approved, allows additional office, medial office, veterinary and personal improvement uses that are not currently permitted or found in the interior of the development.

Staff Finding –All approved non-residential uses are directly associated with the golf course and are accessory to the primary use of the golf course. Non-residential and non-golf course related uses are located along the periphery of the neighborhood. If approved additional non-residential uses would be permitted within the interior of the neighborhood, specifically located on Lot 3.

4. PLANS FOR THE AREA OR NEIGHBORHOOD, AS REFLECTED IN ADOPTED AREA AND/OR SECTOR PLANS INCLUDING THE PROPERTY OR ADJOINING PROPERTY

Only a very small and isolated area is within a registered Neighborhood boundary. There are no adopted plans for this area. The eastern area was part of a Planned Unit Development originally

approved in the late 1960s. Various revisions to the plan over time have been made through Zoning, Subdivision Plats, Site Plans and Uses Permitted Upon Review (Special Use Permit). The original development plan confined non-residential uses that were not accessory to the golf course to the perimeter of the Alvamar Development.

Office uses were developed on the southwest corner of Kasold Drive and Bob Billings Parkway. Commercial uses were developed on the northwest corner of Kasold Drive and Clinton Parkway. Similar areas for commercial and office development are located on the southeast corner of Wakarusa Drive and Bob Billings Parkway and the northeast corner of Wakarusa Drive and Clinton Parkway

Previously approved Development Plans and related subdivision plats along with their attendant revisions have served as a proxy for neighborhood planning in this area. Residential density is not discussed in this application. The proposed request does not alter the base district that includes residential uses in Lot 2 of the development.

Staff Finding – There are no adopted area or neighborhood plans for the area included in the proposed zoning and immediately surrounding area. The Alvamar PUD includes only the eastern portion of the area.

5. SUITABILITY OF SUBJECT PROPERTY FOR THE USES TO WHICH IT HAS BEEN RESTRICTED UNDER THE EXISTING ZONING REGULATIONS

Applicant's Response: *While the existing zoning is suitable at this time, to help with the redevelopment of the golf course, the new infrastructure, swimming pools, etc., the slight expansion between these two zonings aids in this redevelopment.*

A key consideration in the original application was an assessment of the residential and nonresidential uses. All non-residential uses were intended to be strictly accessory to the golf course. The applicant's request represents a proposal to allow for other non-residential uses that are not complementary to the golf course.

The applicant has not included any indication of a limitation on the office uses that may be developed, if approved, except via the development plan.

Table 3: Use Groups and Uses

Use Group, <i>Specific Use</i>	Typical Uses
Medical Facilities , <i>Health Care office, Health Care clinic. 20-1732</i>	Accommodations for use by physicians, dentists, therapists, and similar health personnel. Services are typically rendered and completed in three hours or less.
Animal Services , <i>Veterinary. 20-1710</i>	Veterinary offices, pet clinics and animal hospitals.
Office , <i>Administrative and Professional, Financial, Insurance & Real Estate, Payday Advance, Car Title Loan Business, and Other. 20-1744</i>	<ul style="list-style-type: none"> • Government offices, administrative offices, legal offices and Architectural firms. • Banks, insurance agencies and real estate firms • Payday advance businesses • Other types of office uses <p><i>Automated teller machines, drive-through windows or night drop windows are prohibited.</i></p>
Retail Sales & Service , <i>Personal</i>	Fine arts studios, martial arts centers, yoga or

Improvement Services. 20-1749.

Personal Convenience Services. 20-1748.

mediation studios or diet centers.

Neighborhood convenience stores, drugstores, smoke shops, drycleaners, beauty salons, tanning and nail salons and massage therapy.

Uses in this group are currently located along the boundary roads of the Alvarado Planned Unit Development. The addition of uses permitted by the RMO District is not suitable in this location as it is an encroachment of non-residential uses in the neighborhood. Uses such as physical therapist, chiropractic services, yoga instruction, nutritional instruction and similar activities that are offered as an accessory service of the golf course facility or club membership are inherently different from the operation of the same use operated as an independent business. Further, the property is well suited to the current zoning of RM24-PD

Staff Finding – The subject property is well suited to the uses to which it has been restricted under the RM24-PD zoning. Office uses not accessory to the golf course are better suited along collector and arterial streets.

6. LENGTH OF TIME SUBJECT PROPERTY HAS REMAINED VACANT AS ZONED

Applicant's Response: *The original PUD of Alvarado dates back to the late 1960's. The golf course has recently changed ownership, and is in need of renovation. The proposals before the City are to aid in this renovation, which includes a new street to access the improvements. The previous zoning, PUD was deemed inappropriate by the City, due to numerous changes in the Development Code since the original development. So while the area is not "vacant", the existing facilities are out of date with the current planning practices. The proposed zoning is more appropriate for a 2016 development.*

The property included in this request, Lot 3, was rezoned from RS-2 with a PUD Overlay (Alvarado) to RM24-PD in November 2015 as part of the proposed Alvarado redevelopment. The approval included specific use restrictions applicable to the non-residential activity. Uses were specifically restricted as follows:

- Retail uses are permitted as accessory to the golf course only.
- Office uses were permitted as accessory to the direct operation of the golf course and banquet/reception facility (*Event Center*) or management of accessory uses directly associated with the golf course.
- Eating and Drinking Establishments including a nightclub (to be operated as a banquet/reception facility only), Fast Order Food, Quality Restaurant and Accessory Bar uses were permitted.
- Transient accommodations, including a hotel with not more than 24 guest rooms are permitted.

A significant discussion in the original consideration was the allowance for transient accommodations that are not included in the most recent revision to the Preliminary Development Plan. The use continues to be included as an optional permitted use but is not programmed in the initial development. Office uses were contemplated in the previous application and determined to be allowable as accessory to the golf course operations and associated accessory uses.

The area included in in the request is currently developed with a clubhouse and accessory buildings associated with the golf course. The property is not currently vacant. The current RM-14-PD has very recently been approved. This request is speculative in nature and there are no

substantive changes that have occurred in the community or the neighborhood that demand the area be reconsidered for an intensification of non-residential uses that are not immediately accessory and subordinate to the golf course.

Staff Finding – The area included in this request has recently been approved for limited non-residential uses. The property is not currently vacant.

7. EXTENT TO WHICH APPROVING THE REZONING WILL DETRIMENTALLY AFFECT NEARBY PROPERTIES

Applicant's Response: *The property is currently zoned RM24-PD. The proposal of RMO-PD will not detrimentally affect the nearby properties. The current plan is to provide a new street from Bob Billings Parkway to the center of the Alvamar Country Club. This street will serve as the primary entrance to the area, and therefore mitigate any possible infringement on adjacent properties.*

As discussed earlier in this report and in previous reports related to this development access to the area is limited to the existing Crossgate Drive for the existing golf course amenities and residential uses. It also will serve the proposed expanded golf course amenities as well as additional new residential development. Because of the existing inadequacy of the street design for the north leg of Crossgate Drive a new public street segment is required to provide connectivity from Bob Billings Parkway to the development area. The phasing of this street connection is discussed in the Preliminary Development Plan report.

The approved zoning allows limited non-residential uses directly associated with the golf course. Uses that are commercial in nature or separate from the golf course are not permitted as they are not appropriately located within an interior area of a neighborhood.

This plan relocates the banquet facility to Lot 1 and replaces the previously proposed facility with the proposed office use. Other uses included in Lot 3 have also increased in size from the original application. The intensity of an office use compared to a banquet facility is less. However, approval of the request will result in an increase in the amount of office uses not accessory to the golf course. Approval of the request establishes the zoning for potential other office uses that can generate higher traffic than a medical office use. This area is not designed or suitably located for an office park.

Traditional neighborhood design provides areas that are complementary and supportive to the neighborhood within proximity to the neighborhood most typically at the edges of the neighborhood. The original Alvamar neighborhood followed this same pattern type in the golf course development with non-residential non-golf course related uses located along the edges of the neighborhood and the social hub area of the neighborhood in the center composed of the golf course clubhouse as the key feature of the neighborhood. Golf courses are defined as a type of "Passive Recreation" use while swimming pools are defined as "Active Recreation".

The original development of Alvamar included the pool and a tennis facility located along Clinton Parkway, a neighborhood edge area. Since the original development land uses have changed and the existing pool and tennis center have been or are being relocated. The tennis center associated uses are located in other parts of the community and the pool area is proposed be relocated to Lot 3 as part of the redevelopment. Other than uses that are specifically accessory to the golf course non-residential uses are located to the boundary of the Neighborhood.

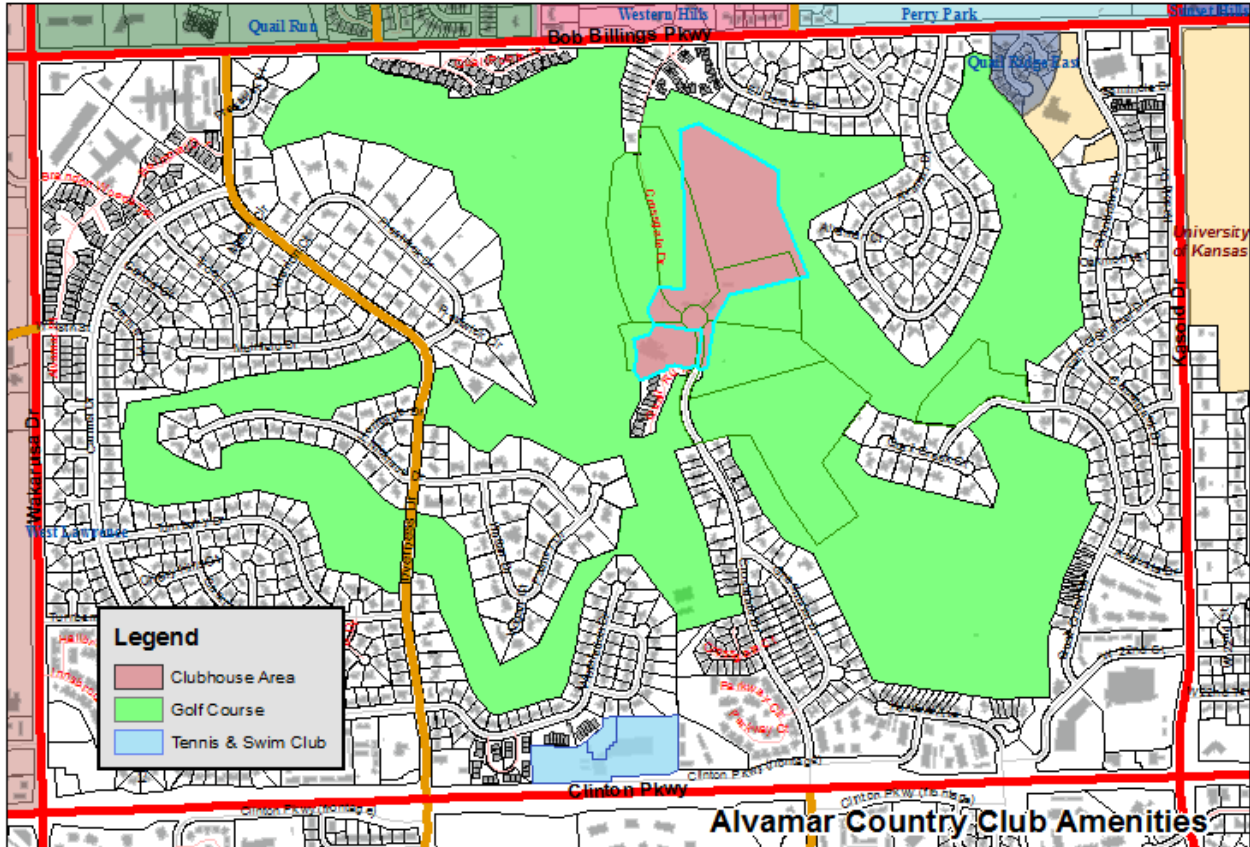


Figure 6: Collector and Arterial Street Network

- Yellow streets are collector streets
- Red streets are arterial streets

If approved, the integrity of the development is eroded by the addition of medium and higher intensity uses in a central portion of the neighborhood. These uses are associated with traffic and commercial operations that are atypical for the neighborhood. The addition of the new street segment offers residents and property owners along the north leg of Crossgate Drive to retain a separation from the additional traffic in the area. Additionally, the new street segment will provide improved vehicular access to the area thus mitigating negative impacts that result from increased traffic.

The south leg of Crossgate Drive will see increased traffic. Traffic calming was approved by the Traffic Safety commission in 2011 for Crossgate Drive. Improvements are not currently budgeted or designed. As funding becomes available for the project design of specific traffic calming will be initiated.

Staff Finding – Approval of the request alters the character of the neighborhood and introduces traffic and land uses to the interior of the neighborhood that are not typical of the existing development pattern. Residents along the south leg of Crossgate drive will be impacted by additional traffic from the proposed development. That traffic will be exasperated by an independent use not directly associated with the operation of the existing golf course.

8. THE GAIN, IF ANY, TO THE PUBLIC HEALTH, SAFETY AND WELFARE DUE TO THE DENIAL OF THE APPLICATION, AS COMPARED TO THE HARDSHIP IMPOSED UPON THE LANDOWNER, IF ANY, AS A RESULT OF DENIAL OF THE APPLICATION

Applicant's Response: *The gain to the public is to help insure the longevity of Alvamar County Club as a whole.*

The current proposal is to help eliminate the hardships that Alvamar County Club have been dealing with for years, which is what lead to the eventual sale of the club. If this zoning were denied, this hardship would continue, and thereby not provide a viable source of income to help with the improvements.

Evaluation of this criterion includes weighing the benefits to the public versus the benefit of the owners of the subject property. Benefits are measured based on anticipated impacts of the rezoning request on the public health, safety, and welfare.

The applicant has argued that the recent and proposed requests to intensify use will provide a revenue stream that will go toward supporting the golf course. However, the recent entitlements for Multi-Dwelling structures and golf course enhancements have substantially increased revenue potential and no information from the applicant is provided to support this continued justification. This request opens the door to non-golf course commercialization of the property under control of the owner which would unintentionally bring in significant traffic on a local street. The hardship has not been substantiated and does not, in staff's opinion, outweigh the value of maintaining residential and golf course uses at this location. The applicant will maintain the RM24 zoning as a way to increase revenue.

The current golf course (including all proposed development area) includes 301 acres. Development of the existing golf course as some other future use if the proposed redevelopment is not successful will require new land use entitlements including the assessment of zoning, subdivision plat design, interior street access design and the extension of adequate public infrastructure.

The previous traffic study included an assessment of office uses for up to 4,000 SF of space. Half of that space was assigned to operations and maintenance of the golf course while the remaining space, approximately 2,000 SF would be available for other "independent" office uses. The approved zoning and development plan expressly prohibited independent office uses as part of the scope of the proposed redevelopment. The proposed development plan shows a 27,000 SF fitness/wellness/clubhouse use located in a two story building and a 19,200 SF "Sports Medicine" use.

There are existing spaces zoned for office uses located along the edges of the neighborhood for tenants interested in locating in an area with proximity to the golf course. The existing zoning and development plan allow for a wide variety of practitioners to be located in existing buildings in the development as an accessory use to the golf course so long as they do not operate as an independent provider. Denial of the request does not exclude the provision of some types of medial office type uses (physical therapy, massage therapy, chiropractic services, and similar uses). The existing zoning and development plan limits these uses to those services provided through the country club as an accessory use. Not as another on-site primary use independent of the golf course.

The request allows a wider variety of uses (*Health Care Clinic*, Financial, Insurance, Real Estate office uses such as banks and professional offices, *Veterinary Office/Clinic* uses, and even *Payday Advance/Title Loan Businesses*). These uses are not appropriate at this location. If the Commission chooses to recommend approval staff strongly recommends that uses be limited.

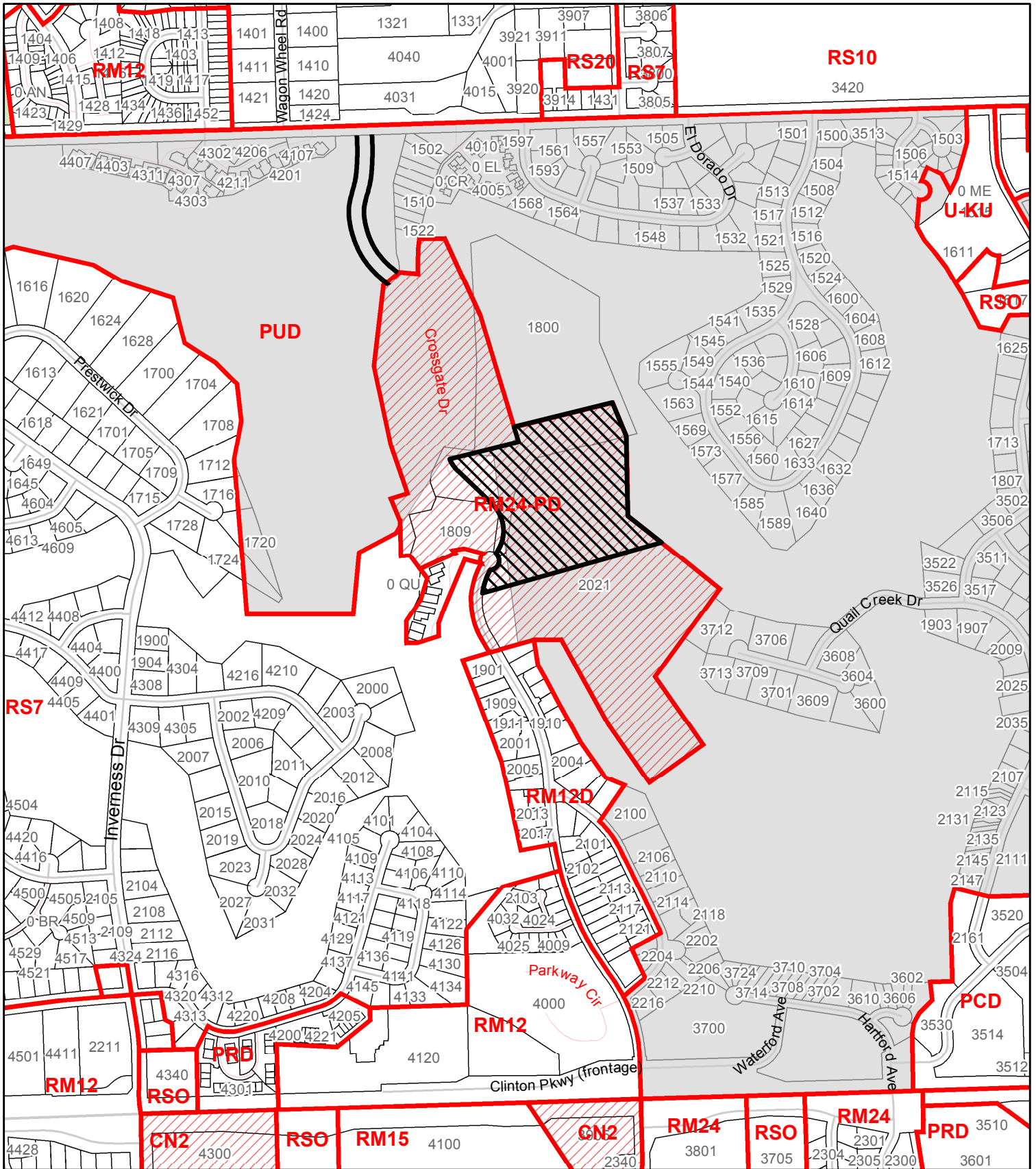
Staff Finding – Economic hardship has not been established and does not outweigh the gain to the public by denying the request. The property has already been intensified with the recent adoption of RM24-PD zoning and commercialization of the interior of Alvamar would not serve the public's interest.

9. PROFESSIONAL STAFF RECOMMENDATION

Staff does not recommend approval of the proposed request because it permits non-residential uses that are also not accessory to the golf course in an area that was planned as an extensive open space area surrounded by low-density residential uses.

CONCLUSION

While this one use has limited impact to the surrounding neighborhood, RMO zoning is not compatible in this application and the RM24-PD provides a suitable district for the surrounding uses and proposed development.



**Z-16-00026: Rezone 14.2 acres from RM24-PD District to RMO-PD District
 Located 1800, 1809 & 2021 Crossgate Drive**



Please indicate the reason for requesting rezoning.

Since we have begun the process of looking at redevelopment in the Alvamar area, we have been approached by several individuals that see an advantage and/or synergy of medical office uses to be associated with the golf course. We feel it is more appropriate for an RMO (office) zoning than an RM zoning, in which we would list these uses as accessory.

1. How does the request conform with the Comprehensive Plan, Horizon 2020?

A key feature of Horizon 2020 is that it supports infill development and redevelopment (see chapter 3 “General Plan Overview”). We feel this goes along with what we are trying to accomplish.

Our proposed RMO zoning is still technically a residential zoning, with limited office use to be included. The current proposal follows very closely with what Horizon 2020 would call a “mixed-use redevelopment center” (Chapter 4). The proposal would provide for a variety of residential offerings, office, and several recreational uses.

We also feel like our proposal goes along with the following chapters in Horizon 2020:

Chapter 8: Transportation – This will be met by providing a new and safe path to the proposed facilities.

Chapter 9 – This chapter references open space and recreation. While our proposed development is located on approximately 50 acres, all of the Alvamar Country Club exceeds 300 acres. By allowing the development in the proposed location, this will facilitate the existence of the open space and the continuation of the existing drainage channels.

Chapter 12: Economic Development - While this may not be an “economic development” plan based on employment growth, it is fair to argue that at the very least from a tax base standpoint, this proposal certainly helps maintain the tax base, if not increase it. If the proposal is denied, and Alvamar Country Club is not redeveloped, as proposed, it would be very conceivable that the tax base would suffer in this immediate area.

2. To what extent will approving the rezoning detrimentally affect nearby properties?

The property is currently zoned RM24-PD. The proposal of RMO-PD will not detrimentally affect the nearby properties. The current plan is to provide a new street from Bob Billings Parkway to the center of Alvamar Country Club. This street will serve at the primary entrance to the area, and therefore mitigate any possible infringement on adjacent properties.

3. Describe the character of the neighborhood.

The “neighborhood” consists of a private country club facility of approximately 30,000 square feet, a public clubhouse, cart barns, and two golf courses. Part of this should include the swimming pool, which is currently located at Bishop Seabury (Alvamar’s old tennis facility).

4. What is the suitability of the subject property for the uses to which it has been restricted under the existing zoning regulations?

While the existing zoning is suitable at this time, to help with the redevelopment of the golf course, the new infrastructure, swimming pools, etc., the slight expansion between these two zonings aids in this redevelopment.

5. What is the length of time the subject property has remained vacant as zoned?

The original PUD of Alvamar dates back to the late 1960's. The golf course has recently changed ownership, and is in need of a renovation. The proposals before the City are to aid in this renovation, which includes a new street to access the improvements. The previous zoning, PUD, was deemed inappropriate by the City, due to the numerous changes in the development code since the original development. So while the area is not "vacant", the existing facilities are out of date with the current planning practices. The proposed zoning is more appropriate for a 2016 development.

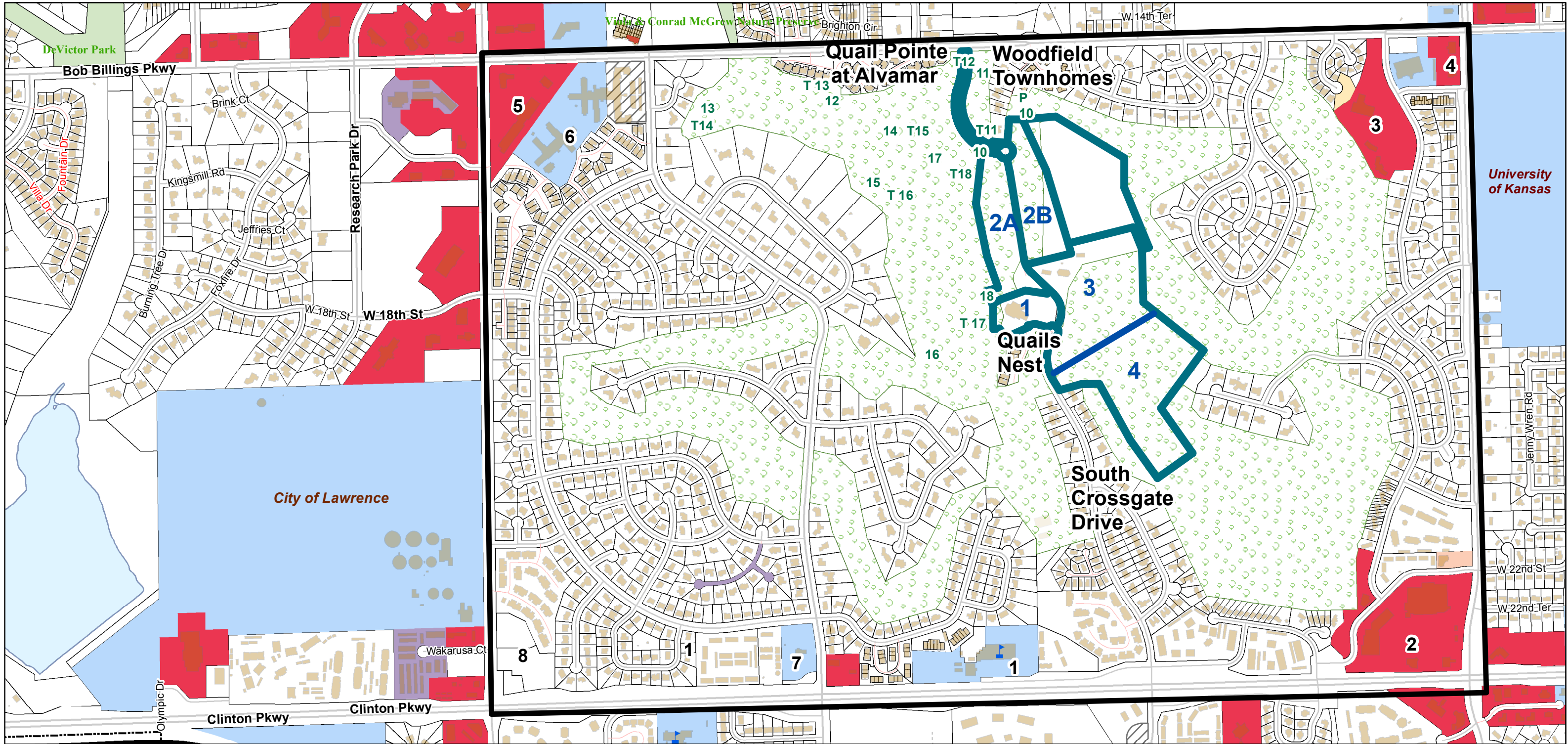
6. What is the gain, if any, to the public health, safety, and welfare if this application were approved as compared to the hardship imposed upon the landowner, if any, as a result of denial of the application?

The gain to the public is to help insure the longevity of Alvamar Country Club as a whole.

The current proposal is to help eliminate the hardships that Alvamar Country Club have been dealing with for years, which is what led to the eventual sale of the club. If this zoning were denied, this hardship would continue, and thereby not provide a viable source of income to help with the improvements.

DISCLAIMER NOTICE
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

Alvamar Neighborhood



1. Bishop Seabury Academy
2. Hyvee Shopping Center
3. University of Kansas - Continuing Education and Offices for Design and Construction
4. McGrew Real Estate Offices
5. Wakarusa Marketplace - Bob Billings Parkway & Wakarusa
6. Brandon Woods
7. Good Shepard Lutheran Church
8. Vacant neighborhood commercial land

Legend

Parcels	Land-Use_April2012	Commercial	Universities
golf_Course	Generalization	Industrial	NAME
	No Value	Institutional	Haskell Indian Nations University
	Mixed Use	Utility	University of Kansas



From: [Douglas Lawrence](#)
To: [Paul Werner](#)
Subject: Re: Alvamar - elevations / In Progress
Date: Monday, March 14, 2016 10:41:16 AM

Paul

I appreciate you being willing to dialogue with me. I am a third-generation Californian and I have lived, off and on, on the California coast. When I see something that is supposed to be bucolic I think of images like this from Menlo Park where I lived for 24 years.

Be inspired!

Thanks

Doug



Sent from my iPhone

On Mar 14, 2016, at 8:12 AM, Paul Werner <paulw@paulwernerarchitects.com> wrote:

We may just have to see the final product....

Hopefully it will be better than what you think you are starring at...

Have a great week
Paul

Paul Werner
Paul Werner Architects
123 W 8th, Suite B2
Lawrence, Kansas 66044
(785) 832-0804
(785) 832-0890 fax

From: Douglas Lawrence [<mailto:dlawrenceconsult@mac.com>]
Sent: Friday, March 11, 2016 4:17 PM
To: Paul Werner
Subject: Re: Alvamar - elevations / In Progress

Paul

It is gracious of you to send me these.

"**Bauhaus Industrial**" comes to mind. I hope that's not too harsh. Perhaps you were messing with me...just a little.

Assuming, though, that you were serious, I apologize in advance for what I am about to say.

My concern was that there was absolutely no charm in the original elevations, and they looked very out of place with the country ambience of the course. I continue to be concerned that we are giving away a heritage which, of course, your developer now owns outright.

I hope your weekend is also pleasant.

Doug

On Mar 11, 2016, at 4:04 PM, Paul Werner <paulw@paulwernerarchitects.com> wrote:

Doug...

I hope this is more to your liking...

Let me know what you think...
Have a great weekend..

Thanks
Paul

Paul Werner
Paul Werner Architects
123 W 8th, Suite B2
Lawrence, Kansas 66044
(785) 832-0804
(785) 832-0890 fax

<16-0311 - Elevations In Progress.jpg>

<image002.jpg>

From: [Douglas Lawrence](#)
To: [Sandra Day](#)
Subject: Alvamar apartments
Date: Friday, February 05, 2016 12:21:28 PM

Thank you, Sandy, for taking time to answer some questions regarding the Alvamar project with me last week.

Having looked at the elevations for the new apartment structures, I was surprised and alarmed to find that they had so little architectural interest and/or detail.

It appears that the developer is replacing what was an incredibly bucolic scene along Crossgate with something resembling postwar (WWII) quick building aesthetics. Profitability at the cost of sensibilities seems counterproductive to me. That might be naïve, but disturbing nevertheless.

As a resident of the Alvamar community, I am very concerned that our property values and our sense of "place" will change drastically with this development.

I am writing this so that you will have a record of the concerns of at least one of the residents.

Doug Lawrence
2106 Greenbrier Dr.
Lawrence, KS 66047
650-2 07-8240

Sent from my iPhone

From: [Douglas Lawrence](#)
To: [Paul Werner](#)
Subject: Re: Alvamar
Date: Friday, February 05, 2016 4:34:31 PM

Paul

Thank you for your response.

I was told that the elevations I saw were most likely filed as final. I would love to see how they evolve. Your desire to create a destination for golf enthusiasts as a way to keep Alvamar moving forward is admirable.

My concern is that this current iteration of drawings looks less like Carmel and more like a senior citizen's or student's housing structure.

My property value only stays level or higher when your original goal is achieved.

I'm sure you can understand my concern.

As I have said to you in the past, I wouldn't want your job!

I hope you have a good weekend as well.

Doug

Douglas Lawrence
dlawrenceconsult@me.com

On Feb 5, 2016, at 4:07 PM, Paul Werner <paulw@paulwernerarchitects.com> wrote:

Mr. Lawrence,

I received your comments from Sandra Day this afternoon. Sorry to hear you were not happy with the preliminary elevations. I would ask that you withhold judgment on the overall project while we work out the details. There are a lot of parts with the proposals, so not all the pieces can be addressed at once, or in extensive detail.

I look forward to being able to discuss the project with you in the future.

Have a great weekend.
Paul

Paul Werner

Paul Werner Architects

123 W 8th, Suite B2

Lawrence, Kansas 66044

(785) 832-0804

(785) 832-0890 fax

From: [Sandra Day](#)
To: [Sandra Day](#)
Subject: FW: A Request
Date: Thursday, March 10, 2016 4:47:26 PM
Importance: High

From: Weinberg, Jeffery B. [<mailto:jweinberg@ku.edu>]
Sent: Thursday, March 10, 2016 10:09 AM
To: Mike Amyx; Leslie Soden; Stuart Boley; Matthew Herbert; Lisa Larsen
Cc: Diane Stoddard
Subject: A Request

Friends and Colleagues:

I have lived in Lawrence for nearly 55 years, and I have never found myself in a position that I needed to ask any Commissioner for assistance in any personal matter. In my years as Assistant to the Chancellor and as the representative of KU and of the Chancellor to the City of Lawrence, and as a faculty member, I worked hand-in-hand with City staff and Commissioners, neighborhoods, and developers on issues, some of which seriously divided town from gown. However, we did resolve what seemed to be the impossible, in a spirit which makes Lawrence such a wonderful place in which to live, and a city that is so easy to love.

My wife and I live in Quail Pointe at Alvamar, and when the redevelopment plans were first released, I tried to calm the concerns of some of our neighbors. In doing so, I relied on public comments by the developer that where we live, along the "private side" of Alvamar golf course in Quail Pointe, would remain a golf course with all of the natural beauty that enhances our homes, and our lives.

Last week, in another iteration of the "new" Alvamar, we began to hear vague suggestions from the developer that the private course behind our homes may be converted into putting greens, practice ranges, and/or practice holes. If the developer is granted a request to rezone the land that adjoins our homes, the accompanying human traffic and clamor will effect us in a manner that we never conceived would be possible, and the value of our homes and of our neighborhood will decline. The Lawrence residents who make up Quail Pointe at Alvamar are dedicated to Lawrence, and it would be impossible to quantify their leadership and dedication on boards and commissions in service to our City and to Kansas, and their homes and their lives do not deserve to be devalued by a new private development. No one in Quail Pointe is against change and new development in Lawrence, and many of the residents of Quail Pointe have in fact been change agents in our City and our State. However, in this instance, we are faced with totally unexpected and major alterations in the plans of a developer that could literally destroy a neighborhood.

I write to ask that the City of Lawrence make it very clear, at the earliest opportunity, that the Commission will deny the developer of Alvamar any change in zoning that would allow the land that adjoins the homes in Quail Pointe at Alvamar to be used for any purpose other than as currently zoned: as a golf course. The history of the new development for Alvamar has been fluid, and as homeowners with great pride of place, we turn to the leaders of our City to help us to preserve our beautiful neighborhood, our homes, and our lives.

Thank you for your thoughtful consideration, and for your dedication and service to our City.

Jeff Weinberg
4403 Quail Pointe Road
Lawrence, Kansas 66047



RECEIVED
 MAR - 3 2016
 City County Planning Office
 Lawrence, Kansas

Anvils • Forges • Related Items

Mike Moddrell
 Home: 785-842-6319 • Cell: 785-691-6349
 Lawrence, Kansas

Buy  Sell  Trade

2/29/16

DEAR COMMISSION

I phoned MS. Sandra Day 2/29/16
 and voiced my concern about the
 rezoning of all "lots" and development
 plan for "ALVAMAR GOLF COURSE"

I told MS. DAY T FRITZED is a
 wuss and will do a BIT & SWIFT
 on any project he does.
 He is not to be TRUSTED!

The people of ALVAMAR will pay
 a price if you deal with this
 JOKER!

Sincerely
 Michael Moddrell

March 9, 2016

Lawrence City Commission / City & County Planning Commission
PO Box 708
Lawrence, KS 66044

To all those concerned:

The Quail Pointe at Alvamar Homeowner's Association consists of 29 private homes situated on Bob Billings Parkway and immediately adjacent to the back nine holes of the private side of the Alvamar Golf Course. The new ownership of Alvamar held a number of meetings last fall and explained their plan to improve the club. At those meetings it was explained that about 292 new apartment buildings would be constructed on or near Crossgate Drive and that a new street intersection would be built west of the existing intersection of Bob Billings Parkway and Crossgate Drive. The new owner also promised that the golf courses would remain intact and in use with a minor change on the private side at the green on #11 and the tees on #12 to accommodate the new street entrance for Crossgate.

The neighborhoods and the city mostly agreed with these changes as needed by the new owner to keep the golf course solvent.

Now the new owner is asking for some major changes in zoning to allow more apartments and to possibly close some of the golf course fairways. The change would increase the apartments to 392 and might even include some business rental space.

The neighborhoods are concerned that if the golf course is closed in their vicinity that the private home values would drop and that the neighborhood would not be as nearly as desirable as it is now.

CLOSING AN ENTIRE NINE HOLES ADJACENT TO ANY EXISTING NEIGHBORHOOD WOULD BE A REAL BLOW TO THE NEIGHBORHOOD.

Before the City agrees to such new zoning changes we at Quail Pointe at Alvamar would plead with the City to not agree to more zoning changes until a legal agreement could be reached that would guarantee that parts of the golf course could not be revised in the future to allow apartments or streets or other business construction to take over the green area that is existing. It might require a conservation easement for a park that is approved by the City.

We remember the promise that was made last fall and request that the City work with the new owner to maintain the promise. The residents that live around the Alvamar CC and golf course are proud of their homes and their locations and wish to stay in a good relationship with the new owners if at all possible.

Respectfully,
Quail Pointe at Alvamar Homeowner's Association

A handwritten signature in black ink, appearing to read "Warren Corman". The signature is fluid and cursive, with a large initial "W" and a long, sweeping underline.

Warren Corman, President

February 23, 2016

ALVAMAR COUNTRY CLUB

- + In the fall of 2015 there were several large meetings at Alvarmar CC by the potential new owners to describe their intentions to the public and to the members
- + It was said that some new apartment houses or multi-family facilities would be built along Crossgate Drive to help pay for the new improvements that are planned
- + It was made plain that dues for 2016 would remain the same as for 2015
- + In January it was announced that the dining facility would be closed for the entire month of January
- + Dining dues for January had already been collected in December 2015
- + Then late in January it was announced that the dining facility would also be closed for February
- + Then in February it was learned that the dining facility would be remodeled and would be closed for a long period of time that was not yet determined
- + Dues were still being collected monthly even though there was no dining service at Alvarmar
- + During this time period it was determined that a new road entrance off of Billings Parkway would have to be built to serve the expanded use involving new apartment facilities
- + It was said that this new road would require some minor modifications to fairway #11 and the tee area for #12 on the private course to accommodate the new entrance road to Crossgate Drive
- + It had been stated that this would be the only modifications to the private course side of golfing
- + Recently it is being rumored that the back nine holes of the private side might be closed
- + This is not what has been promised
- + Closing the back nine of the private course would be the first step in a long range plan to ask for rezoning for more streets and multi-family facilities and perhaps other business ventures
- + This procedure does not leave the public, especially those living near the golf course, with any trust for the operation of the new owner
- + Closing nine holes of the private course would not lead to good care and management of the grounds
- + The City Commission needs to make sure that the promises made will be kept
- + The public will be watching this operation closely

From: Douglas Lawrence [<mailto:dlawrenceconsult@me.com>]

Sent: Sunday, March 20, 2016 7:27 PM

To: Sandra Day

Subject: Monday Alvamar Meeting

Hi Sandy

I have some photos that could be loaded for Monday night's meeting.
I don't know the protocol, but I thought I would give it a shot.

Doug

Douglas Lawrence
dlawrenceconsult@me.com





PLANNING COMMISSION REPORT
Regular Agenda -Public Hearing Item

PC Staff Report
3/21/2016

ITEM NO. 5B: PRELIMINARY DEVELOPMENT PLAN FOR ALVAMAR; 1800, 1809, 2021 CROSSGATE DR (SLD)

PDP-16-00052: Consider a Revised Preliminary Development Plan for Alvamar PD, Lots 1, 2a, 2b, and 3, located at 1800, 1809, & 2021 Crossgate Dr. Submitted by Paul Werner Architects, for Eagle 1968, LC, (contract purchaser). Alvamar Inc. is the property owner of record.

STAFF RECOMMENDATION ON PRELIMINARY DEVELOPMENT PLAN: Planning Staff recommends approval of PDP-16-00052 Alvamar Preliminary Development Plan (also serving as the Preliminary Plat) based upon the findings of fact presented in the body of the staff report and forwarding a recommendation for approval to the City Commission subject to the following conditions:

1. The applicant shall provide a revised Preliminary Development Plan that includes the following notes:
 - a. Applicant shall execute an agreement, at the time of recording the Final Plat, not to protest the formation of a benefit district, for a period of 20 years, for the installation of a traffic signal at the intersection of Bob Billings Parkway and the new street, if one is determined by the City Engineer to be needed in the future.
 - b. The development shall include the installation of traffic calming devices installed on Crossgate Drive north of Clinton Parkway to mitigate concerns of the neighbors. The timing of the installation shall be prior to issuance of a certificate of occupancy for any residential structure. The design of the improvements shall be coordinated with the Public Improvement Plans for the development.
 - c. Per section 20-1009 (b) of the Land Development Code, any use of artificial turf, located on any lot or as part of the golf course, shall require City Commission approval prior to installation.
 - d. The development shall adhere to the construction and phasing plan as approved by the City Commission.
2. The applicant shall provide a revised Preliminary Development plan that includes the following changes:
 - a. Revise the width of the 30' access/utility easement for the "private street segment" to include sidewalks on both sides of the private street.
 - b. Revise drawing to remove all references to "Sports Medicine".
 - c. Revise drawing to provide parking for the chapel use.
 - d. Revise parking table to show the required parking for the Banquet Facility based on the standard for *Event Center, Large* at 1 space per 4 occupancy. This correct parking requirement should show 103 spaces.
 - e. Revise the parking table per this staff report to show the total required off-street parking.

Reason for Request: This plan represents a change to the approved Preliminary Development Plan in excess of what could be considered as a Final Development Plan. This request includes a change in the type and number of dwellings proposed for Lot 2B, includes a new use shown on Lot 3 (Sports Medicine) and revisions to Lot 1 to renovate and expand the existing clubhouse.

In addition to this application, the applicant has submitted a rezoning request to allow office uses on Lot 3.

KEY POINTS

- Proposed request modified Lot 1 to accommodate the retention of the existing clubhouse and includes building additions.
- Modifications to Lot 2 include a change in the building orientation, revised housing type to include duplex units and a building for independent, senior housing.
- A chapel use has been added to Lot 2
- Lot 3 includes revisions to the pool and fitness/wellness center and includes a new building labeled "Sports Medicine", this use is defined in the Land Development Code as *Health Care Office*.
 - This use also requires the property to be rezoned to allow for independent office uses that are not accessory to the golf course.
 - The previous plan included a banquet facility and 24 guest rooms on Lot 3. The revised plan relocates the banquet facility to Lot 1 as part of the renovated clubhouse and does not include a current proposal for the 24 guest rooms.
- A construction phasing plan has been developed per a condition of the previous Preliminary Development Plan and is attached.

FACTORS TO CONSIDER

- Compliance with Development Code.
 - Adequacy of off-street parking.
 - Area, Height, Bulk and massing design.
 - Adequacy of open space.
- Conformance with *Horizon 2020*.

ASSOCIATED CASES/OTHER ACTION REQUIRED

Associated Cases

- Z-14-00552; RM24-PD; Ordinances 9154.
- SUP-15-00389; *Active Recreation Uses* in RM24-PD district
- PP-14-00554; Alvamar One Preliminary Plat; application replaced by PDP-15-00247.
 - The preliminary plat elements are updated by this application.
- PDP-15-00247; Approved by the City Commission on Oct. 27, 2015 subject to conditions.
- Z-16-00026; RM24-PD to RMO-PD, concurrent with this application.
- PF-16-00051; Final Plat, administrative review concurrent with this application.

Other Action Required

- City Commission approval of Preliminary Development Plan and requested modifications.
- Submittal and approval of Final Development Plan.
- Recording of Final Development Plan and Final Plat with the Douglas County Register of Deeds.
- Submission and approval of public improvement plans.
- Building permits must be obtained prior to construction of structures.

PLANS AND STUDIES REQUIRED

- *Traffic Study* – Revised Traffic Study was provided for project to reflect changes in use.
- *Downstream Sanitary Sewer Analysis* – The downstream sanitary sewer analysis and cover letter dated January 11, 2015 provided by Landplan Engineering was reviewed and accepted

for this project to satisfy the criteria required for the DSSA as outlined in Administrative Policy 76.

- *Drainage Study* – The drainage study dated 2-11-2016 meets the specified requirements and is approved. Any major changes to the submitted plan will require a revision to the drainage study.
- *Retail Market Study* – Not applicable to this request.

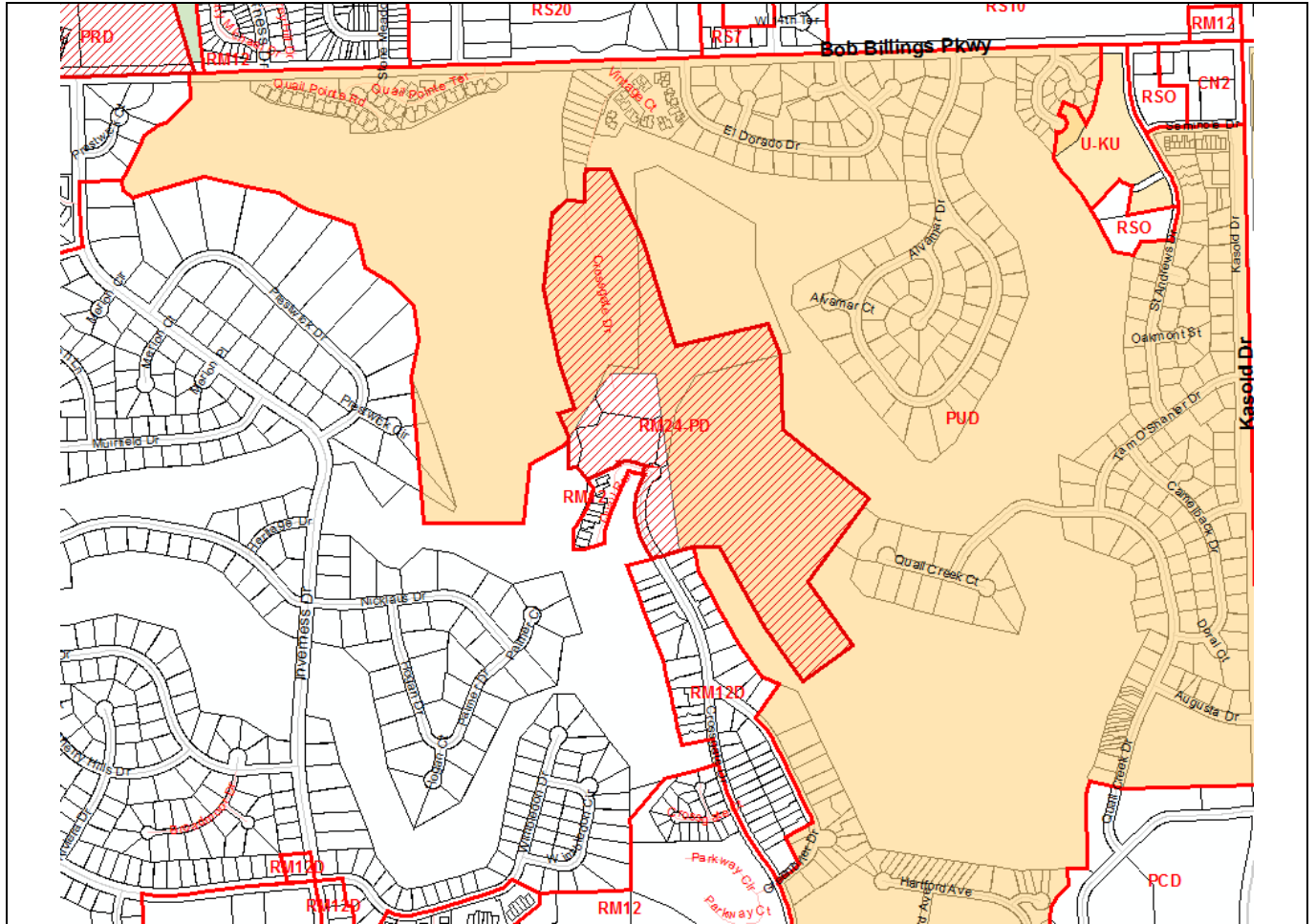
ATTACHMENTS

1. Approved Preliminary Development Plan.
2. Proposed revised Preliminary Development Plan.
3. Proposed residential building elevations
4. Proposed Final Plat – No action on the Final Plat is required by the Planning Commission.
5. Crossgate Drive on-street parking map.
6. Construction phasing plan
7. Parking Analysis provided by applicant
8. Drainage Study
9. Traffic Impact Study

PUBLIC COMMENT

- See list included in related rezoning request

GENERAL INFORMATION	
Current Zoning and Land Use:	RM24-PD (Multi-Dwelling Residential Planned Development Overlay) District. Existing golf course and amenities.
Surrounding Zoning and Land Use:	<p>Alvamar Planned Unit Development. Golf course and residential development to the north and east and west of proposed Lot 2 and east of lots 3 and 4.</p> <p>RM12 (Multi-Dwelling Residential) District to the south of the existing clubhouse, Quails Nest Neighborhood Association, existing duplex homes located along Quail Run Street (A private Street) and RS7 (Single-Dwelling Residential) District. Existing development consists of a portion of the Alvamar Golf Course located on the west side of Crossgate Drive.</p> <p>RM12D (Multi-Dwelling Residential Duplex) located along Crossgate Drive south of proposed Lot 3. Existing detached and attached housing.</p>



The application submitted for a Preliminary Development Plan assumes approval of the proposed RMO-PD request for Lot 3 as shown on the attached plan. The staff recommendation included in the rezoning report does not support approval of the proposed RMO-PD district and does not support the location of office uses that are not immediately accessory to the operation and management of the golf course and its accessory uses within this development.

The previous application included a discussion of the compliance of the project with the adopted Subdivision Regulations. The preliminary plat element of the Alvarado project was approved with the previous development plan (PDP-15-00247; Approved by the City Commission on Oct. 27, 2015 subject to conditions). This plan includes the remainder of the Jayhawk Golf Training Center Addition which will be replatted as a tract as shown on the attached Final Plat. This report does not include a discussion of the subdivision regulations.

Alvarado Golf Course.

The current Alvarado Golf Course is made up of two 18 hole courses. The course on the east side of Crossgate Drive is designated as the “public course” and the course on the west side of Crossgate Drive is designated as the “private course”. The submission of this application indicates that the proposed development will result in a change to the golf course facility from 36 holes to 27 holes. This application does not address specific changes to the management or design of the golf course with the exception of the required public street extension from Bob Billings Parkway and the addition of a detention pond located on the south side of Bob Billings

Parkway. Modifications to the golf course are not subject to site plan or development plan review.

This application has resulted in questions from the public regarding the area referred to as “The Back 9” that will presumably be taken out of service. Questions regarding the development potential, density and impact on infrastructure have been posed to staff for this area. It should be made clear that this application does not entitle any area outside of the boundary of the zoning and the development plan for development.

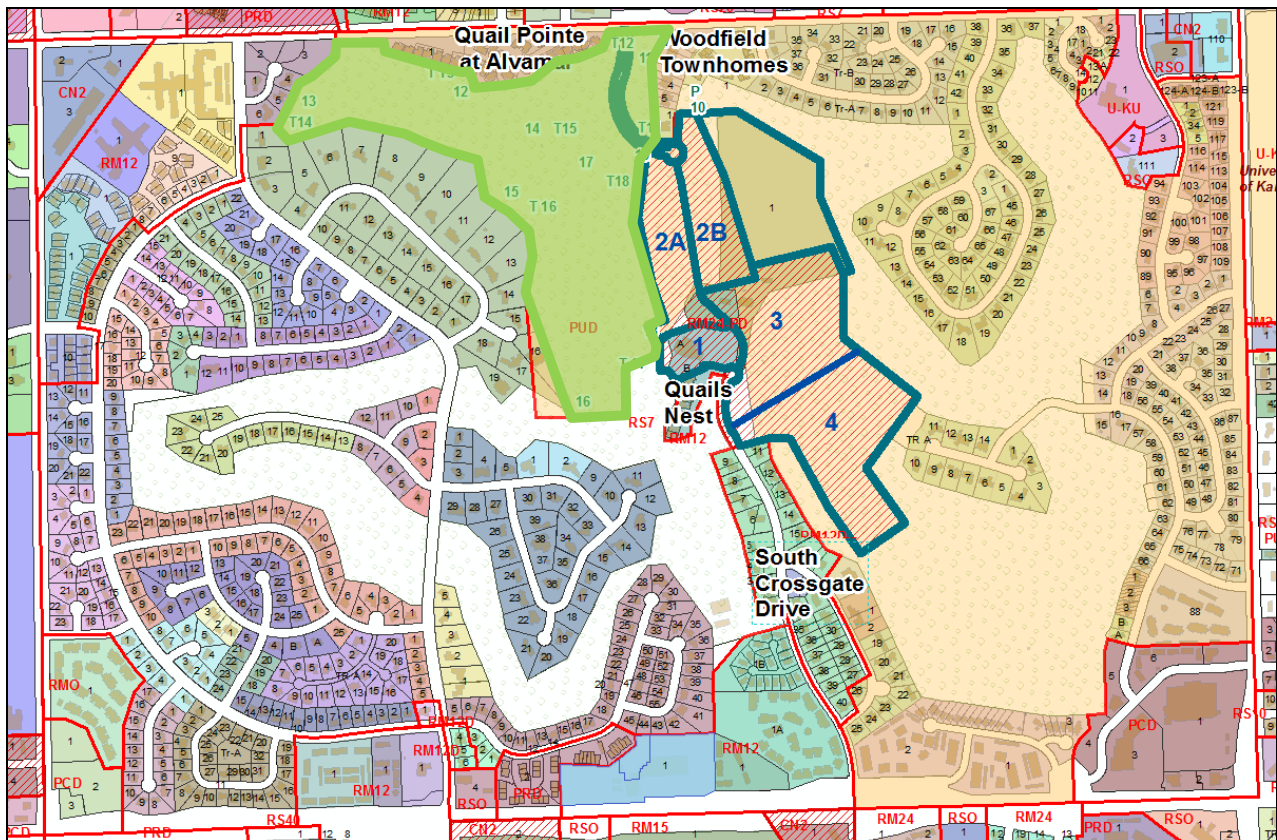


Figure 1: Back 9

- Back 9 is highlighted in green. The tee boxes and holes are located based on approximate location.

Future development of any portion of “The Back 9” would be considered a new and separate development application. It would require a complete zoning, subdivision, development plan and infrastructure review and related public hearings.

This application is a review of a specific area included in the attached Preliminary Development Plan drawing. Each lot is discussed separately in this report. The following is a brief description of each lot included in the Preliminary Development Plan and the Final Plat. Refer to the previous exhibit and the Cover Sheet of the development plan for location of each lot.

- **Lot 1** – Existing Clubhouse located at 1809 Crossgate Drive, located north of the Quails Nest neighborhood and on the west side of Crossgate Drive.

- **Lot 2** – Proposed residential development to be completed as a phased portion of the project.
 - Lot 2A – Located on the west side of Crossgate Drive, extended as a private street and north of the clubhouse.
 - Lot 2B – Located on the east side of Crossgate Drive, extended as a private street and north of Lot 3.
- **Lot 3** – Located on the east side of Crossgate Drive, extended as a private street to include non-residential uses.
- **Lot 4**- Located at the south end of the development on the east side of Crossgate Drive. No uses have been proposed for this lot. Future uses will require a new Preliminary Development Plan.
- **Tract A** – as shown on the Final Plat is the remaining area of the original plat of the University Golf Training Facility. Specific development is not proposed for Tract A other than continued operation of the training facility with associated buildings located on Lot 3.

The following table provides a general summary of the proposed development.

SITE SUMMARY					
	Area (Acres)		Unit Count Summary		Required at 20% of lot
Lot	Approved PDP	Revised PDP	Approved PDP	Revised PDP	Revised PDP Open Space
Lot 1	2.63	3.41	Maximum: 63 Units Proposed: 0 Units	Maximum: 63 Units Proposed: 0 Units	Required: .68 Acres Proposed: 1.60 Acres
Lot 2	15.98	15.5	Maximum: 384 Units Proposed: 292 Units	Maximum: 372 Units Proposed: 392 Units Calculated 209 Units	
Lot 2A	NA	7.90		168 Units [Multi-Dwelling] 96 Calculated Units	Required: 1.58 Acres Proposed: 3.55 Acres
Lot 2B	NA	7.60		164 Units [Mixed Dwelling] 113 Calculated Units	Required: 1.52 Acres Proposed: 3.23 Acres
Lot 3 **	13.99	14.22	Maximum: 336 Units Proposed: 0 Units	Maximum: 336 Units Proposed: 0 Units	Required: 2.84 Acres Proposed: 7.00 Acres
Lot 4	17.32	17.32	Maximum: 416 Units Proposed: 0 Units	Maximum: 416 Units Proposed: 0 Units	Required: 3.46 Acres Proposed: 17.32 Acres
Total	49.92	50.45*	Maximum: 1,198 Units Proposed: 292 Units	Proposed: 392 Units	
Notes:					
*Changes in area are attributed to additional detail available with newer information, surveys and detail development of project. Adjustment also attributed to changes in proposed right-of-way for Crossgate Drive.					
** Lot 3 proposed for RMO-PD zoning, not supported by planning staff.					

Planned Developments are designed to provide some level of shared parking. The initial parking assessment reviews the required parking per use as a discrete use with no shared parking. The distribution of parking, the location of parking lots, garages and on-street parking in proximity to a use is a site design consideration. The following table provides a gross summary of the required parking and the parking provided. Staff's calculation of parking includes uses that are shown on the plan and based on the requirements set in section 20-902 of the Land Development Code.

Parking Summary All Uses			
Use	Required	Provided (excludes on-Street)	Parking Shortage
Residential Uses (All)	644 spaces	603 spaces	41 spaces
Non Residential Uses	523 spaces	366 spaces	157 spaces
Total On-Street Parking		114 spaces	
Total Required Parking All Uses	1,167spaces	1,083 spaces	84 spaces

Parking for each lot and group of uses is discussed separately.

Discussion of Plans and Studies.

A. Traffic Study

The original Preliminary Development Plan included a traffic study submitted by the applicant that included 612 total residential units, a 36 hole golf course and a variety of accessory uses, 6,000 Sf fitness/wellness center, a 15,000 SF event center and 24 units for transient accommodations. The conclusion of the study was that some improvements were needed to Clinton Parkway and to the north leg of Crossgate Drive where it currently intersects Bob Billings Parkway, as well as and a dedicated westbound left turn lane on Bob Billings Parkway.

As a result of that study and a discussion of the project, a new public street segment was proposed to eliminate the need to access the development from the north through the existing private street segment of Crossgate Drive (Woodfield Townhomes area).

The revised traffic study assumed a total of 356 total dwelling units, a 27 hole golf course, 30,000 SF of space in the clubhouse to be renovated (located on Lot 1), an 18,000 Sf fitness/wellness center, and a new 19,200 SF sports medicine use. Predictably, the overall traffic impact compared between the two studies is lower for the revised development.

- The proposed improvements to Clinton Parkway and to Bob Billings Parkway are not altered by the findings in the traffic study.

At this time the intersection of the new street with Bob Billings Parkway does not meet warrants for a traffic signal. With additional development a traffic signal that could be necessary in the future.

Recommendation: Staff recommends that the applicant execute an agreement not to protest the formation of a benefit district, for a period of 20 years, for the installation of a traffic signal at the intersection of Bob Billings Parkway and the new street, if one is needed in the future as determined by the City Engineer. This recommendation is typically included in a final plat recommendation but is included in this report as part of the overall traffic discussion.

Several comments have been received regarding this development related to the safety of Crossgate Drive. The north segment of Crossgate Drive is a private street that is not currently designed to City standards. As part of the construction of the new street segment connecting to Bob Billings Parkway access to the private street will be cutoff during development/construction activity with new access provided at the conclusion of the property. It is probable that the current intersection of Crossgate Drive and Bob Billings Parkway will become an emergency access only with restricted access. Daily traffic

accessing that street segment will be provided via a new intersection and may or may not include access control.

No changes to the south leg of Crossgate Drive from the Clubhouse to Clinton Parkway are proposed. Residents along this segment of Crossgate Drive have voiced concerns about traffic safety, speed, and lack of adequate sight distance. This segment of Crossgate Drive is an existing public street, and is on the list of previously approved but unfunded traffic calming projects.

However, the traffic calming cannot be designed until funding is available for the project. At this time funding is not designated for that specific project. On street parking along this segment of Crossgate is also restricted from the area south of Greenbrier to Clinton Parkway on both sides of the street and from the west side of the street north of Greenbrier to the Clubhouse (see attached map).

Recommendation: Staff recommends that the development include the installation of traffic calming devices, at the developments cost, to mitigate concerns of the neighbors. The timing of the installation shall be prior to certificate of occupancy for any residential structure. The design of the improvements should be coordinated with the Public Improvement Plans for the development.

B. Downstream Sanitary Sewer Analysis -

The preliminary development plan was accepted by the Department of Utilities as a conceptual plan only. The use proposed in the PDP appears to be consistent with the approved DSSA. The study used a maximum density for the entire development. The conclusion of the study was that there is sufficient downstream sanitary sewer capacity. There will be areas within the development that have a significantly lower density (pools, clubhouse, etc.) and thus will keep the overall impact lower than that assessed in the study.

The existing 8" water line is anticipated to have sufficient capacity and continue to be evaluated and modeled when information about fire flows are available for the development. This is typically provided at the time of a Final Development Plan.

Public improvement plans for both sanitary sewer and water will be required for the development. Public improvement plans must be submitted and approved prior to the recording of a final plat.

C. Drainage Study –

A Drainage Study was submitted for the development and was reviewed and approved by the City Stormwater Engineer. The study consists of a written report and a plan.

The plan proposes two detention ponds. A large pond will be located on the west side of the development near Bob Billings Parkway. The pond will be located outside of the development area and is considered an "off-site" improvement. This pond is expected to detain stormwater runoff north of Bob Billings Parkway to compensate for the additional runoff from the proposed development. A second detention pond is proposed on the east side of the development on Lot 3 that is more conveniently located and will detain the majority of the development runoff. Both ponds are designed to detain the 1% storm (or otherwise known as the 100-year storm) which complies the City's Stormwater Management Criteria.

Plans for the proposed development include an intention to grade areas included within the development area defined by the boundary of the proposed Preliminary Development Plan and areas outside of the area to generate the volume of fill needed for the new road construction. At this time a grading plan has not been submitted for this project but will be required as part of the Public Improvement Plans.

D. Retail Market Study –

Retail uses included in this project are expressly accessory to the operation and maintenance of the golf course. Retail activity is not permitted in the RM24-PD district except as approved in the development plan. All commercial uses included in the proposed development are accessory to the golf course. A retail market study was not required for this project.

STAFF ANALYSIS


Development Plan Discussion by Lot.

NON-RESIDENTIAL USES – DISCUSSION

Non-residential uses are located on Lots 1 and 4 of the proposed development. The primary use is the golf course. All uses are intended to be accessory to the golf course and its related amenities.

Lot 1: Existing Zoning is RM24-PD. No changes in the zoning are proposed for this project. Additionally, no residential uses are proposed for this lot. Lot 1 and the clubhouse provide the primary access and support for the golf course as a *Passive Recreation* use.

- The golf course use requires a total of 108 parking spaces

	Site Surface Summary			
		Existing	Proposed	Change
	Building (SF)	14,060	19,321	+5,261
	Pavement (SF)	61,386	59,524	
	Impervious (SF)	75,446	78,845	+3,399
			53%	
	Pervious (SF)	73,036	69,637	-3,399
			47%	
	Area (SF)	148,482	148,482	100%
	Acres	3.41	3.41	
	Common open space @ 20% =			29,697 SF
	Area Provided			69,637 SF
	Area Provided			1.59 Acres

Lot 1 includes the existing clubhouse that will be remodeled and the footprint increased to accommodate clubhouse uses and the *Event Center* uses. The existing building includes two stories located on the west side of Crossgate Drive. The rear of the building overlooks the golf course. The parking lot along Crossgate Drive includes 97 surface parking spaces. Various paths and sidewalks connect the lot to the surrounding development and golf course. North of the clubhouse, located on Lot 2, is a proposed chapel. This use is new to the development plan from previous versions. This feature is intended to be complementary to the *Event Center* use

for weddings and similar events but has potential to be rented to religious organizations for services.

- The Event Center requires a total of 103 parking spaces.
- The chapel use requires a total of 25 parking spaces. These spaces were not accounted for by the applicant in the proposed plan.

The existing building is located in the rear of the lot with open space provided largely located along the north and west sides of the building. The existing building complies with the building setbacks of the RM-24-PD District and allows a 5' interior sideyard setback. The site also exceeds the required open space. The applicant should be advised that changes to the development plan submitted for Final Development Plan that reduce open space on the lot may be considered a Major Change. Section 20-1304 (e) (2)(iii) require a rehearing and reapproval of a Preliminary Development Plan.

The primary uses of the clubhouse include support for the golf course and the banquet facility (*Event Center*). Off street parking for these two uses is summarized in the following table.

Required off-street parking – Lot 1 Uses	
<u>Use 1: Golf Course: <i>Passive Recreation</i></u> Parking Standard: 4 space per hole.	<u>Use 2: Banquet Facility: <i>Event Center, Large</i></u> Parking Standard: 1 space per 4 occupants (including staff/employee)
Proposed 27 holes	Proposed Banquet Facility with planned occupancy of 400 + 9 employees/staff
Required Parking for 27 hole Golf Course = 108 parking spaces.	Required parking for Banquet Facility for 409 occupants = 103 parking spaces
The total required parking for both uses is 211 spaces	
Total parking provided on Lot 1 is 97 spaces	
Spaces to be shared in development including residential uses 114 spaces	

The parking lot located east of the building and included in Lot 1 provides 97 parking spaces. Additional parking spaces for these uses are intended to be shared along the private street segment of Crossgate Drive and in the parking lot located on Lot 3.

Lot 3: Existing Zoning is RM24-PD; Proposed Zoning is RMO-PD. This lot includes 14.22 acres and is located on the east side of Crossgate Drive. This lot is intended for development of the pool and fitness/wellness center and will remain as the location for the University practice facility. These uses are accessory to the golf course as discussed in the original applications. Existing improvements include a clubhouse and cart barn that will be removed as part of the redevelopment.

Lot 3 also includes an 18,400 SF, multi-story building proposed for a "Sports Medicine" use. This use is intended as an independent, primary use that is a *Medical Office*. The use is not permitted in the existing RM24-PD zoning. A discussion of the use is included in the related zoning request Z-16-00026. Staff does not recommend approval of the proposed zoning that would also include a wide variety of *Office* uses in addition to the *Medical Office* use. This structure would need to be removed from the Preliminary Development plan if the rezoning is denied.

- This use requires a total of 64 parking spaces.



Existing clubhouse and cart barn proposed to be removed.

Site Summary; Lot 3; 14.22 Acres			
	Existing	Proposed	Change
Building (SF)	7,299	160,367	+ 153,068
Pavement (SF)	43,462	155,709	
Impervious (SF)	50,761	313,997	+263,236
		51%	
Pervious (SF)	568,502	303,187	-265,345
		49%	
Area (SF)	619,263	619,263	
Acres	14.21	14.21	
Common open space @ 20% =			123,852.60 SF
Area Provided			305,266 SF
Area Provided			6.96 Acres

The previously approved plan included a banquet facility (*Event Center, Large*) and 24 guest rooms (*Transient Accommodations*). This revised plan relocates the banquet use to Lot 1 and excludes the 24 guest rooms. The applicant has stated, that while not shown on the plan currently, a future request to provide the use may be submitted. The use remains a permitted use as part of the development plan. The location of the transient accommodations would either need to be included in the clubhouse building on Lot 1 or shown as a future use on Lot 3. A copy of the approved Preliminary Development Plan is attached to this report for reference.

- The Event Center Use requires a total of 103 parking spaces that are shared on Lots 1 and 3.

Lot 3 also includes a large pond located on the east side of the lot that will provide some of the stormwater detention for development. The site exceeds the required open space. The proposed buildings meet the required setback for the RM24-PD District and specifically the 25' front yard setback and the 5' interior side yard setback. Sidewalks and pathways connect the proposed amenities with the rest of the development.

Specific uses shown on Lot 3 are:

1. Pool Area – 40,000 SF that includes multiple pools and one and two-story cabanas.
2. Grill near pool area - 1,800 SF
3. Practice Range building Alvamar- 1,324 SF
4. University Practice Facility, 10,600 SF (basement & 1 story)
5. Fitness/Wellness/Clubhouse/Restaurant - 27,000 SF (two-story with basement)
6. Sports Medicine Building – 19,000 SF (two story with basement)

The north side of Lot 3 includes a practice field area. Located to the west of the Fitness/Wellness/Clubhouse/Restaurant building is a one-story 1,324 SF building intended as an accessory use to the golf course. Off-street parking for this use is captured in the golf course parking summary of 1 space per hole. Additional parking for the golf course use is not required. Located east of the Fitness/Wellness building is a two-story, 10,600 SF building labeled University Golf Practice Facility. This building provides separate locker rooms, team meeting room and coaches office space.

- This use requires 22 parking spaces.

The Fitness/Wellness/Clubhouse/Restaurant building includes two-stories and a basement totaling 27,000 SF. This mixed use building requires parking for each of the uses proposed within the structure. The proposed plan only provides parking for a portion of the restaurant use. The required parking for this building is likely to change as a F

- This use requires 104 parking spaces.

Lot 3 does not include any residential uses. Off-street parking for these uses is shared with the banquet and golf course uses located on Lot 1. The following table provides a summary of the required off street parking for the non-residential uses located on Lots 1 and 3.

This site is designed to share parking between the uses located on Lots 1 and 3. Additional review of off-street parking will continue as Final Development Plans are submitted. Parking for the 24 guest rooms for *Transient Accommodations* is not included in this calculation since the use is not currently shown on the plan.

One additional non-residential use, new to this plan, is also not included in the parking summary. The proposed plan includes a 2,400 SF chapel located on Lot 2A. Parking for *Religious Assembly* is calculated at 1 per 4 seats in the sanctuary or principal worship or assembly space.

Non-Residential Off-Street Parking Conclusion;

- The total off-street parking required for all non-residential uses = **523 spaces**
- Total parking provided on Lots 1 and 3 = **366 spaces**
- Parking Shortage = **157 spaces**

The plan shows 114 spaces provided along the private street, however some of these spaces are required to support the residential use. All total, parking for the non-residential uses of this development is short 41 spaces of the Development Code requirements.

The parking summary includes the proposed office use with 64 spaces. Excluding this use results in more available parking for the proposed uses.

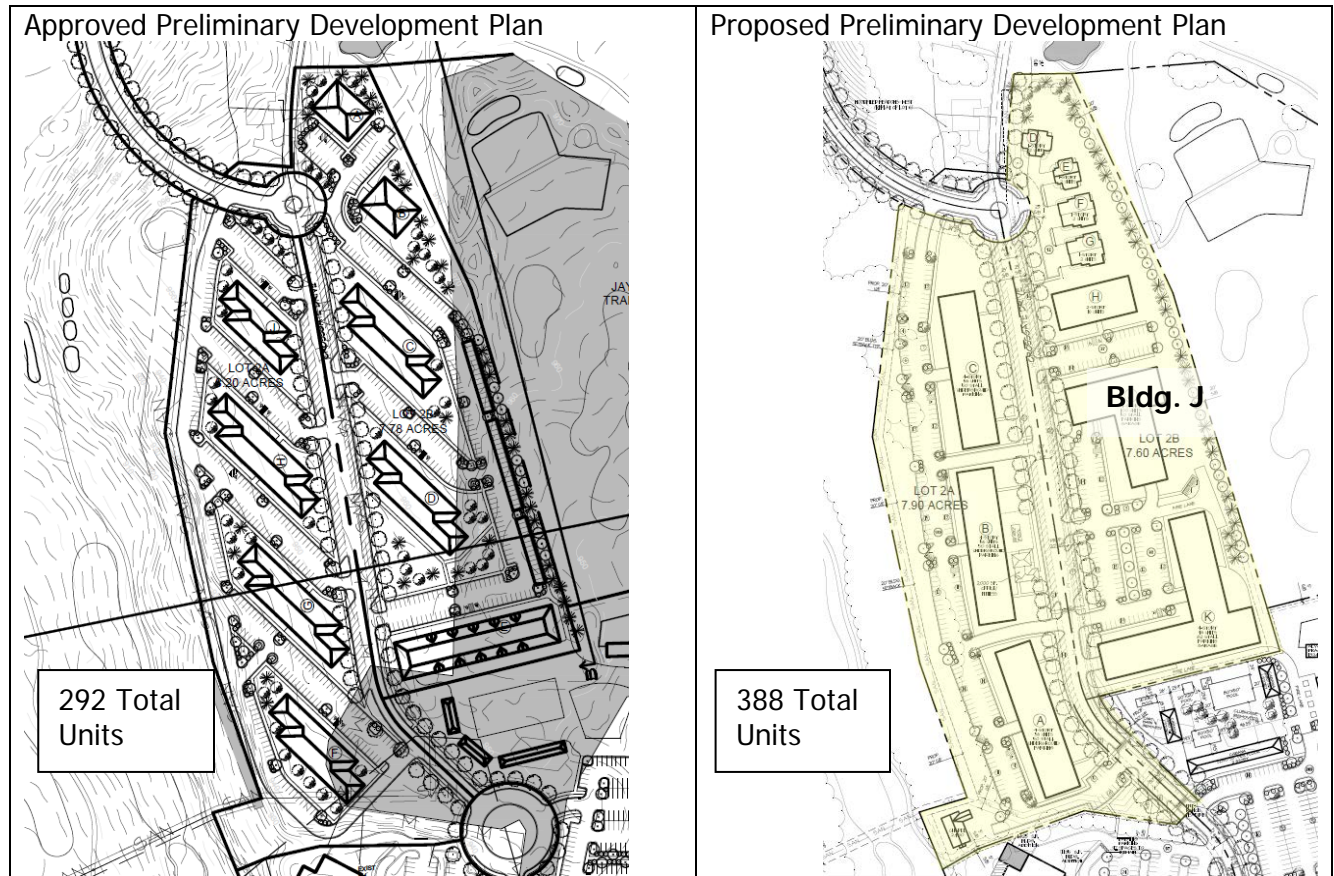
The pool use is seasonal between Memorial Day and Labor Day. Off-season will provide more parking availability on Lot 3.

Non-Residential Off-Street Parking Summary			
Use – Located on Lot 3	Parking Standard	Parking Required	
1. Pool (<i>Sports and Recreation, Outdoor</i>)	1 space per 500 SF	40,000 SF area	80 Spaces
2. Outdoor Grill (<i>Fast Order Food</i>) 1,800 SF Customer Service area	1 space per 100 SF of service area + 1 per employee (5 employees) See note below	1,800 SF building. 1,200 SF	17 spaces 12 5
3. Practice Range – Alvarado	Accessory to golf course	1,324 SF	0
4. Practice Range – University – 10,600 SF	1 space per 500 SF	5,300 1 st floor 5,300 basement	0 spaces 22 spaces
5. Mixed Use Building -27,000 SF a. Fitness/ Wellness 22,700 SF i. Personal Improvement ii. Active Recreation	1 space per 200 SF [20% of 22,700] 1 space per 500 SF [80% of 22,700]	22,700 SF Total 4,540 SF 18,160 SF	60 Spaces 23 37

b. Clubhouse/Restaurant (4300 SF) i. <i>Passive Recreation</i>	<i>Clubhouse use Accessory to golf course count in 4 spaces per hole 27 holes, see Lot 1.</i>		0
ii. <i>Fast Order Food 3,400 SF customer service area of 4,300 SF of building</i>	1 space per 100 service area + 1 space per emp. (10 employees)	3,400 SF	34 10 44 Spaces
6. Sports Medicine (<i>Medical Office</i>)	1 space per 300 SF	1st floor =7,200 2nd floor =7,200 Basement=4,800 19,200 SF building	64 spaces
Total Required Parking for Lot 3 [80 + 17+ 22+60 +44 +64]			287
Total Parking Provided Lot 3			269
Parking Shortage			18
Use – Located on Lot 1			
Golf Course (<i>Passive Recreation</i>)	4 spaces per hole	27 holes	108 spaces
Banquet Facility (<i>Event Center</i>)	1 space per 4 occupancy	Maximum occupancy 409	103 spaces
Total Required Parking for Lot 1			211 spaces
Chapel Use located on Lot 2	1 space per 4 seats (maximum seating 100)		25 spaces
Total Parking Provided for Lot 1			97 spaces
Parking Shortage			139 spaces
<p style="text-align: center;">Total Required Parking All Non Residential Uses = 287 +211 +25 = 523 spaces Total Off-Street Parking Provided Lots 1 and 3 = 269 + 97 = 366 spaces Total spaces provided along Crossgate Drive (on street – private street) = 114 spaces On Street spaces required for residential use = 41 spaces On street spaces unencumbered by residential uses 73 Total Spaces available for non-residential uses = 366+ 73 = 439 spaces</p>			

Lot 2 – Lot 2A and Lot 2B Residential Uses

Lot 2: Existing Zoning is RM24-PD. Lot 2A includes 7.9 Acres and Lot 2B includes 7.6 Acres. Lot 2 is located along the north end of the development with access to the new public street extension from Bob Billings Parkway. Crossgate Drive, as a private street, bisects the lot into an east and west side. Lot 2 is also proposed as a phased residential development. Lot 2 has been identified in the review of the project as an area where significant grading will occur. The site grade will be altered with much of the earth and dirt removed from within the boundary of the Lot 2 area to be used for the construction of the new road. Also proposed with this revised plan are multi-story multi-dwellings with garage parking. The previous plan included only one type of residential use (Multi-Dwelling) and only surface parking.



This revised plan alters the mix and type of multi-dwelling uses from the original approved development plan and includes a mix of garage and surface parking.

Density Review

Density for *Multi-Dwelling* uses in a Planned Development Overlay is calculated based on net density per Section 20-701(f) (3). This standard applies only to *Multi-Dwelling* uses. Net density for *Multi-Dwelling* uses within a Planned Development is calculated based on the number of bedrooms rather than the number of dwelling units. Duplex and Detached Dwelling residential uses are not included in the calculated density. The density for the proposed residential development is calculated based on the following ratio:

Number of bedrooms	Density factor (Calculated Density)
Studio or one-bedroom	.4 dwelling unit x number of units
Two-bedroom	.6 dwelling unit x number of units
Three-bedroom	.8 dwelling unit x number of units
Four-bedroom or more	1 dwelling unit x number of units

Lot 2A includes three multi-story multi-dwelling buildings as well as a 2,400 SF chapel building discussed above. The units are identical for lot 2A. The gross density for Lot 2A is 21.30 dwelling units per acre. The net density is 12.2 dwelling units per acre. The buildings do not include any four-bedroom units and does not include any residential use other than *Multi-Dwelling*.

Lot 2A Unit type – Multi-Dwelling. (Buildings A, B & C) 168 units Gross Density = 168 units /7.9 Acres is 21.30 DU/AC Total Calculated Units = 32 + 32+ 32 = 96 units Net Density = 96/7.9 12.2 DU/AC		
Building A - Multi-Dwelling 16 1-BR Units (6.4 C. Units) 32 2-BR Units (19.2 C. Units) 8 3-BR Units (6.4 C. Units) Total Calculated Units =32	Building B- Multi-Dwelling 16 1-BR Units (6.4 C. Units) 32 2-BR Units (19.2 C. Units) 8 3-BR Units (6.4 C. Units) Total Calculated Units =32	Building C- Multi-Dwelling 16 1-BR Units (6.4 C. Units) 32 2-BR Units (19.2 C. Units) 8 3-BR Units (6.4 C. Units) Total Calculated Units =32

Lot 2B includes three types of residential uses including 4 *Duplex* buildings located at the north end of the lot; multi-story, *Multi-Dwelling* (apartment) buildings and a proposed senior building intended for “Independent Living” with 100 units, Building J shown on the plan. “Independent Living” is not a use listed in Article 4 of the Land Development Code. *Assisted Living* is defined in section 20-1701 as a “*Building or group of buildings containing Dwellings designed for occupancy by persons 55 years or older where the Dwelling Units are independent but include special support services such as central dining and limited medical or nursing care.* The “Independent Living” use, Building J, included in this request is counted as a *Multi-Dwelling* use for the purpose of calculating density.

Lot 2B Unit Type – Duplex (Building D, E, F & G) 8 units - Multi-Dwelling (Building H & K) 112 units - Independent Living (Building J) 100 units - Total Units 220 units Gross Density – 220 Units / 7.6 Acres is 28.9 DU/Ac units Total Calculated Units = 7 + 44 + 54 + 8= 113 Net Density – 113 units /7.6 is 14.9 DU/AC			
Building H - Multi-Dwelling 16 Total Units 16 Total Bedroom	Building J - Multi-Dwelling 100 Total Units 120 Total Bedrooms	Building K - Multi-Dwelling 96 Total Units 172 Total Bedrooms	Unit Type – Duplex (Buildings D, E, F & G)
16 1-BR Units (6.4 C. Units) 0 2-BR Units (0 C. Units) 0 3-BR Units (0 C. Units) 0 4-BR Units (0 C. Units) Total Calculated Units =6.4	80 1- BR Units (32 C. Units) 20 2-BR Units (12 C. Units) 0 3-BR Units (0 C. Units) 0 4-BR Units (0 C. Units) Total Calculated Units = 44	32 1- BR Units (12.8 C. Units) 52 2-BR Units (31.2 C. Units) 12 3-BR Units (9.6 C. Units) 0 4-BR Units (0 C. Units) Total Calculated Units = 53.6	4 1-BR Units 4 2-BR Units Total Units = 8

Open Space and Balconies

Common open space is required for the development and for individual lots. The Minimum Outdoor Area required in section 20-601 (a) shall be met based on the total calculated dwelling unit count and not on the actual number of Dwellings (20-701 (f)(3)(ii)). Parking is discussed later in this section. Each lot is required to provide a minimum of 20% of common open space.

LOT		OPEN SPACE		SPACE PER UNIT		
Name	Area	Required @20%	Proposed Open	Units Proposed	50 SF per Unit Required	Proposed
Lot 2A	7.9 AC	1.58 AC	3.6 AC	168 Units <i>96 Cal. Units</i>	8,400 SF	156,816 SF
Lot 2B	7.6 AC	1.52 AC	3.2 AC	220 Units <i>113 Cal. Units</i>	10,600 SF	139,392 SF

The design standards for Planned Developments require that 50% of the “Common Open Space” be developed as recreational open space. This plan includes approximately 3,500 SF of active recreation area along the east side of building B (pool and deck area) that is intended to serve the residential uses separate from the golf course amenities. Likewise building K includes a 3,200 SF patio area that overlooks the golf course practice field. The Duplex units are setback from the east property line to provide connected rear yards that include more than 26,400 SF. Each building includes a front and rear yard area that provide connectivity to the interior sidewalks. Additionally green/open space areas are located along the periphery of the residential lots that provide opportunities for passive recreation. Additional review of required open space will be included with the submission of a future Final Development Plan.

The revised plan includes extensive open space within the residential lots. Larger connected open space areas are provided along the perimeter of the lots. Additionally, the revised plan includes a pool, fitness and office space on Lot 2A that is separate from the golf club facility. This space is intended to serve the residential uses separate from the golf course amenities and provides added open space to the residential use. Building elevations show balcony spaces for residential units that contribute to the open space requirements applicable to the development.

Balconies above the 2nd story of a multi-dwelling unit building are prohibited along the exterior of a Planned Development unless the building setback is increased to at least double the minimum required setback and landscaping is enhanced. Building setback along the boundary of the development exceeds the minimum requirement.

Building Height

The base zoning district is RM24 (Multi-Dwelling Residential) District. The maximum height of the district is 45 feet. The applicant has provided documentation to show the proposed buildings will comply with the maximum building height of the district; however, the diagrams are conceptual given that site grading is undetermined at this time. The proposed project intends to use the existing and proposed grade changes of the site to provide underground parking. Additional review of building height will be included in the Final Development Plan as this project evolves.

Building elevations are provided for the multi-dwelling buildings and the duplex units. The City has not adopted residential design guidelines.

Residential Off Street Parking

The revised plan includes three residential uses; Multi-Dwelling, Duplex, and Independent Living. Off street parking is based on the gross number of units and applicable bedroom count. The Off-Street parking requirements for each use are:

Multi-Dwelling: 1 space per bedroom + 1 space per 10 units.

Duplex: 1 space per bedroom

Assisted Living: 1 space per Independent Living Unit and .5 spaces for each Assisted Living Unit.

Lot 2A includes only Multi-Dwelling residential uses while Lot 2B includes all three types of residential uses. Each residential lot is discussed separately.

Lot 2A is proposed as a Multi-Dwelling Residential Development (with a small accessory clubhouse/ pool area). Lot 2B includes all three types of residential development. Staff reviewed

the residential parking both including and excluding the spaces located along the private street segment.

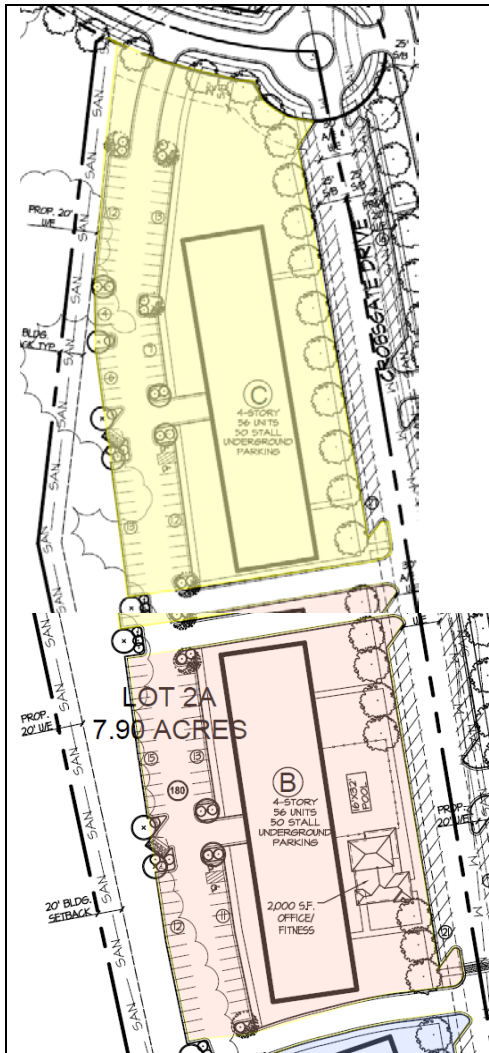
Lot 2A – Off-Street Parking			Parking		
Standard and Use		Total	Requirement		
Parking Standard	Multi-Dwelling: Clubhouse/Pool:	1 space per bedroom + 1 space per 10 units. 1 space per 500 SF			
		Bedrooms		Required	Provided
Multi-Dwelling =	168 units	312 BR	18 guest parking	330 total spaces	150 in garage
Buildings A, B, C =	56 units (each)	104 BR (each)	56/10 5.6 (6 each)		180 surface
Clubhouse/Pool=	2,000 SF		2,000/500= 4	4 spaces	
Total Residential Spaces				334 spaces required	330 spaces
Chapel use, located on lot 2A, discussed previously				25 space required	0 provided

Each building includes surface parking located to the west (rear) of the building and 50 garage parking spaces.

Lot 2A Parking Conclusion. Lot 2A is short 4 spaces associated with the pool/clubhouse space for the Multi-dwelling uses. Off-street parking related to the chapel use is not accounted for in either the residential or non-residential list proposed by the applicant but should be with the Final Development Plan. This parking summary excludes the parking located along the “private street”. Clearly the building is designed and oriented that access to the residential units can be accommodated either from the surface parking lot or the angled parking spaces along the private street. However, some uses included in the non-residential part of the development require use of these spaces especially during high volume events such as tournaments and large reception type uses. This will result in a slight impact on the multi-dwelling uses up to approximately 4 spaces. The location of the chapel use near Building A is the most likely to impact the residential parking.

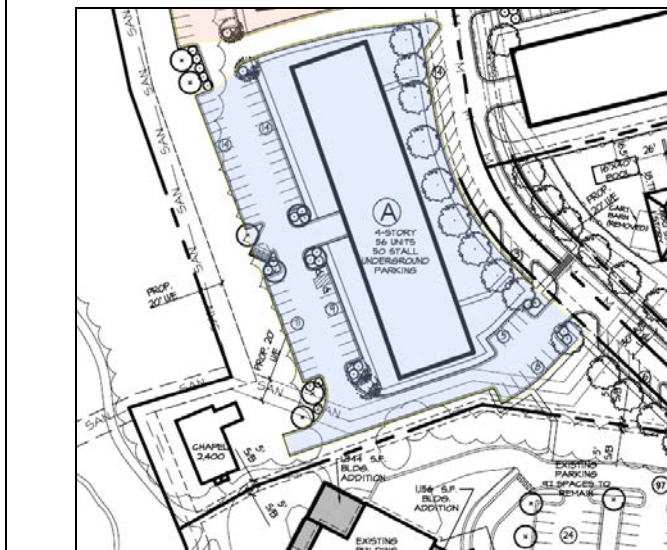
Additional parking is recommended for the residential uses located on lot 2A. Options for providing additional parking include reducing some of the small islands, extending parking further to the north, adding parking to the north side of Building C and/or increasing the number of garage spaces within the buildings.

- Each residential building located on Lot 2A requires 110 spaces.
- Each building includes a garage with 50 spaces.



Building C, located at the north end of the lot includes 67 surface spaces in addition to the 50 garage spaces for this building. The excess spaces serve part of the need for activity associated with Building B.

Building B includes the pool/clubhouse use located along the east side of the building. This space provides an amenity to the apartments separate from the golf course facilities. This is a new revision to the plan. This building includes 50 garage spaces and 51 surface spaces located to the west of the building. Parking for the apartments and the pool/clubhouse area require 114 spaces. The garage and surface parking provide a total of 101 spaces, excluding the 21 spaces along the "private street segment".



Building A includes 50 garage spaces and 61 surface spaces located to the west and south of the building. Parking for the apartment building is met without the 17 "on-street parking spaces".

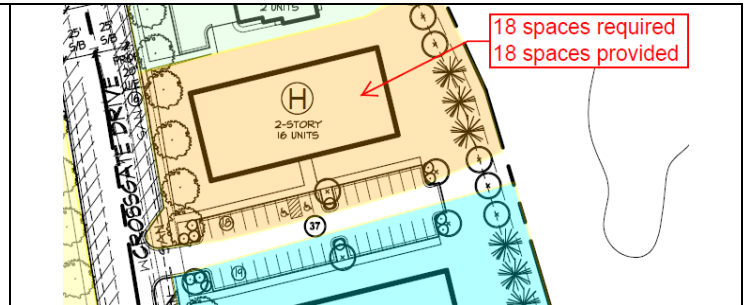
Lot 2B includes three types of residential uses. These uses were previously described in this report. The north portion of Lot 2B includes 4 duplex buildings providing 8 total units. These units provide a transition between the multi-dwelling uses located to the south and west and the existing residential development to the north. Duplex uses are similar to detached dwellings but require 1 parking space per bedroom. Separate guest parking does not apply.

Lot 2B		Parking			
		Total	Requirement		
Parking Standard:	Multi-Dwelling: Duplex: Assisted Living:	1 space per bedroom + 1 space per 10 units. 1 space per bedroom 1 space per Independent Living Unit and .5 spaces for each Assisted Living Unit.			
Use		Bedrooms	Guest	Required	Provided
Multi-Dwelling =	112 Units	188 BR			50 garage spaces
Building H =	16 units	16 BR	112/10 = 12	200 spaces	37 surface spaces
Building K =	96 units	172 BR			92 surface spaces
Duplex Dwelling	8 units	12 BR	Does not apply	12 spaces	12 garage spaces
Independent Living	Building J = 100 units	120 BR	Does not apply	100 spaces	82 garage spaces
Total Spaces				312 spaces	273 spaces
Total On Street Spaces					39 spaces

Buildings D, E, F & G are designated on the Preliminary Development Plan as 1 story units. Each unit has either one or two bedrooms. All units have an attached one or two car garage. Off-street parking is met in the garages of the units. Buildings D and E are proposed as one-bedroom units while F & G are proposed as two-bedroom units. A total of 12 bedrooms are provided in the 8 duplex units. Off-street parking is met for this use.



Building H and K are proposed *Multi-Dwelling* residential use buildings. Building H includes 16 one-bedroom units. Building H does not propose covered or garage parking. The plan shows 18 spaces located immediately adjacent to the building on the south side. Parking for this building is met.



<p>Building J is proposed as a senior housing – Independent Living use with 100 units and 50 garage spaces and 48 surface spaces. Off-street parking for this use is based only on the number of units. Guest parking is not required. Two spaces located “on street” are required to meet the required off-street parking for this building.</p>	
<p>Building K is located at the south end of Lot 2B. It is the largest of the multi-dwelling buildings and includes 96 units and 172 total bedrooms. Total parking for this building is 182 spaces. The proposed building includes 82 garage spaces and 50 surface parking spaces located on the north side of the building. To meet the residential parking requirement 37 on-street parking spaces are required.</p>	

Lot 2B Parking Conclusion. Lot 2B is short 39 spaces. This parking summary excludes the parking located along the “private street”. Buildings on Lot 2B are oriented to interior parking areas. Parking along the private street (on-street parking) is required to meet the residential demand. 39 spaces are proposed to be included in the residential parking for this development. These spaces should not be counted toward the non-residential parking.

However, some uses included in the non-residential part of the development require use of on-street parking, especially during high volume events such as tournaments and large reception type uses. This will result in an impact on the multi-dwelling uses up to approximately 39 spaces.

Total Residential Off-Street Parking Conclusion:	
• The total off-street parking required for all residential uses	= 644 spaces
• Total parking provided Lot 2A & Lot 2B	= 603 spaces
• Parking Shortage	= 41 spaces

The balance of the residential parking is provided along the private street so that the residential parking is met with this use. This reduces the available parking for other non-residential uses included in the development and leaves 73 on-street spaces to be shared.

The plan shows 114 spaces provided along the private street, however some of these spaces are required to support the residential use. All total, parking for the non-residential uses of this development is short 41 spaces of the Development Code requirements.

The parking summary includes the proposed office use with 64 spaces. Excluding this use results in more available parking for the proposed uses.

The pool use is seasonal between Memorial Day and Labor Day. Off-season will provide more parking availability on Lot 3.

Parking Summary All Uses			
Use	Required	Provided (excludes on-Street)	Parking Shortage
Residential Uses (All)	644 spaces	603 spaces	41 spaces
Non Residential Uses	523 spaces	366 spaces	157 spaces
Total On-Street Parking		114 spaces	
Total Required Parking All Uses	1,167spaces	1,083 spaces	84 spaces

Sidewalks, Landscaping and Preservation of Natural Features

A preliminary review of sidewalks, open space, and natural features has been included in this application. Additional review regarding specific elements is required with the submission of a final development plan for each lot.

Sidewalks: Pedestrian connectivity is a key element within this development. Sidewalks are required on both sides of the public and private street network. The plan as proposed shows a 30' Access and Utility Easement that incorporates the private street section. The City Engineer recommends that the easement include the sidewalks. This would increase the easement to approximately 60'. The easement does not impact the lot line or building setback. This easement will also be considered with the Final Plat.

Landscaping: The proposed Preliminary Development Plan exceeds the required open space requirements for a Planned Development. The plan includes street trees along the public and private street network and interior landscaping for individual parking lot areas and around buildings. This plan does not include a specific request for the use of artificial turf. The applicant indicates that some artificial turf is currently in place for all of the existing ranges. Areas where this material is being considered are for the putting clock, driving range, possible pool area and some areas around the chapel. These spaces must be identified and properly labeled on a Final Development Plan.

Use of artificial turf requires City Commission approval. Future applications of this material will require review and approval prior to installation. Staff recommends that a general note be added to the plan to notify the public and the developer that future development may be subject to additional review and approval prior to installation of this material if proposed in the future.

Natural Features: The property included in this request is part of a mature golf course. West of the proposed development is the Inverness Tributary and is regulated as part of the floodplain subject to section 20-1308 of the Land Development Code. The eastern portion of Lots 3 and 4 are encumbered by an existing unnamed open stream segment that is enclosed along Quail Creek Ct. to the southeast of the proposed development. There is no regulatory floodplain within the boundary of the proposed development. Stormwater runoff and site grading are key considerations for this development. The applicant has provided the necessary drainage study for this site. It has been conditionally approved. Also, a specific grading plan is required prior to

development of the site. The grading plan must be provided with the submission of a Final Development Plan and corresponding Public Improvement Plans for development of the site.

Existing mature trees located within the boundary of the development that are located on the golf course will be removed as part of this redevelopment. Changes to the vegetation within the golf course are not subject to review.

The existing grade of Lot 2 will be substantially altered as a result of this development. The golf course has not been subject to subdivision or site plan review. Alterations to the existing golf course that will remain after the development are not at this time subject to any additional review for site plan, subdivision approval or development plan approval. The exception to review requirements relate to stormwater management. The proposed project includes grading changes that are outside of the development area and are subject to review and approval by the City Stormwater Engineer.

One objective of the proposed development is to create ponds within the development and on the golf course that provide a means to irrigate the course. The location and creation of these ponds and proposed irrigation may be subject to review to ensure compliance with the approved stormwater drainage study and separation from existing and planned utilities in the area.

Preliminary Development Plan Review

The proposed Preliminary Development Plan for Alvamar, Lot 1, 2A, 2B and 3 has been evaluated based upon findings of fact and conclusions per Section 20-1304(d)(9) of the Development Code for the City of Lawrence, requiring consideration of the following nine items:

1) *The Preliminary Development Plan's consistency with the Comprehensive Plan of the City.*

Compliance with the Comprehensive Plan was discussed with the original zoning and preliminary development plan. But for the golf course, high-density residential development would not typically be located interior to an established neighborhood. This revised plan increases the overall density and total number of units but provides more housing options than the previous plan.

Recommendations for medium- and higher-density residential development from Chapter 5 of *Horizon 2020* are listed below.

“Development proposals shall be reviewed for compatibility with existing land uses. The review should include use, building type, density and intensity of use, architectural style, scale, access and its relationship to the neighborhood, and the amount and treatment of screening and open space.” (Policy 1.1, page 5-23)

“Encourage new and existing medium- and higher-density residential development which is compatible in size, architectural design, orientation, and intensity with the surrounding land uses in established areas.” (Policy 3.4, page 5-29)

This project must consider and respond to the existing development within the PD to provide compatibility through the design and form of the project. The physical design of this project provides a transition of uses from the existing development along Bob Billings Parkway south by adding duplex units and a two story multi-dwelling building limited to 16 units at the north end

of the development. Higher density buildings with larger massing are located closer to the activity area in the center of the development site.

The revised project does not alter the plans consistency with the Comprehensive Plan findings included in PDP-15-00247 and Z-14-00552.

Staff Finding – The proposed development complies with the land use goals and policies for medium- and higher-density residential development of the Comprehensive Plan.

2) Preliminary Development Plan's consistency with the Planned Development Standards of Section 20-701 including the statement of purpose.

The purpose statement includes the following (staff comments follow in *italics*):

a) Ensure development that is consistent with the comprehensive plan.

This is a unique infill development centered on an existing golf course. Each lot within the development must be considered individually. The primary justification of the Planned Development Overlay is to provide a wider range of public input for the proposed development especially as it pertains to the residential elements.

Provision of the direct public street access to Bob Billings Parkway facilitates the ability to accommodate higher density residential development and incorporate that development into the surrounding golf course. Similar high-density residential development at the south end of the development area (Lot 4) would not meet the consistency test.

As discussed previously, the development is consistent with the comprehensive plan as conditioned.

b) Ensure that development can be conveniently, efficiently and economically served by existing and planned utilities and services.

A general review of this proposed development based on the available data shows that the property can be adequately provided with municipal services.

c) Allow design flexibility which results in greater public benefits than could be achieved using conventional zoning district regulations.

The intent of the developer is to provide a mixed use development that supplements and augments the Alvamar Golf Course.

The proposed development includes both public street and private street improvements for access. The benefit of the private street as proposed for the multi-dwelling residential development is the placement of buildings and the providing of "on-street" parking. Details for Lot 4 are generally not available for review and will require a revised Preliminary Development Plan prior to further development.

d) Preserve environmental and historic resources.

There are no known historical or environmental resources on this property.

e) Promote attractive and functional residential, nonresidential, and mixed-use developments that are compatible with the character of the surrounding area.

The nature of the proposed Multi-Dwelling residential use within this project is of a significantly higher density and comprised of larger buildings than in the immediately surrounding subdivisions though the buildings are buffered by distance and trees.

The mixed-use character of the development is derived from the Active Recreation, Passive Recreation and limited Commercial uses proposed as accessory to the golf course.

Limiting the amount of commercial uses can be reasonably managed and enforced through the base zoning and the combined development plan approval.

Staff Finding – The proposed Preliminary Development Plan is consistent with the Statement of Purpose of Planned Development as conditioned

3) The nature and extent of the common open space in the Planned Development.

Section 20-701(j) notes that 20% of the site must be developed as common open space. As each phase of development is submitted for review minimum open space requirements must be met. A portion of this open space must be for recreational open space. As discussed in the body of the staff report the Preliminary Development Plan demonstrates that adequate open space is provided for this development in and around the residential buildings. Within Lots 1 and 3 opens space includes accessory elements to the golf course such as putting clocks, driving range, outdoor pools as well as sidewalks and cart paths that connect uses throughout the development.

Staff Finding – This plan includes planned open spaces within the development. Additional detail will be required with future applications for individual lot development.

4) The reliability of the proposals for maintenance and conservation of the common open space.

This project includes amenities directly related to the golf course and are expected to be desirable to existing and new residents in the area. Shared common open space within the development is expected. Adequate pedestrian connections are provided and will continue to be reviewed.

Staff Finding –The review assumes the property owner will own and maintain the common open space. The placement of the note on the Preliminary Development Plan will identify the ownership and maintenance responsibilities.

5) The adequacy or inadequacy of the amount and function of the common open space in terms of the densities and dwelling types proposed in the plan.

The minimum outdoor area, as required on Article 20-601(a) is based on the total calculated Dwelling Unit count and not the actual number of dwelling units. As discussed in the body of the staff report, the proposed development meets the required open space design standards.

Staff Finding – The amount and function of the common open space appears to meet the requirements of the Development Code.

6) Whether the Preliminary Development Plan makes adequate provisions for public services, provides adequate control over vehicular traffic, and furthers the amenities of light and air, recreation and visual enjoyment.

This project includes public street access from Bob Billings Parkway to the north and Clinton Parkway to the south. These two access points for this area are a result of the surrounding development. Access from the east or west is not anticipated for this property. This project includes a new public street extension between Bob Billings Parkway and the proposed development. This new access is in response to concerns from residents and property owners located at the north end of the Alvamar PUD (outside of the proposed development project). The current access at the north end is not a public street and is not designed as a public street. The proposed north leg of new Crossgate Drive will be constructed as a public street.

The remaining segment of access at the north end will be reconfigured to limit or restrict access from Bob Billings Parkway to the proposed development. The exact plans have not been determined but will be required with the submission of a Final Plat and Final Development Plan. This could include removing the access drive connection to Bob Billings Parkway or restricting turning movements at the north or south end where it will intersect with the new public street.

A significant feature of this revised plan is a phasing requirement related to the construction of the new street from Bob Billings Parkway prior to development of lots within the PD. The phasing plan is discussed separately. Staff recommends a note be added to the face of the plan to reference the phasing plan. Approval of the phasing plan is subject to City Commission approval.

The Preliminary Development Plan's provisions for Fire/Medical access will continue to be reviewed as part of the Final Development Plan as well as the construction documents.

Amenities of light and air, recreation and visual enjoyment are generally protected.

Staff Finding – The planned development meets the requirements of this standard in the general form. Approval of the project, subject to the approval of the phasing plan will ensure that the adequate provisions for traffic are maintained throughout the development of the project.

7) Whether the plan will measurably and adversely impact development or conservation of the neighborhood area by:

a) doubling or more the traffic generated by the neighborhood;

This property is located south of Bob Billings Parkway and north of Clinton Parkway. The proposed development is self-contained within the Alvamar PUD and will result in increased traffic. A new public street extension is proposed to mitigate traffic in the north end of the development. Other recommended improvements include turn lanes and signal timing changes to also improve the traffic in the area.

b) proposing housing types, building heights or building massings that are incompatible with the established neighborhood pattern; or

The building type for the residential uses includes multi-story multi-dwelling structures on Lot 2 as well as duplex housing and independent living. Much of the surrounding area is open space as a part of the golf course facility.

This revised plan provides a better transition between the existing development to the north and the higher density buildings proposed in the center of the development. The proposed plans demonstrate compliance with the building height standards of the district.

Specific land uses for Lot 4 is not provided at this time.

c) increasing the residential density 34% or more above the density of adjacent residential properties.

The proposed development is predominantly surrounded by the golf course. Residential development south of proposed Lot 1 includes duplex housing with a private street providing access to these dwellings known as Quail's Nest at Alvamar. Density of this area is 4 dwelling units per acre. The residential development immediately north of proposed Lot 2 along the existing private street segment of Crossgate Drive known as Woodfield Meadows is developed at 5 dwelling units per acre. Development along the south leg of Crossgate Drive and Greenbrier Drive is also approximately 4 dwelling units per acre. As previously discussed the proposed development includes a much higher residential density than the existing development.

Staff Finding-- The proposed development is unique in that it does not immediately abut residential development except in some narrow and specific areas. Access is limited to this overall area and change will be noticeable as the area develops. Traffic impacts and building type and massing have been two dominant concerns expressed by residents in the area.

8) Whether potential adverse impacts have been mitigated to the maximum practical extent.

Potential adverse impacts that are anticipated by this development include traffic and stormwater. Traffic is initially addressed for this development by the inclusion of the new street to intersect with Bob Billings Parkway. This does not, however, address the concerns that have continued to be expressed by the residents located south of the existing clubhouse along Crossgate Drive. As noted in the body of the staff report the south leg of Crossgate Drive was approved for traffic calming but has not been designed or funded to date. The need for traffic calming is exacerbated with the intensification this project brings.

Stormwater is being addressed by a regional plan that includes ponds located off-site near Bob Billings Parkway and on Lot 3. As each lot is developed additional review of the project will be required to ensure that the final development is consistent with the approved studies.

Impacts related to site lighting are also deferred to the Final Development Plan. Special attention will be given to those areas around the perimeter of the development where the only separation between the proposed development and the existing development is the golf course. A detailed light study will be required to prevent light glare from the activity areas and parking lots spilling to the golf course or impacting the existing residential subdivisions. A photometric plan and lighting detail are required with the submission of a Final Development Plan.

A current adverse impact results from the on-street parking that is associated with special or large events that take place on the golf course or in the associated clubhouse area. The proposed plan extends parking along the street within the development to mitigate parking for uses in the overall area.

Staff Finding – Possible adverse impacts of exterior lighting will be addressed with a photometric plan to insure there is no spillover light. Other possible adverse impacts have been identified and mitigated to a practical extent.

9) The sufficiency of the terms and conditions proposed to protect the interest of the public and the residents of the Planned Unit Development in the case of a plan that proposes development over a period of years.

Development of this site requires the approval and implementation of a phasing plan to mitigate impacts on the existing development. Initial construction of the new street must be completed prior to development of proposed improvements to Lots 2A, 2B and 3. The applicant has proposed remodel of the existing clubhouse located on Lot 1. While some remodel of the building is reasonable and acceptable and an existing use full development of the facility will be limited by the available parking. Additional review is needed via a Final Development plan to determine the scope of the full impact of Lot 1 and the related parking.

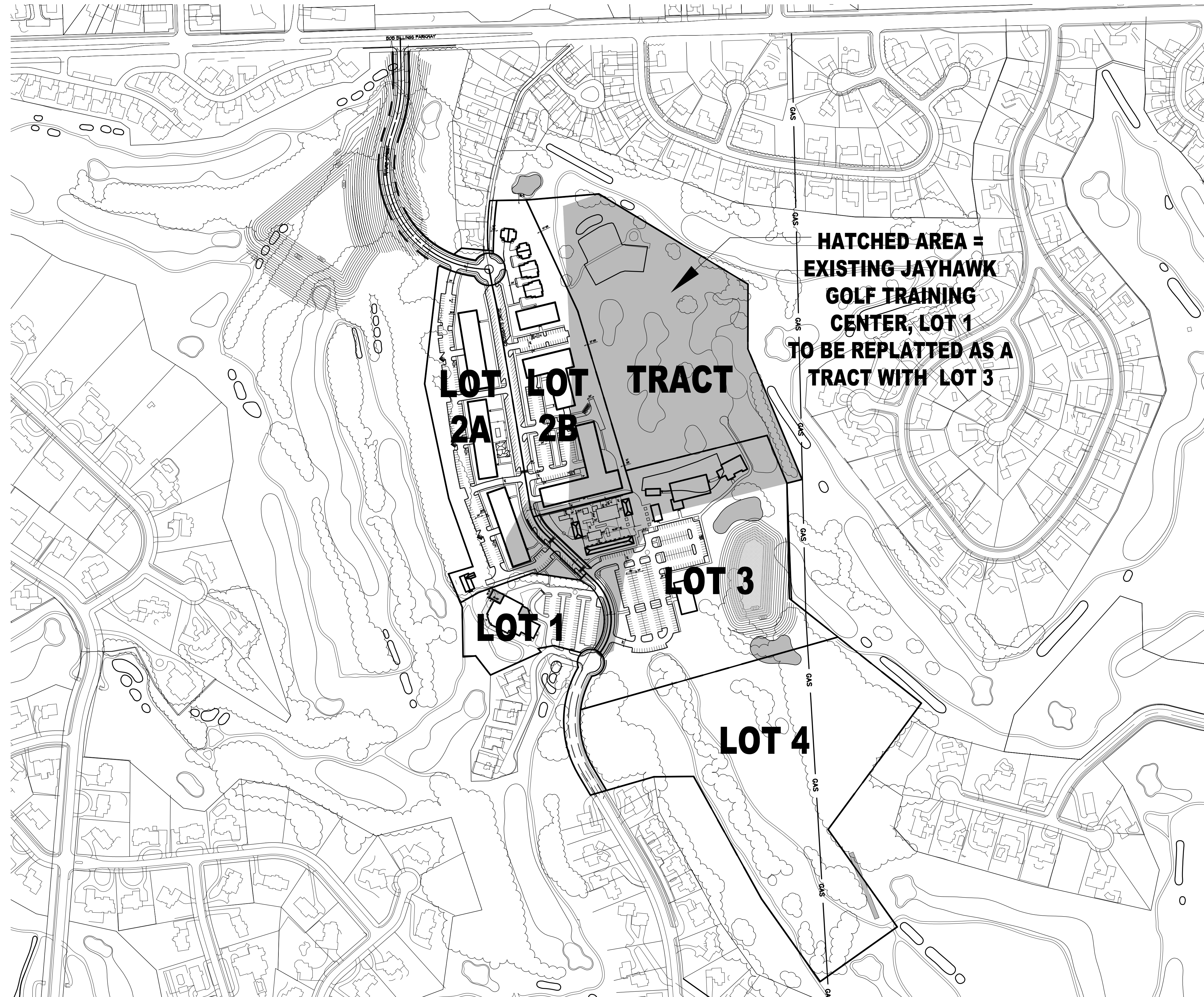
Staff Finding- A phased development is recommended for this project.

Staff Review and Conclusion

The proposed Preliminary Development Plan conforms to the land use requirements for a Planned Development subject to conditions discussed in the staff report. The previous plan approval included far less detail than included in this application. A condition of the original approval made the project subject to Final Development Plan approval by the Planning Commission following a public hearing. This project proposes to remove that condition (note 1.18) given that added detail reflected in this Preliminary Development Plan. A separate Final Development Plan processed administratively is required prior to development of lots within the Planned Development. Also required are public improvement plans, final building elevations, and a Final Plat. Each phase of development is subject to review for an assessment of the consistency of the project with the approved studies and plans noted in this review.

ALVAMAR

LOT 1, 2A, 2B & 3 PRELIMINARY DEVELOPMENT PLAN LAWRENCE, KANSAS

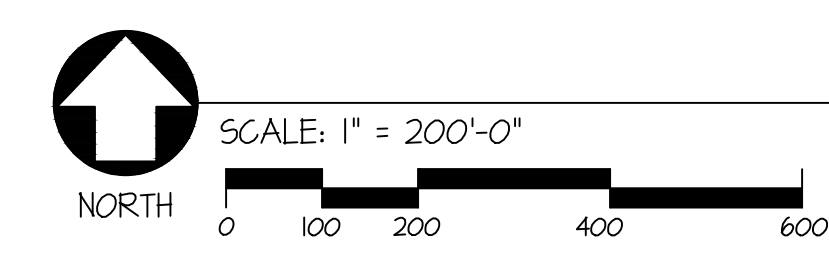


**HATCHED AREA =
EXISTING JAYHAWK
GOLF TRAINING
CENTER, LOT 1
TO BE REPLATTED AS A
TRACT WITH LOT 3**

TRACT
LOT 2A
LOT 2B

LOT 1
LOT 3

LOT 4



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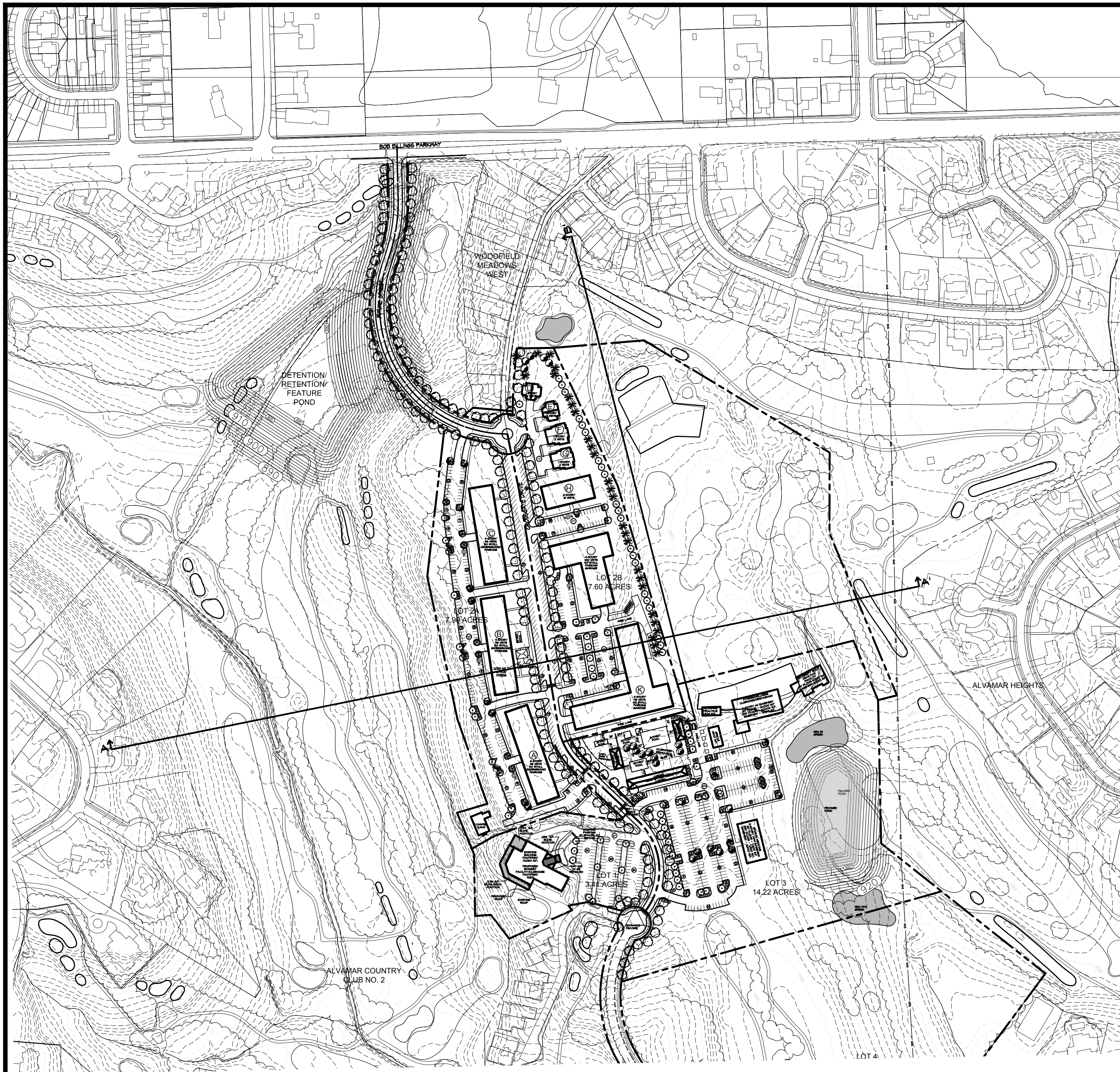
**ALVAMAR LOT 1, 2A, 2B & 3
PRELIMINARY
DEVELOPMENT PLAN**

LAWRENCE, KANSAS

PROJECT # 213-560

RELEASE: 1.0 DATE: 2.16.16
1.1 3.01.16

COVER



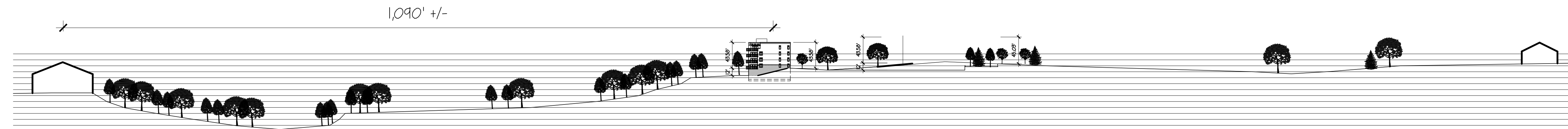
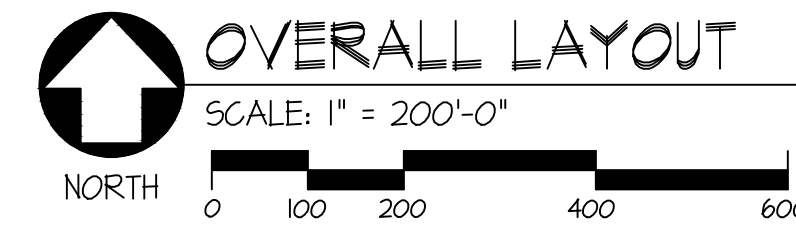
IMPERVIOUS SURFACE SUMMARY:

LOT 1: 3.41 ACRES (148,482 SQ. FT. +/-)			POST DEVELOPMENT SUMMARY:		
EXISTING SUMMARY:	SQ. FT.	%	SQ. FT.	%	
BUILDING FOOTPRINT:	14,060	12%	19,321	13%	
PAVEMENT AREAS:	61,306	41%	54,524	40%	
TOTAL IMPERVIOUS:	75,446	53%	73,845	53%	
TOTAL PERVIOUS:	73,036	41%	64,637	41%	
PROPERTY AREA:	148,482	100%	148,482	100%	

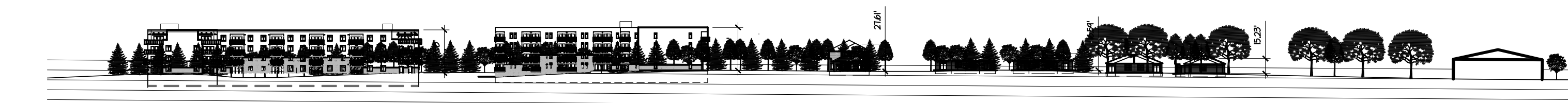
LOT 2A: 7.40 ACRES (343,962 SQ. FT. +/-)			POST DEVELOPMENT SUMMARY:		
EXISTING SUMMARY:	SQ. FT.	%	SQ. FT.	%	
BUILDING FOOTPRINT:	0	0%	63,300	18%	
PAVEMENT AREAS:	46,214	13%	126,083	37%	
TOTAL IMPERVIOUS:	46,214	13%	194,383	55%	
TOTAL PERVIOUS:	297,748	87%	154,579	45%	
PROPERTY AREA:	343,962	100%	343,962	100%	

LOT 2B: 7.60 ACRES (331,081 SQ. FT. +/-)			POST DEVELOPMENT SUMMARY:		
EXISTING SUMMARY:	SQ. FT.	%	SQ. FT.	%	
BUILDING FOOTPRINT:	0	0%	73,411	24%	
PAVEMENT AREAS:	20,653	9%	110,211	33%	
TOTAL IMPERVIOUS:	20,653	9%	180,280	57%	
TOTAL PERVIOUS:	302,434	41%	140,799	43%	
PROPERTY AREA:	331,081	100%	331,081	100%	

LOT 3: 14.22 ACRES (614,263 SQ. FT. +/-)			POST DEVELOPMENT SUMMARY:		
EXISTING SUMMARY:	SQ. FT.	%	SQ. FT.	%	
BUILDING FOOTPRINT:	1,291	1%	50,261	2%	
PAVEMENT AREAS:	43,462	7%	155,104	25%	
TOTAL IMPERVIOUS:	50,761	8%	316,076	51%	
TOTAL PERVIOUS:	563,502	92%	303,187	49%	
PROPERTY AREA:	614,263	100%	614,263	100%	



SECTION A - A' SCALE: 1" = 100'-0"



SECTION B - B' SCALE: 1" = 100'-0"

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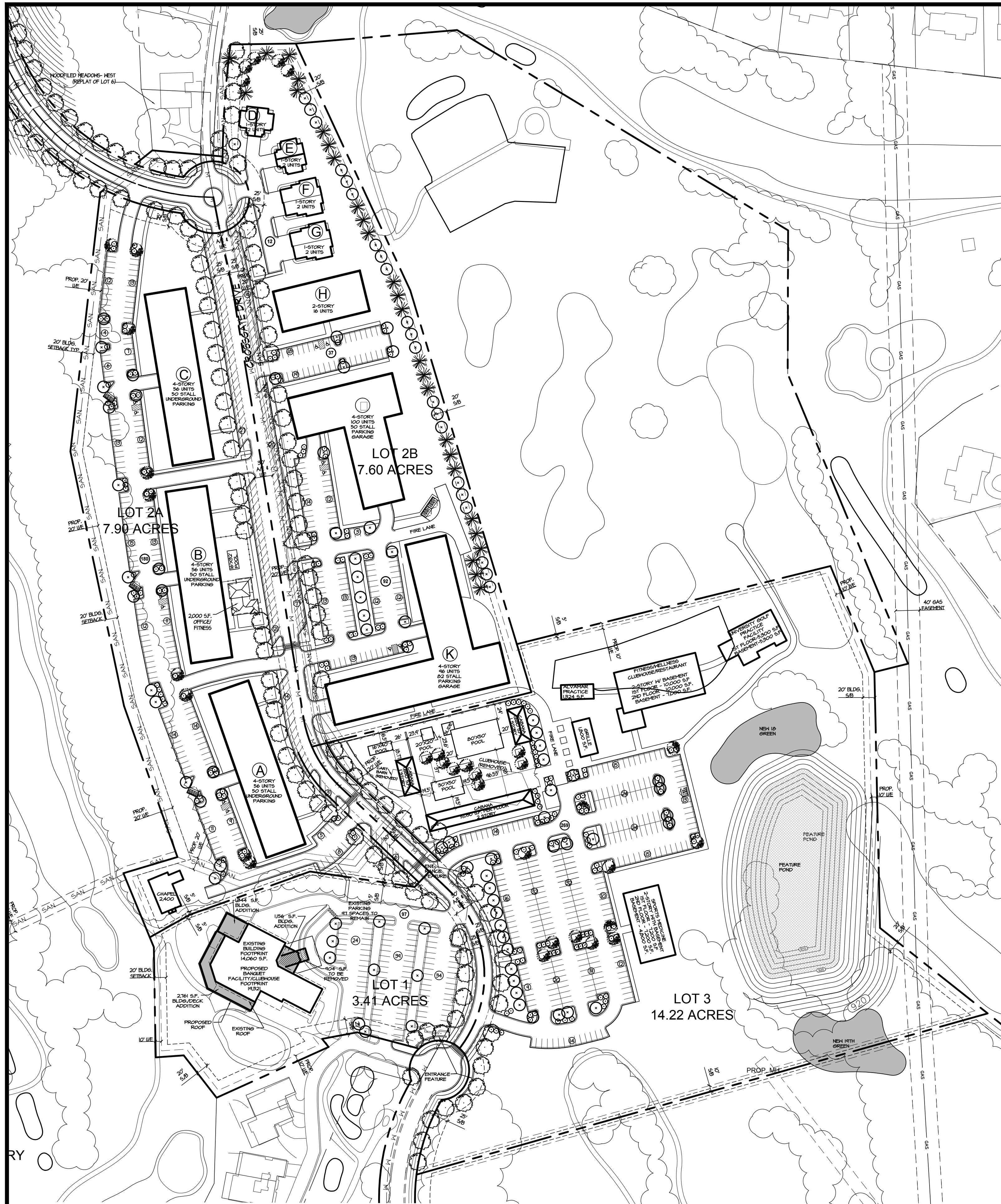
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**ALVAMAR LOT 1, 2A, 2B & 3
PRELIMINARY
DEVELOPMENT PLAN**

LAURENCE, KANSAS

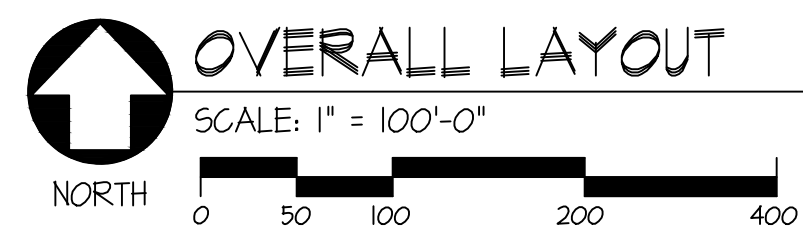
PROJECT # 213-560

RELEASE: DATE:
1.0 2.16.16
1.1 3.01.16



ALLOWED NON RESIDENTIAL USES:

- RETAIL USES AS ACCESSORY TO THE GOLF COURSE
- OFFICE USES ACCESSORY TO THE DIRECT OPERATION OF THE GOLF COURSE AND EVENT CENTER OR MANAGEMENT OF ACCESSORY USES DIRECTLY ASSOCIATED WITH THE GOLF COURSE
- EATING AND DRINKING ESTABLISHMENTS TO INCLUDE EVENT CENTER (TO BE OPERATED AS A BANQUET/RECEPTION FACILITY ONLY), FAST ORDER FOOD, QUALITY RESTAURANT, AND ACCESSORY BAR USES.



LEGAL DESCRIPTION:

PENDING APPROVAL OF FINAL PLAT FOR LOT 1-3 - ALVAMAR INC. ONE ADDITION (DEVELOPMENT PROPOSAL FOR LOT 4 IS NOT INCLUDED AT THIS TIME AND IS SHOWN FOR CONTEXT ONLY)

GENERAL SITE PLAN NOTES:

- ALL GROUND MOUNTED MECHANICAL UNITS SHALL BE SCREENED IN ACCORDANCE WITH SECTION 20-1006(B).
- ALL REQUIRED ACCESSIBLE SIDEWALK RAMPS PER A.D.A. STANDARDS.
- SITE PLAN HAS BEEN DESIGNED TO COMPLY WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) FOR BUILDINGS AND FACILITIES, APPENDIX A TO 28CFR PART 36.
- SITE PLAN HAS BEEN DESIGNED TO COMPLY WITH THE MINIMUM PROVISIONS OF THE FINAL FAIR HOUSING ACCESSIBILITY GUIDELINES, 24 CFR, CHAPTER 1, SUBCHAPTER A, APPENDIX II, OF THE FAIR HOUSING ACT OF 1968, AS AMENDED.
- THE CITY OF LAWRENCE WILL NOT BE HELD RESPONSIBLE FOR PAVEMENT DAMAGE CAUSED BY TRASH TRUCKS.
- PLAN FOR CITY APPROVAL ONLY CONSTRUCTION DOCUMENTS TO BE FURNISHED AT THE REQUEST OF OWNER.
- INFORMATION TAKEN FROM AERIAL PHOTOS, TOPOGRAPHIC SURVEY, AVAILABLE DOCUMENTS, AND ON SITE INVESTIGATIONS.
- ALL TRAFFIC CONTROL SIGNS PLACED ON PRIVATE PROPERTY OPEN TO THE GENERAL PUBLIC SHALL COMPLY WITH THE "MANUAL ON UNIFORMS TRAFFIC CONTROL DEVICES" AND "STANDARD HIGHWAY SIGNS" PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION WITH RESPECT TO SIZE, SHAPE, COLOR, RETROREFLECTIVITY, AND POSITION.
- MAXIMUM BUILDING HEIGHT SHALL BE 45 FEET PER CITY CODE 20-60L, OR RECEIVE A WAIVER FROM PLANNING DIRECTOR OR PLANNING COMMISSION.
- SIGN APPROVAL AND PERMITTING IS NOT PART OF THE SITE PLAN APPROVAL. SEPARATE APPROVAL IS REQUIRED THROUGH PLANNING AND DEVELOPMENT SERVICES.
- NO BUILDING STRUCTURES SHALL BE PLACED WITHIN UTILITY EASEMENTS OR WITHIN 5 FEET OF THE PUBLIC SANITARY SEWER OR PUBLIC WATERLINE. NO OTHER STRUCTURES OR LANDSCAPING SHALL BE PLACED WITHIN UTILITY EASEMENT OR WITHIN 8 FEET OF THE PUBLIC SANITARY SEWER OR PUBLIC WATERLINE.
- THE SWIMMING POOL CONSTRUCTION WILL COMPLY WITH CITY CODE CHAPTER 14, ARTICLE II.
- SLOPE EXTERIOR WALKS A MINIMUM OF 1/4" PER FOOT (BUT NOT GREATER THAN 1:20) SO THAT ALL EXTERIOR DRAINAGE WILL BE AWAY FROM STRUCTURE TO EXTERIOR.
- PROPERTY OWNERS WAIVES RIGHTS TO PROTEST CHANGES TO THIS DEVELOPMENT PLAN.
- APPLICANT SHALL SUBMIT A COMPLETE DRAINAGE STUDY FOR REVIEW AND APPROVAL BY THE CITY STORMWATER ENGINEER CONCURRENT WITH EACH FINAL DEVELOPMENT PLAN APPLICATION FOR ANY LOT OR PHASE OF THE DEVELOPMENT. OCCUPANCY PERMITS FOR PROPOSED BUILDINGS WILL NOT BE ISSUED UNTIL THE REQUIRED PUBLIC DRAINAGE IMPROVEMENTS ARE COMPLETE, FINAL INSPECTED AND ACCEPTED BY THE PUBLIC WORKS DEPARTMENT. ALL CURB INLETS WILL BE CONSTRUCTED PER CITY STORM SEWER STANDARD DETAILS.
- SIDEWALKS SHALL BE REQUIRED ON BOTH SIDES OF ALL PUBLIC AND PRIVATE STREETS.
- PROPERTY OWNER SHALL MAINTAIN COMMON OPEN SPACE ON LOTS 1 - 4
- FINAL DEVELOPMENT PLANS FOR THIS PROPERTY ARE REQUIRED TO BE PRESENTED TO THE PLANNING COMMISSION FOR APPROVAL FOLLOWING THE NOTICE REQUIREMENTS OF SECTION 20-130(G).
- PHASING PLAN SHALL BE SUBMITTED WITH THE FIRST FINAL DEVELOPMENT PLAN FOR REMODEL OF THE EXISTING CLUBHOUSE ON LOT 1, CONSTRUCTION OF IMPROVEMENTS PROPOSED ON LOTS 2 AND 3, AND STREET AND UTILITY INSTALLATION.
- SHARED PARKING REVIEW AND FINAL PARKING SPACE REQUIREMENTS WILL OCCUR WITH REVIEW OF EACH FINAL DEVELOPMENT PLAN SUBMISSION.
- THE BANQUET/RECEPTION FACILITY SHALL ONLY BE USED FOR CONVENTIONAL BANQUET/RECEPTION USES. THE NIGHTCLUB USE ASSIGNED TO THIS FACILITY FOR DEVELOPMENT CODE PURPOSES SHALL NOT PROVIDE A RIGHT TO USE THE FACILITY AS A BAR OR NIGHTCLUB OPERATION.
- A REVISED TRAFFIC IMPACT STUDY, STATING PROPOSED USES, SHALL BE REQUIRED WITH THE SUBMISSION OF A FUTURE APPLICATION FOR A PRELIMINARY DEVELOPMENT PLAN FOR LOT 1 AND LOT 4.
- PRIVATE PARKING ALONG THE GOLF COURSE HOLES WILL BE SCREENED FROM ERRANT GOLF BALLS PER STAFF APPROVAL.
- ROUNDABOUTS WILL NEED TO BE DESIGNED APPROPRIATELY WITH PUBLIC IMPROVEMENT PLANS TO SUPPORT TURNING TRUCK TRAFFIC AND PEDESTRIAN CROSSINGS.
- THE FEATURE PONDS WILL BE PRIVATELY OWNED AND MAINTAINED. THE LAND OWNER IS RESPONSIBLE FOR THE MAINTENANCE OF THE FEATURE PONDS. FAILURE TO MAINTAIN THE FEATURE PONDS WILL RESULT IN THE LOSS OF THE STORMWATER DETENTION CREDIT. THE FEATURE POND(S) WILL REMAIN FREE OF ANY NATURAL OR NON-NATURAL STRUCTURES OR VEGETATIVE BARRIERS (INCLUDING BUT NOT LIMITED TO TREES, SHRUBBERY, BERMS, FENCES, AND WALLS).

LANDSCAPING CALCULATION

	Lot 1	Lot 2A	Lot 2B	Lot 3
Parking Stalls Provided	93	180	131	255
Interior Parking Lot Greenspace Provided (SF)	10,275	7,667	6,366	10,562
Interior Parking Lot Greenspace Required (SF)	3,720	7,200	5,240	10,200
Interior Parking Lot Shrubs Provided	Exst.	56	40	77
Interior Parking Lot Shrubs Required	28	54	40	77
Interior Parking Lot Trees Provided	10	28	16	26
Interior Parking Lot Trees Required	10	18	14	26
Perimeter Parking Lot Frontage (FT)	160	45	306	252
Perimeter Parking Lot Trees Provided	7 (double as street trees)	2	13 (double as street trees)	11
Perimeter Parking Lot Trees Required	7	2	13	11
Crossgate Street Trees Provided	10	31	30	23
Crossgate Street Trees Required	370 L.F. /40=10	1,219 L.F. /40=31	1,188 L.F./40=30	855 L.F./40=22

SITE SUMMARY:

PROJECT SUMMARY	CURRENT ZONING	PROPOSED ZONING	CURRENT USE	PROPOSED USE	LAND AREA	PROPOSED UNITS	PROPOSED UNITS PER ACRE
LOT 1	RM24-PD	RM24-PD	PASSIVE RECREATION	PASSIVE RECREATION	3.41	148,482	
LOT 2A	RM24-PD	RM24-PD	PASSIVE RECREATION	MULTI DWELLING STRUCTURE	7.90	343,962	168
LOT 2B	RM24-PD	RM24-PD	PASSIVE RECREATION	ASSISTED LIVING/ MULTI DWELLING STRUCTURE	7.60	331,087	164
LOT 3	RM24-PD	RMQ-PD	PASSIVE RECREATION	VARIED USES - SEE TABLE BELOW	14.22	619,263	
LOT 4	RM24-PD	RM24-PD	PASSIVE RECREATION	PASSIVE RECREATION	17.32	754,588	
TOTAL					50.44	2,197,382	332

SHARED PARKING INFORMATION:

PARKING SUMMARY	APARTMENTS	FITNESS/WELLNESS AREA	POOL AREA	GOLF COURSE	BANQUET FACILITY AREA	INDEPEN -DENT/ ASSISTED LIVING	RESTAURANT IN CLUBHOUSE (ACCESSORY)	OUTDOOR GRILLE BY POOL (ACCESSORY)	FUTURE OFFICE	DUPLEX	TOTAL
USE CATEGORY	MULTI-DWELLING STRUCTURE	PERSONAL IMPROVEMENT/ACT-IVE REC.	PARTICIPANT SPORTS & RECREATION, OUTDOOR	PASSIVE RECREATION	QUALITY & ACCESSORY RESTAURANT (2)	INDEPEN -DENT/ ASSISTED LIVING	FAST ORDER FOOD OR QUALITY RESTAURANT	FAST ORDER FOOD OR QUALITY RESTAURANT	OFFICE	DUPLEX	
PARKING SPACES REQUIRED	1 PER BDRM (500 BEDS) + 1 PER 10 UNITS (280)A	80% @ 1/500 + 20% @ 1/200 = 1 PER 200 S.F. (22,700 S.F.)	1 PER 500 S.F. OF CUSTOMER SERVICE AREA (40,000 S.F.)	4 SPACES PER HOLE (27 HOLES) + 20 FOR UNIVERSITY GOLF PRACTICE FACILITY	(D) 1 SPACE PER 3 PERSONS BASED ON MAX OCCUPANCY OF 400 + 1 PER EMPLOYEE (9)	1 PER INDEPENDENT LIVING UNIT (100) + 0.5 PER ASSISTED LIVING UNIT (O)	1 PER PER 100 SF OF CUSTOMER SERVICE AREA (3,400 S.F.) PLUS 1 PER EMPLOYEE ON LARGEST SHIFT (10)	1 PER 100 SF OF CUSTOMER SERVICE AREA (1,200 S.F.) PLUS 1 PER EMPLOYEE ON LARGEST SHIFT (5)	1 PER 300 S.F.	1 PER BDRM (12 BEDS)	1112 (C)
PARKING PROVIDED	LOT 1			43	54						97
	LOT 2A	330(A)									330
	LOT 2B	163(A)				98				12	273
	LOT 3		53	56	72	16	10	5	57		269
	LOT 4										0
Crossgate	37		16	0(B)	59(B)	2				114	
TOTAL	530 (A)	53 (C)	72 (C)	115 (C)	129 (C)	100	10 (C)	5 (C)	57 (C)	12	1083 (C)

- A LOT 2A: BLDGS - A, B, C = 168 UNITS - 312 BEDS; INTERIOR PARKING = 150, EXTERIOR PARKING = 180; TOTAL = 329 SPACES REQUIRED
 B LOT 2B: BLDGS - F, G - 1 BED UNITS = 18 SPACES REQUIRED
 C LOT 2B: BLDGS - J, ASSISTED/INDEPENDENT LIVING - 100 UNITS - 100 SPACES REQUIRED; DENSITY = (24 STUDIO X .4 = 9.6; 56 - 1 BED UNITS X .4 = 22.4; 2 BED UNITS X .6 = 12) 100 SPACES REQUIRED
 D LOT 2B: BLDGS - K, 96 UNITS - 172 BEDS; 182 SPACES REQUIRED
 E LOT 2B: DUPLEX D & E (4 BEDS); DUPLEX F & G (8 BEDS) = 1 SPACE PER BEDROOM = 12 SPACES REQUIRED
 F ADDITIONAL SPACES ALLOWED FOR GOLF AND BANQUET FACILITY (111) TOTAL 37 USED FOR APARTMENTS ON 2B
 G OTHER THAN RESIDENTIAL UNITS PARKING HAS BEEN PROVIDED AT 90% OF THE REQUIRED AMOUNT.
 H ANY BANQUETS OVER 354 PEOPLE SHALL BE COORDINATED WITH THE CLOSURE OF SOME OTHER ACTIVITIES IN ORDER TO PROVIDE THE NECESSARY PARKING
 I PARKING FOR EMPLOYEES

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**ALVAMAR LOT 1, 2A, 2B & 3
PRELIMINARY
DEVELOPMENT PLAN**

LAWRENCE, KANSAS

PROJECT # 213-560

RELEASE: 1.0 DATE: 2.16.16
1.1 DATE: 3.01.16

LANDSCAPING TABLE:

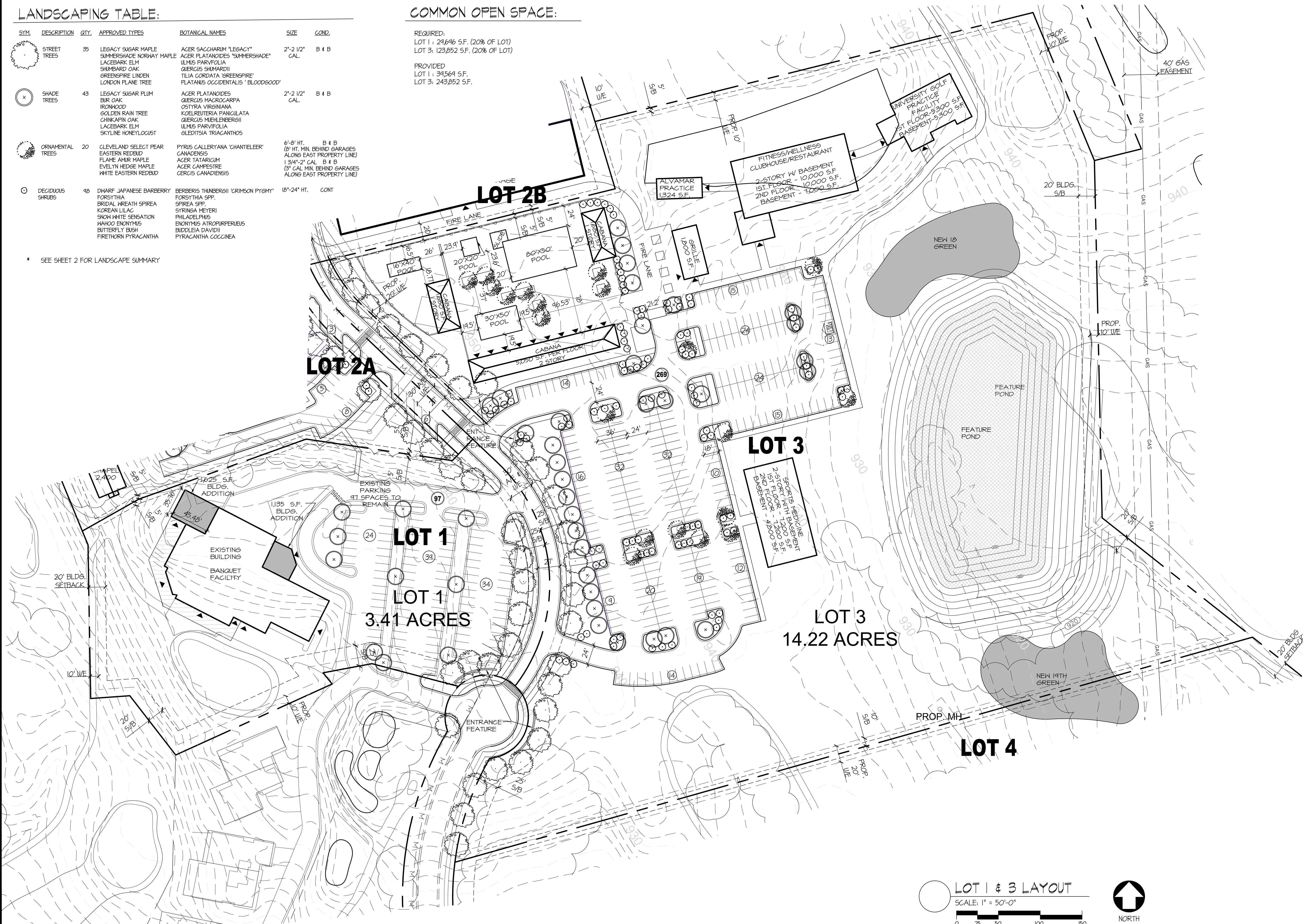
SYM	DESCRIPTION	QTY	APPROVED TYPES	BOTANICAL NAMES	SIZE	COND.
(Tree symbol)	STREET TREES	35	LEGACY SUGAR MAPLE SUMMERSHADE NORWAY MAPLE LACEBARK ELM SHUMBARK OAK GREENSPIRE LINDEN LONDON PLANE TREE	ACER SACCCHARIM "LEGACY" ACER PLATANOIDES "SUMMERSHADE" ULMUS PARVIFOLIA QUERCUS SHUMARDII TILIA CORDATA "GREENSPIRE" PLATANUS OCCIDENTALIS "BLOODGOOD"	2'-2 1/2" CAL.	B 4 B
(Tree symbol)	SHADE TREES	43	LEGACY SUGAR PLUM BUR OAK IRONWOOD GOLDEN RAIN TREE GHINKAPIN OAK LACEBARK ELM SKYLINE HONEYLOCUST	ACER PLATANOIDES QUERCUS MACROCARPA OSTRYA VIRGINIANA KOELREUTERIA PANICULATA QUERCUS MELLENBERGII ULMUS PARVIFOLIA GLEDITSIA TRIACANTHOS	2'-2 1/2" CAL.	B 4 B
(Tree symbol)	ORNAMENTAL TREES	20	CLEVELAND SELECT PEAR EASTERN REDBUD FLAME AMIR MAPLE EVELYN HEDGE MAPLE WHITE EASTERN REDBUD	PYRUS CALLERYANA "CHANTELIER" CANADENSIS ACER TATARICUM ACER CAMPESTRE CERCIS CANADENSIS	6'-8" HT. (8' HT. MIN. BEHIND GARAGES ALONG EAST PROPERTY LINE) 1 3/4"-2" CAL. B 4 B (8' CAL. MIN. BEHIND GARAGES ALONG EAST PROPERTY LINE)	B 4 B
(Shrub symbol)	DECIDUOUS SHRUBS	40	DWARF JAPANESE BARBERRY FORSYTHIA BRIDAL WREATH SPIREA KOREAN LILAC SNOW WHITE SENGATION NAHOO ENONTHUS BUTTERFLY BUSH FIRETHORN PYRACANTHA	BERBERIS THUNBERGII "CRIMSON PYGM" FORSYTHIA SPP. SPIREA SPP. SYRINGA MEYERI PHILADELPHUS ENONTHUS ATROPURPUREUS BIDOLEIA DAVIDII PYRACANTHA COCCINEA	10"-24" HT.	CONT

* SEE SHEET 2 FOR LANDSCAPE SUMMARY

COMMON OPEN SPACE:

REQUIRED:
LOT 1 : 24,646 S.F. (20% OF LOT)
LOT 3: 123,852 S.F. (20% OF LOT)

PROVIDED:
LOT 1 : 34,564 S.F.
LOT 3: 243,852 S.F.



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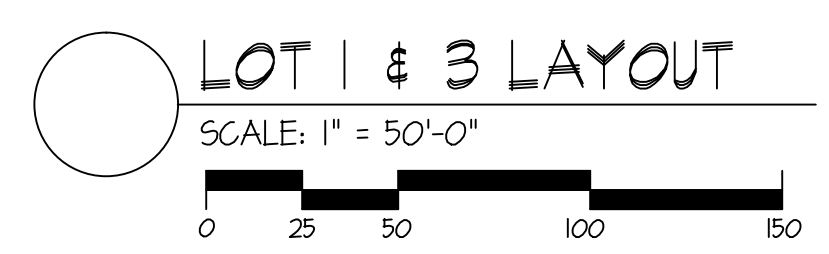
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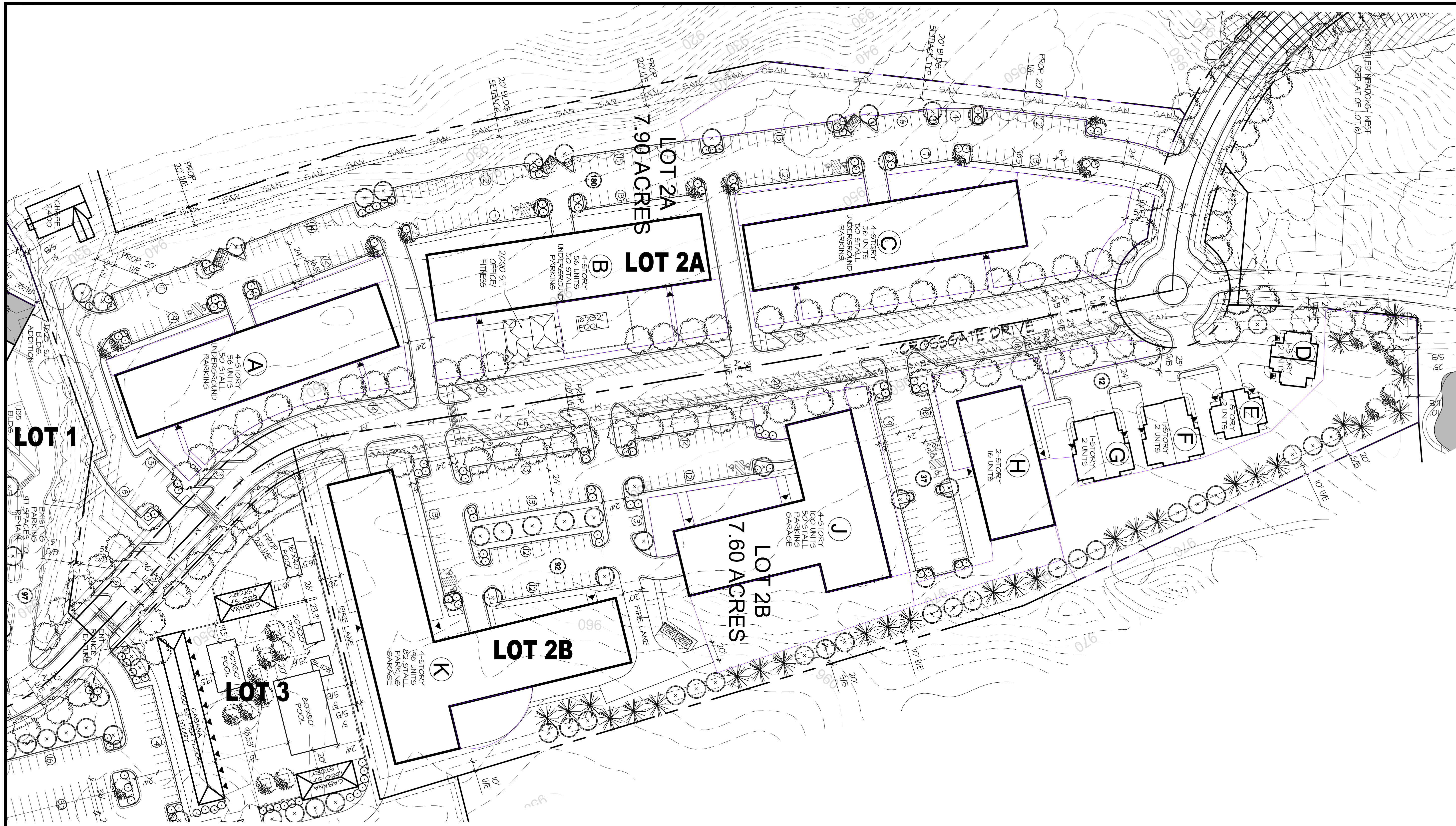
ALVAMAR LOT 1, 2A, 2B & 3
PRELIMINARY
DEVELOPMENT PLAN
LAURENCE, KANSAS

PROJECT # 213-560

RELEASE: 1.0 DATE: 2.16.16
1.1 3.01.16



C:\p1\141213_000\213_560\CAD & CAD PDF\Site CAD PDP 06 02 16 PDP SH1 3 AND 4 LOT 1 3.dwg 3/17/2016 1:54:13 PM DWG.T: PDP-fps



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**ALVAMAR LOT 1, 2A, 2B & 3
PRELIMINARY
DEVELOPMENT PLAN**

LAWRENCE, KANSAS

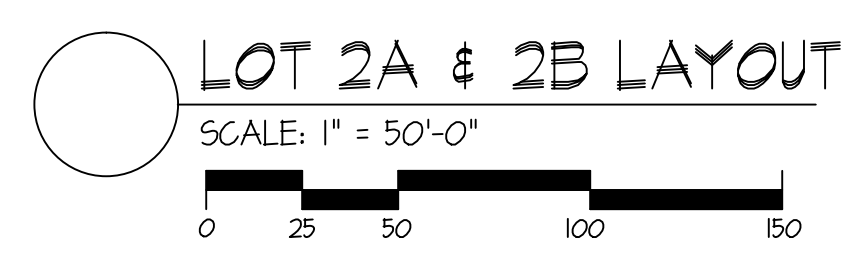
LANDSCAPING TABLE:

SYM.	DESCRIPTION	QTY.	APPROVED TYPES	BOTANICAL NAMES	SIZE	COND.
	STREET TREES	63	LEGACY SUGAR MAPLE SUMMERSHADE NORWAY MAPLE LACEBARK ELM SHIMBARD OAK GREENSPIRE LINDEN LONDON PLANE TREE	ACER SACCHARUM 'LEGACY' ACER PLATANOIDES 'SUMMERSHADE' ULMUS PARVIFOLIA QUERCUS SHIMARDII TILIA CORDATA 'GREENSPIRE' PLATANUS OCCIDENTALIS 'BLOODGOOD'	2'-2 1/2" CAL.	B & B
	SHADE TREES	57	LEGACY SUGAR PLUM BUR OAK IRONWOOD GOLDEN RAIN TREE CHINKAPIN OAK LACEBARK ELM SKYLINE HONEYLOCUST	ACER PLATANOIDES QUERCUS MACROCARPA OSTYRA VIRGINIANA KOELREUTERIA PANICULATA QUERCUS MUEHLBERGII ULMUS PARVIFOLIA GLEDITSIA TRIACANTHOS	2'-2 1/2" CAL.	B & B
	EVERGREEN TREES	27	EASTERN RED CEDAR VANDERWOLF LIMBER PINE WHITE PINE	JUNIPERUS VIRGINIANA PINUS FLEXILIS PINUS STROBUS		
	DECIDUOUS SHRUBS	43	DWARF JAPANESE BARBERRY FORSYTHIA BRIDAL WREATH SPIREA KOREAN LILAC SNOW WHITE SENSATION WAHOO ENONYMUS BUTTERFLY BUSH FIRETHORN PYRACANTHA	BERBERIS THUNBERGII 'CRIMSON PYGMY' FORSYTHIA SPP. SPIREA SPP. SYRINGA MEYERI PHILADELPHUS ENONYMUS ATRORUPREPARELIS BUDDLEIA DAVIDII PYRACANTHA COCCINEA	18"-24" HT.	CONT

COMMON OPEN SPACE:

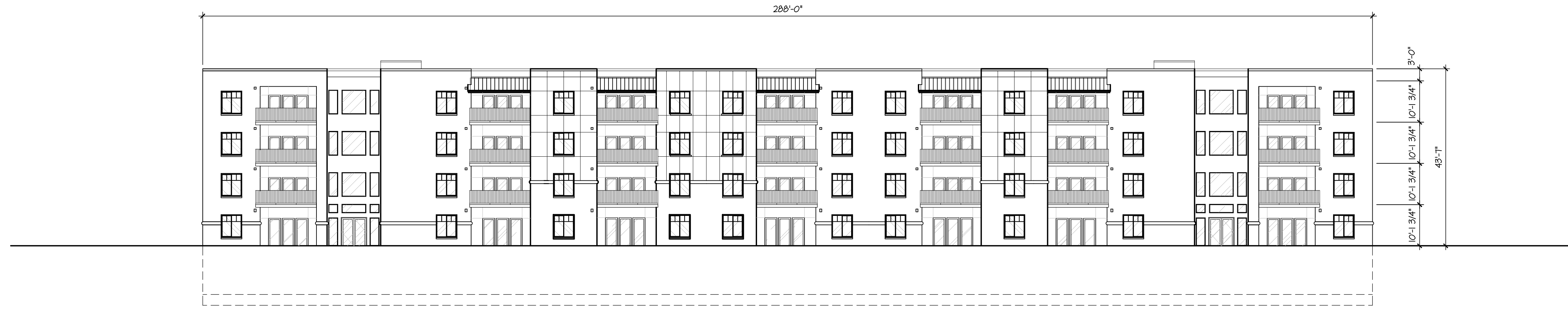
REQUIRED:
LOT 2A : 68,792 S.F. (20% OF LOT)
ALONG EAST PROPERTY LINE
LOT 3: 66,217 S.F. (20% OF LOT)

PROVIDED
LOT 2A : 14,584 S.F.
LOT 2B: 11,688 S.F.



PROJECT # 213-560

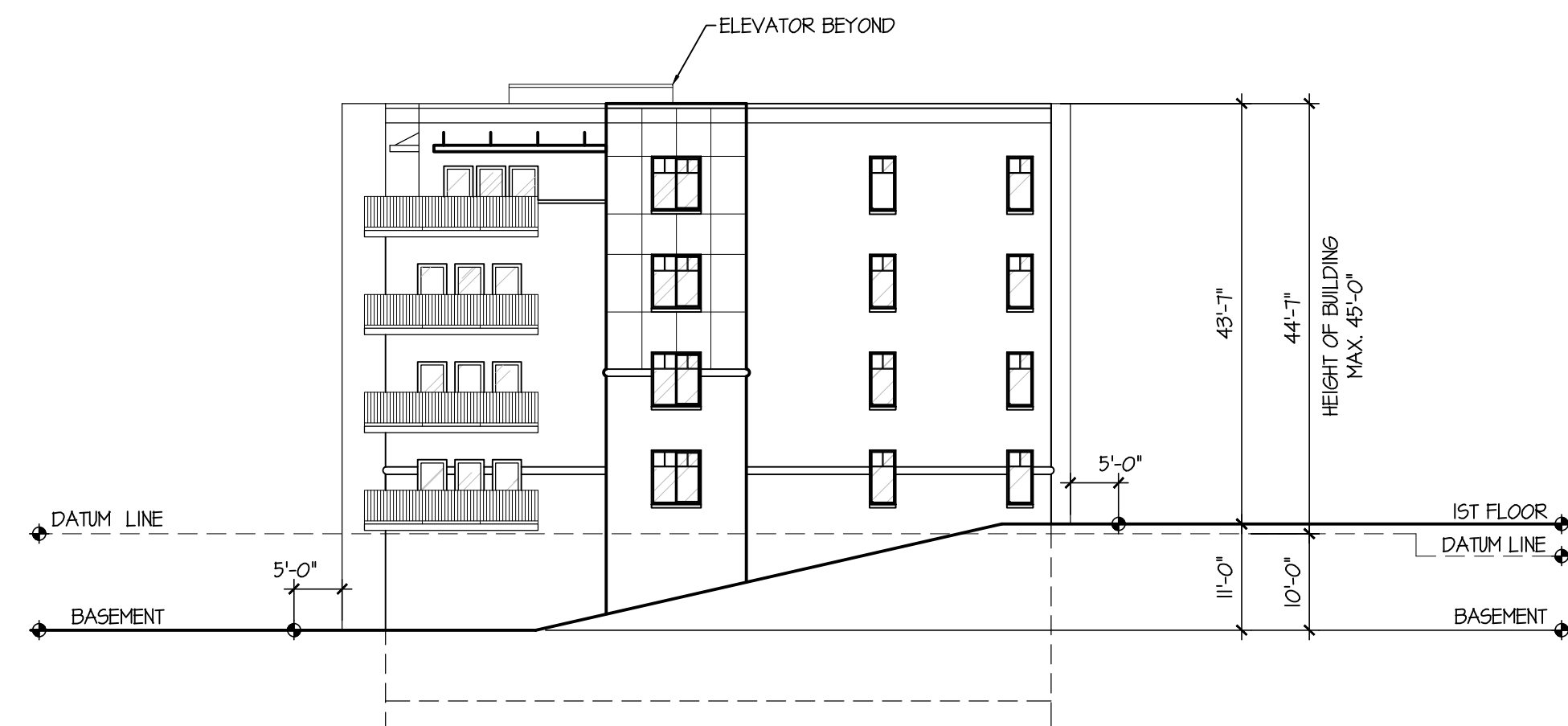
RELEASE:	DATE:
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1.1	3.01.16



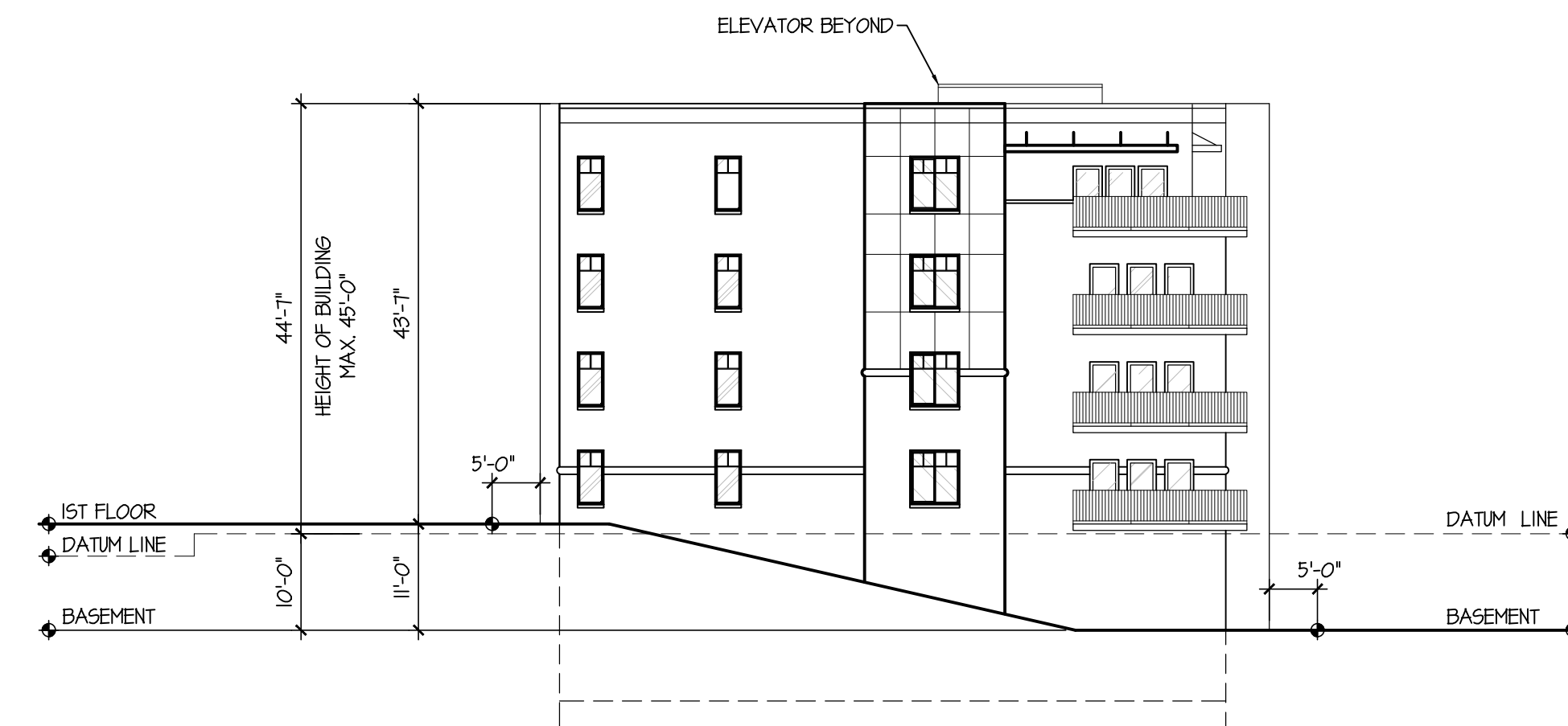
1 EAST ELEVATION, CROSSGATE
SCALE: 1/16" = 1'-0"



1 WEST ELEVATION
SCALE: 1/16" = 1'-0"



1 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



1 NORTH ELEVATION
SCALE: 1/16" = 1'-0"

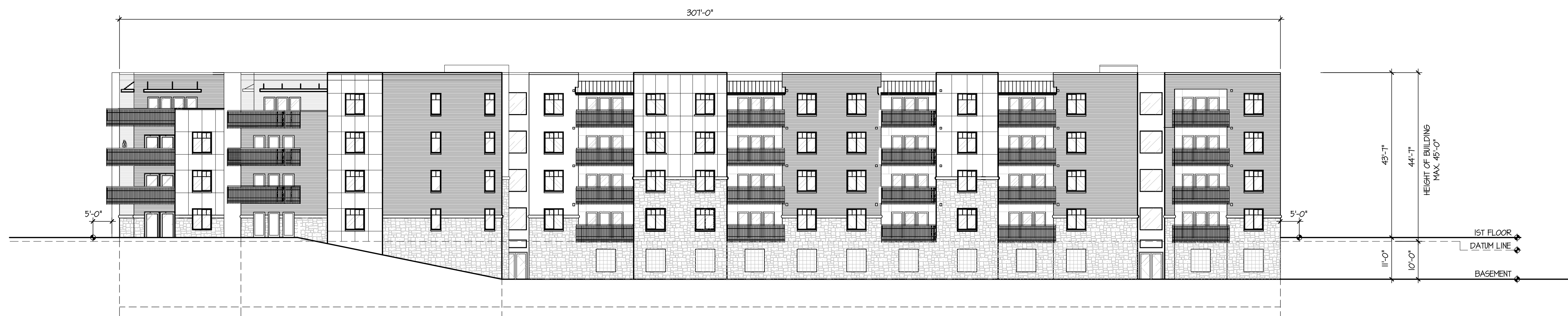
1 APARTMENT BUILDINGS 'A', 'B', 'C', LOT 2A
SCALE: 1/16" = 1'-0"



1 APARTMENT BUILDING
SOUTH ELEVATION, POOLSIDE
SCALE: 1/16" = 1'-0"

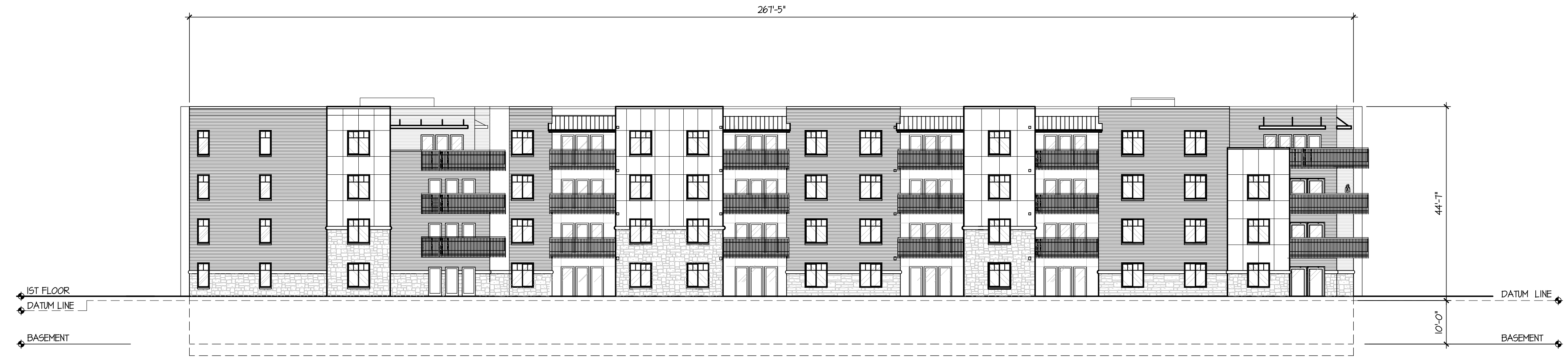


1 APARTMENT BUILDING
WEST ELEVATION, CROSSGATE
SCALE: 1/16" = 1'-0"



1 APARTMENT BUILDING
NORTH ELEVATION
SCALE: 1/16" = 1'-0"

1 APARTMENT BUILDINGS 'K', LOT 2B
SCALE: 1/16" = 1'-0"



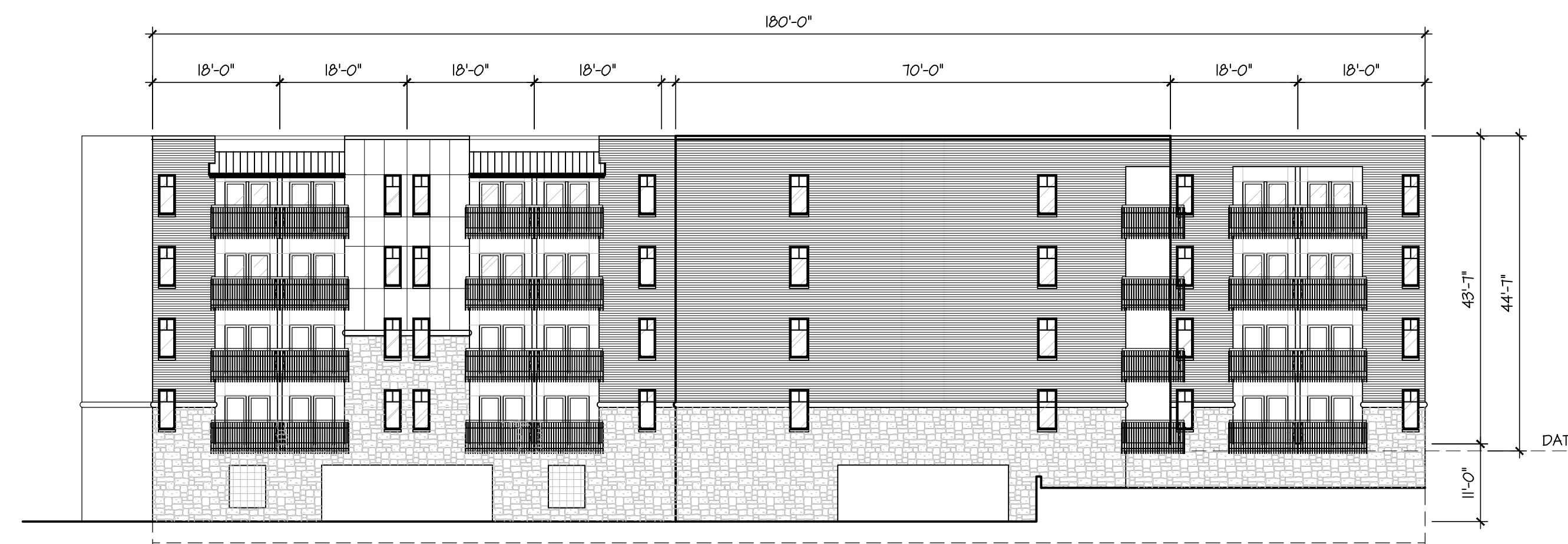
APARTMENT BUILDING 'K'
EAST ELEVATION, GOLF COURSE
SCALE: 1/16" = 1'- 0"



INDEPENDENT LIVING BUILDING
NORTH ELEVATION
SCALE: 1/16" = 1'- 0"



INDEPENDENT LIVING BUILDING
WEST ELEVATION, CROSSGATE
SCALE: 1/16" = 1'- 0"



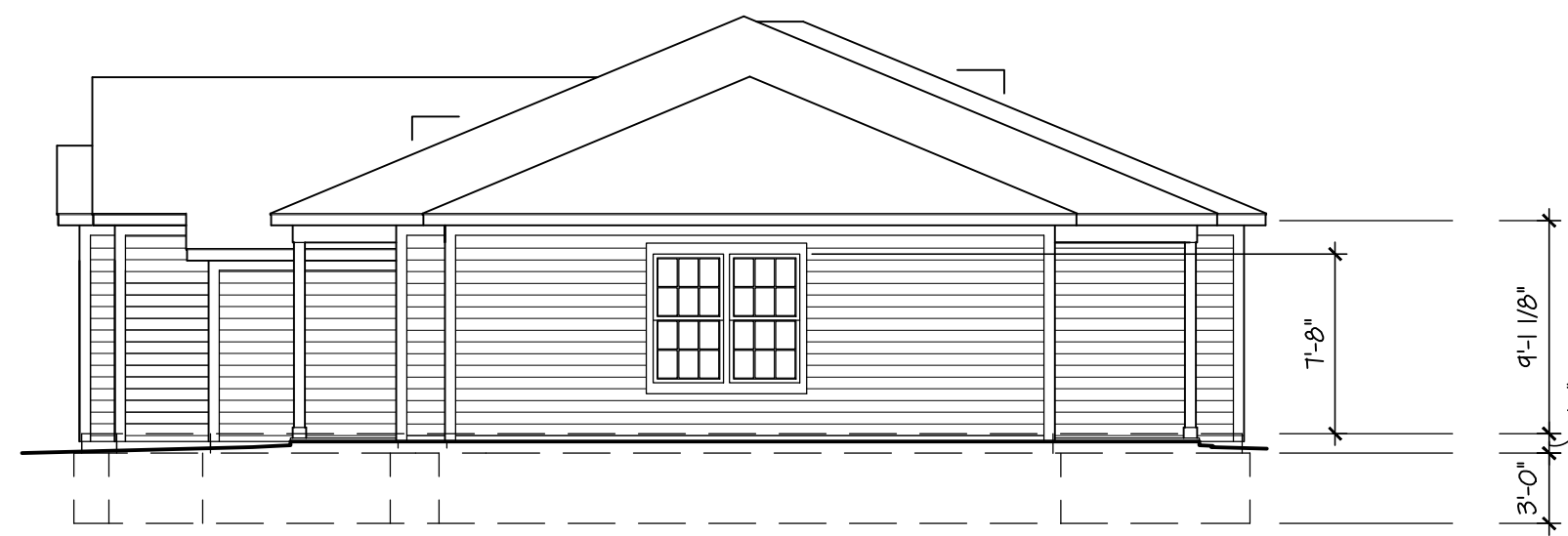
INDEPENDENT LIVING BUILDING
SOUTH ELEVATION
SCALE: 1/16" = 1'- 0"



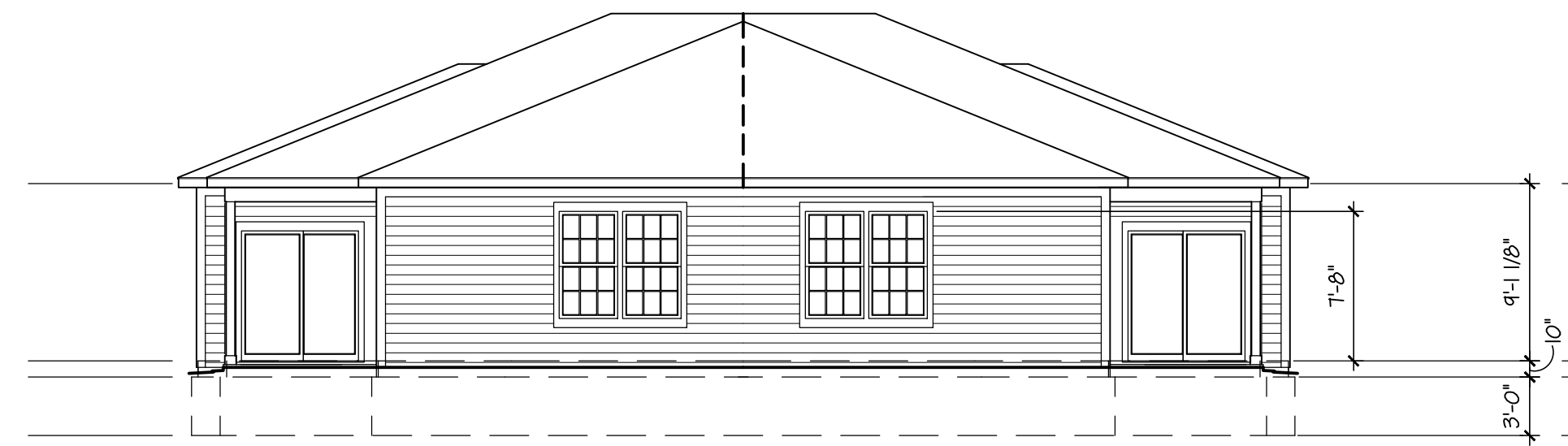
INDEPENDENT LIVING BUILDING
EAST ELEVATION, GOLF COURSE
SCALE: 1/16" = 1'- 0"

APARTMENT BUILDINGS 'J' 'K', LOT 2B
SCALE: 1/16" = 1'- 0"

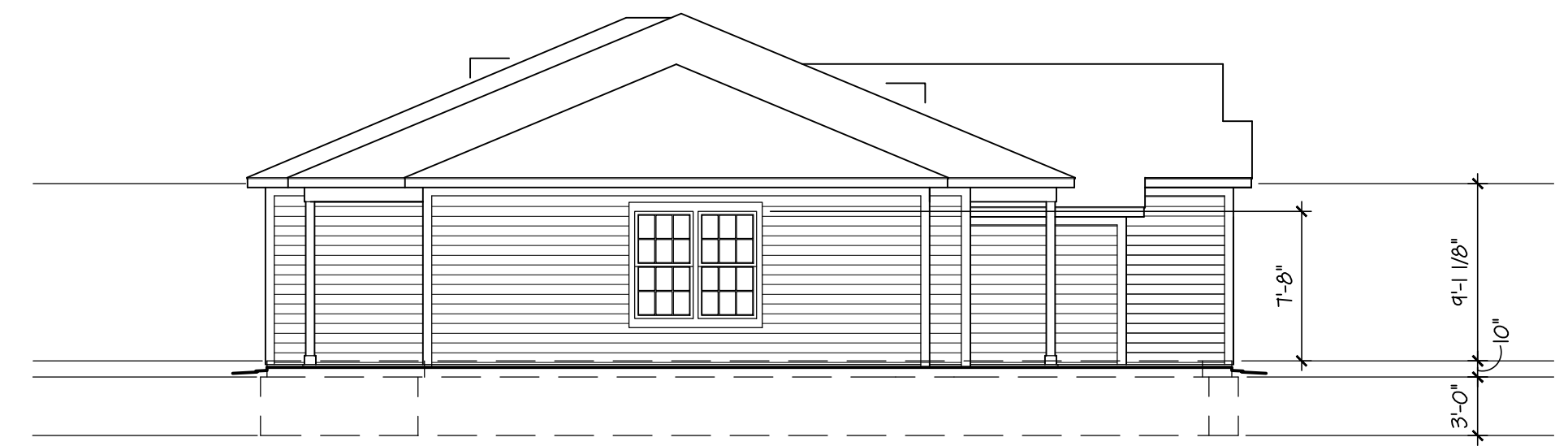
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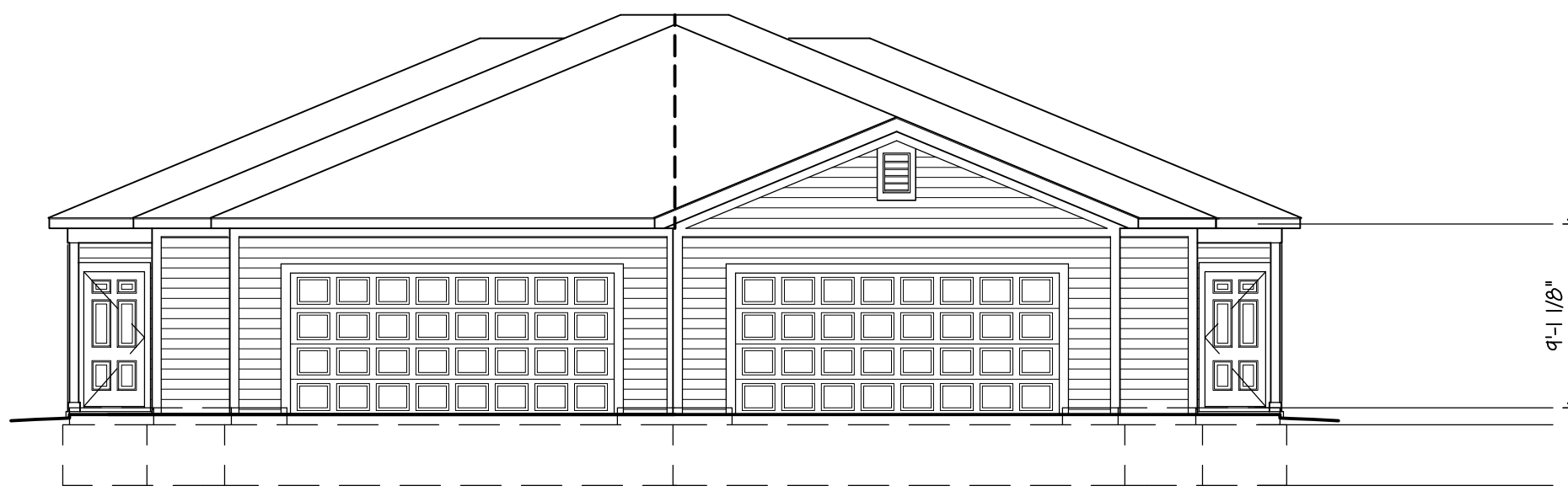
1-BEDROOM DUPLEX, 'D', 'E'
LEFT SIDE ELEVATION
SCALE: 1/8" = 1'-0"



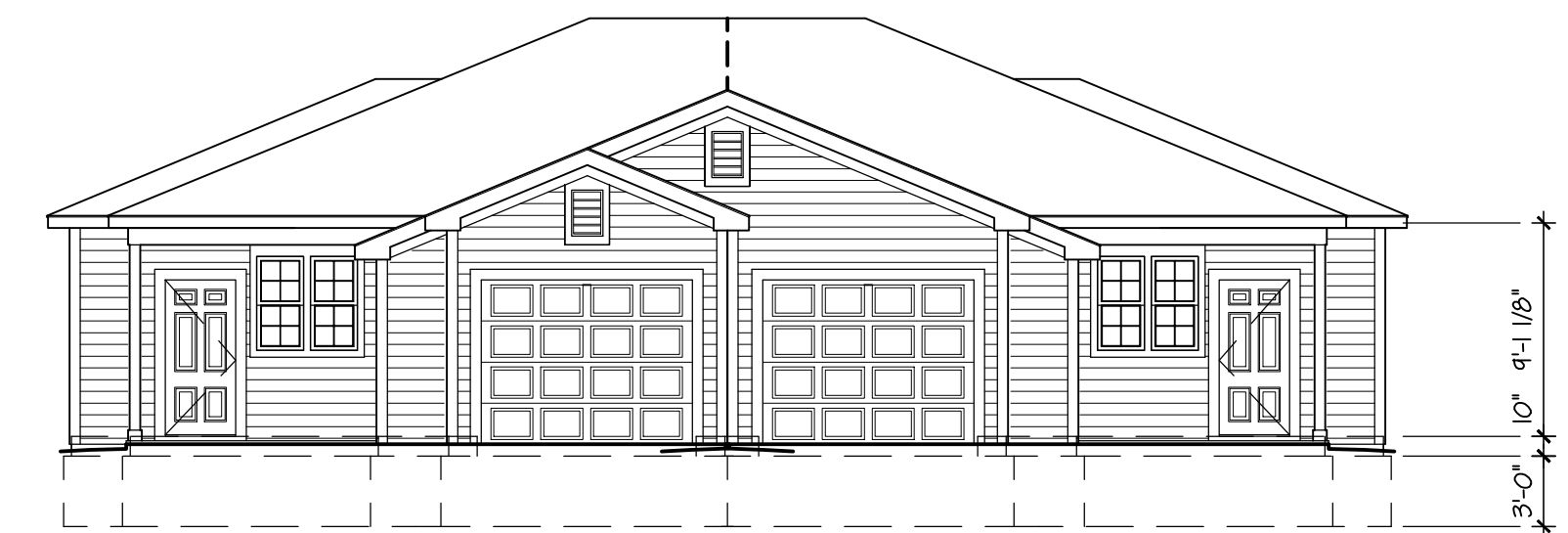
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REAR ELEVATION
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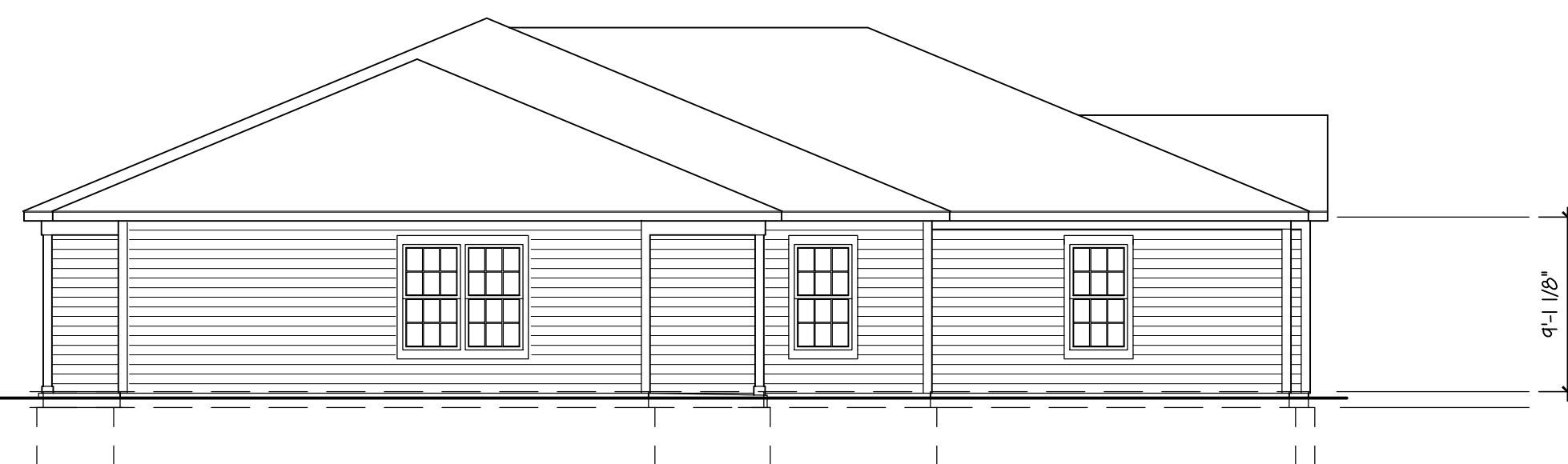
1-BEDROOM DUPLEX, 'D', 'E'
RIGHT SIDE ELEVATION
SCALE: 1/8" = 1'-0"



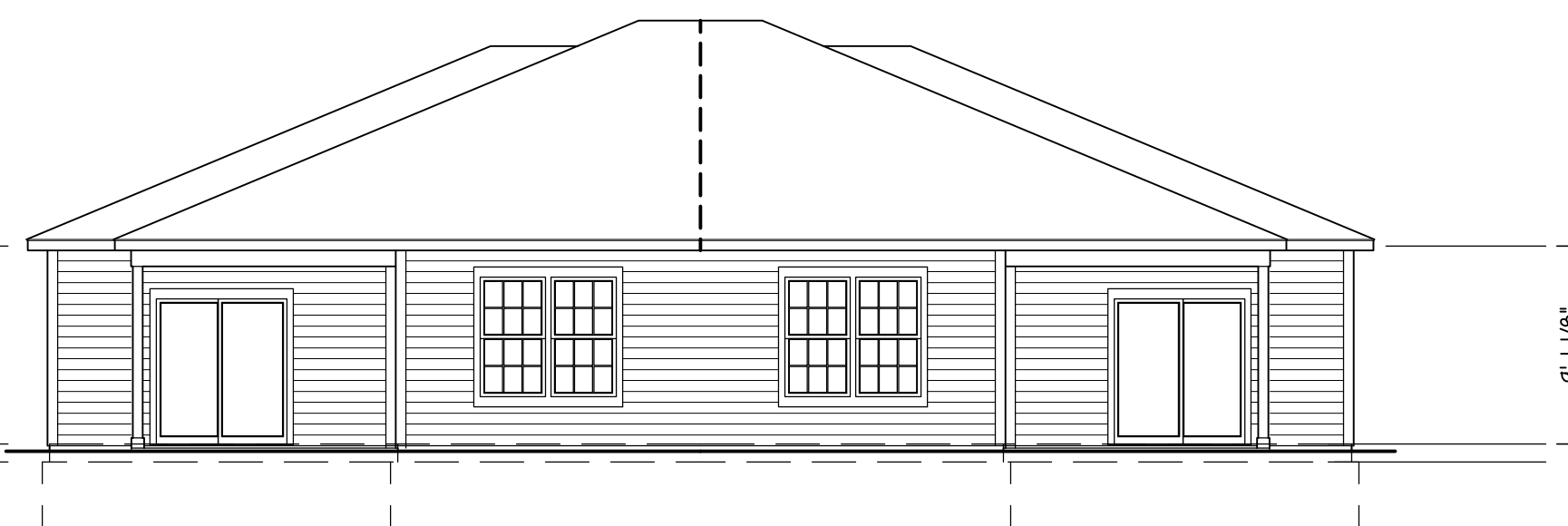
2-BEDROOM DUPLEX, 'F', 'G'
FRONT ELEVATION
SCALE: 1/8" = 1'-0"



1-BEDROOM DUPLEX, 'D', 'E'
FRONT ELEVATION
SCALE: 1/8" = 1'-0"



2-BEDROOM DUPLEX, 'F', 'G'
LEFT SIDE ELEVATION
SCALE: 1/8" = 1'-0"



2-BEDROOM DUPLEX, 'F', 'G'
REAR ELEVATION
SCALE: 1/8" = 1'-0"



2-BEDROOM DUPLEX, 'F', 'G'
RIGHT SIDE ELEVATION
SCALE: 1/8" = 1'-0"



east elevation



west elevation

ALVAMAR
redevelopment

FILE NAME: I:\20142015\CAD\Planning\FP\Alvamar FP.dwg LAST SAVED BY: Mitch Walthers SAVED DATE: 2/23/2016 11:16 AM PLOTTED: 2/23/2016 3:18 PM

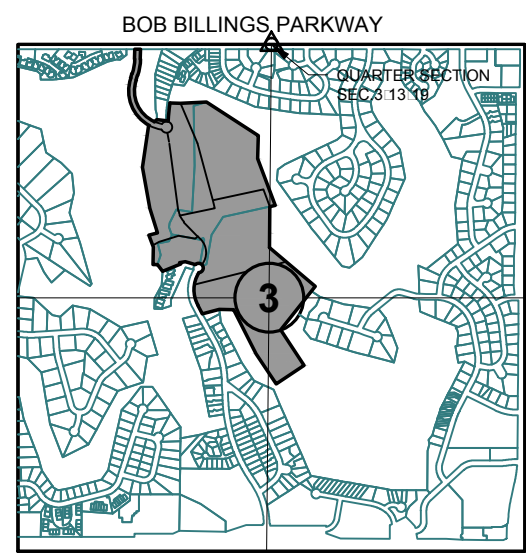
NW CORNER SEC. 3-13-19

QUARTER SECTION SEC. 3-13-19

CURVE	LENGTH	RADIUS	CHORD	BEARING
C1	83.42'	350.00'	83.23'	S75° 03' 28"E
C2	314.00'	60.00'	60.14'	S3° 52' 04"W
C3	74.32'	60.00'	69.66'	S69° 25' 44"W
C4	9.96'	1628.92'	9.96'	S0° 33' 16"W
C5	161.19'	60.00'	116.91'	N1° 52' 33"E
C6	78.49'	60.00'	73.01'	S63° 41' 07"E
C7	135.09'	410.00'	134.48'	S73° 04' 08"E
C8	129.33'	200.00'	127.09'	S27° 55' 48"E
C9	48.60'	200.00'	48.48'	S16° 21' 57"E
C10	80.73'	200.00'	80.19'	S34° 53' 28"E
C11	290.41'	200.00'	265.56'	N4° 51' 28"W
C12	75.03'	50.00'	68.19'	S89° 09' 52"W
C13	117.25'	50.00'	92.17'	N19° 20' 07"E
C14	131.91'	333.16'	131.05'	S18° 31' 42"W
C15	219.72'	333.16'	215.76'	S11° 42' 28"E
C16	20.39'	413.50'	20.38'	N10° 49' 02"W
C17	241.30'	1618.92'	241.08'	S3° 03' 13"W

LINE NO.	LENGTH	BEARING
L1	110.00'	S51° 01' 46"W
L2	429.25'	S6° 35' 09"W
L3	431.68'	S11° 54' 15"E
L4	275.26'	S19° 27' 37"E
L5	98.89'	S69° 28' 51"E
L6	114.07'	N71° 35' 18"E
L7	84.92'	S81° 53' 23"E
L8	124.44'	N38° 59' 43"E
L9	80.46'	N52° 39' 27"W
L10	129.38'	N34° 18' 58"W
L11	333.08'	N9° 12' 24"W
L12	60.87'	N5° 09' 23"W
L13	248.24'	N10° 56' 20"W

LOCATION MAP:



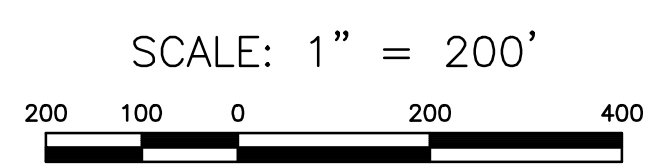
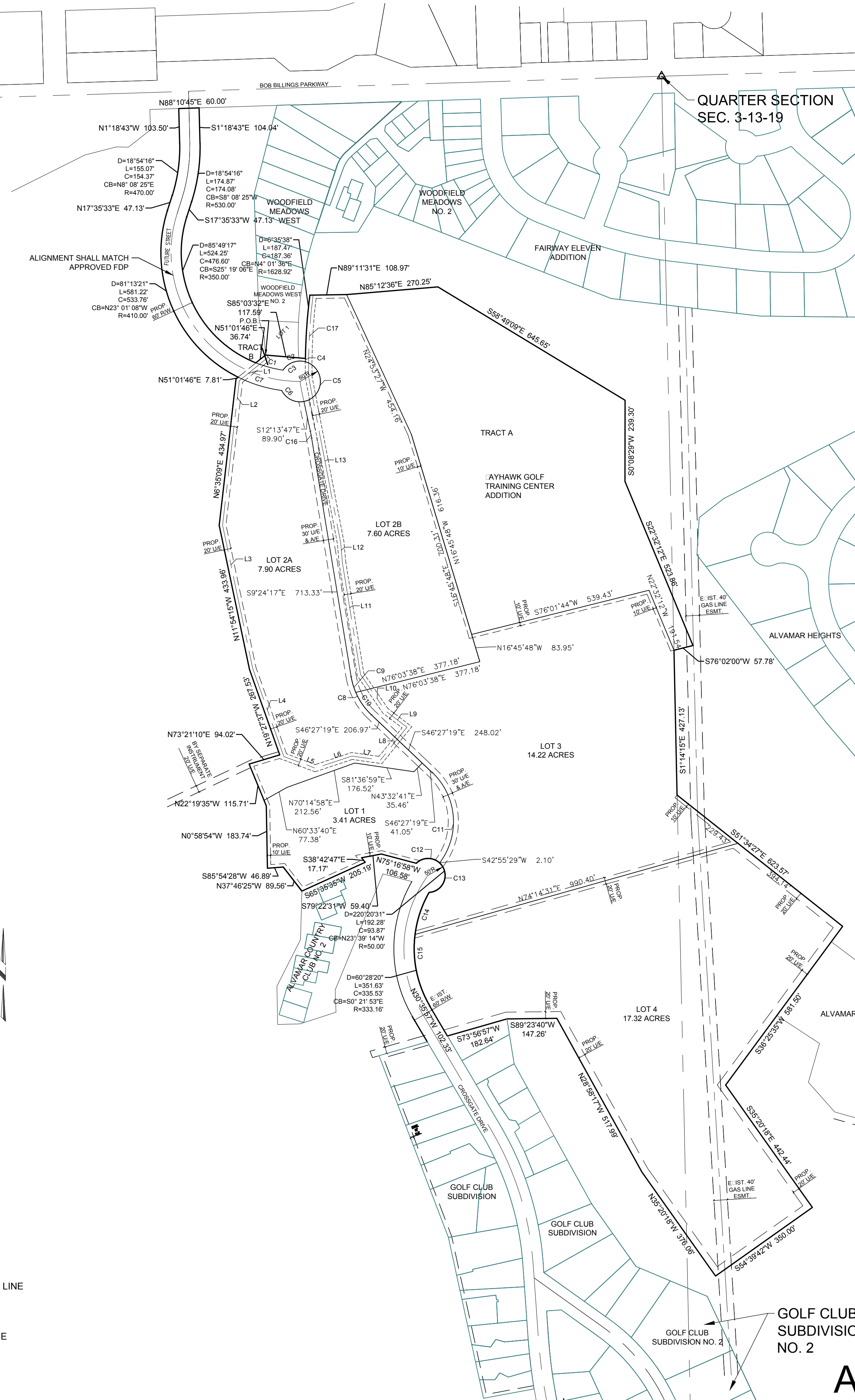
SEC. 3-13-19
CITY OF LAWRENCE
DOUGLAS COUNTY, KANSAS
NOT TO SCALE

MONUMENTATION:

- SECTION CORNER
- SET 1/2" x 24" REBAR W / "PLS 889" CAP

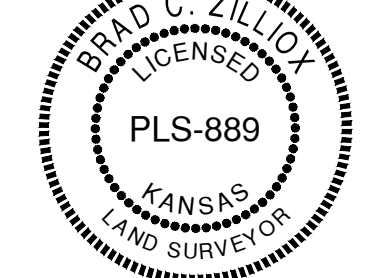
LEGEND:

- PLAT LINE
- PROPOSED DIVISION LINE
- SECTION LINE
- STREET CENTERLINE
- R/W RIGHT OF WAY
- U/E UTILITY EASEMENT
- A/E ACCESS EASEMENT



CERTIFICATION:

I HEREBY CERTIFY THAT THE PLATTED AREA AND THE LOCATION MAP SHOWN HEREON ARE THE RESULTS OF A FIELD SURVEY PERFORMED UNDER MY DIRECT SUPERVISION SEPTEMBER 15, 2014. THIS SURVEY CONFORMS TO THE KANSAS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.



BRAD C. ZILLOX, P.L.S., 889
1310 WAKARUSA DRIVE, SUITE 100
LAWRENCE, KS 66049
785.843.7530

GOLF CLUB SUBDIVISION NO. 2

A FINAL PLAT OF ALVAMAR INC ONE ADDITION

A TRACT OF LAND LYING IN SECTION 3, TOWNSHIP 13 SOUTH, RANGE EAST OF THE SIXTH PRINCIPAL MERIDIAN, IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS

LEGAL DESCRIPTION:

A TRACT OF LAND LYING IN SECTION 3, TOWNSHIP 13 SOUTH, RANGE 19 EAST OF THE SIXTH PRINCIPAL MERIDIAN, IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS, AND BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF LOT 1, WOODFIELD MEADOWS WEST NO. 2, A SUBDIVISION IN THE CITY OF LAWRENCE, AS RECORDED IN PLAT BOOK 15, PAGE 168 IN THE OFFICE OF THE DOUGLAS COUNTY REGISTER OF DEEDS; THENCE SOUTH 85°03'32" EAST ALONG THE SOUTHERLY LINE OF SAID LOT 1, A DISTANCE OF 117.59 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1628.92 FEET, AN ARC LENGTH OF 187.47 FEET, A CHORD LENGTH OF 187.36 FEET ON A BEARING OF NORTH 04°01'36" EAST, AND A DELTA OF 6°35'38"; THENCE NORTH 89°11'31" EAST, A DISTANCE OF 108.97 FEET; THENCE NORTH 85°12'36" EAST, A DISTANCE OF 270.25 FEET; THENCE SOUTH 58°49'09" EAST, A DISTANCE OF 645.65 FEET; THENCE SOUTH 09°29' WEST, A DISTANCE OF 239.30 FEET; THENCE SOUTH 22°32'12" EAST, A DISTANCE OF 523.86 FEET; THENCE SOUTH 78°02'00" WEST, A DISTANCE OF 57.78 FEET; THENCE SOUTH 1°14'15" EAST, A DISTANCE OF 427.13 FEET; THENCE SOUTH 51°34'27" EAST, A DISTANCE OF 623.57 FEET; THENCE SOUTH 36°25'35" WEST, A DISTANCE OF 581.50 FEET; THENCE SOUTH 35°20'18" EAST, A DISTANCE OF 442.44 FEET; THENCE SOUTH 54°39'42" WEST, A DISTANCE OF 350.00 FEET; THENCE NORTH 35°20'18" WEST, A DISTANCE OF 376.06 FEET; THENCE NORTH 28°58'17" WEST, A DISTANCE OF 517.99 FEET; THENCE SOUTH 89°23'40" WEST, A DISTANCE OF 147.26 FEET; THENCE SOUTH 73°56'57" WEST, A DISTANCE OF 182.64 FEET; THENCE NORTH 30°35'57" WEST, A DISTANCE OF 102.33 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 333.16 FEET, AN ARC LENGTH OF 351.63 FEET, A CHORD LENGTH OF 335.53 FEET ON A BEARING OF NORTH 1°21'53" EAST, AND A DELTA OF 60°28'20"; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 50.00 FEET, AN ARC LENGTH OF 192.28 FEET, A CHORD LENGTH OF 93.87 FEET ON A BEARING OF NORTH 23°39'14" WEST, AND A DELTA OF 220°20'31"; THENCE NORTH 75°16'58" WEST, A DISTANCE OF 106.58 FEET; THENCE SOUTH 79°22'31" WEST, A DISTANCE OF 59.40 FEET; THENCE SOUTH 38°42'47" EAST, A DISTANCE OF 17.17 FEET; THENCE SOUTH 65°35'35" WEST, A DISTANCE OF 205.19 FEET; THENCE NORTH 37°46'25" WEST, A DISTANCE OF 89.56 FEET; THENCE SOUTH 85°54'28" WEST, A DISTANCE OF 46.89 FEET; THENCE NORTH 0°58'54" WEST, A DISTANCE OF 183.74 FEET; THENCE NORTH 22°19'35" WEST, A DISTANCE OF 115.71 FEET; THENCE NORTH 73°21'10" EAST, A DISTANCE OF 94.02 FEET; THENCE NORTH 19°27'37" WEST, A DISTANCE OF 267.53 FEET; THENCE NORTH 11°54'15" WEST, A DISTANCE OF 433.96 FEET; THENCE NORTH 0°35'09" EAST, A DISTANCE OF 434.97 FEET; THENCE NORTH 51°01'46" EAST, A DISTANCE OF 7.81 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 410.00 FEET, AN ARC LENGTH OF 581.22 FEET, A CHORD LENGTH OF 533.79 FEET ON A BEARING OF NORTH 23°01'08" WEST, AND A DELTA OF 81°13'21"; THENCE NORTH 17°59'33" EAST, A DISTANCE OF 47.13 FEET; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 470.00 FEET, AN ARC LENGTH OF 155.07 FEET, A CHORD LENGTH OF 154.37 FEET ON A BEARING OF NORTH 8°08'25" EAST, AND A DELTA OF 18°54'16"; THENCE NORTH 1°18'43" WEST, A DISTANCE OF 103.50 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF BOB BILLINGS PARKWAY; THENCE NORTH 88°10'45" EAST ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF BOB BILLINGS PARKWAY, A DISTANCE OF 60.00 FEET; THENCE SOUTH 1°18'43" EAST, A DISTANCE OF 104.04 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 530.00 FEET, AN ARC LENGTH OF 174.87 FEET, A CHORD LENGTH OF 174.08 FEET ON A BEARING OF SOUTH 0°08'25" WEST, AND A DELTA OF 18°54'16"; THENCE SOUTH 17°35'33" WEST, A DISTANCE OF 47.13 FEET; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 350.00 FEET, AN ARC LENGTH OF 524.25 FEET, A CHORD LENGTH OF 476.80 FEET ON A BEARING OF SOUTH 25°19'06" EAST, AND A DELTA OF 85°49'17"; THENCE NORTH 51°01'46" EAST, A DISTANCE OF 36.74 FEET TO THE POINT OF BEGINNING, CONTAINING 2,819,227 SQUARE FEET OR 64.722 ACRES, MORE OR LESS.

DEDICATION:

BE IT KNOWN TO ALL MEN THAT I (WE), THE UNDERSIGNED OWNER(S) OF THE ABOVE DESCRIBED TRACT OF LAND, HAVE HAD CAUSE FOR THE SAME TO BE SURVEYED AND PLATTED UNDER THE NAME OF "ALVAMAR INC ONE ADDITION" AND HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS AND STREETS AS SHOWN AND FULLY DEFINED ON THIS PLAT. ALL STREETS, DRIVES, ROADS, ETC. SHOWN ON THIS PLAT AND NOT HERETOFORE DEDICATED TO PUBLIC USE ARE HEREBY SO DEDICATED. AN EASEMENT IS HEREBY GRANTED TO THE CITY OF LAWRENCE AND PUBLIC UTILITY COMPANIES TO ENTER UPON, CONSTRUCT AND MAINTAIN UTILITIES UPON, OVER, AND UNDER THOSE AREAS OUTLINED ON THIS PLAT AS "UTILITY EASEMENT" OR "U/E".

THOMAS S. FRIT, EL, TRUSTEE OF THE THOMAS S. FRIT, EL REVOCABLE TRUST U.T.D.	STACIA D. FRIT, EL (AK/A DRU S. FRIT, EL, TRUSTEE OF THE THOMAS S. FRIT, EL REVOCABLE TRUST U.T.D., WHO IS (ARE) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHO ECUTED THE FOREGOING INSTRUMENT OF WRITING AND DULY ACKNOWLEDGE THE E/ECUTION OF THE SAME.	THOMAS S. FRIT, EL, MEMBER EAGLE 1968, L.C.
--	---	---

ACKNOWLEDGEMENT:

STATE OF KANSAS
COUNTY OF DOUGLAS

BE IT REMEMBERED THAT ON THIS ____ DAY OF _____, 2016, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE, CAME ROBERT THOMAS S. FRIT, EL, TRUSTEE OF THE THOMAS S. FRIT, EL REVOCABLE TRUST U.T.D., WHO IS (ARE) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHO ECUTED THE FOREGOING INSTRUMENT OF WRITING AND DULY ACKNOWLEDGE THE E/ECUTION OF THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY SEAL ON THE DAY AND YEAR LAST WRITTEN ABOVE.

NOTARY PUBLIC MY COMMISSION E/PIRES

ACKNOWLEDGEMENT:

STATE OF KANSAS
COUNTY OF DOUGLAS

BE IT REMEMBERED THAT ON THIS ____ DAY OF _____, 2016, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE, CAME STACIA D. FRIT, EL (AK/A DRU S. FRIT, EL, TRUSTEE OF THE THOMAS S. FRIT, EL REVOCABLE TRUST U.T.D., WHO IS (ARE) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHO ECUTED THE FOREGOING INSTRUMENT OF WRITING AND DULY ACKNOWLEDGE THE E/ECUTION OF THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY SEAL ON THE DAY AND YEAR LAST WRITTEN ABOVE.

NOTARY PUBLIC MY COMMISSION E/PIRES

ACKNOWLEDGEMENT:

STATE OF KANSAS
COUNTY OF DOUGLAS

BE IT REMEMBERED THAT ON THIS ____ DAY OF _____, 2016, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE, CAME ROBERT THOMAS S. FRIT, EL, MEMBER EAGLE 1968, L.C., WHO IS (ARE) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHO ECUTED THE FOREGOING INSTRUMENT OF WRITING AND DULY ACKNOWLEDGE THE E/ECUTION OF THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY SEAL ON THE DAY AND YEAR LAST WRITTEN ABOVE.

NOTARY PUBLIC MY COMMISSION E/PIRES

ENDORSEMENTS:

APPROVED AS A MAJOR SUBDIVISION UNDER THE SUBDIVISION REGULATIONS OF THE CITY OF LAWRENCE & THE UNINCORPORATED AREAS OF DOUGLAS COUNTY	ASSOCIATED PRELIMINARY PLAT APPROVED BY THE LAWRENCE DOUGLAS COUNTY PLANNING COMMISSION, DOUGLAS COUNTY, KANSAS
--	---

SCOTT MCCULLOUGH	DATE	CLAY BRITTON	DATE
------------------	------	--------------	------

DIRECTOR, PLANNING & DEVELOPMENT SERVICES	CHAIR
---	-------

RIGHTS OF WAY AND EASEMENTS ACCEPTED BY CITY COMMISSION, LAWRENCE, KANSAS

MIKE AMY, MAYOR	DATE	BRANDON MCGUIRE, CITY CLERK	DATE
-----------------	------	-----------------------------	------

REVIEWED IN COMPLIANCE WITH K.S.A. 58.2005

MICHAEL D. KELLY, P.S., 869 DOUGLAS COUNTY SURVEYOR	DATE
--	------

FILING RECORD:

STATE OF KANSAS
COUNTY OF DOUGLAS

THIS IS TO CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD IN THE OFFICE OF THE DOUGLAS COUNTY REGISTER OF DEEDS ON THIS ____ DAY OF _____, 2016, AND IS DULY RECORDED AT ____ AM/PM, IN PLAT BOOK ____ PAGE ____

REGISTER OF DEEDS
KAY PSENNEL
NOTES:

ERROR OF CLOSURE = 1:6,094.124
BASIS OF BEARINGS: RECORDED PLAT OF

STREET TREES SHALL BE PROVIDED IN ACCORDANCE WITH THE MASTER STREET TREE PLAN FILED WITH THE REGISTER OF DEEDS IN BOOK _____, PAGE _____

THE LOTS WILL BE PINNED PRIOR TO THE RECORDATION OF THE FINAL PLAT AT THE REGISTER OF DEEDS OFFICE, PER SECTION 20.811(K).

160 80 0 160 320 480 640
Feet

1 inch = 326 feet

DISCLAIMER NOTICE

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Date: 3/8/2016



MEMORANDUM

FROM : Paul Werner
TO : Scott McCullough, Sandra Day
RE : Alvamar - Phasing
DATE : February 8, 2016

This is a tentative schedule of events we are foreseeing on the Alvamar Property.

Milestones:

-
- **Upon Approval of Development Plan(s):**
 - Acquire permit and begin renovation of existing clubhouse, located at 1809 Crossgate Drive, Proposed Lot 1.
 - Move in earth moving equipment per Access Plan outlined later in this memo and begin grading for new “street” (Name of new street to be provided; for this memo, it will be called “street”)
 - Complete “street” to an all-weather surface prior to building permits being issued for Lots 2A, 2B and 3. This excludes building permits related to the clubhouse located at 1809 Crossgate Drive, proposed Lot 1.
- **Upon Completion of All-Weather Construction Road**
 - Acquire permits and begin construction of structures on Lot 2A & 2B
 - Acquire permits and begin construction of structures on Lot 3
- **Fall 2016:**
 - Complete renovation of existing clubhouse
 - Tear down existing cart barn and public clubhouse
 - Begin construction on new pools and amenities
- **Spring 2017:**
 - Complete new “street” to City standards

- Complete construction of new structures
 - Note: No new structures to be occupied until “street” is complete

Details:

- **Existing Clubhouse**

Renovation of the existing clubhouse will begin immediately upon receiving an approved building permit.

We anticipate a majority of the work to be interior, with minor deck/patio additions planned to the south and west. We also plan to add an addition to the east end of the building, which will be approximately 2,500 square feet in size. This addition would be a second story above the existing storage area. We also plan on removing the existing mezzanine. The square footage of the addition would be an 8% increase in the footprint and a 12% increase in the overall square footage.

It is critical that this renovation be completed as soon as possible, ideally early fall, in order to complete the pool amenity package by April of 2017.

Related applications required

1. Final Plat
2. Preliminary and Final Development Plan Approval

- **Development Plans**

Upon approval of the Final Development Plans and revised Preliminary Development Plans, the owner of Alvamar will begin construction of the new “street”. This “street” will connect Bob Billings Parkway to the existing private drive “Crossgate” to the north of the clubhouse.

Also required are a Final Plat, Public Improvement Plans and a detailed grading plan. All erosion and sediment control measures need to be completed at the very beginning of the project. This includes detention basins which may act as sediment basins. These basins will need to be cleaned out during the final phase of construction.

In order to generate the fill needed to build this new street, and to gain access to its location, construction will have to begin with **grading** some of the multi-family buildings’ **pad sites** along Crossgate Drive. **Construction of buildings shall not be permitted until the all-weather access road is installed and related construction traffic can be directed to use the “access road”**. In addition, the installation of a pond to the west of Crossgate will be required for fill, as well as for future stormwater management of the development. Due to the timing of this

construction, excavation equipment will have to be delivered to the site from Crossgate Drive, north of Clinton Parkway. This equipment can be delivered to the site at convenient time, such as, avoiding traffic generated by Bishop Seabury. Once this equipment is delivered it will remain on site during the mass grading efforts. After this equipment is delivered, the only “construction” vehicles that will be required to come and go from the site will be for the construction workers.

During the mass grading for the new “street”, signs will be posted at the Crossgate Drive entrance at Bob Billings Parkway, directing any construction deliveries to use Crossgate Drive, north of Clinton Parkway.

Related applications required

1. Final Plat
2. Public Improvement Plan
3. Preliminary and Final Development Plan Approval
4. A KDHE approved Notice of Intent (NOI) and corresponding SWP3 needs to be provided prior to construction (this includes a grading plan).
5. Depending upon upstream drainage areas a US Army Corps, DWR and Kansas Wildlife and Parks permits maybe needed.

▪ Construction of the ‘Amenity package’

This construction would include the structures shown on Lot 3.

▪ Construction of the Multi-Family buildings

This would include the structures shown on Lot 2A and 2B.

The goal is to have the construction on Lots 2A, 2B, and 3 completed for opening in spring of 2017, including the ‘New Access ~~public~~ street’.

▪ Access Plan

Rough grading of proposed new access road, south of 15th street, will begin as soon as possible ~~no sooner than approval of the Final Development Plan, or~~ upon approval of the first Final Development Plan and public improvement plans by the City.

Until the new, **all-weather**, access road can be utilized, construction traffic will be forced to use Crossgate Drive north of Clinton Parkway by barricading access from using Bob Billings Parkway via signs and a barricade placed south of the Ogden property. **Construction traffic shall be limited to that required to construct the new all-weather access road.** Construction traffic, exceeding large pick-up trucks, will be coordinated around school traffic at Bishop Seabury.

Once construction on Lot 2A and 2B is heavily underway, Access from Bob Billings Parkway to the south shall be blocked prior to transporting any earth moving equipment to the site to begin construction of the all-weather access road. There will be a gate, **per the approval of the City Fire Marshal**, installed south of 1522 Crossgate Drive (Ogden Residence). There will also be signs stating “No Access to Alvamar” posted at Crossgate Drive and Bob Billings Parkway. ~~Ideally the time between when all traffic must use Crossgate Drive to when the new “street” will be open to construction traffic, will be a very short period of time.~~

~~I would anticipate the “street” being used for several months and then shutting it down to finish it and then opening it back up again once completed.~~ The finishing of the street should be able to be completed during a time when large construction vehicles will not be required on site very often. **The street shall be completed prior to issuance of a Certificate of Occupancy for any building or structure, excluding the clubhouse, located at 1809 Crossgate Drive, within the development.**

After completion of the all weather access road and permits are issued for the construction of the new facilities for Lots 2A, 2B, and 3, all **patron** access to Alvamar will be on Crossgate Drive north of Clinton Parkway **and construction traffic for constructing the new structures on Lots 2A, 2B, and 3 shall use the new all-weather access road from Bob Billings Parkway with the intention of separating club patron traffic from construction traffic. Construction traffic shall include all delivery vehicles, contractor and subcontractor vehicles, cement trucks, etc.**

Phase1: Initialization of Construction

1. Earth Moving Equipment delivered to site via Crossgate Drive/Clinton Parkway.
2. All erosion and sediment control measures need to be completed at the very beginning of the project. This includes detention basins which may act as sediment basins. These basins will need to be cleaned out during the final phase of construction.
3. Access closed to Crossgate Drive south of Ogden Property, 1522 Crossgate Drive.
4. Signage added to Bob Billings Parkway notice of Street Closed. Use Clinton Parkway access.
5. Coordinate with Bishop Seabury and neighbors on moving in equipment.
6. Begin rough grading.

Phase 2: All Weather Surface for new “Street”

1. Complete construction of all-weather surface, acceptable to Fire Department’s code standards, prior to issuance of a building permit for Lots 2a, 2b, or 3.
2. Regular residential and patron access to Alvamar restricted to south leg of Crossgate Drive from Clinton Parkway.
3. All construction access for Lots 2a, 2b and 3 shall be restricted to all-weather access drive (new “Street”).
4. All residents north of the Ogden Residence to Bob Billings Parkway, shall be restricted to the existing north (private street) leg of Crossgate Drive.

Phase 3: Completion of new “street” construction prior to issuance of Certificates of Occupancy.

1. Complete Street to city Standards including sidewalks on both sides of street.
2. Complete street prior to issuance of any certificates of occupancy.
3. Complete connection to the north leg of Crossgate Drive.

▪ **Signage**

The developer shall provide detailed signage and specific language directing traffic and indicating street closures to the City for approval by the Public Works Director. Signage shall direct contractors and Alvamar patrons to access as appropriate. Additionally, the developer shall install construction fencing south of 1522 Crossgate Drive (Ogden residence) prior to grading of the site.

Signage and strict conversations with subcontractors and suppliers will be provided to deter all construction traffic from using Crossgate Drive south of Bob Billings Parkway.

See attached signage map

▪ **Ponds**

More details about other activity on the course will be provided once the drainage study(ies) have been analyzed.

All erosion and sediment control measures need to be completed at the very beginning of the project. This includes detention basins which may act as sediment basins. These basins will need to be cleaned out during the final phase of construction.

▪ **Golf Course**

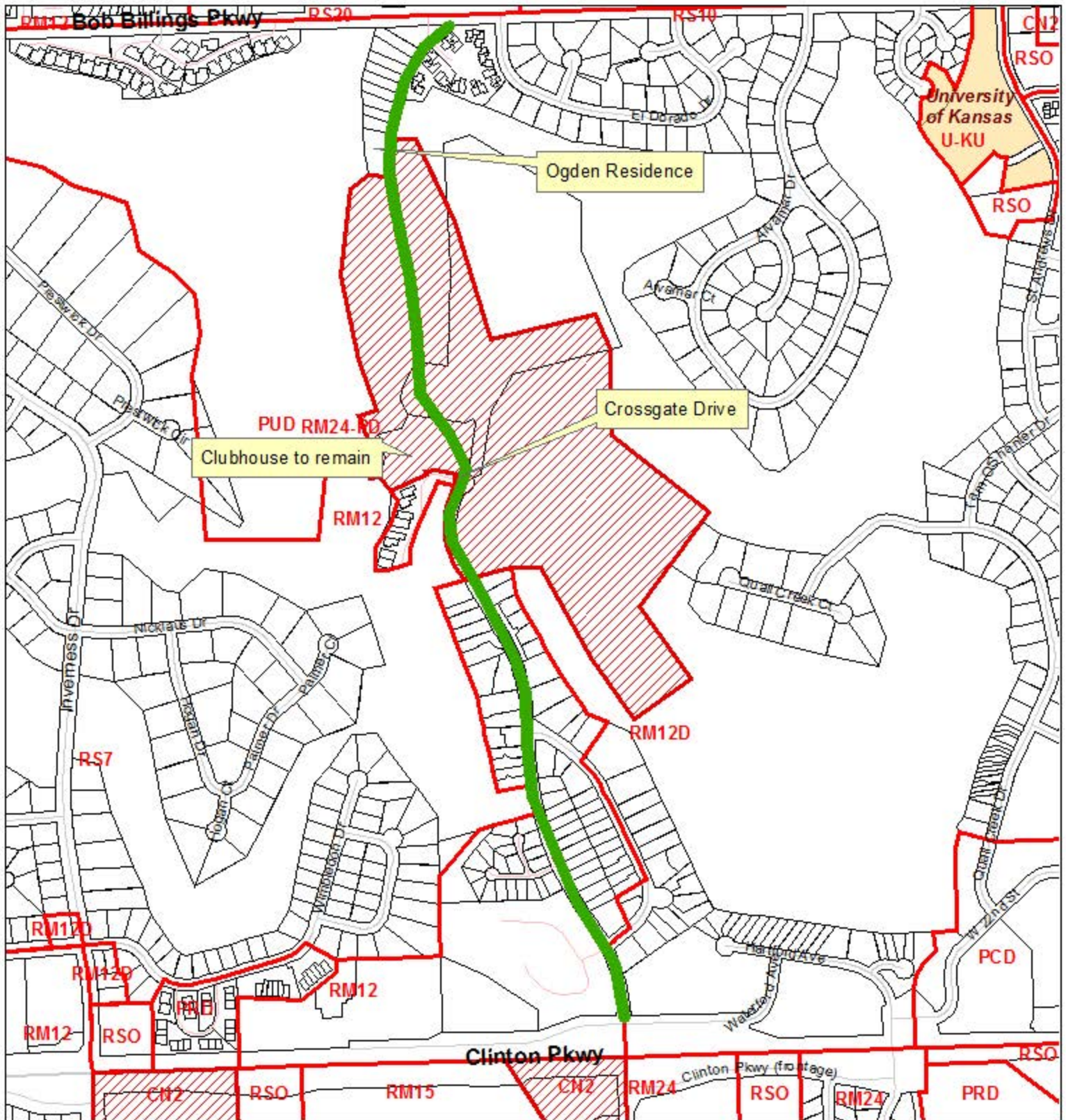
The course will be reconfigured to play as 27 holes. The development team is pursuing proposals and analysis from several golf course architects to determine the final layout and design of the course(s).

It is the developer’s intent to keep all or some of the golf course open and operational during construction.

Phase 1 Construction Phasing Plan

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Date: 2/16/2016



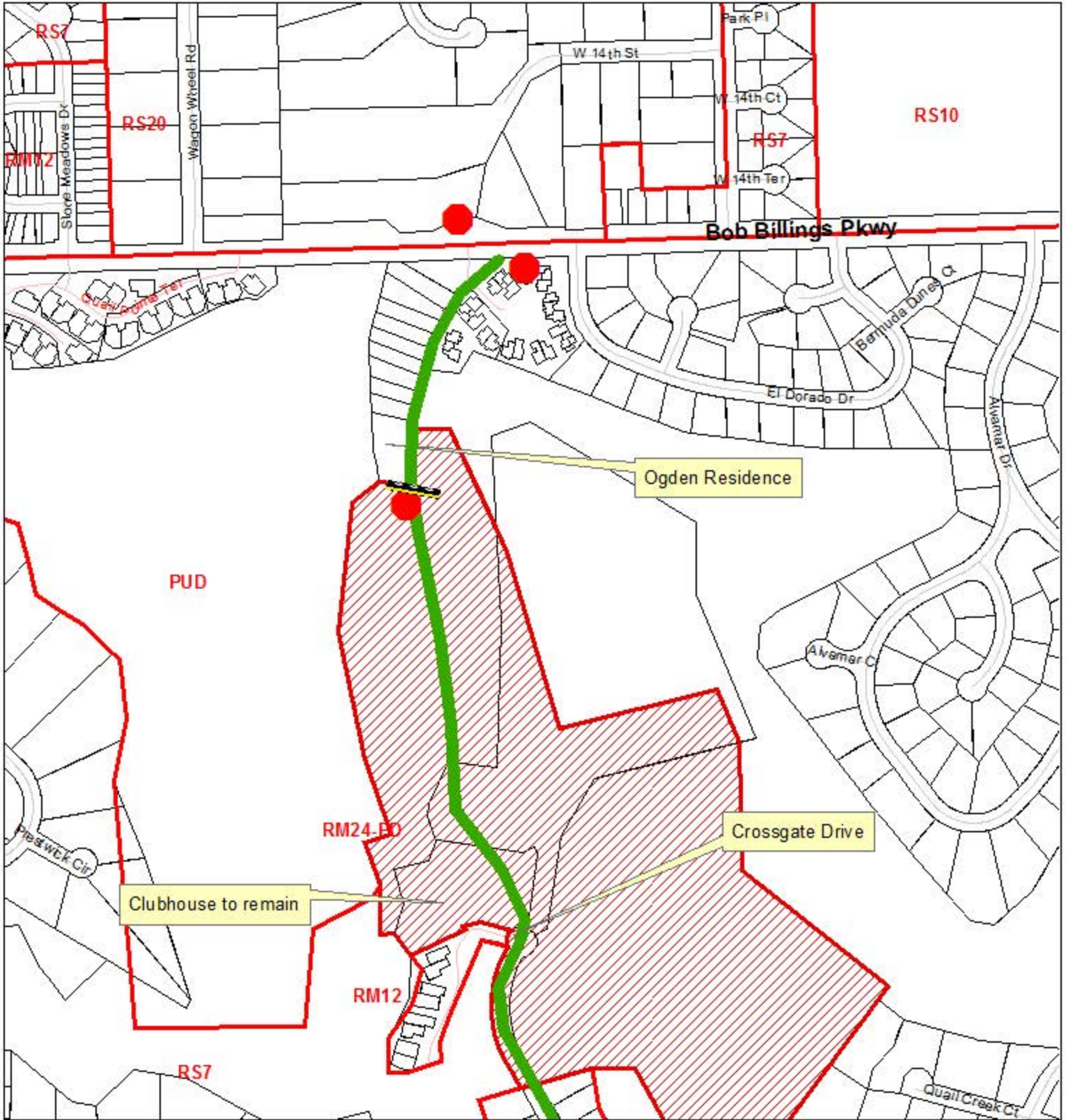
Phase 1

1. Earth Moving equipment delivered to site via Crossgate Drive/Clinton Parkway.
2. Construction of sediment basis and installation of all erosion control measures.
3. Access closed to Crossgate Drive south of Ogden Residence, 1522 Crossgate Drive.
4. Signage added to Boob Billings Parkway, Street closed. Use Clinton Parkway access.

Phase 1 Signage

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Date: 2/17/2016



Phase 1 Signage



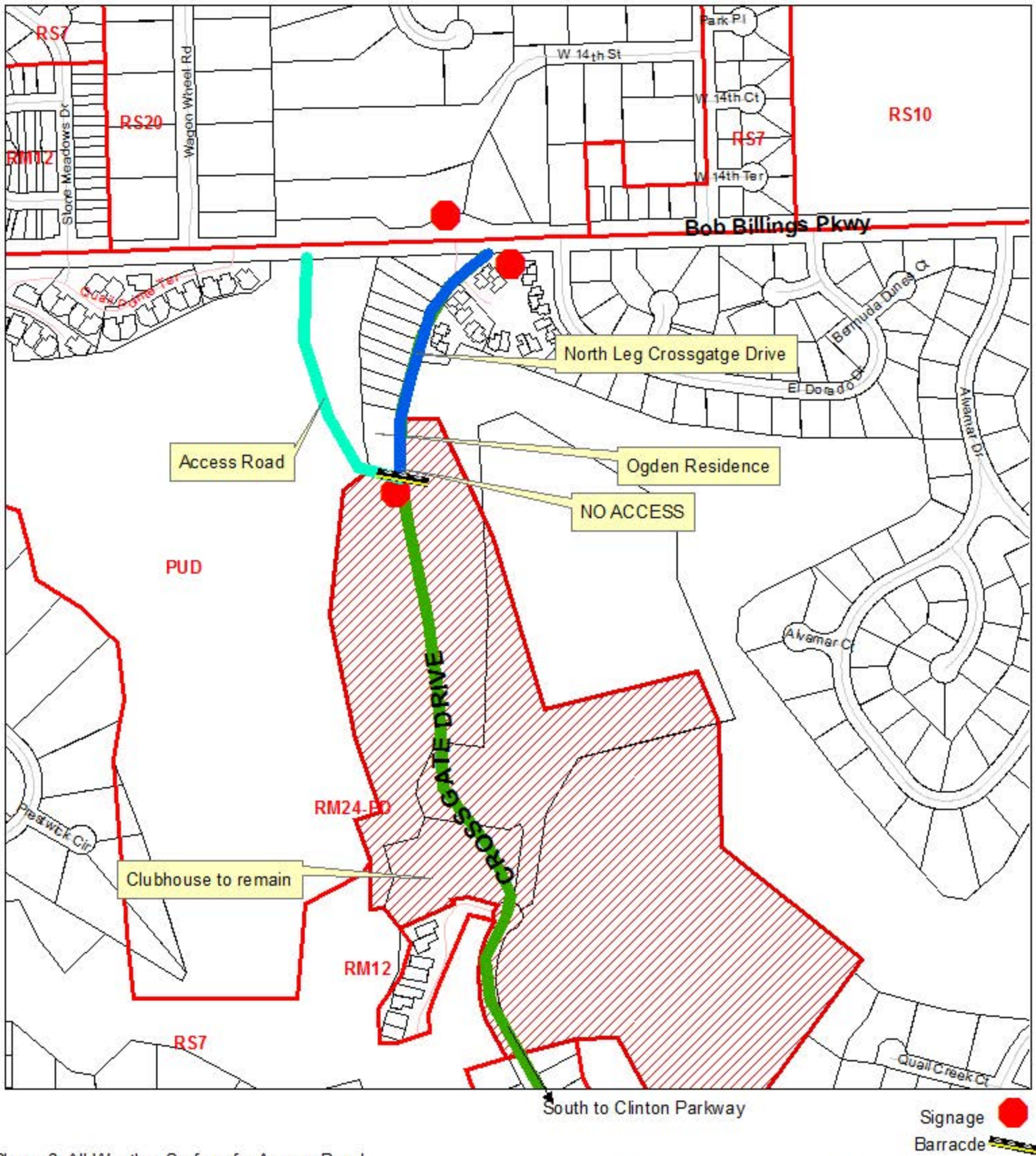
Barracade



Phase 2 All-Weather Access Road

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Date: 2/17/2016



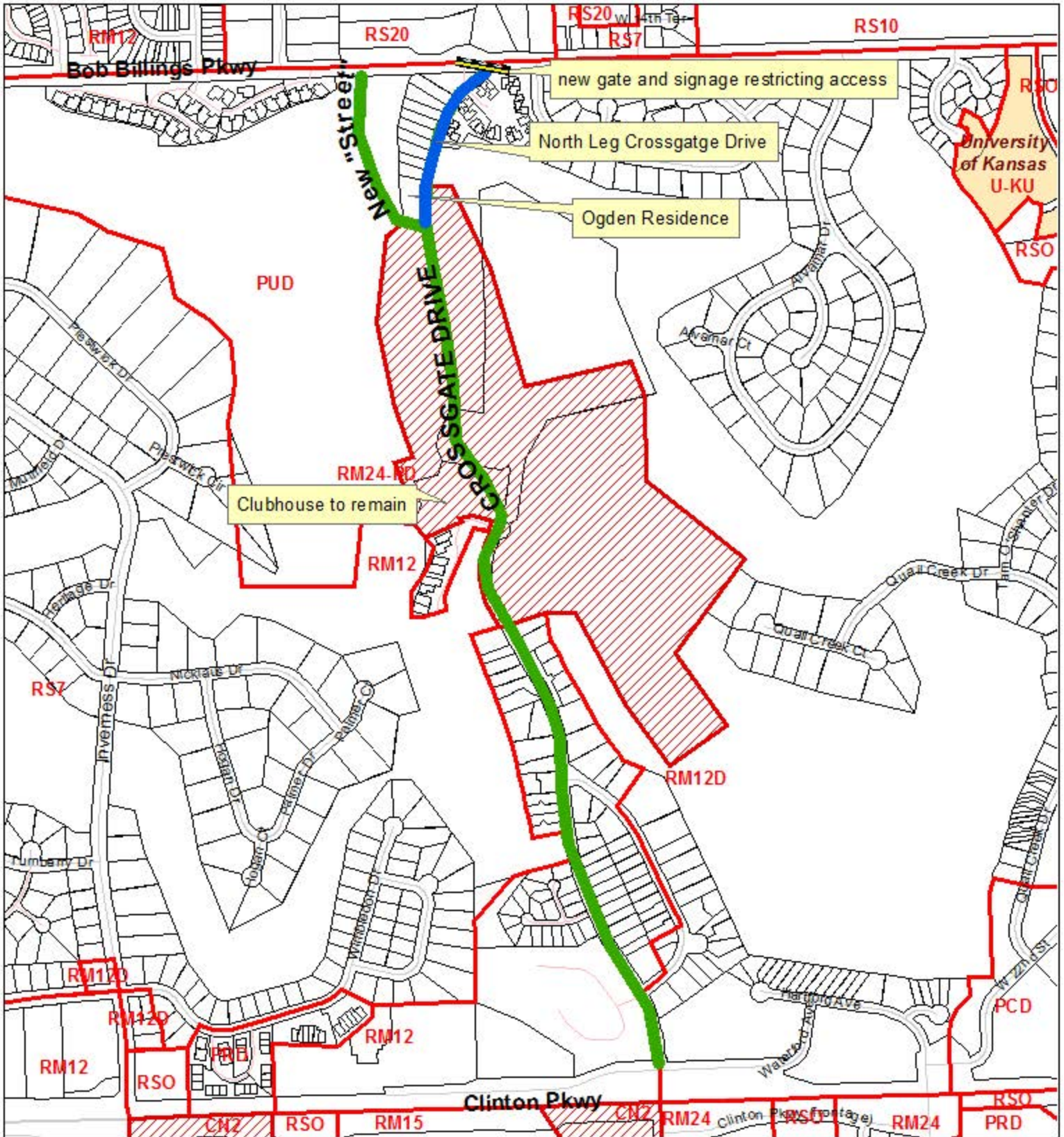
Phase 2: All-Weather Surface for Access Road

1. Complete construction of all-weather surface access road prior to issuance of a building permit for Lots 2A, 2B or 3.
2. Regular residential and patron access to Alvarado shall be restricted to the south leg of Crossgate Drive from Clinton Parkway.
3. All construction access for lots 2A, 2B and 3 shall be restricted to the all-weather access road (new "Street").
4. All residents north of the Ogden residence to Bob Billings Parkway, shall be restricted to the existing north leg of Crossgate Drive.

Phase 3 New Street


DISCLAIMER NOTICE
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Date: 2/17/2016



Phase 3: Completion of new "Street"

1. Complete new "Street" to City Standards including sidewalks on both sides of street.
2. Complete street prior to issuance of any certificates of occupancy.
3. Complete connection to the north leg of Crossgate Drive.

Barracade 

Alvamar Redevelopment
 Parking analysis -

During Golf and Pool Season

Use	Required Parking	Monday	Tuesday thru Thursday	Friday 8 am - 5 pm	5pm -	Saturday 8 am - 5 pm	5pm -	Sunday
Apartments	541	541	541	541	541	541	541	541
Ind. Living	110	110	110	110	110	110	110	110
Fitness/ Wellness	70	70	70	70	0	70	0	70
Pool Area	80	80	80	80	0	80	0	80
Golf Course	128	0	128	128	0	128	0	128
Banquet	126	0	0	0	126	126	126	126
Office	64	64	64	64	0	0	0	0
Total Spaces Required	1119	865	993	993	777	1055	777	1055

Alvamar Redevelopment
 Parking analysis -

During Golf Season - no Pool

Use	Required Parking	Monday	Thursday	Friday 8 am - 5 pm	5pm -	Saturday 8 am - 5 pm	5pm -	Sunday
Apartments	541	541	541	541	541	541	541	541
Ind. Living	110	110	110	110	110	110	110	110
Fitness/ Wellness	70	70	70	70	0	70	0	70
Pool Area	0	0	0	0	0	0	0	0
Golf Course	128	0	128	128	0	128	0	128
Banquet	126	0	0	0	126	126	126	126
Office	64	64	64	64	0	0	0	0
Total Spaces Required	1039	785	913	913	777	975	777	975

Alvamar Redevelopment
 Parking analysis -

No Golf or Pool

Use	Required Parking	Monday	Tuesday thru Thursday	Friday 8 am - 5 pm	5pm -	Saturday 8 am - 5 pm	5pm -	Sunday
Apartments	541	541	541	541	541	541	541	541
Ind. Living	110	110	110	110	110	110	110	110
Fitness/ Wellness	70	70	70	70	0	70	0	70
Pool Area	0	0	0	0	0	0	0	0
Golf Course [a]	74	0	74	74	0	74	0	74
Banquet	126	0	0	0	126	126	126	126
Office	64	64	64	64	0	0	0	0
Total Spaces Required	985	785	859	859	777	921	777	921

[a] 20 spaces for KU and 50% of 104 - (54) for use of clubhouse facilities.

DRAINAGE STUDY

for

Alvamar, Lots 1 - 4 and Tract

Final Development Plan

Lawrence, Kansas

February 2016

LPE Project No. 20142015

Prepared for:

Gene Fritzel Construction

Prepared by:

Landplan Engineering, P.A.

Lawrence, KS



Christopher M. Storm, PE
Kansas License 17277

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GENERAL

The Alvamar site is located south of Bob Billings Parkway along both sides of Crossgate Drive. Pending zoning for the 63.5 acres is multi-family residential with a planned development overlay district (RM-24) which will allow other land uses (fitness, banquet, restaurant, and office). The site is located within the Quail Creek and Hidden Valley Tributary drainage basins.

EXISTING CONDITIONS

The existing site is a golf course with a club house, accessory buildings and parking. Currently the site runoff flows either east to Quail Creek or west to Hidden Valley Tributary with Crossgate Drive generally dividing the two basins. Runoff from approximately 132 acres north of Bob Billings Parkway is conveyed to Hidden Valley Tributary immediately northwest of the development. The area's soil types north and south of Bob Billings Parkway include Sogn-Vinland complex (4752), Kennebec silt loam (7051), Martin silty clay loam (7302), Oska silty clay loam (7460), Pawnee clay loam (7500), Vinland complex (7651), Viland-Martin complex (7657) and Vinland-Rock outcrop complex (7658) and Woodson silt loam (8962). These soils are all classified as hydrologic group D soils with the exception of Kennebec silt loam. Refer to Figures 1 and 2 for the area's soil maps from the USDA Websoil Survey website.

PROPOSED IMPROVEMENTS

Proposed improvements include remodeling of the existing club house on Lot 1 to a banquet facility; multi-dwelling residential on Lots 2A, 2B and 4; and restaurant, pool and office uses on Lot 3. Refer to Figure 3 for the developed drainage area map.

The proposed detention pond for the west basin is located upstream of the proposed development. This detention pond will detain stormwater runoff from north of Bob Billings Parkway to compensate for the additional runoff from the development. The 100-year peak developed stormwater runoff from Lot 1, Lot 2A, and portions of 2B, 3 and 4 is 166 cfs (Appendix A, Hydrograph #5). The allowable site runoff from this area is about 39 cfs (21.6 acres at 1.8 cfs/ac). At a minimum, the proposed detention should result in a decrease peak flow of 127 cfs (peak developed minus allowable). The modeled 100-year peak flow to the proposed west detention pond is 781 cfs (Appendix B, Hydrograph #6). The proposed riser and 42" diameter outlet structure limit the detention pond's 100-year peak flow to 161 cfs (Appendix B, Hydrograph #7), resulting in a 620 cfs reduction in peak basin flow.

The proposed detention pond for the east basin is more conventional with the majority of the developed runoff conveyed to the pond. The existing pond will be regraded and enlarged to provide adequate detention for the east basin. The allowable site runoff from this area is about 74 cfs (41.9 acres at 1.8 cfs/ac) plus offsite detainable flow (67 cfs, Appendix B, Hydrograph 12). The proposed 30" diameter outlet pipe limit the detention pond's 100-year peak flow to 62 cfs and total site discharge of 87 cfs (Appendix B, Hydrograph #15 and #16).

ANALYSIS

All storm routing calculations were performed using Hydraflow[®] hydraulic modeling software. Times of concentration were calculated per Lawrence's Stormwater Management Criteria (SWMC) using overland, shallow concentrated, and hydraulic routing through the proposed channel and storm system. CNs for each drainage area are based on proposed land use and adjusted for D soils. The peak flows for the 100, 10 and 2-year storm events were modeled for a 12 hour hypothetical storm using KDOT's rainfall information for Douglas County.

CONCLUSION

This report indicates that the proposed detention ponds will provide adequate detention for the increased runoff resulting from the proposed site development. The detention ponds and outlet structures have been sized to limit Alvamar's developed stormwater discharge below the allowable release rates of the Lawrence Stormwater Management Criteria.

TABLE 1A - DEVELOPED CONDITION CN CALCULATIONS - WEST BASIN

	CURVE NUMBER							AREA	COMP. CN
	80	84	86	91	94	96	98		
1 Lot 1 (West)						3.4 ac		3.4 ac	96.0
2 Lot 2A, ROW, Lot 2B (West)				14.1 ac				14.1 ac	91.0
3 Tract (West)	1.0 ac							1.0 ac	80.0
4 Lot 3 & 4 (West)				2.3 ac	0.8 ac			3.1 ac	91.8
	West Developed Area =							21.6 ac	
1 Pond N. of BBP		66.3 ac	42.4 ac				5.0 ac	113.7 ac	85.4
2 North of BBP		17.9 ac						17.9 ac	84.0
3 South of BBP	17.0 ac	13.7 ac					2.2 ac	32.9 ac	82.9
	Area to West Detention Pond =							164.50 ac	

TABLE 1B - DEVELOPED CONDITION CN CALCULATIONS - EAST BASIN

	CURVE NUMBER							AREA	COMP. CN
	80	84	86	91	94	96	98		
8 Offsite (East)	6.7 ac	5.5 ac						12.2 ac	81.8
9 Tract (East)	11.6 ac							11.6 ac	80.0
10 Lot 2B (East)				1.9 ac				1.9 ac	91.0
11 Lot 3 (East)					12.2 ac			12.2 ac	94.0
12 Lot 4 (East)				9.6 ac				9.6 ac	91.0
13 Lot 3 & 4 D/S East Pond	6.4 ac							6.4 ac	80.0
	Area to East Detention Pond =							53.90 ac	

TABLE 2 - DEVELOPED CONDITION TIME OF CONCENTRATION CALCULATIONS

	OVERLAND FLOW				SHALLOW CONCENTRATED FLOW				CHANNEL/SYSTEM FLOW				TIME OF CONC.
	C	D	S	T(OLF)	D	S	T(SCF)	D	S	V	T(C/S)		
1 Lot 1 (West)	0.9	50 ft	4%	1.6 min	Paved	200 ft	2%	1.2 min	760 ft	9%	8 fps	1.6 min	5.0 min
2 Lot 2A, ROW, Lot 2B (West)	0.4	50 ft	6%	5.0 min	Unpaved	200 ft	4%	0.9 min	1260 ft	6%	6 fps	3.5 min	9.4 min
3 Tract (West)	0.4	200 ft	5%	10.4 min	Unpaved	170 ft	7%	0.7 min	610 ft	8%	7 fps	1.5 min	12.6 min
4 Lot 3 & 4 (West)	0.4	50 ft	4%	5.6 min	Unpaved	280 ft	12%	0.7 min	540 ft	7%	8 fps	1.1 min	7.4 min
1 Pond N. of BBP	0.4	100 ft	4%	8.3 min	Unpaved	200 ft	3%	1.2 min	4150 ft	2%	5 fps	13.8 min	23.3 min
2 North of BBP	0.4	100 ft	2%	11.0 min	Unpaved	180 ft	4%	2.0 min	920 ft	3%	5 fps	3.1 min	16.1 min
3 South of BBP	0.4	100 ft	1%	12.9 min	Unpaved	170 ft	4%	2.0 min	2060 ft	4%	6 fps	5.7 min	20.6 min
8 Offsite (East)	0.4	115 ft	2%	10.6 min	Unpaved	220 ft	3%	1.2 min	1750 ft	3%	5 fps	5.8 min	17.6 min
9 Tract (East)	0.4	200 ft	2%	13.3 min	Unpaved	400 ft	4%	2.0 min	730 ft	3%	5 fps	2.4 min	17.7 min
10 Lot 2B (East)	0.4	150 ft	5%	9.0 min	Unpaved	250 ft	4%	1.2 min	500 ft	4%	6 fps	1.4 min	11.6 min
11 Lot 3 (East)	0.4	50 ft	3%	6.2 min	Unpaved	150 ft	1%	1.6 min	560 ft	5%	6 fps	1.6 min	9.4 min
12 Lot 4 (East)	0.4	50 ft	2%	7.1 min	Unpaved	140 ft	3%	0.9 min	1230 ft	1%	5 fps	4.1 min	12.1 min
13 Lot 3 & 4 D/S East Pond	0.4	80 ft	5%	6.6 min	Unpaved	100 ft	7%	0.6 min	300 ft	3%	5 fps	1.0 min	8.2 min

TABLE 3 - DEVELOPED SUMMARY OF HYDROLOGICAL MODELING

	Hydrograph	100-YR	10-YR	2-YR
West Basin Developed	5*	165.9 cfs	110.9 cfs	72.9 cfs
Q to West Detention Pond	6	780.7 cfs	214.3 cfs	87.6 cfs
West Detention Pond	7	161.5 cfs	115.4 cfs	51.2 cfs
West Detention W/S Elev.	7	908.9	903.1	900.8
Reduction in Peak Discharge [1]		-619.2	-98.9	-36.4
Offsite (East)	8	69.1 cfs	40.9 cfs	21.4 cfs
Q to East Detention Pond	14	287.3 cfs	180.9 cfs	108.1 cfs
East Detention Pond	15	62.3 cfs	46.6 cfs	30.3 cfs
East Detention W/S Elev.	15	926.2	923.1	920.9
East Basin Q	16	86.9 cfs	56.3 cfs	32.9 cfs
Allowable Site Discharge [2]		144.5 cfs	91.2 cfs	48.64 ac
[1] West Basin Allowable Discharge		1.8 cfs/ac	1.2 cfs/ac	0.7 cfs/ac
West Onsite Area	21.6 ac	38.9 cfs	25.9 cfs	14.0 cfs
Calculated Peak Q		165.9 cfs	110.9 cfs	72.9 cfs
Target Reduction in Peak Discharge		-127.0 cfs	-85.0 cfs	-58.9 cfs
[2] East Basin Allowable Discharge		1.8 cfs/ac	1.2 cfs/ac	0.7 cfs/ac
East Onsite Area	41.9 ac	75.4 cfs	50.3 cfs	27.2 cfs
Offsite		69.1 cfs	40.9 cfs	21.4 cfs
Allowable Site Discharge		144.5 cfs	91.2 cfs	48.6 cfs

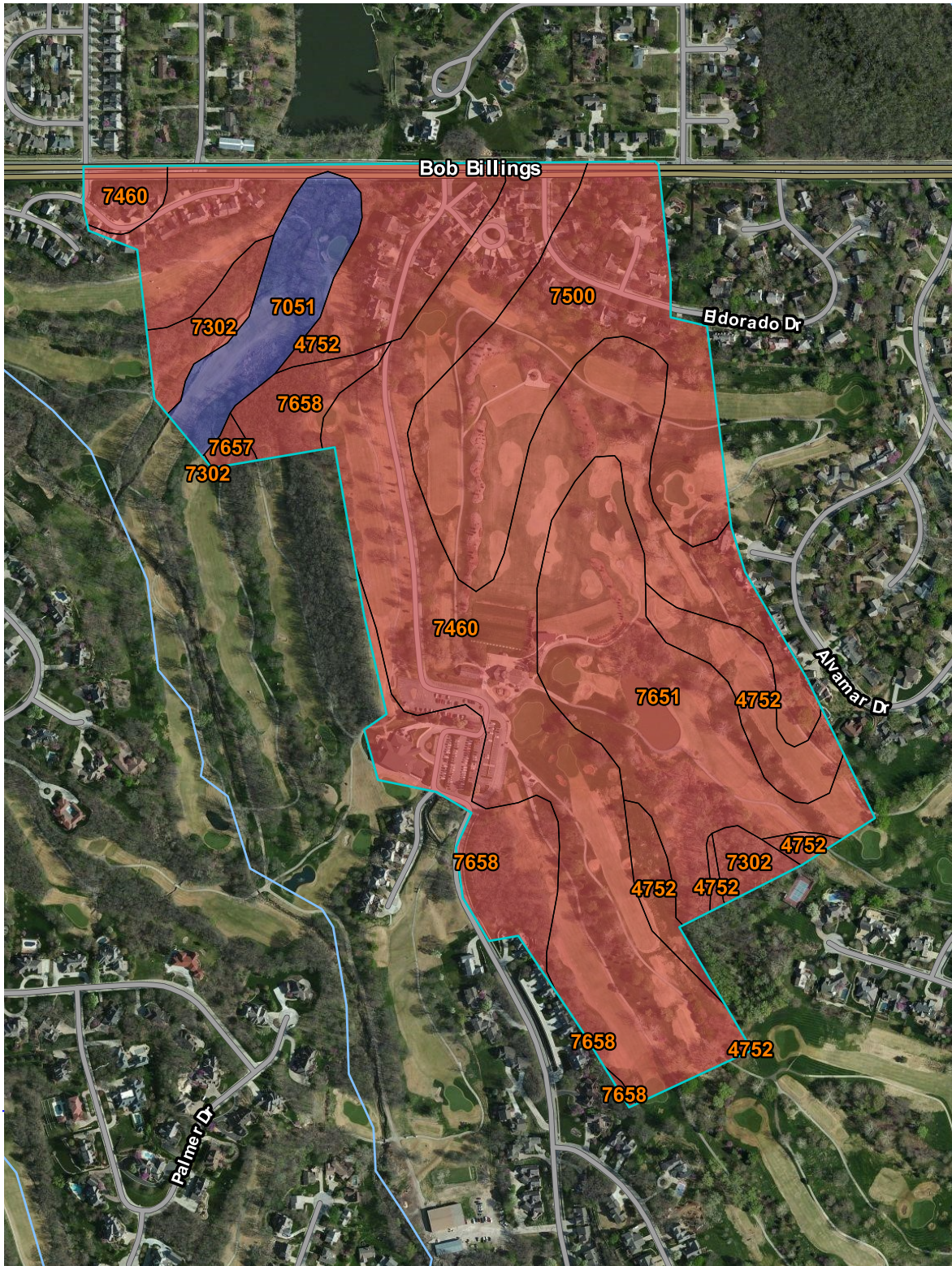
Hydrologic Soil Group—Douglas County, Kansas
(Alvamar South of Bob Billings Parkway)

95° 17' 49" W

95° 17' 5" W

38° 57' 31" N

38° 57' 31" N

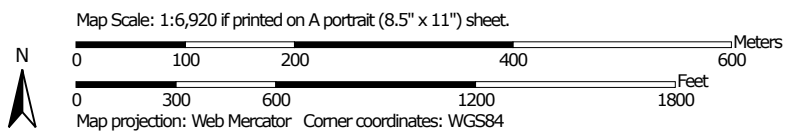


38° 56' 45" N

38° 56' 45" N

95° 17' 49" W

95° 17' 5" W



Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Douglas County, Kansas (KS045)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
4752	Sogn-Vinland complex, 3 to 25 percent slopes	D	18.9	16.1%
7051	Kennebec silt loam, frequently flooded	B	6.0	5.1%
7302	Martin silty clay loam, 3 to 7 percent slopes	D	3.6	3.1%
7460	Oska silty clay loam, 3 to 6 percent slopes	D	42.6	36.4%
7500	Pawnee clay loam, 1 to 4 percent slopes	D	18.9	16.1%
7651	Vinland complex, 3 to 7 percent slopes	D	16.8	14.3%
7657	Vinland-Martin complex, 7 to 15 percent slopes	D	0.5	0.4%
7658	Vinland-Rock outcrop complex, 15 to 45 percent slopes	D	9.9	8.4%
Totals for Area of Interest			117.0	100.0%

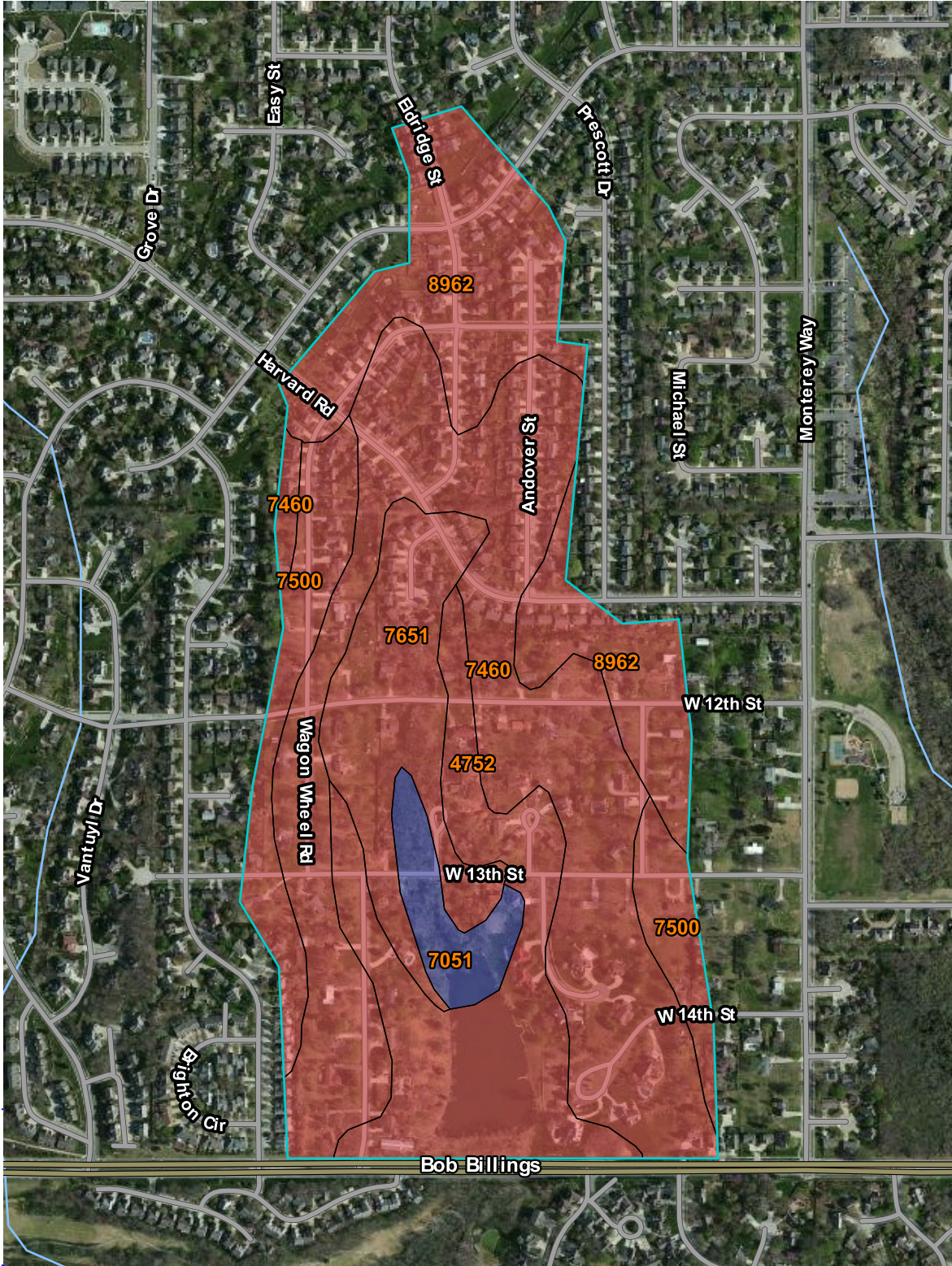
Hydrologic Soil Group—Douglas County, Kansas
(Offsite North of Bob Billings Parkway)

95° 17' 59" W

95° 17' 10" W

38° 58' 11" N

38° 58' 11" N



38° 57' 21" N

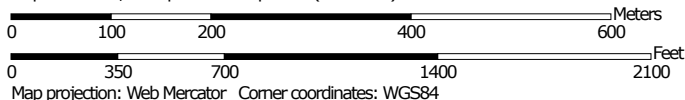
38° 57' 21" N

95° 17' 59" W

95° 17' 10" W



Map Scale: 1:7,560 if printed on A portrait (8.5" x 11") sheet.

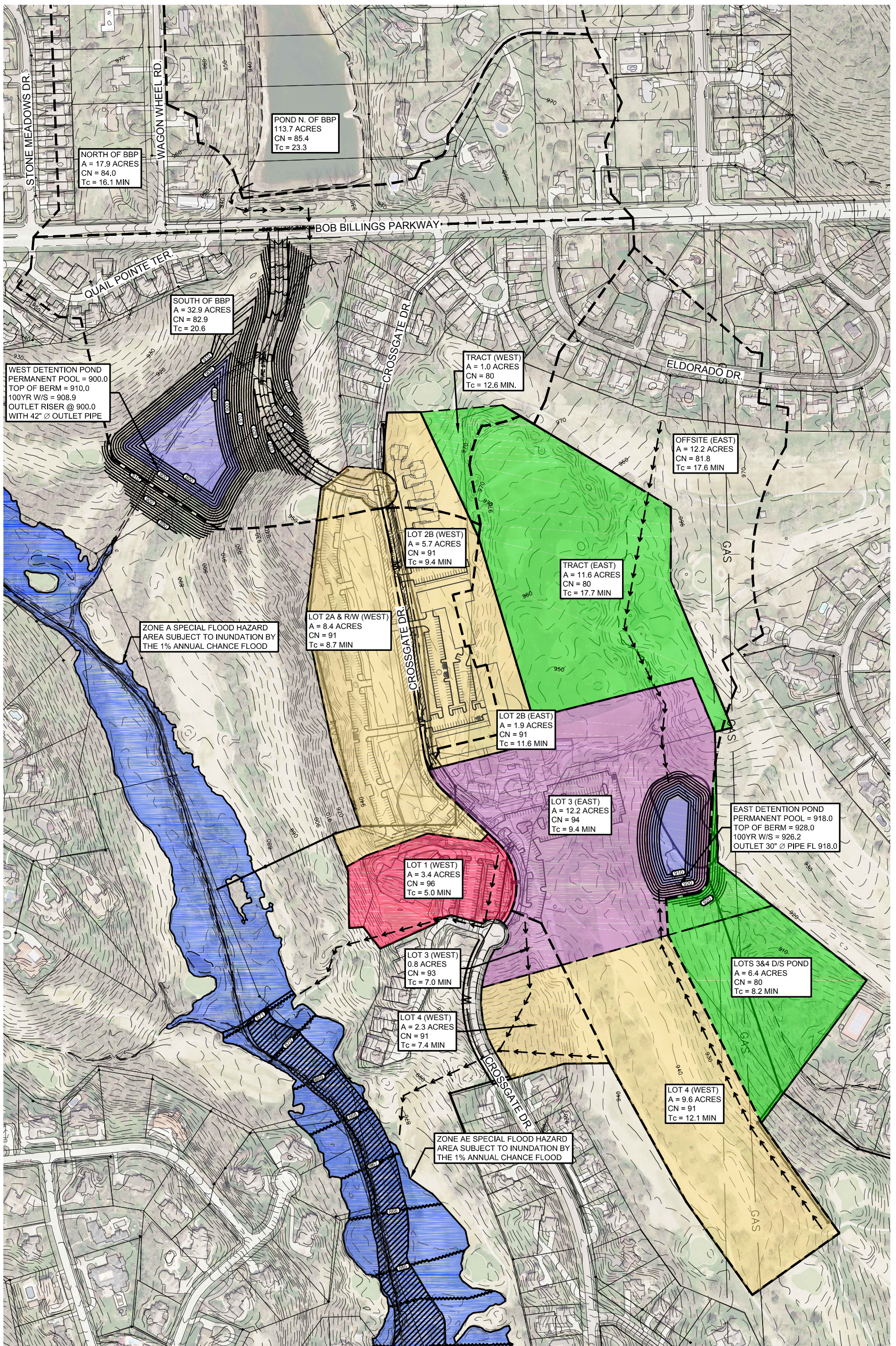


Map projection: Web Mercator Corner coordinates: WGS84

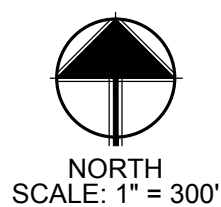


Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Douglas County, Kansas (KS045)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
4752	Sogn-Vinland complex, 3 to 25 percent slopes	D	21.8	16.7%
7051	Kennebec silt loam, frequently flooded	B	4.9	3.7%
7460	Oska silty clay loam, 3 to 6 percent slopes	D	50.0	38.3%
7500	Pawnee clay loam, 1 to 4 percent slopes	D	12.9	9.9%
7651	Vinland complex, 3 to 7 percent slopes	D	15.0	11.5%
8962	Woodson silt loam, 1 to 3 percent slopes	D	26.1	20.0%
Totals for Area of Interest			130.6	100.0%

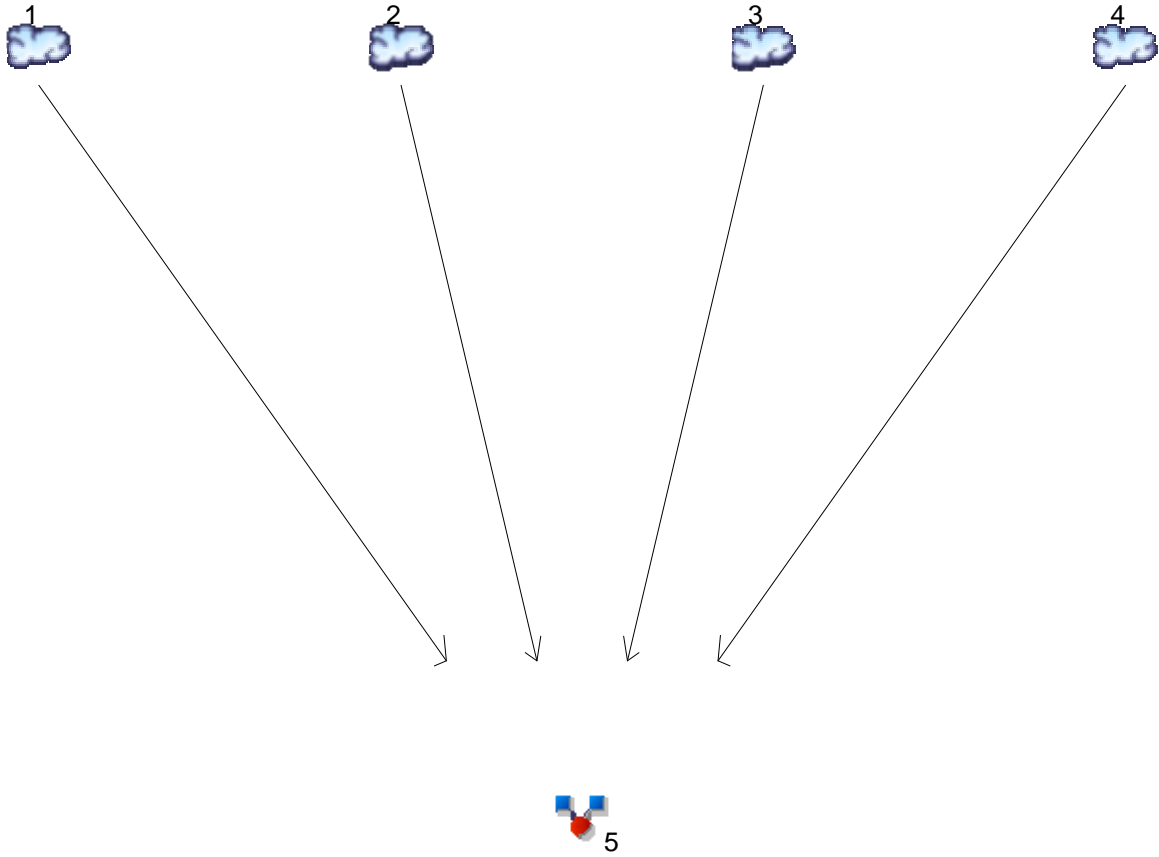


Alvamar Drainage Study
 Figure 3: Drainage Area Map
 February 11, 2016



Watershed Model Schematic

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

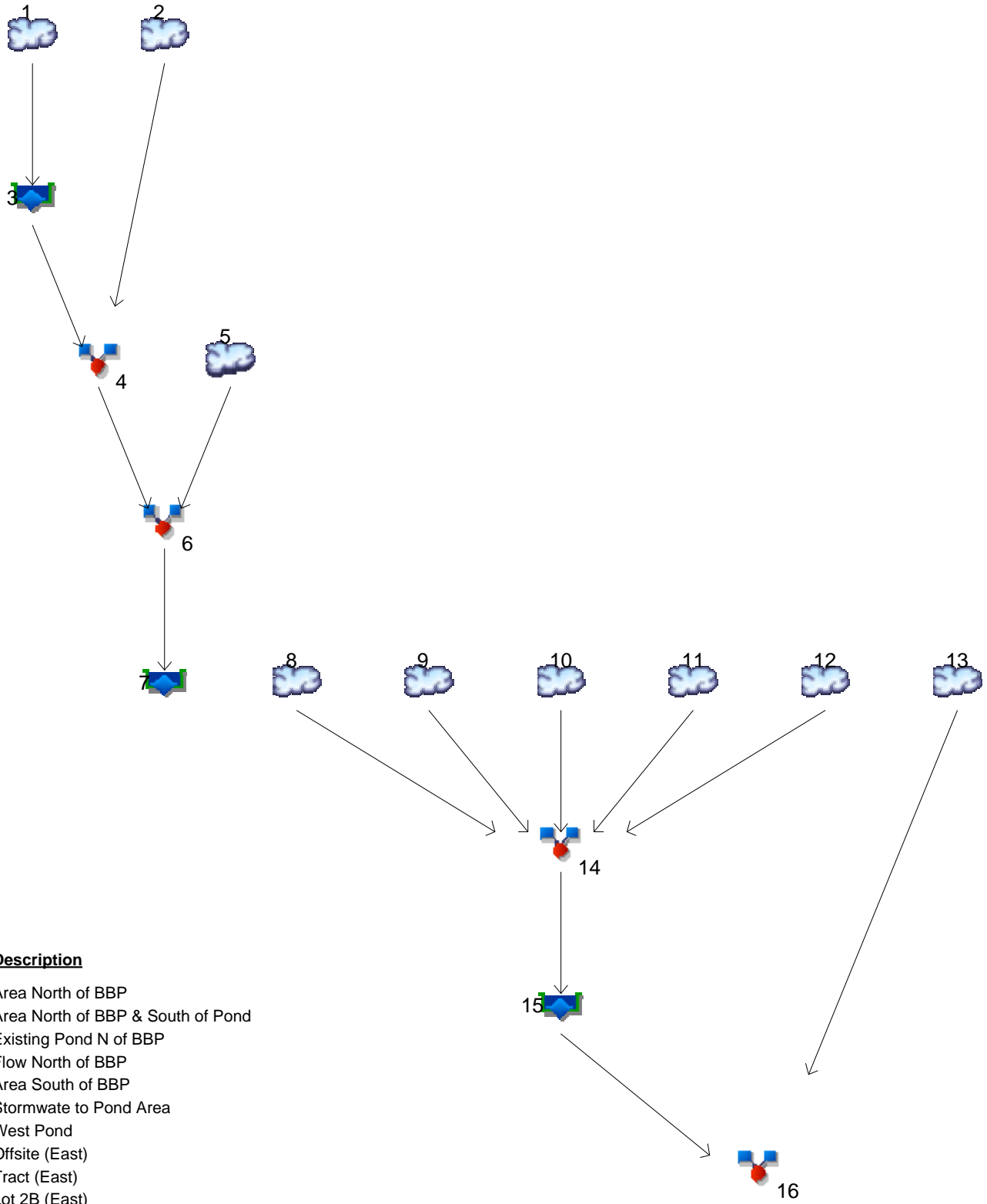


Legend

<u>Hyd. Origin</u>	<u>Description</u>
1	SCS Runoff Lot 1 (West)
2	SCS Runoff Lot 2A, ROW, Lot 2B (West)
3	SCS Runoff Tract (West)
4	SCS Runoff Lot 3 & 4 (West)
5	Combine West Basin Developed

Watershed Model Schematic

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4



Legend

Hyd. Origin	Description
1 SCS Runoff	Area North of BBP
2 SCS Runoff	Area North of BBP & South of Pond
3 Reservoir	Existing Pond N of BBP
4 Combine	Flow North of BBP
5 SCS Runoff	Area South of BBP
6 Combine	Stormwater to Pond Area
7 Reservoir	West Pond
8 SCS Runoff	Offsite (East)
9 SCS Runoff	Tract (East)
10 SCS Runoff	Lot 2B (East)
11 SCS Runoff	Lot 3 (East)
12 SCS Runoff	Lot 4 (East)
13 SCS Runoff	Lots 3 & 4 D/S East Pond
14 Combine	Flow to East Pond
15 Reservoir	East Pond
16 Combine	East Basin

APPENDIX A

**100, 10, 2-YEAR STORM EVENTS
DEVELOPED LOTS WEST BASIN**

Hydrograph Report

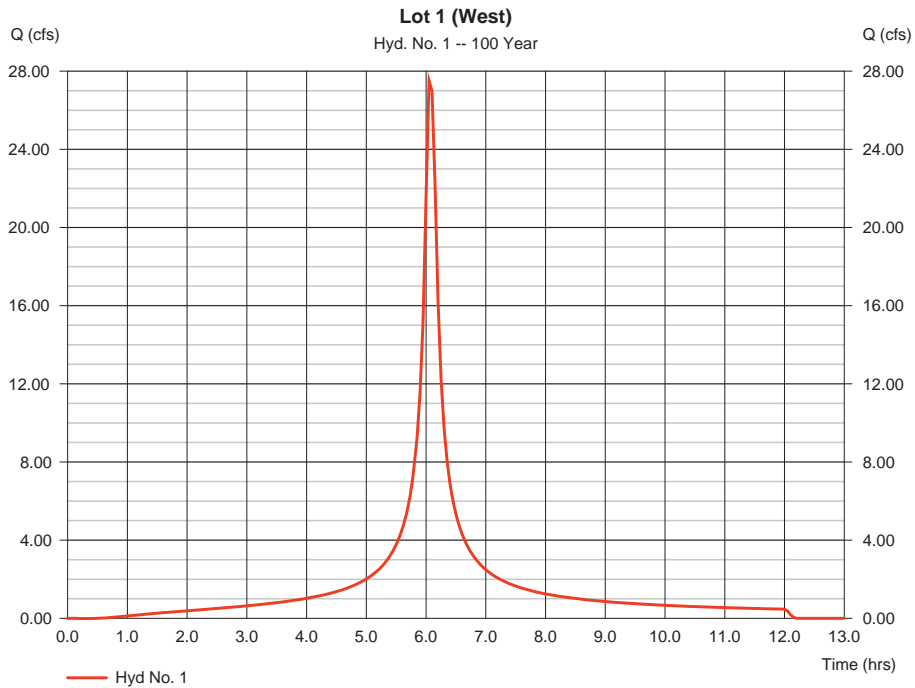
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 1

Lot 1 (West)

Hydrograph type	= SCS Runoff	Peak discharge	= 27.51 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.05 hrs
Time interval	= 3 min	Hyd. volume	= 80,702 cuft
Drainage area	= 3.400 ac	Curve number	= 96
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

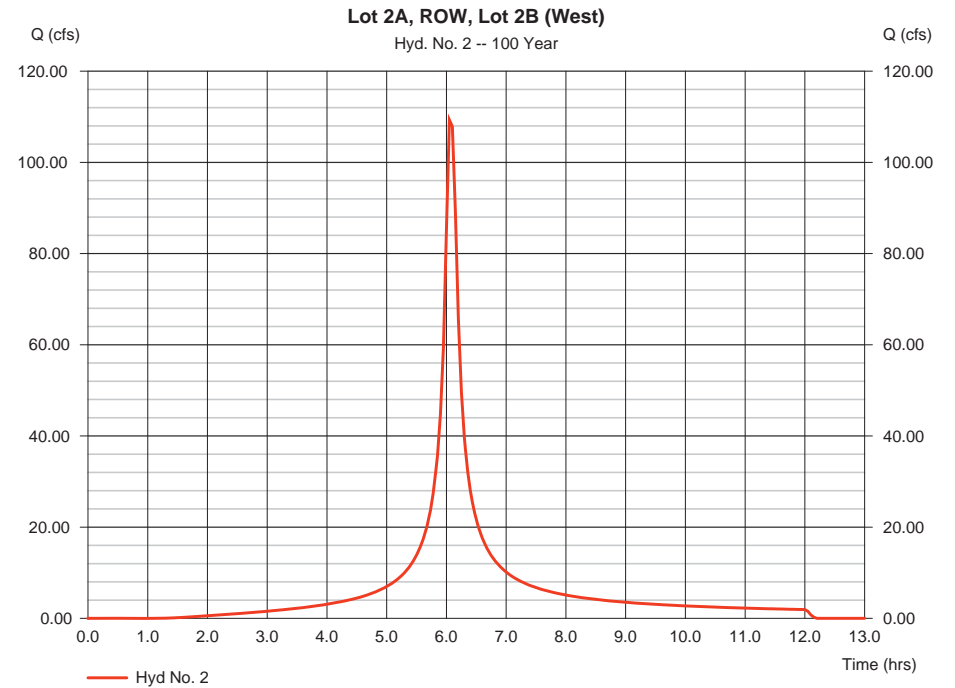
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 2

Lot 2A, ROW, Lot 2B (West)

Hydrograph type	= SCS Runoff	Peak discharge	= 109.30 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.05 hrs
Time interval	= 3 min	Hyd. volume	= 306,343 cuft
Drainage area	= 14.100 ac	Curve number	= 91
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 9.40 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 3

Tract (West)

Hydrograph type	= SCS Runoff	Peak discharge	= 6.043 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.15 hrs
Time interval	= 3 min	Hyd. volume	= 18,562 cuft
Drainage area	= 1.000 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.60 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

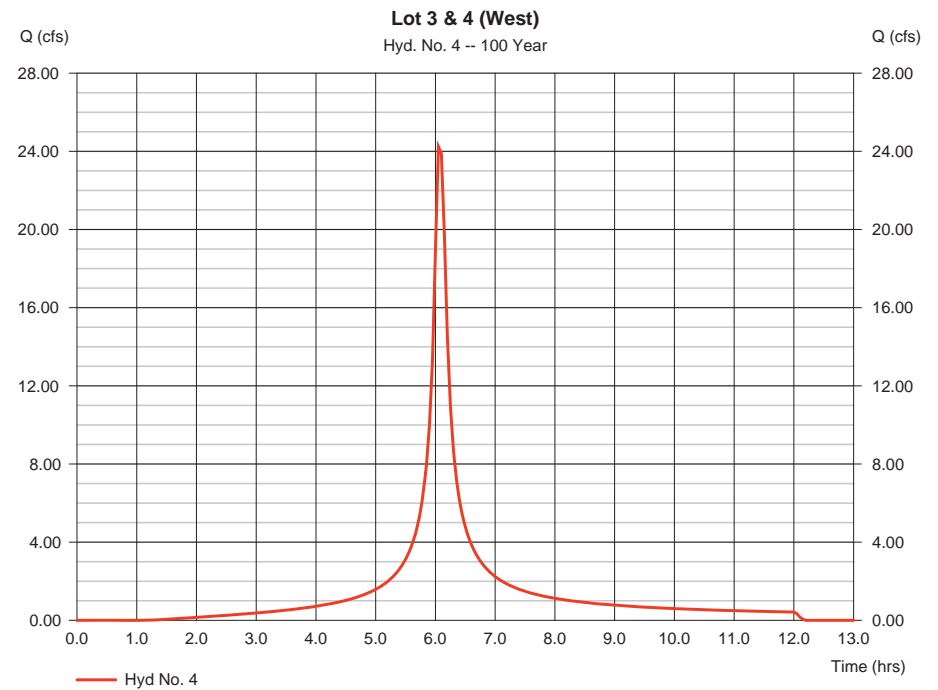
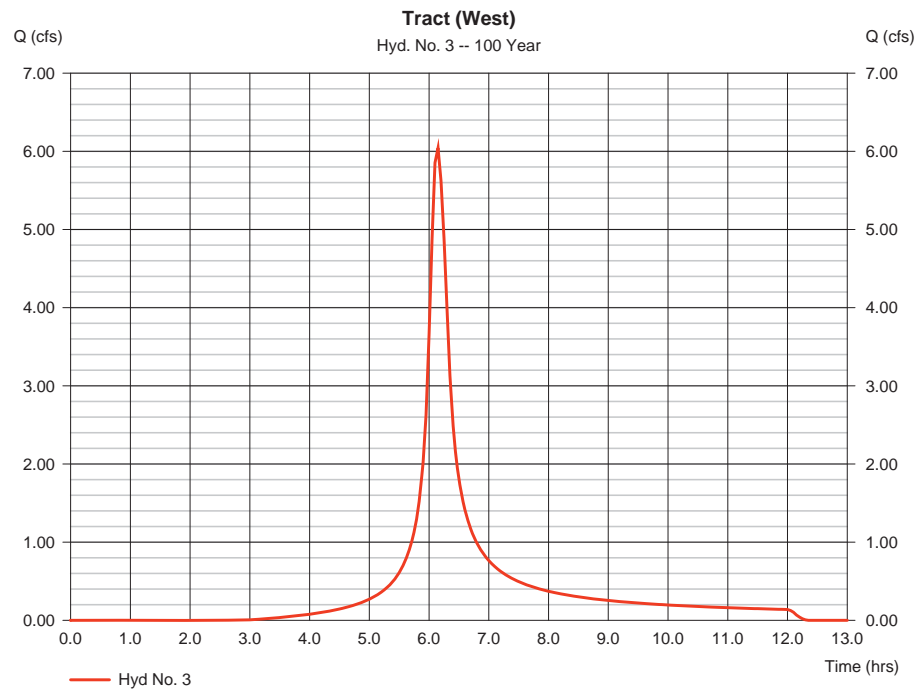
Thursday, 02 / 11 / 2016

Hyd. No. 4

Lot 3 & 4 (West)

Hydrograph type	= SCS Runoff	Peak discharge	= 24.24 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.05 hrs
Time interval	= 3 min	Hyd. volume	= 68,343 cuft
Drainage area	= 3.100 ac	Curve number	= 91.8*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 7.40 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.800 x 94) + (2.300 x 91)] / 3.100



Hydrograph Report

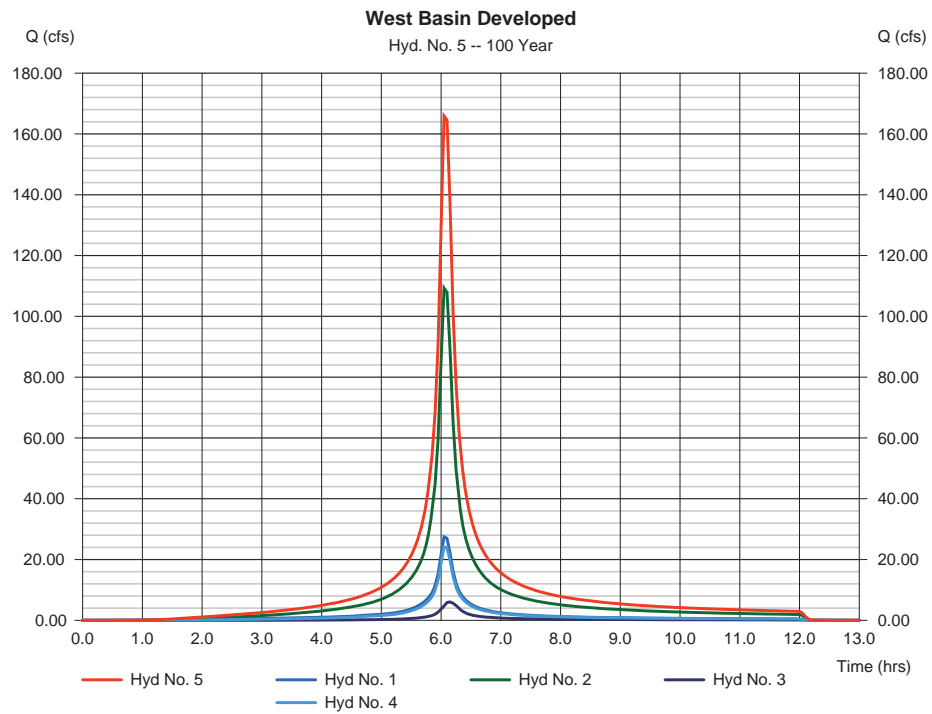
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 5

West Basin Developed

Hydrograph type	= Combine	Peak discharge	= 165.92 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.05 hrs
Time interval	= 3 min	Hyd. volume	= 473,951 cuft
Inflow hyds.	= 1, 2, 3, 4	Contrib. drain. area	= 21,600 ac



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 1

Lot 1 (West)

Hydrograph type	= SCS Runoff	Peak discharge	= 19.11 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.05 hrs
Time interval	= 3 min	Hyd. volume	= 50,236 cuft
Drainage area	= 3.400 ac	Curve number	= 96
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

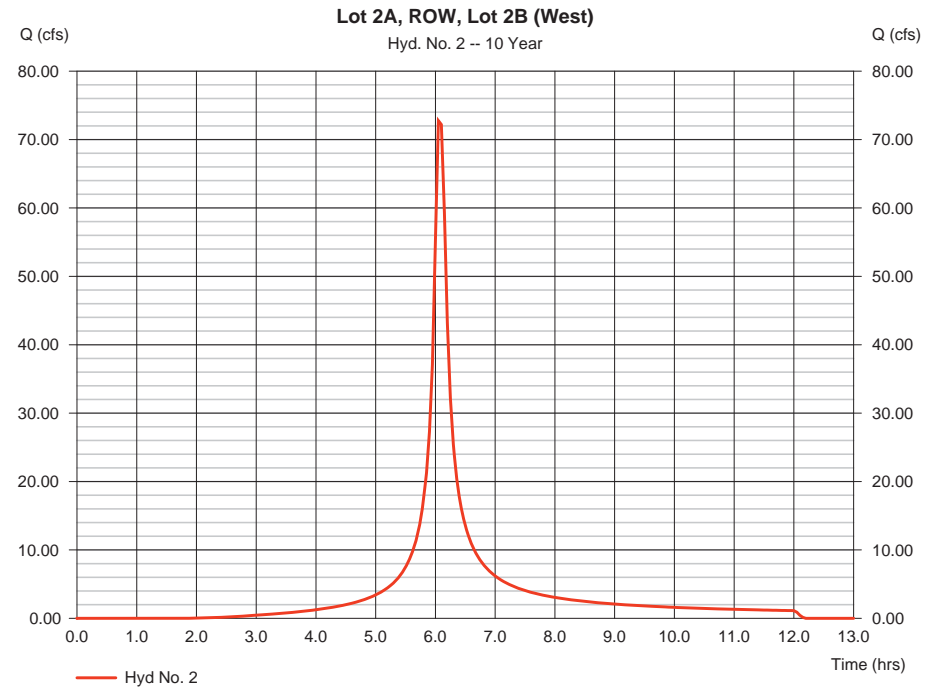
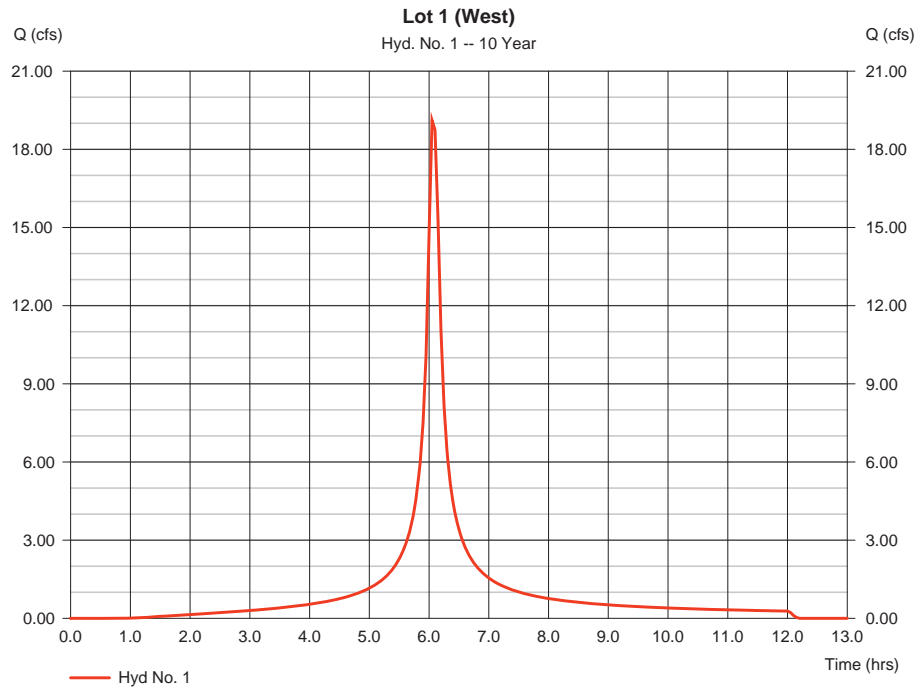
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 2

Lot 2A, ROW, Lot 2B (West)

Hydrograph type	= SCS Runoff	Peak discharge	= 72.76 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.05 hrs
Time interval	= 3 min	Hyd. volume	= 182,139 cuft
Drainage area	= 14.100 ac	Curve number	= 91
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 9.40 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 3

Tract (West)

Hydrograph type	= SCS Runoff	Peak discharge	= 3.532 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.15 hrs
Time interval	= 3 min	Hyd. volume	= 9,895 cuft
Drainage area	= 1.000 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.60 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

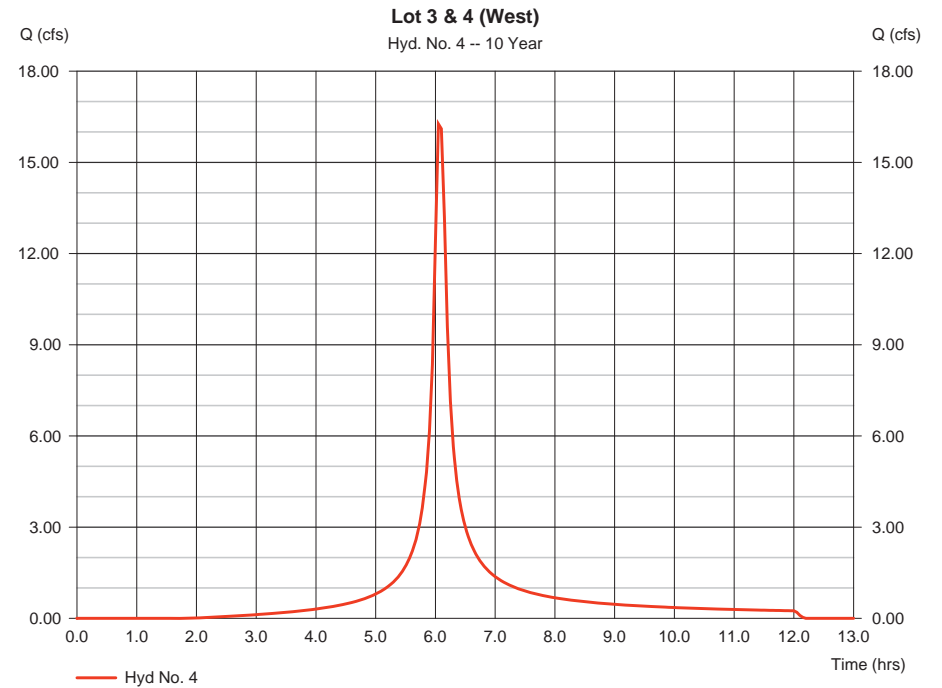
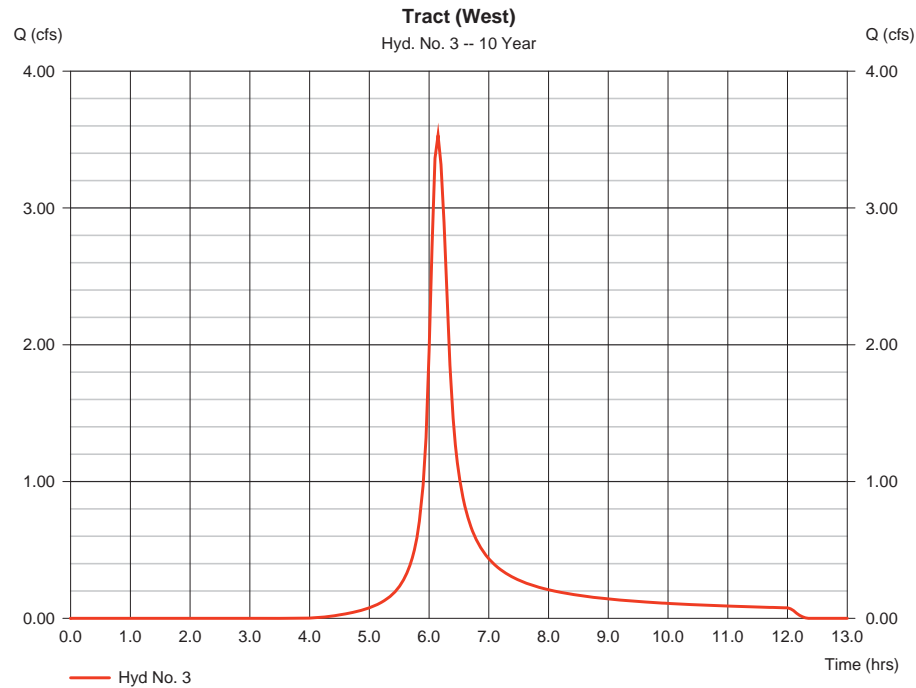
Thursday, 02 / 11 / 2016

Hyd. No. 4

Lot 3 & 4 (West)

Hydrograph type	= SCS Runoff	Peak discharge	= 16.26 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.05 hrs
Time interval	= 3 min	Hyd. volume	= 40,938 cuft
Drainage area	= 3.100 ac	Curve number	= 91.8*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 7.40 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.800 x 94) + (2.300 x 91)] / 3.100



Hydrograph Report

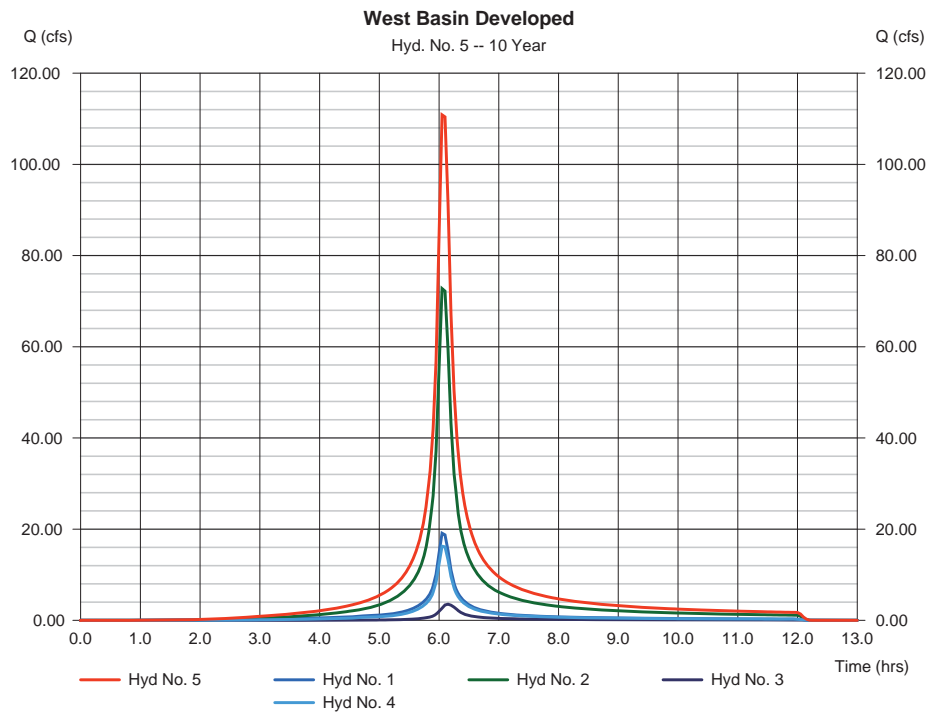
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 5

West Basin Developed

Hydrograph type	= Combine	Peak discharge	= 110.85 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.05 hrs
Time interval	= 3 min	Hyd. volume	= 283,209 cuft
Inflow hyds.	= 1, 2, 3, 4	Contrib. drain. area	= 21.600 ac



Hydrograph Report

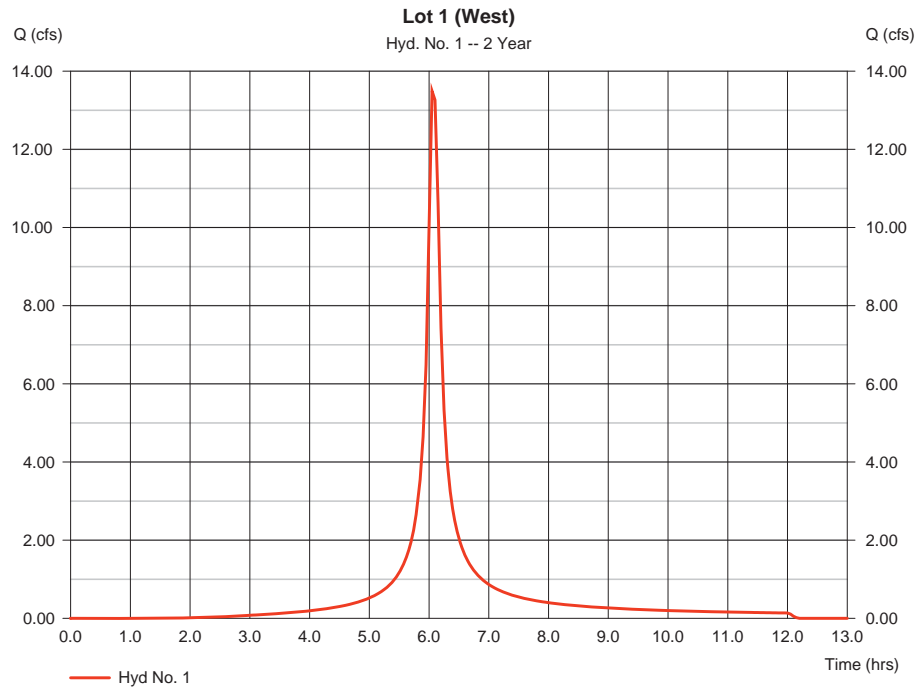
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 1

Lot 1 (West)

Hydrograph type	= SCS Runoff	Peak discharge	= 13.49 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.05 hrs
Time interval	= 3 min	Hyd. volume	= 28,906 cuft
Drainage area	= 3.400 ac	Curve number	= 96
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

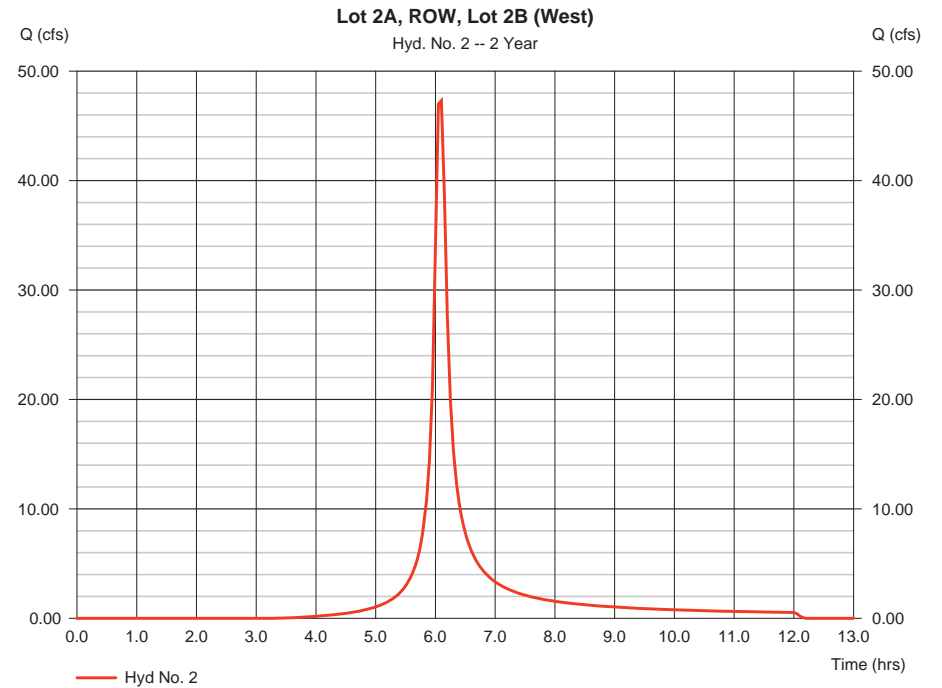
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 2

Lot 2A, ROW, Lot 2B (West)

Hydrograph type	= SCS Runoff	Peak discharge	= 47.32 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.10 hrs
Time interval	= 3 min	Hyd. volume	= 96,940 cuft
Drainage area	= 14.100 ac	Curve number	= 91
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 9.40 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 3

Tract (West)

Hydrograph type	= SCS Runoff	Peak discharge	= 1.806 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.15 hrs
Time interval	= 3 min	Hyd. volume	= 4,389 cuft
Drainage area	= 1.000 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.60 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

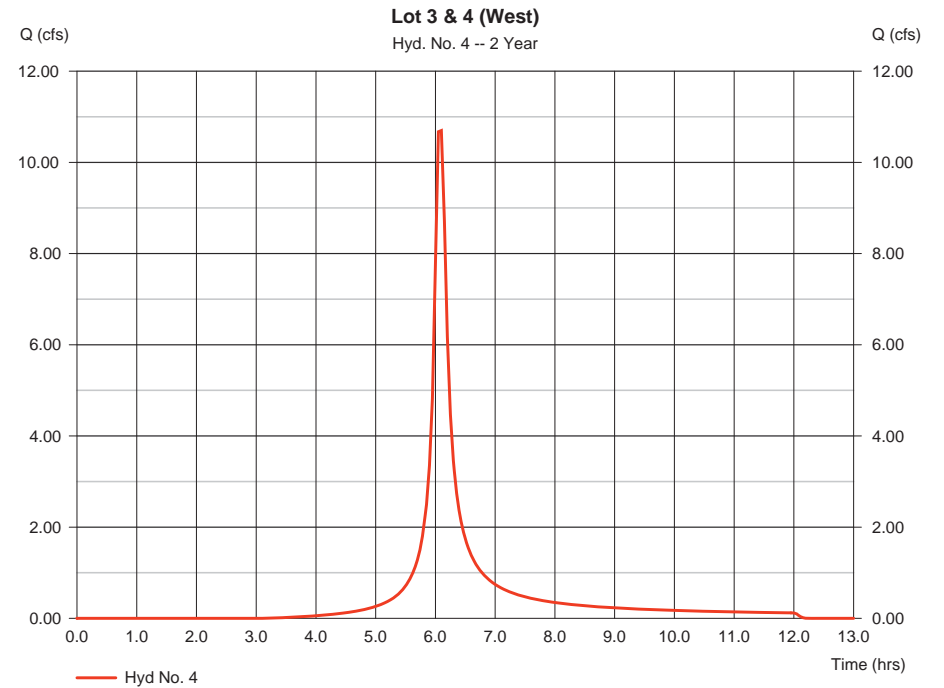
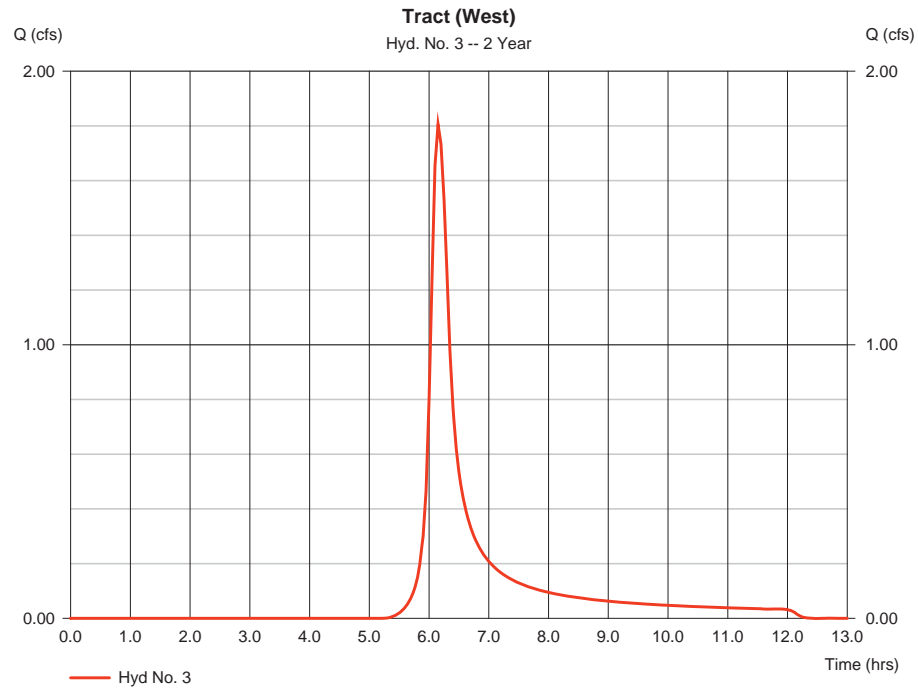
Thursday, 02 / 11 / 2016

Hyd. No. 4

Lot 3 & 4 (West)

Hydrograph type	= SCS Runoff	Peak discharge	= 10.70 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.10 hrs
Time interval	= 3 min	Hyd. volume	= 22,064 cuft
Drainage area	= 3.100 ac	Curve number	= 91.8*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 7.40 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.800 x 94) + (2.300 x 91)] / 3.100



Hydrograph Report

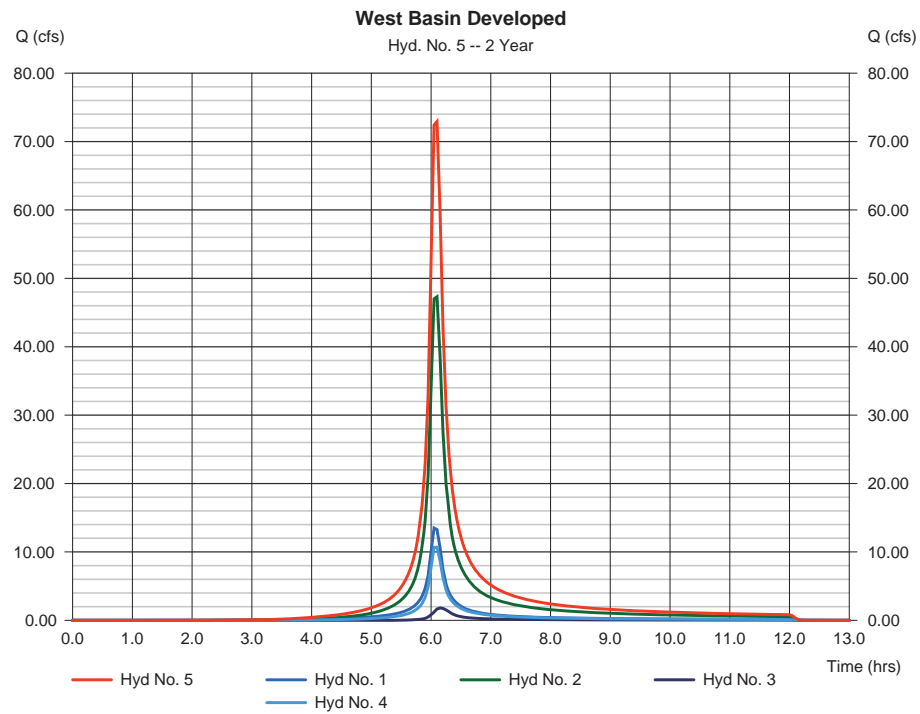
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 5

West Basin Developed

Hydrograph type	= Combine	Peak discharge	= 72.93 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.10 hrs
Time interval	= 3 min	Hyd. volume	= 152,299 cuft
Inflow hyds.	= 1, 2, 3, 4	Contrib. drain. area	= 21.600 ac



APPENDIX B

100-YEAR STORM EVENT EAST AND WEST BASINS

Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 1

Area North of BBP

Hydrograph type	= SCS Runoff	Peak discharge	= 601.38 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.25 hrs
Time interval	= 3 min	Hyd. volume	= 2,306,742 cuft
Drainage area	= 113.700 ac	Curve number	= 85.4
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 23.30 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

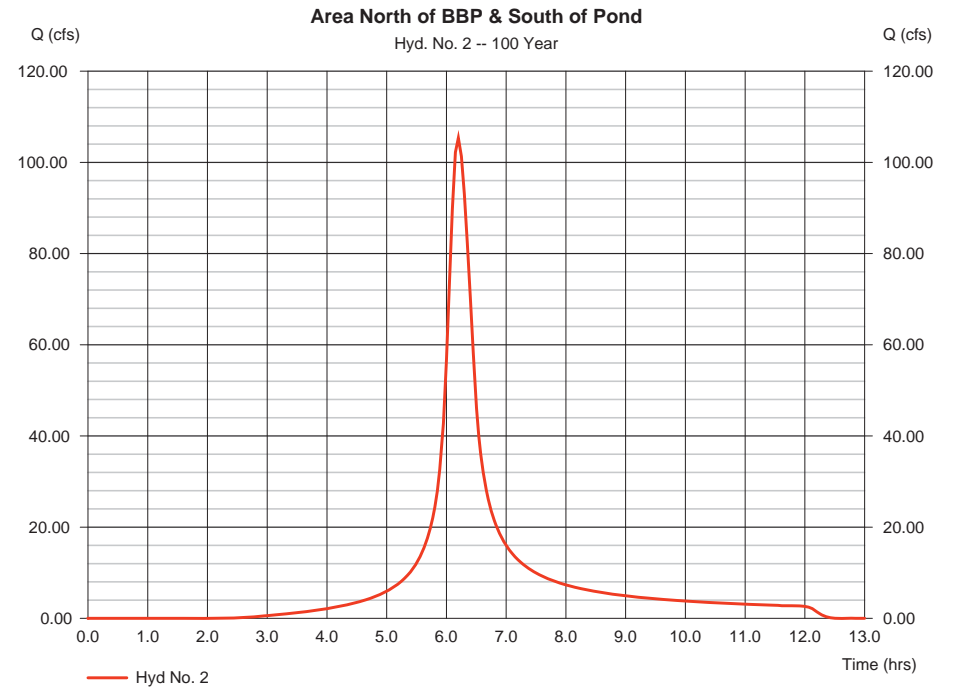
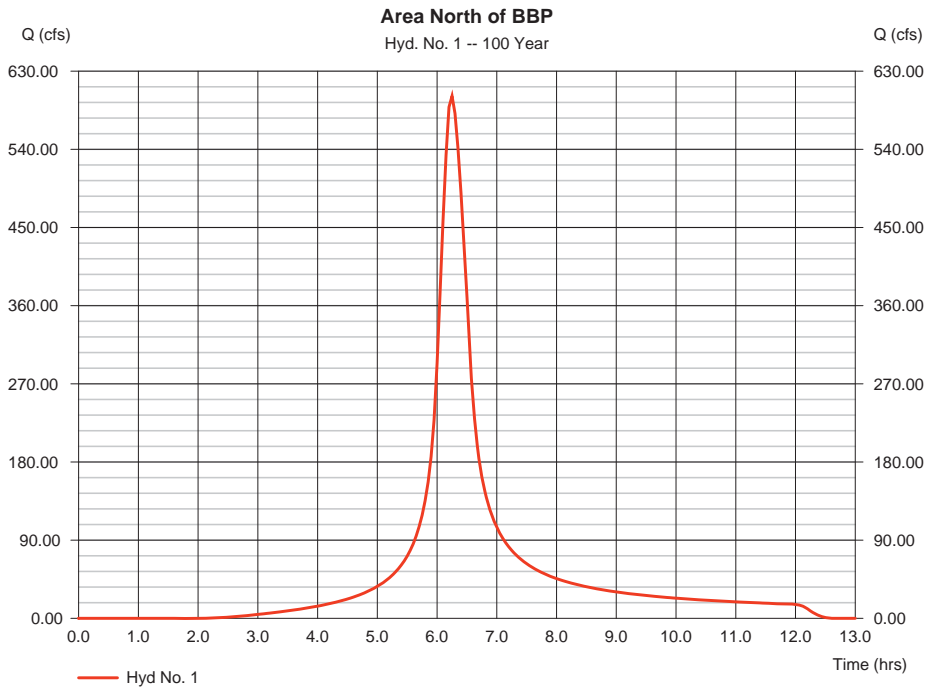
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 2

Area North of BBP & South of Pond

Hydrograph type	= SCS Runoff	Peak discharge	= 105.35 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.20 hrs
Time interval	= 3 min	Hyd. volume	= 373,292 cuft
Drainage area	= 17.900 ac	Curve number	= 84
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 16.10 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

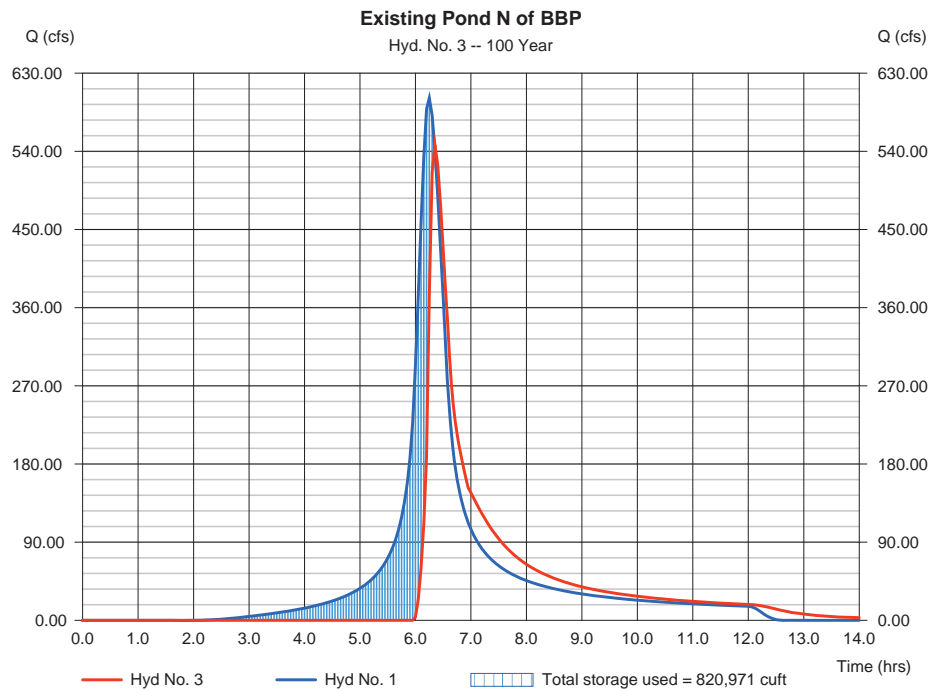
Thursday, 02 / 11 / 2016

Hyd. No. 3

Existing Pond N of BBP

Hydrograph type	= Reservoir	Peak discharge	= 547.30 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.35 hrs
Time interval	= 3 min	Hyd. volume	= 1,867,688 cuft
Inflow hyd. No.	= 1 - Area North of BBP	Max. Elevation	= 937.89 ft
Reservoir name	= Existing Pond	Max. Storage	= 820,971 cuft

Storage Indication method used.



Hydrograph Report

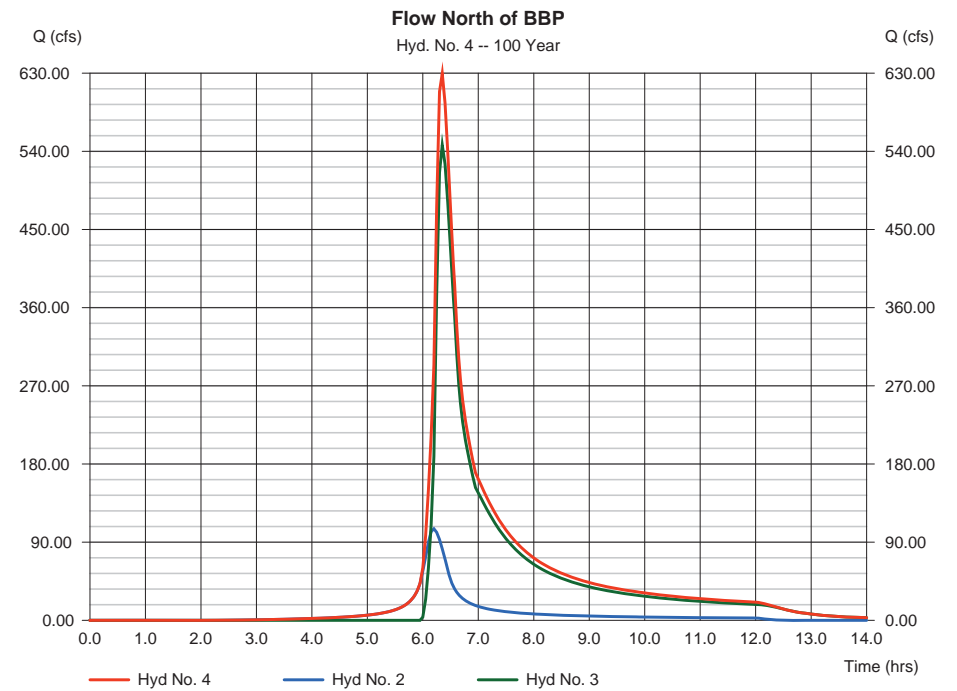
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 4

Flow North of BBP

Hydrograph type	= Combine	Peak discharge	= 629.63 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.35 hrs
Time interval	= 3 min	Hyd. volume	= 2,240,979 cuft
Inflow hyds.	= 2, 3	Contrib. drain. area	= 17.900 ac



Hydrograph Report

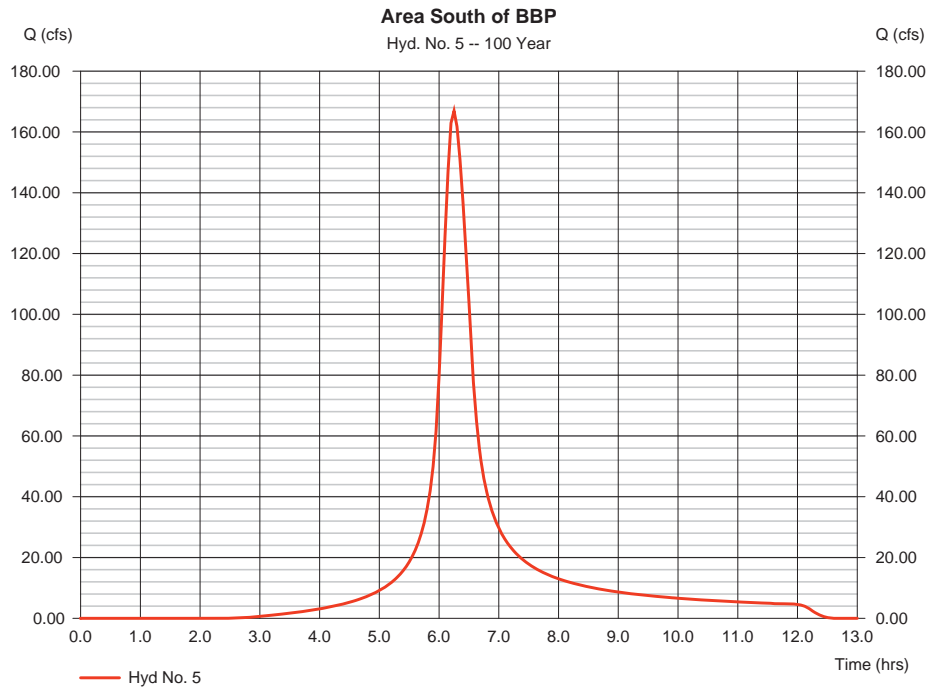
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 5

Area South of BBP

Hydrograph type	= SCS Runoff	Peak discharge	= 166.94 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.25 hrs
Time interval	= 3 min	Hyd. volume	= 633,974 cuft
Drainage area	= 32.900 ac	Curve number	= 82.9
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 20.60 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

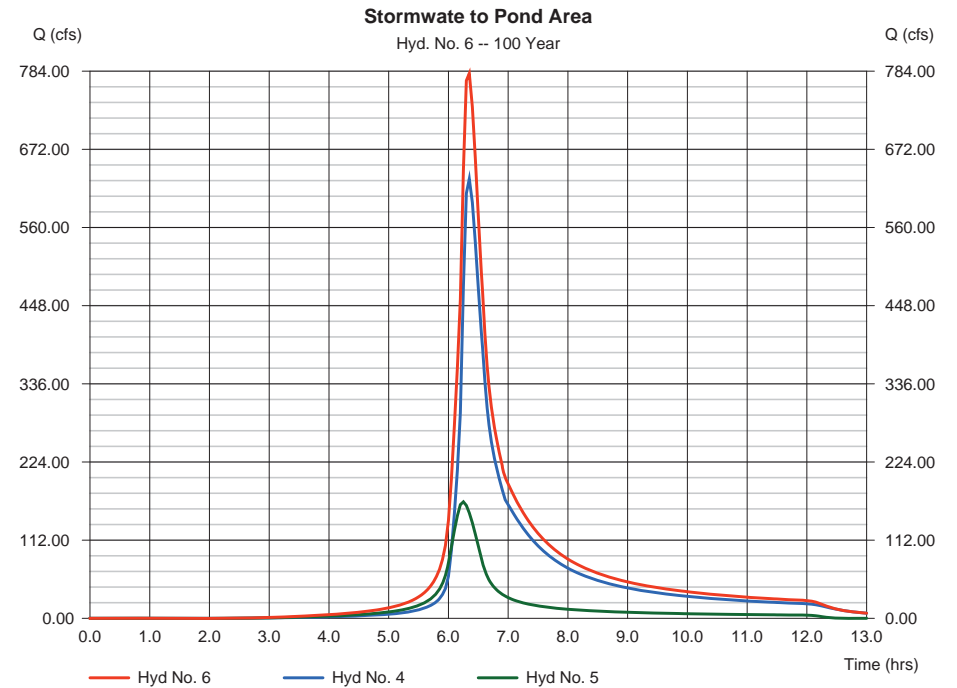
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 6

Stormwater to Pond Area

Hydrograph type	= Combine	Peak discharge	= 780.72 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.35 hrs
Time interval	= 3 min	Hyd. volume	= 2,874,953 cuft
Inflow hyds.	= 4, 5	Contrib. drain. area	= 32.900 ac



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 7

West Pond

Hydrograph type	= Reservoir	Peak discharge	= 161.46 cfs
Storm frequency	= 100 yrs	Time to peak	= 7.20 hrs
Time interval	= 3 min	Hyd. volume	= 2,874,951 cuft
Inflow hyd. No.	= 6 - Stormwater to Pond Area	Max. Elevation	= 908.94 ft
Reservoir name	= West Pond	Max. Storage	= 1,135,948 cuft

Storage Indication method used.

Hydrograph Report

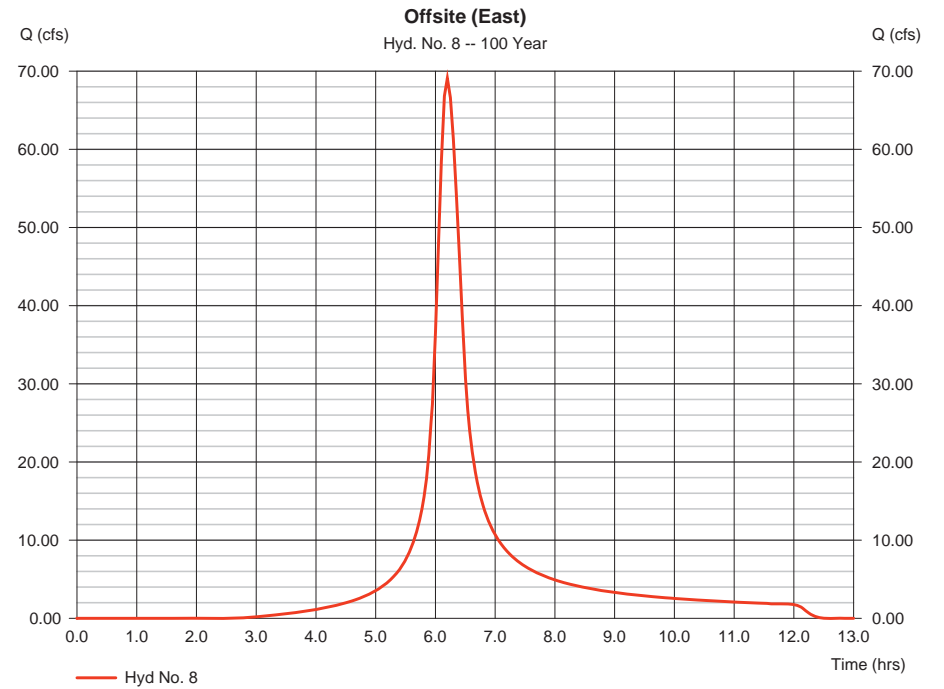
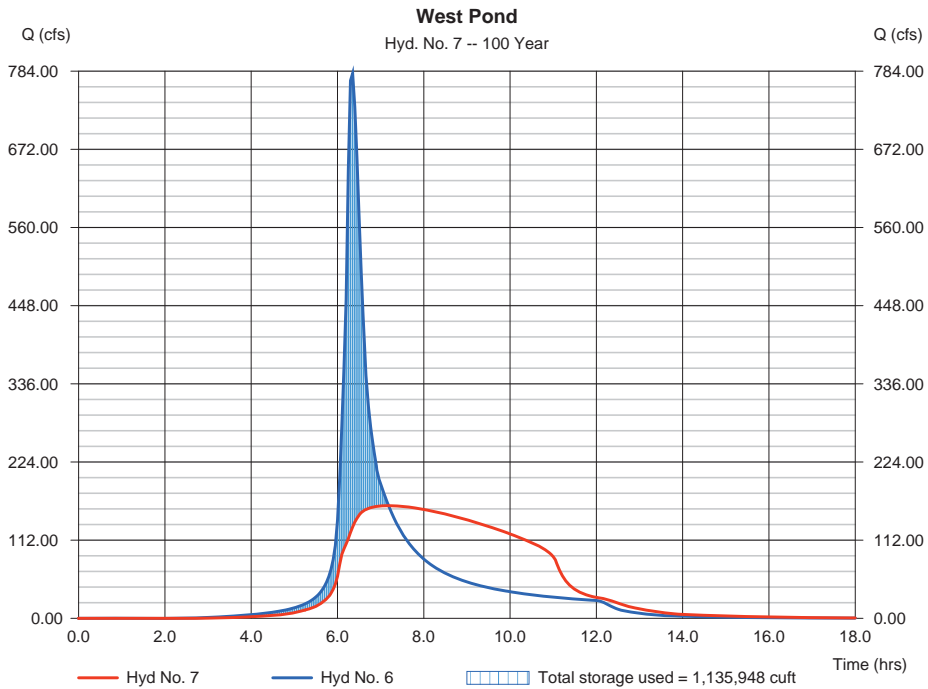
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 8

Offsite (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 69.09 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.20 hrs
Time interval	= 3 min	Hyd. volume	= 242,904 cuft
Drainage area	= 12.200 ac	Curve number	= 81.8
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 17.60 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 9

Tract (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 63.48 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.20 hrs
Time interval	= 3 min	Hyd. volume	= 222,054 cuft
Drainage area	= 11.600 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 17.70 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

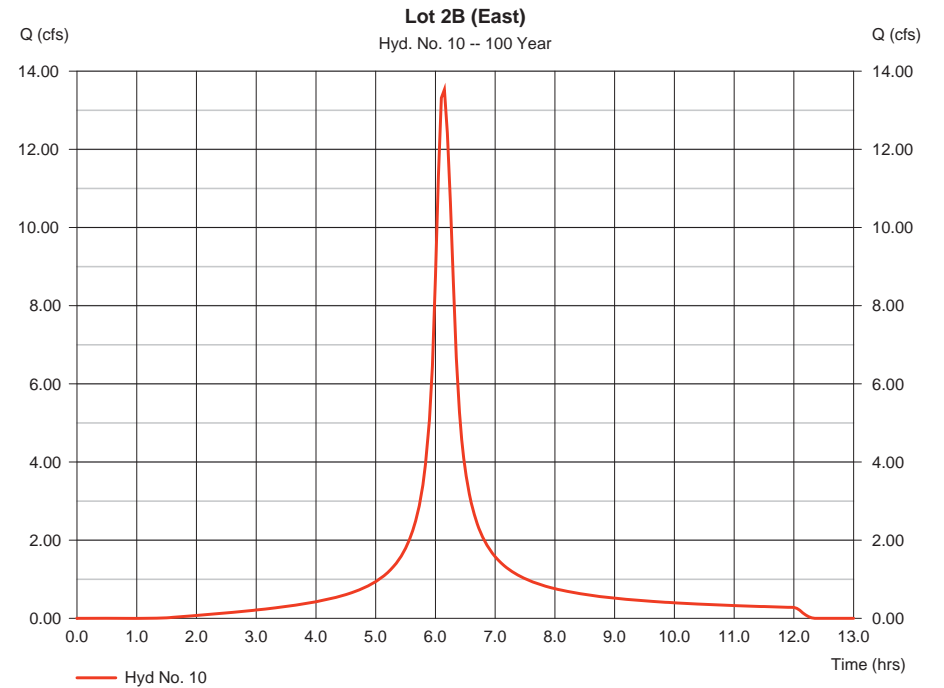
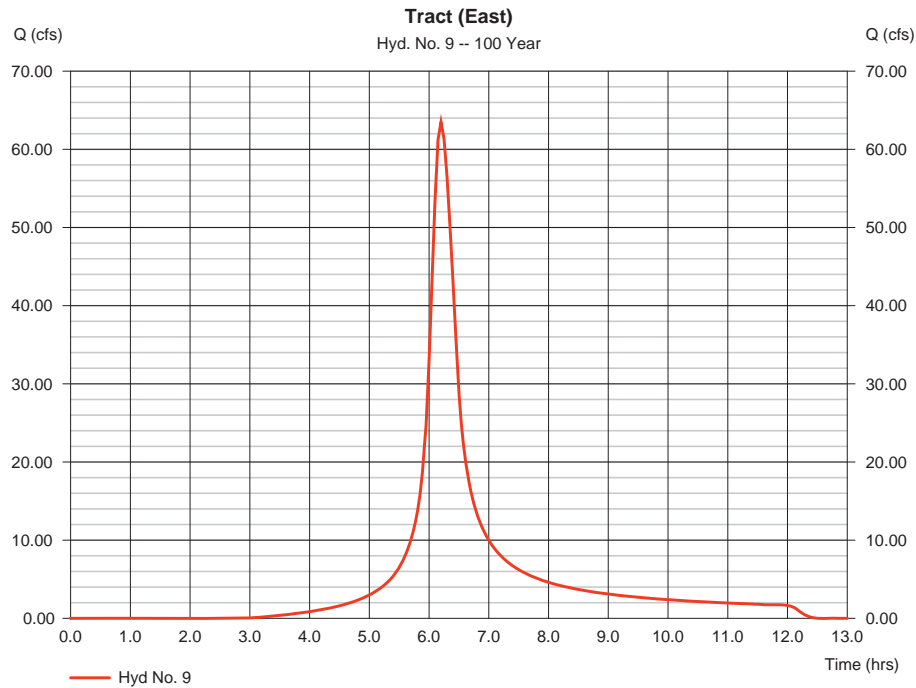
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 10

Lot 2B (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 13.53 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.15 hrs
Time interval	= 3 min	Hyd. volume	= 44,032 cuft
Drainage area	= 1.900 ac	Curve number	= 91
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 11.60 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 11

Lot 3 (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 97.35 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.05 hrs
Time interval	= 3 min	Hyd. volume	= 279,733 cuft
Drainage area	= 12.200 ac	Curve number	= 94
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 9.40 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

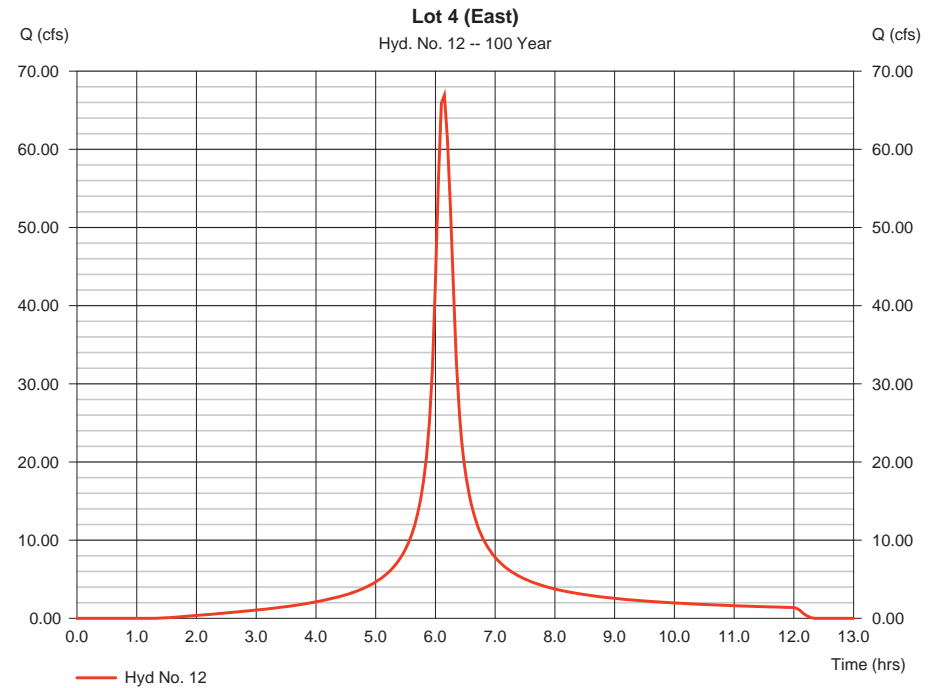
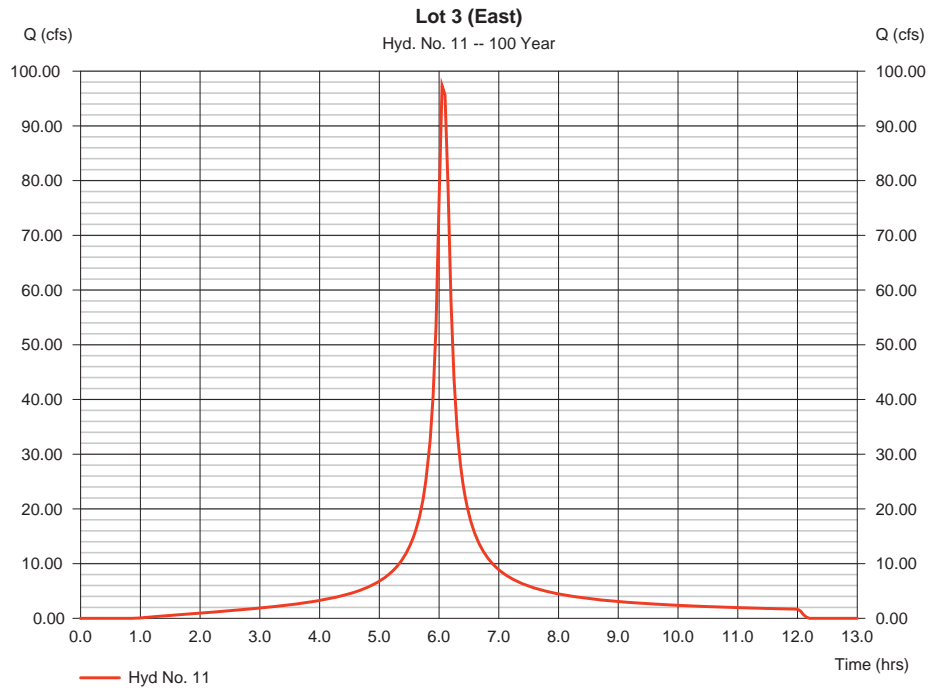
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 12

Lot 4 (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 66.92 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.15 hrs
Time interval	= 3 min	Hyd. volume	= 217,844 cuft
Drainage area	= 9.400 ac	Curve number	= 91
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.10 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

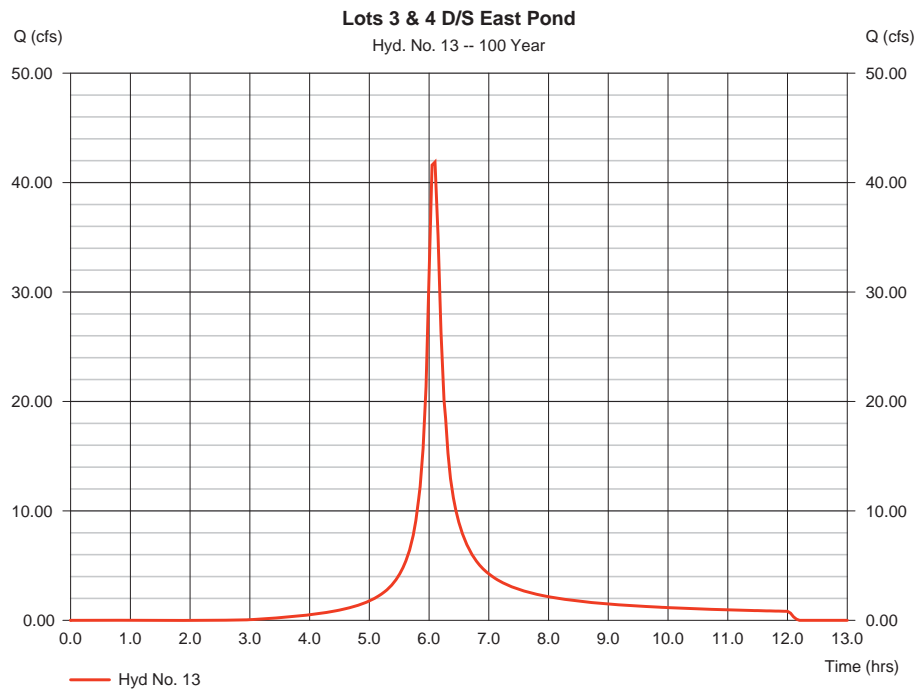
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 13

Lots 3 & 4 D/S East Pond

Hydrograph type	= SCS Runoff	Peak discharge	= 41.88 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.10 hrs
Time interval	= 3 min	Hyd. volume	= 111,375 cuft
Drainage area	= 6.400 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 8.20 min
Total precip.	= 7.45 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

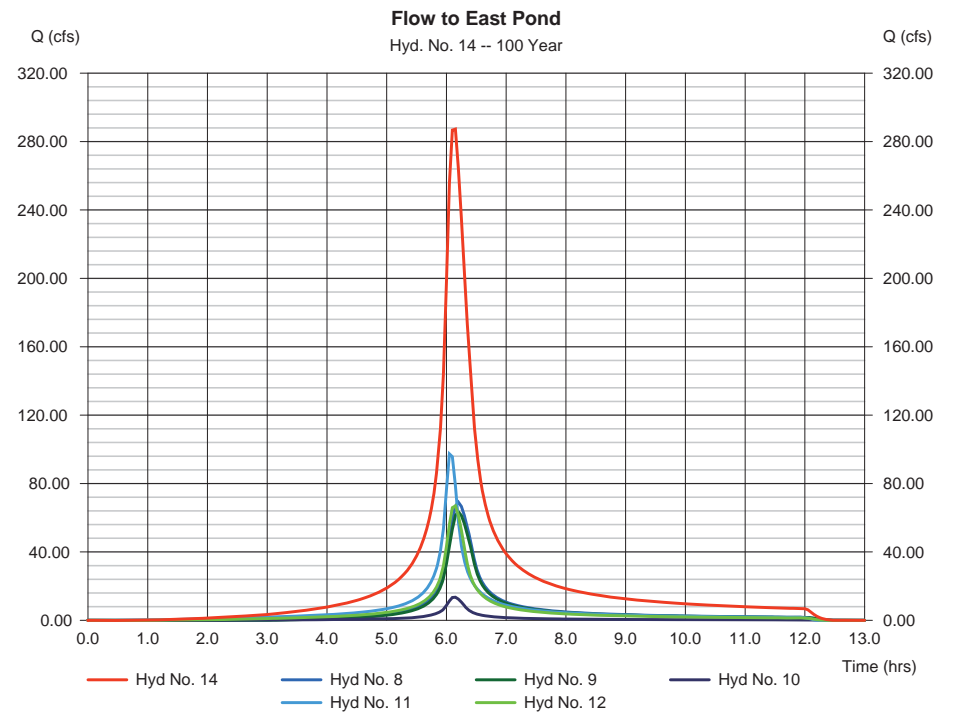
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 14

Flow to East Pond

Hydrograph type	= Combine	Peak discharge	= 287.29 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.15 hrs
Time interval	= 3 min	Hyd. volume	= 1,006,567 cuft
Inflow hyds.	= 8, 9, 10, 11, 12	Contrib. drain. area	= 47.300 ac



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

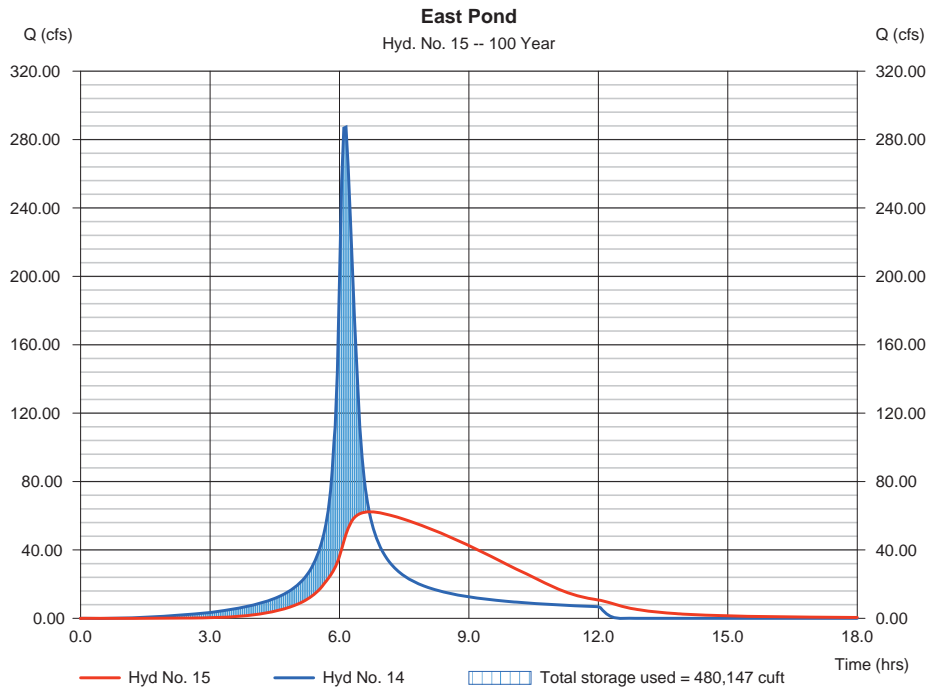
Thursday, 02 / 11 / 2016

Hyd. No. 15

East Pond

Hydrograph type	= Reservoir	Peak discharge	= 62.26 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.70 hrs
Time interval	= 3 min	Hyd. volume	= 1,006,534 cuft
Inflow hyd. No.	= 14 - Flow to East Pond	Max. Elevation	= 926.19 ft
Reservoir name	= East Pond	Max. Storage	= 480,147 cuft

Storage Indication method used.



Hydrograph Report

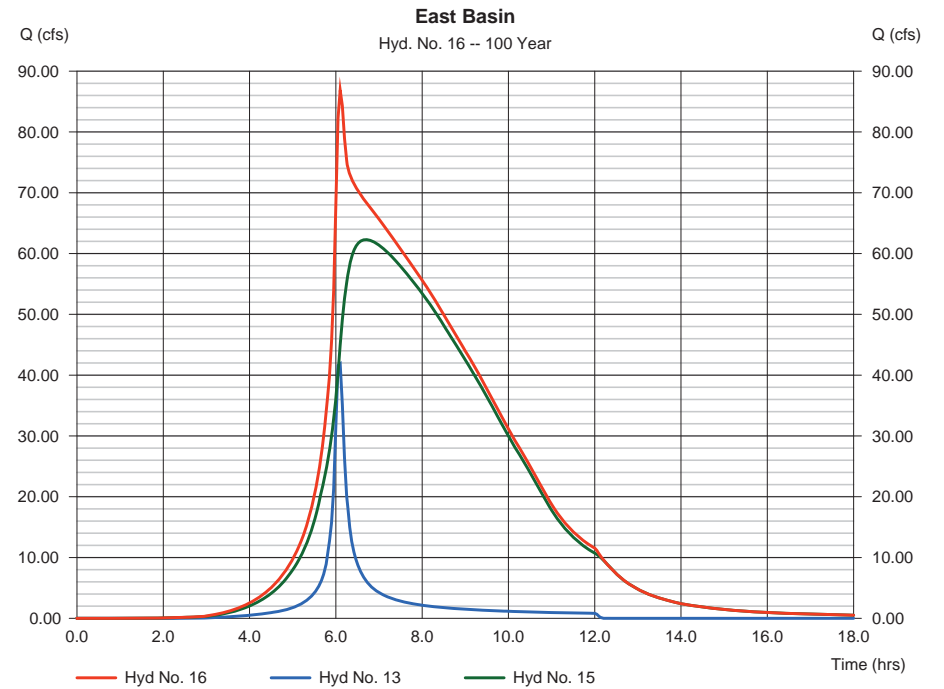
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 16

East Basin

Hydrograph type	= Combine	Peak discharge	= 86.86 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.10 hrs
Time interval	= 3 min	Hyd. volume	= 1,117,907 cuft
Inflow hyds.	= 13, 15	Contrib. drain. area	= 6.400 ac



APPENDIX C

10-YEAR STORM EVENT EAST AND WEST BASINS

Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 1

Area North of BBP

Hydrograph type	= SCS Runoff	Peak discharge	= 370.63 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.25 hrs
Time interval	= 3 min	Hyd. volume	= 1,299,668 cuft
Drainage area	= 113.700 ac	Curve number	= 85.4
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 23.30 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

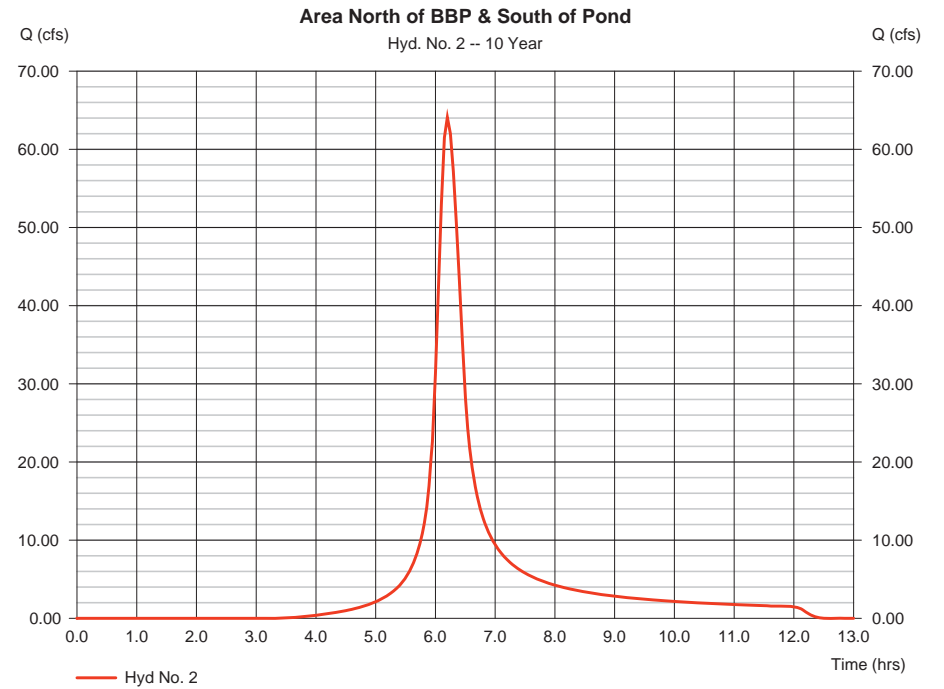
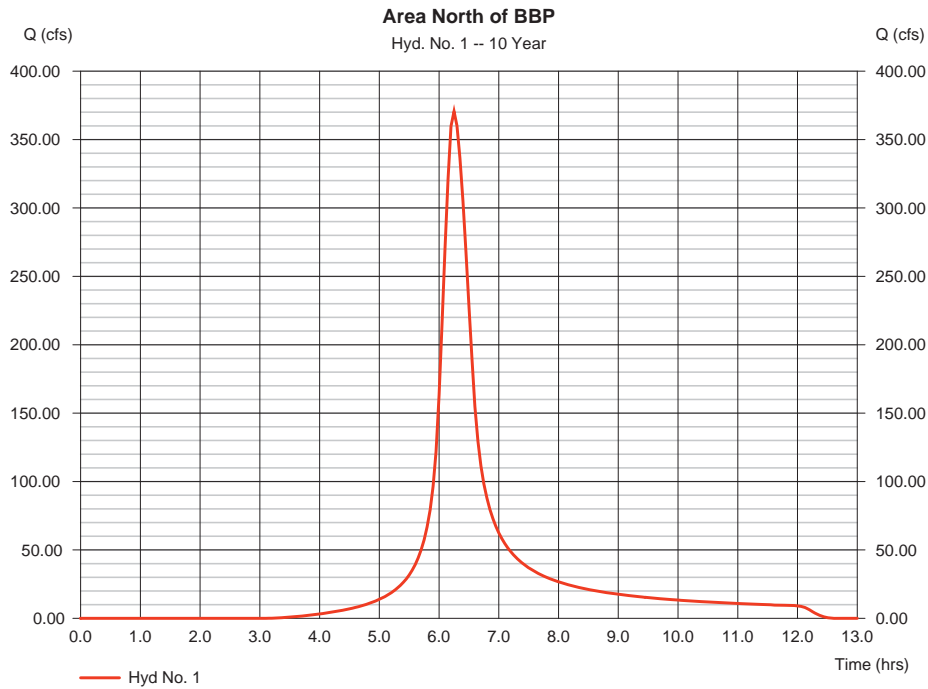
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 2

Area North of BBP & South of Pond

Hydrograph type	= SCS Runoff	Peak discharge	= 64.10 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.20 hrs
Time interval	= 3 min	Hyd. volume	= 207,403 cuft
Drainage area	= 17.900 ac	Curve number	= 84
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 16.10 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

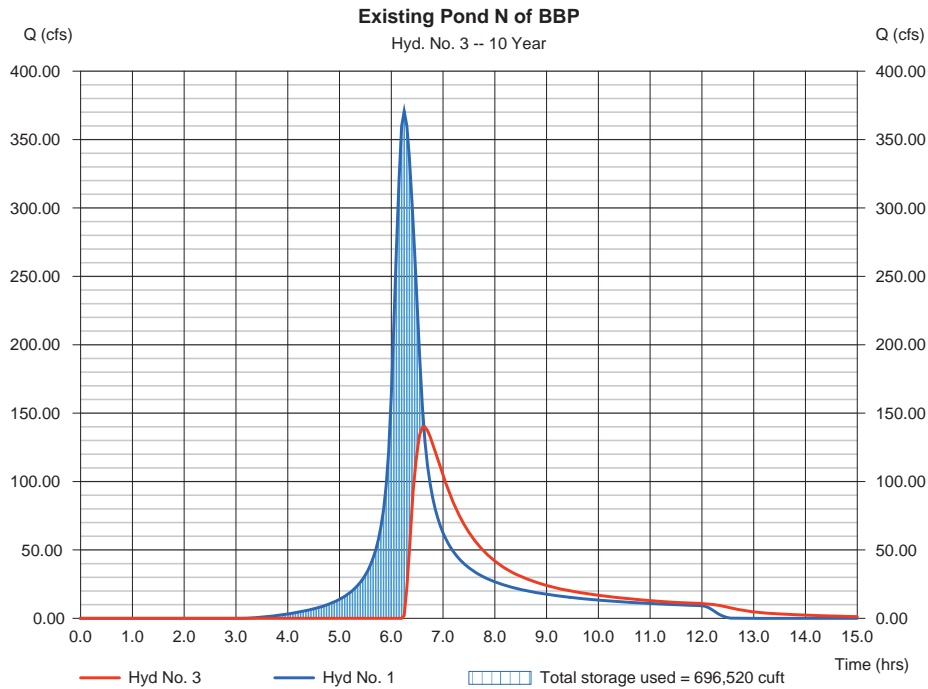
Thursday, 02 / 11 / 2016

Hyd. No. 3

Existing Pond N of BBP

Hydrograph type	= Reservoir	Peak discharge	= 139.92 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.65 hrs
Time interval	= 3 min	Hyd. volume	= 860,614 cuft
Inflow hyd. No.	= 1 - Area North of BBP	Max. Elevation	= 936.94 ft
Reservoir name	= Existing Pond	Max. Storage	= 696,520 cuft

Storage Indication method used.



Hydrograph Report

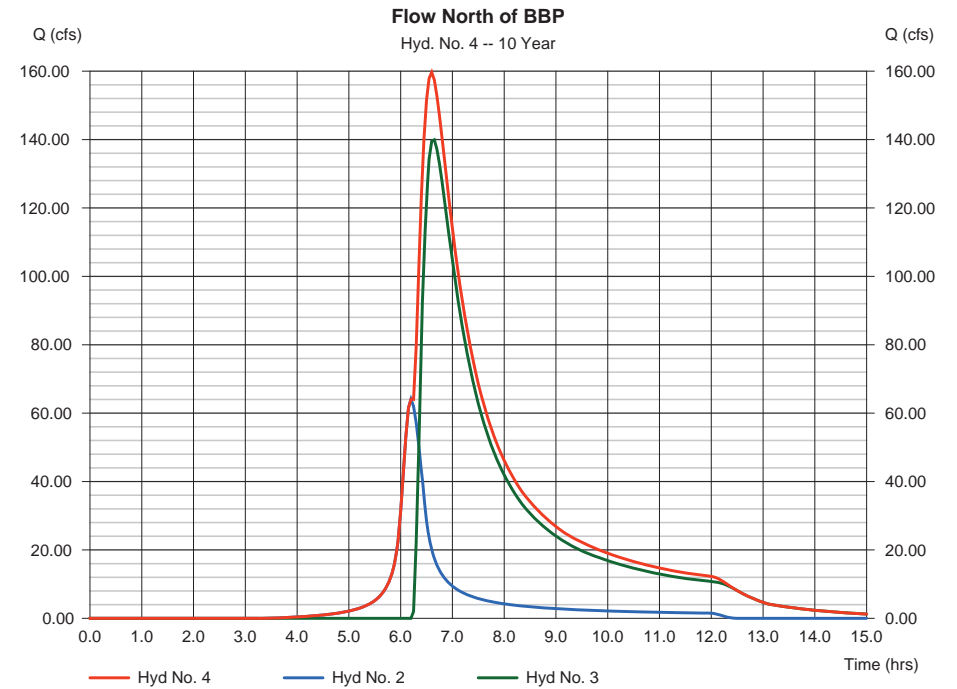
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 4

Flow North of BBP

Hydrograph type	= Combine	Peak discharge	= 159.67 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.60 hrs
Time interval	= 3 min	Hyd. volume	= 1,068,017 cuft
Inflow hyds.	= 2, 3	Contrib. drain. area	= 17.900 ac



Hydrograph Report

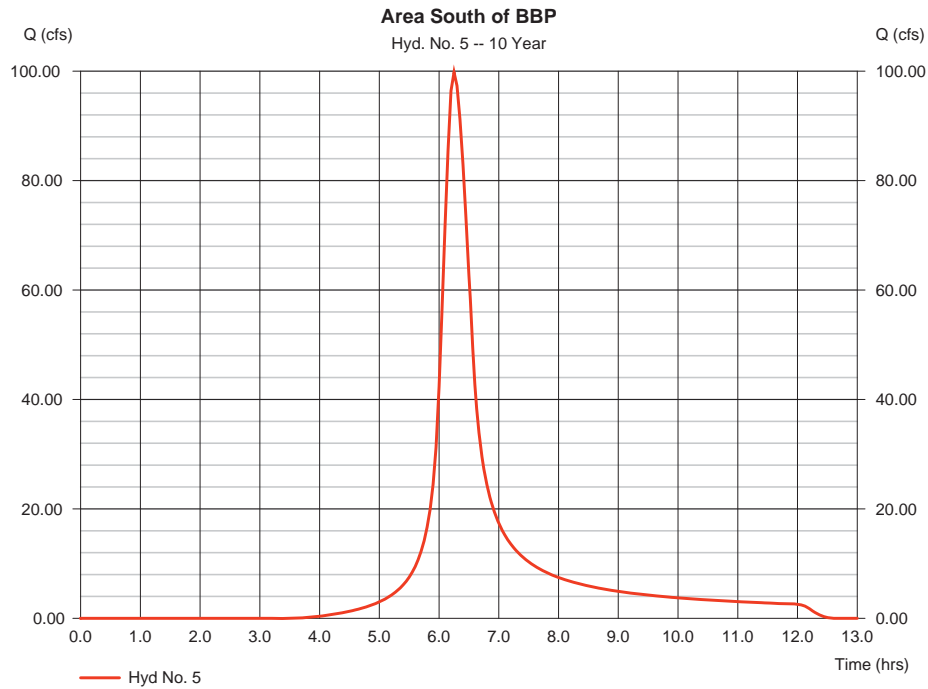
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 5

Area South of BBP

Hydrograph type	= SCS Runoff	Peak discharge	= 99.80 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.25 hrs
Time interval	= 3 min	Hyd. volume	= 348,335 cuft
Drainage area	= 32.900 ac	Curve number	= 82.9
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 20.60 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

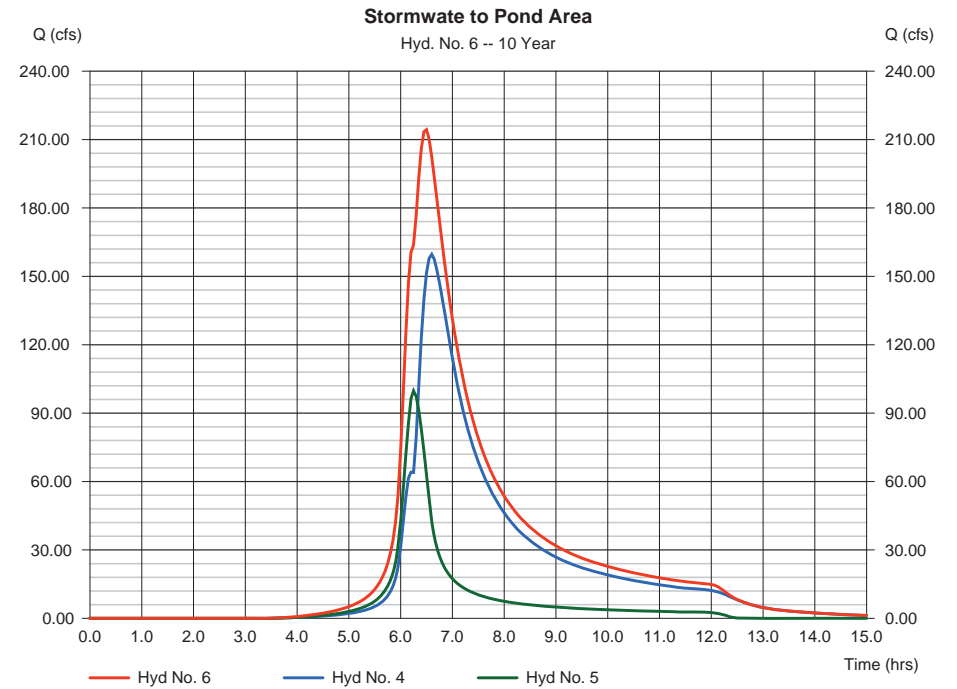
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 6

Stormwater to Pond Area

Hydrograph type	= Combine	Peak discharge	= 214.34 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.50 hrs
Time interval	= 3 min	Hyd. volume	= 1,416,352 cuft
Inflow hyds.	= 4, 5	Contrib. drain. area	= 32.900 ac



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

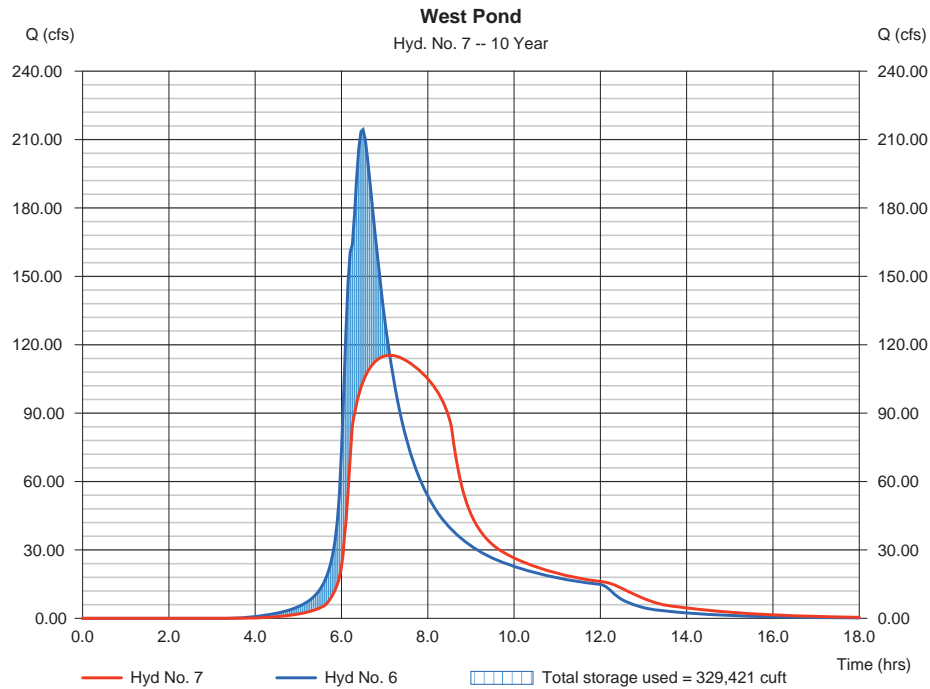
Thursday, 02 / 11 / 2016

Hyd. No. 7

West Pond

Hydrograph type	= Reservoir	Peak discharge	= 115.36 cfs
Storm frequency	= 10 yrs	Time to peak	= 7.10 hrs
Time interval	= 3 min	Hyd. volume	= 1,416,349 cuft
Inflow hyd. No.	= 6 - Stormwater to Pond Area	Max. Elevation	= 903.07 ft
Reservoir name	= West Pond	Max. Storage	= 329,421 cuft

Storage Indication method used.



Hydrograph Report

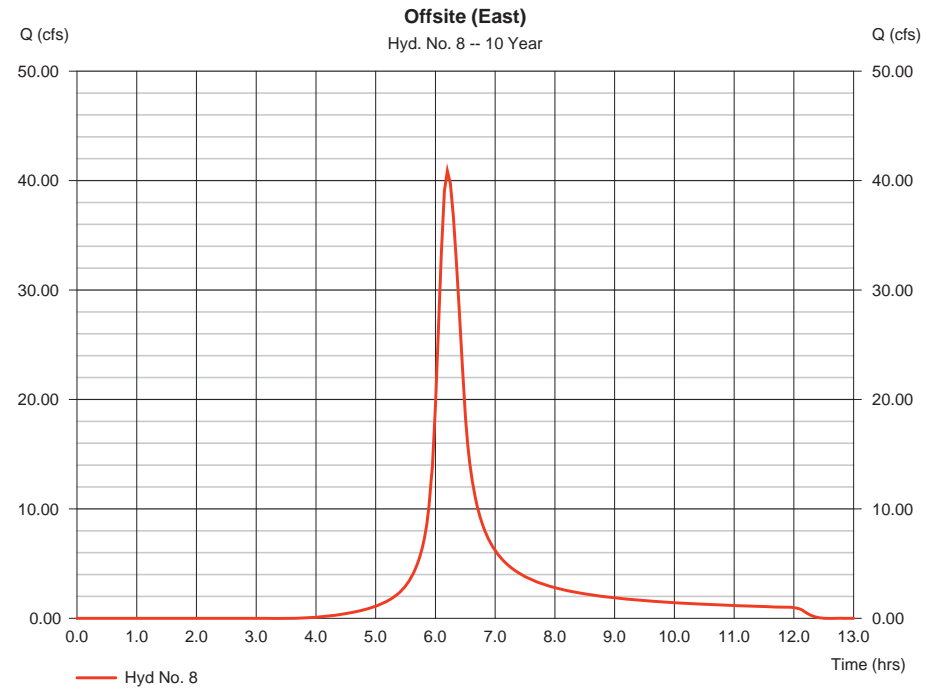
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 8

Offsite (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 40.89 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.20 hrs
Time interval	= 3 min	Hyd. volume	= 131,961 cuft
Drainage area	= 12.200 ac	Curve number	= 81.8
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 17.60 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 9

Tract (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 36.69 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.20 hrs
Time interval	= 3 min	Hyd. volume	= 118,373 cuft
Drainage area	= 11.600 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 17.70 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

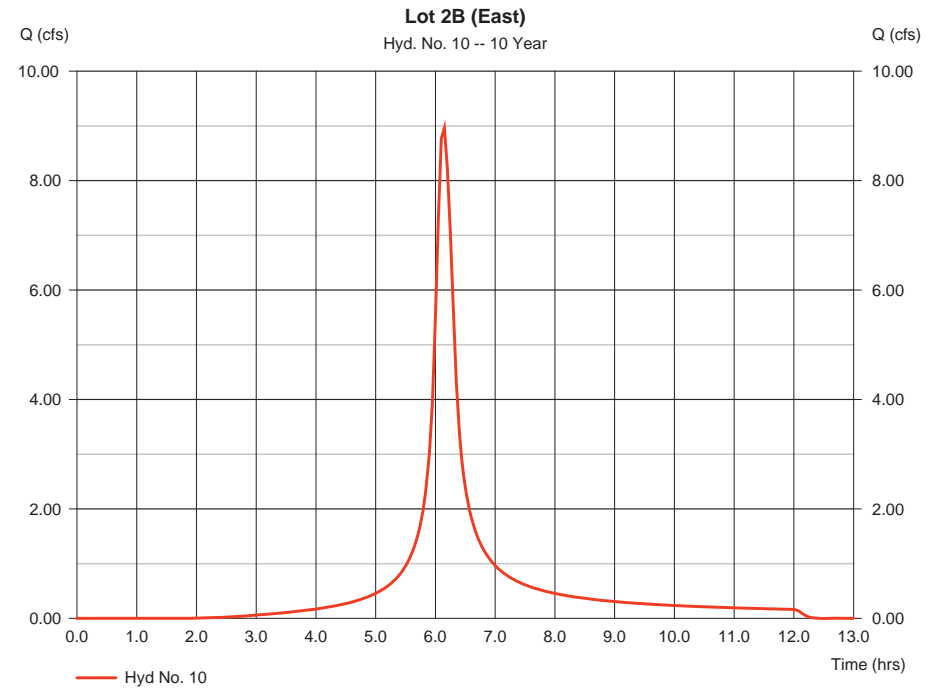
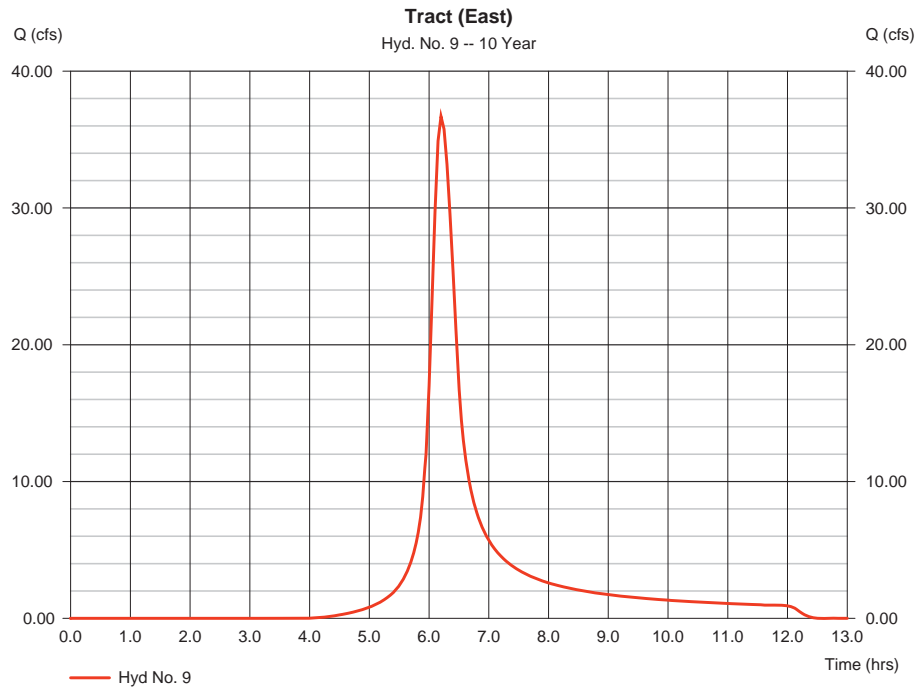
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 10

Lot 2B (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 8.962 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.15 hrs
Time interval	= 3 min	Hyd. volume	= 26,180 cuft
Drainage area	= 1.900 ac	Curve number	= 91
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 11.60 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 11

Lot 3 (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 66.64 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.05 hrs
Time interval	= 3 min	Hyd. volume	= 170,996 cuft
Drainage area	= 12.200 ac	Curve number	= 94
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 9.40 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

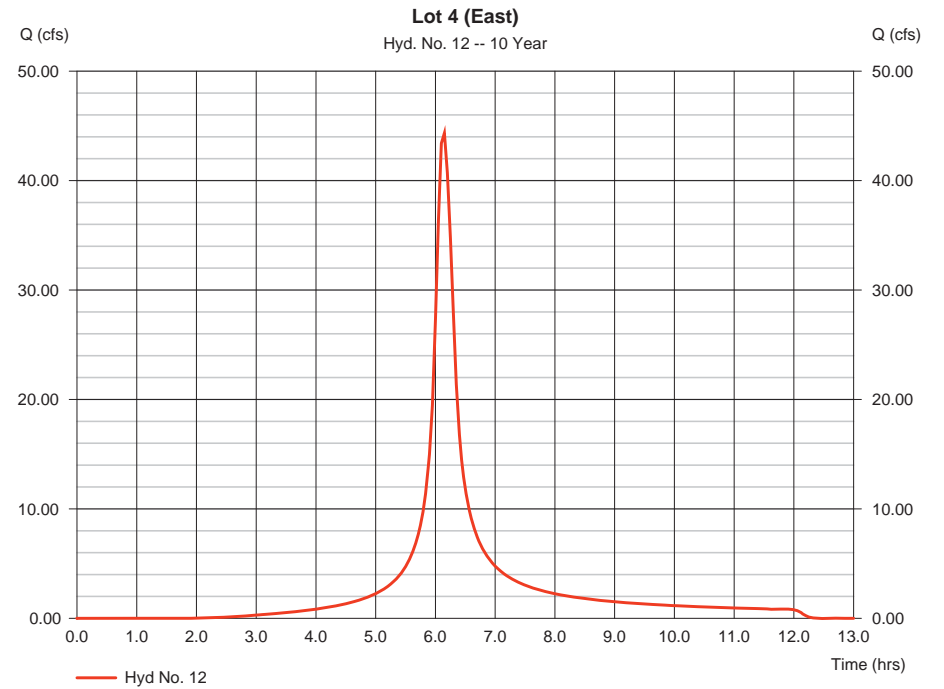
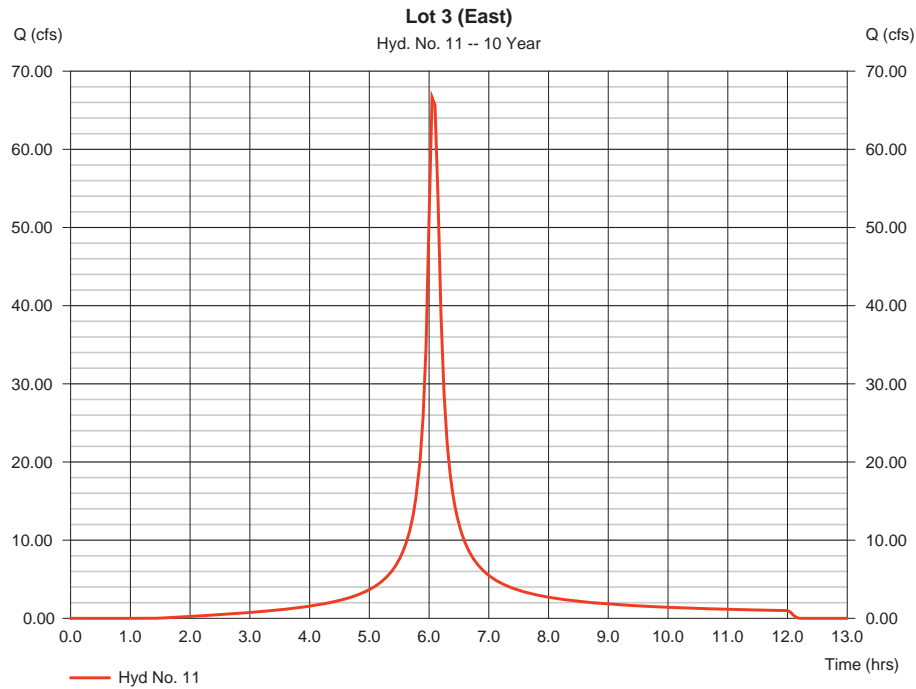
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 12

Lot 4 (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 44.34 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.15 hrs
Time interval	= 3 min	Hyd. volume	= 129,521 cuft
Drainage area	= 9.400 ac	Curve number	= 91
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.10 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

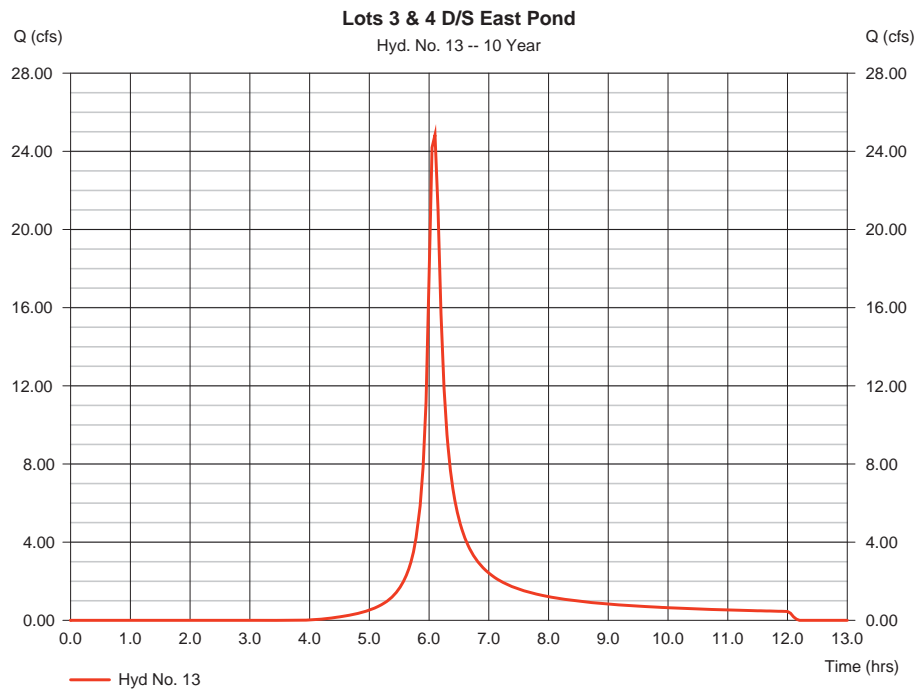
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 13

Lots 3 & 4 D/S East Pond

Hydrograph type	= SCS Runoff	Peak discharge	= 24.84 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.10 hrs
Time interval	= 3 min	Hyd. volume	= 59,372 cuft
Drainage area	= 6.400 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 8.20 min
Total precip.	= 4.81 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

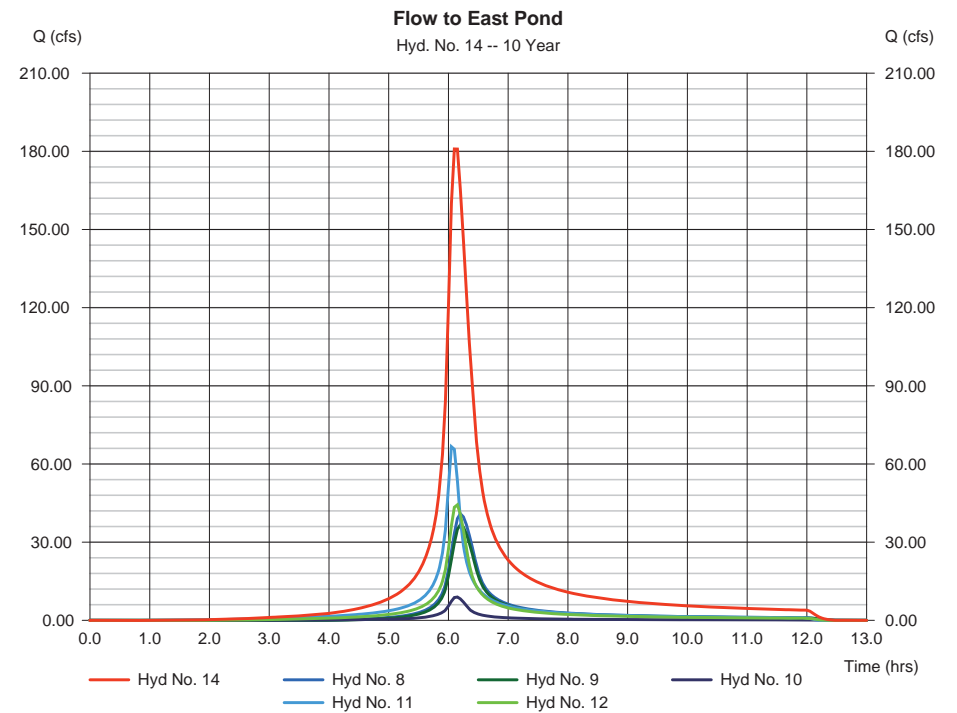
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 14

Flow to East Pond

Hydrograph type	= Combine	Peak discharge	= 180.92 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.10 hrs
Time interval	= 3 min	Hyd. volume	= 577,030 cuft
Inflow hyds.	= 8, 9, 10, 11, 12	Contrib. drain. area	= 47.300 ac



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

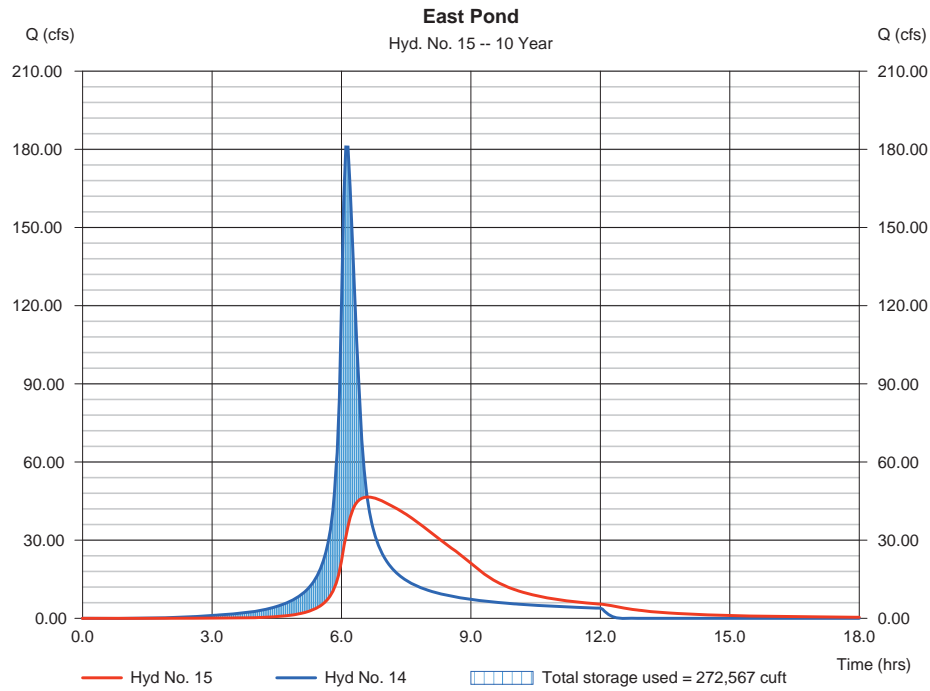
Thursday, 02 / 11 / 2016

Hyd. No. 15

East Pond

Hydrograph type	= Reservoir	Peak discharge	= 46.57 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.60 hrs
Time interval	= 3 min	Hyd. volume	= 576,997 cuft
Inflow hyd. No.	= 14 - Flow to East Pond	Max. Elevation	= 923.13 ft
Reservoir name	= East Pond	Max. Storage	= 272,567 cuft

Storage Indication method used.



Hydrograph Report

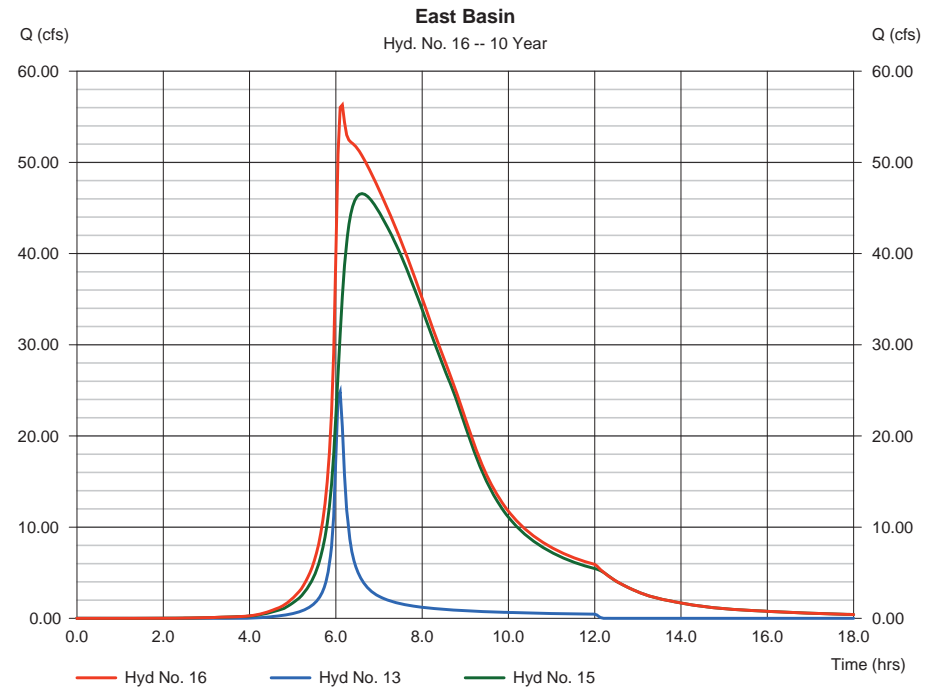
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 16

East Basin

Hydrograph type	= Combine	Peak discharge	= 56.30 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.15 hrs
Time interval	= 3 min	Hyd. volume	= 636,369 cuft
Inflow hyd.s.	= 13, 15	Contrib. drain. area	= 6.400 ac



APPENDIX D

2-YEAR STORM EVENT EAST AND WEST BASINS

Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 1

Area North of BBP

Hydrograph type	= SCS Runoff	Peak discharge	= 208.35 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.25 hrs
Time interval	= 3 min	Hyd. volume	= 632,361 cuft
Drainage area	= 113.700 ac	Curve number	= 85.4
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 23.30 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

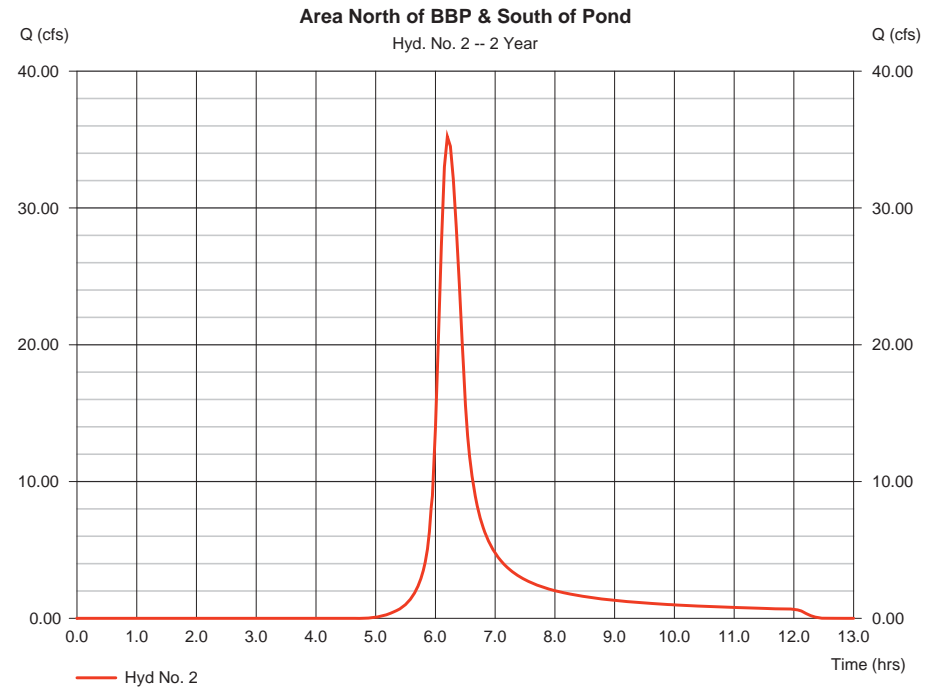
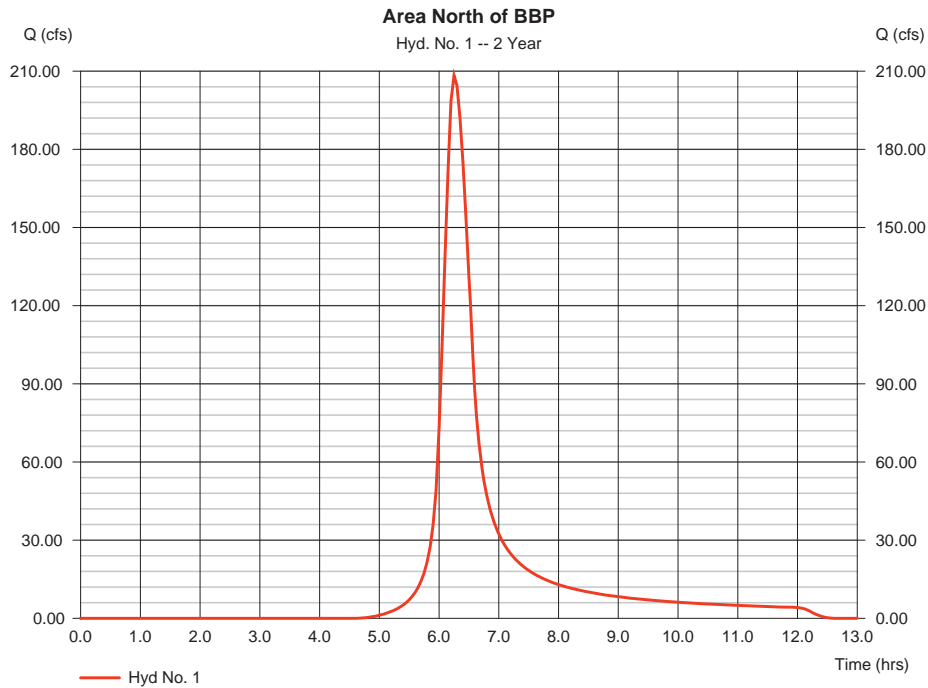
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 2

Area North of BBP & South of Pond

Hydrograph type	= SCS Runoff	Peak discharge	= 35.21 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.20 hrs
Time interval	= 3 min	Hyd. volume	= 98,594 cuft
Drainage area	= 17.900 ac	Curve number	= 84
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 16.10 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

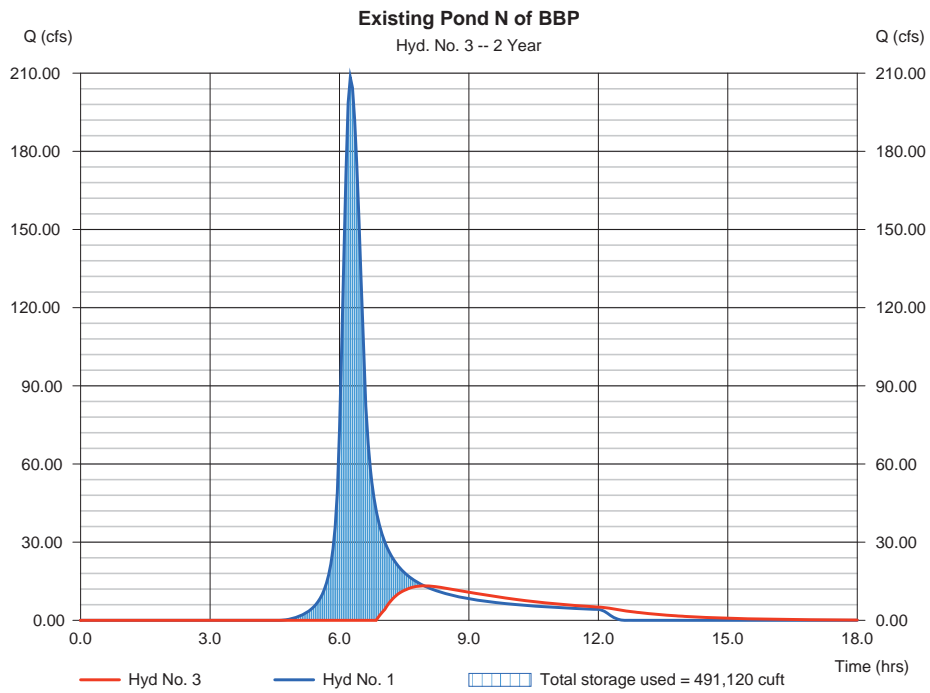
Thursday, 02 / 11 / 2016

Hyd. No. 3

Existing Pond N of BBP

Hydrograph type	= Reservoir	Peak discharge	= 13.23 cfs
Storm frequency	= 2 yrs	Time to peak	= 7.95 hrs
Time interval	= 3 min	Hyd. volume	= 193,306 cuft
Inflow hyd. No.	= 1 - Area North of BBP	Max. Elevation	= 936.11 ft
Reservoir name	= Existing Pond	Max. Storage	= 491,120 cuft

Storage Indication method used.



Hydrograph Report

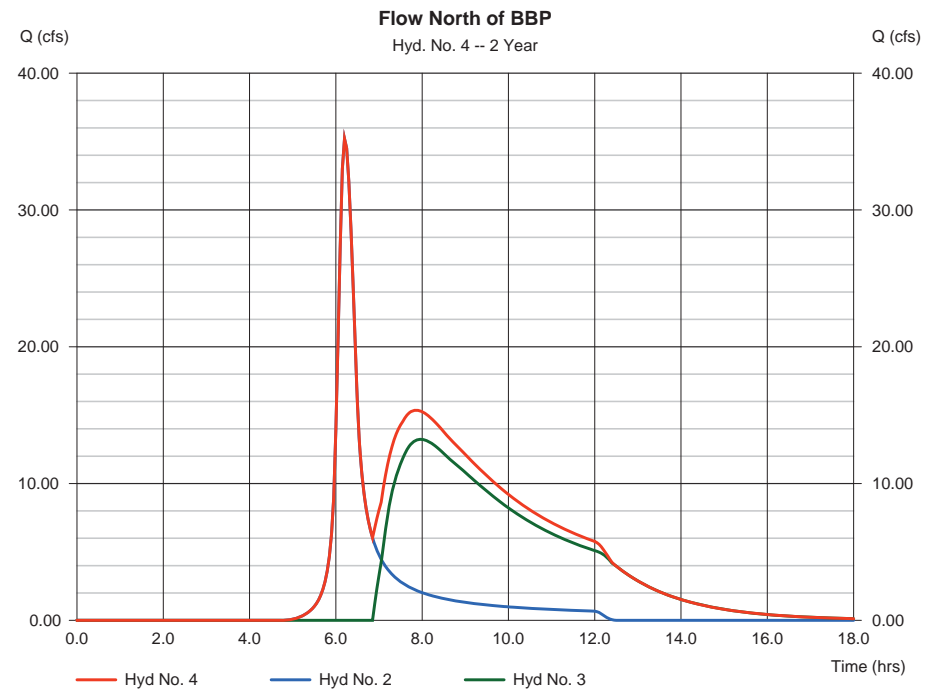
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 4

Flow North of BBP

Hydrograph type	= Combine	Peak discharge	= 35.21 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.20 hrs
Time interval	= 3 min	Hyd. volume	= 291,901 cuft
Inflow hyds.	= 2, 3	Contrib. drain. area	= 17.900 ac



Hydrograph Report

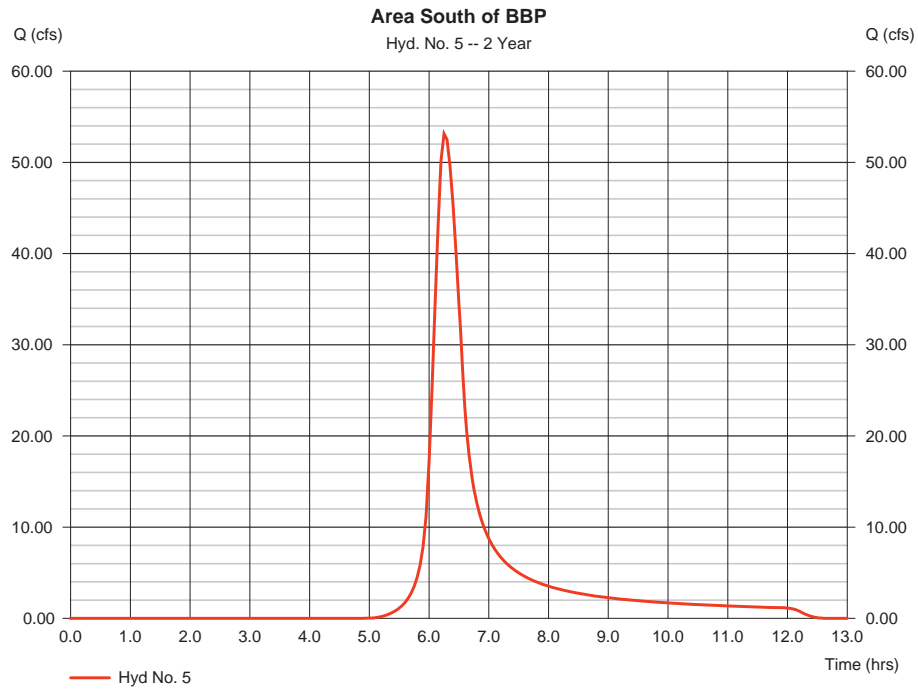
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 5

Area South of BBP

Hydrograph type	= SCS Runoff	Peak discharge	= 53.13 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.25 hrs
Time interval	= 3 min	Hyd. volume	= 162,539 cuft
Drainage area	= 32.900 ac	Curve number	= 82.9
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 20.60 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

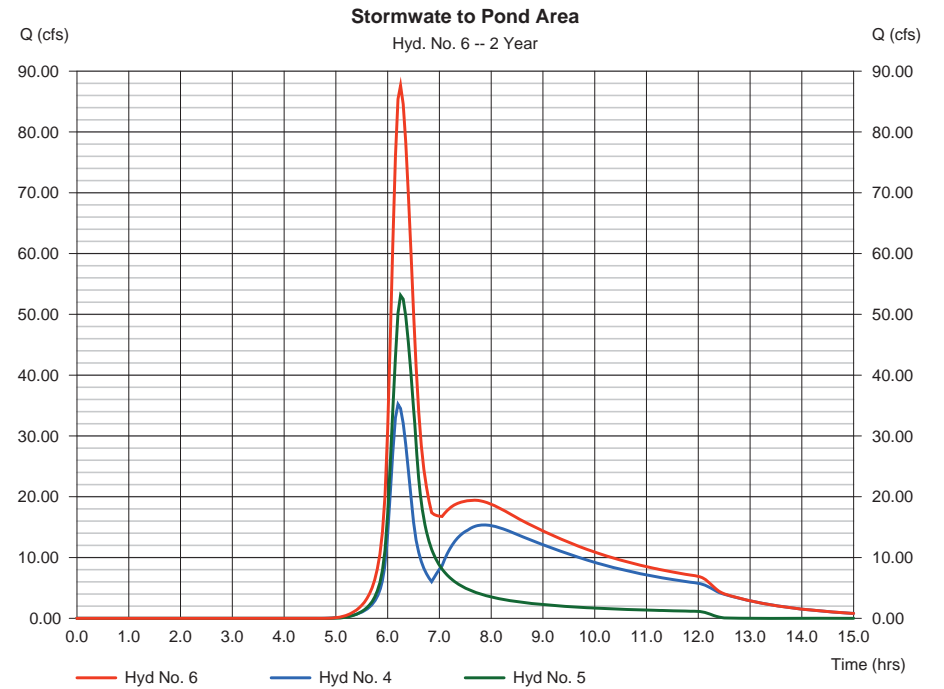
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 6

Stormwater to Pond Area

Hydrograph type	= Combine	Peak discharge	= 87.64 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.25 hrs
Time interval	= 3 min	Hyd. volume	= 454,440 cuft
Inflow hyds.	= 4, 5	Contrib. drain. area	= 32.900 ac



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 7

West Pond

Hydrograph type	= Reservoir	Peak discharge	= 51.21 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.50 hrs
Time interval	= 3 min	Hyd. volume	= 454,436 cuft
Inflow hyd. No.	= 6 - Stormwater to Pond Area	Max. Elevation	= 900.84 ft
Reservoir name	= West Pond	Max. Storage	= 86,329 cuft

Storage Indication method used.

Hydrograph Report

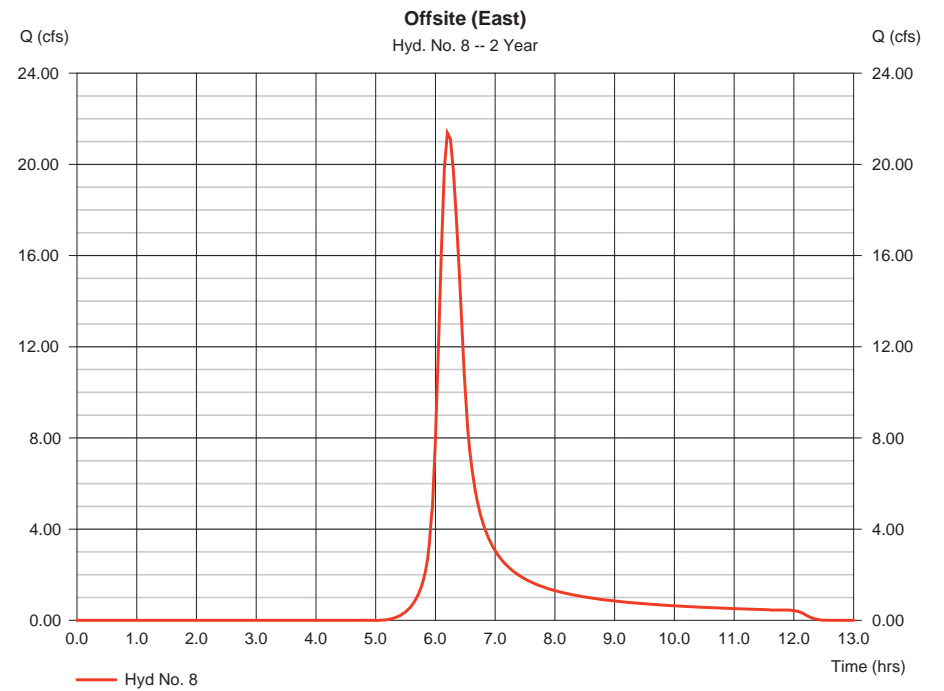
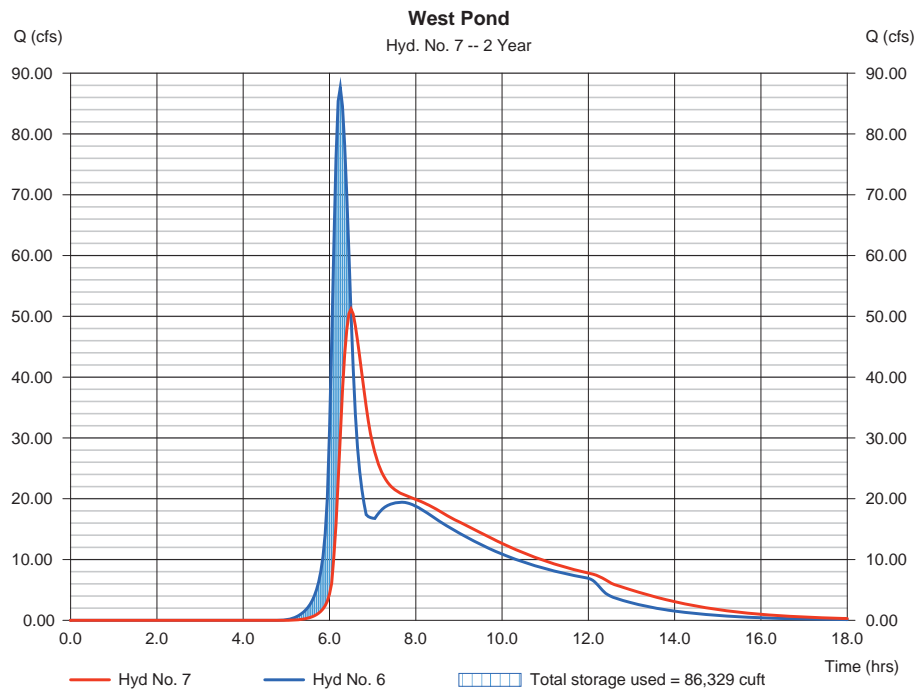
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 8

Offsite (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 21.38 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.20 hrs
Time interval	= 3 min	Hyd. volume	= 60,421 cuft
Drainage area	= 12.200 ac	Curve number	= 81.8
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 17.60 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 9

Tract (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 18.37 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.20 hrs
Time interval	= 3 min	Hyd. volume	= 52,504 cuft
Drainage area	= 11.600 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 17.70 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

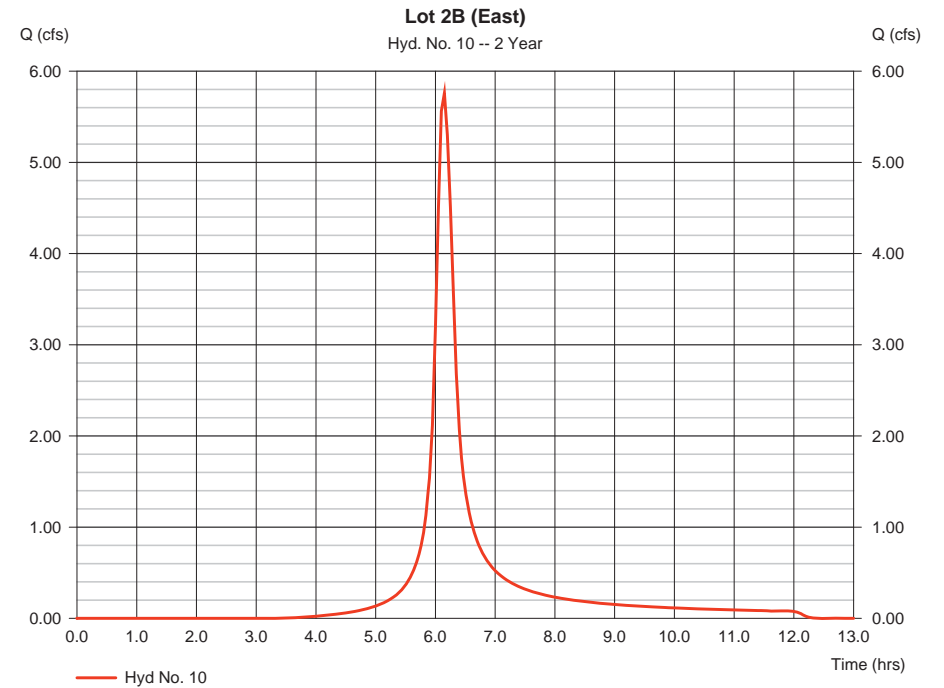
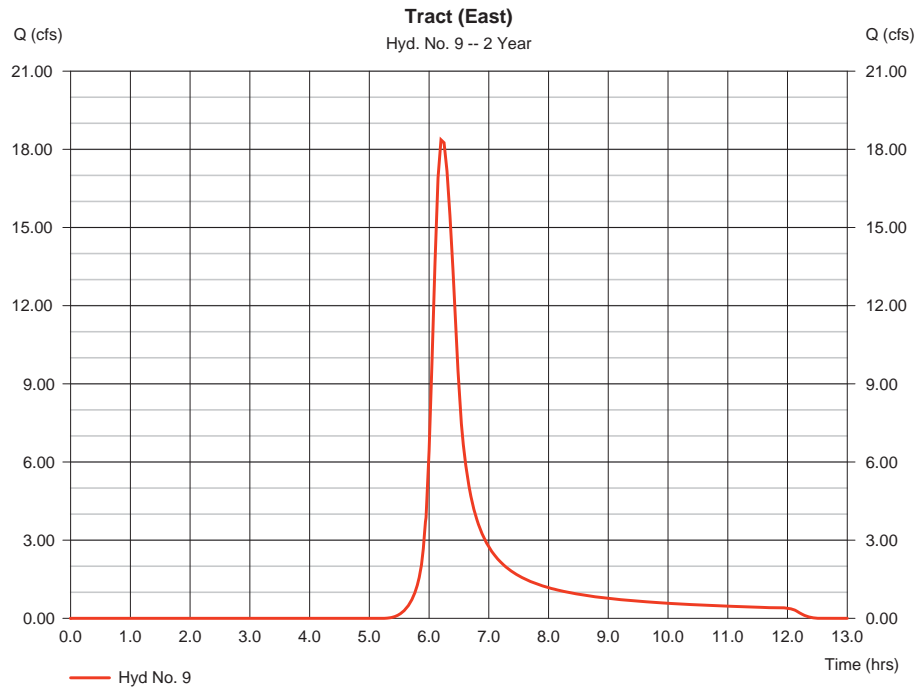
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 10

Lot 2B (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 5.758 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.15 hrs
Time interval	= 3 min	Hyd. volume	= 13,934 cuft
Drainage area	= 1.900 ac	Curve number	= 91
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 11.60 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 11

Lot 3 (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 45.53 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.05 hrs
Time interval	= 3 min	Hyd. volume	= 95,376 cuft
Drainage area	= 12.200 ac	Curve number	= 94
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 9.40 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484

Hydrograph Report

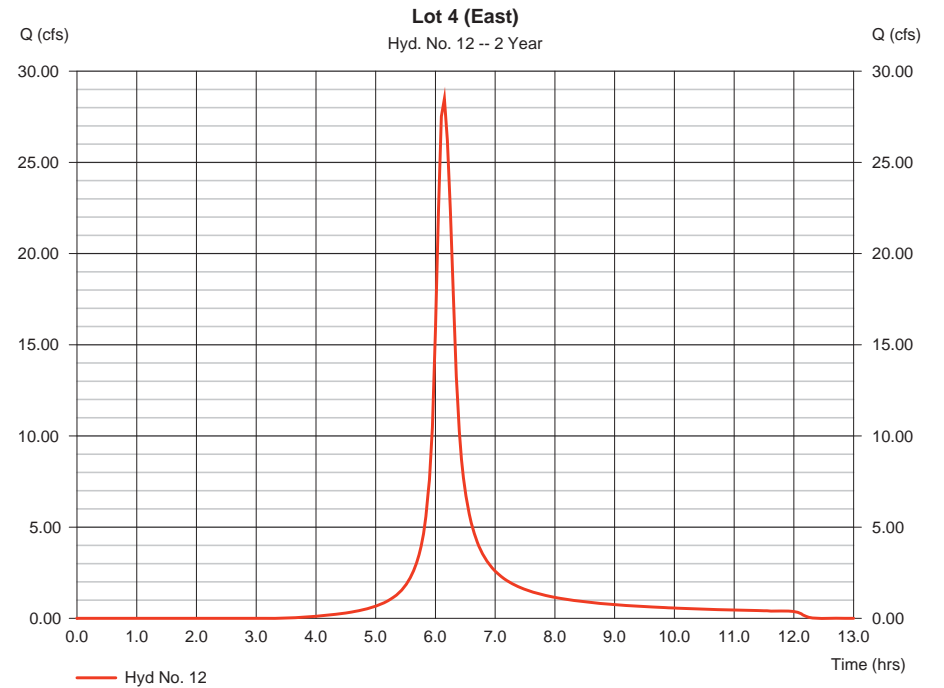
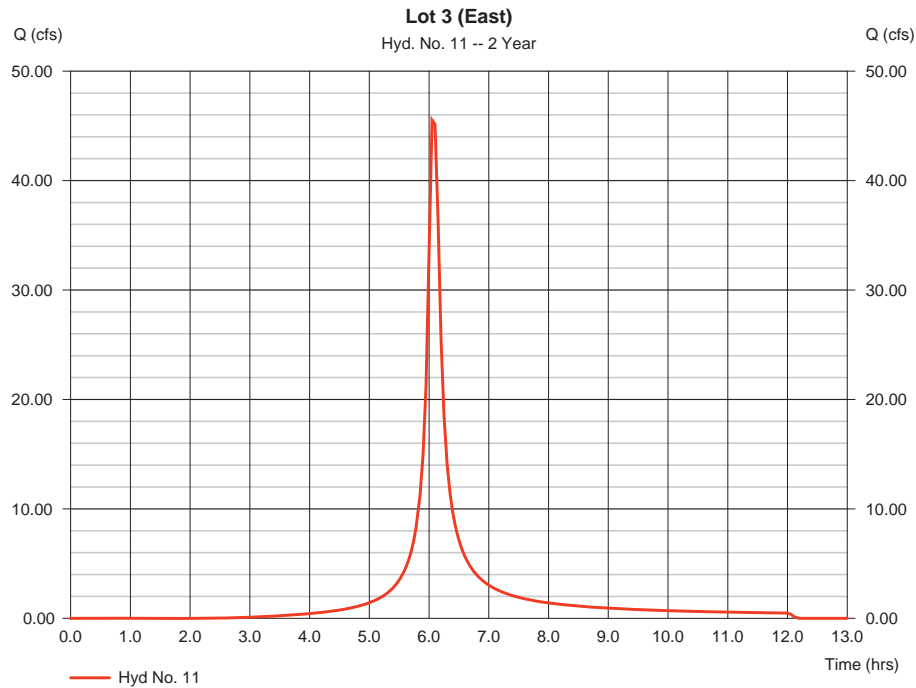
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 12

Lot 4 (East)

Hydrograph type	= SCS Runoff	Peak discharge	= 28.49 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.15 hrs
Time interval	= 3 min	Hyd. volume	= 68,935 cuft
Drainage area	= 9.400 ac	Curve number	= 91
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 12.10 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

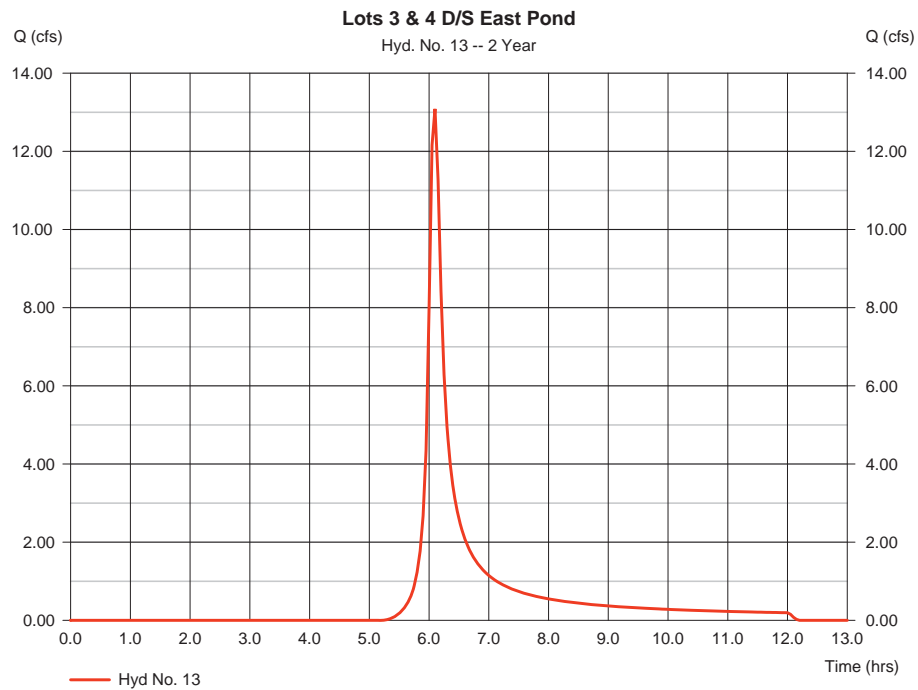
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 13

Lots 3 & 4 D/S East Pond

Hydrograph type	= SCS Runoff	Peak discharge	= 13.09 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.10 hrs
Time interval	= 3 min	Hyd. volume	= 26,334 cuft
Drainage area	= 6.400 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 8.20 min
Total precip.	= 2.95 in	Distribution	= Synthetic
Storm duration	= 12.00 hrs	Shape factor	= 484



Hydrograph Report

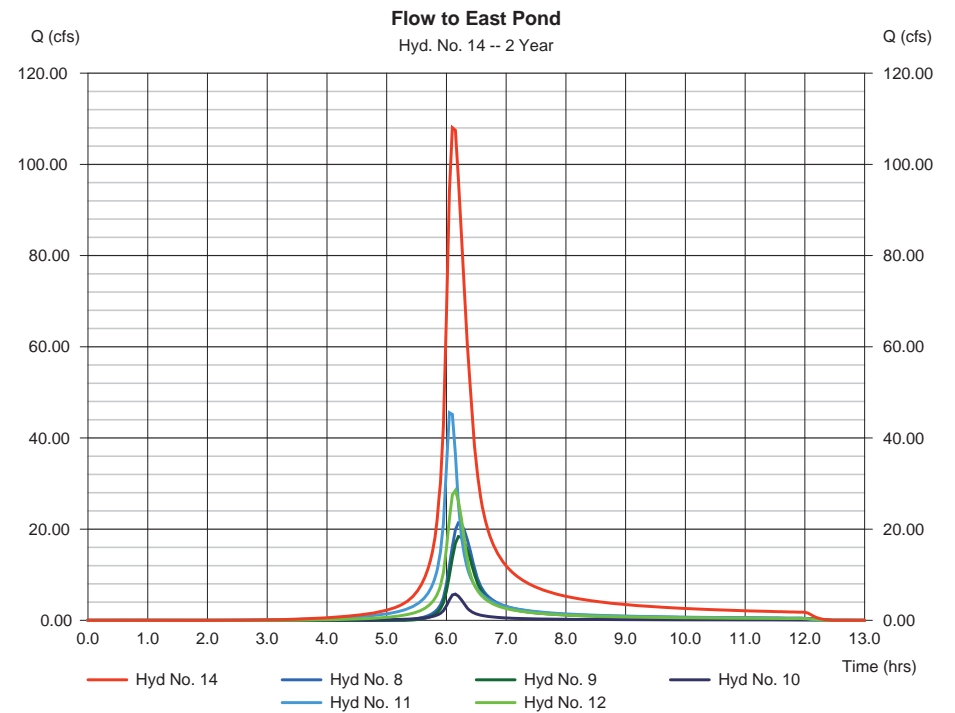
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 14

Flow to East Pond

Hydrograph type	= Combine	Peak discharge	= 108.05 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.10 hrs
Time interval	= 3 min	Hyd. volume	= 291,170 cuft
Inflow hyds.	= 8, 9, 10, 11, 12	Contrib. drain. area	= 47.300 ac



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

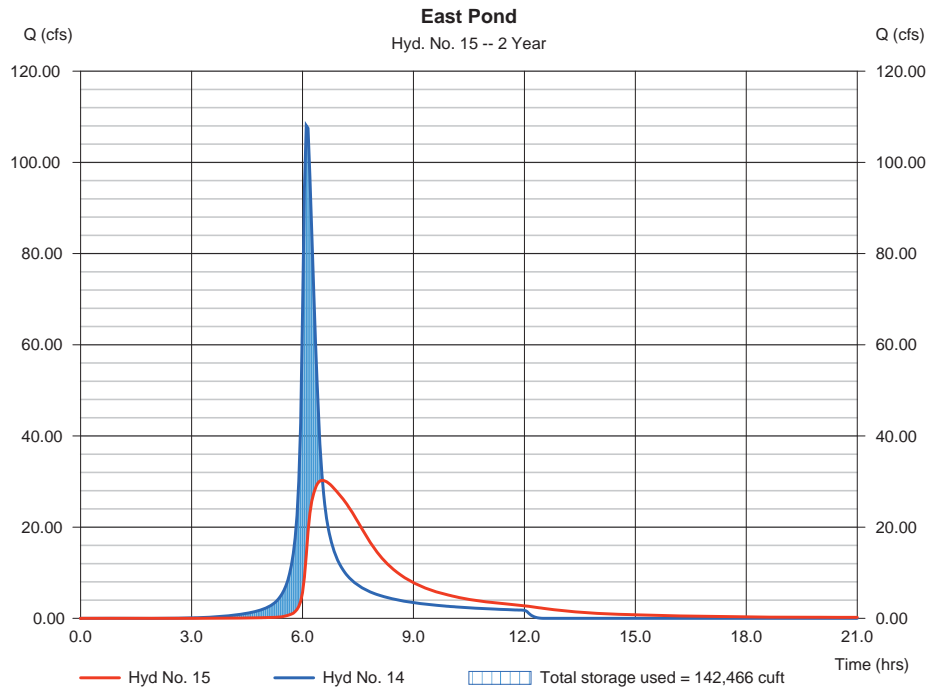
Thursday, 02 / 11 / 2016

Hyd. No. 15

East Pond

Hydrograph type	= Reservoir	Peak discharge	= 30.25 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.55 hrs
Time interval	= 3 min	Hyd. volume	= 291,137 cuft
Inflow hyd. No.	= 14 - Flow to East Pond	Max. Elevation	= 920.89 ft
Reservoir name	= East Pond	Max. Storage	= 142,466 cuft

Storage Indication method used.



Hydrograph Report

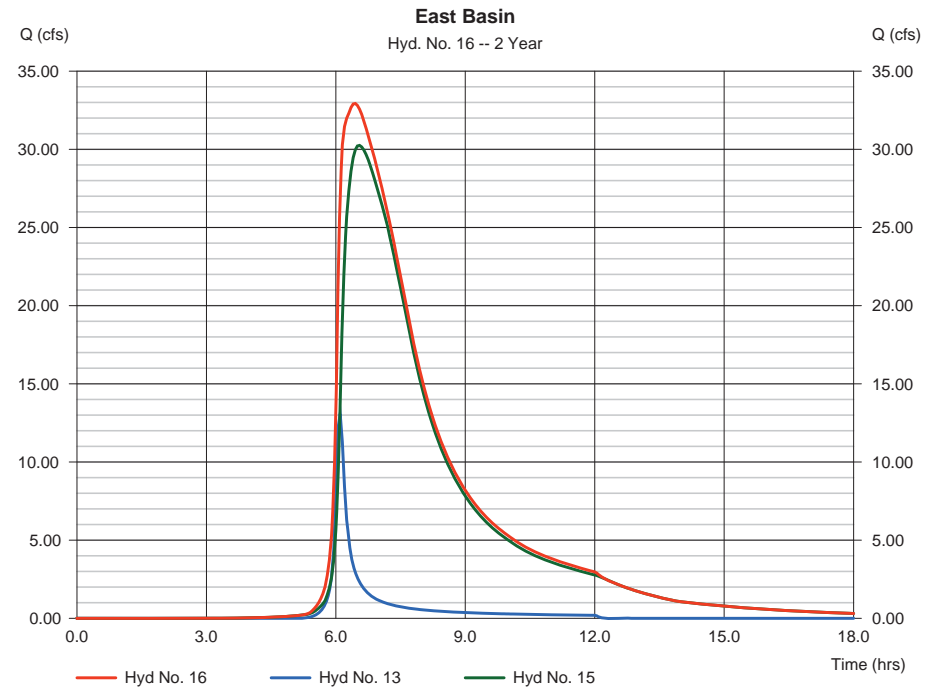
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 16

East Basin

Hydrograph type	= Combine	Peak discharge	= 32.93 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.45 hrs
Time interval	= 3 min	Hyd. volume	= 317,471 cuft
Inflow hyd.	= 13, 15	Contrib. drain. area	= 6.400 ac



APPENDIX E

RESERVOIR REPORTS

Pond Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Pond No. 3 - East Pond

Pond Data

Contours -User-defined contour areas. Conic method used for volume calculation. Beginning Elevation = 918.00 ft

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	918.00	43,700	0	0
2.00	920.00	50,600	94,206	94,206
4.00	922.00	57,900	108,407	202,614
6.00	924.00	65,600	123,408	326,021
8.00	926.00	73,700	139,208	465,229
10.00	928.00	82,300	155,905	621,134

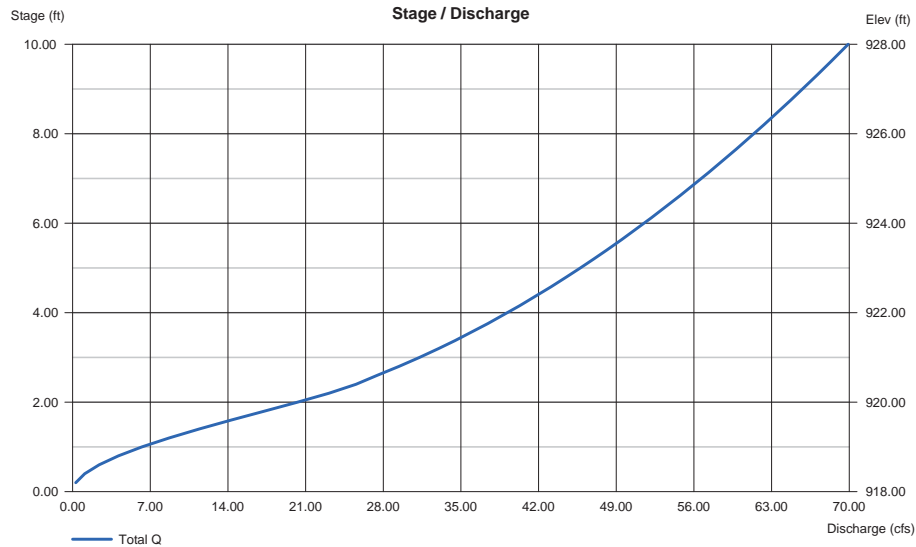
Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 30.00	0.00	0.00	0.00
Span (in)	= 30.00	0.00	0.00	0.00
No. Barrels	= 1	0	0	0
Invert El. (ft)	= 918.00	0.00	0.00	0.00
Length (ft)	= 100.00	0.00	0.00	0.00
Slope (%)	= 2.00	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 0.00	0.00	0.00	0.00
Crest El. (ft)	= 0.00	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= ---	---	---	---
Multi-Stage	= No	No	No	No
Exfil.(in/hr)	= 0.000 (by Wet area)			
TW Elev. (ft)	= 0.00			

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

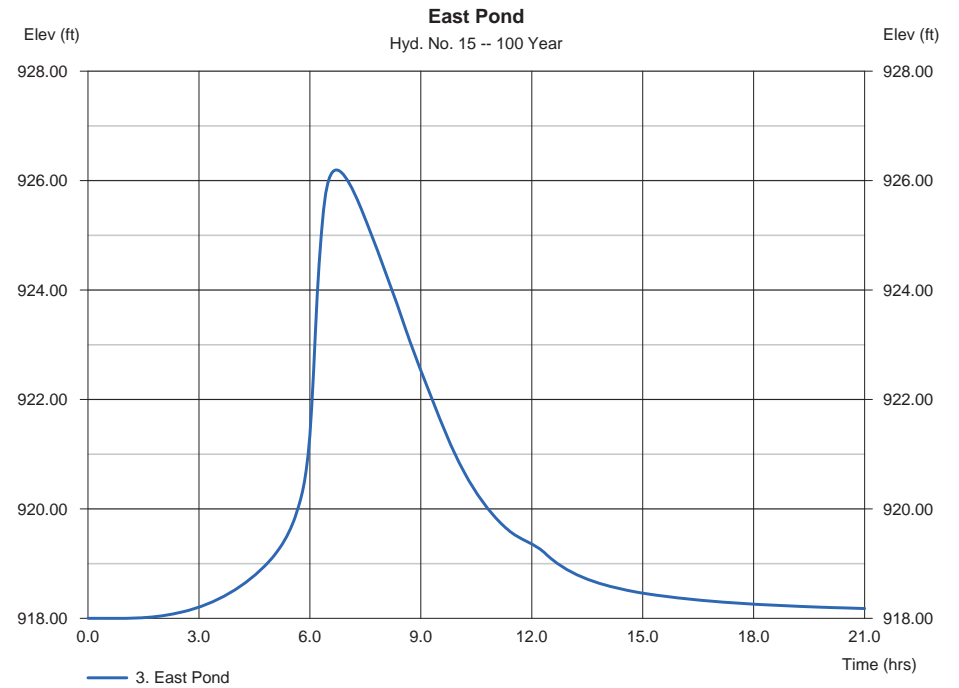
Thursday, 02 / 11 / 2016

Hyd. No. 15

East Pond

Hydrograph type	= Reservoir	Peak discharge	= 62.26 cfs
Storm frequency	= 100 yrs	Time to peak	= 6.70 hrs
Time interval	= 3 min	Hyd. volume	= 1,006,534 cuft
Inflow hyd. No.	= 14 - Flow to East Pond	Max. Elevation	= 926.19 ft
Reservoir name	= East Pond	Max. Storage	= 480,147 cuft

Storage Indication method used.



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Hyd. No. 15

East Pond

Hydrograph type	= Reservoir	Peak discharge	= 46.57 cfs
Storm frequency	= 10 yrs	Time to peak	= 6.60 hrs
Time interval	= 3 min	Hyd. volume	= 576,997 cuft
Inflow hyd. No.	= 14 - Flow to East Pond	Max. Elevation	= 923.13 ft
Reservoir name	= East Pond	Max. Storage	= 272,567 cuft

Storage Indication method used.

Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

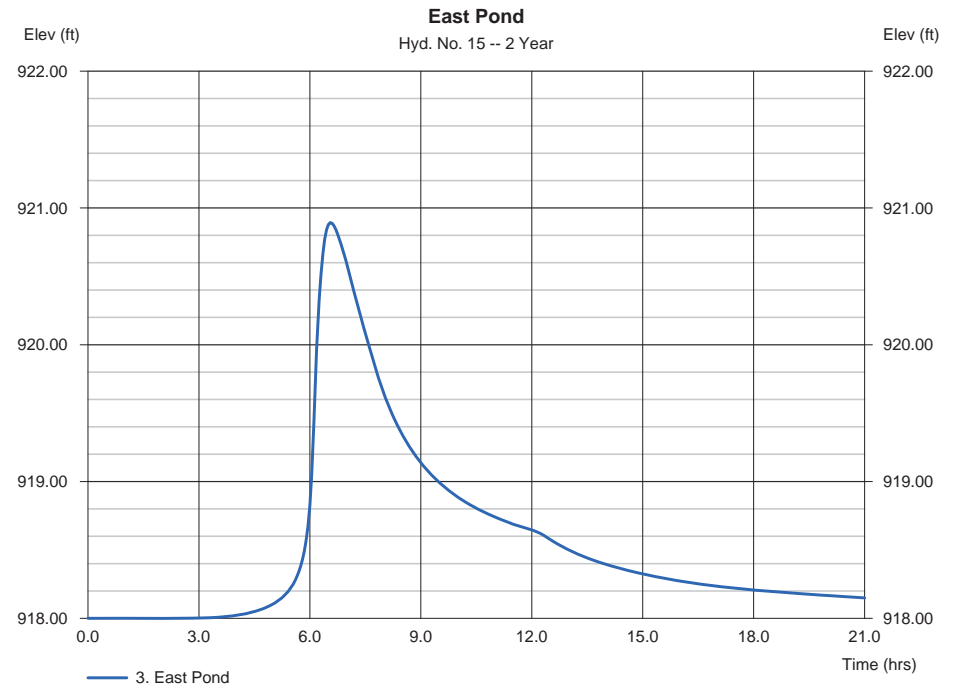
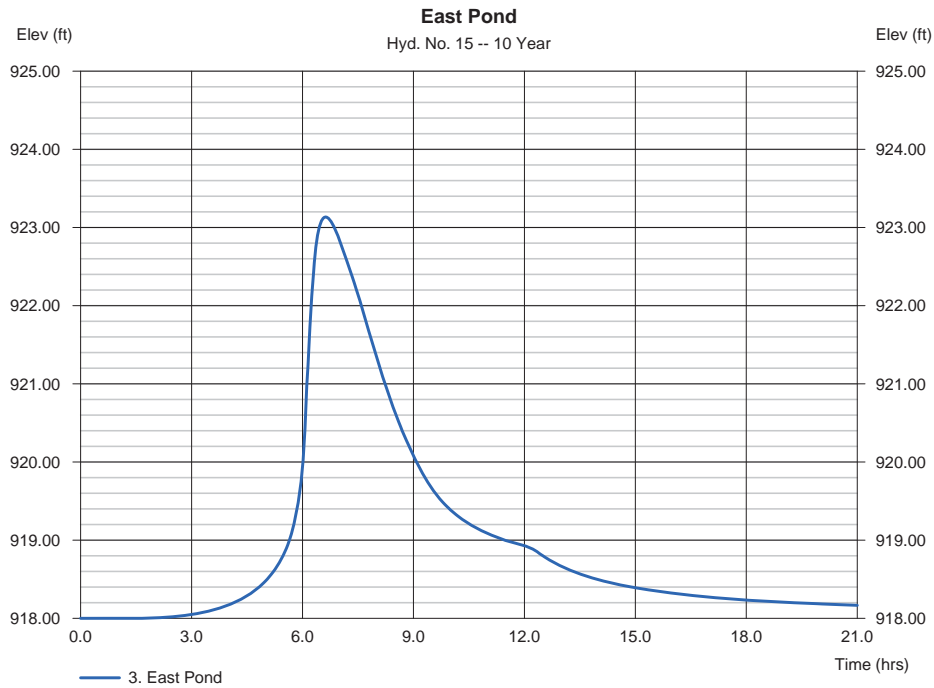
Thursday, 02 / 11 / 2016

Hyd. No. 15

East Pond

Hydrograph type	= Reservoir	Peak discharge	= 30.25 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.55 hrs
Time interval	= 3 min	Hyd. volume	= 291,137 cuft
Inflow hyd. No.	= 14 - Flow to East Pond	Max. Elevation	= 920.89 ft
Reservoir name	= East Pond	Max. Storage	= 142,466 cuft

Storage Indication method used.



Pond Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

Thursday, 02 / 11 / 2016

Pond No. 2 - West Pond

Pond Data

Contours -User-defined contour areas. Conic method used for volume calculation. Beginning Elevation = 900.00 ft

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	900.00	97,200	0	0
2.00	902.00	109,100	206,165	206,165
4.00	904.00	122,200	231,153	437,318
6.00	906.00	136,800	258,837	696,155
8.00	908.00	152,600	289,227	985,382
10.00	910.00	169,500	321,920	1,307,302

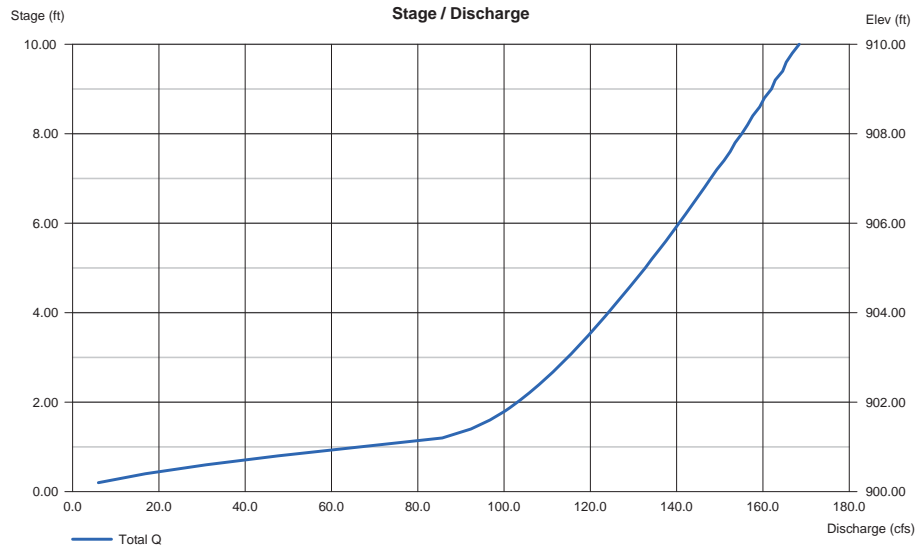
Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 42.00	0.00	0.00	0.00
Span (in)	= 42.00	0.00	0.00	0.00
No. Barrels	= 1	0	0	0
Invert El. (ft)	= 895.00	0.00	0.00	0.00
Length (ft)	= 150.00	0.00	0.00	0.00
Slope (%)	= 2.50	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 20.00	0.00	0.00	0.00
Crest El. (ft)	= 900.00	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= 1	---	---	---
Multi-Stage	= Yes	No	No	No
Exfil.(in/hr)	= 0.000 (by Wet area)			
TW Elev. (ft)	= 0.00			

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

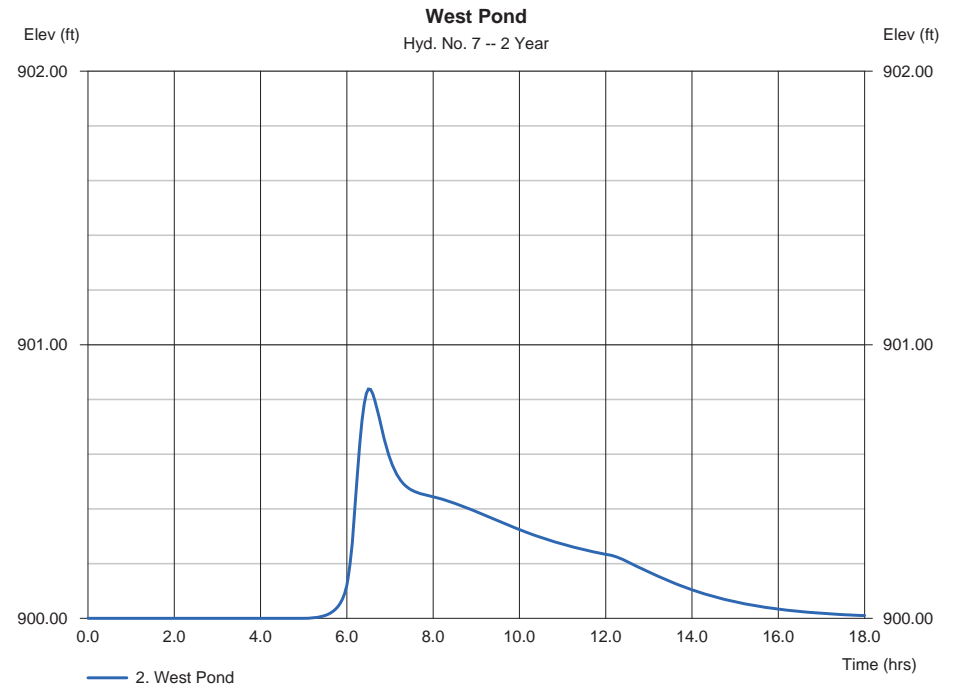
Thursday, 02 / 11 / 2016

Hyd. No. 7

West Pond

Hydrograph type	= Reservoir	Peak discharge	= 51.21 cfs
Storm frequency	= 2 yrs	Time to peak	= 6.50 hrs
Time interval	= 3 min	Hyd. volume	= 454,436 cuft
Inflow hyd. No.	= 6 - Stormwate to Pond Area	Max. Elevation	= 900.84 ft
Reservoir name	= West Pond	Max. Storage	= 86,329 cuft

Storage Indication method used.



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

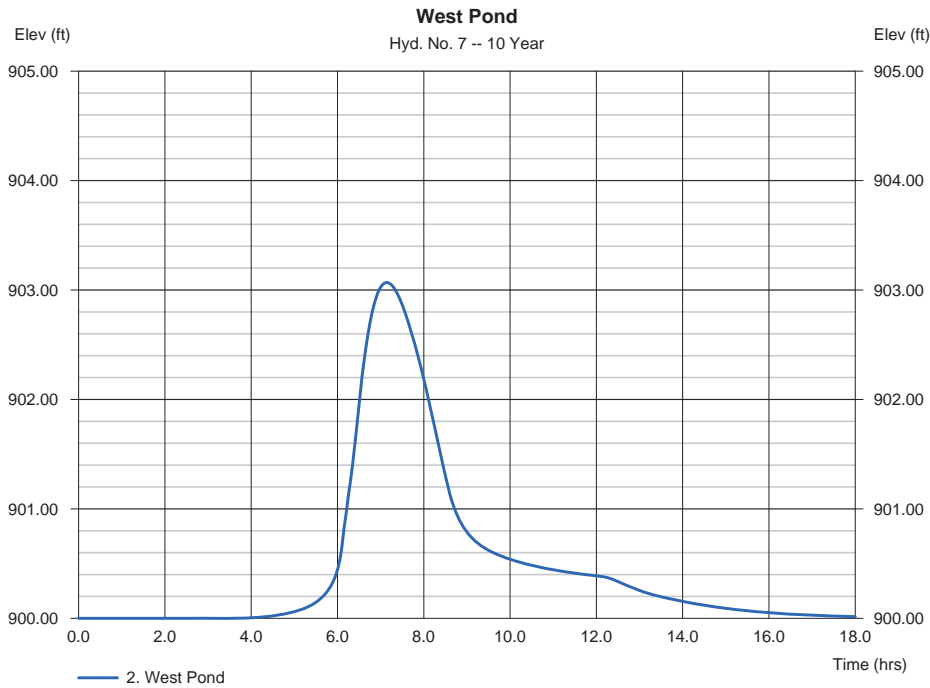
Thursday, 02 / 11 / 2016

Hyd. No. 7

West Pond

Hydrograph type	= Reservoir	Peak discharge	= 115.36 cfs
Storm frequency	= 10 yrs	Time to peak	= 7.10 hrs
Time interval	= 3 min	Hyd. volume	= 1,416,349 cuft
Inflow hyd. No.	= 6 - Stormwate to Pond Area	Max. Elevation	= 903.07 ft
Reservoir name	= West Pond	Max. Storage	= 329,421 cuft

Storage Indication method used.



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2015 by Autodesk, Inc. v10.4

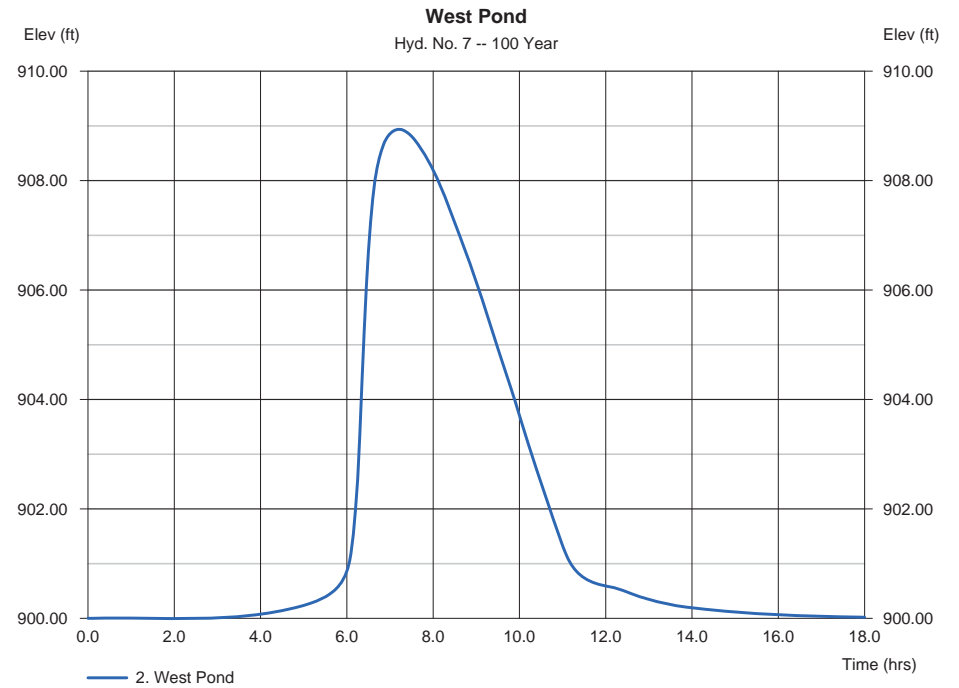
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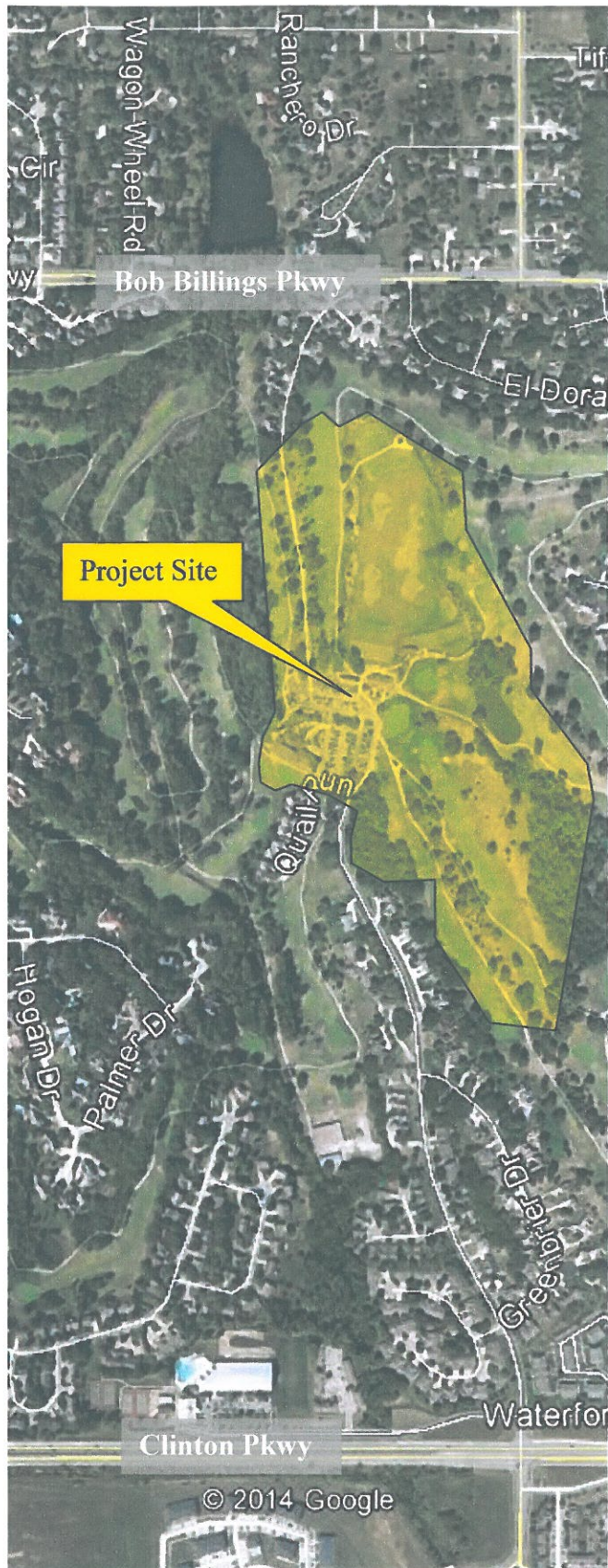
Hyd. No. 7

West Pond

Hydrograph type	= Reservoir	Peak discharge	= 161.46 cfs
Storm frequency	= 100 yrs	Time to peak	= 7.20 hrs
Time interval	= 3 min	Hyd. volume	= 2,874,951 cuft
Inflow hyd. No.	= 6 - Stormwate to Pond Area	Max. Elevation	= 908.94 ft
Reservoir name	= West Pond	Max. Storage	= 1,135,948 cuft

Storage Indication method used.





Amended Traffic Impact Study for Proposed Alvamar Inc One Addition

Crossgate Drive, Between
Bob Billings Pkwy and Clinton Pkwy

Lawrence, Kansas

Prepared
for
Paul Werner Architects

Prepared By



Mehrdad Givechi, PE, PTOE

February 2016

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Manual, 9th Edition

Appendix III Results of Highway Capacity Analysis Using Synchro 8 Software

Introduction

Background

This document is prepared as an amendment to the Traffic Impact Study (TIS) dated 1/15/2015 that was prepared for “Alvamar Inc. One Addition” development located along Crossgate Drive between Bob Billings Parkway and Clinton Parkway, all nested in the existing Alvamar Golf Courses and clubhouse site, in Lawrence, Kansas (See Location Map, Figure 1 of Appendix I). The purpose of this amendment is to re-assess impact of traffic resulted by a number of changes to the previously submitted site plan.

Revised Land Use

The new site plan for this development consists of:

- 256 Apartments (ITE Land Use Code 220) – 168 units on Lot #2A and 88 units on Lot #2B. *This is a reduction of 76 units from the previous plan.*
- 8 Owned Patio Homes / Townhomes (ITE Land Use Code 230) – all on Lot #2B. *This is a reduction of 88 units from the previous plan.*
- 24 Owned Condos (ITE Land Use Code 230) – all on Lot #2B. *This is a reduction of 72 units from the previous plan.*
- Owned Luxury Condos (ITE Land Use Code 233) are eliminated. *This is a reduction of 88 units from the previous plan.*
- A new Senior Adult Housing – Attached (ITE Land Use Code 252) with 100 dwelling units.
- The existing 36-hole golf course will be operating as a 27-hole course to make room for the proposed development. In addition, the existing clubhouse will be renovated and expanded having a total square footage of approximately 30,000 for use by club members; those playing golf; and participants of the special events and tournaments held on the golf course. The clubhouse will have a number of amenities (all of which are designated under ITE Land Use Code 430 “Golf Course”, except as noted) including:
 - Banquet / event facility;
 - Outdoor snack bar/grill;
 - Swimming pools;

- A 1,500 square feet Kansas Golf Hall of Fame (ITE Land Use Code 580). This is a slight increase (by 300 square feet) from the previous plan; and
- A 2,000 square feet office space for golf course administration use.
- Extended stay cabins/suites are eliminated. This is a reduction of 24 units from the previous plan.
- A new sports medicine office building (ITE Land Use Code 720) on Lot #3 with a floor area of approximately 19,200 square.
- A new Fitness/Wellness Center (ITE Land Use Code 492) on Lot #3 with a floor area of approximately 18,000 square feet.
- Renovation and expansion of the existing KU practice facility on Lot #3 from 2,000 square feet to 10,000 with no change in the current uses (ITE Land Use 492).
- Under the revised development plan, no specific use for Lot #4 is being proposed.

Revised Access

Under the revised plan, project site traffic will access Bob Billings Parkway via a new street connection west of Crossgate Drive, which will also serve the existing residential dwelling units just to the south of Bob Billings Parkway (See Site Plan, Figure 2 of Appendix I). Provision of this access drive requires a median break on Bob Billings Parkway. The existing Crossgate Drive (private) will be utilized as the emergency access only. Access to the south will remain at signalized intersection on Clinton Parkway.

Revised Trip Generation Analysis

Using the same methodology mentioned in the original TIS and the ITE Land Use Codes mentioned earlier in this report, the trip generation numbers are recalculated to reflect the proposed changes.

Assumptions

- The trips for the entire development site are broken into two components – residential and non-residential because they have different distribution patterns during the peak-hours;
- The trips for the golf course includes all trips for the clubhouse amenities as described in the ITE Trip Generation Manual with the exception of trips for Kansas Golf Hall of Fame; and
- All trips are assumed to be “primary (new)” trips with zero “pass-by” trips. In addition, it is assumed that the “internal capture” rate between the residential component and the non-residential component is zero to account for a “conservative” scenario.
- At the time this amendment was prepared, no specific use for Lot #4 was planned. Therefore, for the purpose of this amendment, Lot #4 is assumed to be undeveloped.

The results, as summarized in Appendix II, indicate that the revised development plan will likely add new trips to the adjacent street network as follows:

- On average, 209 trip-ends (68 inbound and 141 outbound) during the morning peak-hour of a typical weekday. A reduction of approximately 45% from the previous plan.
- On average, 311 trip-ends (171 inbound and 140 outbound) during the afternoon peak-hour of a typical weekday. A reduction of approximately 33% from the previous plan; and
- On average, 3,116 trip-ends during 24-hour period of a typical weekday. A reduction of approximately 33% from the previous plan.

Analysis Time Period

An overview of existing traffic volumes in the study area and their peak characteristics, in conjunction with estimated trips generated from the proposed development, indicate that the most critical peak period will likely occur during the afternoon peak-hour of a typical weekday. For this study, however, both morning and afternoon peak-hours are selected for analysis.

Revised Trip Distribution and Assignment Analysis

Using the trip distribution patterns mentioned in the original TIS (illustrated in Figures 6 and 7 of Appendix I of this Amendment), site-generated trips are assigned to individual movements within the study area (See Figure 8 of Appendix I).

Impact Assessment for Revised Development

Volume/Capacity Analysis

Results of the volume/capacity analysis, as shown in Appendix III and illustrated in Figures 9 and 10 of Appendix I, indicate that LOS for individual movements in the study area will remain the same as that of the previous plan.

Dedicated Turn Lane Analysis

Results of the turn lane analysis indicate that a dedicated westbound left-turn lane on Bob Billings Parkway at the new access drive location is required. This improvement requires modification of the existing median on Bob Billings Parkway. The results also indicate that provision of a dedicated eastbound right-turn lane on Bob Billings Parkway at this location is not required.

Findings

This amendment evaluates impact of the revised “Alvamar Inc One Addition” development plan on the intersections under study during the critical analysis period (morning and afternoon peak-hours of a typical weekday) and recommends mitigation measures resulted thereof. Results of the analysis indicate that the revised plan generates significantly less trips than the previous plan:

- 45% less during the morning peak-hour of a typical weekday;
- 33% less during the afternoon peak-hour of a typical weekday; and
- 33% less over a typical 24-hour period.

In summary, number of trips generated by the revised plan is approximately 67% of that of the previous plan. The recommended off-site improvements, however, is the same as what is mentioned in the original TIS report as follows:

1. With added trips generated by the proposed development site, LOS for the intersection of Clinton Parkway and Crossgate Drive (as a whole) will remain at acceptable LOS "C" or higher with reserve capacity for both east and west approaches. The north and south approaches, however, will experience excessive delays with northbound left-turn movement at LOS "F" and southbound left-turn movement at LOS "E".

Recommended Improvement: Modify signal timing plan at this intersection while maintaining the existing 120 second cycle length for coordination purposes and reassigning the green time in favor of north/south approaches.

2. With the added trips generated by the proposed development site, the requirements for provision of a dedicated westbound left-turn lane on Bob Billings Parkway at Crossgate Drive are met.

Recommended Improvement: Provide a dedicated westbound left-turn lane on Bob Billings Parkway at Crossgate Drive. This lane should have a minimum storage length of 75' with a desirable deceleration and taper length.

3. To minimize delay for the northbound movement at the intersection of Bob Billings Parkway and Crossgate Drive, it is desirable to separate the northbound left-turn and northbound right-turn movements from one another.

Recommended Improvement: Provide a dedicated northbound right-turn lane (or left-turn lane) on Crossgate Drive at Bob Billings Parkway with minimum storage length of 50'.

APPENDIX I

Figures

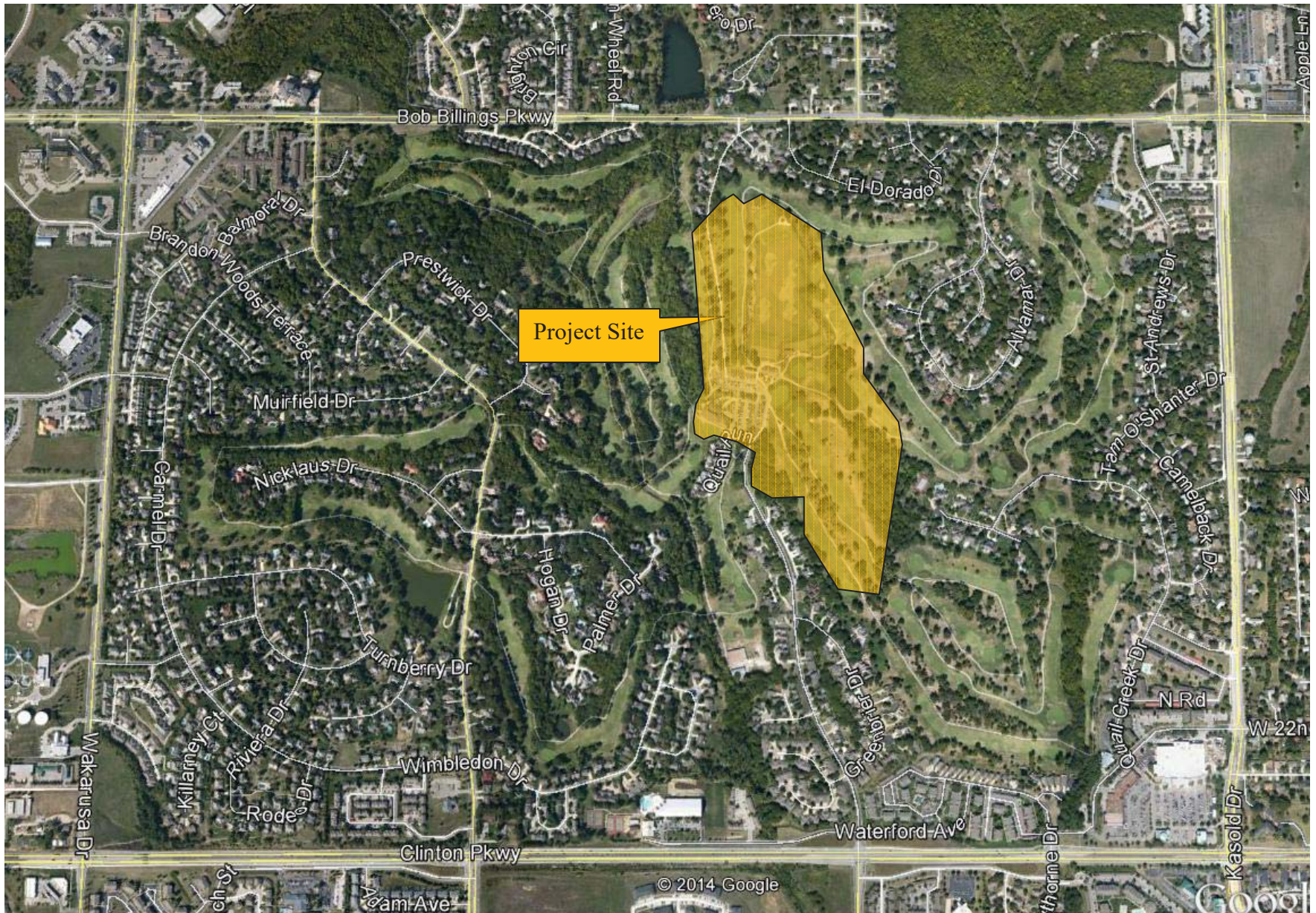
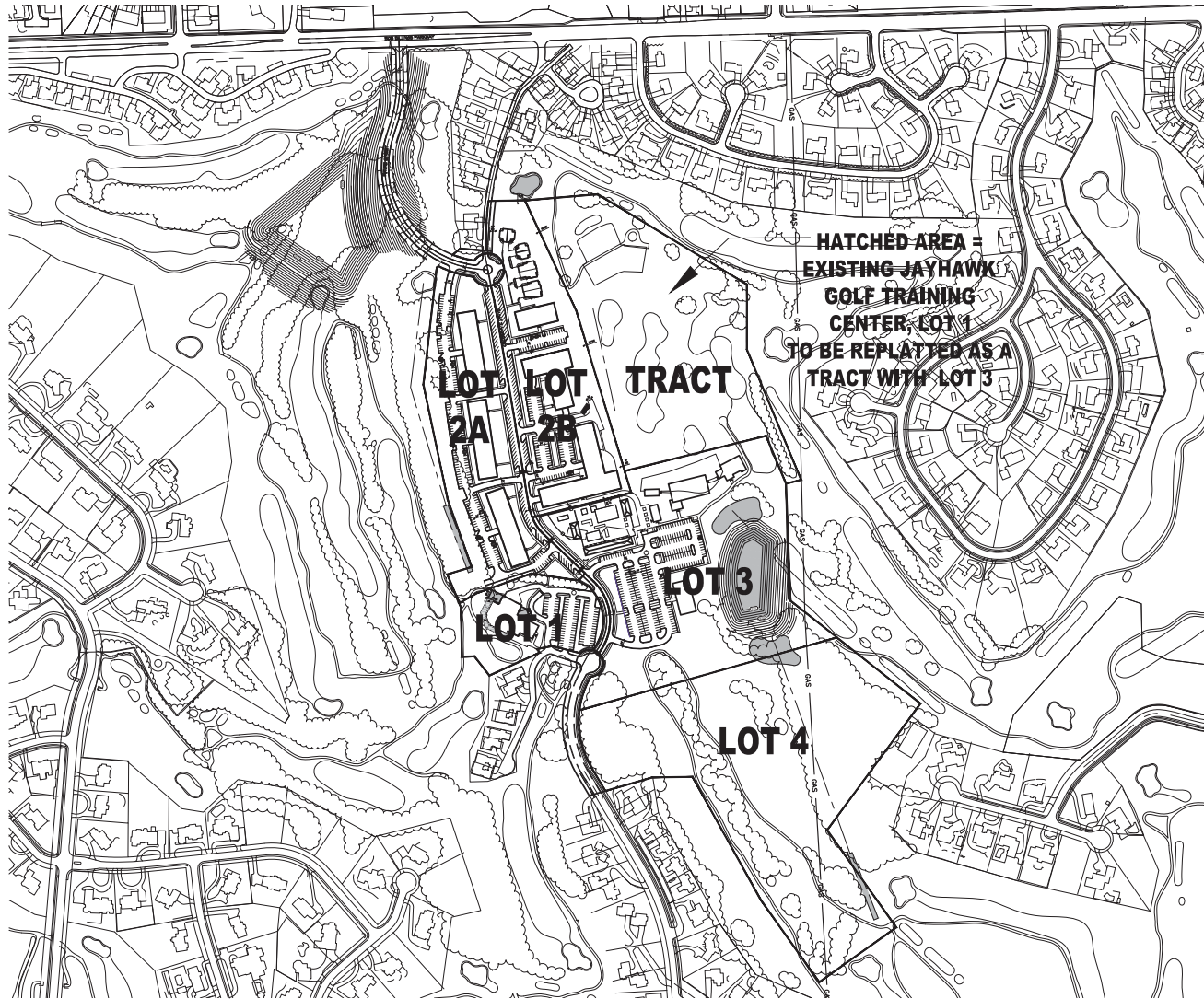


Figure 1
Location Map

ALVAMAR

LOT 1, 2A, 2B & 3 PRELIMINARY DEVELOPMENT PLAN LAWRENCE, KANSAS



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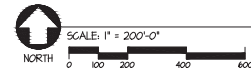
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**ALVAMAR LOT 1, 2A, 2B & 3
PRELIMINARY
DEVELOPMENT PLAN**

LAWRENCE, KANSAS

PROJECT # 215-560

RELEASE: 1/0 DATE: 2/16/16



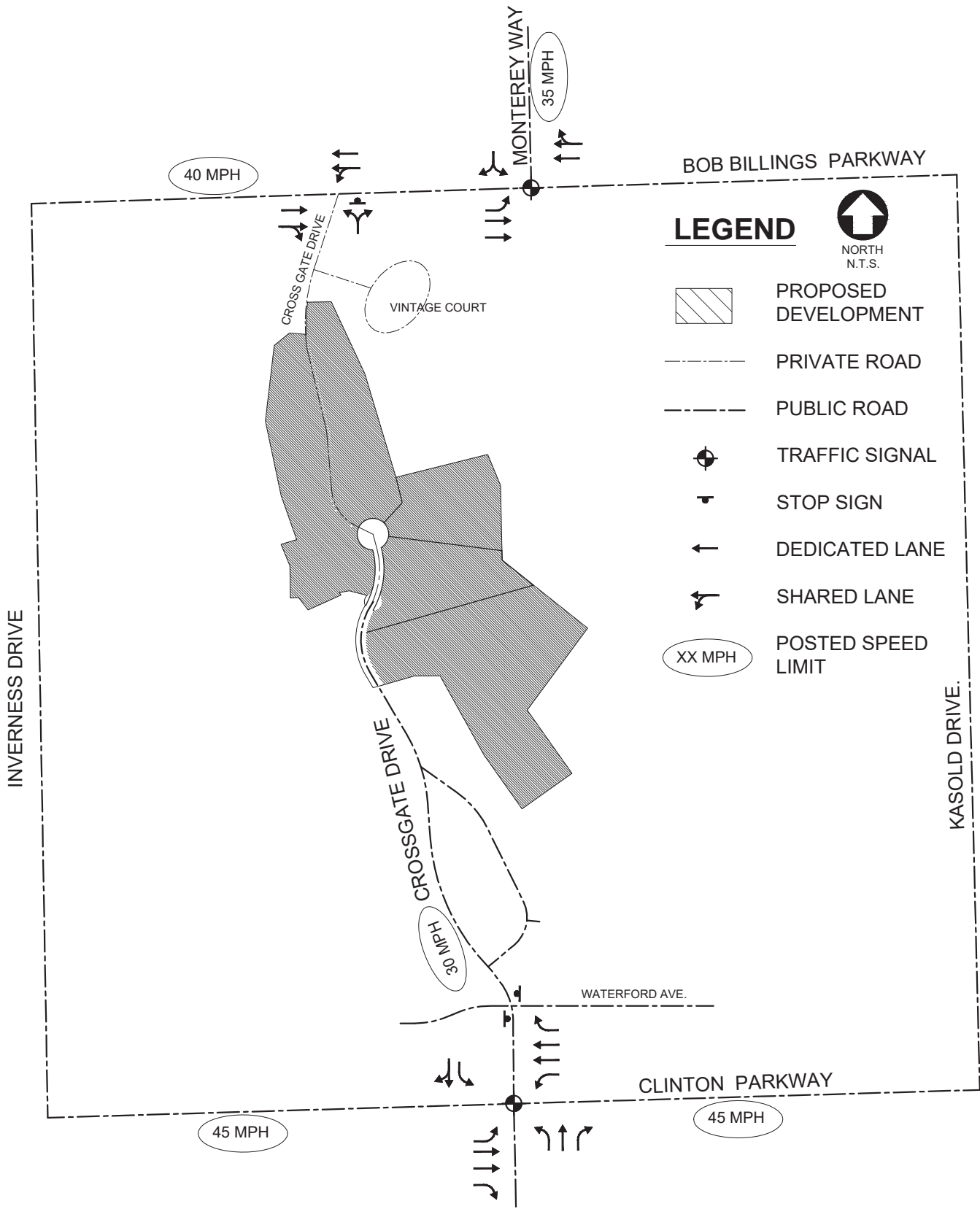


FIGURE 3
 EXISTING LANE CONFIGURATIONS AND POSTED
 SPEED LIMITS (DECEMBER 2014)

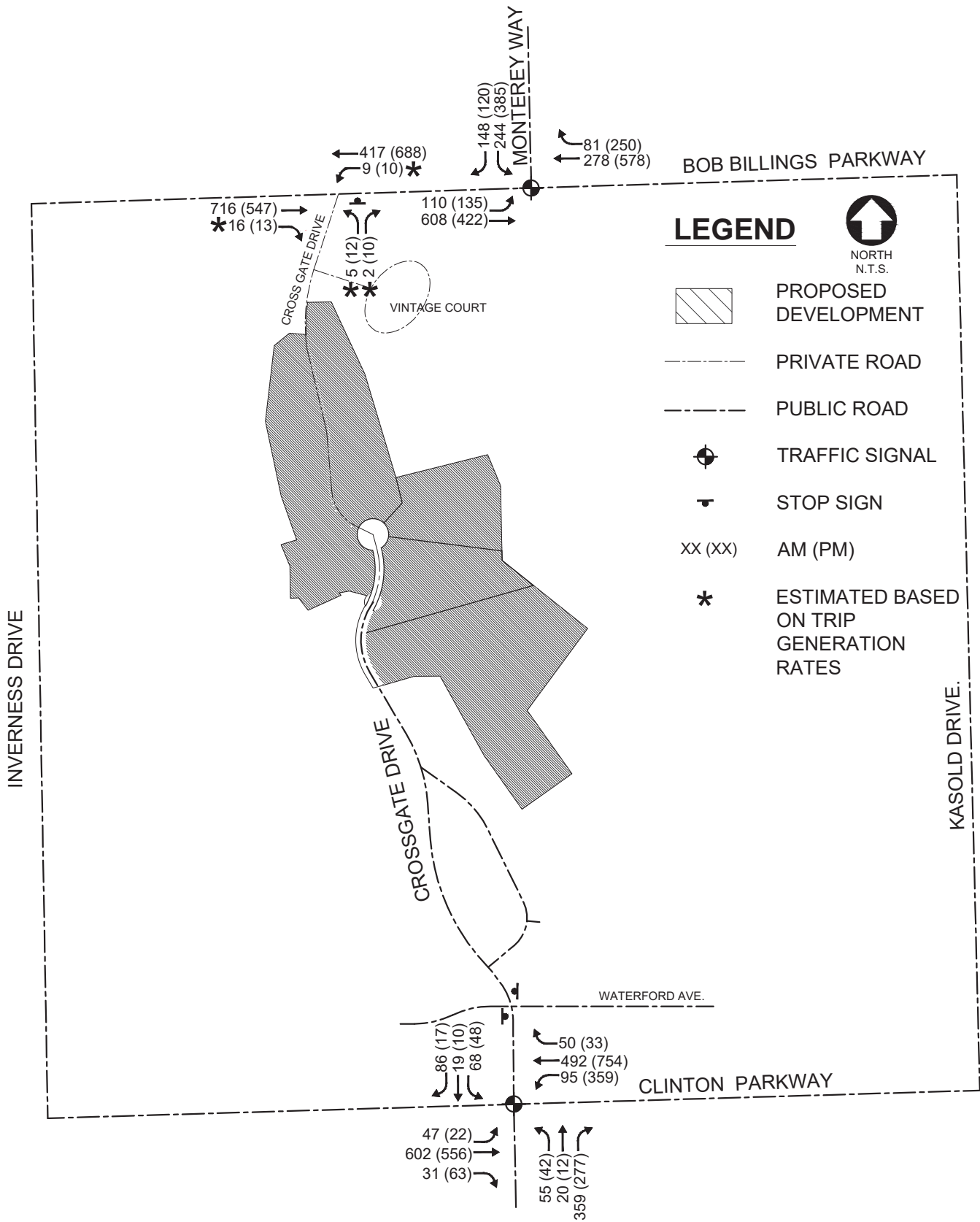


FIGURE 4
EXISTING PEAK HOUR TRAFFIC VOLUMES
 (TYPICAL WEEKDAY, FEB. 2012 AND APR. 2013)

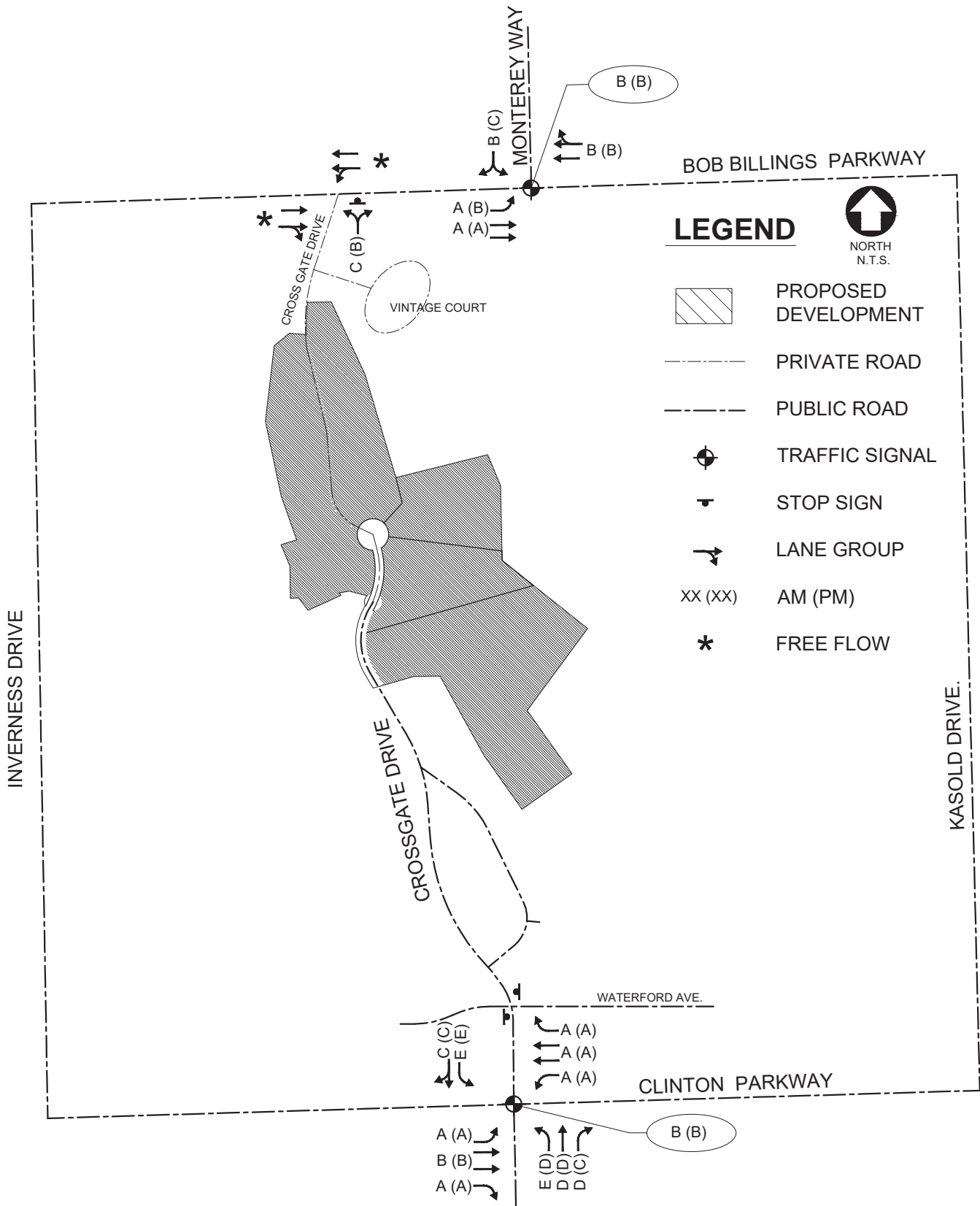
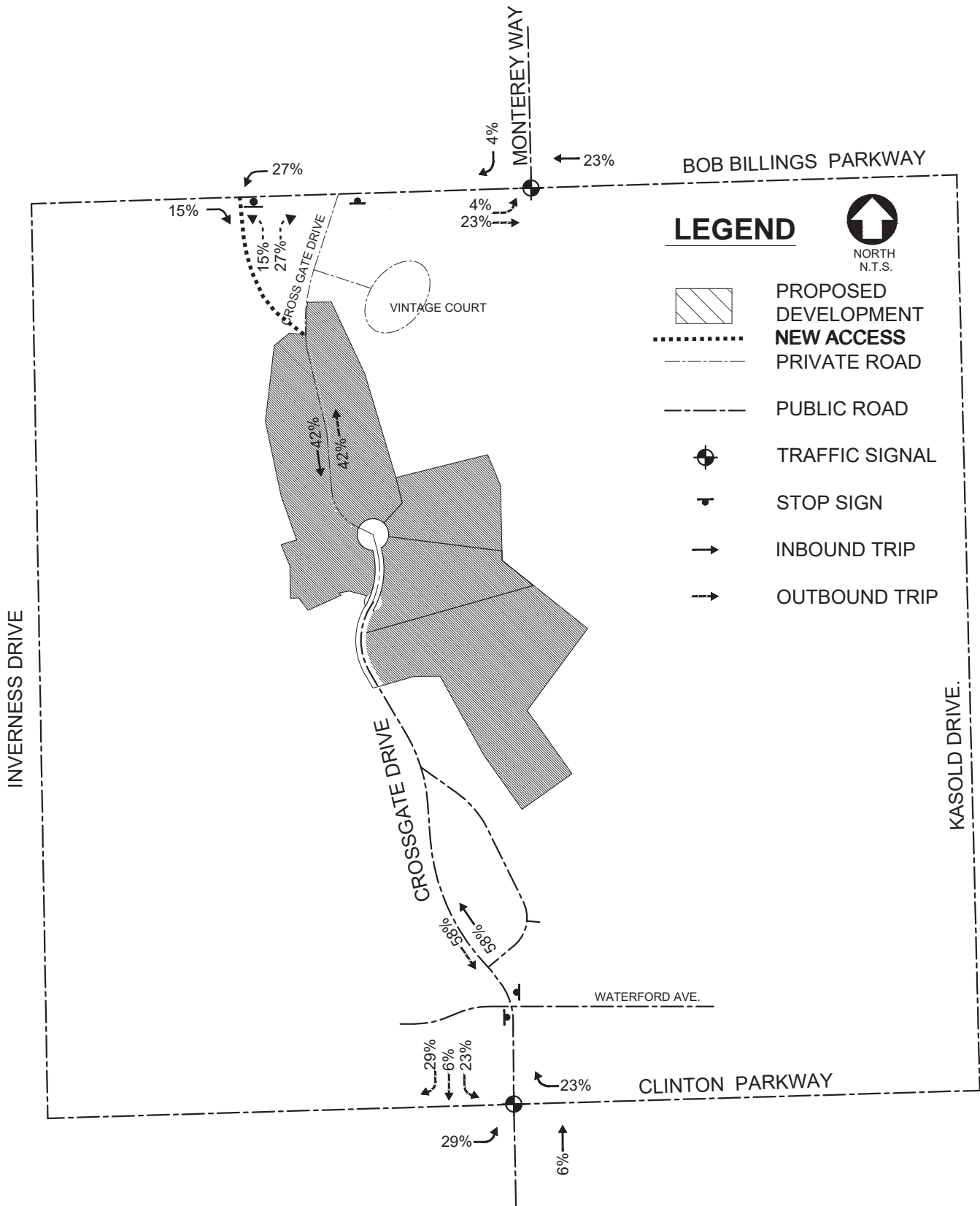
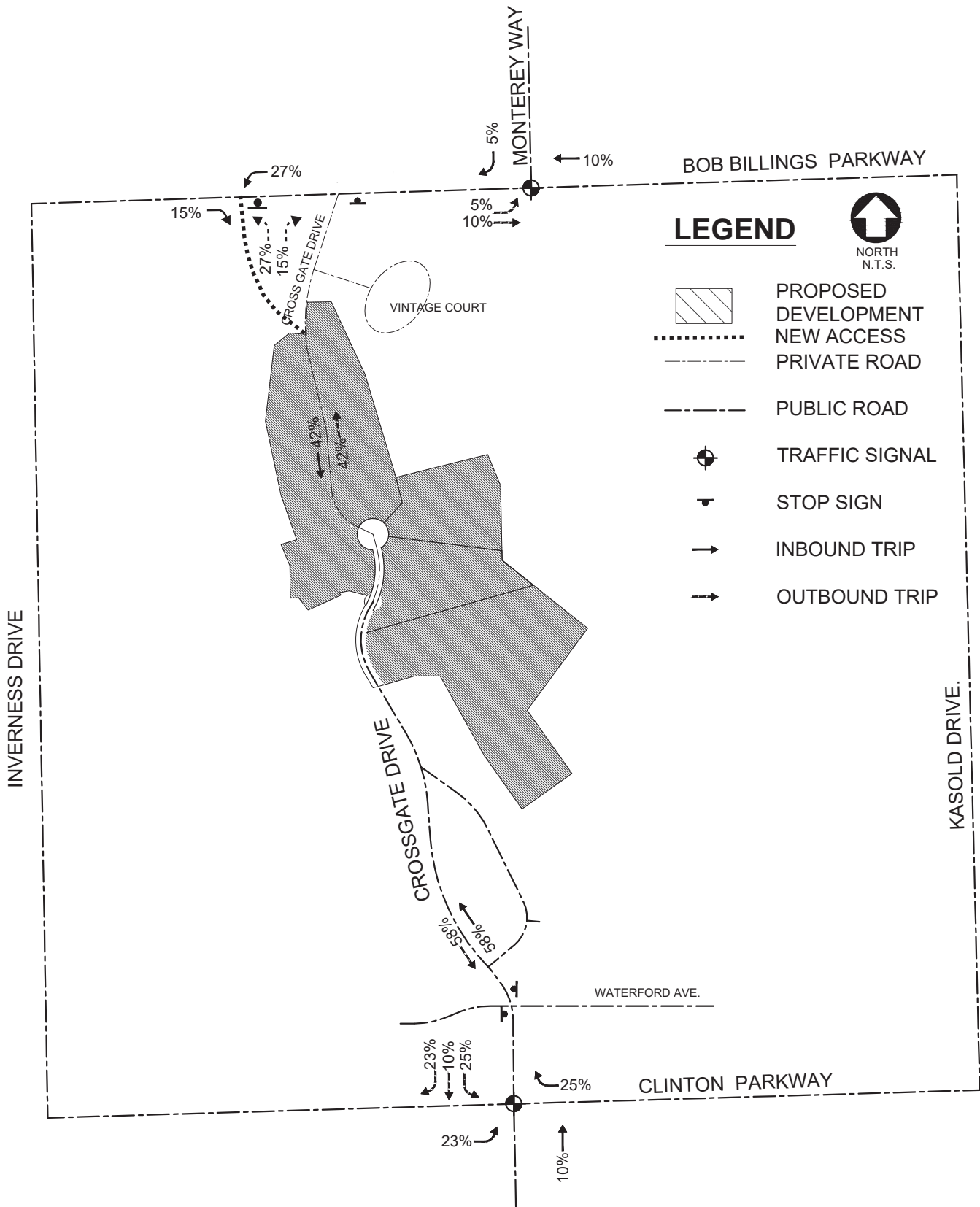


FIGURE 5
SUMMARY OF L.O.S. FOR EXISTING CONDITIONS
(PEAK HOURS OF A TYPICAL WEEKDAY)



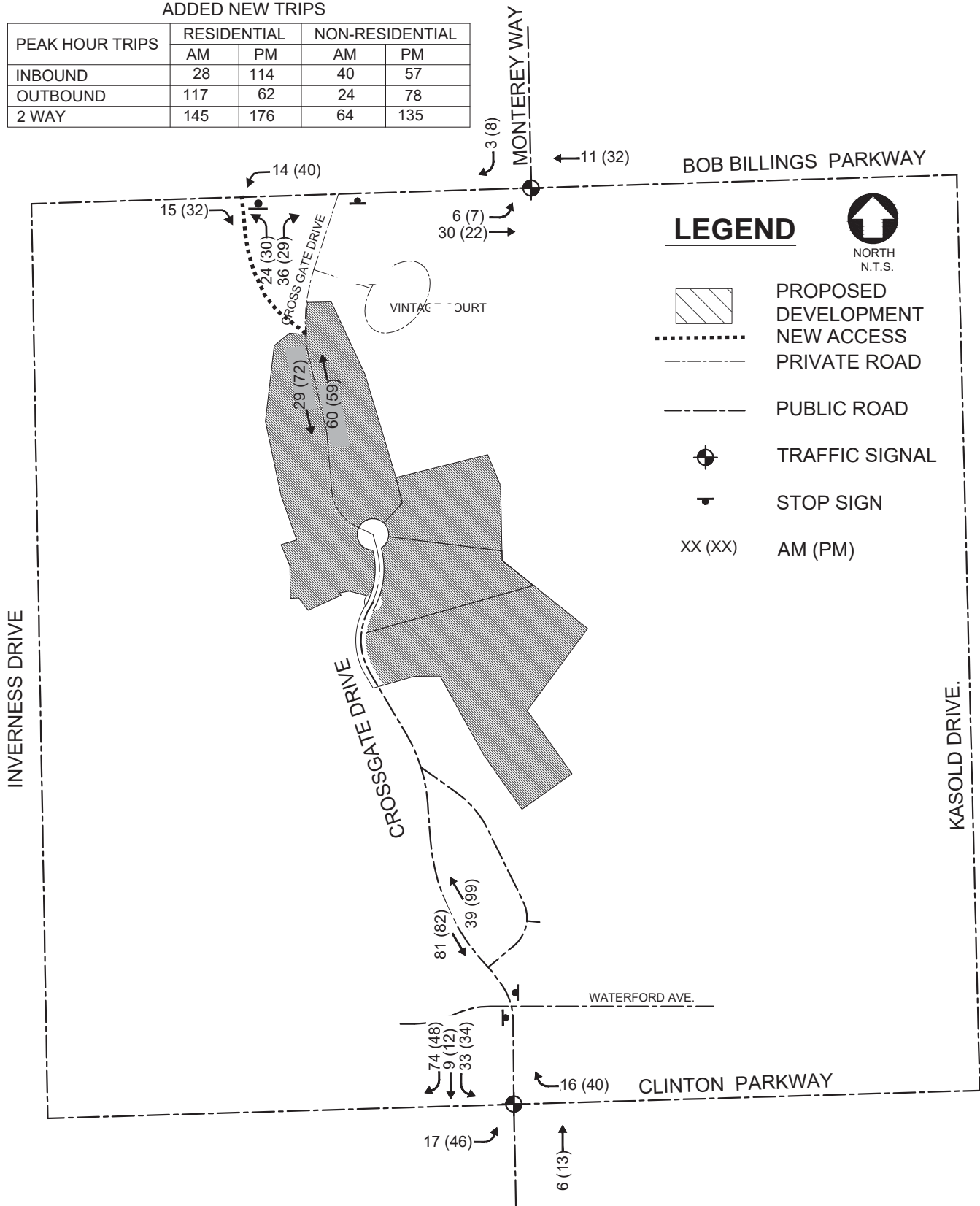
REVISED FIGURE 6
 TRIP DISTRIBUTION PATTERNS FOR RESIDENTIAL
 COMPONENT OF PROPOSED DEVELOPMENT
 (PEAK HOURS OF A TYPICAL WEEKDAY)



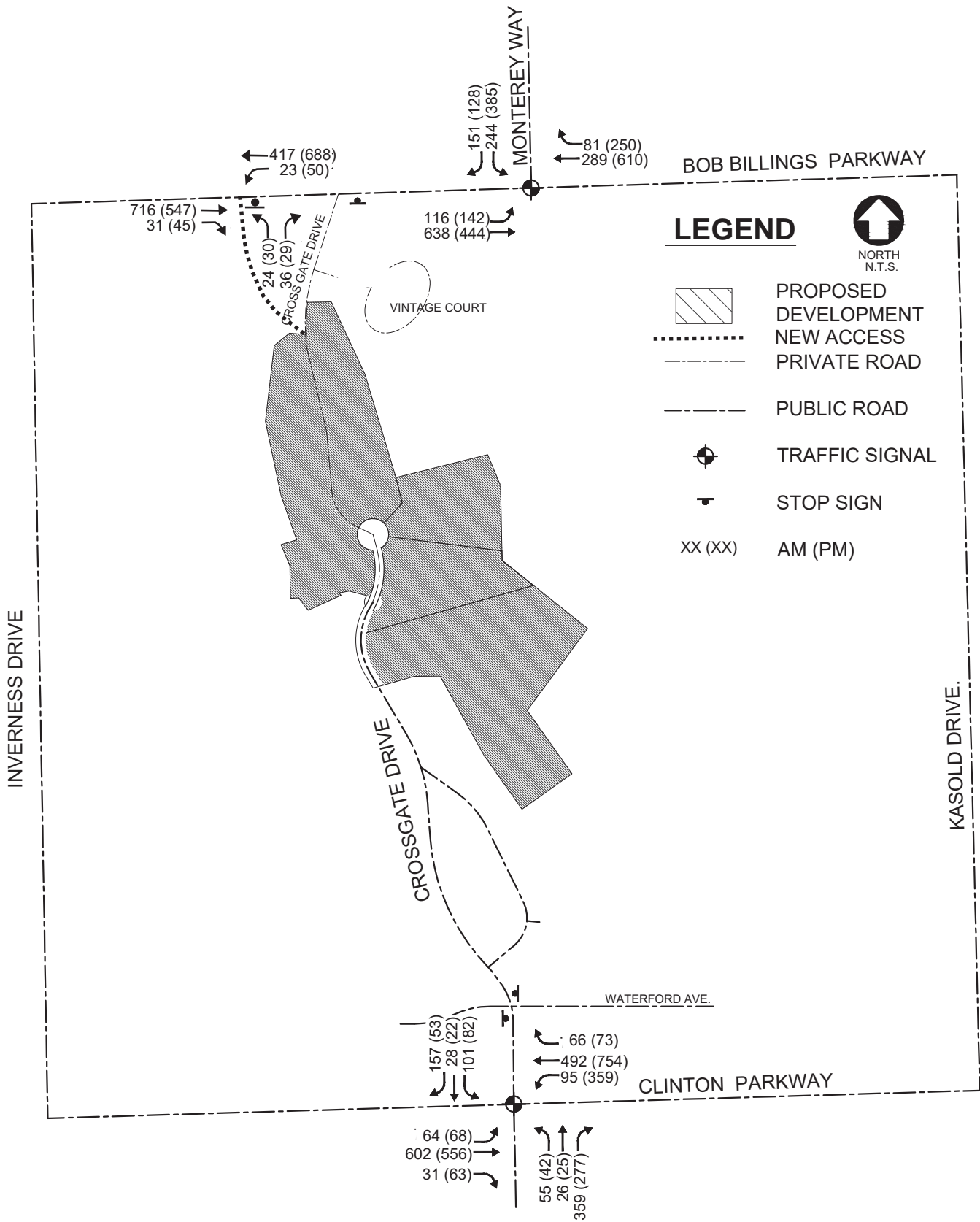
REVISED FIGURE 7
 TRIP DISTRIBUTION PATTERNS FOR NON-RESIDENTIAL
 COMPONENT OF PROPOSED DEVELOPMENT
 (PEAK HOURS OF A TYPICAL WEEKDAY)

ADDED NEW TRIPS

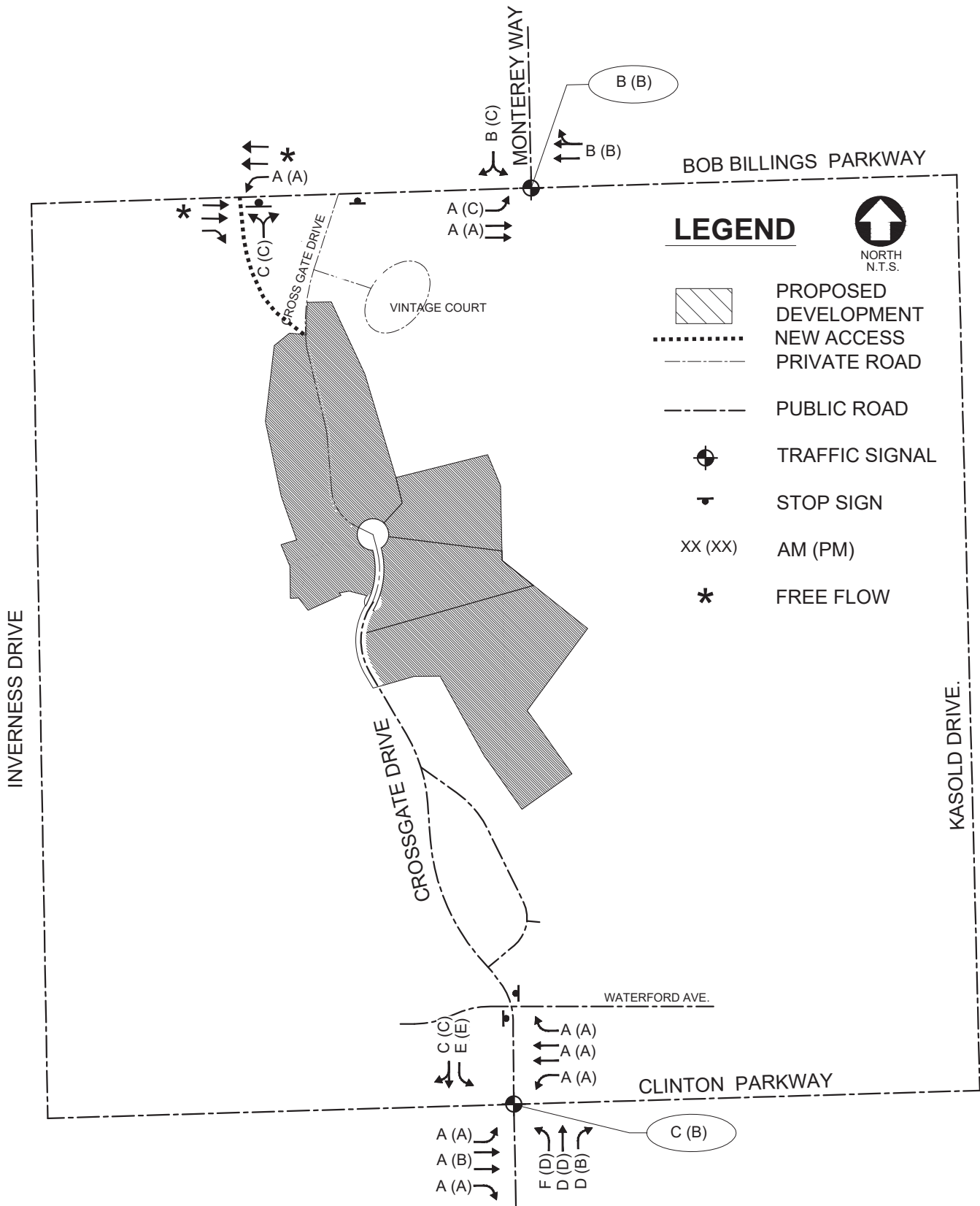
PEAK HOUR TRIPS	RESIDENTIAL		NON-RESIDENTIAL	
	AM	PM	AM	PM
INBOUND	28	114	40	57
OUTBOUND	117	62	24	78
2 WAY	145	176	64	135



REVISED FIGURE 8
 SITE-GENERATED TRIPS FOR PROPOSED
 DEVELOPMENT
 (PEAK HOURS OF A TYPICAL WEEKDAY)



REVISED FIGURE 9
 "EXISTING + PROPOSED DEVELOPMENT"
 PEAK HOUR TRAFFIC VOLUMES
 (TYPICAL WEEKDAY)



REVISED FIGURE 10
 SUMMARY OF L.O.S. FOR "EXISTING + REVISED
 DEVELOPMENT" TRAFFIC CONDITIONS
 (PEAK HOURS OF A TYPICAL WEEKDAY)

APPENDIX II

Results of Trip Generation Analysis
Using
ITE Trip Generation Manual, 9th Edition

Trip Generation Summary - Existing townhomes/patio homes just S/O BB Pkwy
Average Weekday Driveway Volumes

Project: Alvamar Inc One Addition
Alternative: Existing Conditions

Open Date: 12/28/2014
Analysis 12/28/2014

ITE	Land Use	Average Daily Trips			AM Peak Hour Adjacent Street Traffic			PM Peak Hour Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
230	CONDO 1 28 Dwelling Units	82	81	163	2	10	12	10	5	15
Unadjusted Driveway Volume		82	81	163	2	10	12	10	5	15
Unadjusted Pass-By Trips		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Adjusted Driveway Volume		82	81	163	2	10	12	10	5	15
Adjusted Pass-By Trips		0	0	0	0	0	0	0	0	0
Adjusted Volume Added to Adjacent Streets		82	81	163	2	10	12	10	5	15

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Trip Generation Summary - Existing Conditions

Project: Alvamar Inc One Addition
 Alternative: Existing Conditions

Open Date: 2/19/2016
 Analysis Date: 2/19/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
430	GOLF 1 36 Golf Holes	644	643	1287	58	16	74	54	51	105
492	CLUBHEALTH 1 2 Gross Floor Area 1000 SF	33	33	66	2	1	3	4	3	7
Unadjusted Volume		677	676	1353	60	17	77	58	54	112
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		677	676	1353	60	17	77	58	54	112

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Trip Generation Summary - Proposed Conditions

Project: Alvamar Inc One Addition
 Alternative: **Proposed Conditions**

Open Date: 2/19/2016
 Analysis Date: 2/19/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
220	APT 1 256 Dwelling Units	851	851	1702	26	105	131	103	56	159
230	CONDO 1 32 Dwelling Units	93	93	186	2	12	14	11	6	17
430	GOLF 1 27 Golf Holes	483	482	965	44	12	56	40	39	79
492	CLUBHEALTH 1 18 Gross Floor Area 1000 SF	297	296	593	13	12	25	36	28	64
492	CLUBHEALTH 2 10 Gross Floor Area 1000 SF	165	164	329	7	7	14	20	15	35
580	MUSEUM 1 1.5 Gross Floor Area 1000 SF				0	0	0	0	0	0
720	OFFICEMEDICAL 2 19.2 Gross Floor Area 1000 SF	347	347	694	36	10	46	19	50	69
Unadjusted Volume		2236	2233	4469	128	158	286	229	194	423
Internal Capture Trips		0	0	0	1	1	2	3	3	6
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		2236	2233	4469	127	157	284	226	191	417

Total AM Peak Hour Internal Capture = 1 Percent

Total PM Peak Hour Internal Capture = 1 Percent

Trip Generation Summary - Existing Golf Course

Project: Alvamar Inc One Addition
 Alternative: Existing Conditions

Open Date: 2/19/2016
 Analysis Date: 2/19/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
430	GOLF 1	644	643	1287	58	16	74	54	51	105
	36 Golf Holes									
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Trip Generation Summary - Practice Facility

Project: Alvamar Inc One Addition
 Alternative: Existing Conditions

Open Date: 2/19/2016
 Analysis Date: 2/19/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
492	CLUBHEALTH 1	33	33	66	2	1	3	4	3	7
	2 Gross Floor Area 1000 SF									
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Trip Generation Summary - Apartments

Project: Alvamar Inc One Addition
 Alternative: Proposed Conditions

Open Date: 2/19/2016
 Analysis Date: 2/19/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
220	APT 1	851	851	1702	26	105	131	103	56	159
	256 Dwelling Units									
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Trip Generation Summary - Owned Condos/Patio Homes/Townhomes

Project: Alvamar Inc One Addition
 Alternative: Proposed Conditions

Open Date: 2/19/2016
 Analysis Date: 2/19/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
230	CONDO 1	93	93	186	2	12	14	11	6	17
	32 Dwelling Units									
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Trip Generation Summary - 27-Hole Golf Course

Project: Alvamar Inc One Addition
 Alternative: Proposed Conditions

Open Date: 2/19/2016
 Analysis Date: 2/19/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
430	GOLF 1	483	482	965	44	12	56	40	39	79
	27 Golf Holes									
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Trip Generation Summary - KS Golf Hall of Fame

Project: Alvamar Inc One Addition
 Alternative: Proposed Conditions

Open Date: 2/19/2016
 Analysis Date: 2/19/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
580	MUSEUM 1				0	0	0	0	0	0
	1.5 Gross Floor Area 1000 SF									
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Trip Generation Summary - Sport Medicine Office

Project: Alvamar Inc One Addition
 Alternative: Proposed Conditions

Open Date: 2/19/2016
 Analysis Date: 2/19/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
720	OFFICEMEDICAL 2 19.2 Gross Floor Area 1000 SF	347	347	694	36	10	46	19	50	69
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Trip Generation Summary - Fitness/Wellness Center

Project: Alvamar Inc One Addition
 Alternative: Proposed Conditions

Open Date: 2/19/2016
 Analysis Date: 2/19/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
492	CLUBHEALTH 1 18 Gross Floor Area 1000 SF	297	296	593	13	12	25	36	28	64
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Trip Generation Summary - Practice Facility

Project: Alvamar Inc One Addition
 Alternative: Proposed Conditions

Open Date: 2/19/2016
 Analysis Date: 2/19/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
492	CLUBHEALTH 2 10 Gross Floor Area 1000 SF	165	164	329	7	7	14	20	15	35
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

APPENDIX III

Results of Highway Capacity Analysis
Using
Synchro 8 Software
(HCM 2010 Methodology)

Intersection

Int Delay, s/veh 1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	716	31	23	417	29	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	6	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	778	34	25	453	32	41

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1072
Stage 1	-	-	795
Stage 2	-	-	277
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	810	215
Stage 1	-	-	405
Stage 2	-	-	745
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	810	206
Mov Cap-2 Maneuver	-	-	206
Stage 1	-	-	405
Stage 2	-	-	714

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	327	-	-	810	-
HCM Lane V/C Ratio	0.223	-	-	0.031	-
HCM Control Delay (s)	19.1	-	-	9.6	0.2
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	547	55	50	688	42	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	6	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	595	60	54	748	46	42

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	654
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	929
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	929
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	23.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	283	-	-	929	-
HCM Lane V/C Ratio	0.311	-	-	0.059	-
HCM Control Delay (s)	23.4	-	-	9.1	0.4
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	116	638	289	81	244	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	16
Grade (%)		6%	6%		0%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.967		0.948	
Flt Protected	0.950				0.970	
Satd. Flow (prot)	1659	3319	3209	0	1941	0
Flt Permitted	0.355				0.970	
Satd. Flow (perm)	620	3319	3209	0	1941	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			78		63	
Link Speed (mph)		40	40		35	
Link Distance (ft)		670	328		355	
Travel Time (s)		11.4	5.6		6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	126	693	314	88	265	164
Shared Lane Traffic (%)						
Lane Group Flow (vph)	126	693	402	0	429	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		7	
Permitted Phases	2					
Detector Phase	5	2	6		7	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	8.6	20.6	20.6		8.6	
Total Split (s)	9.0	31.0	22.0		19.0	
Total Split (%)	18.0%	62.0%	44.0%		38.0%	
Yellow Time (s)	3.6	3.6	3.6		3.6	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.6	4.6	4.6		4.6	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		None	
Act Effct Green (s)	16.9	16.9	10.3		12.0	
Actuated g/C Ratio	0.44	0.44	0.27		0.31	
v/c Ratio	0.32	0.48	0.44		0.66	
Control Delay	9.0	8.9	12.2		16.7	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	9.0	8.9	12.2		16.7	
LOS	A	A	B		B	
Approach Delay		8.9	12.2		16.7	
Approach LOS		A	B		B	
Queue Length 50th (ft)	16	52	33		68	

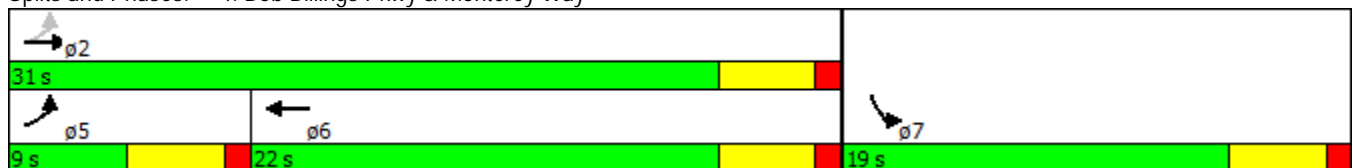


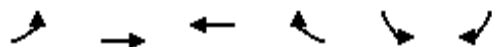
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	38	88	64		#163	
Internal Link Dist (ft)		590	248		275	
Turn Bay Length (ft)	100					
Base Capacity (vph)	396	2346	1560		798	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.32	0.30	0.26		0.54	

Intersection Summary

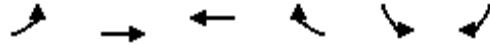
Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 38.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 11.7
 Intersection LOS: B
 Intersection Capacity Utilization 51.3%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Bob Billings Pkwy & Monterey Way





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	142	444	610	250	385	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	16
Grade (%)		6%	6%		0%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.956		0.966	
Flt Protected	0.950				0.964	
Satd. Flow (prot)	1659	3319	3173	0	1966	0
Flt Permitted	0.198				0.964	
Satd. Flow (perm)	346	3319	3173	0	1966	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			118		29	
Link Speed (mph)		40	40		35	
Link Distance (ft)		670	328		355	
Travel Time (s)		11.4	5.6		6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	154	483	663	272	418	139
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	483	935	0	557	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		7	
Permitted Phases	2					
Detector Phase	5	2	6		7	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0		4.0	
Minimum Split (s)	8.6	20.6	20.6		8.6	
Total Split (s)	9.0	36.0	27.0		24.0	
Total Split (%)	15.0%	60.0%	45.0%		40.0%	
Yellow Time (s)	3.6	3.6	3.6		3.6	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.6	4.6	4.6		4.6	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		None	
Act Effct Green (s)	27.6	26.2	19.6		17.9	
Actuated g/C Ratio	0.51	0.49	0.36		0.33	
v/c Ratio	0.53	0.30	0.76		0.83	
Control Delay	22.1	8.6	18.4		30.3	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	22.1	8.6	18.4		30.3	
LOS	C	A	B		C	
Approach Delay		11.9	18.4		30.3	
Approach LOS		B	B		C	
Queue Length 50th (ft)	27	46	130		176	

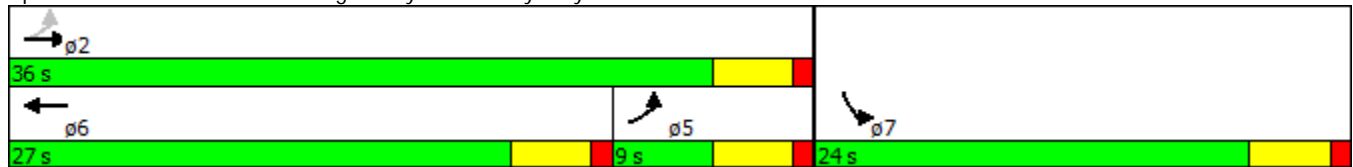


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	#55	71	195		#341	
Internal Link Dist (ft)		590	248		275	
Turn Bay Length (ft)	100					
Base Capacity (vph)	291	2048	1463		767	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.53	0.24	0.64		0.73	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 53.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 19.6
 Intersection LOS: B
 Intersection Capacity Utilization 73.4%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

























Splits and Phases: 4: Bob Billings Pkwy & Monterey Way



Clinton Pkwy & Crossgate Drive

EXISTING + REVISED DEVELOPMENT

Morning Peak-Hour

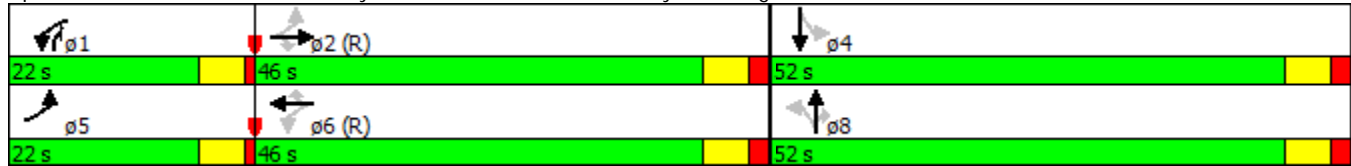
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	602	31	95	492	66	55	26	359	101	28	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		155	325		200	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	75			75			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1654	0
Flt Permitted	0.436			0.363			0.195			0.728		
Satd. Flow (perm)	812	3539	1583	676	3539	1583	363	1863	1583	1356	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73			85			100			151
Link Speed (mph)		45			45			30				30
Link Distance (ft)		800			600			150				100
Travel Time (s)		12.1			9.1			3.4				2.3
Peak Hour Factor	0.56	0.93	0.79	0.94	0.91	0.78	0.92	0.58	0.90	0.75	0.42	0.79
Adj. Flow (vph)	114	647	39	101	541	85	60	45	399	135	67	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	647	39	101	541	85	60	45	399	135	266	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			8	1			4
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	1	4		4
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	35.0	35.0	36.0	36.0	11.0	37.0	37.0	
Total Split (s)	22.0	46.0	46.0	22.0	46.0	46.0	52.0	52.0	22.0	52.0	52.0	
Total Split (%)	18.3%	38.3%	38.3%	18.3%	38.3%	38.3%	43.3%	43.3%	18.3%	43.3%	43.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-3.0	-2.0	-3.0	-3.0	-3.0	-3.0	-2.0	-3.0	-3.0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	88.6	79.1	79.1	92.1	81.0	81.0	20.5	20.5	34.9	20.5	20.5	
Actuated g/C Ratio	0.74	0.66	0.66	0.77	0.68	0.68	0.17	0.17	0.29	0.17	0.17	
v/c Ratio	0.17	0.28	0.04	0.16	0.23	0.08	0.97	0.14	0.75	0.58	0.65	
Control Delay	4.6	10.0	0.6	4.4	8.6	2.2	157.0	40.7	36.8	55.0	26.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	4.6	10.0	0.6	4.4	8.6	2.2	157.0	40.7	36.8	55.0	26.6	
LOS	A	A	A	A	A	A	F	D	D	E	C	
Approach Delay		8.8			7.2			51.5			36.2	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	17	100	0	15	76	0	47	30	215	97	82	
Queue Length 95th (ft)	25	173	1	37	130	14	#120	38	286	124	13	
Internal Link Dist (ft)		720			520			70			20	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	265		155	325		200						
Base Capacity (vph)	784	2332	1068	699	2388	1095	148	760	625	553	764	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.28	0.04	0.14	0.23	0.08	0.41	0.06	0.64	0.24	0.35	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 38 (32%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 21.7
 Intersection LOS: C
 Intersection Capacity Utilization 54.5%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

























Splits and Phases: 3: Clinton Pkwy / Clinton Pkwy & Crossgate Dr.



Clinton Pkwy & Crossgate Drive

EXISTING + REVISED DEVELOPMENT

Afternoon Peak-Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	556	63	359	754	73	42	25	277	82	22	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		155	325		200	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	75			75			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1690	0
Flt Permitted	0.340			0.359			0.564			0.728		
Satd. Flow (perm)	633	3539	1583	669	3539	1583	1051	1863	1583	1356	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			97			120			67
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		800			600			150			100	
Travel Time (s)		12.1			9.1			3.4			2.3	
Peak Hour Factor	0.91	0.93	0.58	0.84	0.91	0.73	0.85	0.57	0.81	0.68	0.54	0.79
Adj. Flow (vph)	75	598	109	427	829	100	49	44	342	121	41	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	598	109	427	829	100	49	44	342	121	108	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2		2	6		6	8		8	4		
Detector Phase	5	2	2	1	6	6	8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	11.0	35.0	35.0	11.0	36.0	36.0	36.0	36.0	11.0	38.0	38.0	
Total Split (s)	24.0	46.0	46.0	24.0	46.0	46.0	50.0	50.0	24.0	50.0	50.0	
Total Split (%)	20.0%	38.3%	38.3%	20.0%	38.3%	38.3%	41.7%	41.7%	20.0%	41.7%	41.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-3.0	-2.0	-3.0	-3.0	-3.0	-3.0	-2.0	-3.0	-3.0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effect Green (s)	76.9	68.1	68.1	94.8	85.2	85.2	19.2	19.2	45.9	19.2	19.2	
Actuated g/C Ratio	0.64	0.57	0.57	0.79	0.71	0.71	0.16	0.16	0.38	0.16	0.16	
v/c Ratio	0.15	0.30	0.12	0.57	0.33	0.09	0.29	0.15	0.50	0.56	0.33	
Control Delay	6.4	15.8	3.7	7.3	8.1	1.9	46.9	42.1	18.8	55.4	20.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	6.4	15.8	3.7	7.3	8.1	1.9	46.9	42.1	18.8	55.4	20.7	
LOS	A	B	A	A	A	A	D	D	B	E	C	
Approach Delay		13.2			7.4			24.3			39.1	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	10	122	0	75	122	1	34	30	127	87	28	
Queue Length 95th (ft)	27	205	4	132	194	12	64	37	140	103	26	
Internal Link Dist (ft)		720			520			70			20	

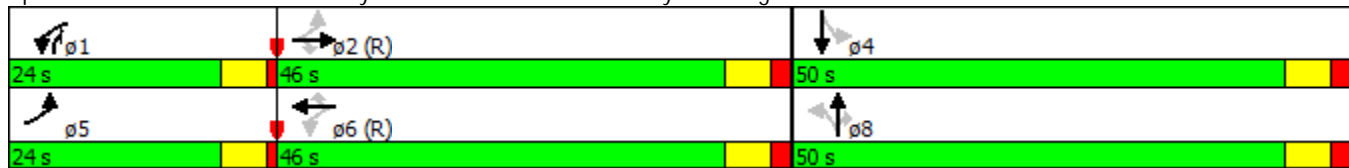


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	265		155	325		200						
Base Capacity (vph)	665	2009	946	758	2512	1152	411	729	696	531	702	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.30	0.12	0.56	0.33	0.09	0.12	0.06	0.49	0.23	0.15	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	14.2
Intersection LOS:	B
Intersection Capacity Utilization	56.5%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 3: Clinton Pkwy / Clinton Pkwy & Crossgate Dr.



From: Douglas Lawrence [<mailto:dlawrenceconsult@me.com>]

Sent: Sunday, March 20, 2016 7:27 PM

To: Sandra Day

Subject: Monday Alvamar Meeting

Hi Sandy

I have some photos that could be loaded for Monday night's meeting.
I don't know the protocol, but I thought I would give it a shot.

Doug

Douglas Lawrence
dlawrenceconsult@me.com





From: [Douglas Lawrence](#)
To: [Paul Werner](#)
Subject: Re: Alvamar - elevations / In Progress
Date: Monday, March 14, 2016 10:41:16 AM

Paul

I appreciate you being willing to dialogue with me. I am a third-generation Californian and I have lived, off and on, on the California coast. When I see something that is supposed to be bucolic I think of images like this from Menlo Park where I lived for 24 years.

Be inspired!

Thanks

Doug



Sent from my iPhone

On Mar 14, 2016, at 8:12 AM, Paul Werner <paulw@paulwernerarchitects.com> wrote:

We may just have to see the final product....

Hopefully it will be better than what you think you are starring at...

Have a great week
Paul

Paul Werner
Paul Werner Architects
123 W 8th, Suite B2
Lawrence, Kansas 66044
(785) 832-0804
(785) 832-0890 fax

From: Douglas Lawrence [<mailto:dlawrenceconsult@mac.com>]
Sent: Friday, March 11, 2016 4:17 PM
To: Paul Werner
Subject: Re: Alvamar - elevations / In Progress

Paul

It is gracious of you to send me these.

"**Bauhaus Industrial**" comes to mind. I hope that's not too harsh. Perhaps you were messing with me...just a little.

Assuming, though, that you were serious, I apologize in advance for what I am about to say.

My concern was that there was absolutely no charm in the original elevations, and they looked very out of place with the country ambience of the course. I continue to be concerned that we are giving away a heritage which, of course, your developer now owns outright.

I hope your weekend is also pleasant.

Doug

On Mar 11, 2016, at 4:04 PM, Paul Werner <paulw@paulwernerarchitects.com> wrote:

Doug...

I hope this is more to your liking...

Let me know what you think...
Have a great weekend..

Thanks
Paul

Paul Werner
Paul Werner Architects
123 W 8th, Suite B2
Lawrence, Kansas 66044
(785) 832-0804
(785) 832-0890 fax

<16-0311 - Elevations In Progress.jpg>

<image002.jpg>

From: [Douglas Lawrence](#)
To: [Sandra Day](#)
Subject: Alvamar apartments
Date: Friday, February 05, 2016 12:21:28 PM

Thank you, Sandy, for taking time to answer some questions regarding the Alvamar project with me last week.

Having looked at the elevations for the new apartment structures, I was surprised and alarmed to find that they had so little architectural interest and/or detail.

It appears that the developer is replacing what was an incredibly bucolic scene along Crossgate with something resembling postwar (WWII) quick building aesthetics. Profitability at the cost of sensibilities seems counterproductive to me. That might be naïve, but disturbing nevertheless.

As a resident of the Alvamar community, I am very concerned that our property values and our sense of "place" will change drastically with this development.

I am writing this so that you will have a record of the concerns of at least one of the residents.

Doug Lawrence
2106 Greenbrier Dr.
Lawrence, KS 66047
650-2 07-8240

Sent from my iPhone

From: [Douglas Lawrence](#)
To: [Paul Werner](#)
Subject: Re: Alvamar
Date: Friday, February 05, 2016 4:34:31 PM

Paul

Thank you for your response.

I was told that the elevations I saw were most likely filed as final. I would love to see how they evolve. Your desire to create a destination for golf enthusiasts as a way to keep Alvamar moving forward is admirable.

My concern is that this current iteration of drawings looks less like Carmel and more like a senior citizen's or student's housing structure.

My property value only stays level or higher when your original goal is achieved.

I'm sure you can understand my concern.

As I have said to you in the past, I wouldn't want your job!

I hope you have a good weekend as well.

Doug

Douglas Lawrence
dlawrenceconsult@me.com

On Feb 5, 2016, at 4:07 PM, Paul Werner <paulw@paulwernerarchitects.com> wrote:

Mr. Lawrence,

I received your comments from Sandra Day this afternoon. Sorry to hear you were not happy with the preliminary elevations. I would ask that you withhold judgment on the overall project while we work out the details. There are a lot of parts with the proposals, so not all the pieces can be addressed at once, or in extensive detail.

I look forward to being able to discuss the project with you in the future.

Have a great weekend.
Paul

Paul Werner

Paul Werner Architects

123 W 8th, Suite B2

Lawrence, Kansas 66044

(785) 832-0804

(785) 832-0890 fax

From: [Sandra Day](#)
To: [Sandra Day](#)
Subject: FW: A Request
Date: Thursday, March 10, 2016 4:47:26 PM
Importance: High

From: Weinberg, Jeffery B. [<mailto:jweinberg@ku.edu>]
Sent: Thursday, March 10, 2016 10:09 AM
To: Mike Amyx; Leslie Soden; Stuart Boley; Matthew Herbert; Lisa Larsen
Cc: Diane Stoddard
Subject: A Request

Friends and Colleagues:

I have lived in Lawrence for nearly 55 years, and I have never found myself in a position that I needed to ask any Commissioner for assistance in any personal matter. In my years as Assistant to the Chancellor and as the representative of KU and of the Chancellor to the City of Lawrence, and as a faculty member, I worked hand-in-hand with City staff and Commissioners, neighborhoods, and developers on issues, some of which seriously divided town from gown. However, we did resolve what seemed to be the impossible, in a spirit which makes Lawrence such a wonderful place in which to live, and a city that is so easy to love.

My wife and I live in Quail Pointe at Alvamar, and when the redevelopment plans were first released, I tried to calm the concerns of some of our neighbors. In doing so, I relied on public comments by the developer that where we live, along the "private side" of Alvamar golf course in Quail Pointe, would remain a golf course with all of the natural beauty that enhances our homes, and our lives.

Last week, in another iteration of the "new" Alvamar, we began to hear vague suggestions from the developer that the private course behind our homes may be converted into putting greens, practice ranges, and/or practice holes. If the developer is granted a request to rezone the land that adjoins our homes, the accompanying human traffic and clamor will effect us in a manner that we never conceived would be possible, and the value of our homes and of our neighborhood will decline. The Lawrence residents who make up Quail Pointe at Alvamar are dedicated to Lawrence, and it would be impossible to quantify their leadership and dedication on boards and commissions in service to our City and to Kansas, and their homes and their lives do not deserve to be devalued by a new private development. No one in Quail Pointe is against change and new development in Lawrence, and many of the residents of Quail Pointe have in fact been change agents in our City and our State. However, in this instance, we are faced with totally unexpected and major alterations in the plans of a developer that could literally destroy a neighborhood.

I write to ask that the City of Lawrence make it very clear, at the earliest opportunity, that the Commission will deny the developer of Alvamar any change in zoning that would allow the land that adjoins the homes in Quail Pointe at Alvamar to be used for any purpose other than as currently zoned: as a golf course. The history of the new development for Alvamar has been fluid, and as homeowners with great pride of place, we turn to the leaders of our City to help us to preserve our beautiful neighborhood, our homes, and our lives.

Thank you for your thoughtful consideration, and for your dedication and service to our City.


Jeff Weinberg
4403 Quail Pointe Road
Lawrence, Kansas 66047



RECEIVED
 MAR - 3 2016
 City County Planning Office
 Lawrence, Kansas

Anvils • Forges • Related Items

Mike Moddrell
 Home: 785-842-6319 • Cell: 785-691-6349
 Lawrence, Kansas

Buy  Sell  Trade

2/29/16

DEAR COMMISSION

I phoned MS. Sandra Day 2/29/16
 and voiced my concern about the
 rezoning of all "lots" and development
 plan for "ALVAMAR GOLF COURSE"

I told MS. DAY T FRITZED is a
 weasel and will do a BIT & SWIFT
 on any project he does.
 He is not to be TRUSTED!

The people of ALVAMAR will pay
 a price if you deal with this
 JOKER!

Sincerely
 Michael Moddrell

March 9, 2016

Lawrence City Commission / City & County Planning Commission
PO Box 708
Lawrence, KS 66044

To all those concerned:

The Quail Pointe at Alvamar Homeowner's Association consists of 29 private homes situated on Bob Billings Parkway and immediately adjacent to the back nine holes of the private side of the Alvamar Golf Course. The new ownership of Alvamar held a number of meetings last fall and explained their plan to improve the club. At those meetings it was explained that about 292 new apartment buildings would be constructed on or near Crossgate Drive and that a new street intersection would be built west of the existing intersection of Bob Billings Parkway and Crossgate Drive. The new owner also promised that the golf courses would remain intact and in use with a minor change on the private side at the green on #11 and the tees on #12 to accommodate the new street entrance for Crossgate.

The neighborhoods and the city mostly agreed with these changes as needed by the new owner to keep the golf course solvent.

Now the new owner is asking for some major changes in zoning to allow more apartments and to possibly close some of the golf course fairways. The change would increase the apartments to 392 and might even include some business rental space.

The neighborhoods are concerned that if the golf course is closed in their vicinity that the private home values would drop and that the neighborhood would not be as nearly as desirable as it is now.

CLOSING AN ENTIRE NINE HOLES ADJACENT TO ANY EXISTING NEIGHBORHOOD WOULD BE A REAL BLOW TO THE NEIGHBORHOOD.

Before the City agrees to such new zoning changes we at Quail Pointe at Alvamar would plead with the City to not agree to more zoning changes until a legal agreement could be reached that would guarantee that parts of the golf course could not be revised in the future to allow apartments or streets or other business construction to take over the green area that is existing. It might require a conservation easement for a park that is approved by the City.

We remember the promise that was made last fall and request that the City work with the new owner to maintain the promise. The residents that live around the Alvamar CC and golf course are proud of their homes and their locations and wish to stay in a good relationship with the new owners if at all possible.

Respectfully,
Quail Pointe at Alvamar Homeowner's Association

A handwritten signature in black ink, appearing to read "Warren Corman". The signature is fluid and cursive, with a large initial "W" and a long, sweeping underline.

Warren Corman, President

February 23, 2016

ALVAMAR COUNTRY CLUB

- + In the fall of 2015 there were several large meetings at Alvarmar CC by the potential new owners to describe their intentions to the public and to the members
- + It was said that some new apartment houses or multi-family facilities would be built along Crossgate Drive to help pay for the new improvements that are planned
- + It was made plain that dues for 2016 would remain the same as for 2015
- + In January it was announced that the dining facility would be closed for the entire month of January
- + Dining dues for January had already been collected in December 2015
- + Then late in January it was announced that the dining facility would also closed for February
- + Then in February it was learned that the dining facility would be remodeled and would be closed for a long period of time that was not yet determined
- + Dues were still being collected monthly even though there was no dining service at Alvarmar
- + During this time period it was determined that a new road entrance off of Billings Parkway would have to be built to serve the expanded use involving new apartment facilities
- + It was said that this new road would require some minor modifications to fairway #11 and the tee area for #12 on the private course to accommodate the new entrance road to Crossgate Drive
- + It had been stated that this would be the only modifications to the private course side of golfing
- + Recently it is being rumored that the back nine holes of the private side might be closed
- + This is not what has been promised
- + Closing the back nine of the private course would be the first step in a long range plan to ask for rezoning for more streets and multi-family facilities and perhaps other business ventures
- + This procedure does not leave the public, especially those living near the golf course, with any trust for the operation of the new owner
- + Closing nine holes of the private course would not lead to good care and management of the grounds
- + The City Commission needs to make sure that the promises made will be kept
- + The public will be watching this operation closely

PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
3/21/16

ITEM NO. 6: REVISION OF K-10 & FARMER’S TURNPIKE PLAN: 1700 SECTION OF E. 902 ROAD (JSC)

CPA-14-00005: Consider a revised Comprehensive Plan Amendment to *Horizon 2020* Chapter 7: Industrial Land Use, and Chapter 14: Specific Plans – *K-10 & Farmer’s Turnpike Plan* to revise the Future Land Use map. Submitted by B.G. Consultants, Inc. *Planning Commission recommended denial on 6/23/14, City Commission returned to Planning Commission on 12/08/15. The revised Comprehensive Plan Amendment has been reduced in scope; retaining the request to reclassify approximately 13.5 acres from Residential/Office to Office/Research but removing the request to include adjacent parcels for additional residential land use.*

STAFF RECOMMENDATION: Staff recommends approval of this amendment, and recommends forwarding this Comprehensive Plan Amendment to the Lawrence City Commission and Douglas County Board of County Commissioners with a recommendation for approval.

STAFF RECOMMENDATION: If appropriate, authorize the Chair of the Planning Commission to sign Planning Commission Resolution PCR-16-00019.

KEY POINTS

1. The area within this proposed amendment is wholly within the *K-10 & Farmer’s Turnpike Plan*.
2. The request is being made to accommodate a proposed mini-warehouse development on a portion of the Office/Research requested area.
3. Expansion of the existing Westar Substation to the west has been previously approved under CUP-14-00167.
4. Staff recommends designating the Westar substation, and westerly adjacent land, to Office/Research to be compatible with the *K-10 & Farmer’s Turnpike Plan* land use descriptions, and with prevailing existing development conditions.
5. A Conditional Use Permit for the mini-warehouse use will be required, and will require review by the Planning Commission and the Douglas County Board of County Commissioners.
6. The proposed site is presently in unincorporated Douglas County and the property owner is not requesting annexation at this time.

APPLICANT REQUEST

This Comprehensive Plan Amendment is requested by B.G. Consultants, Inc., on behalf of the property owners of record, in order to develop a mini-warehouse project on a piece of land between K-10 and E. 902 Road, due west of the existing Westar utility substation. The *K-10 & Farmer's Turnpike Plan*, which is incorporated by reference into Chapter 14: Specific Plans, currently identifies this area as Residential/Office use, and the requested mini-warehouse project would not be compatible with the present future land use designation. This amendment requests the consideration of reclassifying approximately 10.5 acres (13% of total) from Residential/Office to Office/Research, allowing for the site's development for mini-warehouse use.

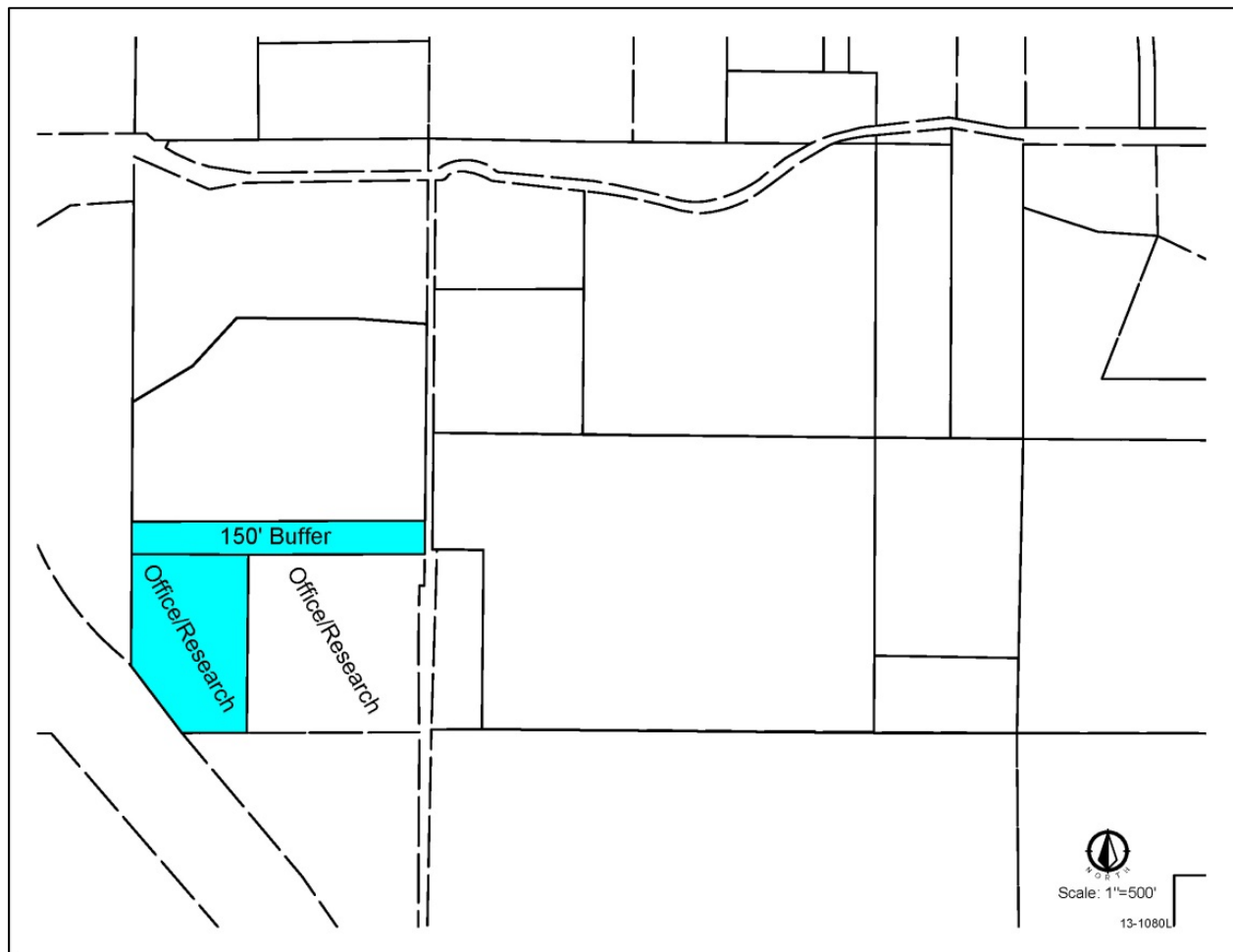


Figure 1: Applicant Submitted Diagram for the Proposed Area with the Proposed Uses.



Figure 2: Aerial Photograph of Proposed Plan Amendment.

STAFF REVIEW OF APPLICANT REQUEST

At this time, the land outlined within this amendment proposal is completely within the *K-10 & Farmer's Turnpike Plan*. Under the previous application, the Comprehensive Plan Amendment also included altering the adopted Future Land Use map, and included a portion east of E. 902 Road that is within the *Northwest Area Plan*. This proposed amendment has been revised to only include the illustrated portion of the planning area, and will not alter the boundaries of the adopted sector plan.

Currently, the land is utilized for agricultural uses. Westar presently operates a utility substation adjacent to the requested area. Additionally, Westar received a Conditional Use Permit (CUP-14-00167) allowing for expansion of the existing substation to meet the existing and anticipated needs of its users. Given this recent substation expansion, Planning Staff also recommends revising the Westar Substation property to the Office/Research future land use designation to be consistent with the *K-10 & Farmer's Turnpike Plan*. Staff would also recommend this opportunity to fix an omission in Section 3.2.1.5, that previously omitted "Detached Dwellings" from the "Residential/Office" category.

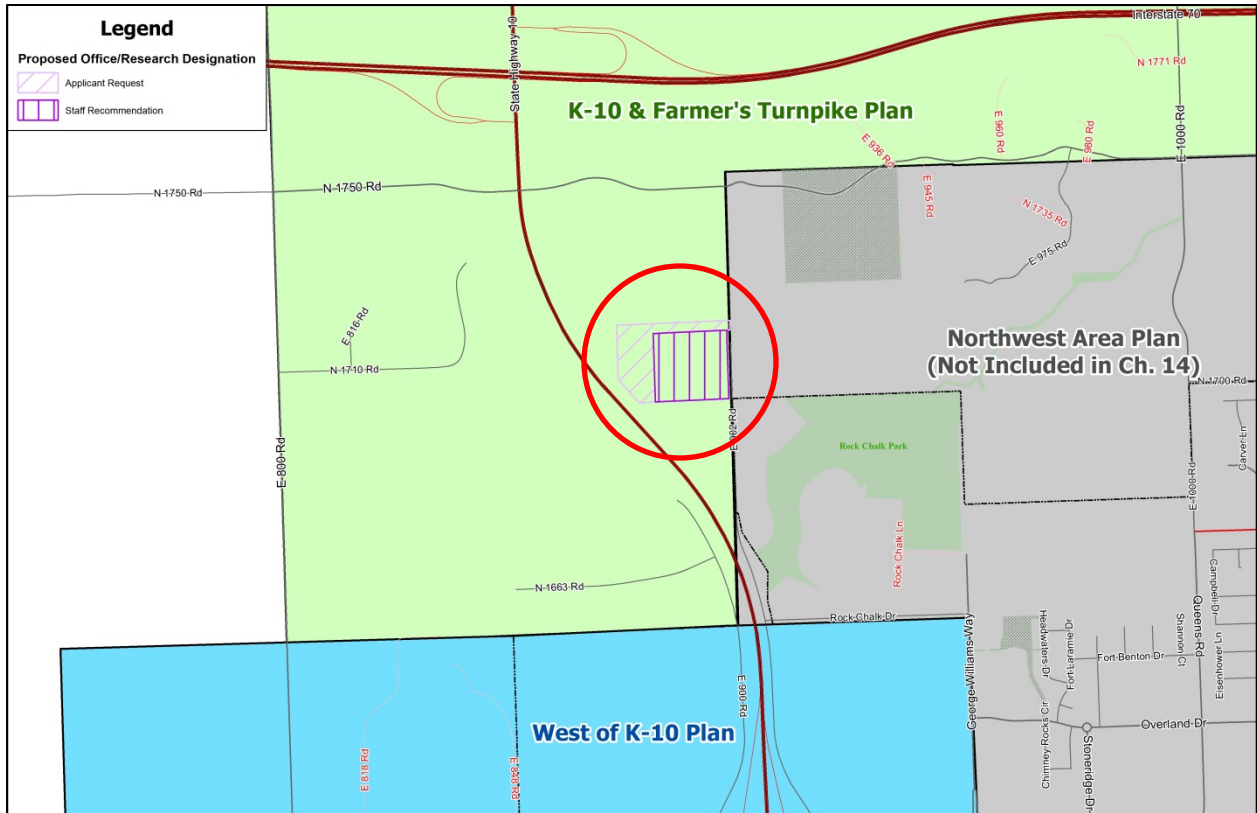


Figure 3: Requested Amendment Area in Larger Context.

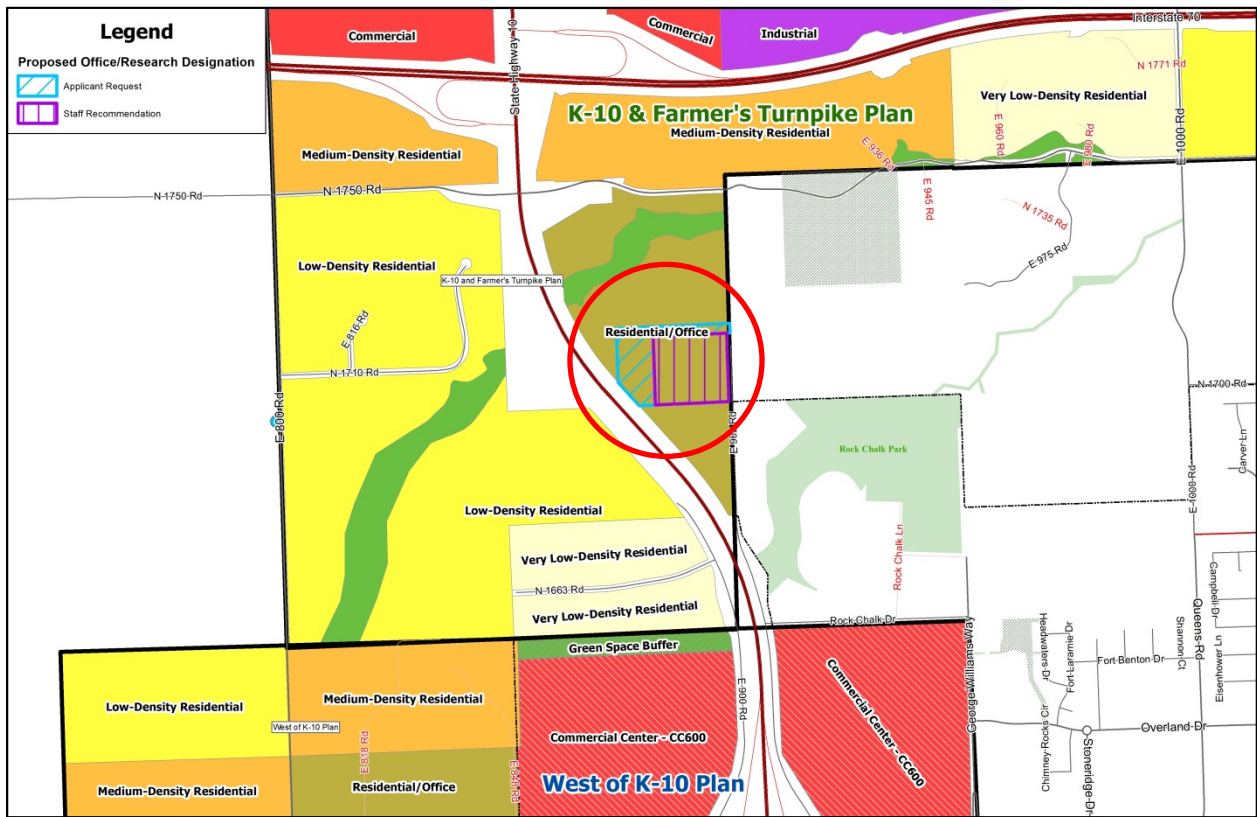


Figure 4: Future Land Use & Requested Amendment in Larger Context.

K-10 & Farmer's Turnpike Plan

The *K-10 & Farmer's Turnpike Plan* identified this tract of land for residential/office land use, principally focusing on accommodating mixed-use development of administrative and professional offices with varying degrees of residential. This could be achieved by the use of work/live units with a density of 6 to 22 dwelling units per acre. Fundamentally, the Residential/Office land uses allow for a mix of uses as a right, which can include residential-only development including single-family detached dwellings, live/work units, and mixed-use developments. Currently, the adopted future land use for this area would not accommodate a utility or the proposed use as defined within the sector plan.

Area History:

Over the years, this portion of Douglas County has principally continued to be rural in character. Due to its proximity to the South Lawrence Trafficway branch from I-70, this area has had a long history of being included in several planning studies. Below is a timeline summary of planning recommendations over the past 37 years regarding this section of the county:

- *Plan 95* – Approved: 1977. The plan is minimal in depth and detail for this portion of the City/County, but does prescribe low density residential uses with open space uses because of environmentally sensitive lands and flooding considerations in the Baldwin Creek area.
- *South Trafficway Plan* – Approved: July 1986. Anticipated this portion of the Trafficway to be principally surrounded by agricultural uses. Principally short-term in scope, it did not anticipate growth immediately due to the construction of the Trafficway.
- *South Lawrence Trafficway Corridor Land Use Plan* – Approved: July 1989. The expectation was the surrounding land would remain agricultural due to a lack of utility services. There was anticipation that development pressures would increase in the future, with the long-term vision projecting low to medium-density residential or office park uses.
- *Western Development Plan* – Approved: March 1994. At that time, development was only envisioned along US-40/W. 6th Street because of the availability of sanitary sewer service. While the plan did not outline any specific uses within this area, it did note, "Urban and suburban growth should proceed with care in order to preserve environmentally or ecologically sensitive land areas."
- *Northwest Area Plan* – Approved: May 1998. The quadrant of this planning area that the subject properties fall within was delineated to be an urbanized area. The intent of the plan was to, "Direct higher intensive land uses toward Sixth Street and the South Lawrence Trafficway but direct lower intensive land uses toward the north of sections 28 and 29." The placement of residential land uses was envisioned to have, "A variety of housing types and costs is encouraged in the southern part of sections 28 and 29. Single family residential is encouraged in the central and northern parts of sections 28 and 29." The plan also recommends against locating industrial land uses within this area. This plan foresaw this area as principally residential.
- *Horizon 2020* – Approved: May 1998. This section of the county is mapped within Service Area 2 of the Urban Growth Area, and in which, development is limited due to the lack water and sewer utilities to this portion of the Douglas County.

- *K-10 & Farmer's Turnpike Plan* – Approved: January 2009. The most recent and adopted guidance document for this area. The portion of land within this application was outlined in this plan to be residential/office land uses. This specific category was envisioned to encourage traditional neighborhood development, while not intending to foster the development of large-scale apartment type development. An overarching goal of the plan is to, "Maintain the rural character in existing areas until the time that municipal services allow urban densities to develop." There are also provisions for using open space between variations in progressing use intensities, which should be comprised of green spaces. This plan also outlines specific residential uses, and it does not intend to provide for large-scale apartment type developments. Residential/Office land use may include single-family dwellings, live/work units, and mixed-use developments.

Horizon 2020

Horizon 2020 states, "Plans prepared for specific areas, whether they are areas within the City of Lawrence or areas within unincorporated Douglas County, contain detailed policy guidelines for those areas." As this portion of the City of Lawrence/unincorporated Douglas County was beyond the scope of *Horizon 2020's* future land use plan, the principal planning document for this section would be the *K-10 & Farmer's Turnpike Plan*. When the *K-10 & Farmer's Turnpike Plan* was approved, this portion was determined to be a viable area for mixed-use space, principally oriented towards residential and office uses. This is further reinforced through the policy encouraging traditional neighborhood/mixed-use development in this designated area. However, this plan does not fit with the existing utility use and proposed project.

As the development of Rock Chalk Park/Sports Pavilion Lawrence has progressed, it strongly influenced the developmental and planning considerations within the area between these athletic venues and the existing boundary of the *K-10 & Farmer's Turnpike Plan*. Additionally, the Westar substation expansion also affected the development pattern and future character of this area. With this varying setting, the proposed amendment to the future land use plan has merit.

The location for what would be considered the proposed industrial land use complies with the location criteria as outlined in Chapter 7: Industrial and Employment-Related Land Use of *Horizon 2020*. Currently, Chapter 7: Industrial & Employment-Related Land Use of *Horizon 2020* states, "Encourage site availability, site improvements, and community amenities which best respond to the market demands for industrial and business development while maintaining the community objectives for the type and quality of such development." The existing electrical substation, and subsequent utility easements, creates a space that is delineated by utility uses and the eastern edge of right-of-way for the South Lawrence Trafficway/K-10.

At this application's first hearing on June 23rd, 2014, staff found that changing the designation of the Westar Substation and westerly adjacent land to Office/Research to be compatible with the *K-10 & Farmer's Turnpike Plan* goals and policies, and consistent with the prevailing economic conditions. However, staff did not agree with the applicant's request for the designation of Low-Density Residential on the west side of E. 902 Road north of the subject property. Staff recommended that the designation of Residential/Office remain to provide a compatible stepping down of intensity, and also to ensure that the remaining higher-intensity Residential/Office to the west of the applicant requested land would not be isolated from the closest road connection, which is E. 902 Road. Staff found this request to be inconsistent with

the adopted policies of the K-10 & Farmer’s Turnpike Plan Residential Land Uses, Section 3.1.2.2.1, and Industrial/Office/Research Land Uses, Section 3.1.2.5.2.

With the modifications presented by the applicant, they have addressed many of the major Sector Plan concerns that staff had with the initial application. Staff still finds that changing the designation of the Westar substation and westerly adjacent land to Office/Research to be compatible with the Sector Plan, and consistent with the prevailing economic development conditions.

Consideration should also be given to the weight and importance of the nearby W. 6th Street and K-10 interchange as a gateway to the community. The location designation of industrial/warehouse land uses does potentially allow for other uses beyond the proposal by the applicant. The *West of K-10 Plan* (See Figure 3) is the principal planning document for this key intersection, but the land between I-70 and W. 6th Street to the north is accounted for within the *K-10 & Farmer’s Turnpike Plan*. This stretch of land between the I-70 & K-10 interchange and the W. 6th Street/US-40 & K-10 interchange will serve as a visual entry gateway for visitors arriving to the community. While architectural design guidelines for industrial development are outlined within the *Community Design Manual*, the potential expansion of other uses in the future is a consideration that should be considered within this proposal. Consideration should also be given to the applicable 50-foot buffer that will be required as part of the South Lawrence Trafficway (SLT) Overlay District, which is implemented to, "create an aesthetically pleasing corridor along the South Lawrence Trafficway, in keeping with the SLT policy of providing a park-like setting." (Lawrence Land Development Code, § 20-307(a)(1))

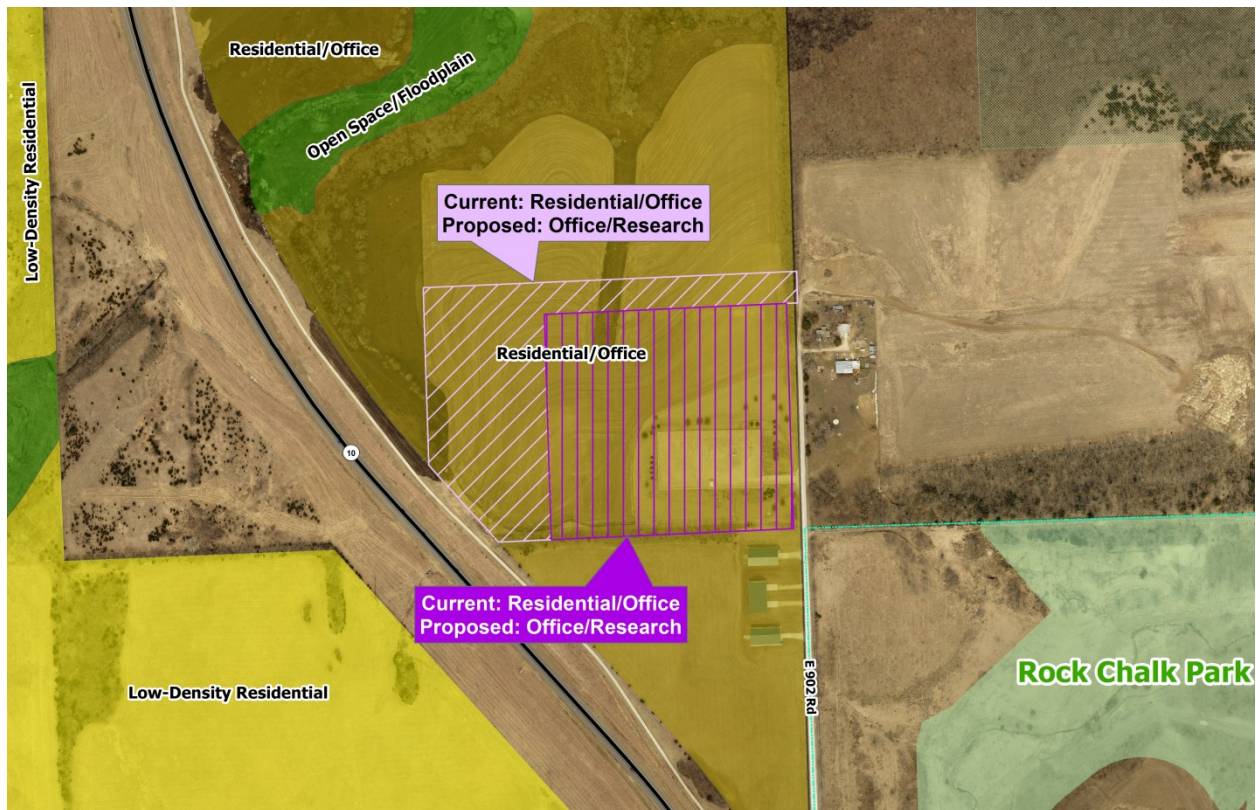


Figure 5: Existing Future Land Use Map with Proposed Amendments.



Figure 6: View of Potential Mini-Warehouses location from K-10, facing north.



Figure 7: Existing Overhead power lines presently on-site, facing north.

COMPREHENSIVE PLAN AMENDMENT REVIEW

- A. Does the proposed amendment result from changed circumstances or unforeseen conditions not understood or addressed at the time the Plan was adopted?

Applicant Response: Yes, the existing Westar substation was noted in the existing land use but the future land use map did not address that use. Westar has plans to expand the existing substation and construct additional overhead power lines in this area. KDOT has recently proposed construction of an additional 2 lanes on K-10 and placing a toll plaza adjacent to this property.

Staff's Response: *Horizon 2020* anticipates changes and additions to the document over time. The construction of Rock Chalk Park and Sports Pavilion Lawrence were not anticipated at the time of the last revision of the pertinent sections of *Horizon 2020*. The expansion of the existing Westar Substation has significantly altered the potential development pattern in the surrounding area; therefore, Planning Staff is recommending amending the Future Land Use map to designate this recent expansion, which affects future land uses for the adjacent proposed location. While the proposed expansion project for the South Lawrence Trafficway (K-10) could affect this location, the timeframe for the construction and opening of the additional lanes has yet to be determined.

B. Does the proposed amendment advance a clear public purpose and is it consistent with the long-range goals and policies of the plan?

Applicant Response: *Yes, there is a need for an Office/Research use and a buffer adjacent to the existing Westar substation and the future K-10 four lane expansion and toll plaza area. Yes, the amendment is consistent with Section 3 of the K-10 and Farmer's Turnpike Plan.*

Staff's Response: The modified proposal by the applicant is consistent with the goals and policies outlined in *Horizon 2020* and the *K-10 & Farmer's Turnpike Plan*. As outlined, the applicable planning documents envisioned this area as a mixture of uses. The *K-10 & Farmer's Turnpike Plan* currently identifies the subject properties as Residential/Office. This land use balance is still maintained to be consistent with the community vision for this portion of the planning area, and to help mitigate potential conflicts and potential isolation of the Residential/Office land uses.

Staff initially recommended modifying the applicant's 2014 request by retaining the already adopted Residential/Office land use property located west of E. 902 Road and north of the Westar Substation. Staff's initial concern with reclassifying the entire portion as a low-density, residential-only use was because this would have isolated the remaining Residential/Office land use that is due west of the requested portion from the roadway network, principally E. 902 Road. This could have isolated the remaining Residential/Office from E. 902 Road, requiring traffic to and from a higher-intensity designated area to travel through the residential-only, lower-intensity, neighborhood.

In this request, the applicant is proposing to maintain the Residential/Office land use, ensuring compatibility with the balance of the *K-10 & Farmer's Turnpike Plan* Future Land Use Map, while accounting for the electrical infrastructure development anticipated on the easterly adjacent site. The acquisition of additional land, and a 150 foot wide easement running along the northern portion of the proposed amendment, provides a limitation to the future development to the north of this portion of the land. This also has the effect of creating a "buffer" between this established utility use and the proposed mini-warehouse use, and any future development that could be proposed to the north of this site in the future. To further ensure the integrity of the gateway entry to the community, staff also would recommend the condition that no exterior storage shall be permitted within the Office/Research or Residential/Office designated areas included within this proposal. This will strengthen the gateway entry policies of both the *K-10 and Farmer's Turnpike Plan* and the *West of K-10 Plan* sector plans.

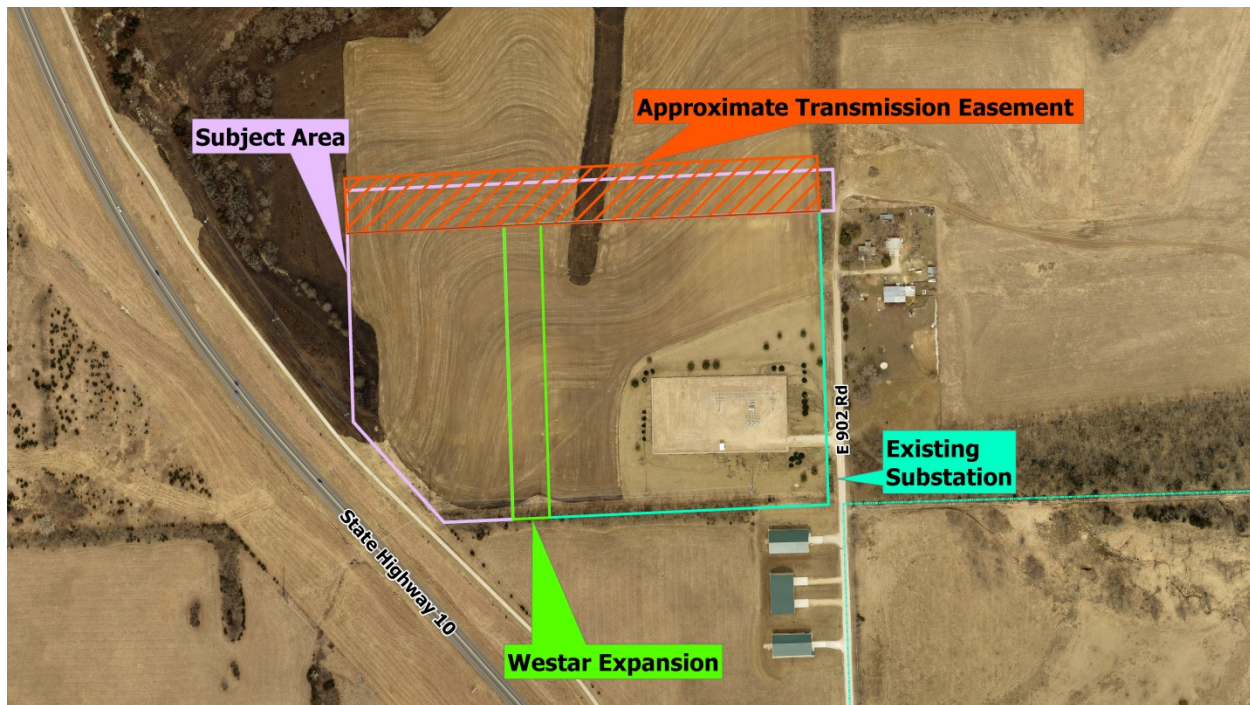


Figure 8: Staff Illustration of Land Considerations.

K-10 and Farmer's Turnpike Plan delineate an Office/Research land use as, "businesses involved in technology, research and scientific-related activities and/or office, office research activities that are designed in a campus like setting." This would translate to City zoning districts that are associated with this use including IBP (Industrial and Business Park District), IL (Limited Industrial District), and PD (Planned Development Overlay). However, as this property is not proposed for annexation into Lawrence and will maintain the existing Douglas County A (Agricultural) District, the requested use of mini-warehouses is consistent with the existing A Zoning District, requiring a Conditional Use Permit to be approved by the Planning Commission and Douglas County Board of County Commissioners prior to construction. If the property is annexed into the City of Lawrence, the most fitting zoning would then be the plan enumerated IBP (Industrial and Business Park District) or IL (Limited Industrial District). Given the existing substation use, and the proposed mini-warehouse use, both would be more consistent with the *K-10 and Farmer's Turnpike Plan* if designated as Office/Research instead of the current Residential/Office.

C. Does the proposed amendment a result from a clear change in public policy?

Applicant's Response: Yes. The approval of Rock Chalk Park and the Lawrence Recreation Center was an unanticipated change.

Staff's Response: Public policy has not changed regarding increasing the available industrially classified land. As the applicant has noted, the construction of Rock Chalk Park/Sports Pavilion Lawrence, coupled with the expansion of the Westar substation, have both modified the potential course for growth and development within this portion of the planning area. Overall, the potential development within this portion of the *K-10 & Farmer's Turnpike Plan* was envisioned to be contingent on the availability of City utility services.

Public policy also has not changed regarding growth management and industrial land uses. Development potential would need to be consistent with both the goals and policies of *Horizon 2020* and *K-10 & Farmer's Turnpike Plan*.

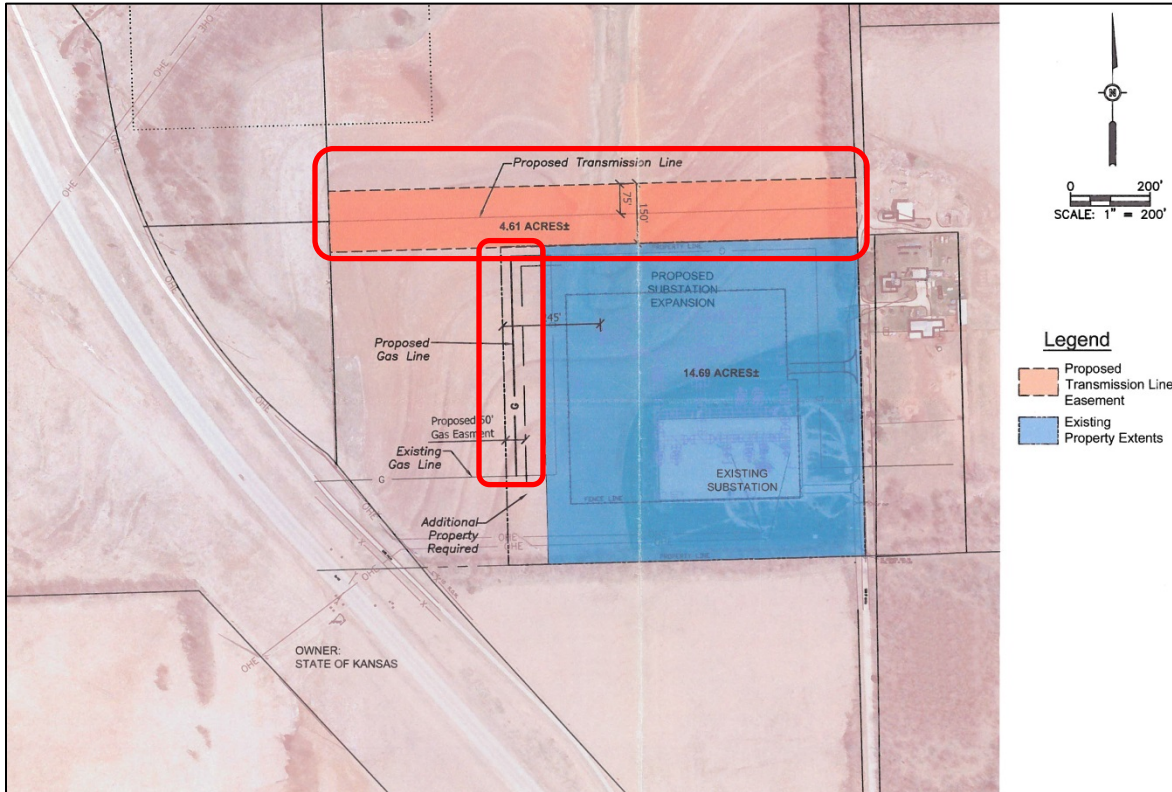


Figure 9: Weststar Substation Easement Locations

In addition, the following shall be considered for any map amendments:

A. Will the proposed amendment affect the adequacy of existing or planned facilities and services?

Applicant's Response: The proposed amendment will not have an effect on existing or planned facilities and services as it is a minor change from the existing plan.

Staff's Response: The properties are currently not being served by existing City services. Further review would be completed as part of the Conditional Use Permit review and approval process to address future service issues when the property is served.

B. Will the proposed change result in reasonably compatible land use relationships?

Applicant's Response: Yes. There is a small area where office/research is adjacent to residential/office but it will be separated using a green space buffer and the residential/office will "back up" to the office/ research.

Staff's Response: As initially proposed in 2014, the application would have an intensity conflict with the potential placement of residential directly adjacent to the Office/Research (utility/industrial) uses. However, the revised submission is seeking to place Residential/Office adjacent to the Office/Research uses, which would be more compatible given the development and uses potential for each specific district.

Staff finds this proposal would meet Goal 2 in Chapter 6 of *Horizon 2020*, ensuring a compatible transition between the higher-intensity development and less-intensive uses. Staff's initial recommendation introduces a green space buffer to mitigate potential conflicts, while ensuring the preservation of utility easements also present within this portion of the area. The applicant has incorporated a similar buffer into their concepts based on the previous Planning Commission discussion in 2014. With the location of a 150 foot-wide overhead electric line easement running east to west to the proposed substation expansion, and a 50 foot-wide gas line easement between the Office/Research requested portions, both easements will provide a clear separation and buffering potential from future adjacent land uses.

C. Will the proposed change advance the interests of the citizens of Lawrence and Douglas County as a whole, not solely those having immediate interest in the affected area?

Applicant's Response: Yes. The proposed plan will provide opportunities for tax base expansion and diversification. It will also provide a higher use for an area designated residential/office that is not desirable for that use.

Staff's Response: The expansion of available industrial land would specifically permit the mini-warehouse use, but could permit available land in this area to potentially attract other types of industrial uses in the future. This can be considered an advancement of the interests of the citizens of Lawrence and Douglas County if the potential is realized.

PROFESSIONAL STAFF RECOMMENDATION

Staff recommends approval of this Comprehensive Plan Amendment to *Horizon 2020*, including the *K-10 & Farmer's Turnpike Plan*, to change a portion of the designated land use from Residential/Office to Office/Research uses, subject to the condition that no exterior storage shall be permitted within the Office/Research designated areas, and recommends forwarding this Comprehensive Plan Amendment to the Lawrence City Commission and Douglas County Board of County Commissioners with a recommendation for approval.

The associated changes are reflected on pages:

- Cover: Amendment Date
- Page 3-3: 3.1.2.5: Industrial/Office/Research Land Uses
- Page 3-4: 3.1.2.7: Gateways
- Page 3-8: 3.2.1.5: Residential/Office
- Page 3-9: 3.2.1.7: Office/Research
- Page 3-11: Future Land Use Map

HORIZON 2020

The Comprehensive Plan for Lawrence and Unincorporated Douglas County

~~February 26, 2015~~ <DATE PENDING>
Amendment

Plan prepared by the Lawrence/Douglas County Metropolitan Planning Office based upon recommendations from the HORIZON 2020 Steering Committee.

Adopted by the Planning Commission on May 22, 1996.

Adopted by the City Commission January 28, 1997.

Douglas County Board of County Commissioners May 18, 1998.

HORIZON 2020

The Comprehensive Plan
for Lawrence and
Unincorporated Douglas County

1998 Revised Edition

HORIZON 2020 ADOPTED:

Lawrence/Douglas County Metropolitan Planning Commission	May 22, 1996
Lawrence City Commission	January 28, 1997
Douglas County Board of County Commissioners	May 18, 1998

AMENDMENTS SINCE ADOPTION:

1. Map 3-2-Inset, Future Land Use - City of Lawrence
Lawrence-Douglas County Metropolitan Planning Commission - December 17, 1997
Lawrence City Commission - February 17, 1998
2. Regarding Rural Development Issues and the Urban Growth Area Boundary (including a revised format)
Lawrence-Douglas County Metropolitan Planning Commission - April 29, 1998
Douglas County Board of County Commissioners - May 18, 1998
Lawrence City Commission - June 9, 1998
3. Extend the Urban Growth Area east of Noria (E1750) Rd
Lawrence-Douglas County Metropolitan Planning Commission - March 15, 2000
Douglas County Board of County Commissioners - March 22, 2000
Lawrence City Commission - April 11, 2000
4. Adding public health facilities text to Chapter Ten, Section Twelve concerning "Municipal Buildings and Facilities, Health Services"
Lawrence-Douglas County Metropolitan Planning Commission - February 28, 2001
Douglas County Board of County Commissioners - March 28, 2001
Lawrence City Commission - March 27, 2001
5. Updating of population projections in Chapter Two and modification of Table of Contents and Table and Figure listing
Lawrence-Douglas County Metropolitan Planning Commission - May 23, 2001
Douglas County Board of County Commissioners - August 15, 2001
Lawrence City Commission - June 12, 2001
6. Update to Chapter Twelve – Economic Development
Lawrence-Douglas County Metropolitan Planning Commission – October 22, 2003
Douglas County Board of County Commissioners - November 19, 2003
Lawrence City Commission - November 18, 2003
Effective date - December 1, 2003
7. Adoption of Revised Major Thoroughfares Maps - (Pages 8-5 and 8-6)
Lawrence-Douglas County Metropolitan Planning Commission – November 19, 2003
Douglas County Board of County Commissioners - December 15, 2003
Lawrence City Commission - December 30, 2003
Effective date - January 4, 2004
8. Expansion of the Urban Growth Area - (Pages 3-3, 3-5, and 4-3)
Lawrence-Douglas County Metropolitan Planning Commission – December 17, 2003
Douglas County Board of County Commissioners - November 19, 2003
Lawrence City Commission - January 20, 2004
Effective date - January 31, 2004

9. Update to Chapter Six – Commercial Land Use
Lawrence-Douglas County Metropolitan Planning Commission – October 22, 2003
Douglas County Board of County Commissioners - November 19, 2003
Lawrence City Commission - November 18, 2003
Effective date - March 16, 2004
10. Amendment to Chapter Six – Commercial Land Use
Lawrence-Douglas County Metropolitan Planning Commission – March 15, 2006
Douglas County Board of County Commissioners – September 11, 2006
Lawrence City Commission – August 8, 2006
Effective date – December 15, 2006
11. Update to Chapter Nine – Parks, Recreation and Open Space
Lawrence-Douglas County Metropolitan Planning Commission – September 25, 2006
Douglas County Board of County Commissioners – October 9, 2006
Lawrence City Commission - October 10, 2006
Effective date – January 5, 2007
12. Amendments to Chapters Four – Growth Management and Chapter Five – Residential Land Use
Lawrence-Douglas County Metropolitan Planning Commission – August 21, 2006
Douglas County Board of County Commissioners – October 18, 2006
Lawrence City Commission - December 19, 2006
Effective date – January 19, 2007
13. Amendments to Chapters Five –Residential Land Use (Figure 5-1)
Lawrence-Douglas County Metropolitan Planning Commission – February 26, 2007
Douglas County Board of County Commissioners – April 18, 2007
Lawrence City Commission – April 4, 2007
Effective date – May 4, 2007
14. Addition of Chapter Fourteen –Specific Plans
Lawrence-Douglas County Metropolitan Planning Commission – June 27, 2007
Douglas County Board of County Commissioners – August 20, 2007
Lawrence City Commission – August 14, 2007
Effective date – September 14, 2007
15. Amendment to Chapter Fourteen – Revised Southern Development Plan
Lawrence-Douglas County Metropolitan Planning Commission – November 28, 2007
Douglas County Board of County Commissioners – January 7, 2008
Lawrence City Commission – December 18, 2007
Effective date – January 18, 2008
16. Amendment to Chapter Fourteen – Southeast Area Plan
Lawrence-Douglas County Metropolitan Planning Commission – November 28, 2007
Douglas County Board of County Commissioners – January 28, 2008
Lawrence City Commission – January 15, 2008
Effective date – February 12, 2008
17. Amendment to Chapter Fourteen - Farmland Industries Redevelopment Plan
Lawrence-Douglas County Metropolitan Planning Commission – November 28, 2007
Douglas County Board of County Commissioners – March 31, 2008
Lawrence City Commission – March 11, 2008
Effective date – April 5, 2008

18. Amendments to Chapter Six – Commercial Land Use
Lawrence-Douglas County Metropolitan Planning Commission – February 27, 2008
Douglas County Board of County Commissioners – April 28, 2008
Lawrence City Commission – April 1, 2008
Effective date – May 21, 2008
19. Amendments to Chapter Six – Mixed Use District
Lawrence-Douglas County Metropolitan Planning Commission – April 23, 2008
Douglas County Board of County Commissioners – June 16, 2008
Lawrence City Commission – May 13, 2008
Effective date – July 9, 2008
20. Amendment to Chapter Fourteen – Amend the Southeast Area Plan
Lawrence-Douglas County Metropolitan Planning Commission – May 21, 2008
Douglas County Board of County Commissioners – July 14, 2008
Lawrence City Commission – June 24, 2008
Effective date – July 21, 2008
21. Amendment to Chapter Fourteen – Amend the Southeast Area Plan
Lawrence-Douglas County Metropolitan Planning Commission – September 22, 2008
Douglas County Board of County Commissioners – November 10, 2008
Lawrence City Commission – October 7, 2008
Effective date – December 1, 2008
22. Amendment to Chapter Six – Neighborhood Commercial Centers
Lawrence-Douglas County Metropolitan Planning Commission – October 20, 2008
Douglas County Board of County Commissioners – December 8, 2008
Lawrence City Commission – November 11, 2008
Effective date – December 18, 2008
23. Amendment to Chapter Six – Renumber Goal 3
Lawrence-Douglas County Metropolitan Planning Commission – October 20, 2008
Douglas County Board of County Commissioners – December 8, 2008
Lawrence City Commission – November 11, 2008
Effective date – December 18, 2008
24. Amendment to Chapter Fourteen – K-10 & Farmer's Turnpike Plan
Lawrence-Douglas County Metropolitan Planning Commission – November 17, 2008
Douglas County Board of County Commissioners – January 7, 2009
Lawrence City Commission – December 9, 2008
Effective date – January 11, 2009
25. Amendment to Chapter Six – Inner-Neighborhood Commercial Centers
Lawrence-Douglas County Metropolitan Planning Commission – November 17, 2008
Douglas County Board of County Commissioners – February 9, 2009
Lawrence City Commission – December 2, 2008
Effective date – March 1, 2009
26. Addition of Chapter Fifteen – Place Making Elements
Lawrence-Douglas County Metropolitan Planning Commission – May 21, 2008
Douglas County Board of County Commissioners – February 23, 2009
Lawrence City Commission – January 27, 2009
Effective date – March 17, 2009

27. Amendment to Chapter Fourteen – Lawrence SmartCode Infill Plan
Lawrence-Douglas County Metropolitan Planning Commission – May 21, 2008
Douglas County Board of County Commissioners – February 23, 2009
Lawrence City Commission – January 27, 2009
Effective date – March 17, 2009
28. Amendment to Chapter Fourteen – West of K-10 Plan
Lawrence-Douglas County Metropolitan Planning Commission – March 25, 2009
Douglas County Board of County Commissioners – May 6, 2009
Lawrence City Commission – June 9, 2009
Effective date – June 21, 2009
29. Update to Chapter Seven – Industrial and Employment-Related Land Use
Lawrence-Douglas County Metropolitan Planning Commission – April 22, 2009
Douglas County Board of County Commissioners – August 5, 2009
Lawrence City Commission – June 9, 2009
Effective date – August 15, 2009
30. Amendment to Chapter Four- Growth Management & Chapter Six – Rural Tourism Facilities
Lawrence-Douglas County Metropolitan Planning Commission – May 18, 2009
Douglas County Board of County Commissioners – June 24, 2009
Lawrence City Commission – August 18, 2009
Effective date – August 29, 2009
31. Amendment to Chapter Three – General Plan Overview-Remove Land Use Categories Table
Lawrence-Douglas County Metropolitan Planning Commission – September 21, 2009
Douglas County Board of County Commissioners – November 18, 2009
Lawrence City Commission – October 27, 2009
Effective date – November 25, 2009
32. Renumber the Implementation Chapter to Chapter Seventeen
Lawrence-Douglas County Metropolitan Planning Commission – September 21, 2009
Douglas County Board of County Commissioners – November 18, 2009
Lawrence City Commission – October 27, 2009
Effective date – November 25, 2009
33. Amendment to Chapter Fourteen – Oread Neighborhood Plan
Lawrence-Douglas County Metropolitan Planning Commission – January 27, 2010
Lawrence City Commission – September 21, 2010
Effective date – October 1, 2010
34. Amendment to Chapter to Chapter Fourteen – Chapter 13 reference
Lawrence-Douglas County Metropolitan Planning Commission – June 23, 2010
Douglas County Board of County Commissioners – October 27, 2010
Lawrence City Commission – October 19, 2010
Effective date – November 1, 2010
35. Amendment to Chapter to Chapter Seven – Add reference to K-10 & Farmer’s Turnpike Plan
Lawrence-Douglas County Metropolitan Planning Commission – July 26, 2010
Douglas County Board of County Commissioners – October 27, 2010
Lawrence City Commission – October 19, 2010
Effective date – November 1, 2010

36. Update to Chapter Eight - Transportation
Lawrence-Douglas County Metropolitan Planning Commission – September 20, 2010
Douglas County Board of County Commissioners – January 26, 2011
Lawrence City Commission – December 21, 2010
Effective date – February 7, 2011
37. Addition of Chapter Sixteen - Environment
Lawrence-Douglas County Metropolitan Planning Commission – August 23, 2010
Douglas County Board of County Commissioners – April 13, 2011
Lawrence City Commission – June 7, 2011
Effective date – June 23, 2011
38. Amendment to Chapter Fourteen – Southeast Area Plan Update
Lawrence-Douglas County Metropolitan Planning Commission – August 24, 2011
Lawrence City Commission – September 27, 2011
Douglas County Board of County Commissioners – November 19, 2011
Effective date – October 22, 2011
39. Amendment to Chapter Fourteen – Inverness Park District Plan
Lawrence-Douglas County Metropolitan Planning Commission – July 27, 2011
Lawrence City Commission – September 20, 2011
Douglas County Board of County Commissioners – November 12, 2011
Effective date – October 22, 2011
40. Amendment to Chapter Fourteen – Inverness Park District Plan
Lawrence-Douglas County Metropolitan Planning Commission – April 23, 2012
Lawrence City Commission – May 15, 2012
Douglas County Board of County Commissioners – June 13, 2012
Effective date – June 22, 2012
41. Amendment to Chapter Fourteen – 6th and Wakarusa Area Plan & Chapter Six – Commercial Land Use
Lawrence-Douglas County Metropolitan Planning Commission – June 25, 2012
Lawrence City Commission – July 10, 2012
Effective date – July 20, 2012
42. Amendment to Chapter Fourteen – Northeast Sector Plan
Lawrence-Douglas County Metropolitan Planning Commission – May 21, 2012
Lawrence City Commission – September 11, 2012
Douglas County Board of County Commissioners – June 13, 2012
Effective date – September 21, 2012
43. Amendment to Chapter Six – Auto Related Commercial Center Policies
Lawrence-Douglas County Metropolitan Planning Commission – January 28, 2013
Lawrence City Commission – March 12, 2013
Douglas County Board of County Commissioners – April 10, 2013
Effective date – April 26, 2013
44. Amendment to Chapter Fourteen – West of K-10 Amendment & Remove 6th & SLT Nodal Plan, & Chapter Six – CC600
Lawrence-Douglas County Metropolitan Planning Commission – February 27, 2013
Lawrence City Commission – March 26, 2013
Douglas County Board of County Commissioners – April 10, 2013
Effective date – May 10, 2013

45. Amendment to Chapter Six – Lawrence Existing Commercial Areas, S. Iowa Street (23rd Street to K-10) & Chapter Fourteen – Revised Southern Development Plan
Lawrence-Douglas County Metropolitan Planning Commission – May 20, 2013
Lawrence City Commission – June 18, 2013
Douglas County Board of County Commissioners – June 12, 2013
Effective date – June 28, 2013
46. Update to Chapter Eight – Transportation
Lawrence-Douglas County Metropolitan Planning Commission – August 26, 2013
Lawrence City Commission – October 8, 2013
Douglas County Board of County Commissioners – September 25, 2013
Effective date – October 28, 2013
47. Amendment to Chapter Six – Lawrence Existing Commercial Areas, W. 6th Street and Wakarusa Drive & Chapter Fourteen – An Area Plan for the Intersection Area of West 6th Street & Wakarusa Drive
Lawrence-Douglas County Metropolitan Planning Commission – April 21, 2014
Lawrence City Commission – May 13, 2014
Effective date – May 16, 2014
48. Amendment to Chapter Fourteen – West of K-10 Plan
Lawrence-Douglas County Metropolitan Planning Commission – December 15, 2014
Douglas County Board of County Commissioners – January 14, 2015
Lawrence City Commission – January 20, 2015
Effective date – February 3, 2015
49. Amendment to Chapter Fourteen – An Area Plan for the Intersection Area of West 6th Street & Wakarusa Drive
Lawrence-Douglas County Metropolitan Planning Commission – January 26, 2015
Lawrence City Commission – February 17, 2015
Effective date – February 26, 2015
50. Amendment to Chapter Fourteen – K-10 and Farmer's Turnpike Plan
Lawrence-Douglas County Metropolitan Planning Commission – <DATE PENDING>
Lawrence City Commission – <DATE PENDING>
Effective date – <DATE PENDING>

Transportation: State Highway access
Parcel Size: 200+ acres (with an additional 30 identified for Warehouse)
Floodplain: None
Slope: Minimal (0-3%)

The Southeast Industrial Area is located on the south side of East 23rd Street/Kansas Highway 10, south of East Hills Business Park. This area consists of general industrial land uses and it is anticipated this area will experience increased industrial development as noted in the Southeast Area Plan. That plan recommends less intense Industrial uses, such as Warehouse and Distribution and Office Research for approximately 30 acres south of N 1360 Road between E 1700 Road and E 1750 Road. The plan recommends more intense industrial uses for the roughly 200 acres for the area northwest of the intersection of 25th Terrace and Franklin Road, the area east of Franklin Road, north of E. 25th Street and N. 1360 Road, west of E. 1750 Road (Noria Road), and south of E. 23rd Street/K-10 Highway and the area north and south of Franklin Park Circle. Like East Hills Business Park, the Southeast Industrial Area will serve as the eastern gateway to the community. This site has access to Kansas Highway 10 and lies outside of the 100-year floodplain. The area is generally covered by minimal (0-3%) slopes.

- **Airport**

Transportation: Federal Interstate, State Highway, Air access
Parcel Size: 230+ acres
Floodplain: Approximately 10% of those 230 acres
Slope: Minimal; 0-3%

The Lawrence Municipal Airport, located in North Lawrence along US-24/40/59, is a newly developing industrial area of the community. Aviation enterprises are present and there is the potential for additional aviation and related enterprises. Currently, the airport is an island surrounded by some county industrial land use, but mostly agricultural land uses. As development continues to occur in neighboring Leavenworth County, the US-24/40/59 corridor will become a major thoroughfare. As the City begins initiating long-range planning activities for improved municipal services to and stormwater management within this area, development pressures will increase for this area. It is recommended by this Comprehensive Plan that annexation be a part of any industrial development proposed for this area. As this area evolves into a community gateway, development proposals are also encouraged to employ sound site planning and design principles to make this area an attractive one. Interfacings with surrounding properties and neighborhoods are also encouraged to minimize negative impacts and employ appropriate and compatible industrial and business activities.

The area around the Lawrence Municipal Airport best suited for industrial development generally lies southwest of the airport and North of I-70 and encompasses roughly 230 acres. This site has access to I-70, Highways 24 and 40, and the Lawrence Municipal Airport. The majority of the site lies outside of the regulatory floodplain; however, this site has unique challenges related to stormwater management that would need to be addressed during the development process. Slopes in this area are minimal (0-3%).

- **I-70 and K-10**

Transportation: Federal Interstate and State Highway access
Parcel Size: ~~540~~ 566 acres, with possibility of more
Floodplain: None
Slope: Mainly 0-3%

The I-70 and K-10 area lies generally north of N 1800 Road (Farmer's Turnpike) near the intersection of Kansas Highway 10 and I-70. The proposed area contains roughly 540 acres of industrial and office/research uses as identified in the *K-10 & Farmer's Turnpike Plan*. The area contains land of minimal slope (0-3%) and also lies outside of the 100-year floodplain. This area substantially meets the general locational criteria and will be an important future economic development area for the Lawrence community because of its prime location near the I-70 interchange, which also acts as the primary access point for the City of Lecompton. It may be possible to develop the site to a limited extent prior to the availability of urban services; however, intense development should wait until such time that the land is annexed and urban services are able to be provided. Over time, as this area develops, it will serve as a gateway to the City of Lawrence and would best be suited for Warehouse and Distribution uses, Industrial uses, Work-live Campus type centers and Industrial/Business/Research parks.

- **K-10 and Highway 40**

Transportation: State Highways (access to Federal Interstate within 2 miles)
Parcel Size: 300 Acres (split north and south of Highway 40)
Floodplain: None
Slope: Mainly 0-3%, with some 3-7%

This area generally lies to the west of K-10 Highway on both the north and south sides of Highway 40 and is detailed in the West 6th Street/K-10 Nodal Plan. The area contains approximately 300 acres and lies outside of the 100-year floodplain. The area is located adjacent to both Highway 40 and K-10 Highway, as well as being in close proximity to I-70. The site has mostly minimal slopes (0-3%) with some 3-7% slopes. Over time, as this area develops, it will serve as a gateway to the City of Lawrence and would be best suited for Warehouse and Distribution uses, Industrial uses, Work-live Campus type centers and Industrial/Business/Research parks.

- **Eudora North & Eudora South**

Areas have been generally identified on the east side of Eudora, both north and south of K-10 Highway that would be appropriate for Industrial development. It is recommended that Eudora annex both areas prior to development.

- **Baldwin City**

The Comprehensive Plan already identifies that a general area to the west of the current Baldwin City limits would be ideal for industrial development at such time that the City of Baldwin is able to provide utilities to the site. Baldwin City is currently in the process of drafting and adopting a comprehensive plan and therefore any decisions regarding specific locations for this site should wait until that process is complete.

- **Highway 56 and Highway 59**

Specific Plans

- **6th and Wakarusa Area Plan**

Location: The intersection of 6th Street and Wakarusa Drive

Adoption Date: December 2, 2003 by Lawrence City Commission

REVISED

July 10, 2012 by Lawrence City Commission

REVISED

May 13, 2014 by Lawrence City Commission

REVISED

February 17, 2015 by Lawrence City Commission

Review Date: 2017

- **HOP District Plan**

Location: Bordered by W. 5th St. on the north, California St. on the west, W. 7th St. on the south and Alabama St. on the east.

Adoption Date: May 10, 2005 by Lawrence City Commission

Review Date: 2010

- **Burroughs Creek Corridor Plan**

Location: Area around the former BNSF railroad corridor between E. 9th St. and E 31st St.

Adoption Date: February 14, 2006 by Lawrence City Commission

Review Date: 2011

- **East Lawrence Neighborhood Revitalization Plan**

Location: Bordered by the Kansas River on the North; Rhode Island Street from the Kansas River to E. 9th Street, New Hampshire Street from E. 9th Street to approximately E. 11th Street, Massachusetts Street from approximately E. 11th Street to E. 15th Street on the west; E. 15th Street on the south; BNSF railroad on the east.

Adoption Date: November 21, 2000 by Lawrence City Commission

Review Date: 2010

- **Revised Southern Development Plan**

Location: Bounded roughly to the north by W. 31st Street and the properties north of W. 31st Street between Ousdahl Road and Louisiana Street; to the west by E. 1150 Road extended(Kasold Drive); to the south by the north side of the Wakarusa River; and to the east by E. 1500 Road (Haskell Avenue).

Adoption Date: December 18, 2007 by Lawrence City Commission

January 7, 2008 by Douglas County Board of Commissioners

REVISED

June 18, 2013 by Lawrence City Commission

June 12, 2013 by Douglas County Board of Commissioners

Review Date: 2017

- **Southeast Area Plan**

Location: Bounded roughly to the north by E. 23rd Street/K-10 Highway; to the west by O'Connell Road; to the south by the northern boundary of the FEMA designated floodplain for the Wakarusa River; and to the east by E. 1750 Road (Noria Road).

Adoption Date: January 8, 2008 by Lawrence City Commission
January 28, 2008 by the Douglas County Board of Commissioners
REVISED
June 14, 2008 by Lawrence City Commission
July 24, 2008 by Douglas County Board of Commissioners
REVISED
October 7, 2008 by Lawrence City Commission
November 10, 2008 by Douglas County Board of Commissioners
UPDATED
September 27, 2011 by Lawrence City Commission
November 11, 2011 by Douglas County Board of Commissioners

Review Date: 2021

- **Farmland Industries Redevelopment Plan**

Location: The former Farmland Industries property is located east of Lawrence along K-10 Highway and just west of the East Hills Business Park. It is approximately one half mile south of the Kansas River.

Adoption Date: March 11, 2008 by Lawrence City Commission
March 31, 2008 by Douglas County Board of Commissioners

Review Date: 2013

- **K-10 & Farmer's Turnpike Plan**

Location: Generally located around the intersection of I-70 and K-10 and to the east approximately four miles.

Adoption Date: December 9, 2008 by Lawrence City Commission
January 7, 2009 by Douglas County Board of Commissioners
[REVISED](#)
[<ADOPTION DATE> by Lawrence City Commission](#)
[<ADOPTION DATE> by Douglas County Board of Commissioners](#)

Review Date: 2019

- **Lawrence SmartCode Infill Plan**

Location: General areas are: 19th St. and Haskell Ave., 23rd St. and Louisiana St.

Adoption Date: January 27, 2009 by Lawrence City Commission
February 23, 2009 by Douglas County Board of Commissioners

Review Date: 2019

- **West of K-10 Plan**

Location: Generally located north and south of Highway 40 and west of K-10 Highway. It does contain some land east of K-10 Highway

Adoption Date: June 9, 2009 by Lawrence City Commission

May 6, 2009 by Douglas County Board of Commissioners

REVISED

March 26, 2013 by Lawrence City Commission

April 10, 2013 by Douglas County Board of Commissioners

Review Date: 2019

- **Oread Neighborhood Plan**

Location: Generally located between W. 9th Street and W. 17th Street and between the KU campus and Massachusetts Street.

Adoption Date: September 28, 2010 by Lawrence City Commission

Review Date: 2020

- **Inverness Park District Plan**

Location: Generally located south of Clinton Parkway between Inverness and Crossgate Drives, and north of K-10 Highway.

Adoption Date: September 20, 2011 by Lawrence City Commission

November 12, 2011 by Douglas County Board of Commissioners

REVISED

May 15, 2012 by Lawrence City Commission

June 13, 2012 by Douglas County Board of Commissioners

Review Date: 2021

- **Northeast Sector Plan**

Location: Generally located north and east of Lawrence and north of the Kansas River to the Douglas County line.

Adoption Date: September 11, 2012 by Lawrence City Commission

June 13, 2012 by Douglas County Board of Commissioners

Review Date: 2022

K-10 & Farmer's Turnpike Plan

Lawrence-Douglas County Planning Office

Lawrence-Douglas County Planning Commission 11/17/08

Lawrence City Commission 12/9/08

Douglas County Board of County Commissioners 1/7/09

[Amended: <DATE PENDING>](#)



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Section 1: Introduction

1.1 Purpose

The purpose of the *K-10 & Farmer's Turnpike Plan* is to outline specific land use goals, policies and recommendations for the planning area shown on Map 1-1, while being consistent with the overall adopted comprehensive plan for the community. Portions of the planning area are adjacent to the city of Lawrence and because of its proximity to the city and interstate highways, it is likely to be an area of intense development pressure. The plan outlines future land uses for the planning area to be used as a guide for urban development only after annexation into the city of Lawrence occurs. This plan does not annex property nor does it rezone property upon adoption. These types of requests are typically requested by the property owners and/or developers that have stake in such property and wish to develop within the city of Lawrence.

The plan should fit like a puzzle piece into the larger context of the surrounding street, utility, and land use network of the entire community. Logical connections between the planning area and adjacent neighborhoods are a key factor in the development of the plan. The recommendations contained within this plan are intended to guide the area's growth patterns as the development of the K-10 Highway and Farmer's Turnpike area occurs within the city of Lawrence. The plan identifies appropriate land uses along an arterial road corridor and a highway interchange that aid in meeting a recognized need for industrial/employment center opportunities that will support the general health and prosperity of the region.

It is expected that development in the planning area will occur within the span of decades as the market demands and as urban services are able to be provided. It is anticipated that rural and agricultural uses will continue to be present as the planning area urbanizes. Because of the long timeframe of the plan, it should be reviewed on a regular basis.

1.2 Description of Planning Area

The *K-10 and Farmer's Turnpike Plan* planning area is located northwest of the city of Lawrence (see Map 1-1) and southeast of the city of Lecompton, in northern Douglas County, Kansas. The planning area contains approximately 4,075 acres and encompasses portions of Sections 17 and 18 of the Lecompton Township, portions of Sections 14, 15, 16, 21, 22, and 23 of the Wakarusa Township, and portions of Sections 19, 20, and 30 of the Kanwaka Township.

The planning area boundaries are: E 800 Road on the west, approximately $\frac{3}{4}$ of a mile north of the Farmer's Turnpike (N 1800 Road/County Hwy 438) on the north, approximately $\frac{1}{4}$ of a mile east of E 1200 Road from the north boundary to Grand Vista Drive extended on the east and E 902 Road from approximately N 1750 Road to approximately $\frac{1}{2}$ of a mile north of W. 6th Street (Hwy 40), and approximately N 1750 Road from E 902 Road to approximately $\frac{1}{4}$ of a mile east of E 1200 Road and approximately $\frac{1}{2}$ of a mile north of W. 6th Street (Hwy 40) from E 800 Road to E 900 Road on the south. See Map 1-1. Approximately half of the planning area is located outside the Lawrence Urban Growth Area (UGA), as currently identified in *Horizon 2020*. Those portions of the planning area that are located within the UGA, are located in service area 4 which is the outer most service area in *Horizon 2020*.



The dominant character of the planning area is rural in nature although a variety of uses surround the planning area. I-70 and a toll plaza are major elements within the area. North of the planning area is predominantly rural in nature with some rural residential uses and agriculture crop uses. East of the planning area is primarily industrial along with the Westar power plant. Urban density residential uses are south of the planning area, but mainly to the east. Rural uses are also south of the planning area, but the area is urbanizing from the south towards the planning area. West of the planning area is rural in nature. While the areas described are outside of the planning area boundaries, they can influence the land use development patterns within the K-10 Highway and Farmer's Turnpike area.

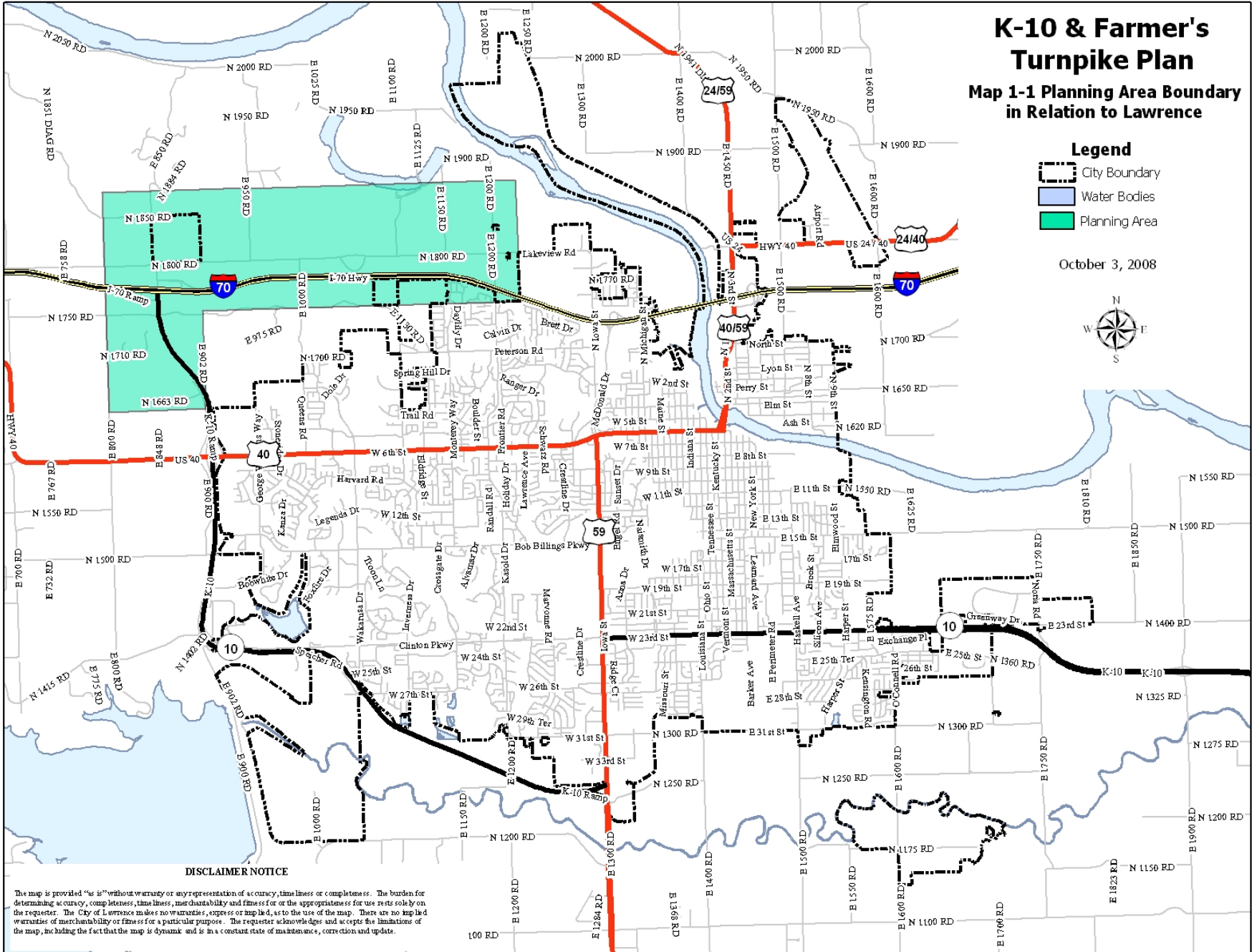
The planning area contains a wide range of ownership parcel sizes with the largest being approximately 186 acres to approximately 1,378 square feet. The planning area boundaries and parcel composition are illustrated in Map 1-2.

K-10 & Farmer's Turnpike Plan

Map 1-1 Planning Area Boundary in Relation to Lawrence

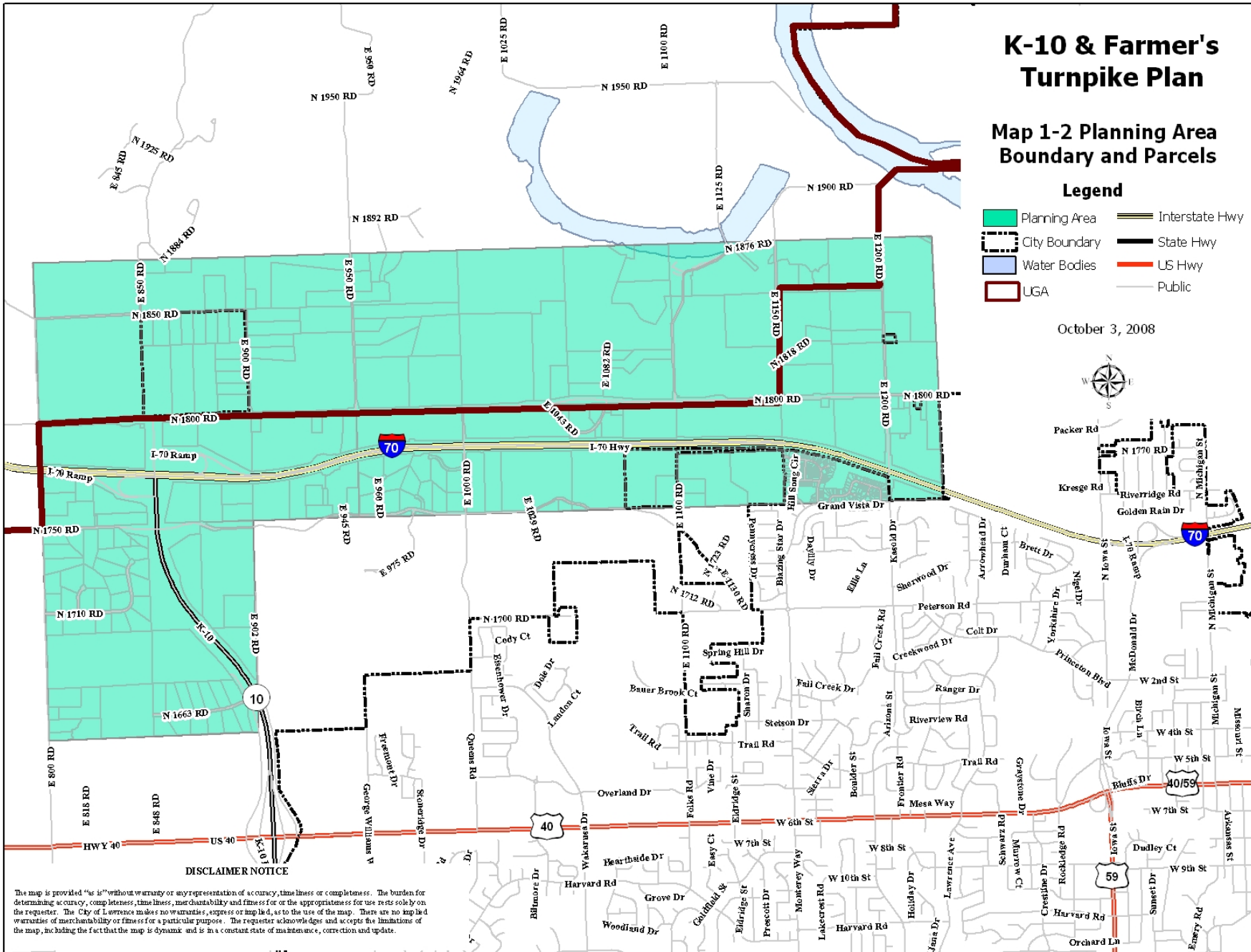
- Legend**
-  City Boundary
 -  Water Bodies
 -  Planning Area

October 3, 2008



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1.3 Background

The Kansas Turnpike travels through the planning area as it travels through Lawrence and Douglas County. The Kansas Turnpike is 50 years old and extends 236 miles from Kansas City, Kansas to the Oklahoma border south of Wichita. 32,755,932 vehicles traveled the Turnpike in 2006.¹ The Lecompton, Lawrence: K-10 interchange (Exit 197) opened in November of 1996 and is the western Kansas Turnpike interchange in Douglas County that serves the planning area. It connects the Kansas Turnpike to K-10 Highway which was also completed in November of 1996. K-10 Highway, also known as the South Lawrence Trafficway (SLT), takes traffic from the Kansas Turnpike and from US Hwy 40, south to US Hwy 59, south of Lawrence.

The city of Lecompton is a destination located approximately 3 miles northwest of the planning area. Lecompton has a long history beginning in 1854 when it was founded and originally called "Bald Eagle". Lecompton became the capital of the Kansas Territory in 1855. Its early history as the territorial capital revolved around gaining Kansas' entrance into the Union as a pro-slave state. That effort failed as the free-state supporters ultimately prevailed and led to the political birth of the Civil War. The free-state leaders moved the capital to Topeka when Kansas became a state in 1861. Much of that early history is on display in Lecompton². Farmer's Turnpike (N 1800 Road) and the Lecompton interchange play an important role in directing tourists to Lecompton. The Farmer's Turnpike was the original highway between Lecompton and Lawrence before I-70 (Kansas Turnpike) was completed in 1956.

The Kansas Territory was opened to settlement in May of 1854. Soon after the territory was opened, abolitionists from New England rushed to the area in an effort to keep the territory from becoming pro-slavery. Lawrence is said to be one of the few cities founded purely for political reasons. The founding group named the town after the financier of the expedition, Amos Lawrence. Lawrence also acted as an important stop on the Underground Railroad, helping escaped slaves reach freedom safely. On August 21, 1863, William Quantrill assembled a group of men in Missouri and rode into Lawrence. The raiders entered the city "to burn every house and kill every man." Additionally, Lawrence is located between the two trails, the Oregon and the Santa Fe Trails. After the Civil War ended in 1865, railroads rapidly pushed across the Great Plains and wagon trails became obsolete³.

Most recently the city of Lawrence has been growing and developing to the south and west of the central city. Development proposals to the north and west of the city of Lawrence, within the Urban Growth Area (UGA), have become more frequent in recent years. The completion of Free State High School in 1997 also spurred development on the west side of Lawrence. *Horizon 2020* includes policies that encourage development to city standards within the UGA.

¹ Kansas Turnpike Authority, <http://ksturnpike.com/history.shtml>

² Lecompton Kansas Historical Society, <http://lecomptonkansas.com/>

³ Lawrence Convention and Visitor's Bureau, <http://www.visitlawrence.com/>

1.4 Industrial and Employment Related Development

There is a recognized need to foster job creation and industrial space in the community, with a particular deficiency of large tract industrial space (approximately 100 acres and greater). *Horizon 2020*, the city and county's comprehensive long-range plan, identifies many goals, policies and strategies as to how to grow and develop the city of Lawrence and Douglas County as a whole. Chapter 7 – Industrial and Employment-Related Land Use of *Horizon 2020* lists a strategy of “increasing the community's involvement in economic development in order to secure a job growth goal of 20,000 total new jobs in Douglas County by the year 2020”. The K-10 & Farmer's Turnpike area can assist in reaching this goal by supporting areas for potential industrial and office/research development. The area lends itself as an ideal location for industrial and employment center development because of the access to both a federal interstate and a state highway. Additionally, there is an opportunity to develop large parcels on land that contains minimal slopes. The intent is not to locate all of those potential jobs within the planning area but to spread them out across the city and county in existing and new industrial areas to address the different needs of the potential employers.

Historically, industry has developed in clusters throughout the city. Some examples of existing industrial areas are the Santa Fe Industrial area, the Burroughs Creek Corridor, the Union Pacific Railroad Corridor and the East Hills Business Park. The East Hills Business Park specifically was developed in the 1980's by a partnership between the city of Lawrence, Douglas County and the Chamber of Commerce as a way to fulfill the need for industrial space. Presently, East Hills is almost fully built out, with only a few small lots available for development along with one large tract consisting of approximately 87 acres on the east side of the park.

ECO² is an advisory board to the Lawrence City Commission and Board of County Commissioners of Douglas County created in order to develop a long-term plan for the identification, evaluation and selection of land for both industrial/business parks and open space preservation. They presented their report in 2007 which outlines a long-term plan of public/private partnership that satisfies their goals of the advancement of industrial/business park and open space preservation. The ECO² report, in conjunction with *Horizon 2020* provides a methodology to weigh specific criteria to identify and recommend a number of new business and industrial development locations in the city of Lawrence and unincorporated Douglas County. Some of the criteria used to identify and recommend locations for industrial development include being generally located in close proximity to major transportation networks, contains land that has minimal average slope, be in an area that lies outside of the regulatory floodplain, and have the potential for large tract development.

1.5 Policy Framework

Horizon 2020 serves as the overall planning guide and policy document for this plan. In addition to *Horizon 2020*, guiding policy is also obtained in other adopted physical element plans. Together, these plans provide the general “umbrella” policies under which this plan is developed. Listed, these plans are:

- *Horizon 2020*, the Comprehensive Plan for Lawrence and Unincorporated Douglas County. Lawrence-Douglas County Metropolitan Planning Office. 1998 as amended.
- *Transportation 2030*, Lawrence/Douglas County Long Range Transportation Plan. Lawrence/ Douglas County Metropolitan Planning Office and Parsons Brinkerhoff. March 26, 2008.
- *Lawrence-Douglas County Bicycle Plan*, Lawrence/Douglas County Metropolitan Planning Office. May 2004.
- *Northwest Plan*, Lawrence/Douglas County Metropolitan Planning Office. January, 1997.
- *Lawrence Parks & Recreation Department A Comprehensive Master Plan*. Leon Younger & PROS. 2000.
- *City of Lawrence, Kansas Water Master Plan*. Black & Veatch. December 2003.
- *City of Lawrence, Kansas Wastewater Master Plan*. Black & Veatch. December 2003.
- *2008-2013 Capital Improvement Plan*. City of Lawrence. June 26, 2007.

Section 2 - Existing Conditions

The inventory and analysis of existing conditions in this plan are intended to serve as a resource and background for the recommendations included in Section 3 of this plan.

2.1 Land Uses

2.1.1 Existing Land Uses

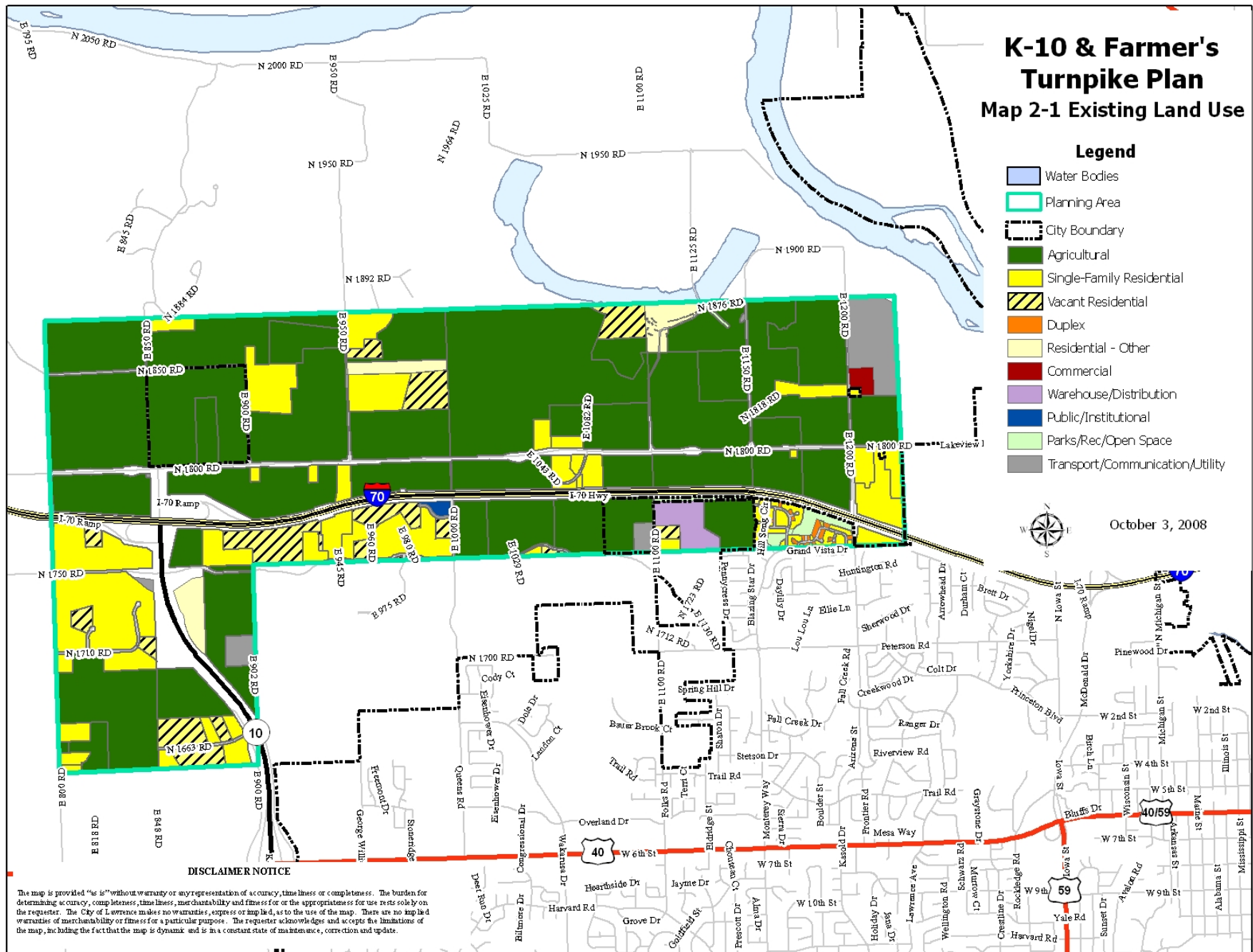
There are currently a variety of land uses within the planning area. The planning area has approximately 3,609 acres of land dedicated to uses other than public rights-of-way. The source information for the existing land use summary and map are based on the County Appraisers' land use code and updated by planning staff. Agricultural uses, in the form of row crops, pasturelands, and farms are the prominent land uses and encompass approximately 2,569 acres of land. As the area urbanizes, these agricultural uses will be reused for more urban uses and this category is not carried forward to the future land use map. Remaining open spaces in an urbanized environment are referred to as park or open space.

The second largest land use category is single-family residential use with approximately 593 acres. The single-family residential use category is property with one dwelling unit located on it. The *Land Development Code* defines a dwelling unit as, "one room, or a suite of two or more rooms, designed for or used by one family or housekeeping unit for living and sleeping purposes and having only one kitchen or kitchenette". The single-family residential use is seen within the planning area in both the rural and urban form. There are three rural subdivisions and two urban subdivisions platted within the planning area. The urban subdivisions are a mix of single-family and duplex residential uses.

The remaining land is designated a variety of uses ranging from open space to public/institutional uses. The category identified as residential-other is mainly used to identify a situation near Lakeview Lake where the property is owned by a homeowners association but the individual homes are privately owned. The existing land uses are shown on Map 2-1 and the planning area breakdown is described in Table 2-1.

TABLE 2-1: EXISTING LAND USE SUMMARY

Land use	Acres
Agricultural	2,568.60
Single-Family Residential	593.57
Vacant Residential	203.83
Duplex	6.00
Residential - Other	69.58
Commercial	9.980
Warehouse/Distribution	33.998
Public/Institutional	4.972
Parks/Rec/Open Space	22.69
Transport/Communication/Utility	95.72
TOTAL	3,608.94



2.1.1 *Historic Resources*

Currently, there are no sites or structures listed on the National, State or Local Register of Historic Places within the planning area. However some resources have been identified as having the potential to qualify for listing. At the time that these sites or structures are listed, those resources should be protected and preserved in accordance with local, state and national preservation law.

The planning area is located within the Freedom Frontier National Heritage Area. This is an area encompassing 41 counties in Kansas and Missouri. A National Heritage Area, as defined by the National Parks Service, U.S. Department of Interiors, is “a place designated by the United States Congress where natural, cultural, historic and recreational resources combine to form a cohesive, nationally-distinctive landscape arising from patterns of human activity shaped by geography. These areas tell nationally important stories about our nation and are representative of the national experience through both the physical features that remain and the traditions that have evolved within them.” Currently the Freedom Frontier National Heritage Area is in the process of completing a management plan to set out goals, objectives, suggest alternative approaches for development, management, preservation, conservation, interpretation, and/or marketing for the area.

The Lawrence-Douglas County region has been the epicenter of conflicts that still define American values, and its struggles to achieve them. The issues of slavery’s abolition, the forced immigration of Native American nations and the inspiring resilience of those nations in the face of oppression, the voluntary immigration of settlers along the Santa Fe and Oregon Trails, and the final resolution of racial segregation in our public schools a century later – all these belong to the story of the Freedom’s Frontier National Heritage Area. This story continues to evolve, to define and influence who we are today, in the region and as a nation.⁴

⁴ Freedom’s Frontier National Heritage Area, <http://www.freedomsfrontier.org>

2.2 Zoning Patterns

The planning area encompasses approximately 4,075 acres of land including public rights-of-ways and most of which is located within the unincorporated area of Douglas County. The majority of the planning area that is located within unincorporated Douglas County is zoned A (Agriculture District). This is mainly used for row crops, pasture land and farm purposes. There are four areas zoned A-1 (Suburban Homes District) which are mainly large lot residential subdivisions. The remainder of the planning area within unincorporated Douglas County is zoned R-1 (Single-Family Residential), I-3 (Heavy Industrial) and VC (Valley Channel) Districts. See Map 2-2.

The planning area also includes three areas that are within the city of Lawrence. One area is developed with single-dwelling and multi-dwelling zoning districts. A second area is zoned GPI (General Public and Institutional) and OS (Open Space). These areas include park space and a sanitary sewer pump station. The third area within the city limits is located in the northwest portion of the planning area and is zoned for industrial uses. This area is not yet developed.

Table 2-2 County Zoning Classifications

County Zoning	District Name	Comprehensive Plan Designation
A	Agricultural	Agriculture
A-1	Suburban Homes	Very Low-Density Residential
R-1	Single-Family Residential	Low-Density Residential
I-3	Heavy Industrial	Industrial
VC	Valley Channel	N/A

Table 2-3 City Zoning Classifications

City Zoning	District Name	Comprehensive Plan Designation
RS10	Single-Dwelling Residential (10,000 sq. feet per dwelling unit)	Low-Density Residential
RS7	Single-Dwelling Residential (7,000 sq. feet per dwelling unit)	Low-Density Residential
RM12D	Multi-Dwelling Residential Duplex (12 dwelling units per acre)	Medium-Density Residential
IG	General Industrial	Warehouse and Distribution or Industrial
GPI	General Public and Institutional	N/A
OS	Open Space	N/A

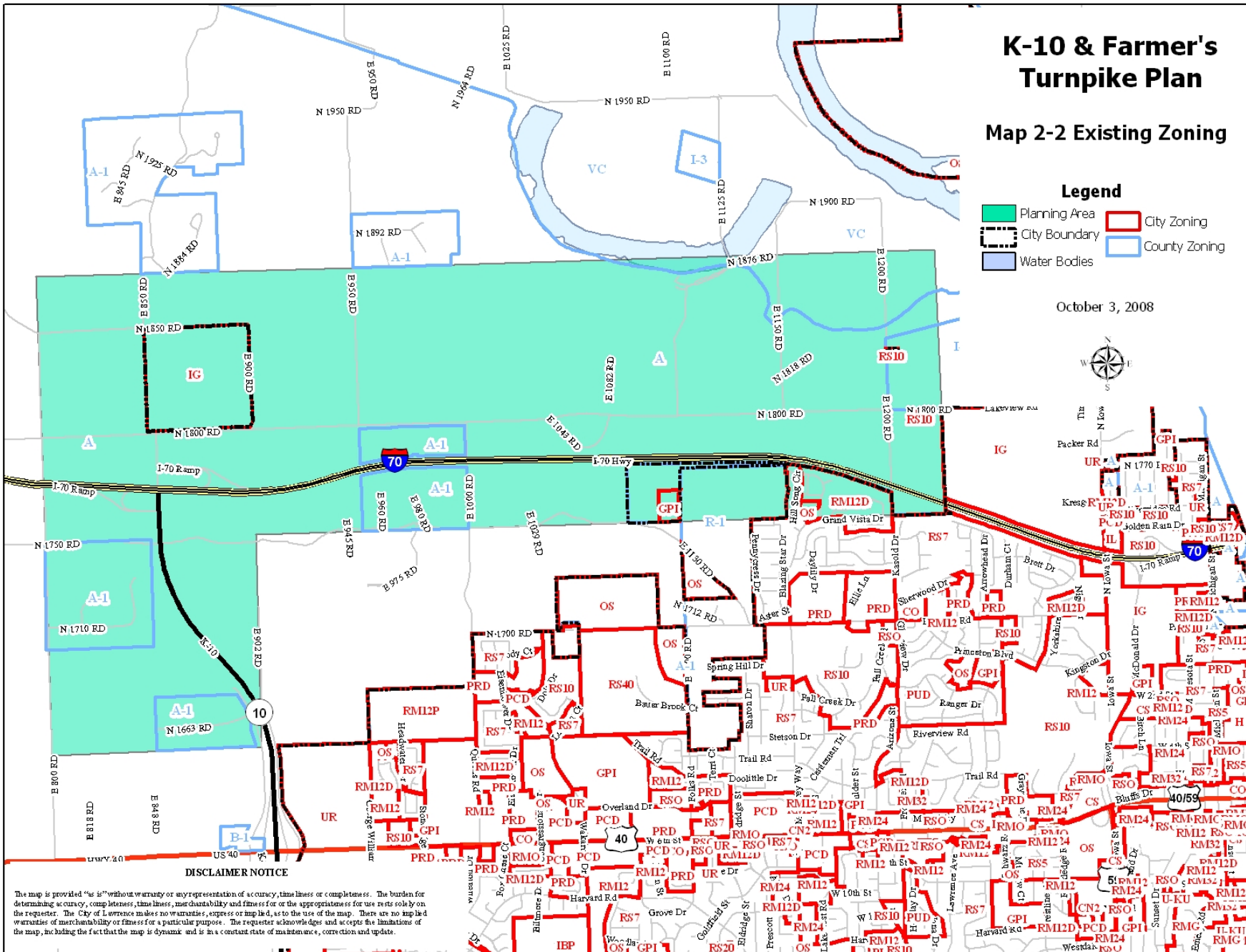
K-10 & Farmer's Turnpike Plan

Map 2-2 Existing Zoning

Legend

- Planning Area
- City Zoning
- City Boundary
- County Zoning
- Water Bodies

October 3, 2008



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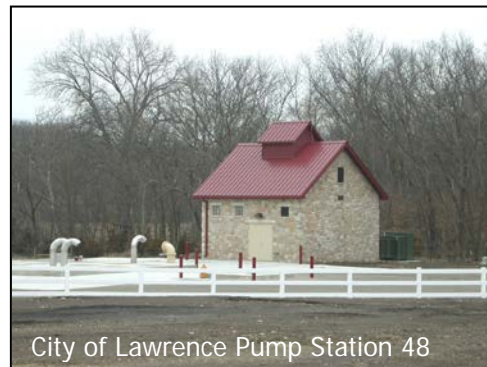
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2.3 Infrastructure

2.3.1 Water and Wastewater Infrastructure

A summary of the existing water utilities is shown on Map 2-3 and wastewater utilities (sanitary sewer) is shown on Map 2-4. Municipal water and wastewater is provided to those properties that are within the current city limits. Properties that are within the planning area, but outside the city limits, are served by Douglas County Rural Water District #1, #6 or private wells, and private septic systems.

The city of Lawrence sanitary sewer infrastructure does not extend outside the current city limits. Pump Station 48 (PS 48) was recently completed to provide for growth in the northwest area of Lawrence and is located just south of E 1100 Road and I-70. The Department of Utilities is currently underway with a project to extend a gravity interceptor line west from PS 48 to the area within the city limits, north of W. 6th Street, between Queens Road and K-10 Highway. Based on the adopted sanitary sewer master plan, this interceptor line is being designed to allow for future service to the I-70 corridor within the current urban growth area (UGA) as identified in *Horizon 2020*. The currently adopted 2003 Water and Wastewater Master Plans do not address areas outside of the UGA. As such, the majority of the area north of N 1800 Road within the planning area has not yet been evaluated for water and sanitary sewer service as a part of utilities master plan. An update to the sanitary sewer master plan is in the preliminary stages at this time. The plan update will address the areas within the planning area that have not previously been evaluated.



The majority of the planning area, which is located outside of the Lawrence city limits, is currently served by Douglas County Rural Water District's #1 and #6. The city of Lawrence water distribution mains currently extend to the intersection of E 1200 Road (Kasold Drive) and N 1800 Road (Lakeview Road); Wakarusa Drive and E 1000 Road (Queens Road) and US Hwy 40 (W. 6th Street) and K-10 Highway.

2.3.2 Stormwater Infrastructure

A summary of the existing stormwater utilities, channels, and natural streams are shown on Map 2-4. There is a small amount of stormwater collected by an enclosed stormwater pipe system within portions of the planning area that are within the city limits. The majority of the stormwater is handled by open channels and streams. The stormwater drains to the north, by way of the tributaries, to Lake View Lake and the Kansas River.

2.3.3 Gas Infrastructure

The planning area includes two natural gas lines. One is owned by Southern Star Gas and it crosses the southwestern portion of the planning area. The second is owned by Williams Natural Gas and it crosses the planning area on the southwest portion and crosses again on the eastern portion of the planning area. See Map 2-5.

2.3.4 Electric Infrastructure

There are currently two electric companies that service the planning area. Generally, Kaw Valley Electric services the western side of the planning area and Westar services the eastern side. Large electric transmission lines also travel through the planning area. See Map 2-5.

K-10 & Farmer's Turnpike Plan

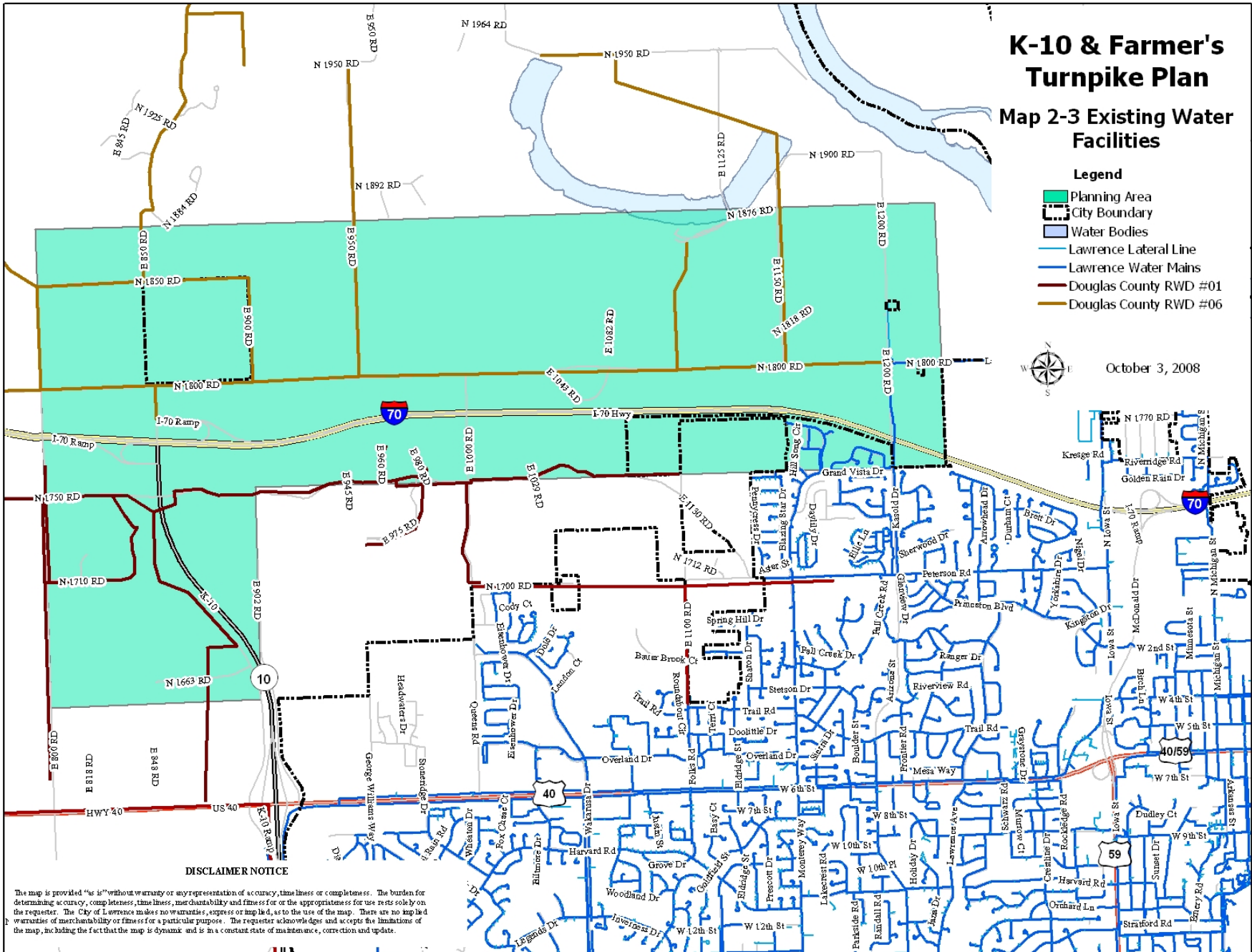
Map 2-3 Existing Water Facilities

Legend

- Planning Area
- City Boundary
- Water Bodies
- Lawrence Lateral Line
- Lawrence Water Mains
- Douglas County RWD #01
- Douglas County RWD #06



October 3, 2008



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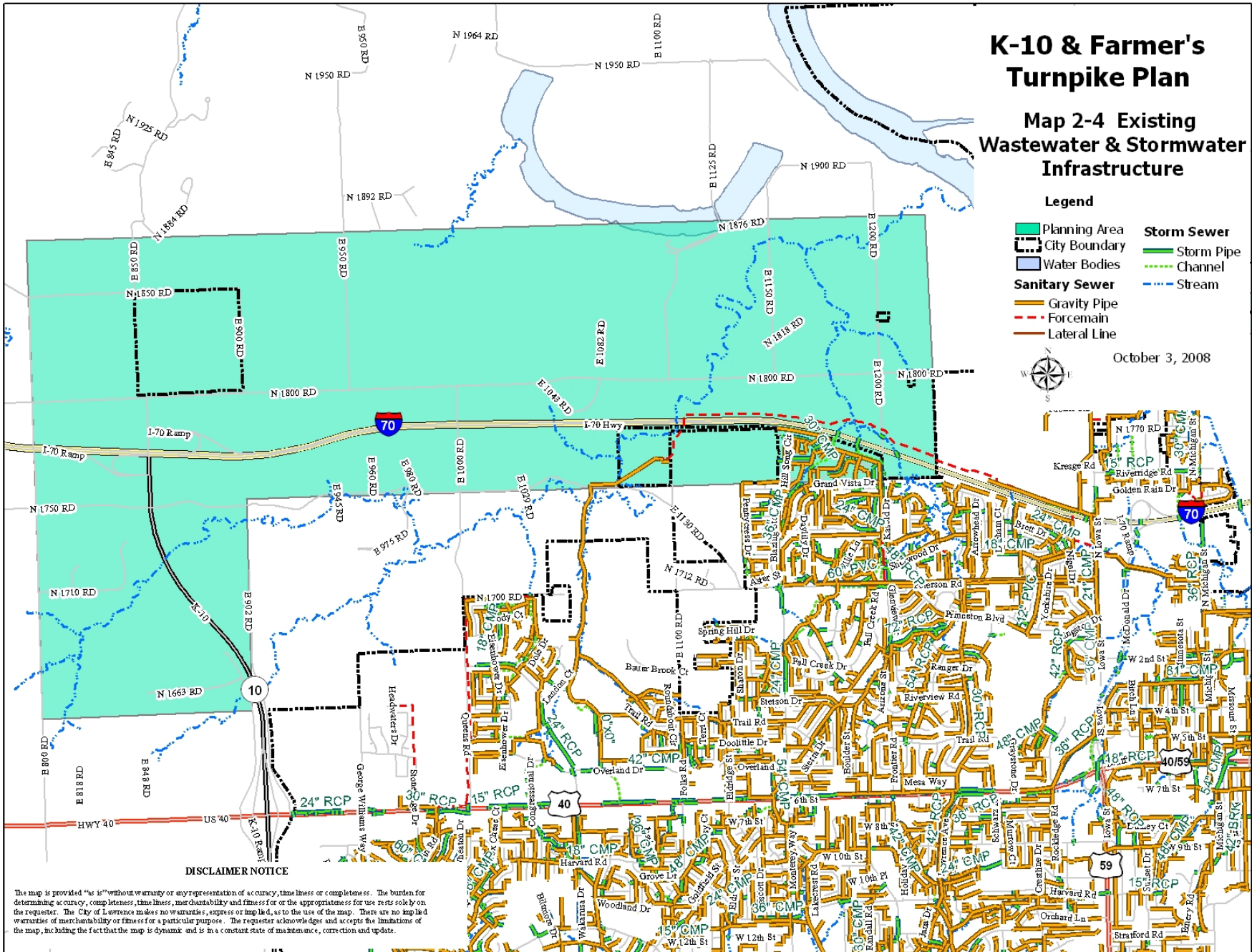
K-10 & Farmer's Turnpike Plan

Map 2-4 Existing Wastewater & Stormwater Infrastructure

Legend

- Planning Area
- City Boundary
- Water Bodies
- Sanitary Sewer Gravity Pipe
- Sanitary Sewer Forcemain
- Sanitary Sewer Lateral Line
- Storm Sewer Storm Pipe
- Storm Sewer Channel
- Stream

October 3, 2008



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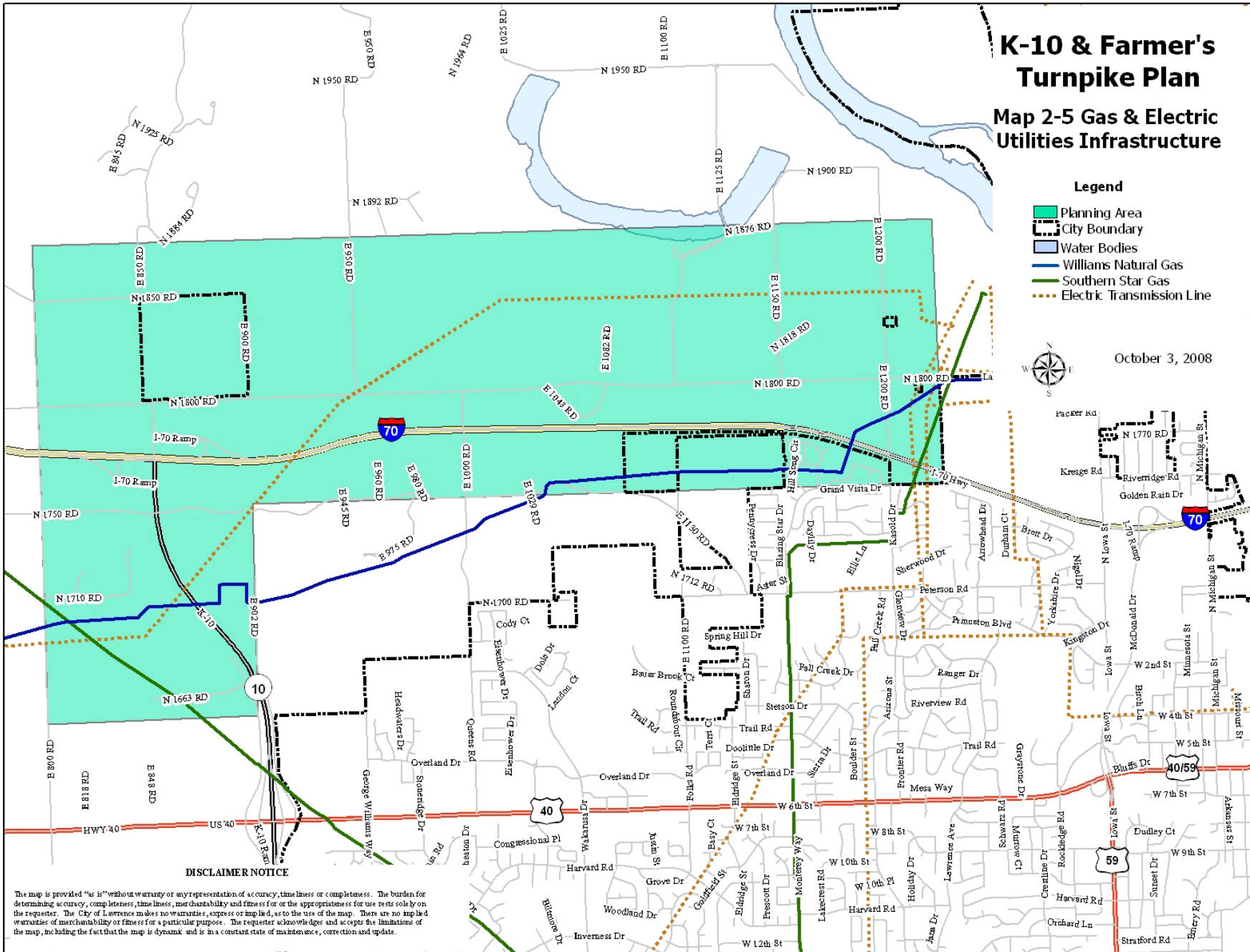
K-10 & Farmer's Turnpike Plan

Map 2-5 Gas & Electric Utilities Infrastructure

Legend

- Planning Area
- City Boundary
- Water Bodies
- Williams Natural Gas
- Southern Star Gas
- Electric Transmission Line

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2.3.3 Transportation

2.3.3.1 Streets

Transportation 2030 (T2030) is the comprehensive, long-range transportation plan for the metropolitan area. T2030 designates streets according to their functional classification or their primary purpose. These functional classifications are shown on Map 2-6. The classification system can be described as a hierarchy from the lowest order, (local streets) that serve to provide direct access to adjacent property, to (collector streets) that carry traffic from local streets, to major thoroughfares (arterial streets) that carry traffic across the entire city. Freeways and expressways are the highest order of streets and are designed with limited access to provide the highest degree of mobility to serve large traffic volumes with long trip lengths.



T2030 does not identify collector streets for the entire planning area. T2030 is updated at least every 5 years. This area should be fully studied during the next update to address the future street network.

2.3.3.2 Gateways

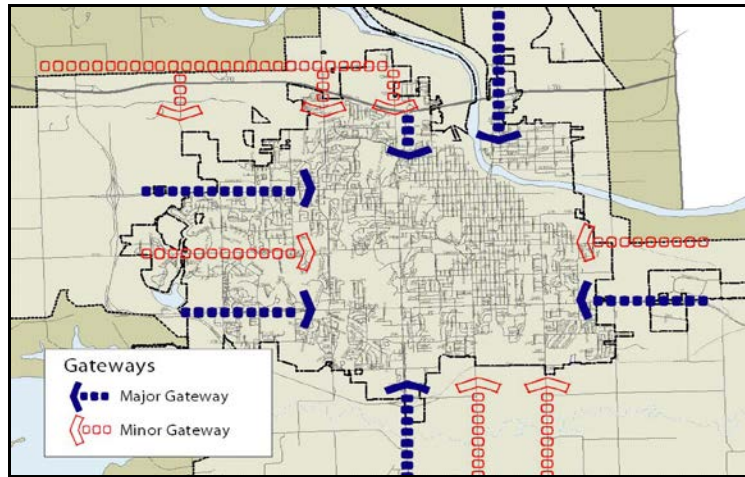
Chapter 2 of T2030 discusses and identifies minor and major gateway into and out of Lawrence. T2030 states, "Gateways are locations on transportation corridors that define the entrances to cities. These provide visitors with a first impression of the city and often indicate the transition from rural to urban land uses. As such, cities desire to make these locations as attractive and informative as possible. As noted in T2030 in Figure 2.4, there are several roadways that represent gateways into the city of Lawrence or into smaller communities within the region that should be reviewed for aesthetic and informational enhancements when they are improved."

T2030 identifies Farmer's Turnpike (N 1800 Road/County Hwy 438) and E 1000 Road (Queen's Road) as minor gateways into Lawrence based on the corporate boundaries shown in Figure 2.4 of T2030. The interchange of K-10 Highway and I -70 will be a gateway into Lawrence when and as development occurs within the city, and provides the greatest opportunity to develop with quality site planning, building materials, signs and other elements that create a sense of place. Also, K-10 Highway and I-70 are identified as truck routes into and out of Lawrence.

Additionally the I-70/K-10 Highway interchange is a gateway into Lecompton. The "Lecompton Interchange", as it is referred to by the Kansas Turnpike Authority, is the only gateway into the city of Lecompton from I-70.

T2030 Figure 2.4

Lawrence Gateways



2.3.3.3 Transit



Lawrence has a public transportation system (The T) which operates throughout the city. This system allows people to travel to other areas of the city without relying on a personal automobile. There are currently no transit routes that travel into the planning area.

2.3.3.4 Bicycle Facilities

Lawrence and Douglas County have a joint bicycle plan for the community, the *Lawrence-Douglas County Bicycle Plan*. This plan identifies existing and future bicycle routes, lanes, and multi-use paths. A bicycle route is a network of streets to enable direct, convenient and safe access for bicyclists. A bicycle lane is a separate space designated with striping, signage or pavement markings for exclusive use by bicycles within a street. A multi-use path is a separate path adjacent to and independent of the street and is intended solely for non-motorized travel.



Currently, there is only one existing bicycle facility within the planning area. There is an existing multi-use path along the east side of K-10 Highway to E 1130 Road. There is a future bike lane identified to connect E 1100 Road (Folks Road) to Monterey Way by way of Hunters Hill Drive. Existing bike routes are identified along N 1800 Road (Farmer's Turnpike/County Hwy 438 and Lakeview Road) through the planning area and from N 1800 Road (Farmer's Turnpike and Lakeview Road) along E 1200 Road (Kasold Drive) to I-70. Future multi-use paths are identified along E 1130 Road, E 1000 Road (Queens Road) and Kasold Drive from I-70 to the south, out of the planning area. These facilities are shown on Map 2-7.

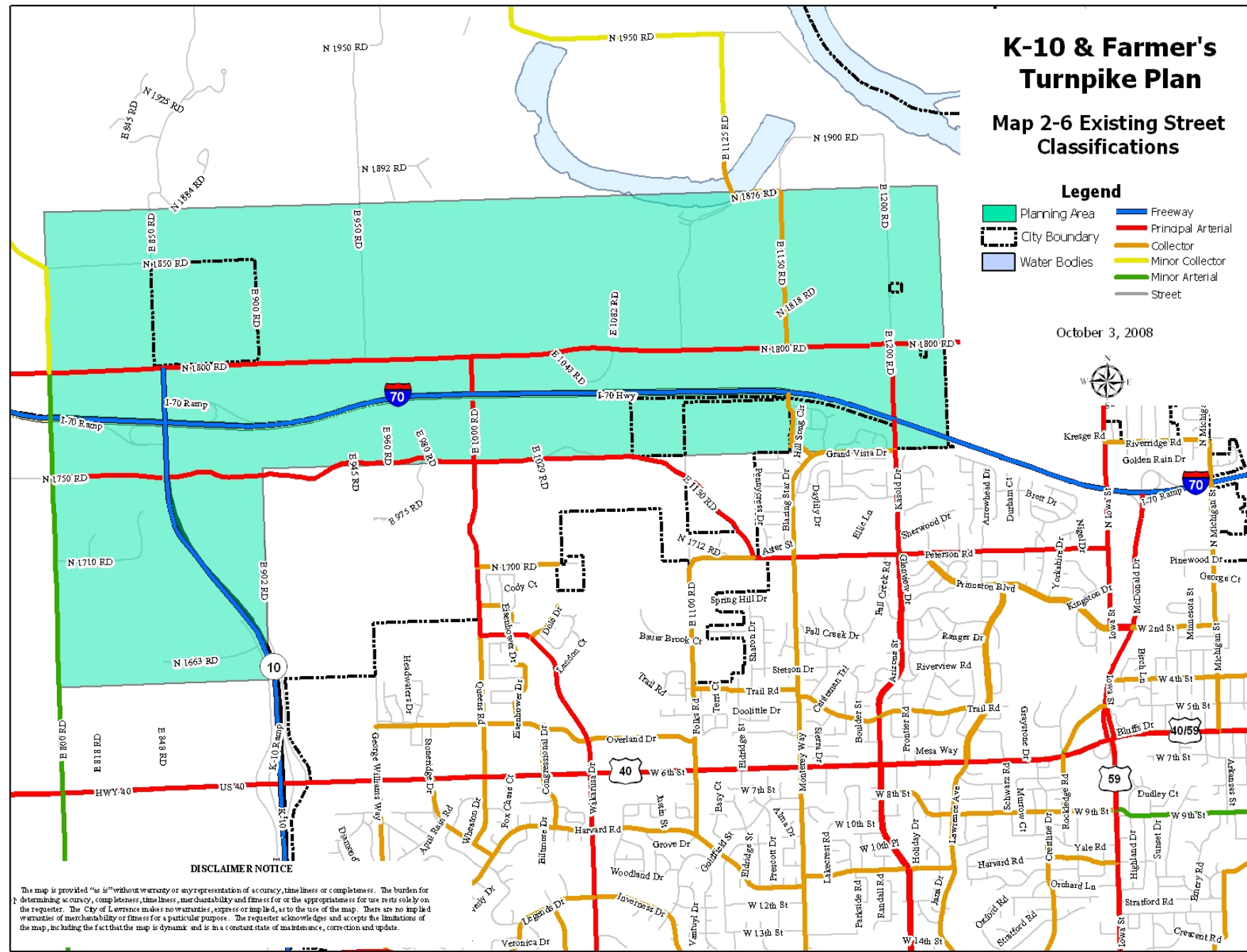
K-10 & Farmer's Turnpike Plan

Map 2-6 Existing Street Classifications

Legend

- Planning Area
- City Boundary
- Water Bodies
- Freeway
- Principal Arterial
- Collector
- Minor Collector
- Minor Arterial
- Street

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2.4 Environmental Conditions

The planning area is made up of several drainage basins. The drainage basins drain into the Kansas River or Lake View Lake. There is Federal Emergency Management Agency (FEMA) designated floodplain and floodway located within the planning area. These are areas around Baldwin Creek, Deerfield Creek, Lake View Lake and the Kansas River. See Map 2-8. The floodplain is any land area susceptible to being inundated by flood waters from any source. The floodway is the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Developing in the floodplain is allowed both in the city and in the county based on the corresponding regulations. No development is allowed in the floodway except for flood control structures, road improvements, easements and rights-of-way, or structures for bridging the floodway. This helps to protect drainage ways that lead to Lake View Lake and the Kansas River and wetland areas such as Lake View Lake.

Three significant water features either run through or are in portions of the planning area. Lakeview Lake, a privately owned lake located in the northeast portion of the planning area, is an old oxbow of the Kansas River and one of Kansas's only naturally created lakes. This lake is shallow and contains areas of wetlands. Baldwin Creek and Deerfield Creek are both creeks that drain into the Kansas River and help take stormwater out of the planning area.

The majority of the undeveloped land within the planning area is either forest land or non-native grass land which is mainly used for cattle grazing. The planning area also contains areas of prairie, cultivated land and areas of land that are a part of the Conservation Reserve Program. See Map 2-9 for a summary and locations.



There is a wide range of topography within the planning area. The high points are along the western side of the planning area north of I-70 and in the southwestern portion around K-10 Highway. The low points are along the eastern side of the planning area where Baldwin Creek cuts through the planning area. The northeast corner of the planning area, which is also encumbered by floodplain, is relatively flat. The area in the middle contains the most abrupt grade change which continues with rolling hills to the west. A lack of steep slopes is

considered to be a beneficial factor for urban and industrial/employment center development. See Map 2-10 and Map 2-11. Detailed topographic surveys will be required as individual properties are developed.




K-10 & Farmer's Turnpike Plan

Map 2-8 Watersheds, Streams & Floodplain

Legend

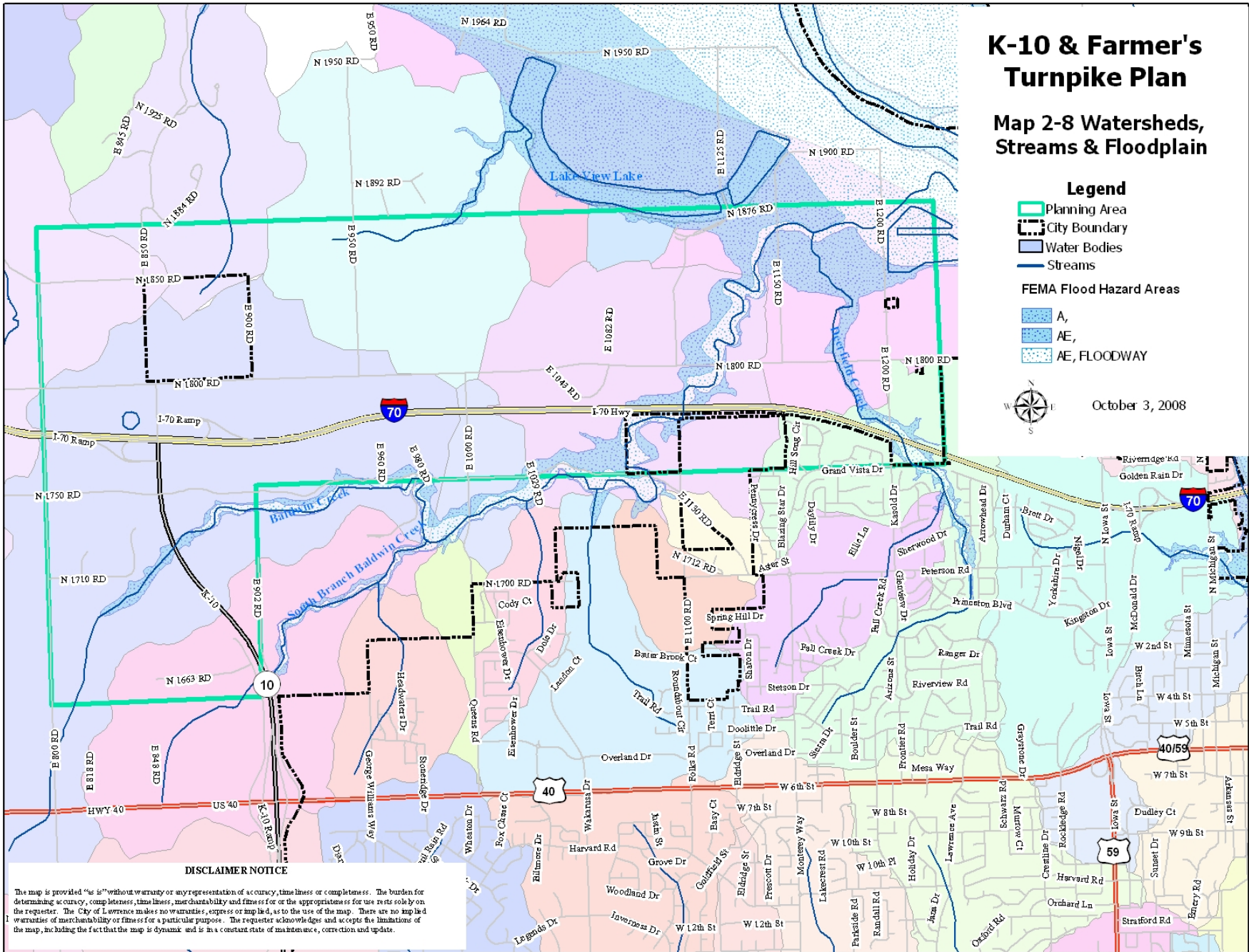
-  Planning Area
-  City Boundary
-  Water Bodies
-  Streams

FEMA Flood Hazard Areas

-  A,
-  AE,
-  AE, FLOODWAY



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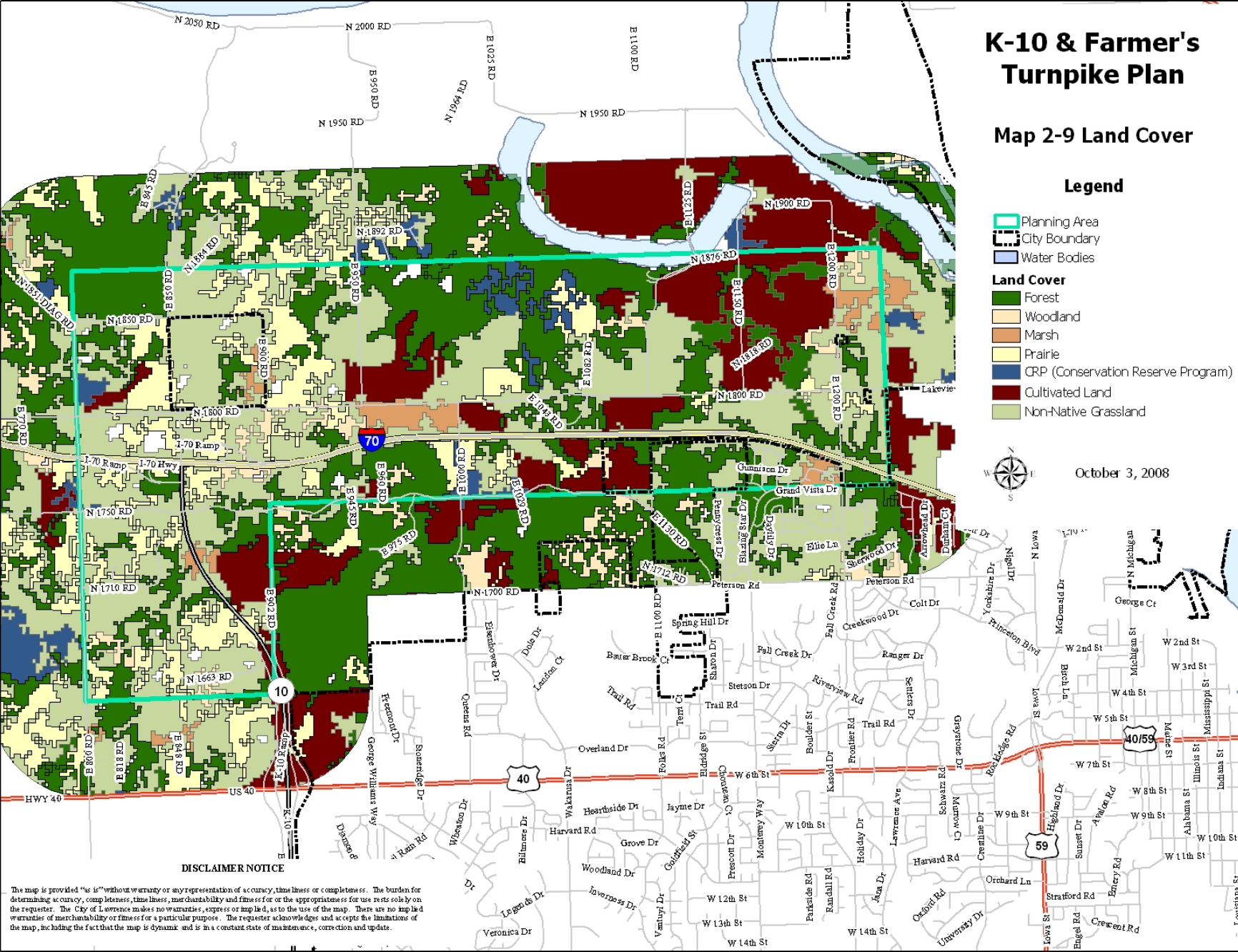
Map 2-9 Land Cover

Legend

-  Planning Area
-  City Boundary
-  Water Bodies
- Land Cover**
-  Forest
-  Woodland
-  Marsh
-  Prairie
-  CRP (Conservation Reserve Program)
-  Cultivated Land
-  Non-Native Grassland



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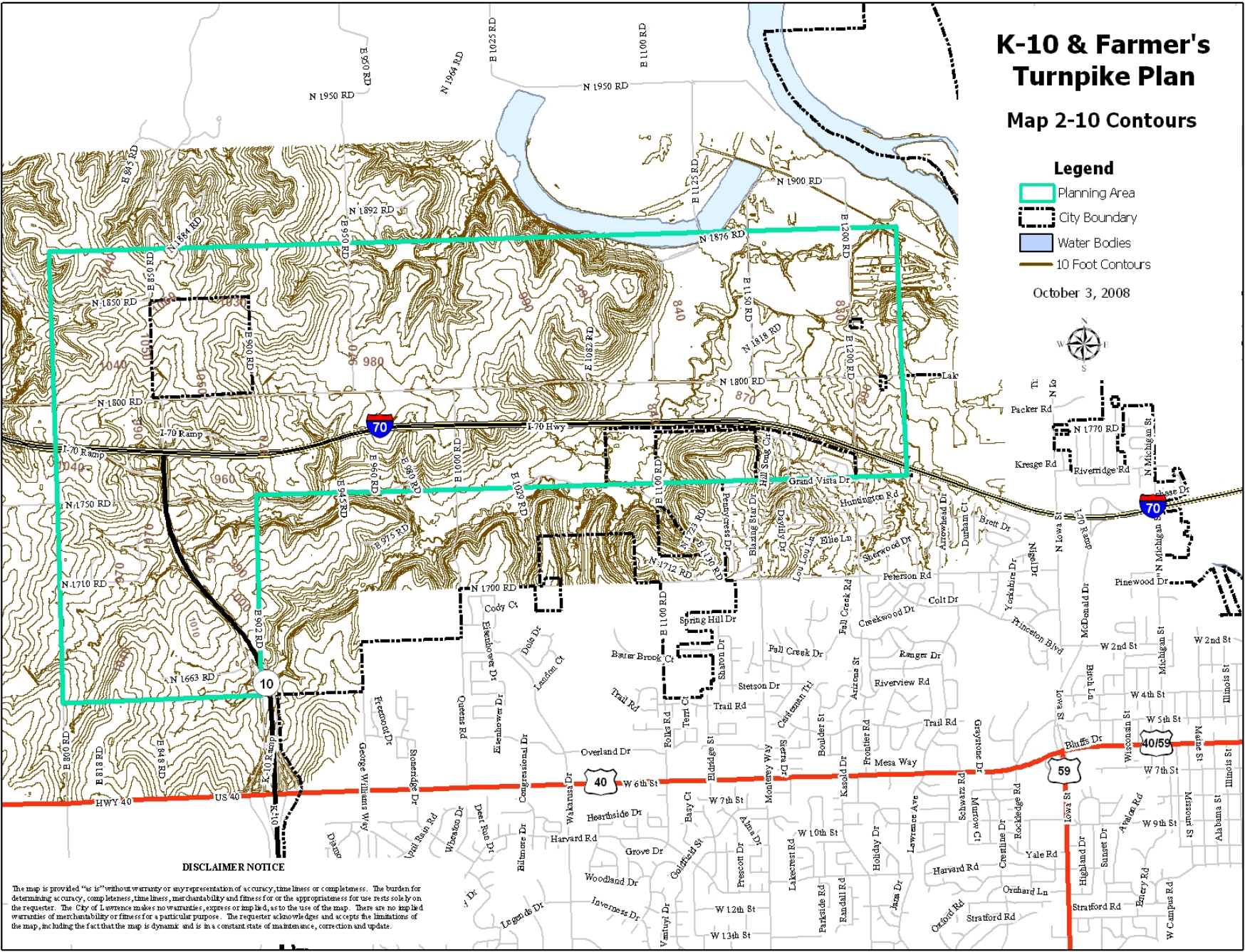
K-10 & Farmer's Turnpike Plan

Map 2-10 Contours

Legend

- Planning Area
- City Boundary
- Water Bodies
- 10 Foot Contours

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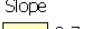


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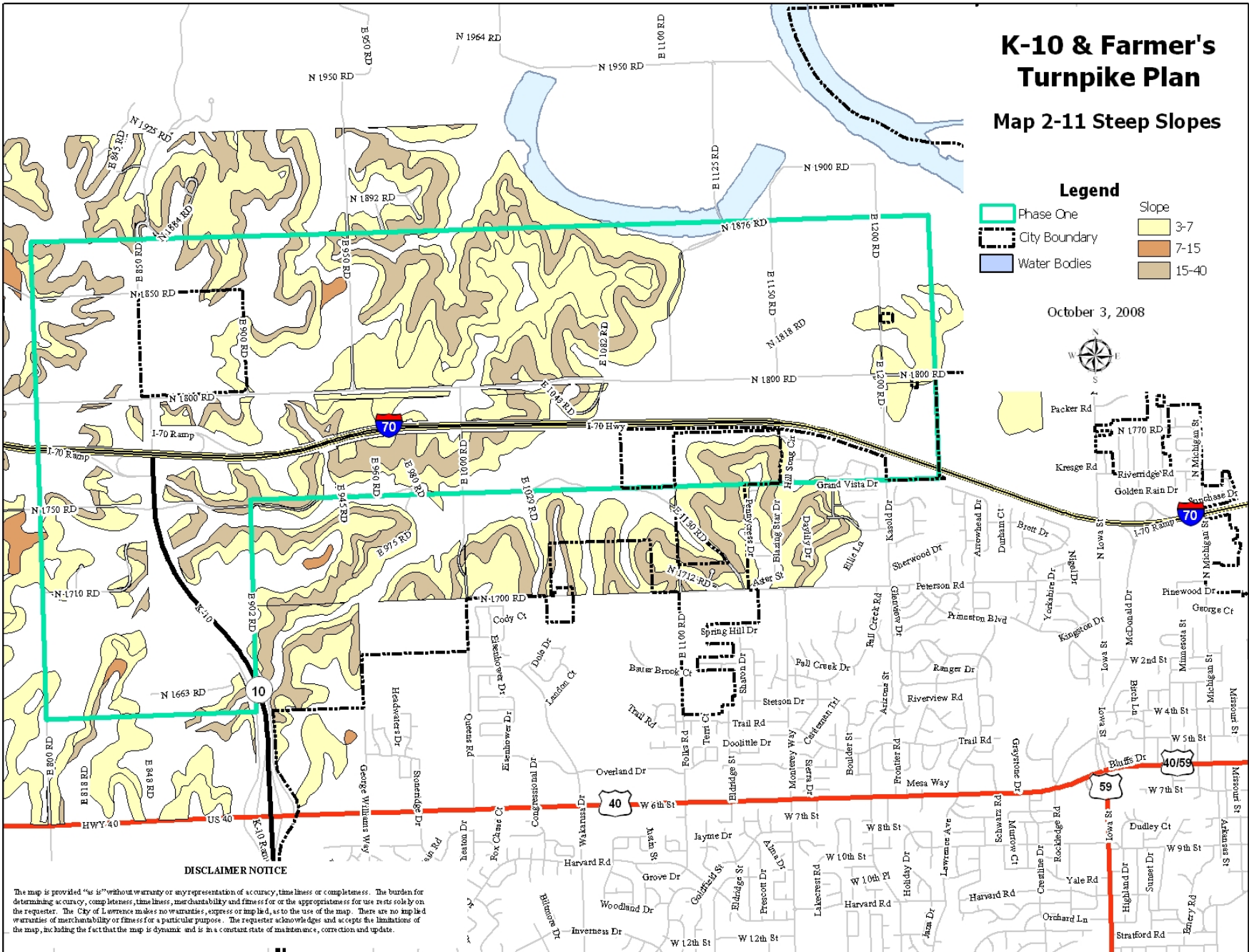
K-10 & Farmer's Turnpike Plan

Map 2-11 Step Slopes

Legend

-  Phase One
-  City Boundary
-  Water Bodies
-  Slope 3-7
-  Slope 7-15
-  Slope 15-40

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2.5 Community Facilities

Community facilities are services provided either by government or non-government agencies for the benefit of, and use of, the community. Most of the community facilities including urban public services, schools, fire/medical, law enforcement, developed parks, etc., are located to the east and south of the planning area within the city of Lawrence. See Map 2-12.



The planning area is located within the Lawrence Public School District (USD 497) and the Perry-Lecompton School District (USD 343). The Lawrence School District covers the southwest portion and the northeast portion of the planning area. The students currently within the Lawrence School District attend either Langston

Hughes Elementary or Deerfield Elementary for elementary school; West Junior High or Central Junior High for junior high; and Free State High for high school. The students currently within the Perry-Lecompton school district attend Lecompton Elementary School, Perry-Lecompton Middle School and Perry-Lecompton High School.

Currently, there are three public or institutional land uses within the planning area. These uses include Stonegate Park, Lecompton Township fire department and Morning Star Christian Church. It is anticipated that additional park areas will be developed within the planning area, as the area urbanizes. There is currently land adjacent to the planning area to the south, along N 1750 Road which is owned by the city. This land is undeveloped and identified as a future park. This park would serve the planning area once developed.

The planning area will be served partially by Lawrence-Douglas County Fire & Medical Station Number 3, an existing facility located on W. 6th Street between Kasold and Monterey Way and partially by township fire departments. The Lecompton Township Fire Department has a station on N 1800 Road, northwest of the I-70/K-10 Highway interchange. A future Fire & Medical station location west of the intersection of K-10 Highway and W. 6th Street is identified for 2009-2010 in the city of Lawrence *2008-2013 Capital Improvement Plan*. A more in depth study will need to be conducted to ultimately locate the facility and to address emergency response time issues as the city grows and develops to the west.



Law enforcement would be shared between the City of Lawrence Police Department and the Douglas County Sheriff's Department, depending on whether the property is within the city or in the county. Both are located in the Law Enforcement Center in downtown Lawrence.

K-10 & Farmer's Turnpike Plan

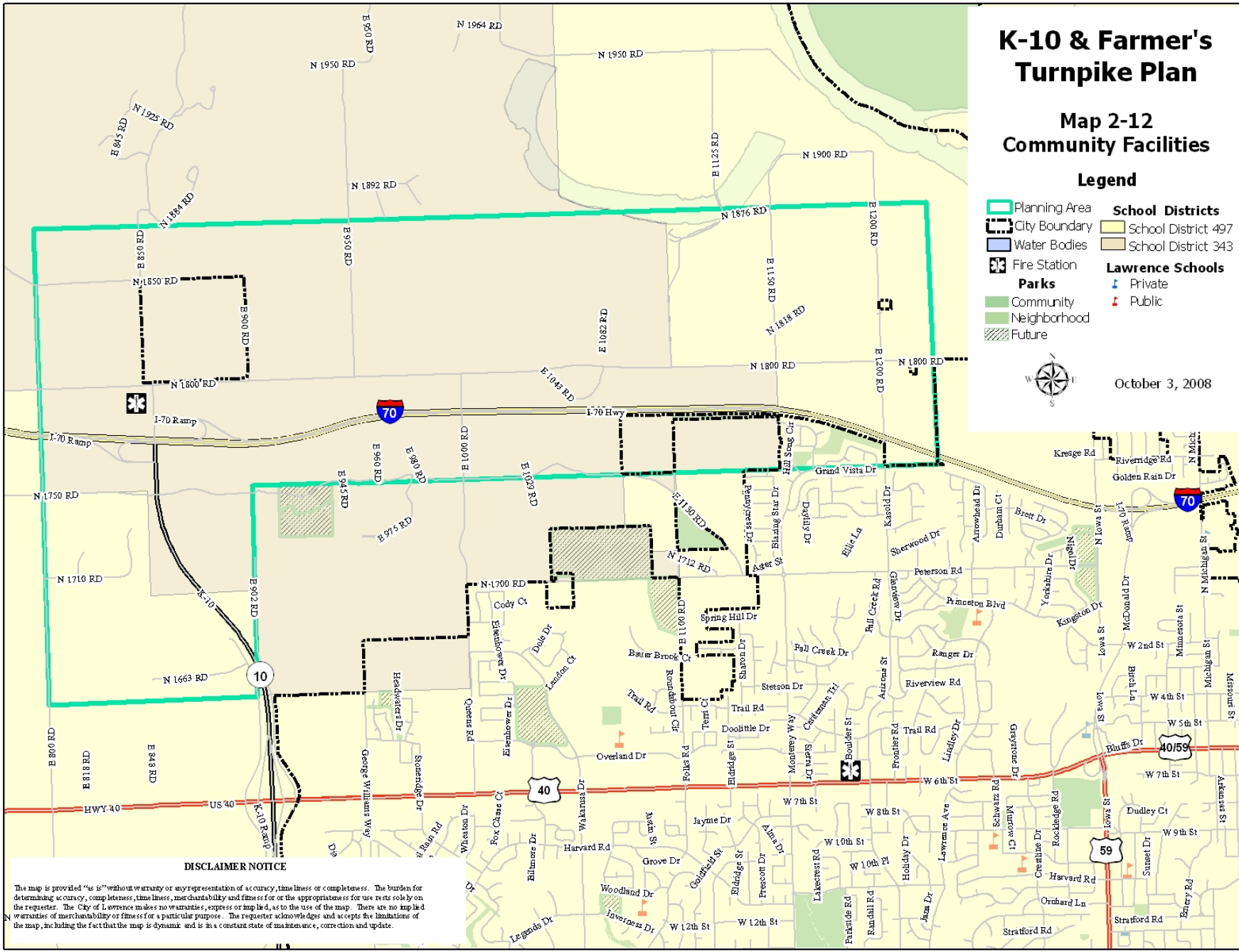
Map 2-12 Community Facilities

Legend

- Planning Area
- City Boundary
- Water Bodies
- Fire Station
- Community Parks
- Neighborhood Parks
- Future Parks
- School Districts**
- School District 497
- School District 343
- Lawrence Schools**
- Private
- Public



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Section 3 – Recommendations

The K-10 & Farmer's Turnpike planning area is anticipated to develop with a wide range of uses and intensities that extend from very low-density residential to industrial uses. The more intensive industrial and commercial use areas are recommended where they are in close proximity to K-10 Highway, I-70 and Farmer's Turnpike, and arterial and collector streets. Residential uses are generally located in the southern and northern portions of the planning area.

3.1 Goals and Policies

Goals are broad statements of ideal future conditions that are desired by the community. Policies are guiding principles that provide direction for decisions to be made regarding the planning area in order to meet the goals. These policies are in addition to the policies in *Horizon 2020* and are only applicable to the property within the *K-10 & Farmer's Turnpike Plan* planning area.

3.1.1 Goals

- Goal 1:** Create quality development that will further support the city's efforts to promote additional employment opportunities for economic development and tax base expansion and diversification.
- Goal 2:** Maintain the rural character in existing areas until the time that municipal services allow urban densities to develop.
- Goal 3:** Create quality, mixed-use areas that encourage pedestrian friendly, work-live neighborhoods where appropriate.
- Goal 4:** Develop to urban densities over time while taking care to respect and protect the natural systems currently in place.
- Goal 5:** Provide ongoing infrastructure and public facilities improvements as the area develops.
- Goal 6:** Create viable and unique urban residential neighborhoods; develop sound commercial nodes, develop strong park/trail systems that are sustainable and remain viable over the long-term.

3.1.2 Policies

The following policy statements are for the development of the K-10 & Farmer's Turnpike area. "Shall" statements identify the items that are expected to be incorporated into development within the planning area. "Should" and "encouraged" statements identify the items that are strongly recommended to be incorporated into development within the planning area. "Shall" statements are stronger than "should" and "encouraged" statements.

3.1.2.1 General

1. Encourage maximum efficiency, low wattage, downward directional exterior lighting. The point source shall be screened from view off-site. Encourage limiting exterior lighting at night.
2. Quality, aesthetically pleasing building materials and quality architectural elements should be used.
3. Pedestrian friendly connectivity between land uses and properties should be incorporated.
4. Sensitive lands, as designated by the *Land Development Code* shall be preserved and protected per those standards identified in the code.
5. Landscaping that includes native and drought resistant materials is strongly encouraged to create a rural feel and to conserve water.

3.1.2.2 Residential Land Uses

1. Residential uses shall maintain a "back-to-back" relationship to more intense uses. Buffering shall include use of green space as a primary transition tool.
2. Residential streets shall be extended to undeveloped property and shall use a grid or modified grid pattern.
3. The medium-density residential use is not intended to provide for large-scale apartment type development but instead take the form of small lot, detached, attached, cluster type housing, or small scale multi-dwelling structures, such as two-story, 4-6-plexes containing residential architectural elements.
4. Transitioning should be accomplished by buffer yards, landscaping, setbacks and progression of use intensities.
5. Cluster development is strongly encouraged where environmentally sensitive areas are present.
6. Residential developments are encouraged to create a sense of rural living while achieving the designated density identified on the future land use map.

3.1.2.3 Residential/Office Land Use

1. Development shall include a residential use.
2. The residential/office use is not intended to provide for large-scale apartment type development.
3. Traditional Neighborhood Development (TND)/mixed use is encouraged.

3.1.2.4 Commercial Land Use

1. The neighborhood commercial centers shall be designed in accordance with policies and standards of *Horizon 2020*.
2. Commercial development shall be designed to facilitate pedestrian and non-motorized access from abutting areas.
3. The auto-related commercial center is intended to serve the immediate employment center area and passenger vehicles from I-70. It is not intended to

serve a significant amount of large truck traffic from the interstate as there are larger service facilities that exist along I-70.

4. The auto-related commercial center should include amenities that support tourism. Elements such as way finding signs, informational signs noting the history of the area, and a tourist information booth are strongly encouraged to be incorporated as amenities.
5. Transitioning should be accomplished by buffer yards, landscaping, setbacks and progression of use intensities.
6. Commercial development is intended to be nodal type development at the identified intersections. Areas identified for office/research uses along the N 1800 Road (Farmer's Turnpike) corridor are intended to support employment center type uses and discourage strip-type commercial development.
7. Native and drought resistant landscaping materials are strongly encouraged be utilized to filter drainage and stormwater runoff from large areas of pavement, conserve water, and to create a rural feeling.

3.1.2.5 Industrial/Office/Research Land Uses

1. Structures should be aesthetically pleasing from all sides and should incorporate quality building materials and quality architectural elements.
2. Transitions between uses should be accomplished by buffer yards, landscaping, setbacks, scale and massing, and transition of uses to include low-intensity industrial uses along the perimeter of the areas identified as industrial or office/research.
3. Sites should incorporate a variety of landscaping treatments to alleviate the potential for monotonous perimeter buffering.
4. Structures along N 1800 Road (Farmer's Turnpike) should present a front face to N 1800 Road (Farmer's Turnpike) to add to the high quality aesthetics encouraged in the gateway.
- 4.5. Structures with visible façades from K-10/South Lawrence Trafficway shall have high quality architecture to enhance and support the gateway entries of this plan, as well as adjacent sector and area plans.
- 5.6. Access to major roads from the industrial or office/research development lots shall be limited. However, industrial users on large lots that are significant generators of traffic may directly access arterial roads if the size of the site is such that it allows internal circulation without the necessity of constructing local roads to direct that circulation to the arterial road. Such access shall be based on sound traffic engineering principles and shall be properly controlled with appropriate signalization and turn lanes. Smaller lots shall take access from local roads. Additional local roads that serve the site should be arranged to minimize development lot access to the future major roads.
- 6.7. Commercial uses shall not be permitted along the frontage of N 1800 Road (Farmer's Turnpike) except where commercial centers are identified in this plan. Areas identified for office/research uses along this corridor are intended to support employment center type uses and discourage strip-type commercial development.
8. Native and drought resistant landscaping materials are strongly encouraged be utilized to filter drainage and stormwater runoff from large areas of pavement, conserve water, and to create a rural feeling.
- 7.9. Exterior storage, fleet storage, and other similar exposed storage shall not be permitted.

3.1.2.6 Public Facility/Open Space/ Floodplain Land Uses

1. Smaller parks should be located throughout the planning area as outlined in Chapter 9 of *Horizon 2020*.
2. Open space areas should be provided and/or acquired along major thoroughfares and along drainage ways for development of pedestrian and bicycle trails.
3. Regional detention should be utilized when possible within each corresponding watershed.
4. Streams should follow their natural paths and should not be rerouted or straightened.
5. Environmentally sensitive lands should be protected and maintained as natural areas per the *Land Development Code* standards.
6. Restrict uses within the regulatory floodplain that are dangerous to health, safety or property in times of flooding or that cause undue increases in flood heights or velocities.
7. Additional property should be obtained wherever possible for parks purposes when acquiring property or easements for utility use.

3.1.2.7 Gateways

1. The intersection of I-70/K-10 Highway/N 1800 Road (Farmer's Turnpike) shall be identified as a gateway to the city of Lawrence as the area urbanizes.
- [2. The intersection of K-10 Highway/South Lawrence Trafficway and W. 6th Street/US-40 shall be identified as a gateway to the City of Lawrence as the area urbanizes.](#)
- ~~2-3.~~ Development shall enhance the gateway at the intersection of I-70/K-10 Highway/N 1800 Road (Farmer's Turnpike) by creating an aesthetically pleasing corridor.
- ~~3-4.~~ Gateway treatments shall be a priority in development and redevelopment of the area around the intersection of I-70/K-10 Highway/N 1800 Road (Farmer's Turnpike) and shall reflect the goals and policies stated in *Horizon 2020*.
- ~~4-5.~~ Aesthetically pleasing landscaped entryways should be required. Both public and private property owners are responsible for achieving and maintaining this aesthetically pleasing landscaping.
- ~~5-6.~~ Gateway development should include amenities that support tourism. Elements such as way finding signs, informational signs noting the history of the area, and a tourist information booth are strongly encouraged to be incorporated as amenities.

3.1.2.8 Transportation Facilities and Corridors

1. Sufficient area, outside of the required street rights-of-way, should be required to provide and shall be restricted in use to provide for: utility, berming, and landscaping needs.
2. No additional access to K-10, except as identified in *Transportation 2030*, shall be permitted.
3. Street networks should be interconnected through and beyond the planning area wherever possible.
4. Truck routes shall not be designated through areas identified for residential land uses and should be limited to N 1800 Road (Farmer's Turnpike), K-10 Highway and I-70 or as otherwise designated by the city.
5. Adequate rights-of-way shall be obtained at the time of platting to ensure for sufficient space for roads, utility and landscaping easement needs.
6. Topography should be taken into account when comparing different alignments for future roads.

7. Master planning areas identified as industrial and office/research is encouraged to provide an adequate street network that limits the number of access points to N 1800 Road (Farmer's Turnpike).

3.1.2.9 Utilities

1. The area north of N 1800 Road (Farmer's Turnpike) has not been evaluated in the currently adopted 2003 Water and Wastewater Master Plans. This area should be evaluated on a watershed basis with the upcoming plan update and an overall service plan developed with project costs for water and sanitary service prior to development requiring urban services.
2. Extension of water and sewer infrastructure should be coordinated with ultimate street right-of-way acquisition and construction to avoid reconstructing water and sewer lines as streets are improved to city standards.
3. Extension of water and sewer services to the area should follow adopted city policies for such.
4. Additional property should be obtained wherever possible for parks purposes when acquiring property or easements for utility use.

3.1.2.10 Traditional Neighborhood Design (TND)

1. Development under the *Lawrence SmartCode* is encouraged throughout the planning area wherever industrial or office/research is not designated. TND development can be used upon annexation and through the process outlined in the *Lawrence SmartCode*.
2. Development under the *Lawrence SmartCode*, Landowners/developers shall develop their own plans that conform to the *Lawrence SmartCode* in order to develop TND neighborhoods.
3. Development shall be developed as either a Cluster Land Development (CLD) or a Traditional Neighborhood Development (TND) community type as outlined in the *Lawrence SmartCode* in a Greenfield development situation. A minimum of 40 acres is required to develop a CLD neighborhood and a minimum of 60 acres is required to develop a new TND neighborhood.
4. A range of transects shall be incorporated into a CLD or TND community type.

3.1.2.11 Environmentally Sensitive Lands

1. Environmentally sensitive lands shall be protected as outline in the *Land Development Code*.
2. Street rights-of-way, public utility corridors and building sites should be located so as to minimize their impact on environmentally sensitive areas.
3. Where possible, environmentally sensitive areas to be protected should be located within designated public or private open space, either through dedication, a conservation easement, or control by a homeowner's association.
4. If a review indicates that it is not possible or reasonable to protect sensitive features, mitigation should be incorporated.

3.2 Land Use

This section outlines the recommended land uses for the planning area. The future land use maps (Map 3-1) and land use descriptions are explained on the subsequent pages. The map is an illustration to help visually identify the recommended land uses in the K-10 & Farmer's Turnpike planning area. The land use descriptions are more detailed information regarding the different land use categories. The official definitions and the permitted uses within each zoning district are outlined in the use tables that are located in the *Land Development Code* for the City of Lawrence. The map and text descriptions must be used in conjunction with one another in order to obtain the complete recommendation for each particular area. The map is not intended to provide a scaleable map for determining specific land use/zoning boundaries within this area.

3.2.1 Land Use Descriptions

3.2.1.1 Very Low-Density Residential

The intent of the very low-density residential use is to allow for large lot, single-dwelling type uses.

Density: 1 or fewer dwelling units per acre

Intensity: Very low

Applicable Area:

- Ranch Estates Subdivision, west of the intersection of N 1663 Road and E 900 Road.
- Oak Ridge Estates, area bounded to the north by I-70, to the south by N 1750 Road, to the west by E 950 Road extended and to the east by E 1000 Road.

Zoning Districts: RS40 (Single-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Detached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, group home, public and civic uses

3.2.1.2 Low-Density Residential

The intent of the low-density residential use is to allow for single-dwelling, duplex, and attached dwellings but emphasis is placed on residential type uses.

Density: 6 or fewer dwelling units per acre

Intensity: Low

Applicable Areas:

- Area bounded by the planning area boundary on the north and west, N 1850 Road and N 1850 Road extended on the south and the FEMA designated floodplain on the east.
- Area generally southeast of the intersection of N 1850 Road and E 800 Road.
- Area bounded by N 1750 Road on the north, the southern boundary of the planning area on the south, E 800 Road on the west and K-10 Highway on the east; excluding Ranch Estates Subdivision.
- Area bounded by N 1850 Road extended on the north, N 1800 Road (Farmer's Turnpike) on the south, E 1000 Road extended on the west and the FEMA designated floodplain to the east; excluding the area bound approximately ¼ mile north of N 1800 Road (Farmer's Turnpike) on the north, N 1800 Road (Farmer's Turnpike) on the south, E 1000 Road on the west and approximately ½ mile east of E 1000 Road on the east.

- Area bound by I-70 on the north, N 1750 Road on the south, E 1000 Road on the west and the FEMA designated floodplain west of E 1100 Road on the east.
 - Area north of the intersection of N 1800 Road (Farmer's Turnpike) and E 1150 Road, and bound to the north by the FEMA designated floodplain.
 - Area bound by I-70 to the north, N 1750 Road extended on the south, E 1100 Road on the west and the west side of Stonegate III Addition on the east.
 - Area generally south of I-70 and east of Kasold Drive.
- Zoning Districts: RS10 (Single-Dwelling Residential), RS7 (Single-Dwelling Residential), RS5 (Single-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), PD (Planned Development Overlay)
- Primary Uses: Detached dwellings, attached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, duplex, group home, public and civic uses

3.2.1.3 Medium-Density Residential

The intent of the medium-density residential use is to allow for a variety of types of residential options for the area.

Density: 7-15 dwelling units per acre

Intensity: Medium

Applicable Areas:

- Area bound by I-70 on the north, N 1750 Road on the south, E 800 Road on the west and K-10 Highway on the east.
- Area bound by I-70 on the north, N 1750 Road on the south, K-10 Highway on the west, and George Williams Way extended on the east.
- Area bound by N 1850 Road extended on the north, approximately 1/4 mile north of N 1800 Road (Farmer's Turnpike) on the south, E 900 Road on the west and E 1000 Road extended on the east.
- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 1043 Road on the west and the FEMA designated floodplain on the east.
- Area bound by I-70 on the north, Grand Vista Drive on the south, just west of Gunnison Way on the west and Kasold Drive on the east.

Zoning Districts: RS5 (Single-Dwelling Residential), RS3 (Single-Dwelling Residential), RM12 (Multiple-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), RM15 (Multi-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Detached dwellings, attached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, duplex, multi-dwelling structures, boarding houses, group home, civic and public uses

3.2.1.4 High-Density Residential

The intent of the high-density residential use is to allow for compact residential development.

Density: 16+ dwelling units per acre

Intensity: High

Applicable Areas:

- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, and the FEMA designated floodplain on both the west and east.

Zoning Districts: RM12 (Multiple-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), RM15 (Multi-Dwelling Residential), RM24 (Multi-Dwelling Residential), RM32 (Multi-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Attached dwellings, zero lot line dwellings, duplex, boarding houses, multi-dwelling structures, group home, civic and public uses

3.2.1.5 Residential/Office

The intent of the residential/office use is to accommodate mixed use development of administrative and professional offices with varying degrees of residential. This may be achieved by the use of work/live units.

Density: 6-22 dwelling units per acre

Intensity: Medium-high

Applicable Areas:

- Area bound by N 1750 Road on the north, K-10 highway on the west, and E 902 Road on the east.
- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 1000 Road on the west and E 1043 Road on the east.
- Area bound approximately ¼ mile north of N 1800 Road (Farmer's Turnpike) on the north, N 1800 Road (Farmer's Turnpike) on the south, E 1000 Road on the west and approximately ½ mile east of E 1000 Road on the east.

Zoning Districts: RSO (Single-Dwelling Residential-Office), RMO (Multi-Dwelling Residential-Office), MU (Mixed Use), PD (Planned Development Overlay)

Primary Uses: [Detached Dwellings](#), ~~W~~work/live units, non-ground floor dwellings, attached dwellings, multi-dwelling structures, civic and public uses, veterinary office, administrative and professional offices, financial, insurance and real estate services, personal improvement, health care office, health care clinic, health care center

3.2.1.6 Commercial

The intent of the commercial use is to allow for retail and service uses. A Neighborhood Commercial Center provides for the sale of goods and services at the neighborhood level. An auto-related commercial center provides goods and services aimed toward those traveling by an auto. This commercial center is intended to serve the surrounding employment center area in addition to tourists traveling along I-70 and/or visiting Lecompton and Lawrence tourist attractions. *Horizon 2020*, Chapter 6 – Commercial Land Use offers more specific language regarding each commercial center.

Intensity: Medium-High

Applicable Areas:

- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 800 Road on the west and E 900 Road on the east. (Auto-Related Commercial Center)
- Area bound by N 1800 Road (Farmer's Turnpike) on the north, FEMA designated floodplain on the south and west and E 1200 Road on the east. (Neighborhood Commercial Center)
- One of the northern corners of the intersection of N 1800 Road (Farmer's Turnpike) and E 1000 Road. (Neighborhood Commercial Center)
- One corner of the intersection of N 1700 Road extended and E 800 Road. (Neighborhood Commercial Center)

Zoning Districts: MU (Mixed Use), CN1 (Inner Neighborhood Commercial District), CN2 (Neighborhood Commercial Center District), CC200 (Community Commercial

District) (auto-related commercial center only), PD (Planned Development Overlay)

Primary Uses: non-ground floor dwellings, civic and public uses, eating and drinking establishments, general office, retail sales and services, hotels, motels, gas and fuel sales, car wash

3.2.1.7 Office/Research

The office/research use is characterized by businesses involved in technology, research and scientific-related activities and/or office, office research activities that are designed in a campus like setting. Light manufacturing and production uses are also acceptable within this use category. Areas identified for office/research uses along N 1800 Road (Farmer's Turnpike) are intended to support employment center type uses and not strip-type commercial development.

Intensity: Medium

Applicable Area:

- Area bound by approximately 1/4 mile north of N 1800 Road (Farmer's Turnpike) on the north, N 1800 Road (Farmer's Turnpike) on the south, E 900 Road on the west and E 1000 Road extended on the east.
- [Area bound by the FEMA designated floodplain on the north, west and east and N 1800 Road \(Farmer's Turnpike\) on the south.](#)
- [Area bound by K-10 to the west, E.902 Road to the east, approximately the future crossing near N. 1700 Road to the south.](#)

Zoning Districts: IBP (Industrial and Business Park District), IL (Limited Industrial District), PD (Planned Development Overlay)

Primary Uses: Professional offices, research services, manufacturing and production limited and technology, light wholesale, storage and distribution

3.2.1.8 Industrial

The intent of the industrial use is to allow for moderate to high-impact uses including large scale or specialized industrial uses geared toward utilizing K-10 Highway and I-70 for materials transportation.

Intensity: Medium-High

Applicable Area:

- Area generally bound by N 1850 Road on the north, N 1800 Road (Farmer's Turnpike) on the south, E 800 Road on the west and E 950 Road on the east; excluding an area generally southeast of the intersection of N 1850 Road and E 800 Road .
- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 900 Road extended on the west and E 1000 Road on the east.
- Area bordered by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 1200 Road on the west and the eastern boundary of the planning area on the east.

Zoning Districts: IBP (Industrial and Business Park District) IL (Limited Industrial District), IG (General Industrial District), PD (Planned Development Overlay)

Primary Uses: Utility facilities, building maintenance services, fleet storage, business support services, construction sales and service, industrial facilities, wholesale, distribution, and storage, research services, manufacturing and production limited and technology

3.2.1.9 Public/Institutional

The intent of the public/institutional use is to allow for public, civic, and utility uses.

Intensity: Variable

Applicable Area:

- Area bound by the FEMA designated floodplain on the north and west, N 1750 Road extended on the south and E 1100 Road on the east.

Zoning Districts: GPI (General Public and Institutional)

Primary Uses: Cultural center/library, school, utilities, recreational facilities, utility services

3.2.1.10 Open Space/Floodplain

The intent of the open space/floodplain use is to provide space for public recreational facilities and natural area preservation.

Intensity: Low

Applicable Areas:

- Regulatory floodplain and floodway.
- Tributaries along the northern area of the planning area.

Zoning Districts: GPI (General Public and Institutional District), OS (Open Space), UR (Urban Reserve),

Primary Uses: crop agricultural, cultural center, schools, active recreation, passive recreation, nature preserve, entertainment and spectator sports, participant sports and recreation outdoor, private recreation

Please note: This map is intended to be used in conjunction with the plan text. The map is not scaleable.

K-10 & Farmer's Turnpike Plan

Map 3-1 Future Land Use

Legend

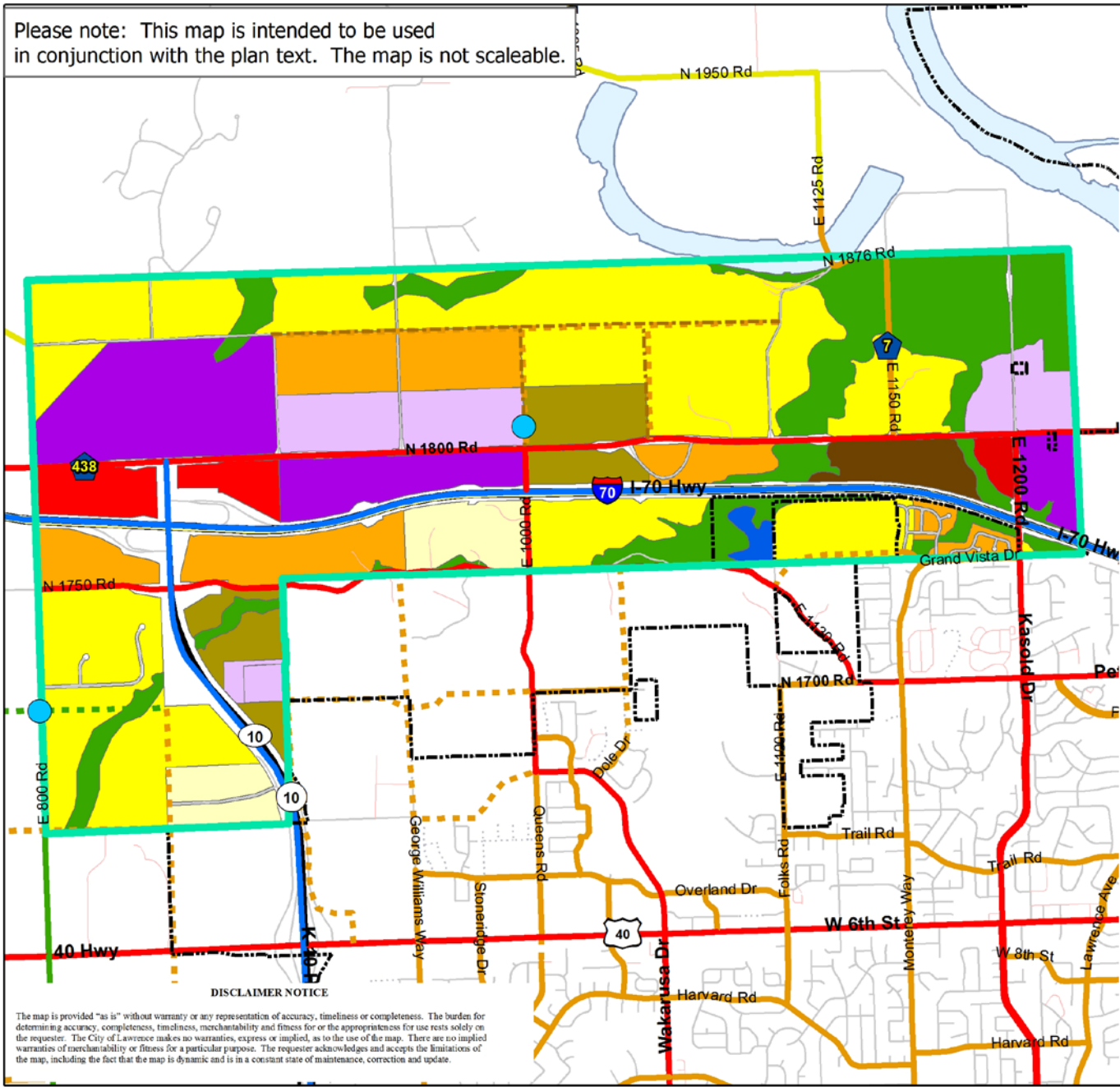
- Planning Area
 - City Boundary
 - Water Bodies
- Future land use**
- Very Low-Density Residential
 - Low-Density Residential
 - Medium-Density Residential
 - High-Density Residential
 - Residential/Office
 - Auto-Related Commercial
 - Neighborhood Commercial
 - Office/Research
 - Industrial
 - Public/Institutional
 - Open Space/Floodplain
- Neighborhood Commercial Center

T2040 Future Thoroughfares

- Future Freeway
- Future Principal Arterial
- Future Minor Arterial
- Future Collector
- Future Local
- Freeway
- Principal Arterial
- Minor Arterial
- Minor Collector
- Collector
- Street

Plan Identified Thoroughfares

- Future Collector



DISCLAIMER NOTICE

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

March 1, 2016



3.3 Implementation

1. Amend *Horizon 2020* Chapter 6 - Commercial Land Use to add a Neighborhood Commercial Center at the southwest corner of the intersection of N 1800 Road (Farmer's Turnpike) and E 1200 Road.
2. Amend *Horizon 2020* Chapter 6 - Commercial Land Use relocate the Neighborhood Commercial Center at the intersection of N 1750 Road and E 1000 Road to the northern portion of the intersection of N 1800 Road (Farmer's Turnpike) and E 1000 Road.
3. Update *Horizon 2020*, Chapter 7 – Industrial Land Use to reflect industrial land use locations as identified in this plan.
4. Reevaluate and update the Urban Growth Area (UGA) in *Horizon 2020*.
5. Adopt industrial design guidelines for industrially zoned areas to provide high quality, aesthetically pleasing industrial development.
6. Include the planning area in the future wastewater and water master plan updates.
7. Amend plan identified future streets into the future thoroughfares map in *Transportation 2030*.
8. Include the planning area in future long-range transportation plan updates.

PETITION FOR COMPREHENSIVE PLAN AMENDMENT

To *Horizon 2020*, the Comprehensive Plan for Lawrence and Unincorporated Douglas County

Pre-Application Meeting

A Pre-Application meeting is required for all matters that require a public hearing.

Information regarding the process and criteria for a comprehensive plan amendment is provided in Chapter 17 of *Horizon 2020*.

This information is included with this application packet.

The applicant shall meet with Planning Staff at least seven (7) working days prior to submittal of the petition.

Pre-submittal _____, 20 .

Target Submission Date _____, 20 .

Submittal Requirements

❖ Application Form

- A complete Application Form. (Application, 3 pages)

❖ Other

- Additional documentation provided by the applicant demonstrating need for amendment proposed.
- Please note, there is no review fee for a Comprehensive Plan Amendment.



PETITION FOR COMPREHENSIVE PLAN AMENDMENT

APPLICATION FORM

APPLICANT/AGENT INFORMATION

Contact David Hamby

Company BG Consultants, Inc.

Address 1405 Wakarusa Drive

City Lawrence State KS ZIP 66049

Phone (785) 749-4474 Fax () _____

E-mail davidh@bgcons.com Mobile/Pager (785) 331-5938

Pre-Application Meeting Date Dec. 12, 2013 Planner Mary, Sheila

Are you submitting any other applications? If so, please state which one(s).

Please identify the Chapter of the Comprehensive Plan is proposed to be amended.

Chapter 14 - K-10 & Farmer's Turnpike Plan

Please provide proposed amendment. (Attach additional sheets if needed)

See attached for a diagram of the proposed area along with the
the proposed uses.



Please respond to the following questions to the best of your knowledge. Review bodies shall consider the following factors for all Comprehensive Plan Amendments (policy and map amendments). (Attach additional sheets if needed.)

- 1. Does the proposed text amendment result from changed circumstances or unforeseen conditions not understood or addressed at the time the Plan was adopted? (Please explain)**

Yes, the existing Westar substation was noted in the existing land use but the future land use map did not address that use. Westar has plans to expand the existing substation and construct additional overhead power lines in this area. KDOT has recently proposed construction of an additional 2 lanes on K-10 and placing a toll plaza adjacent to this property.

- 2. Does the proposed amendment advance a clear public purpose? (please explain)**

Yes, there is a need for an Office/Research use and a buffer adjacent to the existing Westar substation and the future K-10 four lane expansion and toll plaza area.

- 3. Is the proposed amendment consistent with the long-range goals and policies of the Plan? (please explain)**

Yes, the amendment is consistent with Section 3 of the K-10 and Farmer's Turnpike Plan.

- 4. Does the proposed amendment result from a clear change in public policy? (Please explain)**

Yes. The approval of Rock Chalk Park and the Lawrence Recreation Center was an unanticipated change.

COMPREHENSIVE PLAN REVIEW AND AMENDMENT PROCESS

The Comprehensive Plan is not a static document; the planning process must be continuous. The Plan should be monitored and updated on a regular basis. The need for Plan amendments is the result of many community influences. Most frequently these are brought about by changes in attitudes, assumptions or emerging needs not foreseen at the time of Plan adoption. The following procedures would apply to any amendment of the Comprehensive Plan.

- ***Timing of Plan Review***

Although a proposal to amend the Plan can be brought forth by petition at any time, the Lawrence/Douglas County Metropolitan Planning Commission should undertake a thorough review of the Plan on a regular basis. The continuous nature of the Comprehensive Planning process should be emphasized so that substantial plan review and update occurs at least once every five years. Ideally, the review would coincide with the annual review of anticipated capital improvements planning for both the city and county.

- ***Plan Amendment Procedures and Criteria***

- I. Amendments

All proposed amendments shall be subject to public hearing by the Lawrence/Douglas County Metropolitan Planning Commission and approved by the appropriate governing body/bodies according to the nature of the amendment:

1. Map amendments for Lawrence and its UGA shall require the approval of the Lawrence City Commission.
2. Map amendments for unincorporated Douglas County and changes to the UGA's shall require approval by the County Commission.
3. All other amendments which clearly affect either the city or unincorporated Douglas County shall require approval by the appropriate governing body. Any other portion of the amendment relating to both the city and county shall require the approval of both the City and County Commissions.
4. In cases where only one of the two governing bodies is required to take action on a proposed amendment, the other governing body may forward comment or make a recommendation to approve, deny or approve with conditions the proposed amendment.

- II. All proposed amendments to the Plan shall consider the following:

- A. The proposed amendment results from changed circumstances or unforeseen conditions not understood or addressed at the time the Plan was adopted.

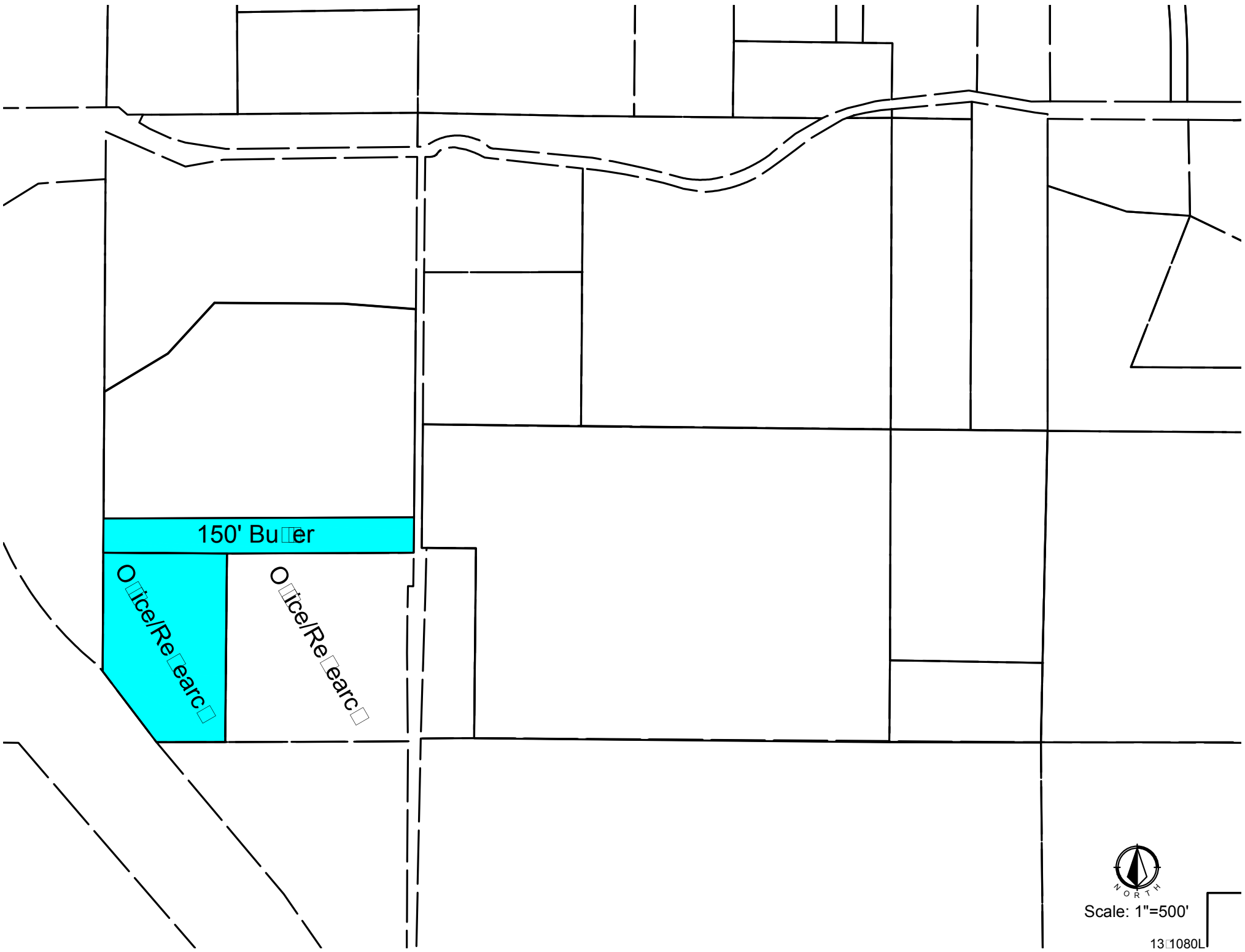
- B. The proposed amendment advances a clear public purpose and is consistent with the long-range goals and policies of the Plan.
- C. The proposed amendment results from a clear change in public policy.

III. Map Amendments

Subject to hearing, review and recommendation of the Planning Commission, the governing bodies may adopt proposed amendments to Lawrence or unincorporated Douglas County Plan Maps upon findings that each of the following additional criteria are met:

- A. The proposed amendment does not affect the adequacy of existing or planned facilities and services;
- B. The proposed change results in reasonably compatible land use relationships; and
- C. The proposed change advances the interests of the citizens of Lawrence and Douglas County as a whole, not solely those having immediate interest in the affected area.

In the Plan review and update process, the Planning Commission may maintain a list of agencies and organizations to be notified of the annual Comprehensive Plan review and the topics subject to discussion and hearing. The Planning Commission should also maintain a list of active projects and accomplishments under the direction of the plan to report on the progress of these implementation steps. This is a useful exercise to continue to test the reasonableness of the Plan and the aggressiveness with which Plan implementation is pursued. This review can be used as a vehicle to engage other agencies and organizations in the implementation of the new Plan.



150' Buffer

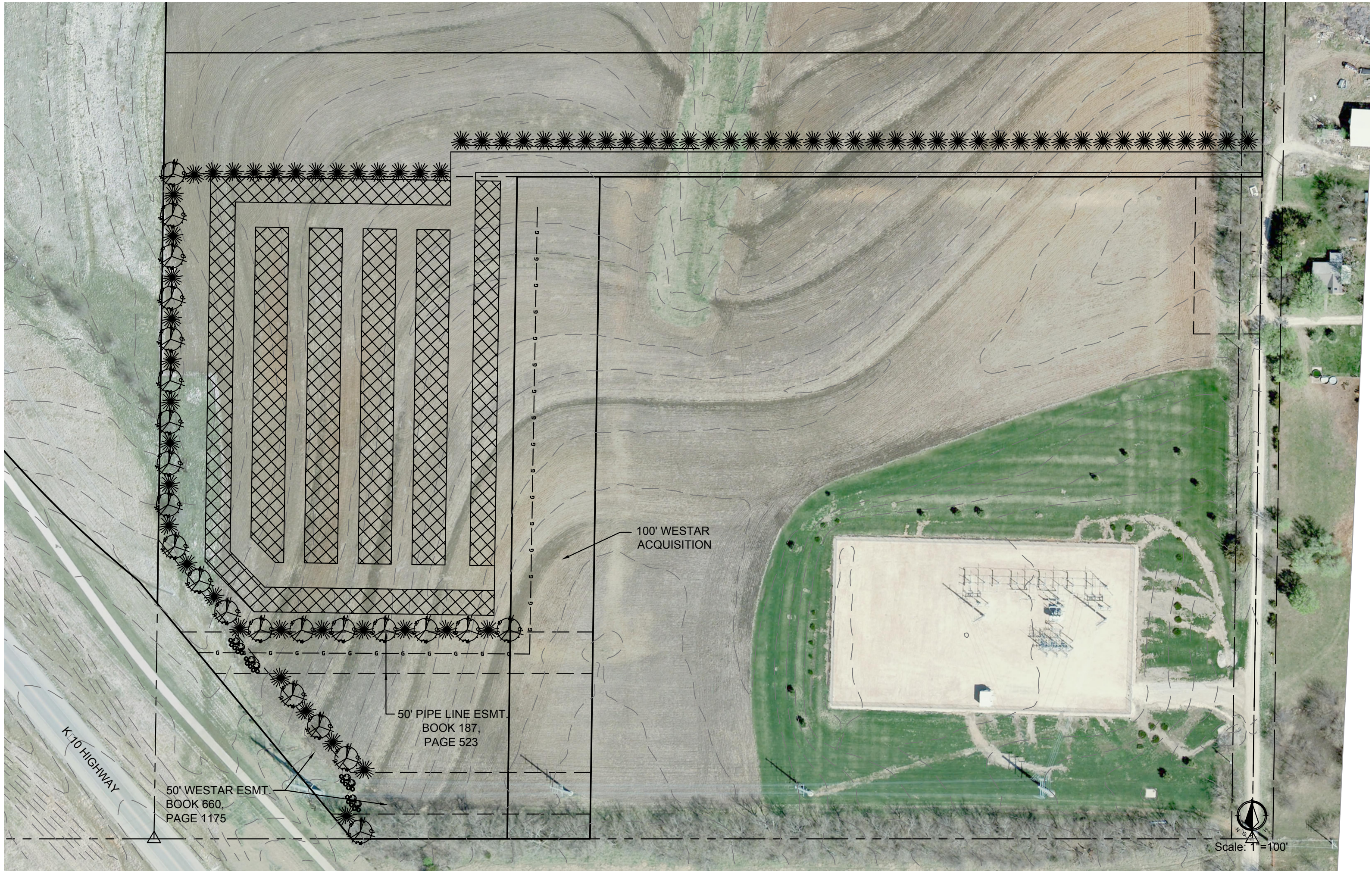
Office/Research

Office/Research



Scale: 1"=500'

131080L



K-10 HIGHWAY

50' WESTAR ESMT.
BOOK 660,
PAGE 1175

50' PIPE LINE ESMT.
BOOK 187,
PAGE 523

100' WESTAR
ACQUISITION



Scale: 1"=100'



PLANNING COMMISSION MEETING

June 23, 2014

Meeting Minutes

June 23, 2014 – 6:30 p.m.

Commissioners present: Britton, Culver, Denney, Graham, Josserand, Kelly, Liese, Rasmussen, Struckhoff, von Achen

Staff present: McCullough, Stogsdill, Crick, Day, Halm, M. Miller, Ewert

PLANNING COMMISSION MINUTES

Receive and amend or approve the minutes from the Planning Commission meeting of April 21 and 23, 2014.

Motioned by Commissioner Kelly, seconded by Commissioner Denney, to approve the April 21 and 23, 2014 Planning Commission minutes.

Unanimously approved 10-0.

Receive and amend or approve the minutes from the Planning Commission meeting of May 19 and 21, 2014.

Motioned by Commissioner Kelly, seconded by Commissioner Denney, to approve the May 19 and 21, 2014 Planning Commission minutes.

Unanimously approved 10-0.

COMMITTEE REPORTS

Receive reports from any committees that met over the past month.

Commissioner Britton said the Horizon 2020 committee met on June 9th. He said they heard two presentations, one from Matt Bond regarding stormwater, and another presentation on sustainability. He said they also discussed vision and mission statement issues. He said the committee will be meeting twice a month.

Commissioner Rasmussen said the next Horizon 2020 committee meeting was July 14.

EX PARTE / ABSTENTIONS / DEFERRAL REQUEST

- No ex parte.

- Abstentions:

Commissioner Britton said Western Resources/Westar had been an opposing party in a few cases within his lawfirm but had nothing to do with the proposal on tonight's agenda and he has never worked on a case with Westar.

ELECTION OF OFFICERS FOR 2013-2014

Accept nominations for and elect Chair and Vice-Chair for the coming year.

Commissioner Culver nominated Commissioner Liese for Chair.

Motion carried 9-0-1, with Commissioner Liese abstaining.

Commissioner Liese nominated Commissioner Britton for Vice-Chair.

Motion carried 9-0-1, with Commissioner Britton abstaining.

PC Minutes 6/23/14

**MISC NO. 1 MINOR SUBDIVISION VARIANCES FOR ELSE ADDITION; 708-712
RHODE ISLAND (TLH)**

MS-14-00231: Consider Minor Subdivision variances for Else Addition, located at 708-712 Rhode Island. Variances requested include reducing minimum lot size and minimum lot width. Submitted by Grob Engineering Services, LLC., for Aileen P. Else, Trustee and Sarah Norman, property owners of record.

STAFF PRESENTATION

Mr. Travis Halm presented the item.

APPLICANT PRESENTATION

Mr. Dean Grob, Grob Engineering Services, was present for questioning.

PUBLIC HEARING

No public comment.

ACTION TAKEN on variance 1

Motioned by Commissioner von Achen, seconded by Commissioner Graham, to approve variance associated with Minor Subdivision for Else Addition, MS-14-00231, located at 708 & 712 Rhode Island Street:

 Create lots with less than 6,000 square feet.

 Unanimously approved 10-0.

ACTION TAKEN on variance 2

Motioned by Commissioner von Achen, seconded by Commissioner Graham, to approve variance associated with Minor Subdivision for Else Addition, MS-14-00231, located at 708 & 712 Rhode Island Street:

 Create lots narrower than 50 feet wide in an RM24-zoned district.

 Unanimously approved 10-0.

PC Minutes 6/23/14

**ITEM NO. 5 EXTENSION REQUEST FOR MERCATO PRELIMINARY PLAT; NE CORNER
W 6TH ST & K-10 (MKM)**

Extension request for a revised Preliminary Plat, PP-10-5-09, for lots 7, 8 and 9, Block Four and Lots 2, 3, and 4, Block Seven, Mercato Preliminary Plat dated 4/26/06. Property is located in the northeast corner of the intersection of W 6th Street/Hwy 40 and K10.

STAFF PRESENTATION

Ms. Mary Miller presented the item.

APPLICANT PRESENTATION

Mr. Matt Gough, Barber Emerson, was present for questioning.

PUBLIC HEARING

No public comment.

ACTION TAKEN

Motioned by Commissioner Rasmussen, seconded by Commissioner Culver, to grant the extension request for a revised Preliminary Plat, PP-10-5-09, for lots 7, 8 and 9 Block Four and Lots 2, 3, and 4, Block Seven as shown on the approved Preliminary Plat for Mercato dated 4/26/06.

Unanimously approved 10-0.

PC Minutes 6/23/14

ITEM NO. 1A RM32 & MU-PD to MU-PD; 1101 & 1115 INDIANA ST (SLD)

Z-14-00170: Consider a request to rezone approximately 2.52 acres from RM32 (Multi-Family Residential) District and MU-PD (Mixed Use-Planned Development) District to MU-PD (Mixed Use-Planned Development) District, located at 1101 and 1115 Indiana St. Submitted by Hartshorne Plunkard Architects on behalf of HERE Kansas LLC, Contract purchaser. Berkley Flats Apartments, LLC and Georgia Bell, property owners of record.

ITEM NO. 1B PRELIMINARY DEVELOPMENT PLAN FOR HERE @ KANSAS; 1101 & 1115 INDIANA ST (SLD)

PDP-14-00183: Consider a Preliminary Development Plan for HERE @ Kansas, located at 1101 & 1115 Indiana St. Submitted by Hartshorne Plunkard Architects on behalf of HERE Kansas LLC, Contract purchaser. Berkley Flats Apartments, LLC and Georgia Bell, property owners of record.

STAFF PRESENTATION

Ms. Sandra Day presented items 1A and 1B together.

APPLICANT PRESENTATION

Mr. Jim Heffernan, HERE Kansas LLC, provided a project overview.

PUBLIC HEARING

No public comment.

COMMISSION DISCUSSION

Commissioner Denney asked if the parking would be city parking, university parking, private parking, or a combination of all.

Mr. McCullough said agreements were being made with all parties to create win-wins for everyone but that it would be public parking.

Commissioner Josserand asked if the Greek Housing on the east side was contacted.

Mr. McCullough said several mailed notices were sent but that there had not been any response.

Commissioner Josserand felt staff should attempt to contact the Greek Housing by phone.

Commissioner von Achen asked about the lane width of Indiana Street.

Mr. McCullough said there would be an 11' lane on Mississippi Street and probably something similar on Indiana Street.

Commissioner Kelly inquired about the realignment of Fambrough Drive.

Ms. Day said the alignment of Fambrough Drive was shown in the KU master plan. She said there was currently no technical design or drawing for that alignment.

Commissioner Josserand said the applicant was seeking significant abatements and financial assistance from the City. He asked the applicant how much actual property tax the project would contribute if the City fully supported the application.

Mr. Heffernan said the contribution of the project extended from property taxes and sales taxes. He said the estimate on sales tax was eight times more than the current property taxes.

Commissioner Josserand said the applicant applied for an exemption on construction goods.

Mr. Heffernan said the sales tax component of the analysis was multifaceted. He said the most important and significant source of revenue generation would be the sales tax associated with the three retail uses. He said this project would be the most significant private development project ever in the community. He said it would be a 70 million dollar project and provide many jobs.

Commissioner Culver inquired about the floor plans and the 2,700 sq ft of office use.

Mr. Heffernan said the office space would contain the leasing office with administrative staff and a bicycle room.

Commissioner Struckhoff said he would like the Bicycle Advisory Committee to look at the angled parking on Mississippi Street when the project reached the Site Planning stage. He said Mississippi Street was the number one bike route on the north side of campus because of the grade.

Mr. McCullough said that had been the number one issue through the process. He said he was not sure the Site Plan could be taken to the Bicycle Advisory Committee because it was an administrative function. He said the best and brightest from KU and the City would work on the issue to make it compatible.

Commissioner Denney asked what would happen at 9th & Mississippi due to the increased traffic from the project.

Mr. McCullough said he was not sure if the traffic study went that far. He said City Traffic Engineers had been looking at the project for a long time and he did not believe they recommended any improvements for 9th & Mississippi.

Commissioner von Achen asked staff to address the parking outside of the district on the east side.

Mr. McCullough said the mixed-use district was the only zoning district that allowed on-street parking to accommodate a use.

ACTION TAKEN on Item 1A

Motioned by Commissioner Rasmussen, seconded by Commissioner Denney, to approve the rezoning of approximately 2.52 acres from RM32 (Multi-Dwelling Residential) District to MU-PD (Mixed-Use with PD Overlay) District, based on the findings presented in the staff report and forwarding it to the City Commission with a recommendation for approval.

Unanimously approved 10-0.

ACTION TAKEN on Item 1B

Motioned by Commissioner Rasmussen, seconded by Commissioner Denney, to approve Here @ Kansas Preliminary Development Plan – Preliminary Plat based upon the findings of fact presented in the body of the staff report and subject to the following conditions:

1. Approval of a subdivision plat variance for the reduced right-of-way for 11th Street from 80' to 40' of right-of-way.

2. Approval of increased density by the City Commission.
3. Submission of revised data for the Downstream Sanitary Sewer Analysis per the approval of the City Utility Engineer prior to the submission of a Final Development Plan.
4. Submission of a revised Drainage Study to reflect the updated area and bed count indicated in the cover letter per the approval of the City Stormwater Engineer.
5. Submission of a revised landscape plan to correspond to the development plan with property dimensions, building setback, sidewalk shown on the south side of the building, summary of a landscape schedule to include the quantity, size and symbol of proposed landscape materials
6. Revise Sheet PDP-01 to note property owners of record and indicate Here Kansas, LLC as developer.
7. Revise drawing set to include the angled parking exhibit. The on-street parking design is conceptual with the Preliminary Development Plan approval and may require modification with the Final Development Plan pre review comments of staff and the University of Kansas.
8. Revise the Project Data Summary on sheet PDP-01 to show 172 units on face of plan not 173.
9. Revise the Project Data Summary on sheet PDP-01 to show required parking consistent with the MU-PD Development Bonus Utilization Summary.
10. Revise the development plan to show a 14' setback required to meet to meet the standard of section 20-701 (g).
11. Revise the development plan to and to show that the building height complies with the maximum 80' allowed per the MU District and proposed redemption of development bonus points.

Commissioner von Achen wanted to be sure the Greek Houses would be contacted.

Mr. McCullough said staff would continue attempts to contact them. He said there were still several more steps in the development process and that this was just the Preliminary Development Plan.

Unanimously approved 10-0.

PC Minutes 6/23/14

**ITEM NO. 2 COMPREHENSIVE PLAN AMENDMENT TO CHP 14; K-10 & FARMERS
TURNPIKE PLAN (JSC)**

CPA-14-00005: Consider a Comprehensive Plan Amendment to Chapter 14- K-10 & Farmer's Turnpike Plan to expand the boundary and amend the future land use designations in the area southeast of I-70 and K-10. *Deferred by Planning Commission on 3/24/14.*

STAFF PRESENTATION

Mr. Jeff Crick presented the item.

APPLICANT PRESENTATION

Mr. David Hamby, BG Consultants, said the area was in the Perry/Lecompton school district which was one of the considerations the owner had to keep in mind when looking at the demographics for the development. He said houses would be harder to sell to families due to it being in the Perry/Lecompton school district. He said the reason for the RS5 request was to aim for retirees. He showed a picture of an existing self-storage unit on 6th Street to provide an example of buffering.

PUBLIC HEARING

No public comment.

COMMISSION DISCUSSION

Commissioner Graham inquired about buffering for the storage site.

Mr. Hamby said the concept plan showed a mix of evergreen and indigenous trees. He said there would be some limit to the trees that could be planted.

Commissioner Graham asked if the storage unit would have more buffering than the 6th Street storage unit he showed on the overhead.

Mr. Hamby said yes. He said lower shrubs could also be mixed with trees to help with buffering.

Commissioner Rasmussen asked what the abbreviation was for Office Research on the land use table.

Mr. McCullough said Office Research was a Comprehensive Plan designation, not a zoning designation.

Commissioner Denney inquired about the zoning of the area south of the Westar Substation.

Mr. McCullough said it was zoned Office/Residential.

Commissioner von Achen said even though it was zoned Office/Residential it could end up being all residential.

Mr. McCullough said not under the current plan. He said the current plan sought for a mix of uses. He said a residential only project would not be compliant with the Comprehensive Plan.

Commissioner von Achen asked how much IL zoning would be left after the Westar Substation and mini-storage project.

Mr. McCullough said those were the only uses that could be accommodated on the property.

Commissioner Rasmussen asked if staff was recommending any restrictions on the IL zoning.

Mr. McCullough said yes.

Commissioner Rasmussen said they were being asked to amend the Comprehensive Plan to recommend a use designation that would allow the property to be zoned IL.

Planning Commission asked to hear Items 3A-3F before voting on Item 2.

ITEM NO. 3A ANNEX 99.7 ACRES; S OF N 1750 RD & E 902 RD (MKM)

A-14-00161: Consider a request to annex approximately 99.7 acres located south of N 1750 Rd & E 902 Rd (extended). Submitted by BG Consultants Inc on behalf of Garber Enterprises Inc, property owner of record.

ITEM NO. 3B ANNEX 15 ACRES; ADJACENT TO N SIDE OF ROCK CHALK PARK (MKM)

A-14-00163: Consider a request to annex approximately 15 acres located adjacent to the north side of Rock Chalk Park. Submitted by BG Consultants Inc on behalf of Robert and Jan Maxwell Trust, property owner of record.

ITEM NO. 3C A TO RS5; 25.2 ACRES; SW OF N 1750 RD & E 902 RD (MKM)

Z-14-00162: Consider a request to rezone approximately 25.2 acres from County A (Agricultural) District to RS5 (Single-Dwelling Residential) District, located SW of N 1750 Rd and E 902 Rd. Submitted by BG Consultants Inc on behalf of Garber Enterprises Inc, property owner of record.

ITEM NO. 3D A TO RS7; 75.4 ACRES; SE OF N 1750 RD & E 902 RD (MKM)

Z-14-00164: Consider a request to rezone approximately 75.4 acres from County A (Agricultural) District to RS7 (Single-Dwelling Residential) District, located SE of N 1750 Rd and E 902 Rd. Submitted by BG Consultants Inc on behalf of Garber Enterprises Inc and Robert and Jan Maxwell Trust, property owners of record.

ITEM NO. 3E A TO IL; 13.3 ACRES; SW OF N 1750 RD & E 902 RD (MKM)

Z-14-00165: Consider a request to rezone approximately 13.3 acres from County A (Agricultural) District to IL (Limited Industrial) District, located SW of N 1750 Rd & E 902 Rd. Submitted by BG Consultants Inc on behalf of Garber Enterprises Inc, property owner of record.

ITEM NO. 3F A TO RS7-FP; .8 ACRE; SE OF N 1750 RD & E 902 RD (MKM)

Z-14-00204: Consider a request to rezone approximately .8 acre from County A (Agricultural) District to RS7-FP with (Single-Dwelling Residential with Floodplain Management Regulations Overlay) District, located SE of N 1750 Rd & E 902 Rd. Submitted by BG Consultants Inc on behalf of Garber Enterprises Inc, property owner of record.

STAFF PRESENTATION

Ms. Sandra Day presented items 3A-3F together.

COMMISSION DISCUSSION

Commissioner Josserand asked staff to respond to the letter that the League of Women Voters sent.

Mr. McCullough said none of the primary uses set forth in the plan would be compatible uses given a growing Westar Substation and easements. He said staff agreed with the League of Women Voters comment about not watering down residential office or changing it to the point it's not mixed use. He said one of the things that had changed since the Northwest Plan was adopted was a more stringent code when it came to protecting environmentally sensitive lands. He said it could be a little more dense to protect the sensitive lands. He said when the Northwest Area Plan was created one of the methods for preserving sensitive lands was employing larger lots.

Commissioner Liese asked Ms. Cille King from the League of Women Voters to respond.

Ms. Cille King, League of Women Voters, said annexing and rezoning would destroy the original intent of the Northwest Plan. She asked Planning Commission to consider what the change would mean to land use planning and that area of Lawrence.

Commissioner von Achen asked Ms. King about her comment that it would destroy the intent of the Northwest Plan.

Ms. King said this was a prime area for employment and rezoning it to mini-storage and more residential would take away the possibility for employment in the area.

Commissioner Struckhoff asked the applicant about recommending approval with residential office.

Mr. Hamby said the property owner wanted all or nothing and that if the RS5 zoning wasn't approved then he did not want to proceed with the rest of the request.

Commissioner Struckhoff inquired about access.

Mr. McCullough said the access was a driveway on an easement, not a public street.

Mr. Hamby said the agreement was set up as a driveway.

Commissioner Josserand asked the applicant about the significance of the storage facility relative to the whole plan.

Mr. Hamby said the RS5 zoning was for the retiree demographic. He said the homes would be smaller and the mini-storage would provide additional storage.

Commissioner Denney asked about the two buildings south of Westar.

Mr. McCullough said they were agricultural buildings.

Commissioner von Achen said Planning Commission had discussion in March about what a gateway should look like.

Mr. McCullough said it was a function of many variables, such as aesthetics, buildings, lighting, and signage. He said specific to the warehouse the applicant brought photos that showed it could be done in a reasonable manner and didn't have to look like metal sheds.

Commissioner Rasmussen inquired about other permitted uses in the IL district, such as mobile homes.

Mr. McCullough said mobile homes in the IL district could be used for non-residential purposes, such as office or utility purposes.

Commissioner Josserand said his biggest heartburn was storage facilities and how this gateway would look.

Commissioner Liese asked what they envisioned for that gateway.

Commissioner Britton said long range planning had already been done with what was envisioned for the area and expressed in the sector plans. He said the plans currently called for residential office except for the portion to the east. He said the consensus seemed to be that they did not want it to look like more single-family neighborhoods or even a nice looking utility storage facility. He said if they were going to change the Comprehensive Plan because of a specific development proposal it should be a really interesting and exciting opportunity for the community and he was not getting that feeling from this project. He felt that by approving the requests they would be giving up on good opportunities that they would not have anywhere else in Lawrence. He did not feel this project was exciting enough to merit that.

Commissioner Rasmussen said when the K-10 Farmer's Turnpike Plan was originally approved the idea was that drivers shouldn't drive through the industrial area to get into town. He said the IL zoning along the corridor made him uncomfortable. He felt they needed to be looking at the big picture and how they envision the area looking.

Commissioner Graham agreed with Commissioners Britton and Rasmussen. She said there would be people coming from all over Kansas to visit Rock Chalk Park and they needed to think about what they wanted the area to look like.

Commissioner Kelly said they needed to look at the large umbrella picture. He said the applicant indicated they wanted RS5 zoning or nothing at all. He said if the area was switched to residential it may be difficult for the people who live there to get to amenities.

Commissioner Liese said it sounded like Planning Commissioners were not comfortable amending the Comprehensive Plan. He asked staff if they would still vote on the rezonings if they denied the amendment to the Comprehensive Plan.

Mr. McCullough said yes, that their vote was a recommendation to City Commission.

Commissioner Denney asked if there were any Comprehensive Plan changes to allow Rock Chalk Park.

Mr. McCullough said not at its current location. He said there was a Comprehensive Plan change for the West of K-10 Plan when Rock Chalk Park was proposed at that section of the node. He said a CC600 was created at the node and Rock Chalk Park moved to the east side so a Special Use Permit was created. He said there was a retail component to the plan when Rock Chalk Park was proposed on the west side of K-10 which triggered an amendment to the Comprehensive Plan.

Commissioner von Achen said if the Comprehensive Plan was changed it should be for something that was an improvement for the community and she did not feel this was an improvement.

ACTION TAKEN on Item 2

Motioned by Commissioner von Achen, seconded by Commissioner Graham, to deny the Amendment to the Comprehensive Plan (CPA-14-00005).

Commissioner Britton said he did not want to support single-family residential sprawl and wanted to preserve agricultural areas. He said he would support the motion.

Commissioner Denney felt the Comprehensive Plan should only be changed when there was an error or something significant had changed since the plan was put into place.

Commissioner Culver said he would support the motion but would also support a staff recommendation of modifying the applicant's request. He believed there needed to be some protection for the area of residential office, specifically access to the property to the west.

Commissioner Kelly said he would support the motion. He said he was concerned about the property west of the Westar Substation and how it would be used. He said he was conflicted about mini-storage. He said he was supportive of keeping their options open.

Motion unanimously carried 10-0.

Mr. Hamby said he did not want to withdraw the requests and would be open to tabling the items until after he talked to the property owner.

Mr. McCullough said he did not feel there was a reason to defer.

Commissioner Denney asked if they deny items 3 the owner could still come up with a project that fit within the existing plan.

Mr. McCullough said yes.

ACTION TAKEN on Item 3A

Motioned by Commissioner von Achen, seconded by Commissioner Graham, to deny annexation (A-14-00161) of approximately 99.7 acres located south of N 1750 Rd & E 902 Rd (extended).

Motion carried 10-0.

ACTION TAKEN on Item 3B

Motioned by Commissioner von Achen, seconded by Commissioner Graham, to deny annexation (A-14-00163) of approximately 15 acres located adjacent to the north side of Rock Chalk Park.

Motion carried 10-0.

ACTION TAKEN on Item 3C

Motioned by Commissioner von Achen, seconded by Commissioner Graham, to deny rezoning (Z-14-00162) approximately 25.2 acres from County A (Agricultural) District to RS5 (Single-Dwelling Residential) District, located SW of N 1750 Rd and E 902 Rd.

Motion carried 10-0.

ACTION TAKEN on Item 3D

Motioned by Commissioner von Achen, seconded by Commissioner Graham, to deny rezoning (Z-14-00164) approximately 75.4 acres from County A (Agricultural) District to RS7 (Single-Dwelling Residential) District, located SE of N 1750 Rd and E 902 Rd.

Motion carried 10-0.

ACTION TAKEN on Item 3E

Motioned by Commissioner von Achen, seconded by Commissioner Graham, to deny rezoning (Z-14-00165) approximately 13.3 acres from County A (Agricultural) District to IL (Limited Industrial) District, located SW of N 1750 Rd & E 902 Rd.

Motion carried 10-0.

ACTION TAKEN on Item 3F

Motioned by Commissioner von Achen, seconded by Commissioner Graham, to deny rezoning (Z-14-00204) approximately .8 acre from County A (Agricultural) District to RS7-FP with (Single-Dwelling Residential with Floodplain Management Regulations Overlay) District, located SE of N 1750 Rd & E 902 Rd.

Motion carried 10-0.

PC Minutes 6/23/14

**ITEM NO. 4 CONDITIONAL USE PERMIT FOR WESTAR ENERGY; 1703 E 902 RD
(MKM)**

CUP-14-00167: Consider a Conditional Use Permit for the expansion of Westar Energy's Baldwin Creek Substation on approximately 14.7 acres located at 1703 E 902 Rd. Submitted by Bartlett & West on behalf of Western Resources Inc, (aka Westar Energy, Inc.) property owner of record.

STAFF PRESENTATION

Ms. Mary Miller presented the item.

APPLICANT PRESENTATION

Ms. Cindy Risch, Westar Energy, said the purpose for the expansion was that Douglas County was growing and thriving and an additional source of bulk power was needed.

Commissioner Josserand asked where Douglas County received primary power feed from.

Ms. Risch said the Lawrence Energy Center. She said they didn't plan on starting to move dirt until at least 2015. She said they wouldn't start construction of the substation until 2020.

Commissioner Culver felt it made sense to expand on this site with existing infrastructure. He asked if it would be an ideal site if not for the existing infrastructure.

Ms. Risch said yes, this was an ideal site because of the additional source of bulk power from the transmission line that runs along the north edge. She said Westar would like to tap into that.

PUBLIC HEARING

No public comment.

ACTION TAKEN

Motioned by Commissioner Kelly, seconded by Commissioner Denney, to approve the Conditional Use Permit, CUP-14-00167, for the expansion of the Baldwin Creek Substation on approximately 14.7 acres, located at 1703 E 902 Rd subject to the following conditions:

1. Provision of an executed Annexation Agreement prior to release of the CUP plans.
2. Dedication of 40' of right-of-way for E 902 Road by separate instrument prior to release of the CUP plans

Commissioner Rasmussen said the expansion of substation was good for the community.

Unanimously approved 10-0.

PC Minutes 6/23/14

ITEM NO. 6 PRELIMINARY DEVELOPMENT PLAN FOR THE LINKS AT LAWRENCE; 251 QUEENS RD (MKM)

PDP-14-00171: Consider a Preliminary Development Plan for The Links at Lawrence, a 882 unit apartment complex and 9 hole golf course, on approximately 78 acres located at 251 Queens Rd. Submitted by Blew & Associates PA, for Links at Lawrence, property owner of record.

ITEM NO. 7 TEXT AMENDMENT FOR PARKING & ACCESS STANDARDS (SMS)

TA-6-14-09/TA-13-00235: Receive an update on the proposed Text Amendments to the City of Lawrence Land Development Code, Article 9 and related sections of Chapter 20, for comprehensive revisions to parking and access standards.

Items 6 and 7 were deferred prior to the meeting.

MISCELLANEOUS NEW OR OLD BUSINESS

Consideration of any other business to come before the Commission.

ADJOURN 9:38pm

PLANNING COMMISSION REPORT
Regular Agenda -- Public Hearing Item

PC Staff Report
03/21/2016

ITEM NO. 7 TEXT AMENDMENT FOR ACCESSORY DWELLING UNITS IN THE UNINCORPORATED PORTION OF THE COUNTY (MKM)

TA-15-00461: Consider Text Amendments to the *Zoning Regulations for the Unincorporated Territory of Douglas County, Kansas* and the *Subdivision Regulations for Lawrence and the Unincorporated Areas of Douglas County, KS* to add Accessory Dwelling Units as a permitted use and to establish standards for the use. *Initiated by County Commission on 9/02/15.*

RECOMMENDATION: Staff recommends approval of the proposed amendment, TA-15-00461, to revise Sections 12-303, 12-306, 12-307, 12-308, and to add Section 12-319.9 in the Zoning Regulations and to revise Sections 11-104 and 11-106 in the Subdivision Regulations [20-804 and 20-806, City Code] and that the Planning Commission forward a recommendation for approval to the Board of County Commissioners.

Reason for Request: Accessory Dwelling Units would provide a living area for elderly family members, or persons with health issues or disabilities in close proximity to a caregiver while allowing a degree of independence. In addition an Accessory Dwelling Unit would provide an alternative to mobile homes for farm employee housing.

RELEVANT GOLDEN FACTOR:

- Conformance with the comprehensive plan.

ATTACHMENTS

- Attachment A – Draft language

OVERVIEW OF PROPOSED AMENDMENT

The amendment adds an accessory residential use in agricultural and residential zoning districts that permit *Residential Detached Dwellings, Single Family Dwellings, or Residentially Designed Manufactured Homes*. These uses are permitted in the A (Agriculture), A-1 (Suburban Home Residential), and R-1 (Single Family Residential) Districts.

The amendment also provides an alternative to the farm housing provision in Section 12-306-2.17.

CURRENT ZONING REGULATIONS PROVISIONS FOR ACCESSORY DWELLING UNITS:

Section 12-306-2.17: *“One or more mobile homes shall be allowed as an accessory use to a farm so long as they are occupied by a family related by blood, or marriage, to the occupant of the main dwelling or by a person or persons employed on the farm. This mobile home must be at least 150 feet from another dwelling, and must be provided with a water supply and sanitary sewerage facilities, and may not be used as a rental income property. Mobile homes shall not be located within the ‘F-W’ or ‘F-F’ Overlay Districts.”*

No changes are being proposed to this provision, but the Accessory Dwelling Unit is being included as another option for farm employee housing.

Existing definitions

Section 12-303-1.02: *“Accessory Use: An accessory use is one, which is clearly incidental to or customarily found in connection with, and (except as otherwise provided in this Resolution) on the same lot as the principal use of the premises. ‘Accessory Use’ includes, but is not limited to, the following:*

- a. Residential accommodations for domestics or guests and not rented or otherwise used as a separate domicile and containing no kitchen facilities or separate utility meters.*
- b. Residential accommodations for caretakers or proprietors on the same lot with any use listed in section 12-309-2. When ‘accessory is used in the text, it shall have the same meaning as ‘Accessory Use’.”*

Accessory Dwellings are permitted in several Business and Industrial Zoning Districts as caretaker or manager units and accessory farm dwellings are permitted in the I-1, I-2 I-3 and I-4 Industrial Zoning Districts provided they are on lots of 10 acres or greater. The following table lists the various types of accessory residential uses that are currently permitted in Douglas County.

Accessory Residential Use	Standards	Zoning District
Guest House/Servant Quarters	<ul style="list-style-type: none"> • Guest or servant use • No kitchen facilities or separate utility meters • No rentals 	A, A-1, R-1, B-1, B-2, I-2,
Caretaker/Manager House	<ul style="list-style-type: none"> • Caretaker/manager must be employed on the premise 	B-1, R-T, I-1, I-2, I-3, I-4
Mobile Home	<ul style="list-style-type: none"> • Farm Employee or • Farm Relative—accessory to existing dwelling 	A
Accessory farm dwelling	<ul style="list-style-type: none"> • On farms with minimum of 10 acres 	I-1, I-3, I-4
Accessory Residential Uses	--	B-3
Accessory Dwelling	<ul style="list-style-type: none"> • When part of a ‘living museum’ 	R-T

Accessory dwellings are currently permitted in Douglas County but are limited to caretaker or manager dwellings with commercial or industrial uses and mobile homes on farms for employees or members of the farmer’s family. There are no limits on the number of mobile homes that can be installed on a property but they must be connected to water and a sewerage system approved by the Douglas County Health Department. The Health Department has typically required the mobile homes to have separate water source and septic systems.

There are several mobile homes in place today for the housing of farm employees or relatives of the property owner. This amendment does not intend to remove this option as that would make these residences nonconforming uses. Rather, this amendment would expand the options to allow an Accessory Dwelling Unit on residential properties (including non-farm properties), to allow permanent structures as an option for farm employee housing or housing for relatives of farm owners.

The amendment includes standards for the Accessory Dwelling Units and provides the review and approval process. Revisions to the Subdivision Regulations are also being proposed to allow the placement of an accessory dwelling on a Residential Development Parcel created through the Certificate of Survey process as the current language restricts development to one dwelling and associated accessory structures.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

Horizon 2020 promotes the clustering of rural residences to minimize impacts on the rural character of Douglas County and to protect existing agricultural and natural uses in the rural areas. The Accessory Dwelling Unit will allow the installation of a smaller residence in association with a principal dwelling. The residence may be detached from the principal dwelling or located within the interior. This clustering will allow for additional residences without requiring any division of land; thereby protecting the rural character and reducing impact on agricultural and natural uses in the area.

CRITERIA FOR REVIEW AND DECISION-MAKING

Section 12-324 of the Zoning Regulations provides the process for proposed text amendments but does not include criteria for review and decision-making. The text amendment was reviewed with the following criteria which are similar to those in the City of Lawrence Development Code:

1) Whether the proposed text amendment corrects an error or inconsistency in the Zoning Regulations or meets the challenge of a changing condition;

The proposed text amendment is in response to a changing condition. As the county develops, citizens are interested in options that would allow an aged or disabled family member to live independently, but in close proximity to the main residence. In addition, farmers who are handing over their land to younger generations may want to have housing for them or have permanent housing, rather than mobile homes, for their farm help. This amendment is drafted in response to changing demographics, economics, and changing community goals.

2) Whether the proposed text amendment is consistent with the Comprehensive Plan and the stated purpose of the Zoning Regulations

The proposed amendment is consistent with the Comprehensive Plan and the purpose of the Zoning Regulations in that it includes standards and processes to insure the compatibility with nearby land uses which allowing the clustering of residential uses as recommended in Chapter 4, Goal 2 '*Conserve the Rural Character of Douglas County*'.

SECTION 1: NEW LANGUAGE PERTAINING TO ACCESSORY DWELLING UNITS

DEFINITIONS

12-303 Definitions

12-303-1.95 ACCESSORY DWELLING UNIT: A dwelling unit that is incidental to and located on the same lot, vested parcel, or Residential Development Parcel as the principal dwelling.

12-303-1.96 VESTED PARCEL: a parcel lawfully created within the A (Agricultural) District, A-1 (Suburban-Home Residential) District, or R-1 (Single-Family Residential) District in the Unincorporated Area of Douglas County on or before December 31, 2006, that has been maintained in individual ownership (that is, not further divided). (See Section 11-108(e) of the *Subdivision Regulations for Lawrence and the Unincorporated Areas of Douglas County, KS*.)

DISTRICTS

12-306 'A' Agricultural District

12-306-2.27 Accessory Dwelling Unit.

One Accessory Dwelling Unit is allowed when it is accessory to a principal dwelling on the same vested parcel, Residential Development Parcel or platted lot subject to the supplemental use regulations in Section 12-319.9

12-307 'A-1' Suburban Home Residential District

12-307-2.17 Accessory Dwelling Unit.

One Accessory Dwelling Unit is allowed when it is accessory to a principal dwelling on the same platted lot or vested parcel, subject to the supplemental use regulations in Section 12-319.9.

12-308 'R-1' Single-Family Residential District

12-308-2.16 Accessory Dwelling Unit.

One Accessory Dwelling Unit is allowed when it is accessory to a principal dwelling on the same platted lot or vested parcel, subject to the supplemental use regulations in Section 12-319.9.

STANDARDS

12-319.9 Accessory Dwelling Units

- a. Accessory Dwelling Units are allowed in certain situations to
 - 1) Create additional housing options while maintaining the rural character of unincorporated Douglas County;
 - 2) Provide an independent living area for residents with health issues or disabilities, in close proximity to a caretaker; and
 - 3) Provide housing for persons employed on a farm.
- b. One Accessory Dwelling Unit is permitted on a vested parcel, platted lot or a Residential Development Parcel, which contains a dwelling. This dwelling would be considered the principal dwelling.
- c. An Accessory Dwelling Unit may be established by one of the following means:
 - 1) Conversion of existing space within a principal dwelling or construction of an addition to a principal dwelling.
 - 2) Conversion of existing space within an accessory structure or construction of an

- addition to an accessory structure.
- 3) Construction of a separate accessory structure which will include the Accessory Dwelling Unit.
- d. An Accessory Dwelling Unit shall not be allowed within or attached to a mobile home but may be allowed within a manufactured home.
 - e. There shall be no more than one Accessory Dwelling Unit per vested parcel, Residential Development Parcel or platted lot.
 - f. All Accessory Dwelling Units, whether new construction or conversion of existing space, shall comply with the Douglas County Construction Codes.
 - g. An Accessory Dwelling Unit may be located in a structure which the Zoning and Codes Director has determined is a legal nonconforming structure with respect to building height or setbacks provided any addition to the structure does not extend or increase the degree of nonconformity.
 - h. The following standards apply to all Accessory Dwelling Units:
 - 1) The Accessory Dwelling Unit, if located in a newly constructed detached accessory structure, shall be located a minimum distance of 25 ft from the primary structure.
 - 2) An Accessory Dwelling Unit that is located within or attached to the principal dwelling may utilize the same septic system and water source as the principal dwelling provided the septic system is adequately sized per the Douglas County Health Department requirements.
 - 3) A detached Accessory Dwelling Unit shall have a water source and septic system that are separate from those serving the principal dwelling.
 - 4) The following area requirements apply to a detached Accessory Dwelling Unit:
 - a) A minimum of 3 acres outside the regulatory floodplain must be provided for the septic systems of the principal dwelling and Accessory Dwelling Unit (6 acres total) if the dwellings are served by Rural Water or other public water source.
 - b) A minimum of 5 acres outside the regulatory floodplain must be provided for the septic systems of the principal dwelling and Accessory Dwelling Unit (10 acres total) if the dwellings are served by well water.
 - 5) The Accessory Dwelling Unit and the principal dwelling unit shall share a common access drive unless a new access is approved by the County Engineer. To the greatest extent feasible, existing driveways shall be utilized.
 - 6) An Accessory Dwelling Unit may have an area of up to 1,000 sq ft provided the area of the Accessory Dwelling Unit is not greater than that of the primary dwelling.

- 7) Separate sale or ownership of an Accessory Dwelling Unit is prohibited, unless the parcel or lot is subdivided in accordance with the Subdivision Regulations, creating a separate lot or Residential Development Parcel for each dwelling.
 - 8) The Accessory Dwelling Unit may be rented, but shall not be used as a short term lodging use such as a Bed & Breakfast or motel.
 - 9) An Accessory Dwelling Unit is subject to the same occupancy limits as the principal dwelling. (one family, or group living as a household unit--limited to 4 adults if any of the residents are not related)
- i. The following standards also apply to Accessory Dwelling Units in the A-1 and R-1 Districts:
- 1) The Accessory Dwelling Unit should be located behind the front plane of the principal dwelling whenever possible.
 - 2) The Accessory Dwelling Unit or the principal dwelling shall be occupied by the owner of the property.
- j. Accessory Dwelling Unit Administrative Registration:**
- 1) Accessory Dwelling Units must be registered with the Zoning and Codes Director prior to their establishment. The Registration application, available from the Zoning and Codes Office, shall be provided to the Zoning and Codes Office along with a plot plan with the following information, at a minimum:
 - a) Locations of both the principal and accessory dwellings;
 - b) Property boundaries. For large properties, the boundaries in the area of the dwellings may be shown;
 - c) The distance between the structures and the property boundaries.
 - d) Location of access drive.
 - e) Area and height of the principal and accessory dwellings.
 - f) Locations of the septic system(s);
 - 2) The Zoning and Codes Director shall review the registration application to insure compliance with the Accessory Dwelling Unit Standards, the required setbacks, and to insure adequate access is provided for Fire/Medical emergency vehicles.
 - 3) When approved, the registration is completed with the filing of an affidavit with the Register of Deeds that includes the legal description of the property and identifies the structure as an Accessory Dwelling Unit subject to the standards in Section 12-319.9 of the Zoning Regulations. In the A-1 and R-1 Districts, the affidavit shall also note the requirement that one of the dwelling units is to be occupied by the owner of the property.

k. ADU Registration requiring Board of County Commission Approval.

- 1) A registration for an Accessory Dwelling Unit on a property with a Conditional Use Permit or a Type 2 Rural Home Occupation Business may not be administratively approved, but requires approval by the Board of County Commissioners.
 - a. The registration application shall be reviewed by the Zoning and Codes Director for compliance with the standards in this section and a recommendation forwarded to the Board of County Commissioners.
 - b. The Board of County Commissioners may approve the Accessory Dwelling Unit in addition to the other uses on the property if they determine the combined uses are compatible with nearby land uses.
- 2) The applicant shall provide written notice of the Accessory Dwelling Unit as noted below:
 - a) The applicant shall obtain a list of property owners within 1000 ft of the vested parcel, Residential Development Parcel, or platted lot on which the Accessory Dwelling Unit is proposed from the Douglas County Clerk's Office. If the notification area includes land within the corporate limits of a city, the list shall extend 200 feet into the city. If the notification area extends into the adjacent County, notice must be sent to property owners in the adjacent County.
 - b) The applicant shall mail a letter which contains the information below to the property owners on the list to advise them of the proposed Accessory Dwelling use and provide them the opportunity to contact the applicant or the Zoning and Codes Department if they have questions:

"An Accessory Dwelling Unit at ADDRESS is in the process of being registered with Douglas County. The property at ADDRESS also contains NAME OF BUSINESS a Type 2 Rural Home Occupation Business or Conditional Use and therefore requires approval of the Douglas County Board of County Commissioners. Please contact me at PHONE NUMBER, EMAIL ADDRESS with any questions regarding this registration or the Douglas County Zoning and Codes Department at 785-331-1343 for information."
 - c) A copy of the notification letter, the certified property owner list, and certification of the dates the letters were mailed to the addresses on the list shall be included with the Accessory Dwelling Unit registration materials noted in Section 12-3XX(i)(1).
 - d) The Accessory Dwelling Unit registration will be placed on a Board of County Commissioner's agenda for consideration a minimum of 20 days following the date of the letter.

- 3) When approved, the registration is completed with the filing of an affidavit with the Register of Deeds that includes the legal description of the property and identifies the structure as an Accessory Dwelling Unit subject to the standards in Section 12-319.9 of the Zoning Regulations. In the A-1 and R-1 Districts, the affidavit shall also note the requirement that one of the dwelling units is to be occupied by the owner of the property.

SECTION 2: REVISIONS TO EXISTING LANGUAGE IN OTHER PORTIONS OF THE ZONING REGULATIONS

Proposed language in ***bold italics***, Deleted language shown as ~~*struckthrough*~~.

12-321-2 CONSTRUCTION REQUIREMENTS

All new dwellings constructed, and all dwellings moved from one location to another shall;

12-321-2.01 ~~Provide a minimum floor area of eight hundred square feet for each family.~~ ***Comply with the Construction Codes, Chapter 13 of the Douglas County Codes.***

SECTION 3: REVISIONS TO EXISTING LANGUAGE IN THE SUBDIVISION REGULATIONS:

Proposed language in ***bold italics***, Deleted language shown as ~~*struckthrough*~~.

11-104 (d) Restrictive Covenant

The Immediate Development Area and Future Development Area each shall be restricted by a separate instrument, satisfactory to the County Counselor, which shall:

- (3) For the Immediate Development Area, limit each Residential Development Parcel to one principal dwelling, ***one accessory dwelling unit, and accessory buildings until annexation into a city and municipal water and Sanitary Sewer service are extended to the property;***

11-106(d) Residential Development Parcel (RDP)

- (2) Residential Development Parcels can be created through the Certificate of Survey process only when the Planning Director finds: the property is being divided for single-family residential purposes (***limited to a maximum of one principal dwelling and one accessory dwelling unit for each Residential Development Parcel***).
- (3) With respect to any division made according to this Section, the subsequent Residential Development Parcels shall be considered Parcels but shall not be considered platted Lots created through a Major or Minor Subdivision/Replat process. Each Residential Development Parcel shall be eligible for the issuance of building permits for one single-family ***principal dwelling, one single-family accessory dwelling unit***, and other permitted accessory uses, buildings, and structures. Use for any other purpose (other than agricultural use), construction of more than one single-family ***principal dwelling or one single-family accessory dwelling unit***, ~~or further division of the Residential~~

~~Development Parcel~~ shall be prohibited. Development for any other use will require review through the Major Subdivision process.

PLANNING COMMISSION REPORT
Regular Agenda -- Public Hearing Item

PC Staff Report
3/21/16

**ITEM NO. 8 TEXT AMENDMENT TO ZONING REGULATIONS; WIND ENERGY
CONVERSION SYSTEMS (SLD)**

TA-15-00571: Consider a Text Amendment to the *Zoning Regulations for the Unincorporated Territory of Douglas County, Kansas* to add Wind Energy Conversion Systems. *Initiated by County Commission on 10/21/15.*

RECOMMENDATION: Staff recommends that the Planning Commission forward the proposed amendment, TA-15-00571, amending Sections 303, 319 and 321 of Chapter 12, Douglas County Zoning Regulations to establish *Wind Energy Conversion Systems* as a Conditional use with associated standards to the County Commission with a recommendation for approval.

Reason for Request: The County Commission initiated a text amendment at their October 21, 2015 meeting to add *Wind Energy Conversion Systems* to the Development County Zoning Regulations.

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

- Michael Almon, resident, expressed interest in topic.

ATTACHMENTS

Attachment A – Draft Language

BACKGROUND

In November of 2013, NextEra Energy, a renewable energy development company, submitted an application for a Conditional Use Permit (CUP) to install meteorological towers for wind speed measurements at two locations in southeastern Douglas County. Given the current lack of zoning regulations for large commercial wind development and questions raised by residents in that portion of the County, the Commission decided in December of 2013 to establish a temporary moratorium on Large Wind Energy Conversion Systems (Home Rule Resolution 13-12-5). In February of 2014, the County Commission held a study session on wind energy development and heard from the developers, staff, and regional experts.

Since that initial discussion in early 2014, the Commission has voted several times to extend the temporary moratorium on wind energy conversion systems. The moratorium will expire on July 31, 2015 (HR 15-12-5).

Also since that initial discussion, the applicant (NextEra) did not complete the required CUP process thus their application expired. In June of 2015, Jim Sherman (then Director of Zoning and Codes) discovered a meteorological tower close to N 400 and E 1000 that had been installed without a permit. He contacted NextEra and they subsequently removed the meteorological tower. In conversations with NextEra since then, they have indicated to the County Administrator that they do still intend to explore a potential wind energy project in Douglas County, but that their timeline for doing so has been extended.

The County Zoning Regulations do not specifically address *Wind Energy Conversion Systems*. This text amendment includes a two tiered system for the regulation of wind towers/turbines. This system would include applications for small personal wind turbines for residential or small commercial use separate from large commercial wind farms.

- Small wind turbines for personal or small commercial use could be handled through the building permit process, with design standards developed specifically for these technologies to address potential impacts to neighboring properties – setback, height, appearance, etc.
- Large commercial wind farm projects could be considered through the existing Conditional Use Permit (CUP) process upon revising the code to accommodate wind towers as a permitted use with potential use standards and/or application requirements. The CUP process could be utilized to address issues associated with wind energy projects such as visual impact, noise, soil erosion, water quality, cultural heritage, infrastructure, etc.

OVERVIEW OF PROPOSED AMENDMENT

The following is a listing of the proposed code sections to be changed:

1. Section 12-303 Definitions.
2. Section 12-319 Supplemental Use Regulations
3. Section 12-321 Supplemental Height, Area & Bulk Requirements

This draft was prepared with input from County Counsel, the Director of Zoning & Codes and the Sustainability Coordinator. The portions of the Code being revised are attached to this staff report.

CRITERIA FOR REVIEW AND DECISION-MAKING

The County Zoning Regulations do not offer guidance for the review of proposed code amendments. This report models the criteria outlined in the City Code which provides the following review factors:

1) Whether the proposed text amendment corrects an error or inconsistency in the Code or meets the challenge of a changing condition;

The purpose of this proposed text amendment is to provide a clear definition for an emerging use within the community that was not contemplated in the County Zoning Regulations. Lacking any clear land use regulations, the standards for communication towers have been use previously to evaluate wind energy related applications. This methodology did not account for special considerations related to the specific land use.

The growth of renewable energy as an industry and as a land use is not currently or adequately addressed in the current regulations. A distinction between commercial operations for the purpose of collecting, storing and transmitting energy vs. small individual applications such as found at a residence, farm or individual commercial business is needed in the code to reasonably facilitate changing technology. The proposed text amendment addresses a changing condition.

2) Whether the proposed text amendment is consistent with the Comprehensive Plan and the stated purpose of this Code (Sec. 12-302)

Wind, as a natural resource, is appropriately included in *Horizon 2020 Chapter 16 – Environment*. However, this chapter does not specifically address wind as commodity or described natural resource. The Plan speaks broadly to the following strategies:

- Identify and protect important environmental features in a manner that also:
 - Accommodates planned urban and rural growth,
 - Discourages urban sprawl,
 - Provides for efficient transportation systems,
 - Partners with economic development activities,
 - Considers private property rights,
 - Allows adequate open space for preservation and recreation,
 - Establishes a contiguous network of open space, and
 - Creates a sustainable community.
- Consider the impact upon environmental and natural resources in planning and development efforts.
- Establish effective incentives and regulations that promote sustainable and efficient management of environmental resources.
- Develop educational programs to foster community awareness of and support for the protection and enhancement of natural areas, efficient use of natural resources and appropriate waste management.
- Encourage environmental policies and programs to secure the community's future economic, ecological, animal, plant and human health.

The proposed text amendment is intended to be considered under the umbrella of these strategies.

Conclusion

The *Wind Energy Conversion System* land uses and standards being proposed are in response to the increased interest in sustainability and wind energy as a local resource. These standards will provide clarity in the Code and insure compatibility with nearby land uses.

12-303 DEFINITIONS

12-303-1.95 WIND ENERGY CONVERSION SYSTEMS.

- a. Small Wind Energy Conversion System (SWECS). Small wind turbines for personal or small commercial use described as:
 - 1) Wind Turbine – a device or structure used to convert energy from the wind into electric power. May also be known as windmill or wind pump; devices used to power or run machinery or for pumping ground water.
 - 2) Maximum capacity to produce up to 50 kW of electrical power, for consumption on site and not for transfer or sale to a third party.
- b. Large Wind Energy Conversion System (CWECS). A single wind turbine or system, collection or group of large wind turbines, combined with transmission lines and energy conversion uses that collect, transmit and store electrical energy for use in a larger electrical network exclusive of individual use. Also known as Commercial Wind Energy Conversion System Project;
- c. Prescribed Burning. The controlled application of fire to naturally occurring or naturalized vegetative fuels under specified environmental (weather) conditions in accordance with a written prescription that is designed to confine the fire to a predetermined area and to accomplish planned land management objectives.
- d. Power Purchase Agreement (PPA). A contract between two parties, one of which generates electricity (the seller) and one which purchases electricity (the buyer).
- e. Road agreement for maintenance. An agreement executed between the applicant and governing body, having jurisdiction over said roads, identifying the responsibilities, cost, upkeep, fees for maintenance of a specific route used for the construction, operation, and decommissioning of a wind energy conversion system.
- f. Extraordinary Events. Any of the following with respect to an approved Large Wind Energy Conversion System: Tower collapse, Turbine failure, Thrown/broken blade or hub, Collector/feeder line failure, Injured worker or citizen, Kills of threatened or endangered species, or Discovery of an unexpectedly large number of dead birds of any variety on site.

- a. **12-319-4.36 Large Wind Energy Conversion System (Commercial Wind Energy Conversion Systems). Purpose of Regulations.** It is the purpose of this section to provide details related to any application for a Commercial Wind Energy Conversion System (CWECS) Project; create a process to permit the development of a CWECS; provide a basis for public discussion and informed comment on the CWECS; and identify significant environmental, social, and economic effects related to the CWECS.
- b. **Intent of Regulations.** It is the intent of this section to address major issues associated with the project; however, issues not listed may be deemed significant and issues may emerge as significant during the course of review.

These regulations are not intended to restrict installation of small wind energy conversion systems authorized and governed by section *[insert section reference for Building Code of County Code here]* of the County Code. Small Wind Energy Conversion Systems (SWECS) are expressly exempt from the Conditional Use Permit process.

These requirements specify the maps, information surveys, and studies that must be submitted as part of the Conditional Use Permit (CUP) application. If approved, one CUP will be issued for the entirety of real property included within the perimeter of the proposed CWECS Project. In the event the application includes multiple properties, the applicant shall provide written evidence of land owner consent for any parcel contained within the CUP application.

At the time of application for a Conditional Use Permit the applicant shall be required to make surrounding property owners aware of a potential development application. In addition to notifying property owners within 1,000 feet of the CWECS project per section 12-324, the applicant must provide written notice to all owners of record of unincorporated property located within one mile radius of the proposed request. The applicant shall submit a certificate of mailing for the notice required by this section, and a list of notified property owners at the time of the application. The notice shall be sent by regular mail and shall include a brief description of the project, proposed construction date, date the application will be submitted to the planning office, the person with contact information (phone, address) designated by the applicant to respond to questions concerning the proposed application and the following statement:

This letter is being sent to the owners of nearby property for the purpose of informing the property owners and other interested parties about the proposed CWECS project described further in this letter. This letter does not grant the recipient and/or property owner any additional legal rights to challenge the proposed development, instead, it is being provided solely to advise property owner(s) of the pending development. For further information, contact the applicant's designated representative or the Lawrence-Douglas County Planning Office at 785-832-3150.

- c. **Location Criteria.** The purpose of this section is to identify appropriate location criteria for siting wind turbines. Wind turbines shall be subject to section 12-328 of the County Zoning Regulations and are prohibited from location within any federally designated floodway [F-W Overlay District].
- d. **Conditions Required for Approval.** In addition to the findings of fact listed in section 12-319-1.02 the additional considerations shall be evaluated.
- 1) The applicant shall demonstrate its ability to strictly conform to all applicable performance standards detailed in these Regulations as well as applicable State and Federal law and regulations.

2) Key Issues. Key issues relating to CWECS include, but are not limited to:

- | | |
|---|--|
| a) Visual Impact | h) Aviation/FAA |
| b) Noise Impact | i) Reception Interference |
| c) Wildlife Habitat/ Native Flora and Fauna/ "Heritage Habitat Areas" [Maps being processed by others as part of County Grant]. | j) Cultural Heritage |
| d) Bird migration/strike | k) Maintenance of the Rural Character |
| e) Endangered or Threatened Species | l) Cumulative Impact |
| f) Water Quality and Soil Erosion | m) Company experience, reputation, and financial ability |
| g) Infrastructure, including roads and bridges for construction access | n) Removal/Reclamation |
| | o) Bond agreement |
| | p) Specific requirements for building and construction |

e. **Application Requirements.** As part of the CUP application, the applicant shall submit a CWECS Development Plan. Each application for a CWECS shall include the following documentation.

1) **Site plan per section 20-319A-4.**

2) **Contents of the CWECS Site Plan.**

- a) Name of the project.
- b) Name / address of land owner and land developer;
- c) Narrative describing phases of construction (if applicable).
- d) Concept plan showing the general location of turbines, electric collector and feeder lines, electrical equipment, substations, maintenance roads, and other associated facilities to be located on the subject property; equipment storage buildings or exterior storage areas.
- e) Extent of area of subject property to be disturbed or cleared for access, construction, operation and maintenance.
- f) Boundaries of the 100-year floodplain as identified on the Federal Insurance Administration's "Flood Hazard Boundary Maps" of Douglas County, Kansas; and,
- g) The location of any underground pipelines and other utility easements.
- h) Provision of the following notes on the plan that state:
 - i. *Decommissioned equipment shall be removed from the site and the foundations shall be removed to a depth of four (4) feet below the ground surface.*
 - ii. *The CWECS and its associated facilities shall not be operated so as to cause microwave, television, radio, telecommunications or navigation interference contrary to Federal Communications Commission (FCC) regulations or other law.*
 - iii. *During site clearance and construction, silt fences and other temporary erosion controls shall be installed and left in place until new native vegetation covers the bare ground around the turbines.*

iv. *This CUP shall not be transferred from one party to a different person or entity without approval of the Board of County Commissioners. Applicant shall notify the Board of County Commissioners and the Director of Zoning and Codes, in writing, of a transfer from one party to another. All CUP transferees shall be required to meet the same conditions as the original Applicant. The transferee shall also meet the surety bond/escrow requirement to ensure the CWECS is decommissioned and removed to CUP specifications at the end of the project's useful lifespan or in case of abandonment. The Commission may, in its discretion, provide for conditions that allow bank financing of a VWECS project, including a mortgage or lien on project assets, but any transfer or assignment of an interest in the CUP will remain subject to prior approval of the Board of County commissioners.*

- 3) **Supplemental information.** All detailed technical information that supports the proposal should be included in appendices.
- a) **Vicinity Map.** Two (2) maps showing project location and vicinity within Douglas County.
 - b) **Demonstration of Qualifications** to include the following information:
 - i. Name and address of the developer, and
 - ii. Statement from the developer providing relevant information regarding:
 - a. Qualifications and experience in commercial wind energy development; Environmental management history of the company;
 - b. Financial information regarding the applicant's ability to construct, operate, and maintain the CWECS; and
 - c. Financial information regarding applicant's ability to meet the decommissioning escrow-bond requirements. (Note to Applicant: K.S.A. 45-221, Section 33 generally exempts financial information submitted by contractors in qualification statements from being open to the public.)
 - c) **Relevant background information** on the project, including a general overview of the project location, timeframe and project life, phases of development, and possibilities for future expansion.
 - d) **Map of residential** uses and structures within 1000' of the site boundary [for each individual wind turbine included in the application];
 - e) **Environmental guidelines and industry codes** of practice that will be followed if approved.
 - f) An **inventory of existing wildlife**, endangered and threatened species, wetlands, flora, fauna and geoconservation areas and other biologically sensitive areas within the site.
 - g) **Soil Erosion, Sediment Control, and Storm Water Runoff.** Applicant shall develop a Soil Erosion, Sediment Control, and Storm Water Runoff Plan, per the approval of the County Public Works Director or his designee.
 - h) **Archeological reconnaissance survey** within the site that will be impacted by the construction or operation of the CWECS. The survey shall be provided to the State Historic Preservation Office (SHPO) to determine if cultural resources are present. Any unrecorded cultural resources that are found shall be evaluated for integrity and potential listing on the National Register of Historic Places. Undocumented resources that are eligible for listing on the National Register of Historic Places shall be avoided. All archaeological investigations shall meet the SHPO standards and guidelines.

- i) A **transportation route plan** to be used for construction shall be coordinated with the Douglas County Department of Public Works. Execution of a road agreement, approved by the Department of Public Works, prior to issuance of a building permit for construction. Dust control plan to be implemented during construction phase and for regular maintenance as needed.
 - j) A plan detailing all **off-site construction improvements** needed for the project including, but not limited to, the following:
 - i. Requirements for new transportation infrastructure and/or upgraded, realigned, or new roads.
 - ii. Proposed agreement for road maintenance requirements as applicable for the development and continued operation of the CWECS.
 - iii. Changes to electrical substations.
 - iv. Changes to existing power transmission systems, including any upgrades to existing transmission lines.
 - v. Requirements for the realignment of other utilities affected by the project.
 - k) A plan detailing the **Mitigation Measures** used to demonstrate reasonable efforts to address the following:
 - i. Fire Safety: Show how the towers and equipment are protected from fire within the site and from fire originating from outside the site such as with prescribed burning and non-prescribed burning (natural or accidental).
 - ii. High angle rescue.
 - iii. Extraordinary Event response plan: Within 48 hours of the occurrence of an Extraordinary Event, the Applicant shall notify the Director of Zoning and Codes. In the event of extraordinary avian mortality, the Applicant shall, within 30 days of the occurrence, submit a report to the Director of Zoning and Codes, to the Kansas Department of Parks and Wildlife, and to the U.S. Fish and Wildlife Service describing the cause of the occurrences and the steps taken to avoid future occurrences.
 - iv. Noise impact.
- 4) **Operation and Maintenance Plan.** Operation and maintenance requirements (including frequency of maintenance activities) for the turbines and transmission lines. Width of transmission line easements required, and any restrictions necessary on land use, development, and access within said easement.
- f. **Design Standards.** The following design standards are applicable to Commercial Wind Energy Conversion Systems Projects (CWECS) and are not intended to be applicable to SWECS. The following design standards may be modified by the governing body (County Commission) following a public hearing held by the Planning Commission. It is the applicant's burden to demonstrate that the public health, safety, welfare, will be preserved and maintained if the standards are modified.
- 1) **Setback.** Additional or reduced setback requirements may be imposed as conditions to the project, depending on the circumstances.
 - a. The setback of tower from adjacent property lines not within the CUP. Interior setbacks of properties within the CUP may be reduced.
 - b. Setback shall be equal to height of tower plus length of blade 110%.
 - c. No turbine shall be located closer than 1500 feet to a residential structure.

- 2) **Lowest point.** The rotor blades shall be at least 100 feet above ground level at the base of the tower.
- 3) **Lighting.** All turbines and accessory facilities shall be sited to minimize adverse visual effect on the environment. Structures for wind turbines shall not be lighted except to assure human safety as required by the Federal Aviation Administration (FAA).
- 4) **Structure.** Structures for wind turbines shall be self-supporting tubular towers painted a neutral color such as a white or pale gray. A lattice structure shall be prohibited.
- 5) **Logos.** Logos or advertisements are prohibited on these structures.
- 6) **Identification Number.** Each structure for wind turbine shall be marked with a visible identification number located no higher than fifteen (15) feet above ground level.
- 7) **Turbine Access Roads. Access roads** shall be shown on the site plan and shall require approval of the County Public Works Director or his designee.
 - a. Access roads shall be low profile roads so farming equipment can cross them.
 - b. Where an access road is to cross a stream or drainage way, it shall be designed and constructed per the approval of the County Public Works Director or his designee and comply with applicable FEMA and Kansas Department of Agriculture — Division of Water Resources regulations pertaining to building a structure in a flood zone.

g. Decommissioning/Restoration/Abandonment Plan.

- 1) Applicant shall submit a Decommissioning Plan describing the manner in which the CWECS will be dismantled and removed from the site at the end of its useful life.
 - (a) All aboveground components of the CWECS shall be removed.
 - (b) Foundations shall be removed to four (4) feet below ground level. Remainder of foundation may be left intact.
 - (c) Access roads shall be removed unless specified by the property owner that they are intended to remain.
 - (d) Land shall be restored to pre-permit conditions, using either productive top soil or re-seeded in native grasses.
 - (e) Applicant shall submit documentation showing financial capability to carry out the decommissioning and restoration requirements.
 - (f) When a completed CWECS project does not produce any electric energy for a period of one (1) year, and there is no demonstrated plan to restore the equipment to operating condition, the Director of Zoning and Codes may notify the landowner and/or holder of the CUP that the CWECS project is deemed abandoned.
 - (g) If the landowner or holder of the CUP for the CWECS project does not cause the project to resume production of electricity within one (1) year from the date of the notice referenced above, the landowner and the CUP holder shall be jointly responsible to commence and shall complete abatement of the CWECS project as set forth in the Douglas County Zoning Regulations. The Board of County Commissioners may require Applicant (Holder of the CUP) to decommission any commercial abandoned turbine, even if other turbines in the project are active.
 - (h) At the end of the CWECS's useful life, or if CWECS is abandoned, the site shall be restored in accordance with the requirements of this condition within eighteen (18) months.

h. Bond Agreement.

1) Bond Requirement:

- a) Applicant shall obtain a surety bond naming Douglas County, Kansas, as payee in a form acceptable to the Board of County Commissioners. Applicant shall maintain said bond through the lifespan of the CWECS. Bondholder shall provide the County annual notification of bond status. Bondholder shall provide the County 30-days written notice of any cancellation thereof.
- b) In the event the Applicant or CUP holder is in non-compliance or default due to non-payment, the County shall have the right to call said bond and use it for decommissioning purposes. Should there be any remaining balance; the County shall have the right to withhold refund payment until the decommissioning process is completed to the County's satisfaction.

2) Liability on Termination or Expiration:

- a) In the event of termination of this CUP for any reason, the CUP holder shall remain liable to the County for any expense incurred by the County that is above and beyond what is covered by the surety bond, escrow account, and/or insurance policy.
- b) The CUP holder shall remain liable to the County for any unspent funds, the expenditure or use of the funds in a manner or for a purpose not authorized by this agreement and/or damages as a result of any breach of this agreement by the CUP holder.
- c) The County shall have the right, at any time prior or subsequent to any remedies, including seeking injunctive or other equitable relief, to enforce the provisions of this agreement and/or recover funds, which are unspent, expended or used in an unauthorized manner, or for an unauthorized purpose and/or damages sustained by the County as a result of any breach of this agreement by the CUP holder.

- 3) Non-Liability: Nothing in this agreement or otherwise shall impose any liability or duty whatsoever on Douglas County or any of its agencies, including, but not limited to, any liability for taxes, wages, or any other employee benefits for any person or entity. Contractors, suppliers, or consultants accepting and relying on documents, materials, and other information from the Applicant or CUP holder will do so on their own responsibility and at their risk.

12-321 SUPPLEMENTAL HEIGHT, AREA & BULK REQUIREMENTS

12-321-3. MODIFICATION OF HEIGHT REGULATIONS

12-321-3.01. Except in an Airport Hazard District, the height regulations as prescribed in this Resolution shall not apply to:

- a. Belfries
- b. Chimneys
- c. Church spires
- d. Conveyors
- e. Cooling towers
- f. Elevator bulkheads
- g. Fire towers
- h. Flag poles
- i. Grain elevators
- j. Monuments
- k. Ornamental towers and spires
- l. Radio and television antennas
- m. Silos
- n. Smoke stacks
- o. Stage towers or scenery lofts
- p. Tanks
- q. Water towers and standpipes
- r. **Wind turbines when in conjunction with a residential or individual commercial use**
- s. **Wind turbines when operated as part of an approved Conditional Use Permit**

HOME RULE RESOLUTION NO. HR-15-12-4

A HOME RULE RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, KANSAS EXTENDING A TEMPORARY
MORATORIUM ON LARGE WIND ENERGY CONVERSION SYSTEMS

WHEREAS, on December 11, 2013, the Board of County Commissioners of Douglas County, Kansas (“Board”) adopted Home Rule Resolution No. 13-12-5, placing a temporary moratorium on Large Wind Energy Conversion Systems, and

WHEREAS, on April 23, 2014, the Board adopted Home Rule Resolution No. 14-13, extending the temporary moratorium through September 30, 2014, and

WHEREAS, on September 17, 2014, the Board adopted Home Rule Resolution No. 14-9-2, extending the temporary moratorium through March 31, 2015, and

WHEREAS, on March 4, 2015, the Board adopted Home Rule Resolution No. 15-3-2, extending the temporary moratorium through December 31, 2015, and

WHEREAS, the Board and applicable Douglas County officials, agencies, departments, boards, and commissions require additional time to review the Zoning Regulations, receive public input, hold public hearings, and make recommendations for amendments to the Zoning Regulations to address adverse effects that wind farms may create.

NOW, THEREFORE, THE BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, KANSAS, SITTING IN REGULAR SESSION, DOES HEREBY RESOLVE AS FOLLOWS:

The temporary moratorium adopted in Home Rule Resolution No. 13-12-5 and extended by Home Rule Resolutions 14-13, 14-9-2 and 15-3-2 is hereby extended through and including July 31, 2016. This Resolution is effective from and after its adoption and publication one time in the official County newspaper.

ADOPTED the 2nd day of December, 2015.

BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, KANSAS

Jim Flory, Chair

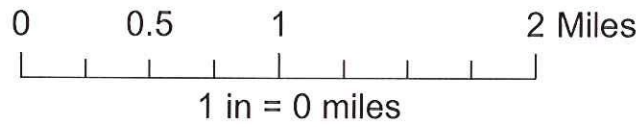
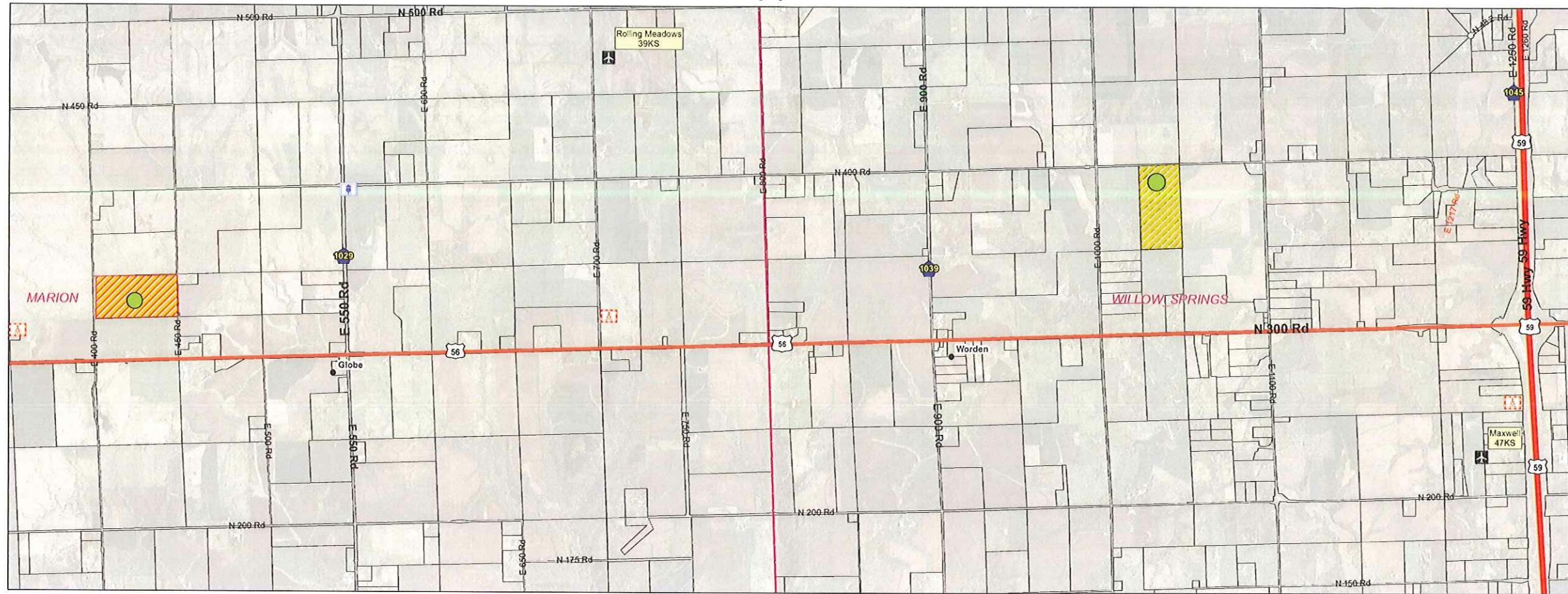
ATTEST:

Mike Gaughan, Member

Jameson D. Shew, County Clerk

Nancy Thellman, Member

Met Tower Applications



Legend

Towers

TYPE

- COMMUNICATION
- TV
- WATER

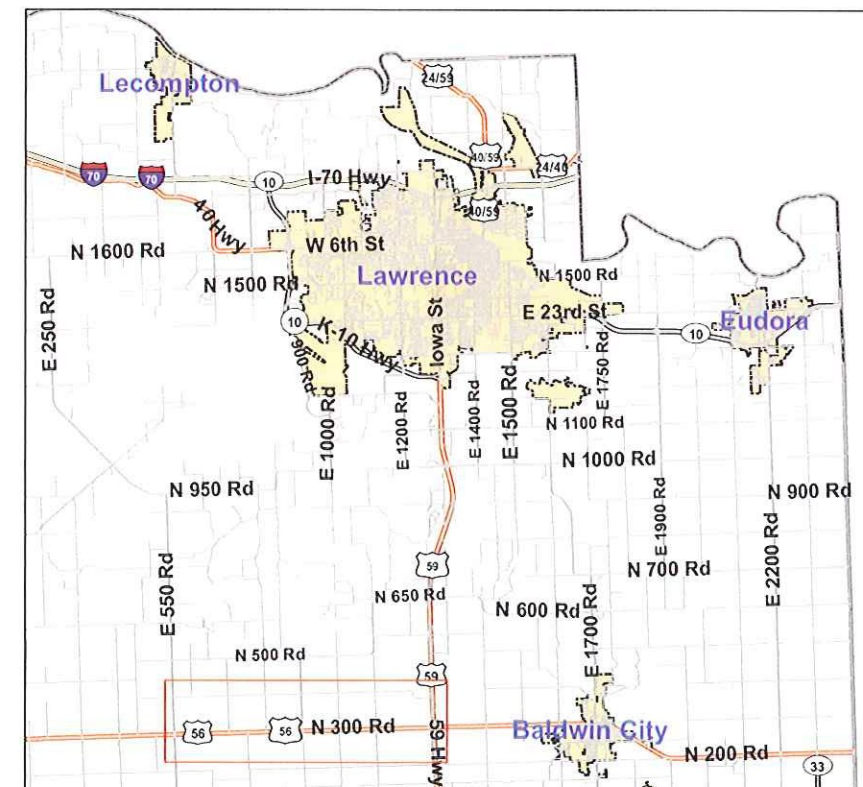
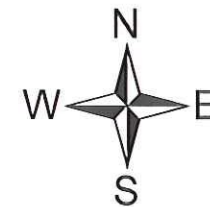
County Airports / Helipads

Entity

- Private
- Public
- City Limits - Douglas County
- township
- County Limits
- Water Bodies
- Townsites

APPLICATIONS

- CUP- 13-00480; N 400 RD & E 1000 RD
- CUP- 14-00002; E 400 RD & N 300 RD



Wind Energy Study Session

Presented
to the
Douglas County
Board of
Commissioners

February 5, 2014



WIND RESOURCE OF KANSAS *Mean Annual Wind Speed at 100 Meters*

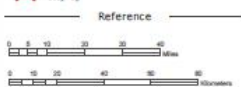
MESOMAP



Legend

mph	m/s
< 12.3	< 5.5
12.3 - 13.4	5.5 - 6.0
13.4 - 14.5	6.0 - 6.5
14.5 - 15.7	6.5 - 7.0
15.7 - 16.8	7.0 - 7.5
16.8 - 17.9	7.5 - 8.0
17.9 - 19.0	8.0 - 8.5
19.0 - 20.1	8.5 - 9.0
20.1 - 21.3	9.0 - 9.5
> 21.3	> 9.5

- City
- Interstate Highway
- State Boundary
- County Boundary
- Water Body
- Transmission Lines**
- Category
- Under 100 kV
- 100 kV-161 kV
- 230 kV-287 kV
- 345 kV
- 500 kV
- 735 kV+
- Step-Up

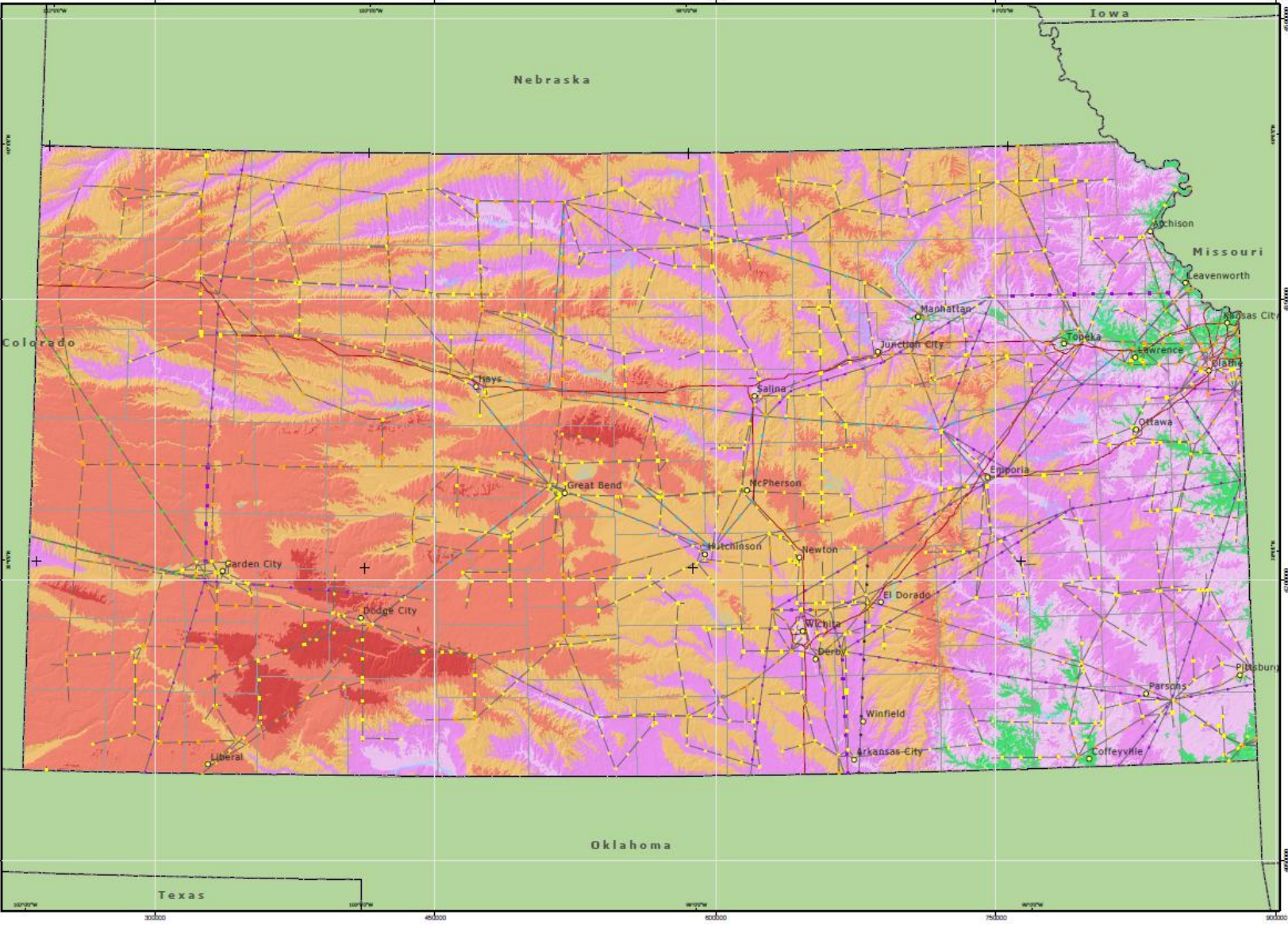


Wind Data Resolution: 200 m
 Coordinate System: UTM 14N
 Datum: NAD83

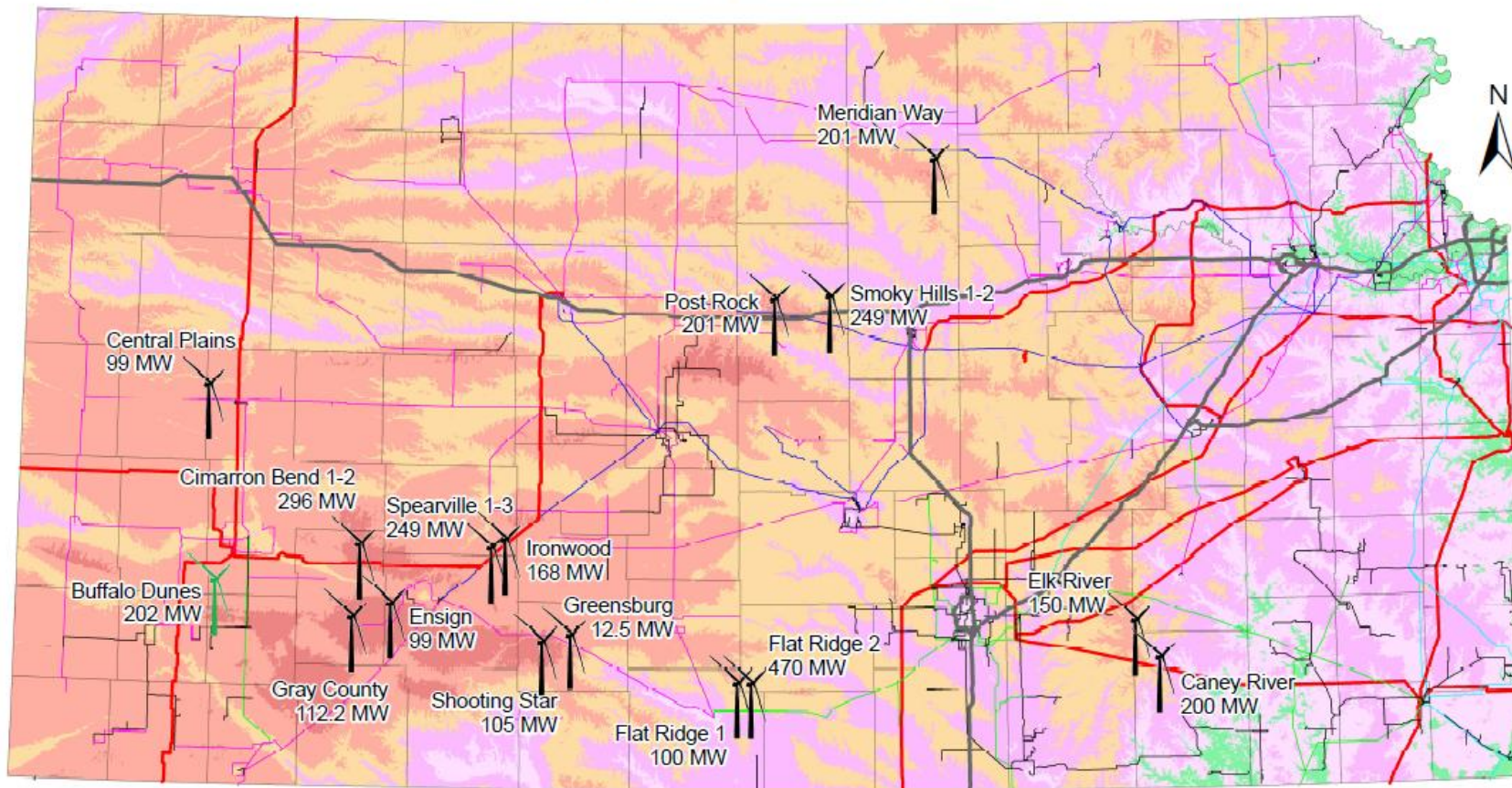
Disclaimer
 This map was created by AWS Truewind using the Mesomap system and historical weather data. Although it is believed to represent an accurate overall picture of the wind energy resource, estimates at any location should be confirmed by measurement.

The generalized transmission line information was obtained by AWS Truewind from the Global Energy Database Velocity Suite. AWS does not warrant the accuracy of the transmission line information. Source Date: July, 2008

Originator
 Date: 9/15/08
 Department/Originator: Modeling/MPE
 File Path: Kansas_SPD100m.mxd
 Map Class: FINAL_Confidential
 Client: NREL



Kansas Wind Resources 2,712 MW Total



Windmills.mxd



Existing



Under Construction

Transmission Lines

345 KV	138 KV
230 KV	115 KV
161 KV	69 KV

Roads

Interstate

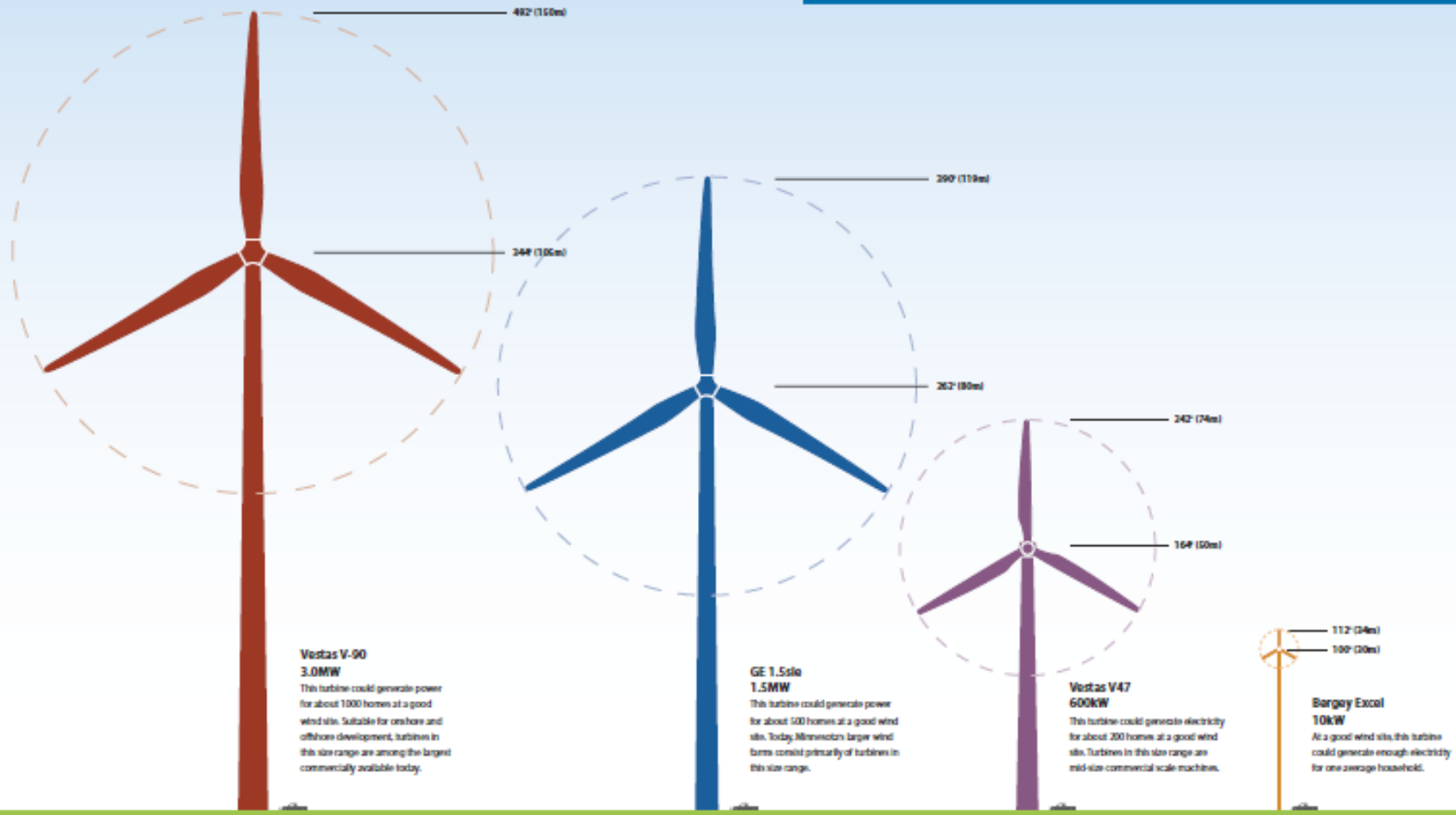
Wind Speed at 100 m

4.0 - 5.5	7.5 - 8
5.5 - 6	8.0 - 8.5
6.0 - 6.5	8.5 - 9
6.5 - 7	9.0 - 9.5
7.0 - 7.5	9.5 - 12

Wind speed at 100 meters data layer was created by AWS Truewind using the MesoMap system and historical weather data. July 2008



THE SCALE OF WIND POWER



Kansas Wind Energy Statistics:

- **Installed Wind Capacity:** 2,712 megawatts (MW).
State Rank: Kansas ranks 9th for total MW installed.
- **Number of Wind Turbines:** 1,592 turbines.
- **Wind Projects Online:** 23 wind projects.
- **Percentage of Kansas' electricity provided by wind in 2012:** 11.4 percent. *State Rank:* Kansas ranks 6th for percentage of electricity coming from wind energy.
- **Equivalent number of homes Kansas wind farms now power:** over 840,000 average American homes.

Economic Benefits of Wind Energy in Kansas:

- **Total direct and indirect jobs supported in 2012: 4001-5000.** *State Rank:* Kansas ranks 5th for number of wind-related jobs.
- **Capital investment:** over \$5 billion dollars .
- **Annual land lease payments:** over \$7,900,000.
- **Number of manufacturing facilities in Kansas:** 7 facilities.

Environmental Benefits of Wind Energy in Kansas:

- The **water consumption savings** from wind projects in Kansas total more than 2 billion gallons of water per year.
- The wind power installed in Kansas will **avoid over 5.6 metric tons of carbon dioxide** emissions annually, the equivalent of taking over 990,000 cars off the road.

Wind Energy Potential Impacts:

- Sound and visual impacts
- Wildlife and habitat
- Infrastructure and roads
- Aviation/FAA
- Soil erosion and water quality
- Public health and safety
- Land use and property values
- Public infrastructure
- Etc.