

**A Nodal Plan for the Intersection of West
6th Street & Kansas Highway 10 (K-10)
City of Lawrence, Kansas**

November 2003

Approved by the Lawrence City Commission on November 11, 2003

NODAL PLAN

Intersection of West 6th Street & Kansas Highway 10 (K-10)

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Introduction

Background & Purpose

New commercial development in Lawrence is a topic that has become fuel for debate on many sides of the issue. In an effort to better manage where such development should occur throughout the community, the City and County developed a long-range comprehensive land use plan for the future (referred to as Horizon 2020). Horizon 2020 identifies existing commercial areas and also designates where new commercial areas would be appropriate for development based on the projected future growth patterns of the community.

In the comprehensive planning process, commercial areas were classified in a range from smaller scale neighborhood centers to larger scale community and regional centers. Horizon 2020 gives those areas, designated as commercial centers, some guidance as to their development. That direction is broad-based without giving consideration to those distinct and unique features and qualities of the neighborhoods surrounding designated centers.

The intersection of West 6th Street and K-10 (the South Lawrence Trafficway) is designated appropriate as a large-scale community commercial center in Horizon 2020. This intersection is also foreseen as a major “gateway” to the community. As a prominent area of the community, it is important to encourage planned development of the West 6th Street/K-10 nodal study area that is appropriate for the community and surrounding neighborhoods. It is also important to encourage the development of the nodal study area in a manner that reflects the community character of natural and built environments of the surrounding landscape thereby making the nodal study area a vibrant place people recognize as a unique and special place within the community and allows visitors to recognize they have arrived at the gateway to the community.

What is a nodal plan?

A nodal plan is a concept intended as a useful planning tool. A nodal plan is a long-range, site-specific plan of an intersection identified as a commercial node. Nodal plans look specifically at the four corners of an intersection. Their purpose is to ensure appropriate and compatible development of that intersection in a manner that is consistent with the goals and policies in Horizon 2020 and that is non-intrusive to surrounding neighborhoods. Highlighted below are those specific components, identified by Planning Staff, of a nodal plan.

- ❑ Existing natural features;
- ❑ Appropriate transitional uses;
- ❑ Appropriate uses for specific corners of the intersection;
- ❑ Access points from each location;
- ❑ Necessary infrastructure improvements;
- ❑ Overall traffic flow in and around the node, and the surrounding area; and
- ❑ Any and all necessary information needed to create the nodal plan.

Of the above seven components, the one considered most critical is the designation of appropriate land uses at each specific corner of the intersection. This reinforces the planning

concept of ensuring new development is appropriate and compatible with each other, the intersection, and the surrounding neighborhoods.

Why develop a nodal plan?

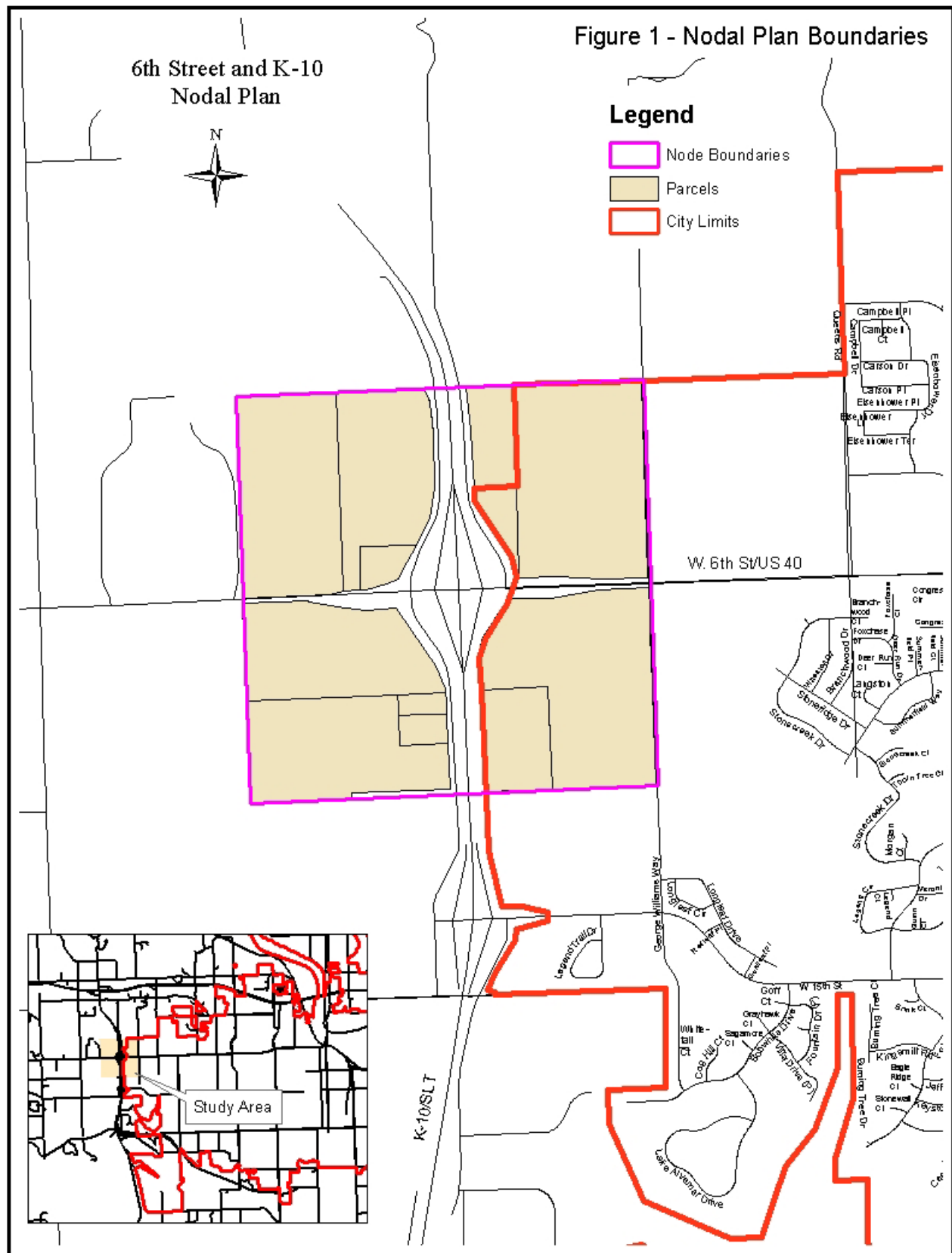
It is a good planning practice to study site-specific conditions and characteristics of areas destined to become commercial centers, or “nodes.” Such plans help ensure appropriate and compatible development of community activity centers with surrounding neighborhoods by encouraging development of intersections that is compatible both internally (within the node) and externally (with surrounding neighborhoods).

Description of Nodal Study Area

The West 6th Street/K-10 intersection lies in Township 12 S, Range 19 E, Sections 29, 30, 31, 32, which is located in northwest Lawrence. The nodal study area extends one-half mile in all directions from West 6th Street and K-10, encompassing one square mile, or six hundred forty acres. Currently, the eastern half (that portion east of K-10) is located within the city limits of Lawrence. The western half (that portion west of K-10) is located outside of the city limits of Lawrence. Refer to Figure 1 for additional information on the location of the West 6th Street/K-10 intersection.

The areas surrounding the West 6th Street/K-10 nodal study area are in the predevelopment planning stage for owners, especially east and south of the intersection. These areas are experiencing primarily the development of single-family, detached residences, although pockets of multiple-family residential development are anticipated. The nodal study area lies partially within the West Lawrence Neighborhood Association. For the immediate future, development to the north and west of the nodal study area is expected to remain minimal as these areas will remain as part of unincorporated Douglas County. In the Baldwin Creek area (east of K-10, north of West 6th Street) the predominant housing pattern is planned to be very low-density residential. Residents living in this area have voiced their desire to retain the existing low-density growth pattern.

The West 6th Street/K-10 nodal study area is also partially located within the Baldwin Creek drainage basin. Although primarily upstream, the development of this area will have a significant or substantial impact on the natural drainage patterns of the intersection area, as well as on those existing drainage patterns found in downstream areas.



Existing Conditions

The first step in development of this plan was an inventory of existing conditions at the West 6th Street/K-10 intersection. An analysis of those conditions by planning staff followed as they relate to the future development of this West 6th Street/K-10 nodal study area. The inventory and analysis of existing conditions in this plan are intended to serve as a guide and to act as a support mechanism for the recommendations outlined at the end of this plan.

Existing Land Uses

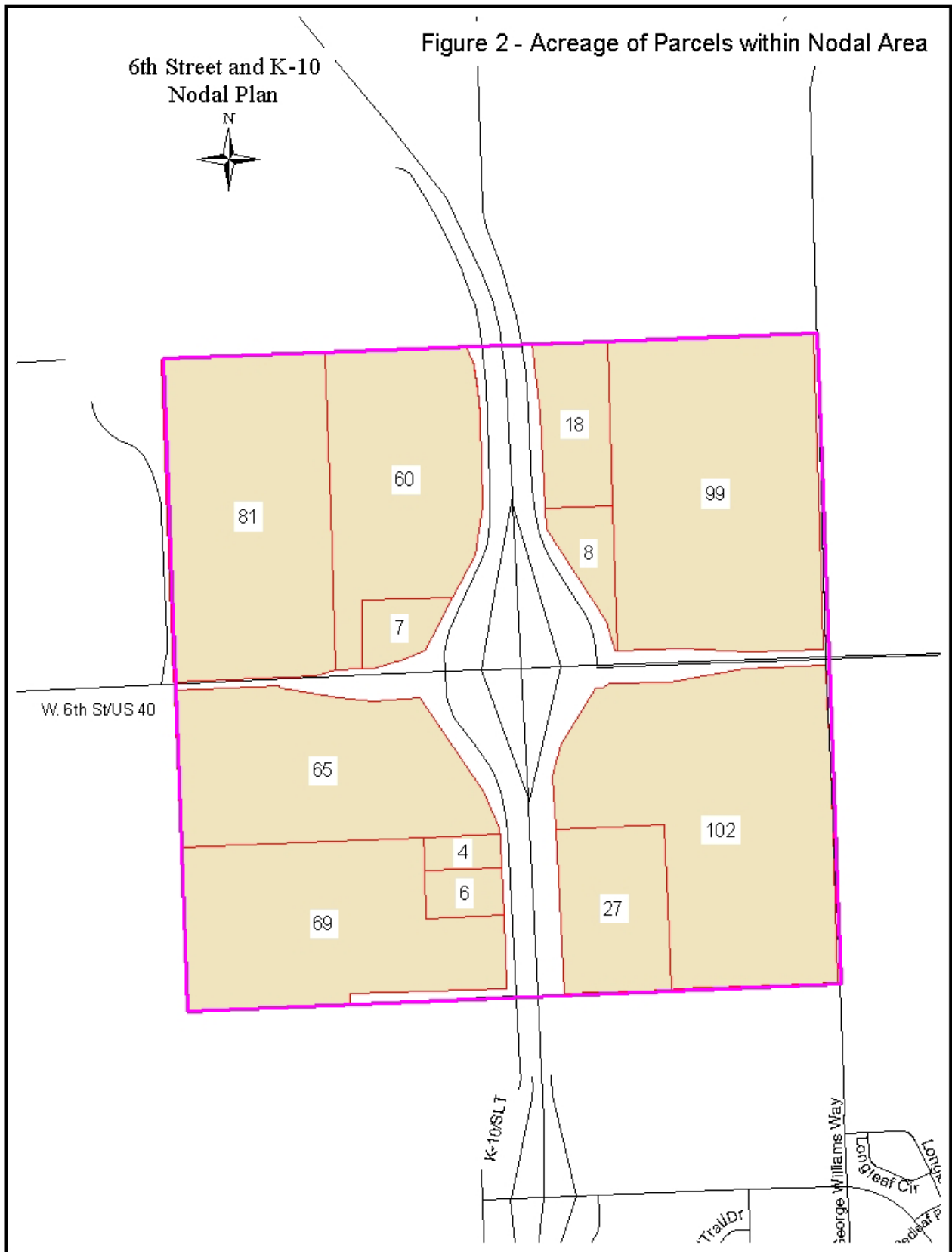
All corners of the intersection are currently undeveloped for urban uses or in agricultural use. As previously mentioned, the Lawrence corporate boundary runs along the eastern edge of K-10 making the area east of K-10 within the Lawrence city limits and the area west of K-10 (including K-10) outside the Lawrence city limits. The nodal study area comprises a total of twelve (12) parcels: six (6) are large parcels in excess of forty (40) acres. Figure 2 illustrates those parcels over forty (40) acres within the nodal study area.

Existing Zoning Patterns

The majority of the area west of K-10, which is part of unincorporated Douglas County, is currently zoned A, Agricultural. As identified in the Douglas County Zoning Regulations (Article 6.1), the purpose of this designation is to provide for a full range of agricultural activities, including processing and sale of agricultural products raised on the premises, and at the same time, to offer protection to agricultural land from the depreciating effect of objectionable, hazardous, and unsightly uses. This designation is also intended to protect watersheds and water supplies, to protect forest and scenic areas, to conserve fish and wildlife, to promote forestry and the growing of natural crops and grazing, and to prevent untimely scattering of more dense urban development. Located in the northwest corner on the intersection of West 6th Street/K-10 there is a parcel of land currently zoned B-1, Neighborhood Business. As identified in the Douglas County Zoning Regulations (Article 9.1), this district provides primarily for retail shopping and personal service uses to be developed either as a unit or in individual parcels to serve the needs of nearby residential neighborhoods.

The area to the east of K-10, which is part of the City of Lawrence, also retains its County zoning designation of A, Agricultural. Currently, there are rezoning requests from property owners on the northeast and southeast corners seeking residential, commercial, and industrial zoning designations.

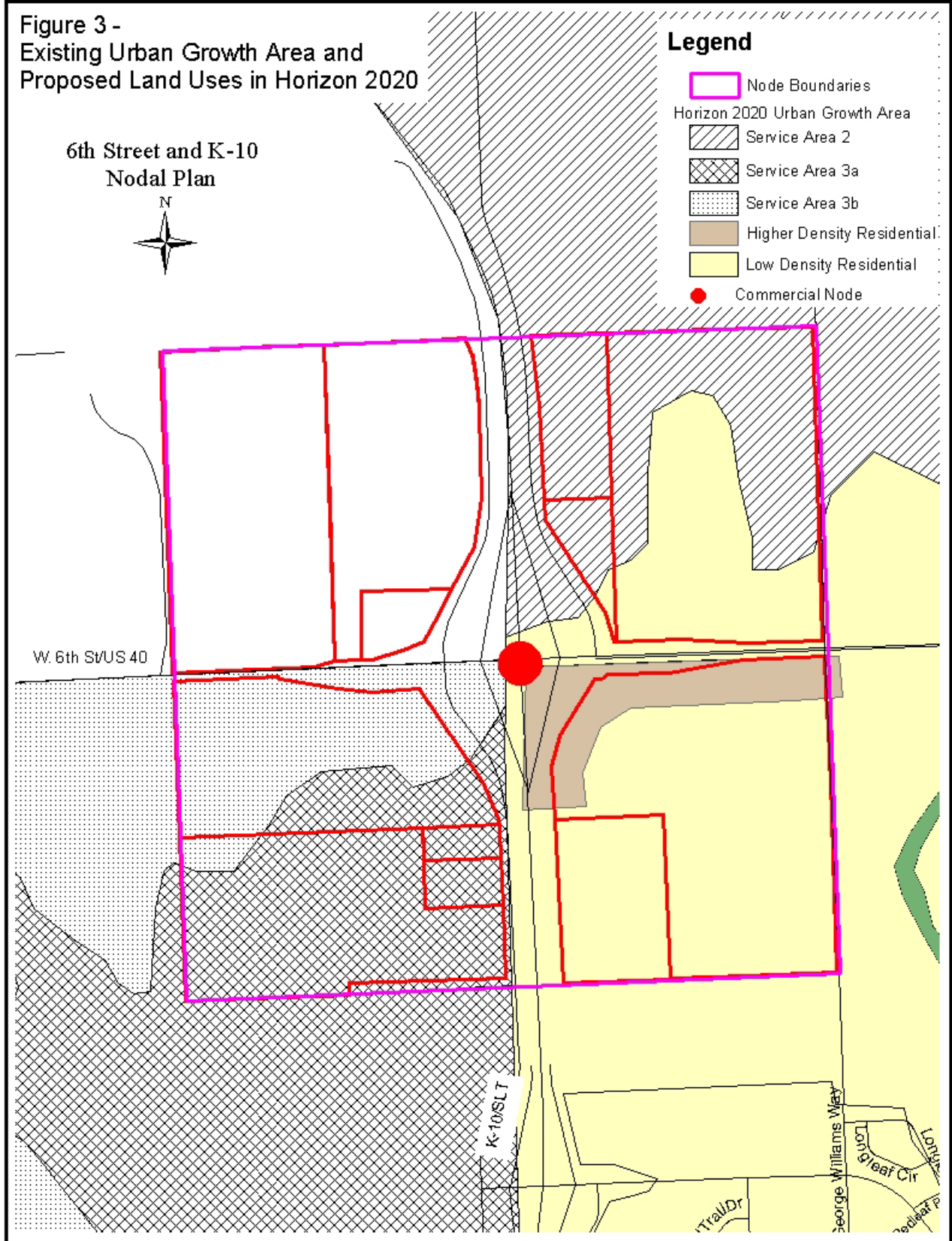
Figure 2 - Acreage of Parcels within Nodal Area



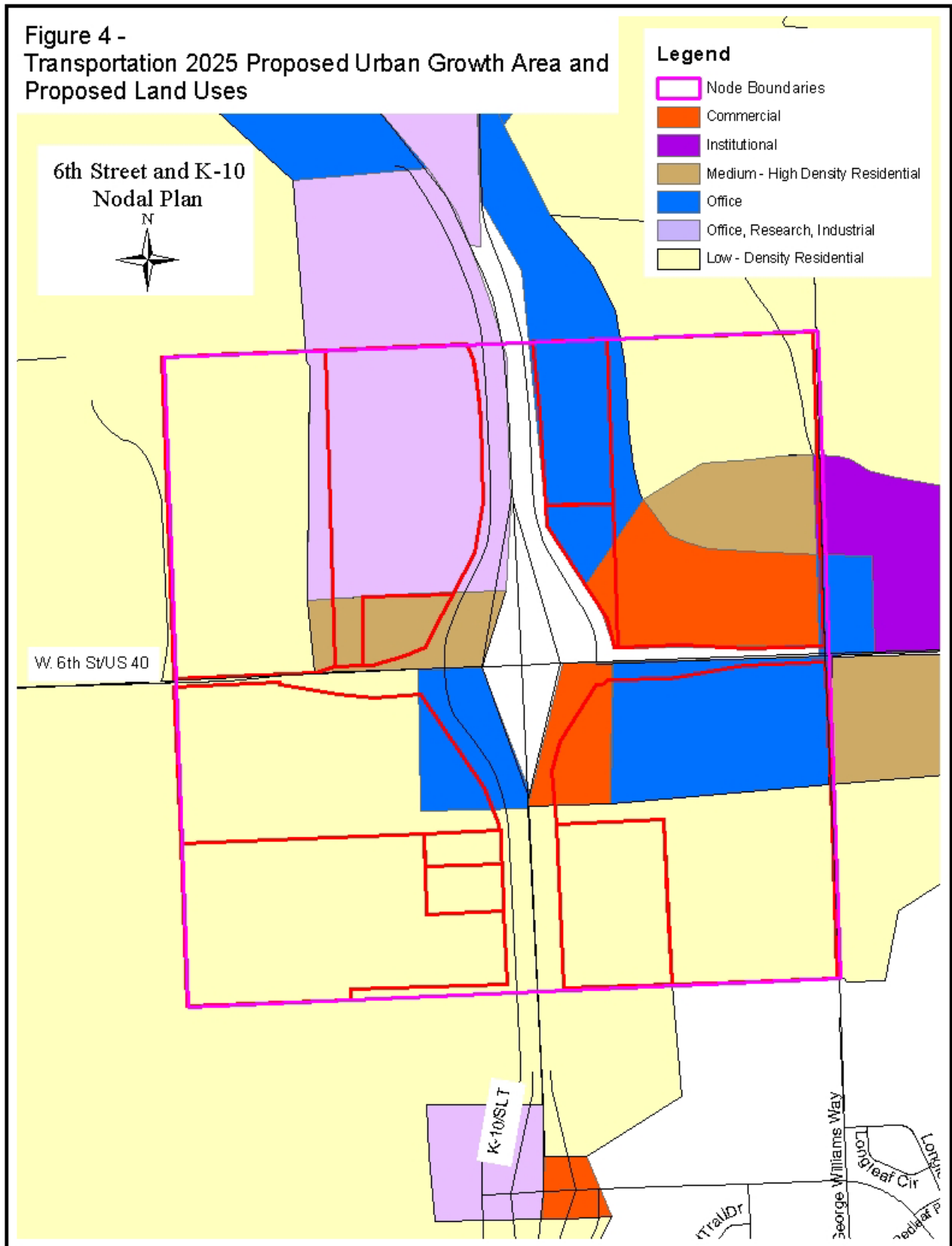
Future Land Use/UGA Designation

The following is a brief summary of the future land uses for this area as they were initially generated. The intersection of West 6th Street/K-10 has been designated as a Community Commercial Center. This intersection is envisioned as a multiple-use activity center of low-, medium-, and high-density residential development; commercial, office, research, and industrial activities; public, semi-public, and institutional uses; and parks, recreational, and green/open space opportunities. Figure 3 illustrates future land uses for the nodal study area as designated in Horizon 2020 and Figure 4 shows future land use as proposed by Transportation 2025.

**Figure 3 -
Existing Urban Growth Area and
Proposed Land Uses in Horizon 2020**



**Figure 4 -
Transportation 2025 Proposed Urban Growth Area and
Proposed Land Uses**



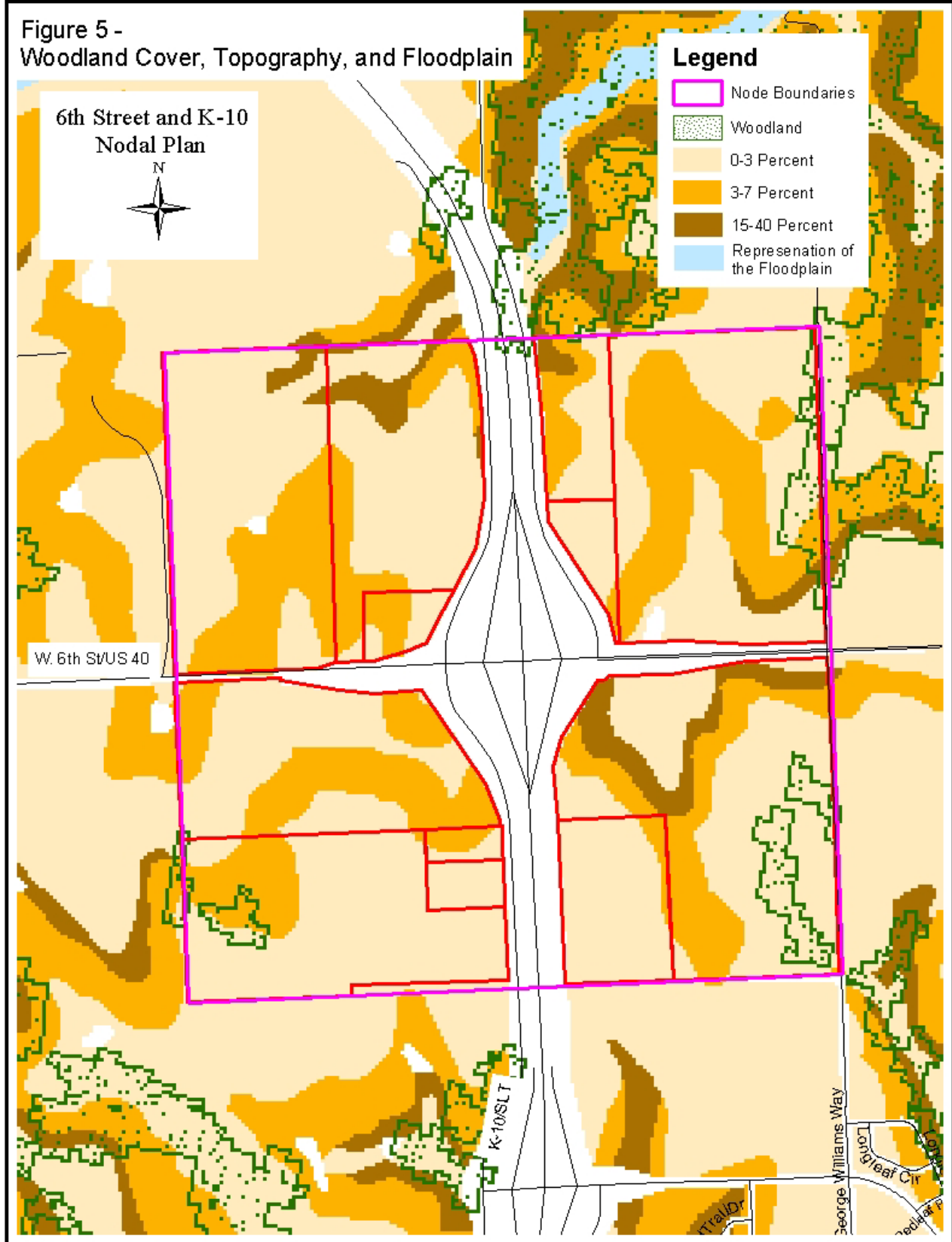
The City of Lawrence also anticipates the eastern half of the nodal study area would be first to develop at an urban intensity prior to the western half. Future public improvement projects, such as widening of West 6th Street between the K-10 and Wakarusa Drive intersections and extension of sewer and water mains, make development of the eastern half of the nodal study area more readily available. The western half of the nodal study area is not anticipated to undergo urban-intensity development until after that area east of K-10 has experienced urban-intensity development. This is due in part to the City's inability to provide an urban level-of-service in the near future.

Environmental Conditions

The northern half of the nodal study area, that portion north of West 6th Street, is at the upper reaches of the Baldwin Creek drainage basin. While no FEMA designated floodplain is located within the West 6th Street/K-10 nodal study area, there is a FEMA designated floodplain within one-eighth of a mile of the nodal study area. This floodplain is found along a tributary of Baldwin Creek located north of the northeast corner of the intersection and is based on the 2001 FIRM map for Douglas County. Also found within the nodal study area is a scattering of woodlands, especially in the eastern and northern portions of the nodal study area. While not substantial woodland cover, the existing vegetation is located in close proximity with the drainage channels found within the nodal study area.

The majority of slopes within the nodal study area fall into the 0-to-3% range. There is a prominent ridge, along with slopes in excess of fifteen (15%) percent, located in the southeast corner of the nodal study area which may cause some problems with the provision of public services, especially sewer and water. Slopes ranging from 3-to-7% are also found within the nodal study area. They are primarily located adjacent to the existing drainageways in the northern portions of the nodal study area. Figure 5 illustrates existing environmental features of the nodal study area.

**Figure 5 -
Woodland Cover, Topography, and Floodplain**



Public Services

The West 6th Street/K-10 nodal study area is not currently served by city infrastructure or services. A portion of West 6th Street, between K-10 and Wakarusa Drive, will be widened from two-lanes to four-lanes starting in 2004 and as part of this widening project, water lines will be extended making these services available within the eastern portion of the nodal study area. Due to the topography of portions of the nodal study area (primarily those areas north of West 6th Street), force mains and pumps will be necessary for successful sanitary sewer service. These pumps and force mains have already been planned for and funded by the Baldwin Creek Sewer Benefit District project. It is anticipated the majority of the areas south of West 6th Street, especially within the intersection's southeast corner, can be served by existing sewer service located south and east of the nodal study area.

Circulation & Access

West 6th Street (US 40) and K-10 (the South Lawrence Trafficway, SLT) are the arterial streets providing primary access to the nodal study area: West 6th Street/US 40 provides east-west access; K-10 provides north-south access. K-10 also provides easy access to the Kansas Turnpike/Interstate 70 (located less than two miles to the north of the West 6th Street/K-10 intersection) and to US Highway 59 (located approximately seven miles to the southeast of the intersection). George Williams Way, a planned collector/minor arterial street in the area, will provide access to the eastern half of the nodal study area upon its extension and completion in 2004. Refer to Figure 6 for the functional classification of streets in the nodal study area.

An anticipated north/south collector street will provide access to the western half of the nodal study area. The street is planned to be located approximately one-half mile west of the southwestern ramp at the West 6th Street/K-10 intersection. As the western portion of the nodal study area develops, existing individual and local access points onto West 6th Street/US 40 will be eliminated. There is no railroad access to the nodal study area. Bike paths and multiple-use recreational trails are located along the K-10 corridor and a ten-foot (10') wide recreation path on the south side of West 6th Street is planned with the road improvement/widening project.

Envisioned Future

This section of the plan involves a summary of the existing plans and improvement projects of the City's future specifically as they relate to the West 6th Street/K-10 intersection and its future development. This summary of the future visions and improvements is intended to serve as a guide and act as a support mechanism for the recommendations outlined in this area plan.

Horizon 2020

Horizon 2020 is the long-range plan for Douglas County and the City of Lawrence, outlining future land use growth and development over the next twenty years. This plan was developed during the mid-1990s utilizing a community-wide public participation process allowing the residents of the community to envision what they would like their hometown to be in the future. This part of the study looks at the existing intent of Horizon 2020, specifically in Chapter 6, Commercial Land Use, as it relates to development at the West 6th Street/K-10 intersection. Also identified are those relevant goals found in the other chapters of Horizon 2020 related to the planned development of the West 6th Street/K-10 intersection.

Existing Chapter 6, Commercial Land Use in Horizon 2020

The current commercial land use element in Horizon 2020 identifies the West 6th Street/K-10 intersection as appropriate for a community commercial center since such centers should be located at arterial street intersections. These centers typically require ten to thirty acre sites to accommodate buildings, parking areas, and open spaces. They generally contain leasable space of 150,000 gross square feet (gsf) but may range from 100,000gsf to 450,000gsf, and can include a food/drug store along with a mix of retail and other uses and usually anchored with a small department store type tenant.

Areas that are designated community commercial centers do not necessarily infer a large-scale commercial development. These areas are intended to concentrate commercial development of the community, however, "leapfrog" development from the contiguous urbanized area of the community is discouraged. Centers are intended to be easily accessible from surrounding neighborhoods.

Relevant goals and policies related to the development of the West 6th Street/K-10 nodal study area come from Chapter 6, Commercial Land Use and include the following. For a more detailed look at the goals and policies, refer to Horizon 2020.

- ❑ **Goal 2: Compatible Transition from Commercial Development to Less Intensive Uses.** *Ensure compatible transition from commercial development to residential neighborhoods & other less intensive land uses.*
 - **Policy 2.1: Use Appropriate Transitional Methods.**
 - **Policy 2.3: Higher-Density Residential Development as Transitional Use.**
 - **Policy 2.5: Office, Research & Semi-Public Development as Transitional Use.**
 - **Policy 2.6: Parks, Recreation & Open Space as Transitional Use.**
- ❑ **Goal 3: Criteria for Location of Commercial Development.** *Provide regional, community & neighborhood shopping opportunities to meet the commercial & retail needs of the community.*
 - **Policy 3.1: Utilize Locational Criteria for Commercial Development.**

- **Policy 3.3: Utilize Locational Criteria for Community Centers.**
- **Policy 3.7: Require an Impact Analysis.**
- ❑ **Goal 4: Transportation Considerations.** Promote a multi-modal transportation system which provides or improves access & circulation within and adjacent to commercial areas.
 - **Policy 4.1: Levels of Service.**
 - **Policy 4.2: Evaluate Traffic Impacts.**
 - **Policy 4.3: Minimize Traffic Diversion.**
 - **Policy 4.4: Ensure Adequate Ingress & Egress.**
 - **Policy 4.5: Limit Access.**
 - **Policy 4.7: Provide Pedestrian Access.**
 - **Policy 4.8: Provide Bicycle Access.**
 - **Policy 4.9: Encourage Convenient Parking within Commercial Areas.**

Additional Goals from Horizon 2020

Additional relevant goal statements from Horizon 2020 that support the recommendations of this plan help guide the future development of the nodal study area so that it is consistent with the intent of the City's long-range vision of its future are highlighted below.

Chapter 4, Growth Management

- ❑ **Goal 1: Establish Urban Growth Areas.** Urban Growth Areas are needed surrounding the cities of Lawrence, Eudora, Baldwin City & Lecompton to direct & guide new development.
- ❑ **Goal 2: Conserve the Rural Character of Douglas County.** The rural character of Douglas County should be preserved for agricultural & natural uses in those areas beyond the urban growth areas surrounding the cities of Lawrence, Eudora, Baldwin City & Lecompton.

Chapter 5, Residential Land Use (low-density)

- ❑ **Goal 3: Neighborhood Conservation.** The character & appearance of existing low-density residential neighborhoods should be protected & improvements made where necessary to maintain the values of properties & enhance the quality of life.
- ❑ **Goal 4: Criteria for Location of Low-Density Residential Development.** Adopt criteria to guide the placement & design of stable, safe & pleasant neighborhoods.
- ❑ **Goal 5: Create a Functional & Aesthetic Living Environment.** Create & maintain neighborhoods that are aesthetically pleasing & functionally efficient & practical.
- ❑ **Goal 6: Compatible Transition from Low-Density Residential Development to More Intensive Land Uses.** Ensure transition from low-density residential neighborhoods is compatible with more intensive residential & nonresidential land uses.

Chapter 5, Residential Land Use (medium- & higher-density)

- ❑ **Goal 1: Criteria for Location of Medium- & Higher-Density Residential Development.** Adopt criteria which will ensure that livability, property values, open space, safety & the general welfare are sustained.
- ❑ **Goal 2: Create a Functional & Aesthetic Living Environment.** Create & maintain medium- & higher-density residential developments that are aesthetically pleasing & functionally efficient & practical.
- ❑ **Goal 3: Compatible Transition from Medium- & Higher-Density Residential Development to Both More Intensive & Less Intensive Land Uses.** Ensure transition from medium- & higher-density residential neighborhoods is compatible with nonresidential land uses or low-density residential land uses.
- ❑ **Goal 4: Transportation Considerations.** Promote a transportation system which provides or improves access & circulation within & adjacent to medium- & higher-density residential areas.

Chapter 7, Industrial & Employment Related Land Use

- ❑ **Goal 2: Compatible Transition from Industrial/Employment-Related Development to Less Intensive Uses.** Ensure a compatible transition between industrial & employment-related developments & less intensive land uses.
- ❑ **Goal 3: Criteria for Location of Industrial or Employment-Related Development.** Provide industrial & employment areas to meet the economic needs of the community.
- ❑ **Goal 4: Transportation Considerations.** Promote a multi-modal transportation system which provides or improves access & circulation within & adjacent to industrial areas.

Chapter 8, Transportation

- ❑ **Goal 1: Transportation Considerations.** Promote a multi-modal transportation system which provides or improves access & circulation throughout the city & county.
- ❑ **Goal 2: Street System Goal.** Provide an efficient & effective network of streets & roads which access all appropriate areas, provide continuity & connections into & beyond the City of Lawrence & Douglas County, & support the arrangements of various land uses within the urbanized area.
- ❑ **Goal 3: Access Management Goal.** Promote the mixture of planning, design, traffic operations, & administrative actions to coordinate roadway access in order to maximize safety & mobility while reducing delays to travel.
- ❑ **Goal 4: Public Transportation System Goal.** Implement a coordinated public transportation system that offers a viable choice of travel which addresses the needs of individuals & the community as a whole. Public transportation should be viewed as an alternative mode of transportation to reduce localized traffic congestion, improve air quality, conserve energy, & provide better transportation for those who choose not to or are unable to drive.
- ❑ **Goal 5: Pedestrian & Bicycle Transportation System Goal.** Establish an integrated system of bicycle & pedestrian improvements which provide for safe & efficient connections throughout the community, & offers viable choices of travel. Walking is a form of transportation. Recognize that walking is an important form of transportation especially for children, the elderly, & those who cannot afford other transportation modes.

Chapter 9, Parks, Recreation, & Open Space

- ❑ **Goal 1: Balance Between Natural & Man-Made Environments.** A balance between the natural & man-made environments is needed to conserve & protect natural features while allowing new development.
- ❑ **Goal 2: Protect & Expand the System of Park, Recreation & Open Space.**
- ❑ **Goal 3: Criteria for the Location of Parks & Open Space.** Create a park, recreation & open space system that is sensitive to both the recreational needs & the environmental/ecological needs of the community.
- ❑ **Goal 4: Compatible Transition from Recreation Facilities to Residential Land Uses.** Ensure compatible transition from recreational facilities whether public or private to residential land uses.

Chapter 10, Community Facilities

- ❑ **Goal 1: Provide Facilities & Services to Meet the Needs of the Community.** Provide quality public & semi-public facilities equitably distributed throughout the community.
- ❑ **Goal 2: Criteria for the Location of Community Facilities.** Adopt criteria which will ensure that community facilities are located, designed & operated in a manner compatible with neighboring uses.
- ❑ **Goal 3: Transportation Considerations.** Promote a multi-modal transportation system which provides or improves access & circulation within & adjacent to community facilities.

Chapter 12, Economic Development

- ❑ **Goal 1: Increase Job Growth.** Increase job growth at a rate equal to or above that of population & housing to maintain a separate community identity.
- ❑ **Goal 2: Increase Tax Base.** Ensure tax base growth equals or exceeds population & housing growth.

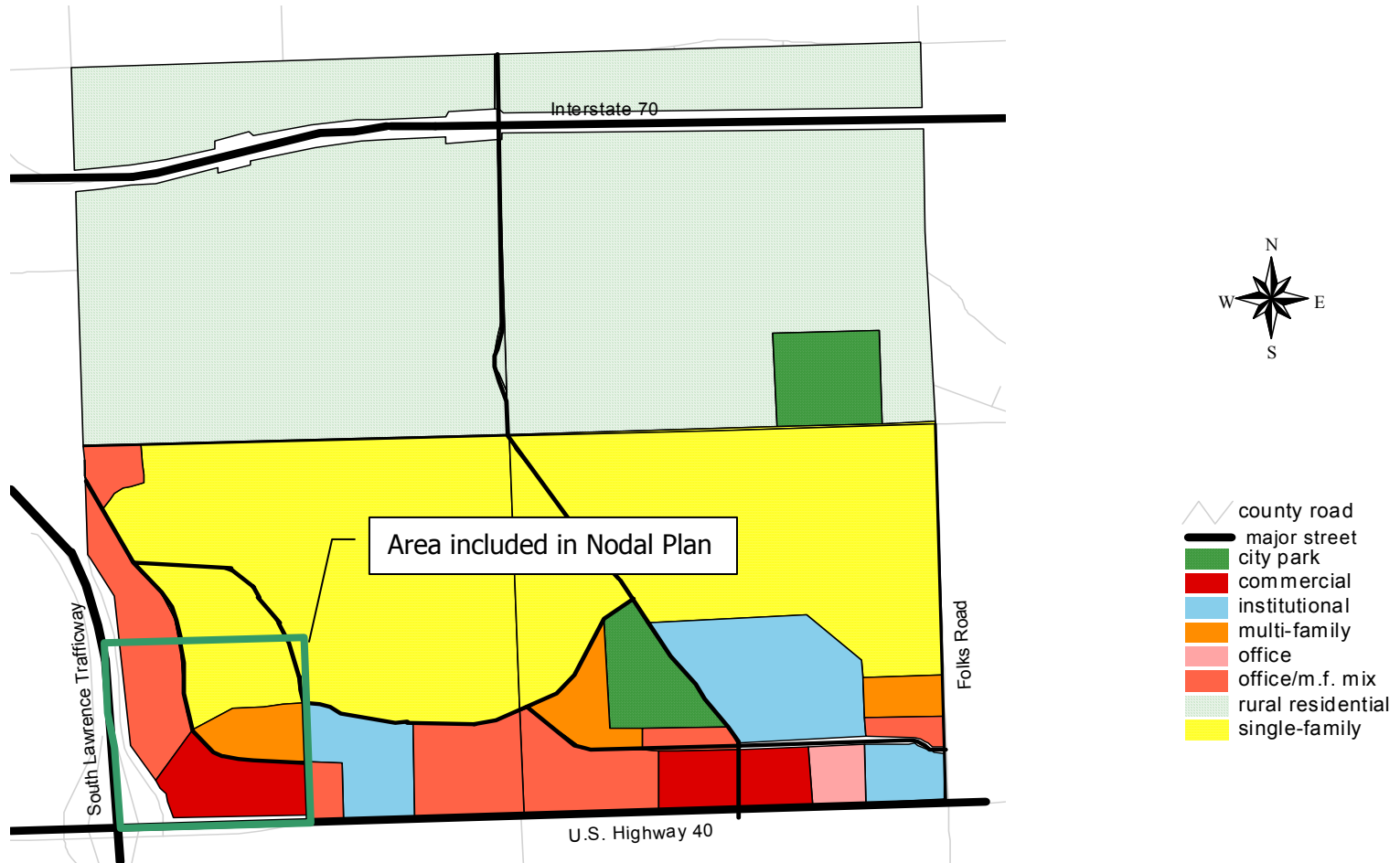
The Northwest Plan

The Northwest Plan, completed in 1997, is the most recent, detailed guide, for the future land use and development for the northeast (NE) corner of the nodal study area. The Northwest Plan covers approximately four square miles (Sections 20, 21, 28, 29) in northwest Lawrence bounded by West 6th Street to the south, Folks/E 1100 Road to the east, Douglas County Road 438/Farmers Turnpike to the north, and E 900 Road to the west. While covering only one quarter the West 6th Street/K-10 intersection, this plan has a direct influence on recommended uses for the NE corner of the nodal study area. The remainder of the Northwest Plan addresses those sections adjacent to the NE corner, and while not directly tied to this nodal study, their future vision plays an important role in shaping the development of the West 6th Street/K-10 intersection.

The Northwest Plan indicates that the NE corner should be urbanized calling for high intensity land uses to be located at this intersection and that land uses “step-down,” or decrease, in intensity as activities move north and east away from the intersection. Any new development to occur in this area needs to be compatible with the adopted policies and regulations of the City. The Plan also stresses the importance of maintaining the unique environmental features and conditions, especially as they relate to the Baldwin Creek drainage basin, perhaps by incorporating them into development.

The Northwest Plan envisions the following land uses for the NE corner: medium-density residential development (up to 15 dwelling units per acre, or 15du/ac) to accommodate duplexes to apartments along West 6th Street and low-density residential development (single-family dwellings) in the central and northern portions. It is also recommended the NE corner include a neighborhood park, which is intended to serve between 1,500 and 2,000 households (this would include new residential development in the nodal study area as well as adjoining neighborhood areas currently underserved by park and recreation opportunities). Refer to Figure 7 for land use designations of the entire Northwest Plan planning area.

The Northwest Area Proposed Land Uses



Note: Actual environmental conditions which place constraints on development are not shown on this map. Refer to the comprehensive plan for guidance on environmental condition maps, studies and policies.

Lawrence-Douglas County Metropolitan Planning Office
October 2, 1996

West 6th Street Access Management Plan

Access from West 6th Street will be limited in accordance to the provisions of City Ordinance #7465 (adopted in 2002), based on the West 6th Street Access Management Plan completed in 1998. While improvements to West 6th Street are a priority, access into activities of the West 6th Street/K-10 nodal study area will also be generated by developed neighborhoods on the edges. The development of a multi-modal circulation pattern is highly encouraged. Pedestrian accessibility is a priority of the City and the provision of bike paths and sidewalks connecting internal and external neighborhoods are emphasized. It is also recommended that the development of multiple-use recreational trails be included as part of the development of this nodal study area. Consideration of public transit is important as the City stretches further out along West 6th Street. Planning for public transit includes, but is not limited to, bus turnaround areas, bus loading areas, and bus routing.

Horizon 2020 recognizes the West 6th Street/K-10 intersection is a “*gateway or major entrance to the community*” and therefore traditional, heavy intensity industrial uses are not recommended. However, office and office research park uses are appropriate for gateways into the City so long as such developments present a “*pleasant community appearance*” and include “*aesthetic amenities such as landscaped plazas, open spaces, and pedestrian areas which emulate a unified and organized ‘campus’ setting.*” This is a particularly attractive land use option at this intersection because of the ready access to highways serving the state north-to-south and east-to-west. Development here would reduce the likelihood of conflicts arising due to truck traffic across established neighborhood boundaries. Institutional and public land uses are also appropriate and encouraged for the West 6th Street/K-10 intersection. Another asset the nodal study area provides is the ability to develop commercial land uses that can have controlled access to city arterial or collector streets.

Other Plans

The Plans mentioned above relate to more general, farsighted visions of what Lawrence should be as it evolves into the future. While good at providing general guidance, general land use plans are not designed to identify specific improvements or anticipated development projects for individual land owners. The following summary of plans is provided to identify those specific or anticipated improvements or development projects in other comprehensive city plans and to identify their impacts on the West 6th Street/K-10 intersection nodal study area.

Parks & Recreation Master Plan

The Parks and Recreation Master Plan, adopted in 1994 and updated in 2000, identify numerous bike lanes and paths for Northwest Lawrence, including the West 6th Street/K-10 nodal study area. While no specific park sites have been designated for this area, the Plan does include the nodal study area within a “*future park zone.*” This zone indicates where additional parkland, particularly neighborhood parks, will be needed as the community continues to expand in the northwest.

Capital Improvement Plans

Of the City's identified one hundred sixty capital improvement projects for the years 2003 to 2009, only a fraction will have an impact on the nodal study area. Projects having the most direct impact on nodal development are those related to the accessibility of West 6th Street/K-10. In 2004, improvements to West 6th Street and George Williams Way will begin. West 6th Street will be widened from two-lanes to a four-lane with median between K-10 and Champion Lane. George Williams Way is scheduled to be improved to a city collector street between West 6th Street and Harvard Road. In 2007, George Williams Way is proposed to be improved to city standards on the north side of West 6th Street for one mile. All three street improvements include the provision of bike lanes. Future improvements at the West 15th Street/K-10 intersection will have some impact on accessibility to the nodal study area.

The Parks and Recreation Department also has a handful of projects that will influence the development of the West 6th Street/K-10 nodal study area. Both the development of a forty-one (41) acre neighborhood park and indoor neighborhood recreation center are planned adjacent to Langston Hughes Elementary School (which is located directly south of the nodal study area's southeast corner along George Williams Way). The recreation center is proposed for construction in 2005/06 and development of the park site could occur between 2006 and 2008. The Parks and Recreation Department also have entryway signs planned for the West 6th Street/K-10 intersection for the years 2004 or 2006. These signs would be placed both on K-10 (north of the intersection) and West 6th Street (west of the intersection).

Other planned improvements adjacent to the nodal study area will have an indirect influence on its development. These improvements deal primarily with the provision of public services and include a remodel/modernization of the fire station on West 6th Street (west of Kasold Drive) in 2003 and a multi-use public facility (public works, parks and recreation, utilities, fire, emergency medical) located north of Clinton Parkway and west of Wakarusa Drive in 2004/05. As a result of these projects, the nodal study area would experience improved response times for emergency services. Sewer and water service improvements are easily extended into the eastern half of the nodal study area and are planned in conjunction with street improvements to West 6th Street and George Williams Way.

Potential Development Projects

There is indication development is likely to occur sooner than later within the West 6th Street/K-10 nodal study area. Currently, rezoning requests have been submitted to the City of Lawrence for the northeast (submitted October 31, 2002) and southeast (submitted September 6, 2002) corners of the West 6th Street/K-10 intersection. The rezoning requests and preliminary plat that were submitted on September 6, 2002, for the southeast corner propose a variety of retail, office, and residential uses. Those requests have gone through the public hearing process with the Lawrence-Douglas County Metropolitan Planning Commission. The request for the northeast corner has not gone through the public review process. The rezoning request for this corner of the intersection is seeking to take advantage of planned improvements and provides a

variety of retail, office, and research/industrial uses. Both requests have been tabled for further study and the recommendations of this nodal study area plan.

In the development of this nodal plan, these rezoning requests have been considered to ensure they meet the intent of Horizon 2020 and the Northwest Plan. Both requests meet the intent of the City's long-range vision for the West 6th Street/K-10 nodal study area, however, specific distribution of uses will need to be closely scrutinized to ensure they are appropriate and compatible land use activities both within the nodal study area and with surrounding neighborhoods. Additionally, the current property owner's intention to develop a church campus and ancillary uses on the southwest corner of the nodal study area was also considered in the development of this plan. This analysis helps to ensure the best and most practical location of land uses that are compatible with each other, appropriate for the community, and unobtrusive to surrounding neighborhoods and land uses.

Recommendation

The West 6th Street/K-10 intersection is anticipated to evolve into one of the prominent entryways into the community. Douglas County and the City of Lawrence, supported by Horizon 2020, have emphasized that the development of entryways be done in a manner that portrays Lawrence and Douglas County as a clean, livable place to work and play. Any development proposals for this intersection will come under close scrutiny to ensure the entryways are protected and enhanced. The following land use recommendations regarding the development of the nodal study area are based on the analysis of the above identified existing conditions and envisioned future of this intersection. These recommendations are graphically depicted in Figure 8 on the West 6th Street/K-10 nodal study area land use map.

Additionally, due to limited access, it is recommended no building permits be issued for the northwest, southwest, and northeast corners of the plan area until the West 6th Street Improvement Project is substantially completed. It is further recommended that because the southeast corner can be accessed via George Williams Way, it may be appropriate for residential development to occur in the southern half of this quadrant before the completion of the West 6th Street improvements. However, because West 6th Street will provide the primary access to any non-residential development in this quadrant it is recommended that no non-residential permit be issued in the southeast corner until the West 6th Street Improvement Project is substantially completed. It should also be emphasized that no direct access from West 6th Street to any of the intersection corners will be permitted per the West 6th Street Access Management Plan. Existing frontage road access to West 6th Street will be removed once redevelopment occurs on an intersection corner having such access.

As part of the recommendations in this plan, it should be noted that the eastern half of the nodal study area is currently within the city limits of Lawrence. Both the northeast and southeast corners of the West 6th Street/K-10 intersection area are under pressure to develop. The majority of commercial uses have been allocated on the eastern edges of the nodal study area in recognition of this development pressure. Also, as indicated in the inventory and analysis portion of this plan, City services, including substantial infrastructure improvements, are more readily available to serve the eastern portion of the nodal study area in the immediate future compared to the western portion.

It should also be re-emphasized that the West 6th Street/K-10 intersection is designated a Community Commercial Center, and is limited to a total gross square footage of retail commercial activity as defined in Chapter 6 of Horizon 2020. Any retail commercial development proposed for the intersection area will require an economic impact analysis to demonstrate the need for such a development. As indicated previously, the majority of the retail commercial activity is recommended on the eastern portions of the nodal study area. This plan is not intended to preclude commercial development on the western portion of the nodal study area. However, such development would need to be of small-scale, ancillary in nature, and integrated into an overall development proposal.

6th Street and K-10 Nodal Plan



The Northwest Corner

The vast majority of this corner has been designated appropriate for office, industrial, and warehouse activities by this nodal plan. Given the relatively flat topography and large, single ownership parcels this area appears to be a prime location for an office and research park facility. Development of such a facility could expand the economic development opportunities in Lawrence and Douglas County. Such uses are encouraged at gateways to the City and it's anticipated the West 6th Street/K-10 intersection will evolve into one of the community's most prominent and attractive entryways. This nodal plan also designates a green space buffer along the northern edge of the corner to help preserve the southwestern portion of the Baldwin Creek drainage basin and will likely function in a stormwater management capacity. The green space also acts as a transitional buffer for lower-density residential development and agricultural activities for unincorporated Douglas County adjacent to this corner.

The Northeast Corner

This corner, along with the southeast corner, has the widest range of land use possibilities based on the planned improvements and nearby access to city services and infrastructure. This nodal plan dedicates approximately half of this corner to residential uses with the remaining half dedicated to commercial and office activities. Residential development will be limited to the northern half of the intersection and the majority of this development will be for low-density single-family neighborhoods. The remaining area is appropriate for medium-density residential development. Along the southern half of the corner (along 6th Street), this nodal plan has designated a significant portion appropriate for commercial development with the remaining area considered appropriate for office activities.

The residential areas serve as a transition between the more intensive commercial and office uses planned within this corner of the intersection and the planned low-density residential uses north of the nodal study area. These residential areas also serve to buffer land use activities of this corner with the existing very low-density, rural residential uses further to the north of the nodal study area. Areas appropriate for medium-density residential are located adjacent to K-10 and help serve to buffer K-10 and anticipated single-family residential neighborhoods. Similarly, office activities serve to buffer the commercial activities from residential areas planned adjacent to the eastern edge of the nodal study area. The nodal plan also encourages open space areas be used to further buffer commercial, office, and residential activities within this corner of the nodal study area.

The Southeast Corner

Like its northern counterpart, this corner provides opportunity for a variety of residential, commercial, and office activities. This nodal plan designates the majority of this corner appropriate for residential development and the remaining area appropriate for commercial and office uses. This nodal plan also designates the majority of its residential uses appropriate for low-density, single-family neighborhoods with a small portion considered appropriate for medium-density residential development. This medium-density development serves as primary buffer between single-family neighborhoods and commercial activities. The commercial and office activities of the southeast corner along West 6th Street mirror those of the

northeast corner - the majority of such activities are designated appropriate for commercial with the remainder for office uses.

This nodal plan anticipates more low-density, single-family residential development in the areas surrounding this corner and therefore much of this corner was designated appropriate for similar development to maintain compatibility of surrounding land uses. Open space areas are also highly encouraged to serve as buffers between residential, commercial, and office land use activities, as well as provide opportunities for linkages to the surrounding neighborhoods to the southeast of this nodal study area.

The Southwest Corner

This corner has some similar attributes to its northern counterpart and has been designated appropriate by this nodal plan for office, research/industrial, and warehouse uses, except for a small section designated appropriate for public/institutional activities. There is also a green space buffer considered appropriate by this nodal plan along the southern edge of the corner to help preserve the lower-density residential development and agricultural activities of unincorporated Douglas County adjacent to this corner.

Design Standards

The intent of incorporating design standards is to improve the overall design of shopping and living areas within the community. The goal of having design standards is to improve community aesthetics, facilitate neighborhood identification, and encourage a pleasant and enjoyable shopping, work, or outdoor experience. In the absence of community adopted design standards, the City encourages new development to consider their projects in a community wide context taking into consideration those features that make Lawrence a unique place to live, work, and play.

All development that is to occur with the plan study area shall reflect compatible site design patterns keeping with the intent of this intersection area being a gateway to the community and the desire to promote Lawrence as a unique place to be. Site design and building features shall also be reflective of the quality and character of the community as a whole and incorporate elements familiar to the local landscape. Design principles that are expected with any development proposal will receive close scrutiny to include:

1. Site design features, such as building placement, open space and public areas, outdoor lighting, landscaping, pedestrian and bicycle amenities, interfacing with adjacent properties, site grading and stormwater management, and parking areas and vehicular circulation, including access management, and
2. Building design features, such as architectural compatibility, massing, rooflines, detailing, materials, colors, entryways, windows, window and door treatments, signage, backsides of buildings and service/mechanical/utility features, human scale relationships, and a unified architectural theme.

3. All commercial areas shall be integrated into adjacent neighborhoods through distinct pedestrian and bicycle connections, greenspace areas at neighborhood and commercial boundaries, limited collector street access from the neighborhood to shopping centers, and the inclusion of uses that would serve the convenience needs of the nearby residents.