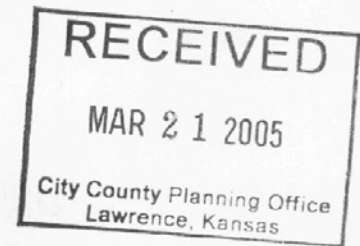


**John and Rebecca Ryan
1105 Stone Meadows Drive
Lawrence, Kansas 66049
PH: (785) 749-3442
FAX: (785) 749-3703**



March 18, 2005

Lawrence-Douglas County Planning Office
PO Box 708
Lawrence, Kansas 66044

R.E.: Project Request

To Whom It May Concern:

This letter is in regard to an article in the paper stating that residents could send to you projects for consideration. I would like you to consider improvements at the Youth Sports Inc. fields (YSI), an area leased from the Corps of Engineers.

Each spring and fall, thousands of Lawrence residents use the soccer and football fields at YSI. I would estimate that it is the most highly used park facility in Lawrence. Unfortunately, the care of the area does not reflect the demand that the fields and supporting facilities require. Just to name a few:

- Inadequate signage on K-10;
- Lack of paved parking and drives;
- Inadequate access to YSI.

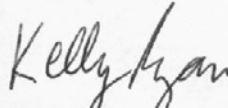
The signage on K-10 is inexcusable. This past fall, Kaw Valley Soccer Association (KVSA), trying to host a regional soccer event, lost Steve Zinn in a tragic auto accident. Steve was a volunteer trying to access YSI when he was killed. The driver who hit him was a parent from out of town who was trying to find YSI fields. K-10 signage needs to include large brown signs from both directions indicating that YSI is the next exit. Additionally, there is a sign on K-10 that indicates a stoplight is ahead. This existing sign needs to have a continuous flashing light installed on the sign. Please work with the county and state to make these changes.

Second, the lack of paved parking and drives is an unhealthy situation for spectators, parents, children and players. Hundreds of cars access the site on weekends. This continuously kicks up dust that blows in the Kansas wind onto the parked cars, spectators, and players who must breathe this dust. This affects so many of our residents and impacts perception of Lawrence by visiting teams. Please consider correcting this situation. A dust palliative applied several times in spring and fall is a short-term

solution. However, this area desperately needs paved asphalt drives and parking areas to match the existing areas already there.

Finally, the access to YSI needs to be corrected. I am certain it contributed to the death of Steve Zinn. There is only one small culvert crossing the ditch and providing access to YSI. With the sharp ~~right-hand~~ turn required to cross the ditch, this can only safely handle one-way traffic. Traffic backs up and causes people to lose concentration. A second entrance further to the west is needed. This would allow better flow through the facility. I would recommend that the access be addressed at the same time as the paving mentioned above.

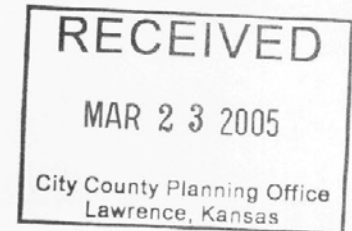
I am a Lawrence resident, a member of Kaw Valley Soccer Association and an employee of the U.S. Army Corps of Engineers. I am willing to work with you on completion of these projects and can coordinate any issues with KVSA and the Corps. This project will be a very worthwhile effort by the city/county as thousands of residents will directly benefit. If you should have any questions, you can contact me at the phone numbers listed above in the evenings, or during work hours at 816-983-3324.


Kelly Ryan

CF: Sam Perrion,
President KVSA

3/21/05

Lawrence-Douglas County Planning Commission
PO Box 708
Lawrence, KS 66044



Gentlemen:

The Journal World reports that the KS Biological Survey is trying to save what's left of prairie grass land in Douglas County. The Journal World also reports that the Lawrence-Douglas County Planning Commission wants ideas for city park projects. I find this apparent interest in creating natural areas in the county curious in view of the City's decision last fall to clear cut the proposed eight acre park located north of Longleaf Drive and east of George Williams Way. Native grasses were destroyed, trees were destroyed, and what was a habitat for turkeys, deer, coyotes, rabbits, and even a bob cat was destroyed. City Planners later met several times with neighbors about ideas for the park. Unfortunately, they adopted a "soccer mom's" proposal to erect jungle gyms, swing sets, and a nature class room for preschoolers. Obviously, there will be little nature to observe from this class room. We were told by these same planners that there is to be a concrete walkway through the park which will then meander through a strip of "green space" left to maintain the City's sewer system for new housing developments. Problem is that city workers bulldozed away most of the trees on this strip (which could now accommodate a 3 to 4 lane service road) leaving only cylindrical cement monuments to the sewer that runs beneath. Of course, the beautiful stream bed was destroyed in the process. What I propose is that trees, native grasses, and wild flowers be replanted on this land and that the City cease its practice of decimating existing flora and fauna on park sites. And far west Lawrence could sure use more than one park site.

Sincerely,

Maria Vincent

Maria Vincent
5908 Longleaf Drive
Lawrence, KS 66049
785-841-4806

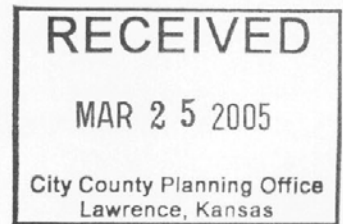
CC: Mayor Mike Rundle

City Commissioners Denis Highberger, David Dunfield, Sue Hack, David Schauner
Director of Parks and Rec. Fred DeVactor
JW Staff Writer Joal Mathis

Capital Improvement Plan 2006-2011

Submitted by: **East Lawrence Neighborhood Association**

March 22, 2005



1. Project title and description:

Hobbs Park Expansion. The East Lawrence Neighborhood Association requests that the City acquire the vacant lot at 911 E. 11th St (lot 1, "Sale Barn lot"). The approximately 3-acre lot is directly adjacent to Hobbs Park and will be adjacent to the Burroughs Creek Linear Park and Rails to Trails project currently in development.

2. Year we believe the project should be started: 2006

3. This project would be a new asset.

4. Anticipated funding: Parks and Recreation parkland acquisition

CRITERIA CHECK LIST:

Community goals and plans: Horizon 2020 clearly delineates the need to protect and expand green space. This lot is a rare remaining piece of green space in this part of the city. It is adjacent to a small-established park and a developing linear park. It is located in a historic neighborhood quickly losing green space to infill development.

Public Health and Safety: This expansion of Hobbs Park could provide additional recreational opportunities for the entire community, particularly in combination with the Burroughs Creek Linear Park.

Extent of Benefit to the Community: This space could be used to provide additional recreational opportunities lacking or overscheduled within the city, dependent on funds.

Related to other projects: The Burroughs Creek Linear Park and Rails to Trails Committee considers this piece of land to be crucial to the development of this trail/linear park.

Public perceptions of need: East Lawrence neighborhood residents have repeatedly expressed the city's acquisition of this property as a high priority since the closing of the Sale Barn. In the East Lawrence Neighborhood Plan (1999) virtually every respondent agreed that the acquisition of this property was important. It is strongly felt that the current M3 zoning is very inappropriate given the BNSF rail abandonment, the proximity to the only neighborhood park, and its location in a residential neighborhood.

Support economic development: Lawrence has become a substantial tourist destination based on its fascinating place in Civil War era history. Hobbs Park has developed as a monument to this history, with the Murphy Bromelsick House and the Sesquicentennial

Mural on Municipal Stadium. The expansion of this park has tremendous potential to add to this effect, being the original guard post of the city, and John Speer's homestead.

Environmental quality: This expansion of Hobbs Park protects rare green space in the eastern half of the city. Obviously, many types of industrial development on this lot (currently zoned M3) in our largely residential neighborhood would profoundly impact the environment of our only neighborhood park as well as the immediately adjacent residential neighbors.

Feasibility of project: In the 5 year timeline of this CIP request, ELNA's only request is the acquisition of the property so that it cannot be developed based on its M3 zoning. Any and all improvements could be deferred for this period. The neighborhood has tossed around many ideas about this property over the years; none have involved any major improvements to the site. ELNA has also discussed our applying for potential grant programs that could be applied to this property in the future.

Opportunity cost: A piece of historic property adjacent to a neighborhood park and a developing rails to trails project is currently for sale. There is every reason to believe that this green space will be gone forever if the current owner develops or sells it as a high intensity industrial property. Its asking price is likely to only increase.

Operational budget impact: ELNA has been told the current asking price for this property is \$330,000.00. We expect future improvements to be relatively minor, and could be offset by grants. The park improvements could be planned to reduce maintenance and upkeep as well.

**Project Request Form
CIP 2006-2011**

Submitted by the
Burroughs Creek Area Plan Study Committee

March 23, 2005

PROJECT TITLE:

Hobbs Park Expansion (for Rail-Trail Project)

1. A brief description of the project including where it is located.

Acquisition by City of a 2.86-acre vacant parcel, zoned M-3, at 911 East 11th St. (Lot 1, Sale Barn Addition).

Adjacent to Hobbs Park and the Municipal Baseball Stadium, the site is projected for integration into the Eastern Lawrence Rail-Trail Project (revised), which is currently within the Burroughs Creek Area Plan study and planning process.

2. Identify the year when you think it should be started.

2006

3. Identify whether the project is a new asset [NA] or rehabilitation of an existing asset [RE].

NA

4. How you anticipate the project could be funded.

Utility revenues (wastewater "system-backbone" trunk-sewers; land purchase for future excavation for repair and replacement access).

Parks & Recreation Dept. future parkland-acquisition monies.

5. Identification of the criteria you consider the project to match.

A.) Consistency with Community Goals and Plans.

The Sept. 2004 draft amendment of Horizon 2020, chapter 9 (Parks, Recreation & Open Space), following the Parks & Recreation Comprehensive Master Plan (adopted 2000), offers proposed goals for park-system development.

From draft chapter 9 (emphasis added):

GOAL 2: Protect and Expand the System of Parks, Recreation and Open Space
Policy 2.87: Develop Maintain and Expand Regional Facilities

- a. Facilitate the development of new regional park, recreation, and open space facilities and opportunities *as necessary to meet community demand or as unique opportunities arise to do so.*
- c. *Establish a greenbelt/greenway system connecting the community's regional parks, recreation, and open space system providing increased recreational opportunities, preserving the natural character of the area, and promoting ecological integrity of natural systems.*

GOAL 3: Criteria for the Location of Parks and Open Space

Policy 3.3: Ensure Adequate Access

4. Greenways, Trails, and Linkages

- a. *Locate along floodplains and drainageways to provide connections and linkages throughout the community [...]*

The Sale Barn site is contiguous with Hobbs Park, to the west. It is adjacent to the FEMA floodplain, on its eastern line.

(See attached aerial photo of Hobbs Park, Municipal Baseball Stadium, and the Sale Barn site.)

There is currently a "unique opportunity" here, in that the site's owner was (in February 2005) denied renewal of site-plan approval for a plan that was first approved in 2000.

Any new development plan approval request will subject the owner to new planning requirements, such as a Traffic Impact Study and a Drainage Study.

The area-plan-related 12-month building-permit moratorium (Ord. 7841), enacted Nov. 16, 2004, also subjects any new submission to its requirement that the City Commission must approve any "exceptions" to be granted before November 2005.

B.) Maintains or Improves Standard of Service.

The John Speer Memorial (relocation and renovation of the Murphy-Bromelsick House in 2001) fully utilized the northern portion of Hobbs Park; the Stadium and its outfield occupy the southern portion, right up to the eastern property line.

The addition of this vacant land to Hobbs Park will maintain existing open space and create recreational opportunities not provided for in the existing Hobbs Park.

C.) Extent of Benefit.

The Municipal Baseball Stadium is a recreational resource for the entire City, and the John Speer Memorial is part of the City's overall effort to embrace its Civil-War-era past, in this Sesquicentennial year.

Expansion of Hobbs Park with this land will make it possible to create a true "community park" from what may now be classified only as a "neighborhood park."

D.) Public Perception of Need.

The Old East Lawrence Neighborhood Association and the Burroughs Creek Area Plan study committee on March 21, 2005, submitted a Proposal to the City Commission recommending the consideration of this parks-system enhancement.

OELNA leaders have envisioned this improvement since the mid-1990s.

A public survey taken in 2000 by the Parks & Recreation Dept. found that Lawrence citizens considered the "Most important facilities" to be: "Walking & biking trails, neighborhood parks, public landscaping, playgrounds, [and] nature trails."

E.) Public Health and Safety.

Expansion of Hobbs Park will increase opportunities for recreation and physical exercise for citizens of all Lawrence.

F.) Efficiency of Service.

N/A

G.) Related to Other Projects.

This site is considered by the Burroughs Creek Area Plan study committee to be a "keystone" of the new Rail-Trail / Linear Park project from 11th St. to 23rd St.

See also: CIP 2006-2011 request, "Eastern Lawrence Rail-Trail / Linear Park Project (revised)."

H.) Mandates or Other Legal Requirements.

Ord. 7841, a temporary building-permit moratorium, will expire on Nov. 16, 2005. This allows the City and citizen advisory groups only an 8-month window of opportunity to go beyond the minimum planning requirements concerning any new site plans.

I.) Supports Economic Development.

N/A

J.) Environmental Quality.

This project will preserve 3 acres of natural greenspace on a site where otherwise a large industrial-commercial facility might be built in the near future.

K.) Feasibility of Project.

Phase 1 of the Hobbs Park Expansion consists only of the purchase of the site from the current owner, with monies allocated from appropriate City funding sources and/or obtained through relevant State and Federal grant programs.

Phase 2 will be the improvement and development of the site for fuller integration into the design program of the present Hobbs Park. No major construction projects are anticipated, only landscaping and some hike/bike trail improvements.

Expenditures for Phase 2 can be deferred to a later time within the expected four-year implementation program for the Eastern Lawrence Rail-Trail / Linear Park project.

L.) Opportunity Cost.

There is a clear-cut "now-or-never" opportunity to preserve this site in its natural state, before it can be developed for a high-intensity industrial use, as currently zoned. If development occurs, it is likely to be more-or-less permanent.

M.) Operational Budget Impact.

Phase 1: The site was appraised by Douglas County at \$216,950 for 2005. A fair market value might be expected to fall in the \$250,000–\$300,000 range.

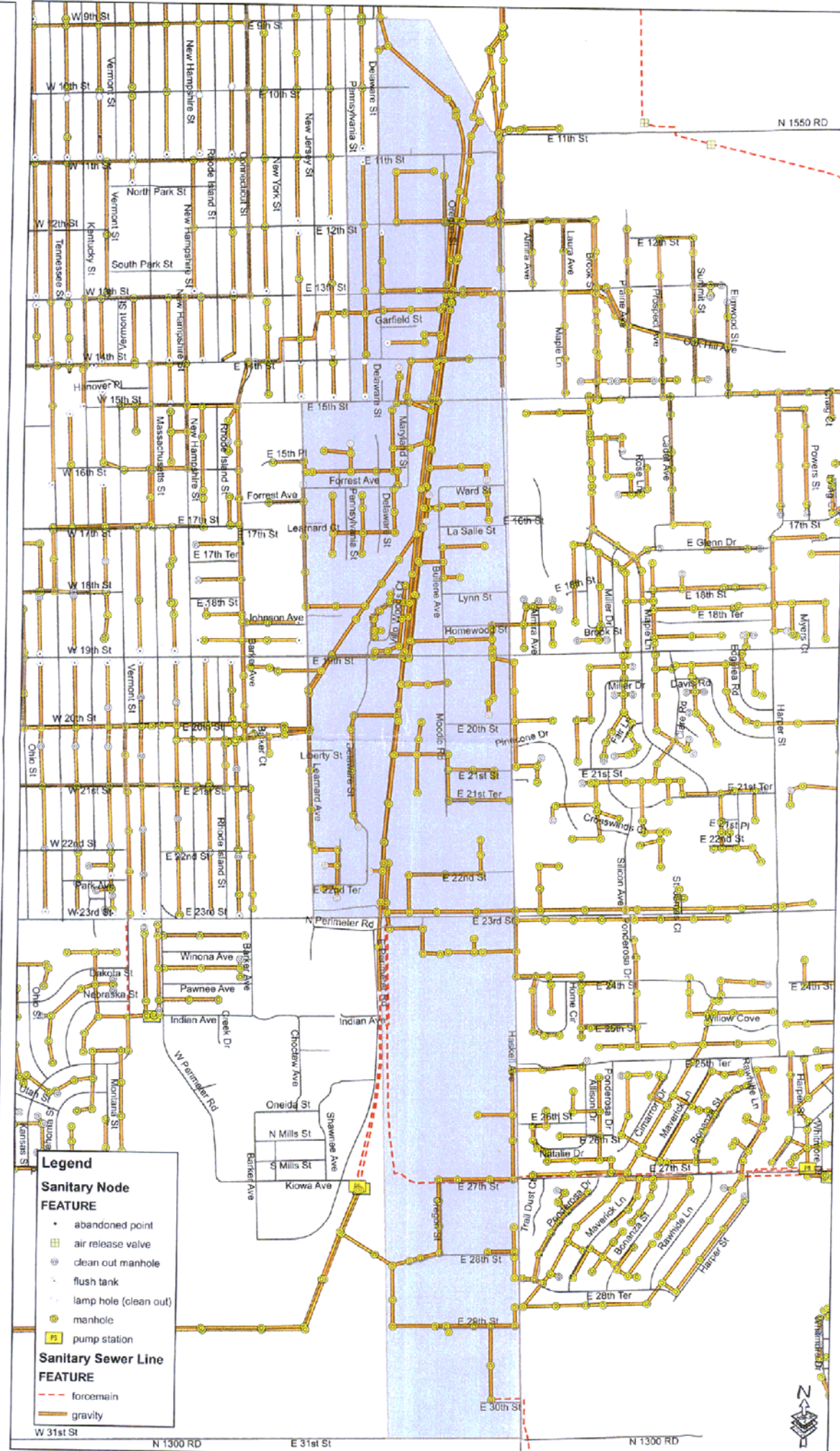
Phase 2: Anticipated improvements in coming years might not exceed \$40,000.

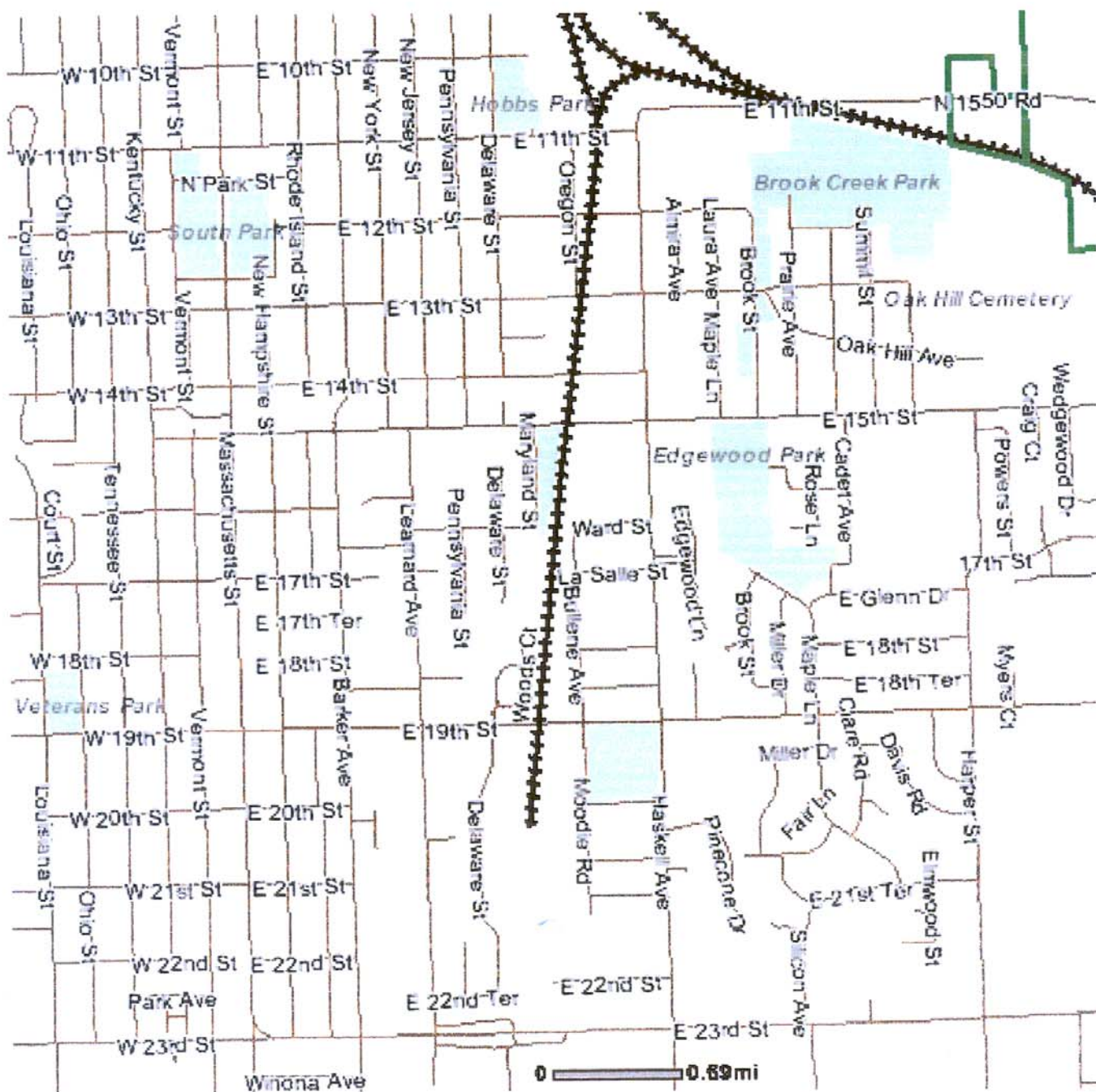
Ongoing: Annual maintenance will consist mainly of mowing and pathway upkeep.

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Burroughs Creek Area Plan Sanitary Sewer System





**Project Request Form
CIP 2006-2011**

Submitted by the
Burroughs Creek Area Plan Study Committee

March 23, 2005

PROJECT TITLE:

Eastern Lawrence Rail-Trail / Linear Park Project (revised)

1. A brief description of the project including where it is located.

Extend Haskell Rail-Trail north from 23rd St. to 11th St. and develop recreational path with amenities.

(This has been in the CIP for several years as: "BNSF Railroad Spur / Rail Trail Expansion.")

2. Identify the year when you think it should be started.

2006

3. Identify whether the project is a new asset [NA] or rehabilitation of an existing asset [RE].

Partly RE (Burroughs Creek stormwater project, wastewater main trunk sewer easements, Police Evidence Storage Facility, Parnell Park, Woods on 19th parkland, parks dedications in two PRD's: The Woods on 19th Addition, and Hanscom-Tappan Addition).

Partly NA (acquisition of remaining BNSF abandoned right-of-way 12th St. to 23rd St. from reversionary owners).

4. How you anticipate the project could be funded.

Utility revenues (wastewater trunk-sewers land purchase).

SAFETEA grants, 2006 cycle, US DOT, 95% federal share for qualifying Recreational Trails Program and Transportation Enhancement projects.

Save America's Treasures grants, 2006 cycle, National Park Service / National Trust for Historic Preservation, 80% federal share for projects eligible for listing on National Register of Historic Places (re: historic nature of old L.L&G. railroad line built in 1868, Hobbs Park, John Speer Memorial (relocated Murphy-Bromelsick House), Municipal Baseball Stadium, John Speer homesite, Quakers Yearly Meeting House site).

National Heritage Area designation project (historic railroad line, Speer, etc.).

5. Identification of the criteria you consider the project to match.

A.) Consistency with Community Goals and Plans.

Horizon 2020 (Aug. 2001 version) recommends development and improvement of hike/bike trails and recreational paths in chapters 5, 6, 9 and 9 (as transitional areas in residential and commercial districts, as part of an intermodal transportation system, and as linkages within the parks system).

The Sept. 2004 draft amendment of chapter 9 (Parks, Recreation & Open Space) retains those recommendations, following the Parks & Recreation Comprehensive Master Plan (adopted 2000), and offers additional proposed guidance; e.g. (emphasis added):

GOAL 2: Protect and Expand the System of Parks, Recreation and Open Space
Policy 2.87: Develop Maintain and Expand Regional Facilities

- a. Facilitate the development of new regional park, recreation, and open space facilities and opportunities *as necessary to meet community demand or as unique opportunities arise to do so.*
- c. *Establish a greenbelt/greenway system connecting the community's regional parks, recreation, and open space system providing increased recreational opportunities, preserving the natural character of the area, and promoting ecological integrity of natural systems.*

GOAL 3: Criteria for the Location of Parks and Open Space
Policy 3.3: Ensure Adequate Access

- 4. Greenways, Trails, and Linkages
 - a. *Locate along floodplains and drainageways to provide connections and linkages throughout the community [...]*

The highlighted Policies are directly relevant to this project, especially as to "community demand," "unique opportunities," and "floodplains and drainageways" (Burroughs Creek).

B.) Maintains or Improves Standard of Service.

The City's existing system of bicycle lanes and routes (on streets) and dedicated bike paths lacks connectivity between 11th St. and 23rd St., and this project has been planned for years to address that need.

There are not yet any completed bicycle paths in Lawrence sited east of Iowa St. and north of 23rd St.; existing paths have been built in western and southwestern areas.

(See attached Lawrence City Biking Map, from Kansas Dept. of Transportation's Kansas Bicycle Guide webpage.)

(See also attached City-prepared map of the Burroughs Creek Study Area.)

C.) Extent of Benefit.

This project will serve the bicycle and pedestrian needs of the entire City, as well as the immediate neighborhoods (Old East Lawrence, Brook Creek, and Barker). When completed it will be a recreational destination for residents city-wide.

D.) Public Perception of Need.

This project, first planned in 1988, has garnered considerable new support from citizens, public advisory boards, City Staff, and the City Commission, since BNSF's last rail service in this area ceased in 2001.

On Oct. 26, 2004, at the request of three East-side neighborhood associations, the City Commission initiated the Burroughs Creek Area Plan process, also enacting on Nov. 16, 2004, a 12-month building-permit moratorium for the plan area (Ord. 7841).

The BCAP study committee comprises representatives from 3 neighborhood associations (6 persons); from the Parks & Recreation Advisory Board, the Bicycle Advisory Committee, and the Lawrence Association of Neighborhoods (3 persons); a member of the Lawrence-Douglas County Planning Commission; and an owner of industrial property along the corridor, representing business interests. An Area Planner and the Parks & Recreation Dept.'s Director of Parks complete the 13-person study committee's roster.

E.) Public Health and Safety.

The project will enhance environmental protection and aesthetic renovation of the old industrial railroad corridor. Increased access for bicyclists and pedestrians will enhance public health by the physical-exercise opportunities offered.

F.) Efficiency of Service.

Connecting "dead-end" bicycle routes and lanes in this area will increase the City's hike/bike system's connectivity and thus its quality of service.

G.) Related to Other Projects.

The Burroughs Creek Plan Area has been the locus of major capital improvements in recent years: stormwater drainage improvements ("13th & Oregon" and "21st & Barker" projects); sanitary sewer line utility improvements (12th St to 15th St. and at 19th St. near Learnard Ave.); and other projects.

The Rail-Trail / Linear Park concept is intended to unify and complete the final result of these changes and integrate them into the City's parks system and hike/bike plans.

H.) Mandates or Other Legal Requirements.

The current legal status of prior utility easements and licenses from BNSF for the "backbone" of the City's sanitary sewer system through this corridor are unclear as a result of BNSF's effective railroad abandonment in 2001.

City legal staff have been researching the situation and preparing an action plan to resolve any associated legal questions.

I.) Supports Economic Development.

This project will maximize the aesthetic appearance and public use of an area that has been an industrial "no-man's land" for many decades, but is now available for improvement to meet community goals.

Several large planned residential developments and new industrial-use approval requests, coming in the last 4 years, demonstrate the likelihood that land-acquisition costs in this area will be much higher if this project is deferred.

J.) Environmental Quality.

The Linear Park component of the project will link several existing parks-system assets: the Haskell Rail-Trail; the 19th & Haskell park; The Woods on 19th parkland dedication; Parnell Park; Brook Creek Park; and Hobbs Park.

K.) Feasibility of Project.

Among the problems that must first be addressed are: land acquisition; State and Federal agency approvals; and engineering studies and plans. City Staff has already been working toward completion of all these elements.

L.) Opportunity Cost.

The project only became feasible when rail service ended in 2001, which also marks the beginning of intensive new residential and industrial development in the area.

The rationale for the longstanding industrial-district zoning along the rail corridor was weakened when rail service ceased, leaving only the "momentum" of existing concentrations of such uses that were built-up since the 1960s.

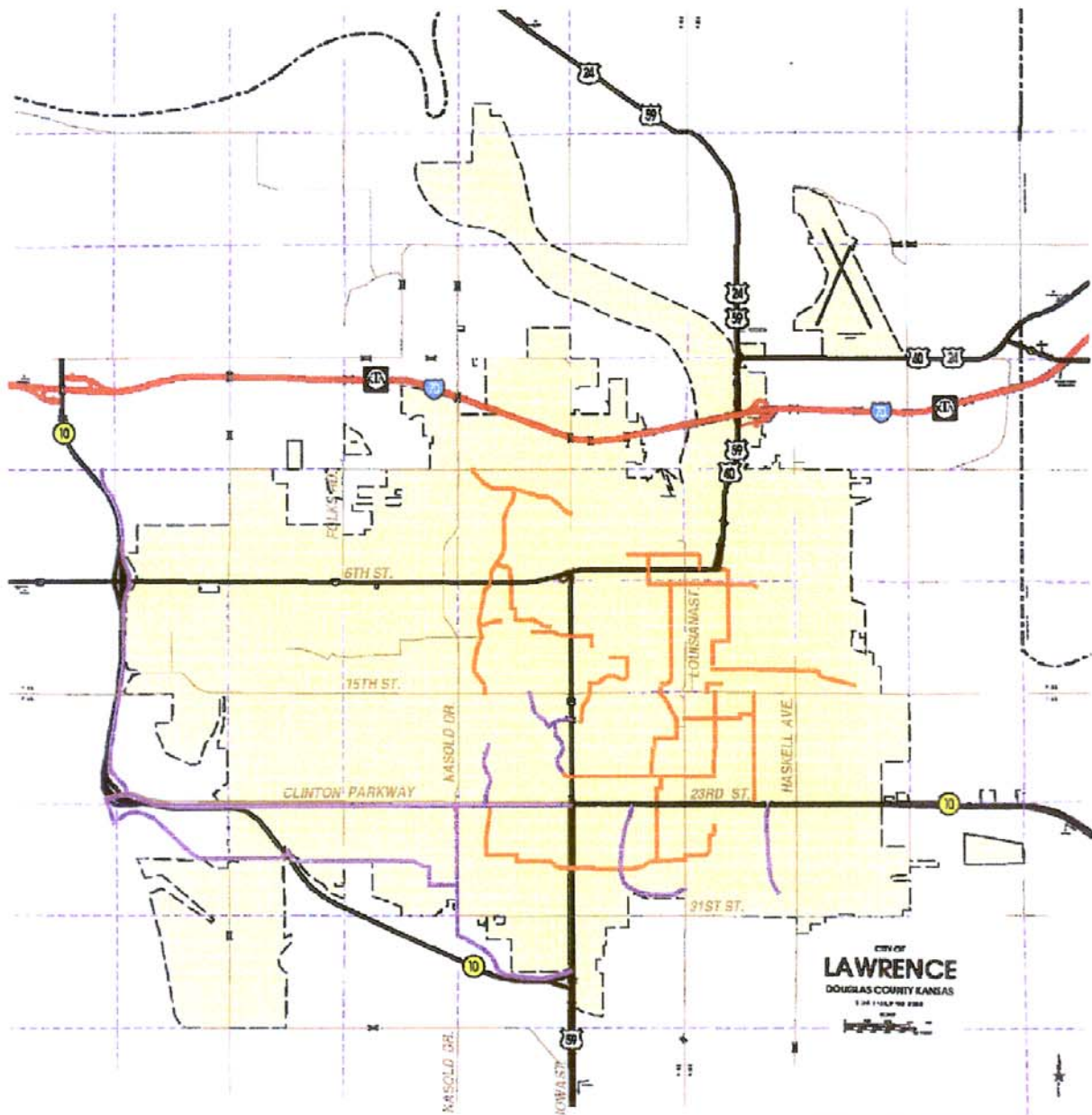
M.) Operational Budget Impact.

CIP 2005-2010 proposed a construction cost of \$200,000 scheduled for 2004; this proved infeasible.

Current rough estimates for project components are: land acquisition (9 acres of 100-foot-wide right-of-way land not already City-owned), \$200,000; legal work to resolve BNSF right-of-way and reversionary issues, \$15,000; design, \$10,000; and construction, \$150,000. Total: \$375,000.

Annual maintenance costs are not yet estimated. Responsibility for landscaping and maintaining the large "13th & Oregon" stormwater project is expected to devolve onto the Parks & Recreation Dept. when the drainage project is complete.

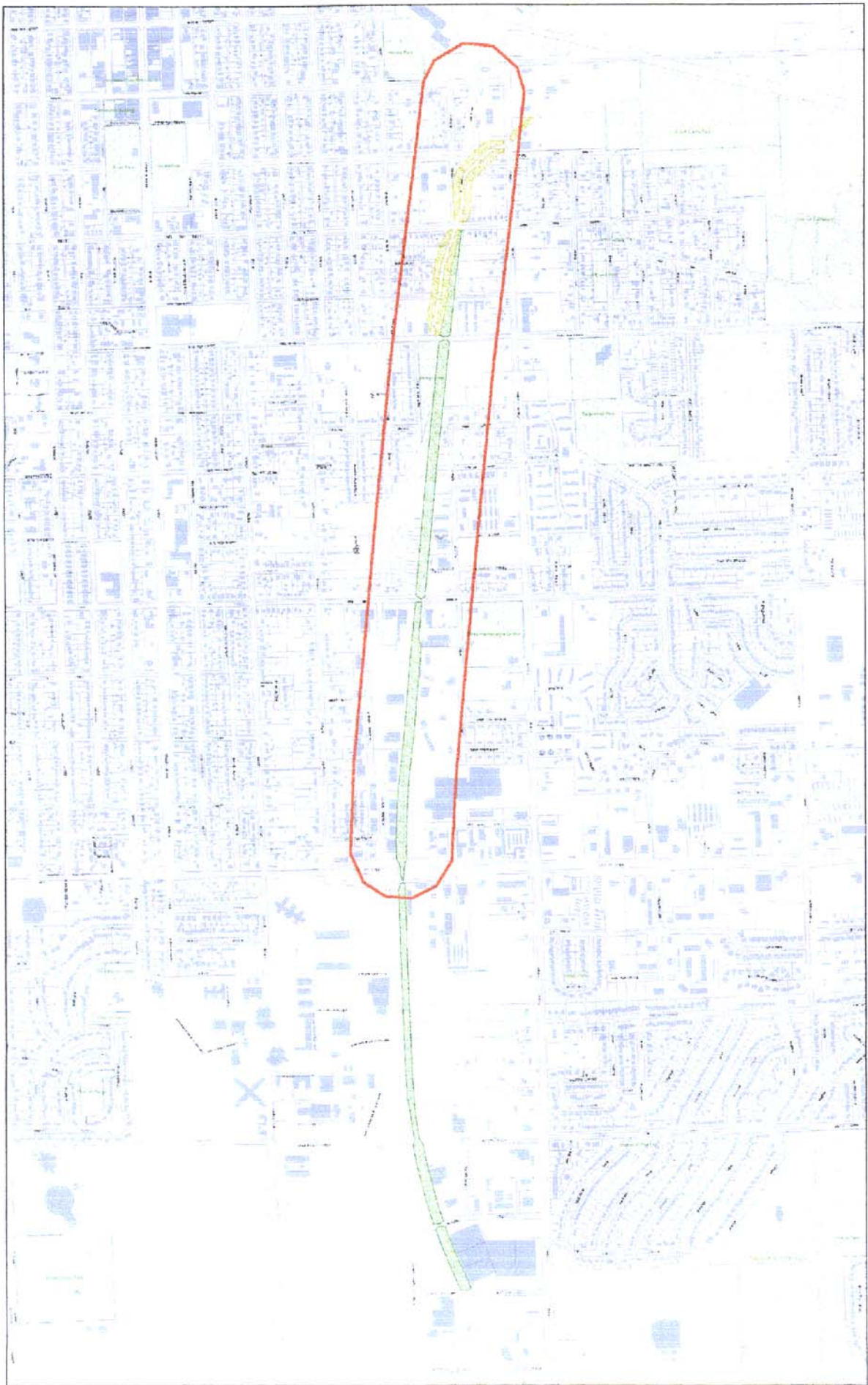
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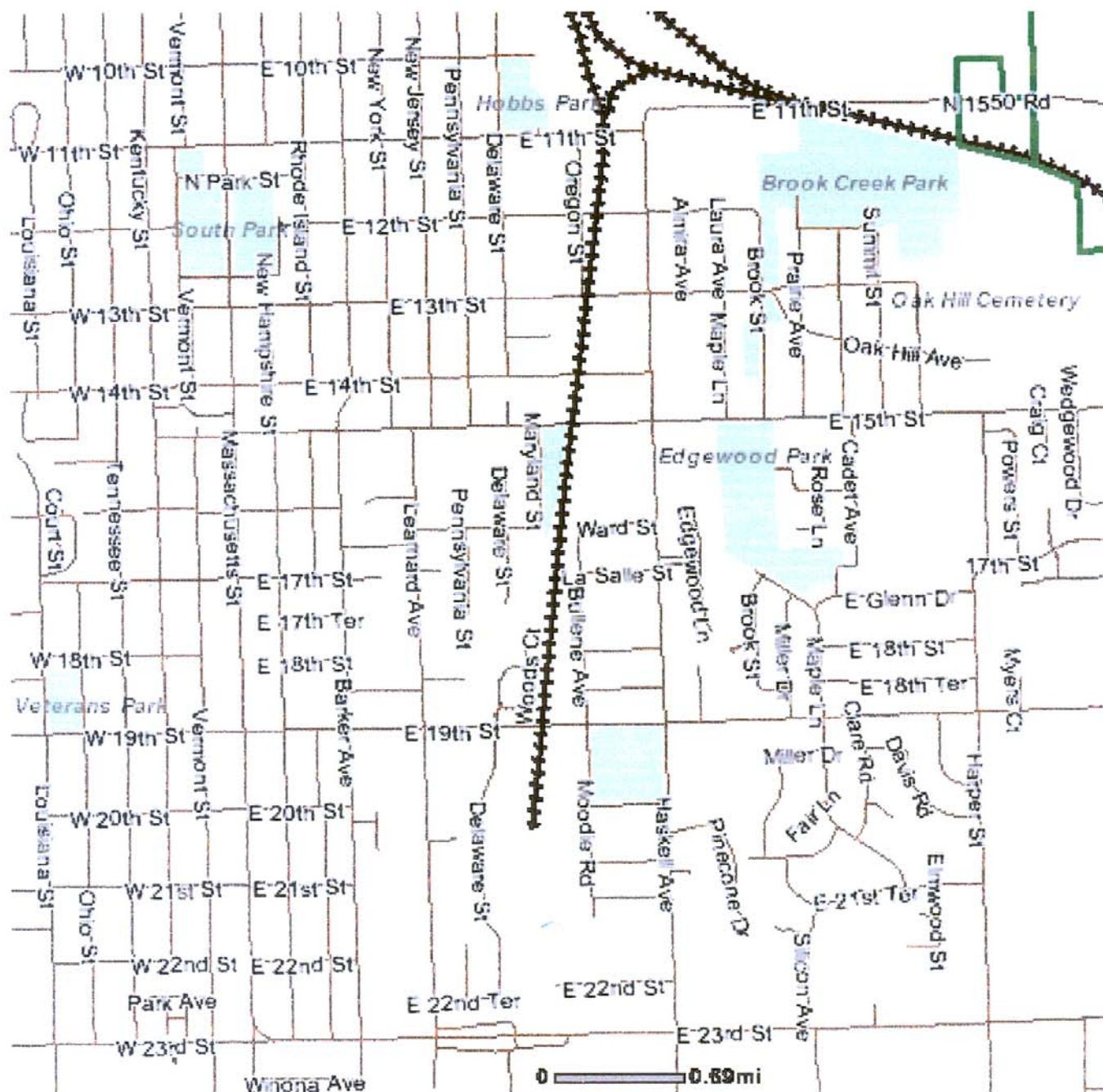


CITY OF
LAWRENCE
DOUGLAS COUNTY KANSAS
1:24,000 (1:24,000 2000)
DATE

LEGEND

- BICYCLE LANE
- BICYCLE PATH
- BICYCLE ROUTE





David Guntert

From: Linda Finger
Sent: Monday, March 28, 2005 8:54 AM
To: 'Hilda Enoch'; David Guntert
Cc: Rundle, Mike; boog59@juno.com; ddunfield@glpma.com; suehack@sunflower.com; david.schauner@knea.org
Subject: RE: Suggestion for a City Project...PLEASE DISREGARD FIRST DRAFT--INADVERTENTLY SENT!

Dear Ms. Enoch:

The Planning Commission is in the process of developing the Capital Improvements Plan (CIP) for the next five years. Because your request involves both political will and capital commitment, I am adding your request for a shelter to the requests received from the public for capital improvements. Although the CIP is used by the City as more of a forecasting planning tool than a budgetary document, this will at least get your concern on the "agenda" for meetings & discussion at both Planning and City Commission levels.

Thank you for your continuing commitment to our community and for taking the time to write to express your concerns.

Linda M. Finger

City/County Planning Director

6 E 6th Street, P.O. Box 708

Lawrence, KS 66044.0708

785.832.3154

785.832.3160 (fax)

lfinger@ci.lawrence.ks.us

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

From: Hilda Enoch [<mailto:henoch@sunflower.com>]

Sent: Thursday, March 24, 2005 12:09 AM

To: lfinger@ci.lawrence.ks.us

Cc: Rundle, Mike; boog59@juno.com; ddunfield@glpma.com; suehack@sunflower.com; david.schauner@knea.org; Enoch, Hilda

Subject: Suggestion for a City Project...PLEASE DISREGARD FIRST DRAFT--INADVERTENTLY SENT!

Dear Dir. Finger and Members of the Lawrence-Douglas County Planning Commission--

I am writing to ask each of you to consider seriously the building--or acquiring of a Shelter for our homeless citizens. The present Shelter is too small to meet the people's needs though the people who work at our Shelter are among our most dedicated community workers. Still, there is no place for personal belongings; no one has even a cot to call his/her own; there are only wall-to-wall mats which must be picked up every morning; people are turned away every evening--or no longer bother to stand in line early enough for the too-few, inadequate spaces... There is no way to isolate someone who is ill. They either are turned away or spread whatever sickness they have to the others trying to sleep there.

This community is subsidizing a golf course which should NOT be a higher priority... and we take pride in the Animal Shelter that has been built--with even a new wing added onto it recently... I believe it's time to put human beings with great needs and little means--higher on our Projects Priority List. They have

3/28/2005

been left out in the cold far too long for a community that cares about all of its citizens. The hope of rehabilitating these broken lives will come only when these most vulnerable people are given some sense of dignity, and a feeling that the community IS trying to help them get on their feet once more.

Respectfully submitted,

Hilda Enoch
1500 El Dorado Dr.
Lawrence, KS 66047

3/28/2005