

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.

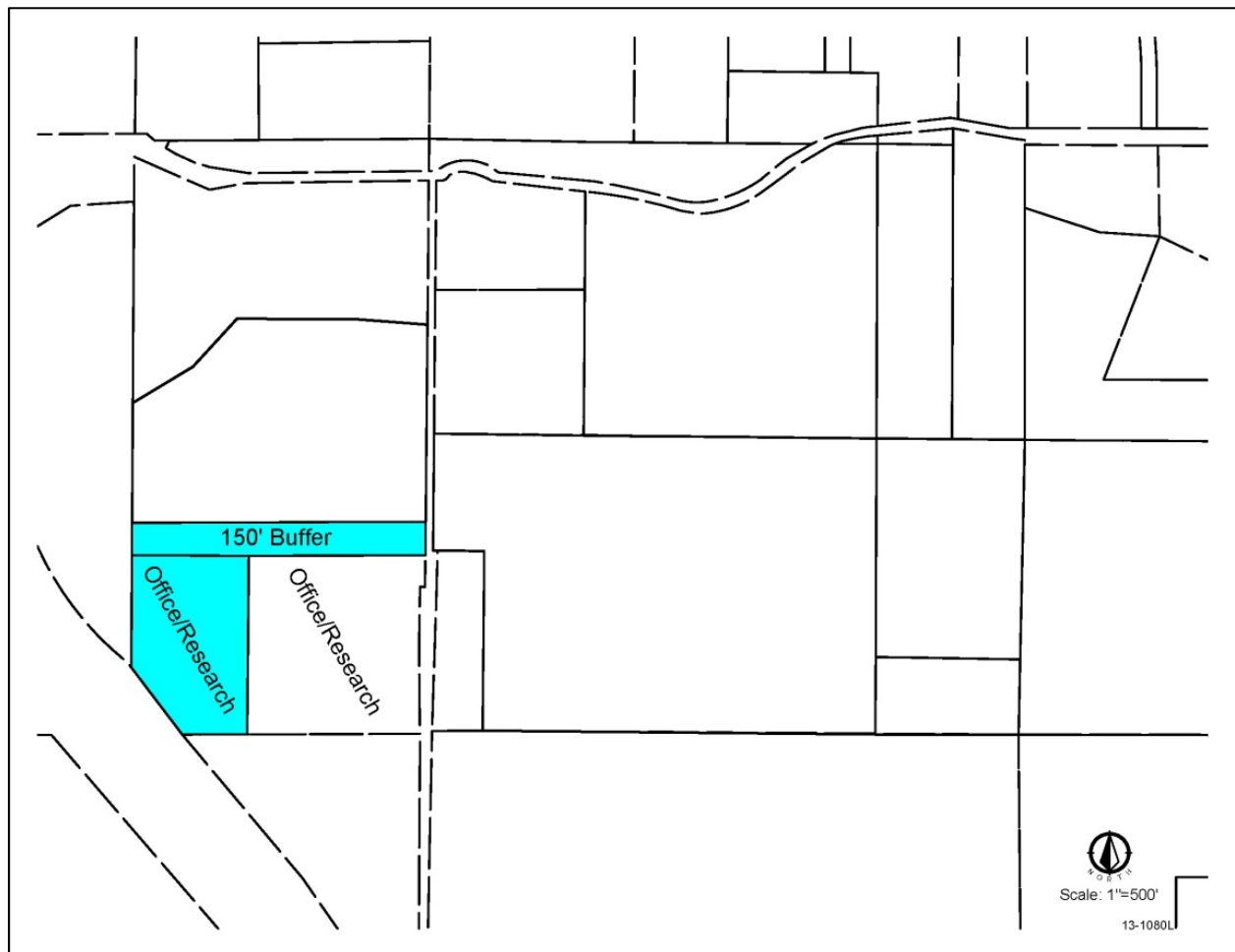


Figure 1: Applicant Submitted Diagram for the Proposed Area with the Proposed Uses.

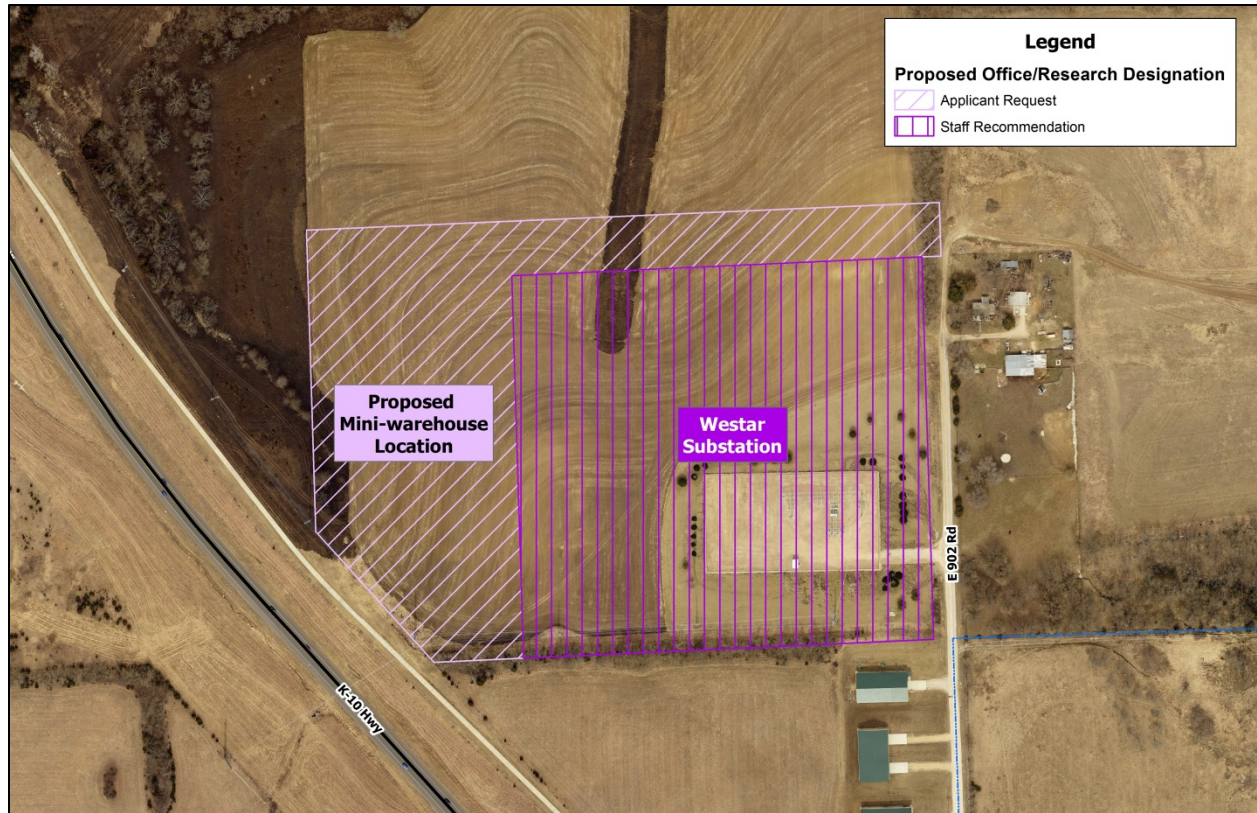


Figure 2: Aerial Photograph of Proposed Plan Amendment.

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.

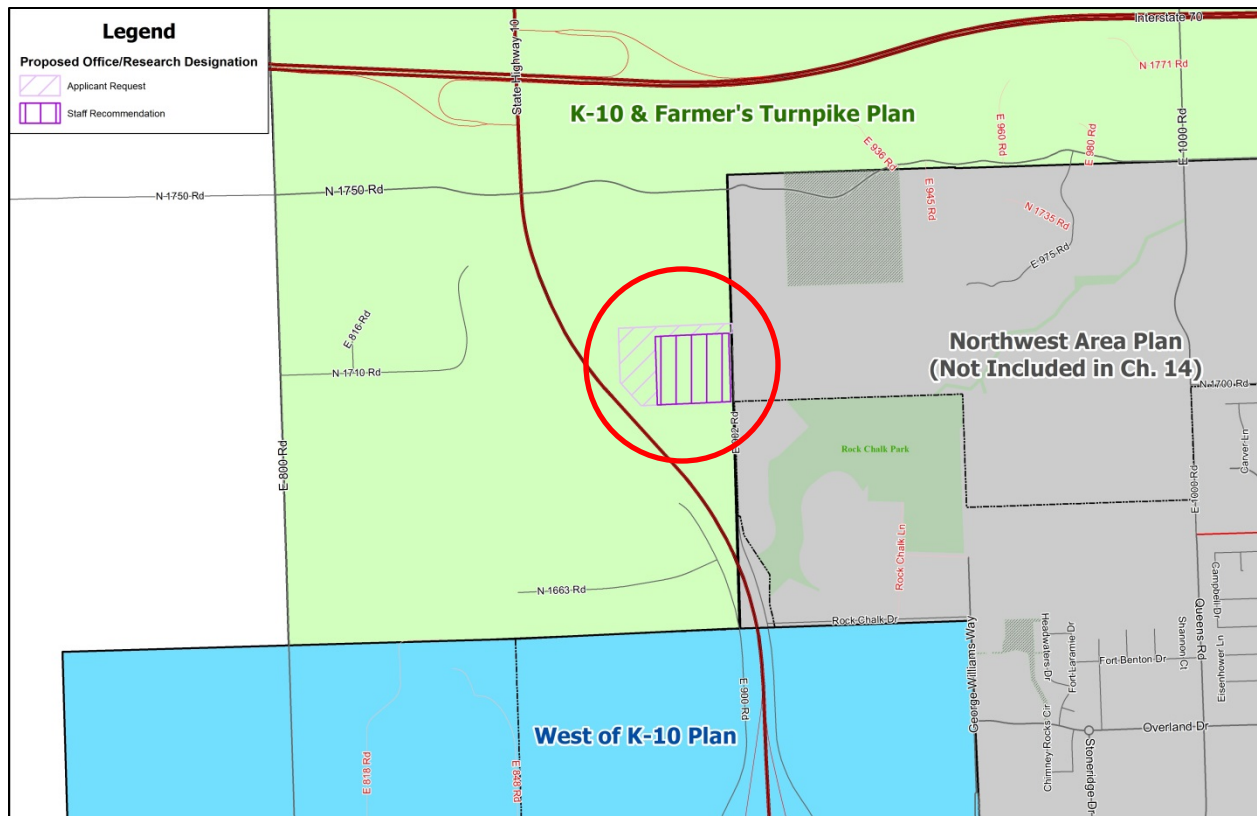


Figure 3: Requested Amendment Area in Larger Context.

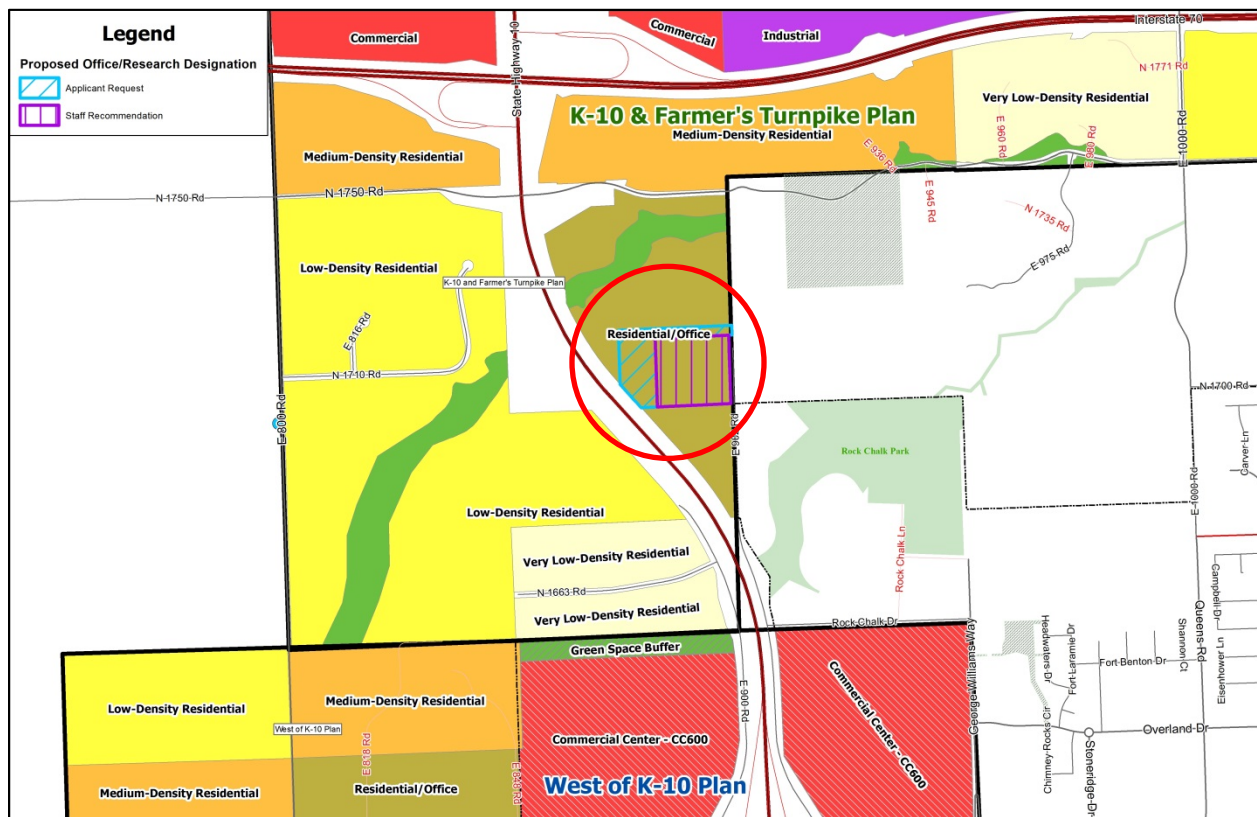


Figure 4: Future Land Use & Requested Amendment in Larger Context.

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))

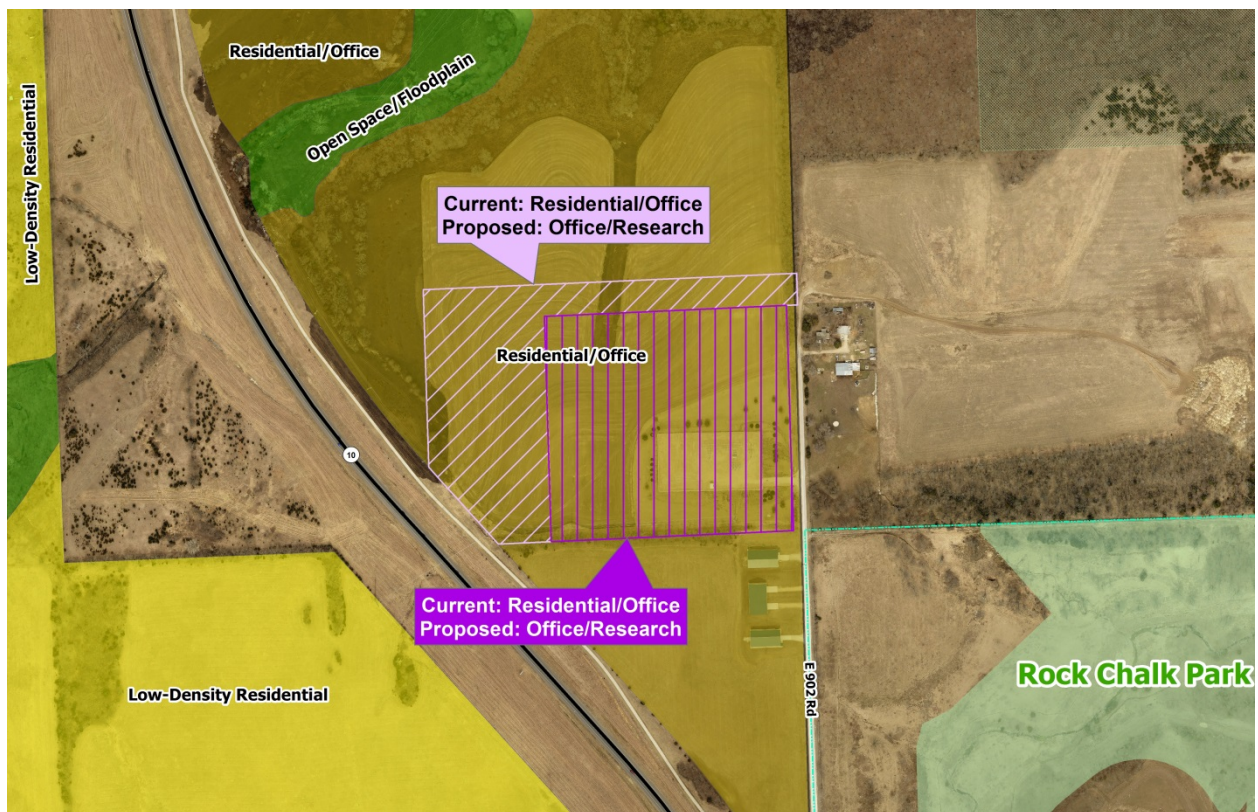


Figure 5: Existing Future Land Use Map with Proposed Amendments.



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.

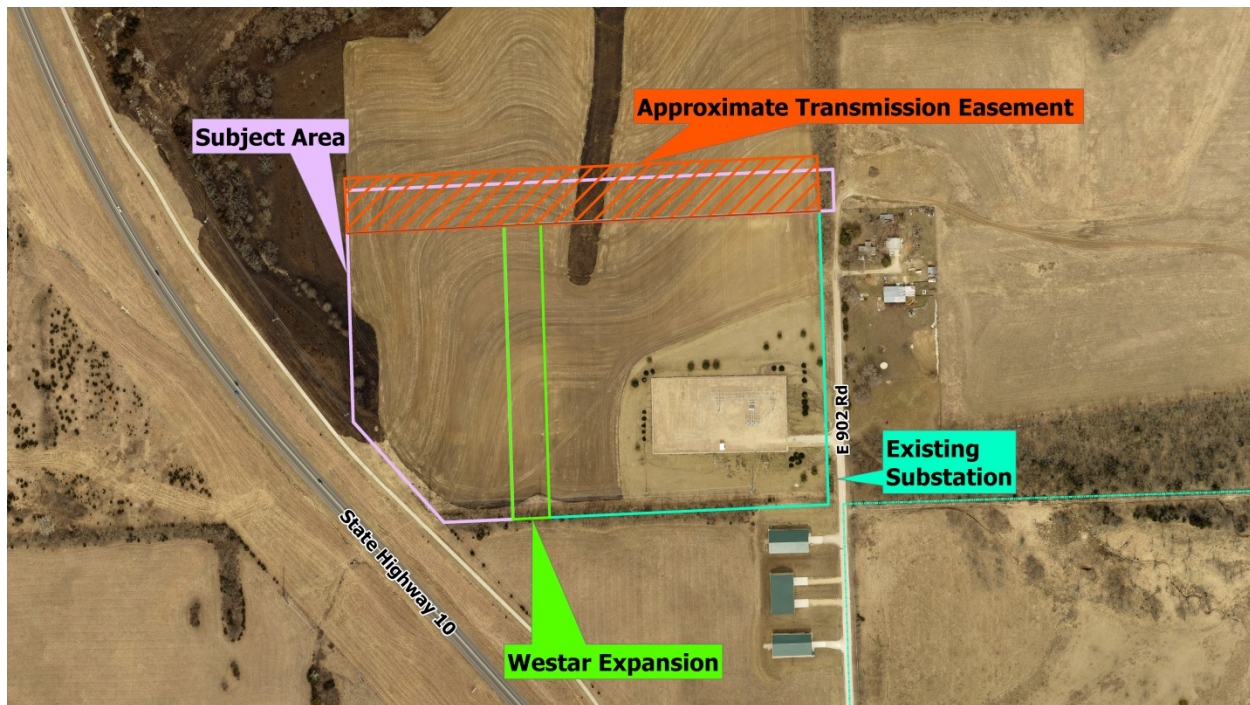


Figure 8: Staff Illustration of Land Considerations.

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*.

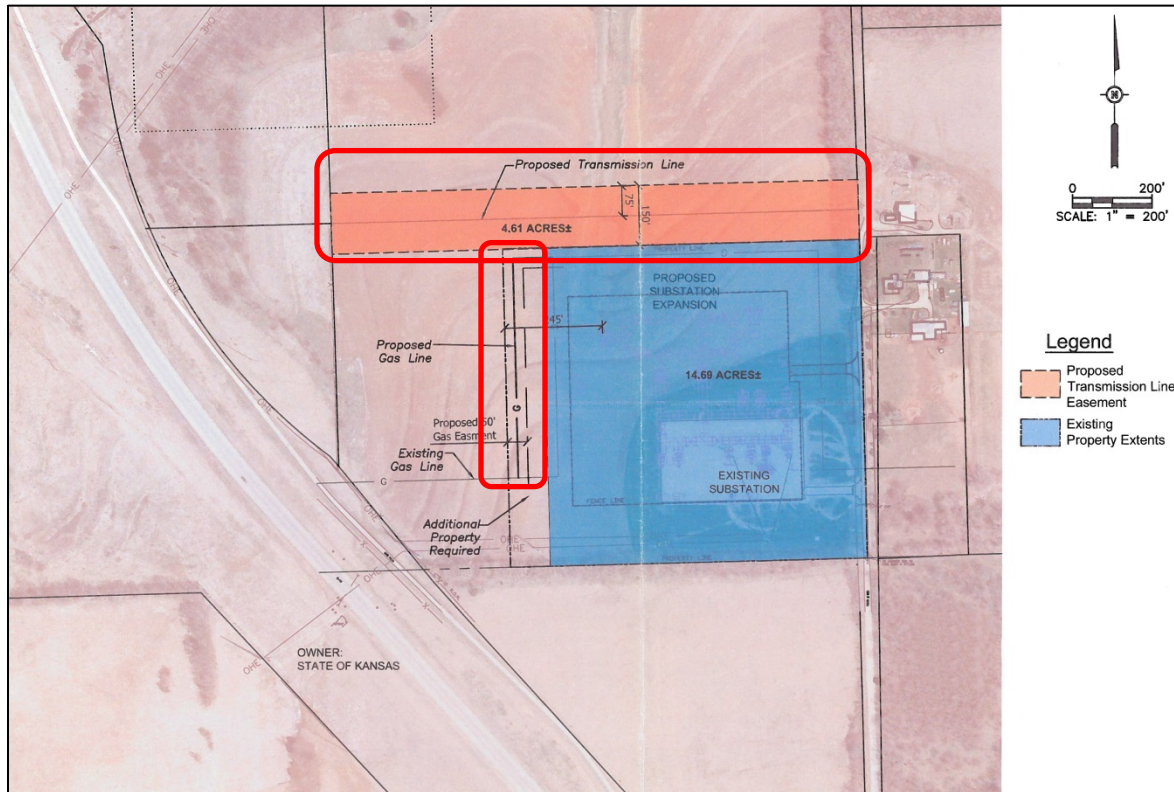


Figure 9: Weststar Substation Easement Locations

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>](#)



Table of Contents

	Page
Section 1 Introduction	
Purpose	1-1
Description of Planning Area	1-2
Background.....	1-5
Industrial and Employment Related Development.....	1-6
Policy Framework	1-7
Section 2 Existing Conditions	
Land Uses.....	2-1
Zoning Patterns.....	2-4
Infrastructure.....	2-6
Environmental Conditions	2-14
Community Facilities.....	2-19
Section 3 Recommendations	
Goals and Policies	3-1
Land Use	3-6
Implementation.....	3-12

List of Tables

Table 2-1	Existing Land Use Summary	2-1
Table 2-2	County Zoning Classifications	2-4
Table 2-3	City Zoning Classifications.....	2-4

List of Maps

Map 1-1	Planning Area Boundary in Relation to Lawrence	1-3
Map 1-2	Planning Area Boundary and Parcels.....	1-4
Map 2-1	Existing Land Use	2-2
Map 2-2	Existing Zoning	2-5
Map 2-3	Existing Water Facilities	2-7
Map 2-4	Existing Wastewater & Stormwater Infrastructure	2-8
Map 2-5	Existing Gas & Electric Utilities Infrastructure	2-9
Map 2-6	Existing Street Classifications	2-12
Map 2-7	Existing and Future Bicycle Facilities	2-13
Map 2-8	Watersheds, Streams & Floodplain	2-15
Map 2-9	Land Cover	2-16
Map 2-10	Contours.....	2-17
Map 2-11	Steep Slopes.....	2-18
Map 2-12	Community Facilities.....	2-20
Map 3-1	Future Land Use.....	3-11

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

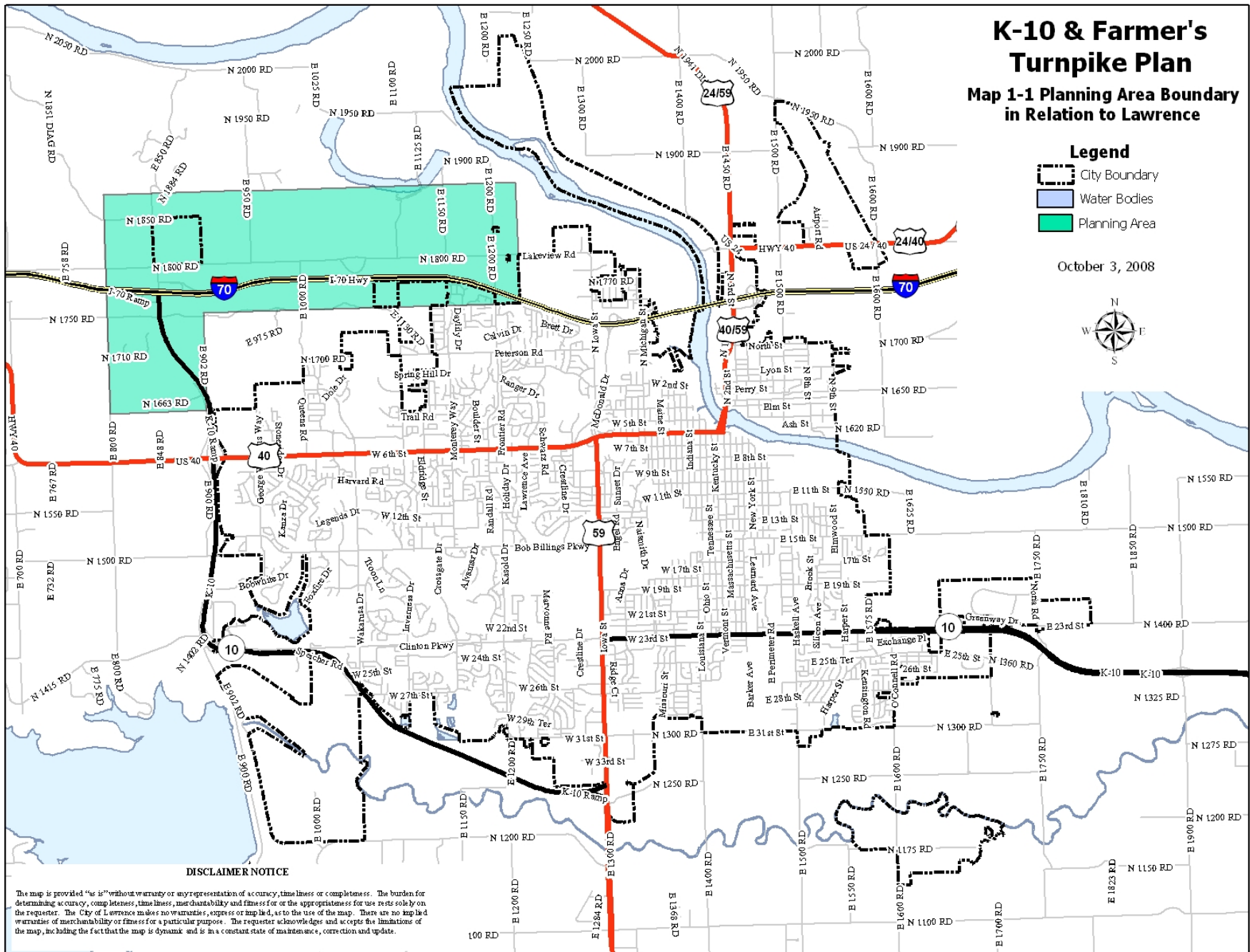
The *K-10 and Farmer's Turnpike Plan* planning area is located northwest of the city of Lawrence (see Map 1-1) and southeast of the city of Lecompton, in northern Douglas County, Kansas. The planning area contains approximately 4,075 acres and encompasses portions of Sections 17 and 18 of the Lecompton 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.

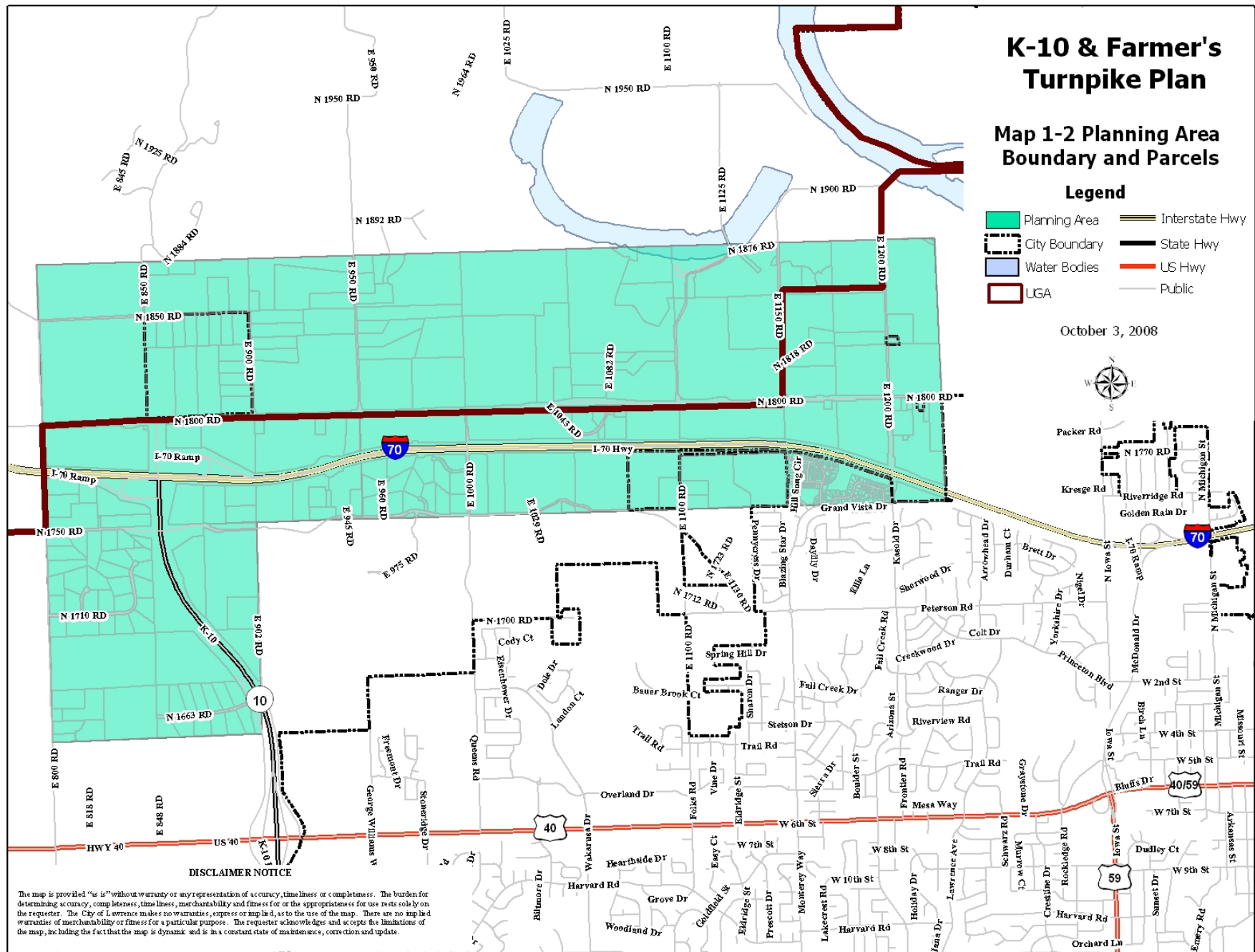
The planning area boundaries are: E 800 Road on the west, approximately $\frac{3}{4}$ of a mile north of the Farmer's Turnpike (N 1800 Road/County Hwy 438) on the north, approximately $\frac{1}{4}$ of a mile east of E 1200 Road from the north boundary to Grand Vista Drive extended on the east and E 902 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.





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 lead 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

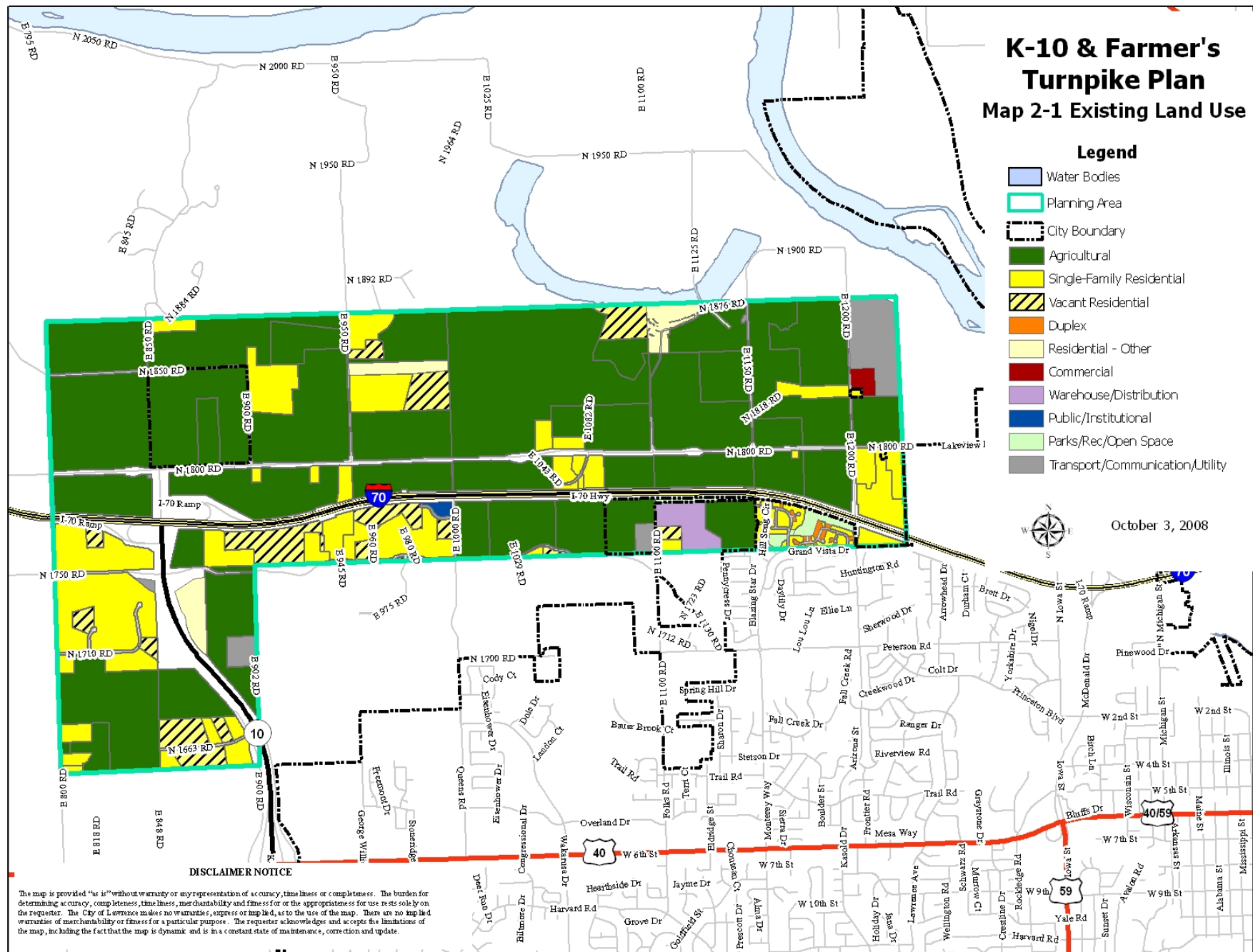
There are currently a variety of land uses within the planning area. The planning area has approximately 3,609 acres of land dedicated to uses other than public rights-of-way. The source information for the existing land use summary and map are based on the County Appraisers' land use code and updated 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

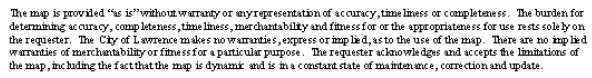
County Zoning	District Name	Comprehensive Plan Designation
A	Agricultural	Agriculture
A-1	Suburban Homes	Very Low-Density Residential
R-1	Single-Family Residential	Low-Density Residential
I-3	Heavy Industrial	Industrial
VC	Valley Channel	N/A

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

Map 2-2 Existing Zoning

 Planning Area  City Zoning
 City Boundary  County Zoning
 Water Bodies

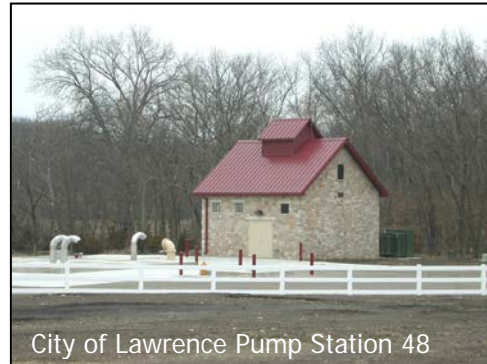


2.3 Infrastructure

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

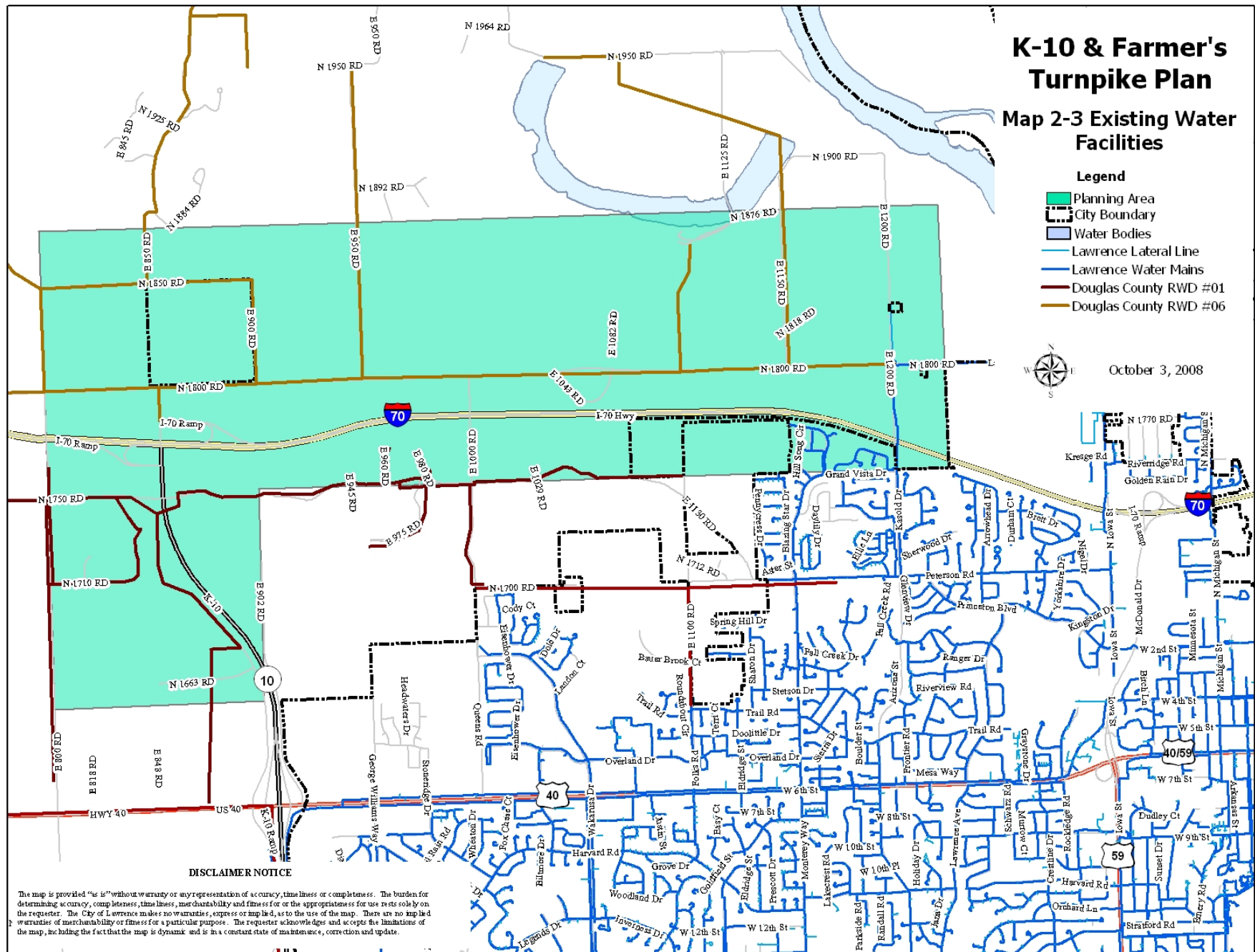
A summary of the existing stormwater utilities, channels, and natural streams are shown on Map 2-4. There is a small amount of stormwater collected by an enclosed stormwater pipe system within portions of the planning area that are within the city limits. The majority of the stormwater is handled by open channels and streams. The stormwater drains to the north, by way of the tributaries, to Lake View Lake and the Kansas River.

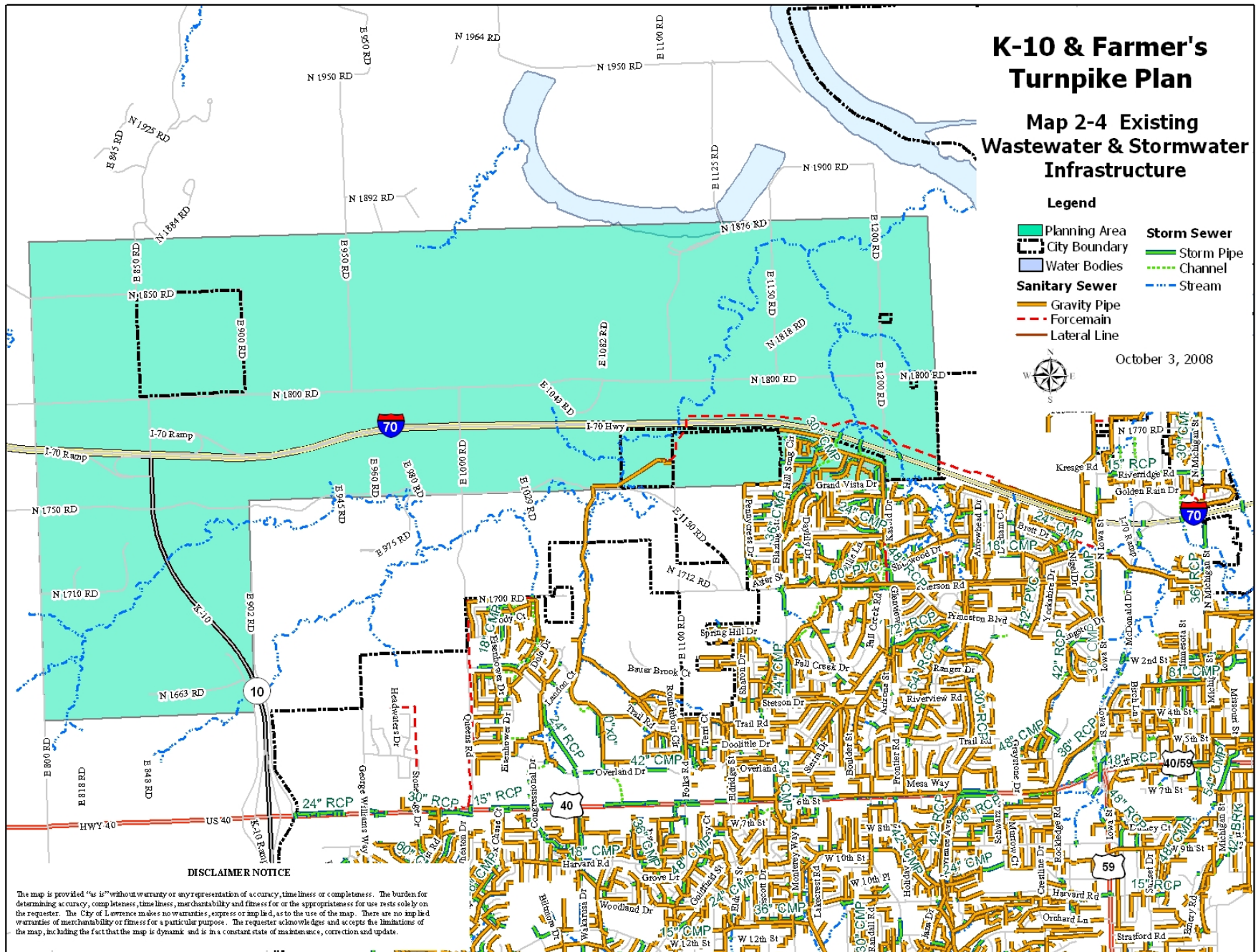
2.3.3 Gas Infrastructure

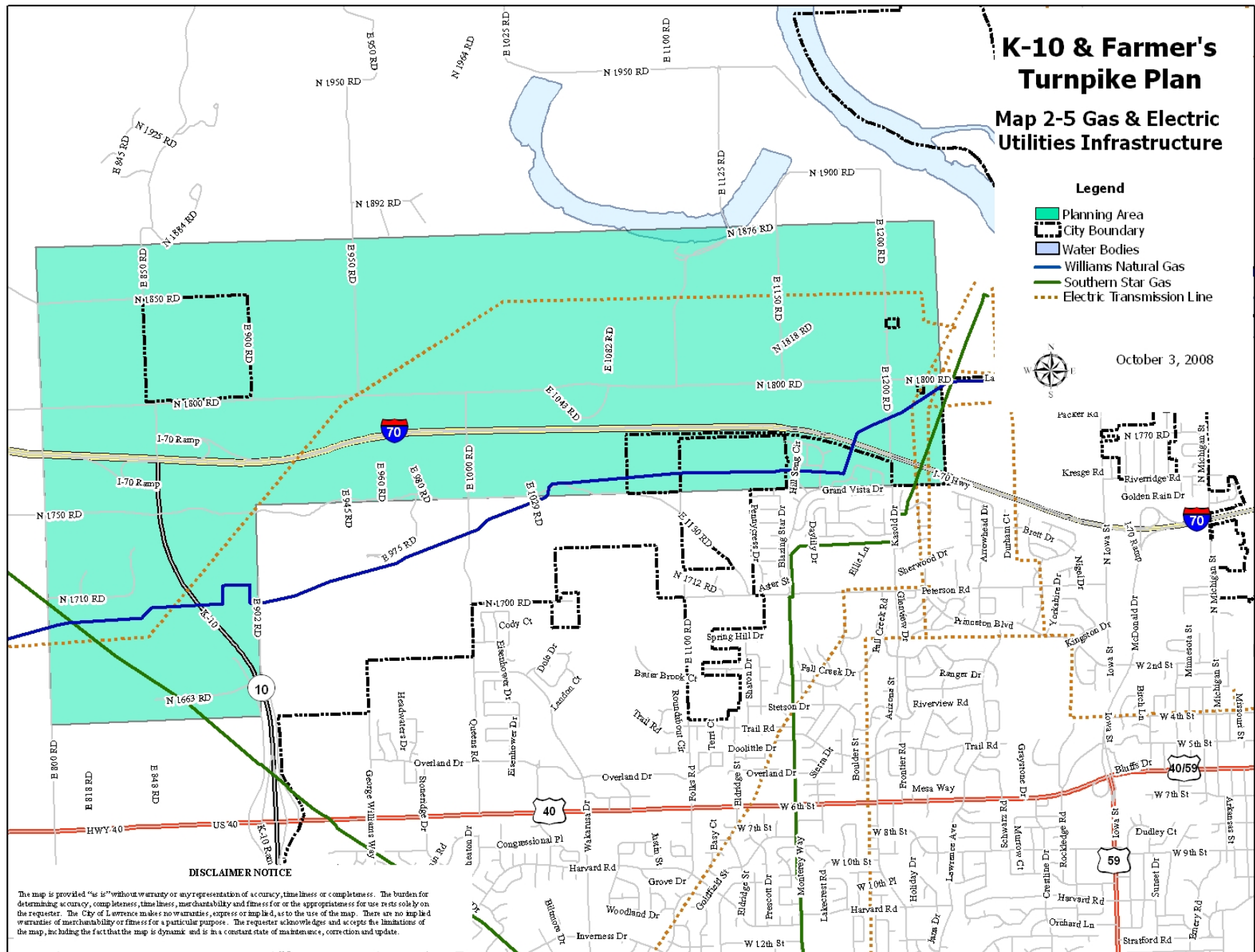
The planning area includes two natural gas lines. One is owned by Southern Star Gas and it crosses the southwestern portion of the planning area. The second is owned by Williams Natural Gas and it crosses the planning area on the southwest portion and crosses again on the eastern portion of the planning 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.







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.

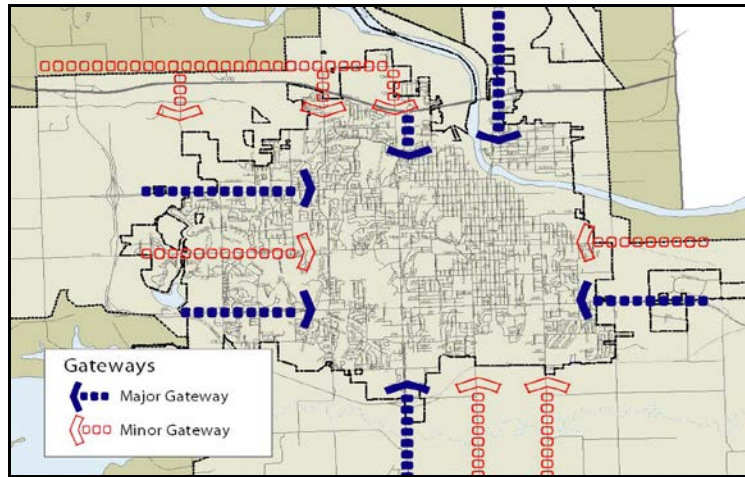
2.3.3.2 Gateways

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.

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.

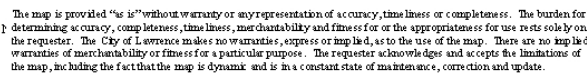


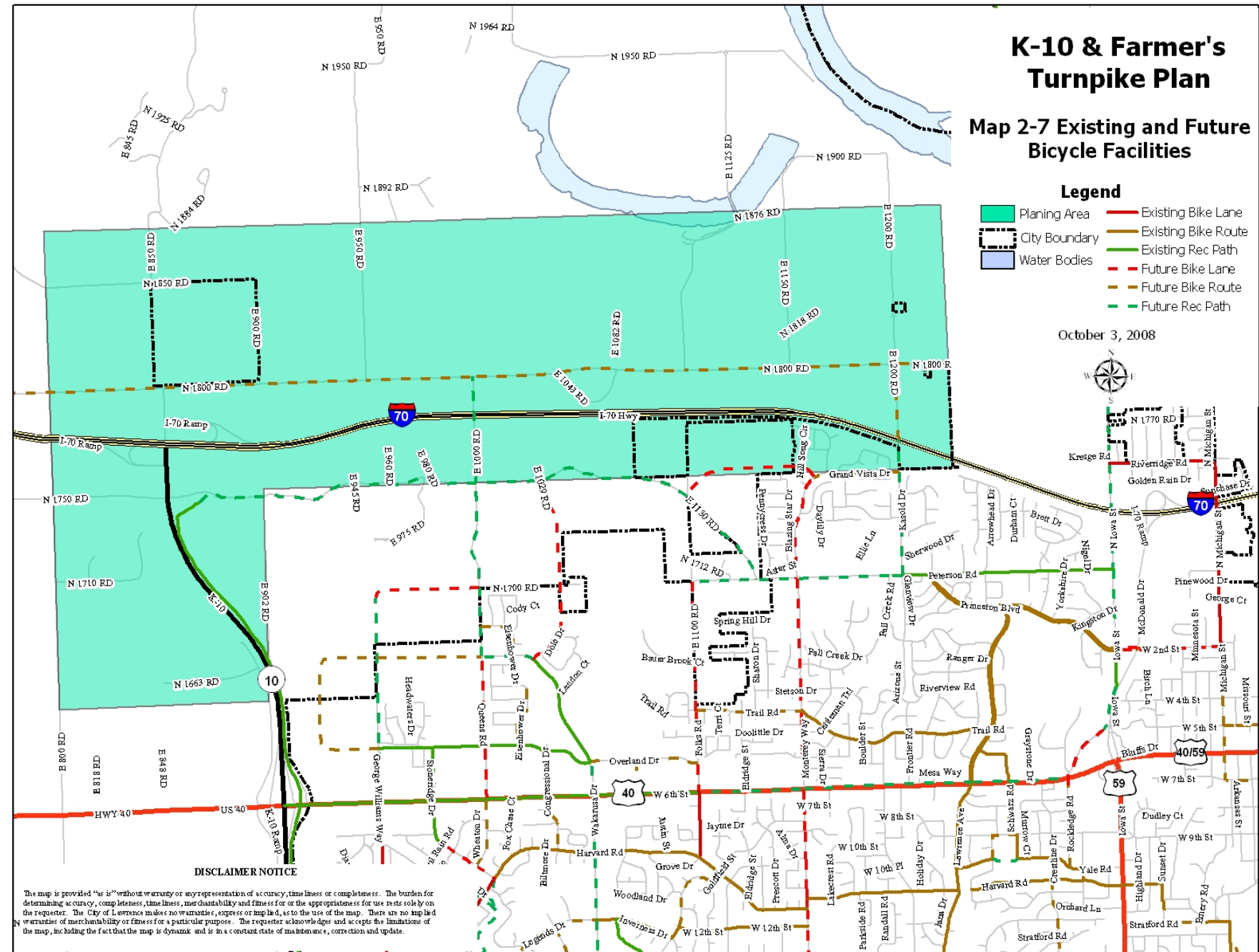
Currently, there is only one existing bicycle facility within the planning area. There is an existing multi-use path along the east side of K-10 Highway to E 1130 Road. There is a future bike lane identified to connect E 1100 Road (Folks Road) to Monterey Way by way of Hunters Hill Drive. Existing bike 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.

Map 2-6 Existing Street Classifications

 Planning Area
 City Boundary
 Water Bodies

 Freeway
 Principal Arterial
 Collector
 Minor Collector
 Minor Arterial
 Street





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.

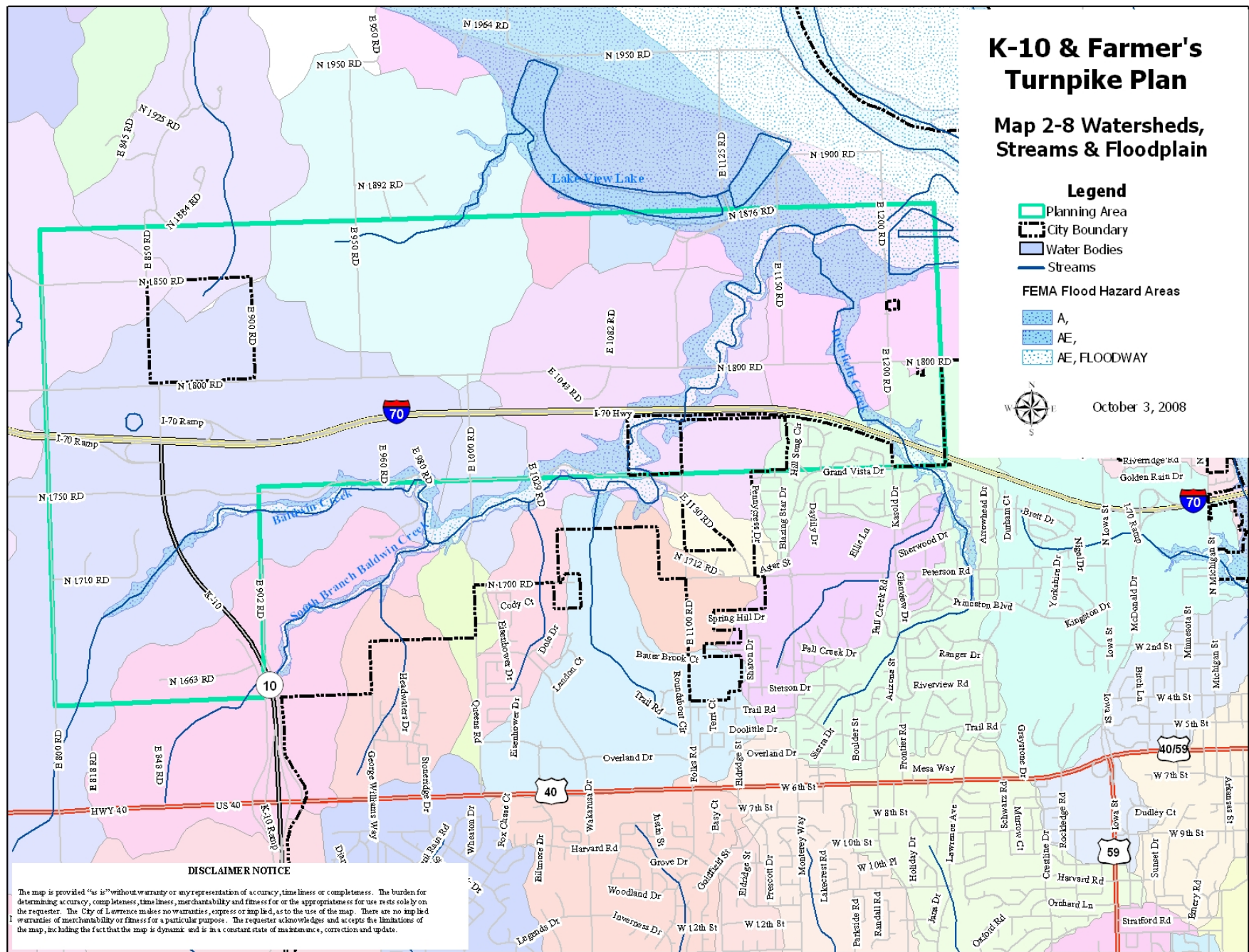
Three significant water features either run through or are in portions of the planning area. Lakeview Lake, a privately owned lake located in the northeast portion of the planning area, is an old oxbow of the Kansas River and one of Kansas's only naturally created lakes. This lake is shallow and contains 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.

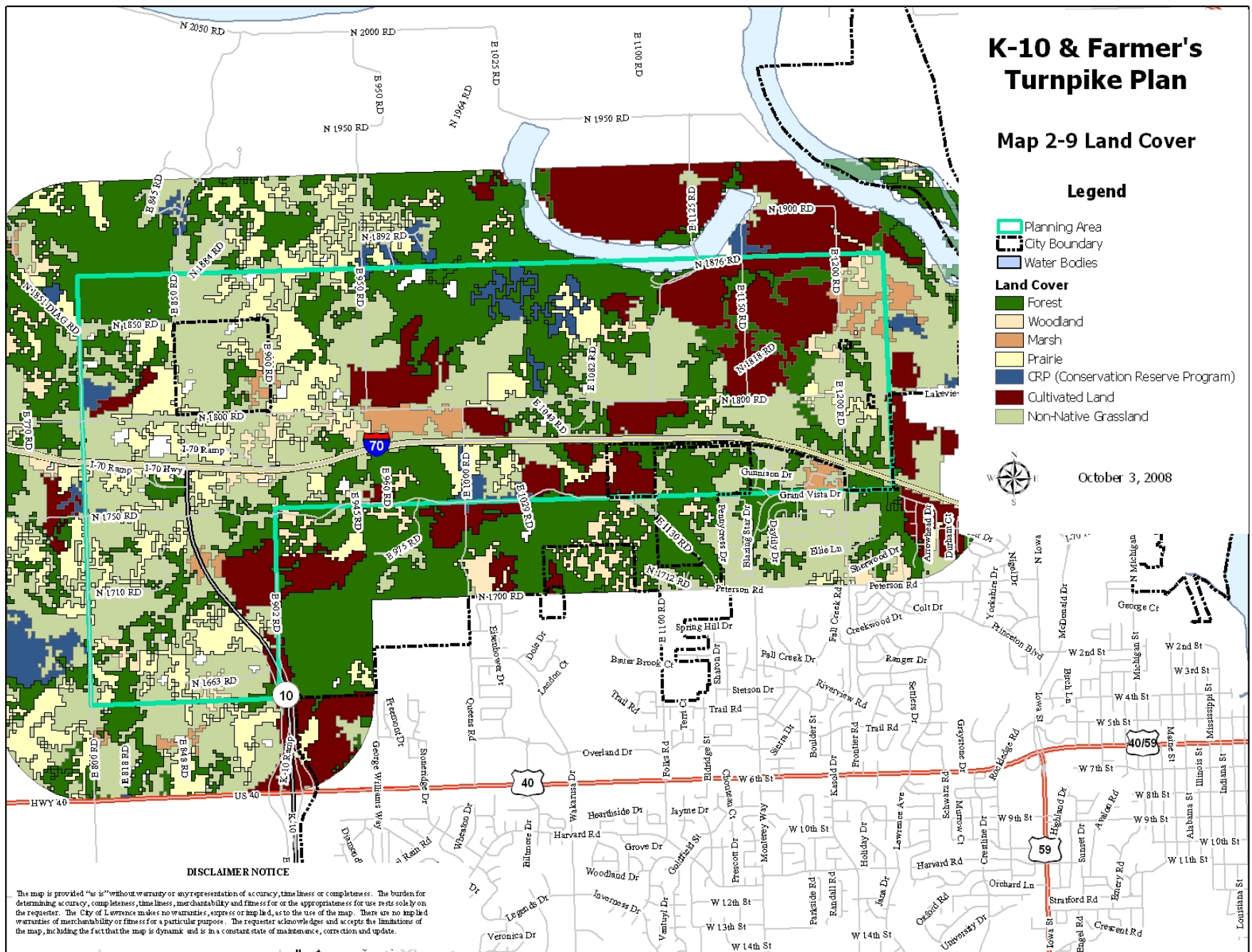
The majority of the undeveloped land within the planning area is either forest land or non-native grass land which is mainly used for cattle grazing. The planning area also contains areas of prairie, cultivated land and areas of land that are a part of the Conservation Reserve Program. See Map 2-9 for a summary and locations.

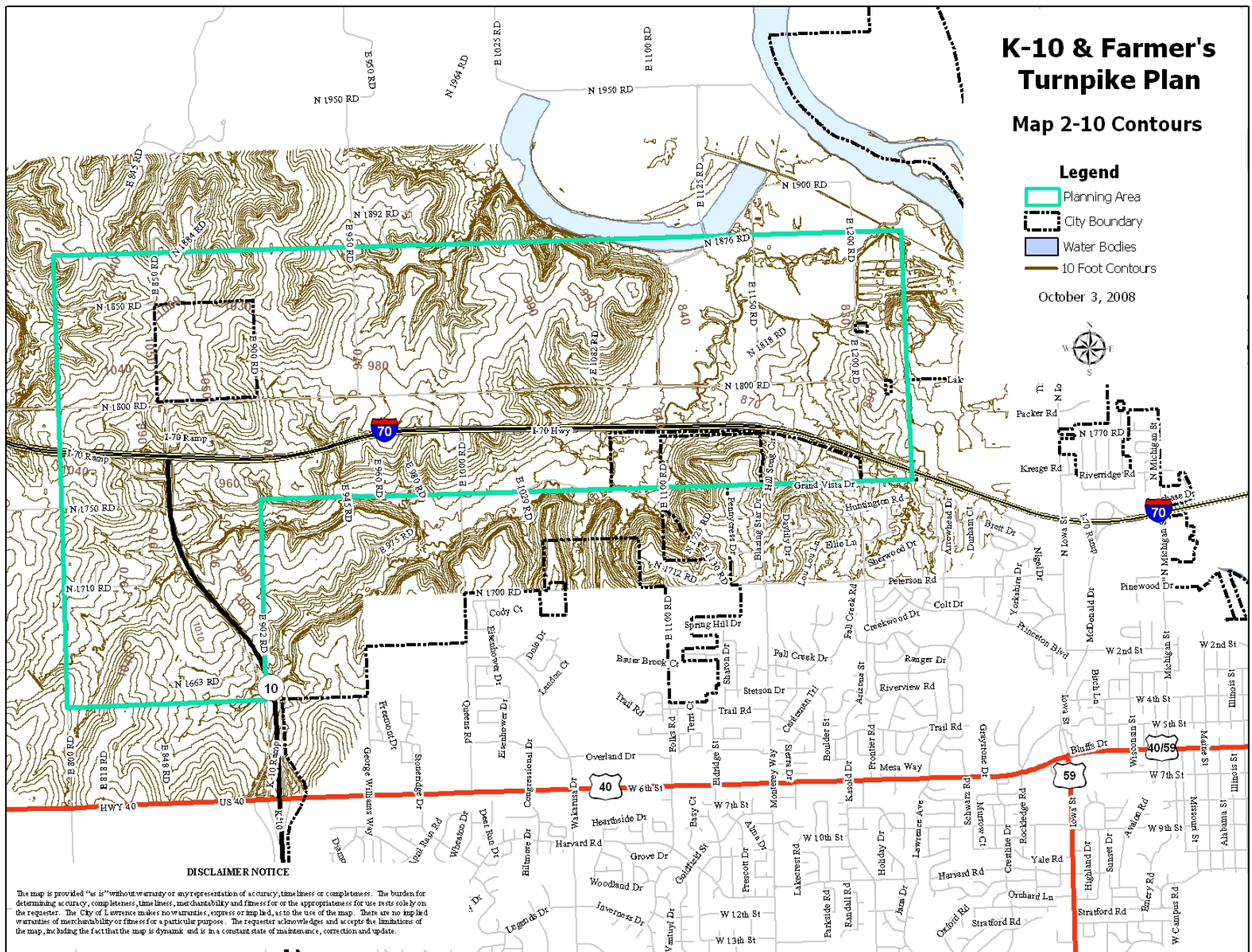


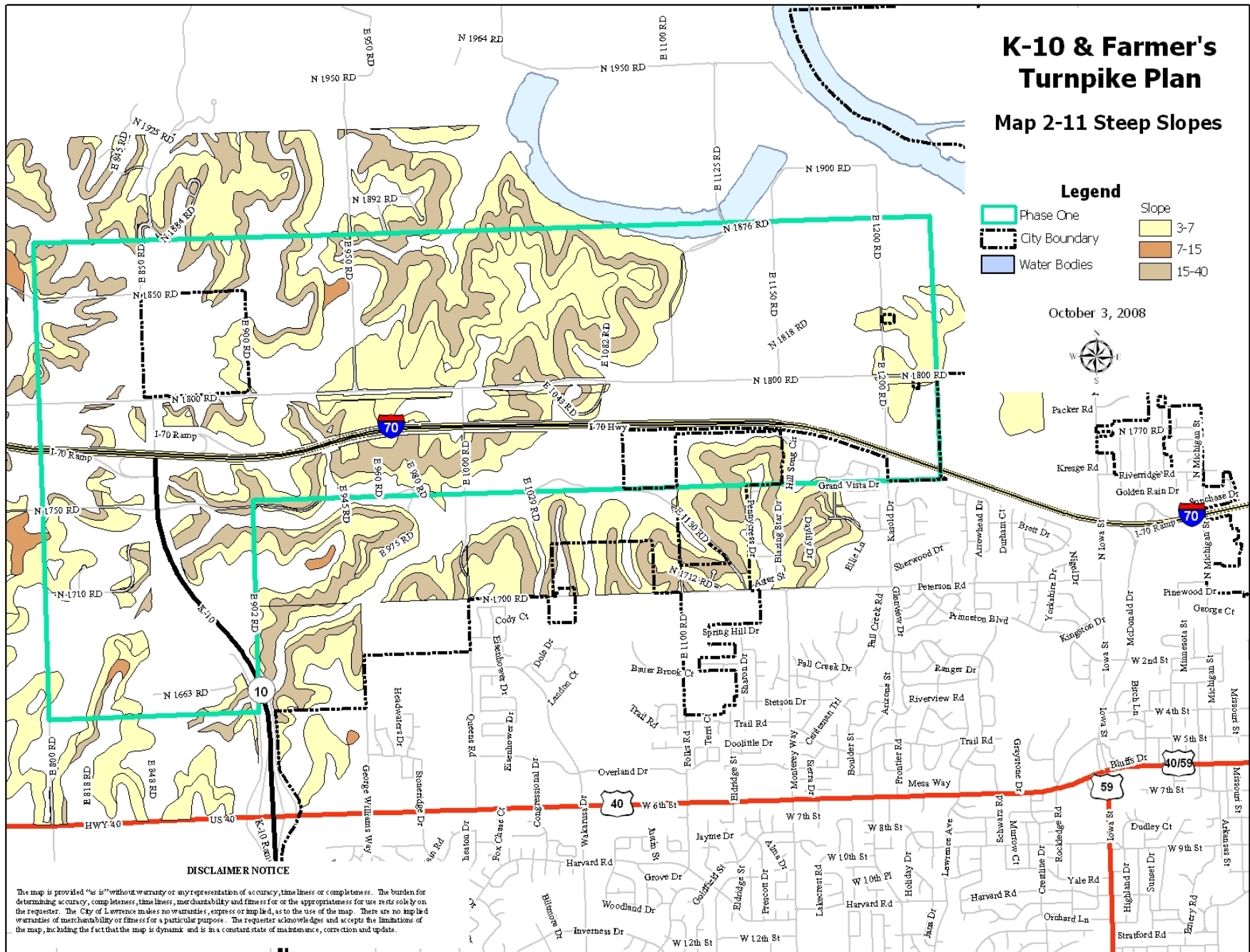
There is a wide range of topography within the planning area. The high points are along the western side of the planning area north of I-70 and in the southwestern portion around K-10 Highway. The low points are along the eastern side of the planning area where Baldwin Creek cuts through the planning 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.









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.



Free State High School

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.

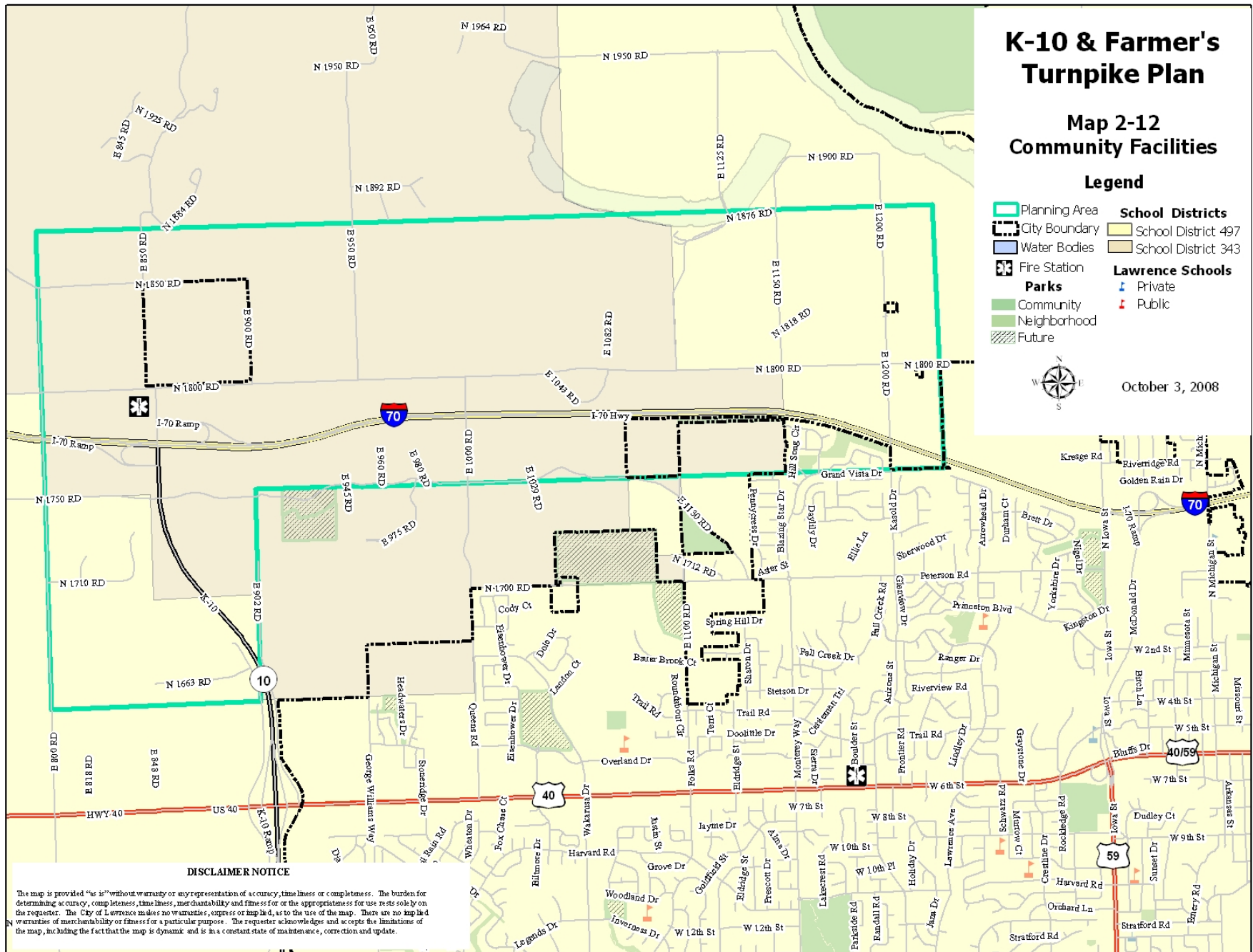
Currently, there are three public or institutional land uses within the planning area. These uses include Stonegate Park, Lecompton Township fire department and Morning Star Christian Church. It is anticipated that additional park areas will be developed within the planning area, as the area urbanizes. 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.



Fire Station 3

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.



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



March 1, 2016

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.

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.



In addition, the following shall be considered for any specific map amendment.
Please answer the following questions, if an amendment to a map in *Horizon 2020* is proposed:

5. Will the proposed amendment affect the adequacy of existing or planned facilities and services? (Please explain)

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.

6. Will the proposed change result in reasonably compatible land use relationships? (Please explain)

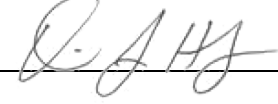
Yes. There is a small area where office/research is adjacent to residential/office but it will be separated using a green space buffer and the residential/office will "back up" to the office/research.

7. 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? (Please explain)

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.

SIGNATURE

By execution of my/our signature, I/we do hereby officially petition initiation of the proposed amendment as indicated above.

Signature(s):  Date Feb. 25, 2016

Date _____

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.

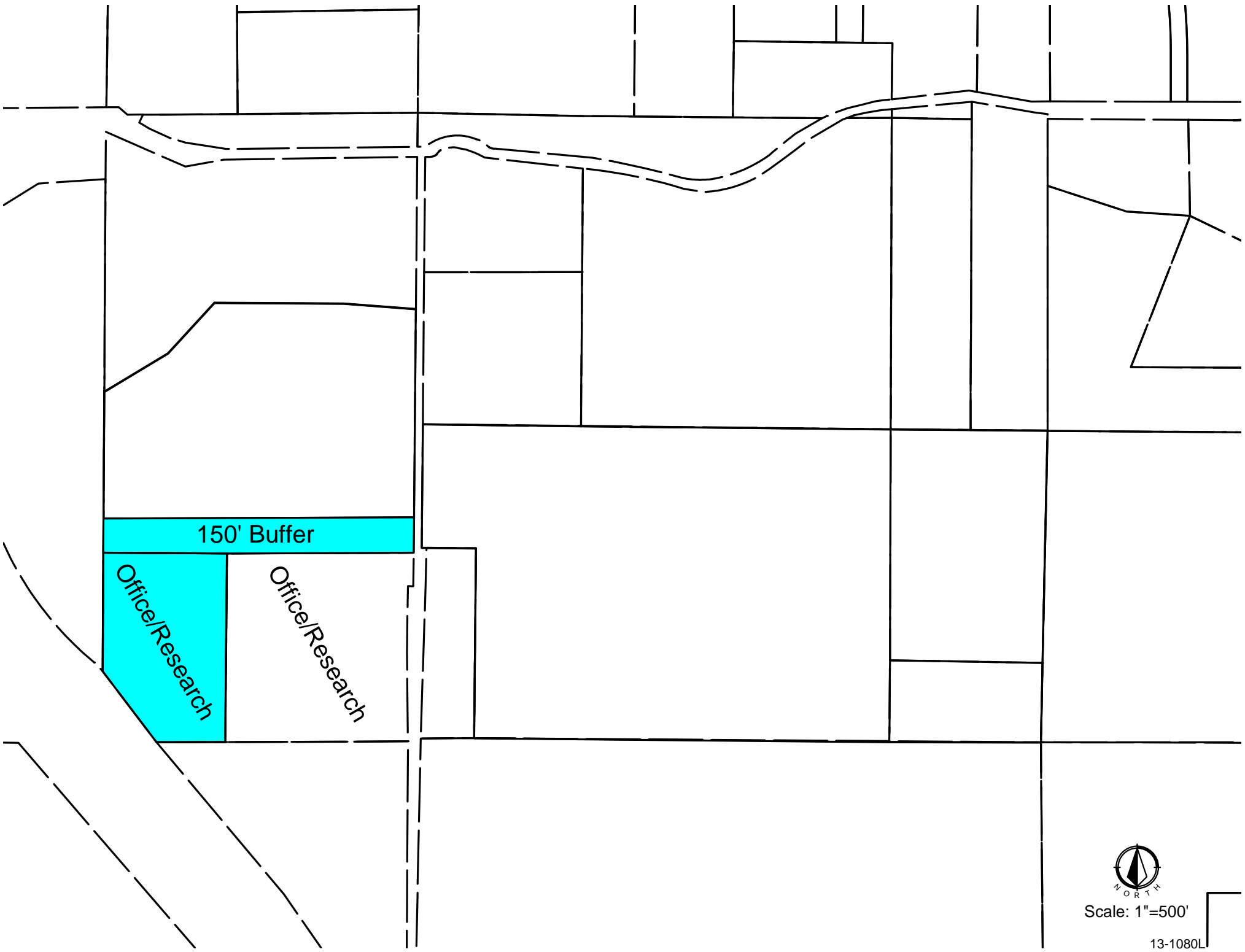
- B. The proposed amendment advances a clear public purpose and is consistent with the long-range goals and policies of the Plan.
- C. The proposed amendment results from a clear change in public policy.

III. Map Amendments

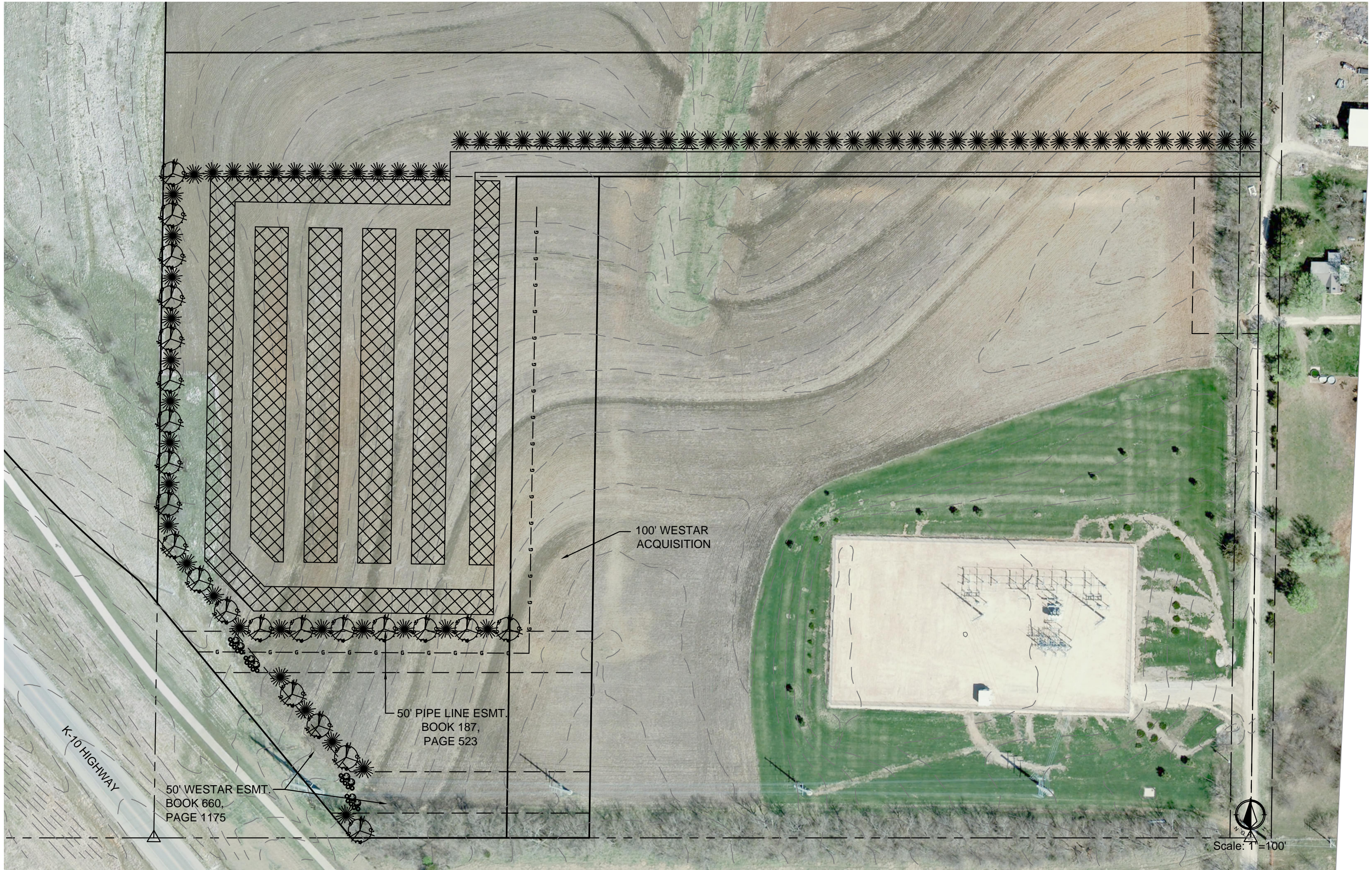
Subject to hearing, review and recommendation of the Planning Commission, the governing bodies may adopt proposed amendments to Lawrence or unincorporated Douglas County Plan Maps upon findings that each of the following additional criteria are met:

- 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.



Scale: 1"=500'



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